



 **BIG MOUNTAIN
WHITEFISH, MONTANA**
Neighborhood Plan

March 2006

Revised May 2006

Adopted by The Whitefish City Council
on July 17, 2006 by Resolution #06-46



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SUBMITTED BY:

Winter Sports Inc.

CONTRIBUTORS:

VITA

Planning and Landscape Architecture

Gage Davis Associates

Land Planning and Development Consultants

Bechtle • Slade PC

Architecture • Landscape Architecture • Interiors • Planning

Sands Surveying Inc.

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1. OVERVIEW

1.1 Big Mountain Neighborhood Plan

The Big Mountain Neighborhood Plan is an update of the Overall Development Plan (“ODP”) for Big Mountain that is on file with Flathead County. The Neighborhood Plan builds on the ODP, providing additional information and specificity for the future development of Big Mountain. The Neighborhood Plan addresses changed conditions since the approval of the ODP and addresses the change of planning and zoning jurisdiction for Big Mountain from Flathead County to the City of Whitefish. Although the ODP was approved in 1992, the Neighborhood Plan is similar to and consistent with the existing ODP.

1.2 The Neighborhood Plan

A Neighborhood Plan is a tool to coordinate and clarify the development of a specific neighborhood. A Neighborhood Plan focuses on that specific area to provide clear and detailed direction for future development. A Neighborhood Plan guides land use decisions as the development is executed.

A Neighborhood Plan is developed within the overall framework of the Whitefish City-County Master Plan and the future Whitefish City-County Growth Policy. A Neighborhood Plan is adopted as a sub-element of that Plan. While the Master Plan/Growth Policy is very broad in its analysis and guidance for Whitefish and neighboring lands, a Neighborhood Plan serves to refine this overall concept by expanding on the goals and policies and providing guidance at the neighborhood level.



Big Mountain and Existing Village



View of Big Mountain from Whitefish

A Neighborhood Plan embodies the public policy for the area it addresses. Any land use ordinances or regulations, such as zoning or subdivision review shall be based on the Neighborhood Plan. When a Neighborhood Plan is more restrictive in its policy guidance than zoning, the precepts of the Neighborhood Plan shall prevail. It must be understood, however, that a Neighborhood Plan is not an engineering, construction, or subdivision document.

This document presents the Neighborhood Plan for the Big Mountain Resort. The Big Mountain Neighborhood Plan provides for two primary land use designations, the resort Village and the resort residential combined with specific zoning regulations to be adopted to implement the land use plan. As part of the text of the Neighborhood Plan, this document will explain the unique challenges of developing a recreational resort that provides a desirable environment for the visitor and builds on the established vitality of Whitefish, Big Mountain and northwest Montana. The implementation strategies identified in the Neighborhood Plan will support the Goals and Policies identified by the Community via the public input process.

1.3 Public Input

The public has been an active participant in the Big Mountain Neighborhood Planning Process. The planning process was initiated on November 30, 2005 with a public forum held at Grouse Mountain Lodge. Approximately 80 people as well as the Big Mountain planning team attended the meeting. At the meeting people were given the chance to voice their likes,

wants and concerns regarding Big Mountain's present and future development. Following the meeting, the planning team created a series of preliminary concept sketch land use plans for the Village and the greater Big Mountain Neighborhood incorporating the issues discussed.

The public was given a chance to review and comment on the initial sketch plans two days following the initial meeting. The sketch concept plans were also presented to various Big Mountain homeowner associations and business partners in the months of December and January. Input received from those reviews was discussed with the planning team and incorporated into the planning process.

In January, three morning coffee meetings were held at Grouse Mountain Lodge, which were attended by members of the Whitefish Chamber of Commerce. The purpose of the meetings was to review the sketch plans and provide input to Big Mountain about the planning and land use concepts.

A third general public meeting was held on March 2, 2006, at which time the public was given an opportunity to review concept plans for the Village and overall resort and provide input to Big Mountain's planning team. Also, on March 2, 2006, copies of the master plan maps were distributed for comment via email to Big Mountain homeowners associations, the Chamber of Commerce, and other people and groups that expressed an interest in the plan and planning process. A summary of public meetings and comments received is presented in the Appendices.

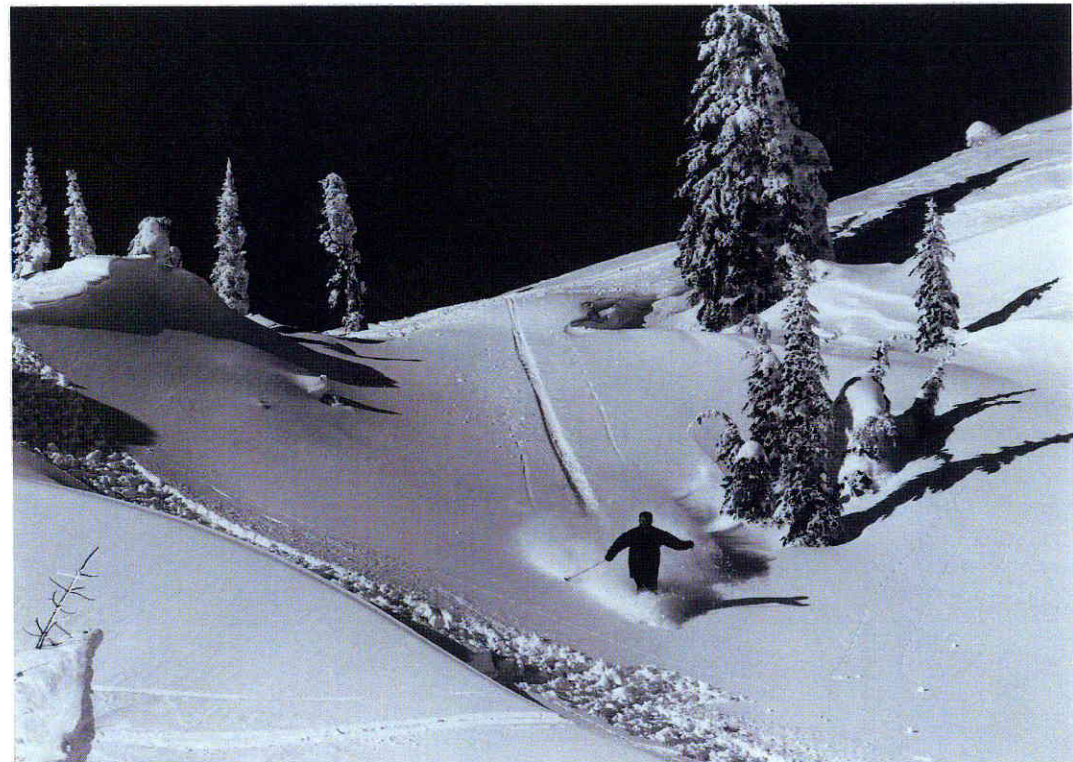
2. BACKGROUND

2.1 Brief History of Big Mountain Resort

Big Mountain has a long history with the community of Whitefish. Volunteers Ole Dalen, Lloyd Muldown, and many others built the first cabin on the Mountain in 1935 and in 1937 a larger cabin was constructed between today's Chairs #2 and #3. Two years later the Hell-Roaring Ski Club was born. In 1945, the name of the Hell-Roaring Ski Club was changed to the Whitefish Lake Ski Club. In 1976 the club named changed once more to the Big Mountain Ski Club, which is alive and well today, providing free ski instruction to children in Whitefish.

According to the book "Hell Roaring, Fifty Years on the Big Mountain", Mully Muldown coined the name Big Mountain when he pointed up to the peak he loved to ski and called it "that big mountain". In 1947 two men from Great Falls along with a group of local investors formed Winter Sports Incorporated (WSI), the business entity of Big Mountain. That same year Ed Schenck and George Prentice built the first ski lodge in the current Village area. In December of 1947 Big Mountain opened with its first "T" Bar. The first few years were a struggle for Big Mountain and it took the constant support of local business leaders through purchases of WSI stock to get the Mountain through those early years.

Big Mountain continued to grow and change through the 1950s and 1960s with the hard work of Big Mountain employees, volunteers, and local stock holders. Big Mountain continued to add lifts in 1975 and in 1977. In 1985 the Summit House was constructed and enlarged in 1989, the same year the Glacier Chaser high-speed quad chairlift was constructed.



Historic Ski Picture of Big Mountain

WSI began selling real estate in 1982 through the Big Mountain Development Corporation. The real estate trend continues and through this Neighborhood Plan Big Mountain plans to continue its history of providing great skiing, a relaxed atmosphere, and opportunities for on-mountain lodging and activities.

2.2 Overall Development Plan

The development of Big Mountain is currently guided by an Overall Development Plan (ODP) that was adopted by Flathead County in 1992. Until October 1, 2005, Flathead County administered the development at Big Mountain in accordance with the ODP. On October 1, 2005, the planning and zoning jurisdiction for Big Mountain was transferred to the City of Whitefish.

The ODP is currently a valid document, outlining the overall density and general development pattern for Big Mountain. The ODP is supported by resort zoning (BR-4) that encompasses most of the land area included in the Neighborhood Plan. The concepts incorporated in the ODP remain valid today and have been incorporated in the Neighborhood Plan.

The Big Mountain ODP functions like a Neighborhood Plan and a PUD by providing conceptual land uses and locations with some specifics addressing parking calculations. The Big Mountain ODP has been the guiding land use document since it was adopted, which is

recognized by the Land Use category incorporated in the Whitefish City County Master Plan Map

2.3 County Zoning

The zoning for Big Mountain is BR-4 (Resort Business District) and is defined in the Flathead County Zoning Regulations. The BR-4 Zoning District is intended for resort areas such as Big Mountain, which relies on the ODP to provide the concepts, densities, land use, etc.

2.4 Change of Jurisdiction

In 2004 the Whitefish City Council and Flathead County Commissioners entered into an inter-local agreement, which allowed the City to expand its zoning and subdivision authority approximately two miles from the City limits in exchange for a reduction in the shared Planning jurisdiction. As part of that agreement, the City of Whitefish will convert existing County Zoning Districts within the agreed upon jurisdiction to a City Zoning Designation. One of the recommended implementation strategies for the Big Mountain Neighborhood Plan is the creation of new zoning classifications to fulfill the obligations of the inter-local agreement.

2.5 Additional Lands

2.5.1 F.H. Stoltze Land And Lumber Company: A portion of area included in this Neighborhood Plan was purchased by Big Mountain from the F.H. Stoltze Land and Lumber Company by Winter Sport Inc. since approval of the Overall Development Plan. That land, approximately 280 acres, is designated as Timber Lands in the Whitefish Master Plan and is included in this Neighborhood Plan. It is anticipated that the zoning for this land will be changed to Resort Residential and Resort Village, consistent with other lands within the Big Mountain Resort.

2.5.2 Montana Forest Products: Also since approval of the ODP, Big Mountain acquired approximately 103 acres from Montana Forest Products. That land was included in The Big Mountain West Master Plan amendment (which also included Elk Highlands and land owned by Brishka), which was approved by the City and County in 2003 zoning 360 acres as BR-4 (Resort Commercial). The land owned by Big Mountain is known as Northern Lights West. Big Mountain anticipates developing this land in a low density format, including clustered homes, cabins and single family lots.

2.6 Consistency with Overall Development Plan

The Neighborhood Plan is consistent with the ODP and is intended to update the ODP as needed to transition to City zoning, incorporate land acquired by Big Mountain since 1992, and provide more specificity to some of the concepts of the ODP, particularly in relation to the Village Core.

The Big Mountain Neighborhood is within the boundaries of the 1996 Whitefish City-County Master Plan. The Whitefish City-County Master Plan Map designates the bulk of the proposed Big Mountain Neighborhood as Resort Commercial. Although designated Resort Commercial, there is very little policy that is specific to Big Mountain within the text of the Whitefish Master Plan.

2.7 Element of Whitefish Growth Policy

As with most communities around the State, Whitefish is in the process of up-dating its Master Plan to a Growth Policy compliant document by October of 2006 as prescribed in State Statutes. The proposed Big Mountain Neighborhood Plan will be an integral part of the City of Whitefish's updated Growth Policy.



Summit House

3. BIG MOUNTAIN VISION

3.1 Village Core

3.1.1 The vision for the Village is to create a compact resort Village Core that is skier/pedestrian centered. This vision brings together the day and destination visitor in a comfortable setting that is intuitive for the user. The predominate land use will be three to four story resort lodging/condominiums at street level (with some buildings stepping up the hill to achieve a three story building on the uphill side) with a mix of uses along street level and around the Plaza. Resort related retail/services uses such as restaurants, bars, coffee houses, sports apparel, etc. will be located on the ground floors of the buildings fronting the plaza and street. Lodging and condominiums will be located on the upper floors. Underground parking will be located below the main levels to take advantage of the topography and limited land area. Building design will be integrated with the pedestrian circulation for a seamless flow between the various entries and destinations.

3.1.2 The focal point of the Village Core will be a plaza, which will incorporate the base terminals for Lifts #1 and #2. The Plaza will be at the approximate elevation of the existing Chair #1 terminal. Chair #2 will be replaced with a new lift, the bottom terminal will be at the Plaza level. It is envisioned that the Plaza will become the meeting place and the place to watch activity around the lifts. The restaurants will have decks and patios that look out onto the Plaza and take advantage of sunny days with a southern exposure. Chair 6 will be replaced with a transport lift and be re-aligned to bring skiers to the Plaza from the Day Lodge. In order to move Chair 2 and provide good skier access from the Chair 2 and 3 terrain, the Chalet building will be removed and a new building will be constructed on

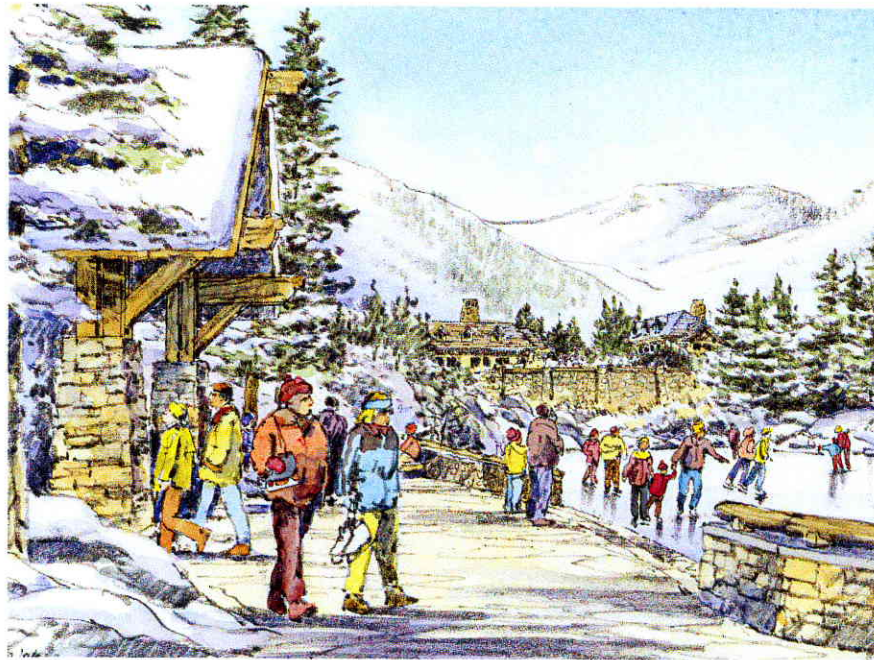


Village Core Aerial

the Plaza. The mound on which the Chalet currently sits will be re-graded to provide skier access to the Plaza and Day Lodge.

3.1.3 The Plan for the Village provides detail of the massing, orientation and densities of the land uses. Circulation for the pedestrian, skier and

vehicle is addressed clearly within the plan map. The relationships between uses are described visually and through text. Implementation strategies designed specifically for the Village Core, including County and architectural and landscape guidelines, provide the necessary tools to carry out the goals and policies of the plan.



Ice Skating Pond

3.1.4 Parking within the Village will be located below the main levels of the buildings to take advantage of the topography and limited land area. Additional parking will be constructed below the conference and recreation center to accommodate meetings and events in the facility. Day skier parking and overflow parking will be provided at the Day Lodge with shuttle service from the parking lots to the Day Lodge where visitors can access a people mover lift to the Plaza and Village.

3.1.5 Vehicular circulation is designed to provide a looped road system that functions easily for SNOW Bus passengers and day skier drop off. Internally, the Village street network will service the buildings and the underground parking. The new “Main Street” will be primarily for the pedestrian and secondarily for vehicles with buildings fronting on and providing covers over the sidewalks. Building design will be integrated with the pedestrian circulation for a seamless flow between the various entries and destinations. Covered escalators and/or stairways will provide vertical movement for pedestrians between the various levels of the Village.

3.1.6 Activities within the Village revolve around three key components: the Plaza, the Day Lodge, and the Conference Center. The Plaza and Conference Center anchor either side of the “Main Street”, which is designed for the pedestrian. The Day Lodge links to the Village with a people mover that carries both the skier and non-skier back and forth. During the summer months the Plaza will

be used for outdoor concerts, artist workshops, festivals, etc. The Plaza will also function as a starting point for day hiking around the Mountain.

3.2 Overall Development

The overall vision for Big Mountain is to create a quality mid-size resort, preserving a friendly atmosphere and excellent skiing and recreation opportunities with a family focus. A variety of lodging opportunities will be provided, offering lodging suitable for individuals, groups and families at a mix of price points. The lodging, particularly in the Village Core, will be designed to encourage nightly rentals and achieve high occupancies.

The resort will be developed to achieve utilization year round, particularly in the summer and winter months. Activities and facilities will be provided to support the lodging and recreational opportunities.

By looping a major transportation link through the Village and to the Day Lodge, the mountain will be able to provide convenient drop-off at the Village Plaza and Day Lodge for the SNOW Bus and day skier.

Development pods are located in areas that avoid steep topography and hydric soils. Preservation of water quality and the environmental quality of Big Mountain will be objectives of the development, implemented through the adoption of low impact

development standards and other construction best practices techniques.

3.3 Recreation and Activities

The first phase of implementing the Neighborhood

Plan will be the consolidation of the beginner ski area near the expanded Day Lodge (current Outpost building) for the convenience of both beginner skiers and parents of children in ski school programs. The development of Stoltze's Knob for the beginner and intermediate skiers with a new ski lift will be a subsequent phase of the plan.



Skier Plaza

The development of the Village Plaza will be phase two of the Neighborhood Plan. Phase two will include the replacement of Chair 6 with a people mover type of lift providing a seamless connection between the Day Lodge (Outpost) and the Village Plaza. Simultaneously, Chair #2 will be replaced and realigned to extend down into the Plaza to the

approximate level of Chair #1 so that skiers can access more of the mountain from a single point and provide an activity center around which skier services and activities will be provided.

In the longer range plan, it is anticipated that a new chair will be constructed to the ridge above Chair

#4 from the east side of Stoltze Knob, reducing the need for the long traverse on Russ's Street for persons skiing the east side of the Mountain.

A recreational trail system for cross country skiing, hiking, walking, biking and trail riding will be expanded on the lower portions of the mountain, accessible from the Village and numerous points in the resort. The Stolze's Knob and Haskill Creek Preserve areas will be integral to this trail system.

The Village Plaza will be the focal point of the resort. The Plaza will provide a natural gathering place summer and winter. It will function as a place to stage summer concerts, festivals and other public activities. The Plaza is also envisioned as the focal point of après ski activities.

34. USERS

3.4.1 Regional Population: Regional use of Big Mountain has been and will continue to be an extremely important element in the resort's success. The regional user is typically a day use visitor. Pricing is often important to this user group as well as accessibility to the facilities.

The first phase of mountain improvements is intended to improve the facilities and services available to the day visitor of the resort. The first phase will occur in the summer of 2006. Those improvements will include a day lodge, in which all services will be available



Village Street

BIG MOUNTAIN VILLAGE CORE PLAN





including child care, a kids' center and ski school. The day lodge will be located adjacent to the day use parking in the area of the Day Lodge (Outpost). Parking and drop-off zones will be improved and a new beginner chairlift will be added, which will compliment the Magic Carpet beginner lift installed for the 2005/06 winter.

Currently, regional visitors account for approximately 60% of the skier visits at Big Mountain. The master plan is designed to improve services and facilities for this user group so that this business segment is preserved and expanded.

3.4.2 Destination Visitors: Destination visitors are important to the financial success of Big Mountain. Destination visitors compliment the regional users and provide opportunities to improve the utilization of resort facilities year round.

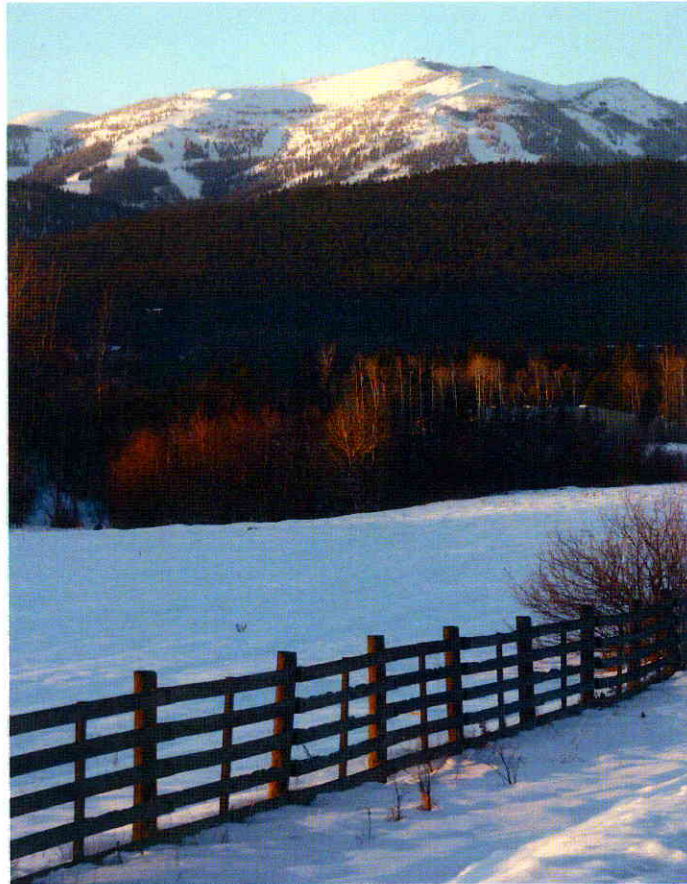
The creation of a focal point for Big Mountain represented by the plan for the Village Core is key to attracting destination skiers and visitors. The Village will provide a variety of activities and services as well as lodging types. Of particular importance will be group business, which typically requires hotel-type accommodations. It is envisioned that the mixed-use buildings in the Village Core will have a variety of unit types, most of which will be designed to be divisible so that they can be operated as hotel rooms. The buildings grouped within the Village will be operated as a large hotel, with rooms dispersed in several buildings.

4. GOALS

Goals for the Big Mountain Neighborhood Plan Include:

- Create a quality midsize ski and summer resort that supports and enhances the operational business of Big Mountain over the long term.
- Build on Big Mountain's relationship with local skiers and users of the mountain.
- Provide a character and scale in the Village that is compatible and indigenous to Northwest Montana with the following attributes: comfortable, inviting, rustic, warm, natural, simple, historic, understated, relatively small scale.
- Create a Plaza area that is a central meeting place for both day and destination guest that includes places to sit, eat, drink, people watch, and meet.
- Create an entrance to Big Mountain at the intersection of Big Mountain Road and the Day Lodge Road. The entrance may include a staffed information building with a destination accommodations desk.
- Develop a Village with a mix of uses including accommodations, food, skier and recreational services, a variety of primarily outdoor oriented recreation opportunities and a limited amount of resort related retail opportunities.
- Develop a Village and resort that is sensitive to and incorporates the natural environment.
- Continue to develop and promote summer activities on Big Mountain.
- Compliment the businesses in Whitefish.





- Maintain adequate parking for the day skier/visitor.
- Develop parking in the Village for the new and existing accommodations.
- Develop a trail system and facilities on the lower mountain that provide and support a variety of opportunities for hiking, walking, biking, cross country skiing, trail riding, etc.
- Continue to provide and develop employee housing opportunities on and off the Mountain. Off Mountain housing would be served by the SNOW Bus to reduce traffic volumes on Wisconsin Avenue and Big Mountain Road and reduce parking needs at the mountain.
- Provide lodging, restaurants and recreation opportunities to serve the spectrum of visitors from the budget minded to the high end.
- Create opportunities for celebration of and participation in the arts.
- Encourage buffering and non-commercial land uses along Big Mountain Road south of the Day Lodge turn-off.
- Provide a mix of real estate opportunities at Big Mountain
- Maintain and improve water quality as it comes off Big Mountain and its ski slopes.

5. POLICIES

Policies for the Big Mountain Neighborhood Include:

5.1 Acknowledge that one of Big Mountain's strengths is its relatively small size compared to large resorts around the country. Understand what it is Big Mountain does best and build on those strengths. Continue to provide great skiing/riding with challenging terrain. Continue to be a friendly, family oriented resort.

5.2 Consolidate skier services in the new and expanded Day Lodge, which will incorporate the existing Outpost Building. The Day Lodge will provide ski rental and repair, a full service cafeteria, seasonal lockers, day use basket check, changing areas, restrooms, ski school (Snowsports Center), the Big Mountain Kids Center (ski programs and day care), and meeting and lunch areas. Chair #6 will eventually be replaced with a people mover that will transport skiers and non-skiers to the Village Plaza.

5.3 Cluster the beginner ski area near the Day Lodge to facilitate convenience for parents and children.

5.4 Develop a set of architectural regulations that establishes the Northwest Montana character as the standard for all future development. Develop a set of massing and height standards for the Village Core that are sensitive to the human scale and the environment. Develop a set of parking standards for the resort accommodations and uses in the Village Core that are consistent with historical and anticipated parking needs.

5.5 Locate the Plaza in a central location that has access by bus, car, ski lift, ski runs and pedestrian paths. Develop land uses such as restaurants, bars, coffee house, and ski lockers around the Plaza with indoor and outdoor seating.



5.6 Salvage the interior of the Hellroaring Saloon and replicate the restaurant and – to extent possible – the ambience of the restaurant and the Chalet in a building to be located on the Village Plaza.

5.7 Establish an adequate setback from streams and wetlands to maintain water quality within the Village and 100-foot undisturbed buffer from Second Creek. Riparian corridors shall be left intact and enhanced, when appropriate. Incorporate “best management practices” as outlined in the “Big Mountain Construction Guidelines for Resource Protection” to prevent stream degradation during and after construction and grading work.

5.8 Establish design guidelines that require natural vegetation in the development landscaping. Areas that are disturbed are to be immediately revegetated once construction is finished to prevent erosion of slopes and sediments from entering the water courses.

5.9 Develop a master stormwater plan for the build out of the entire Big Mountain holdings with specifics on the various development pods. This master plan shall incorporate ways to mitigate stormwater run-off that may include, but are not limited to, tree retention, limiting impervious surfaces, reducing velocity, integrating low impact development techniques and a long-term maintenance plan. Site specific drainage plans shall be designed in accordance with the master plan developed for Big Mountain. Prior to the City of Whitefish Public Works Department accepting any drainage plan in connection with any subdivision preliminary plot or commercial development within the area encompassed by the Neighborhood Plan,

a completed and comprehensive Storm Water Management Plan shall be submitted to and approved by the City of Whitefish Public Works Department.

5.10 Incorporate energy efficient technologies in new construction.

5.11 Promote Big Mountain as a place for small group activities such as artist and photography workshops.

5.12 Develop a central conference/meeting facility to serve the Big Mountain Village. This facility will also serve as the community hall for Big Mountain. The facility will be within easy walking distance of a majority of guest accommodations in the Village Core.

5.13 Connect the Big Mountain bike trails to the proposed Whitefish Lake Loop trail system.

5.14 Develop easy hiking trail loops in the Village area that are suitable for those people that do not want to hike the Danny On Trail to the summit.

5.15 Continue to promote mass transit to the mountain from Whitefish and look for ways to expand mass transit service in response to ridership. Cooperate with the City of Whitefish and/or other transit authorities in the development of an integrated transit system to serve the City and Big Mountain.

5.16 Maintain day skier parking around the Day Lodge with shuttles as needed to provide access to the Day Lodge building and skier services. A people mover type of lift will transport skiers and visitors from the Day Lodge to the Plaza with access to Chair 1 (Glacier Chaser) and Chair 2 (Swift Creek). There will also be a vehicular skier drop-off adjacent to the Plaza.

5.17 Develop a trail system and facilities on the lower mountain that provide and support a variety of opportunities for hiking, walking, biking, cross country skiing, trail riding, etc. Establish a trailhead with support facilities.

5.18 For lands within the Big Mountain Neighborhood Plan boundaries, a fifty foot setback from the right of way is proposed for structures along Big Mountain Road below the Day Lodge Road turn-off. The proposed zoning within this Plan will also discourage commercial uses along Big Mountain Road below the Day Lodge turn-off.

5.19 Finalize the agreement for secondary emergency access through the F. H. Stoltze and Iron Horse lands. The applicant will provide a two-way emergency access rout that meets all the design and maintenance requirements of all State, Local and Federal emergency service providers.

5.20 Continue to promote defensible space standards for the residential portion of the Plan area.

5.21 Require sprinkling of all new structures within the Village.

5.22 Continue to work with the Big Mountain Fire District on their District Emergency planning. Continue the support for equipment upgrades and training.

6. OVERALL MASTER PLAN

6.1 Concept

The overall master plan creates a land use plan for Big Mountain that anticipates developments and sets specific development standards to address issues such as circulation, parking, convenience for the visitor, massing, heights, infrastructure needs, sensitive areas, affordable housing, and so on. The Plan provides a detailed view for the Village Core where the intensity of development is most critical. The plan becomes more conceptual as it moves further from the Village Core into the lower density areas.

6.2 Land Use Designations

The Big Mountain Neighborhood will establish two land use categories - Resort Commercial and Resort Residential. The Resort Commercial designation will include the Village Core, Day Lodge and a small Core area northeast of Stoltze's Knob where a new chair to the top of the mountain is proposed for the future. The Resort Commercial area will, as it has historically been, the dense urban Core of the community with a mix of uses that serve the day use recreational visitor, destination visitor, and resident.

The Village Core is proposed with a pedestrian focus. Sidewalks, paths and trails will move pedestrians horizontally and escalators and/or stairways will move the pedestrian vertically on this topographically challenged site. Around the Plaza restaurants, lodging, bars, limited retail and recreational services will be located to create an inviting place for visitors and residents.



Big Mountain in the Fall

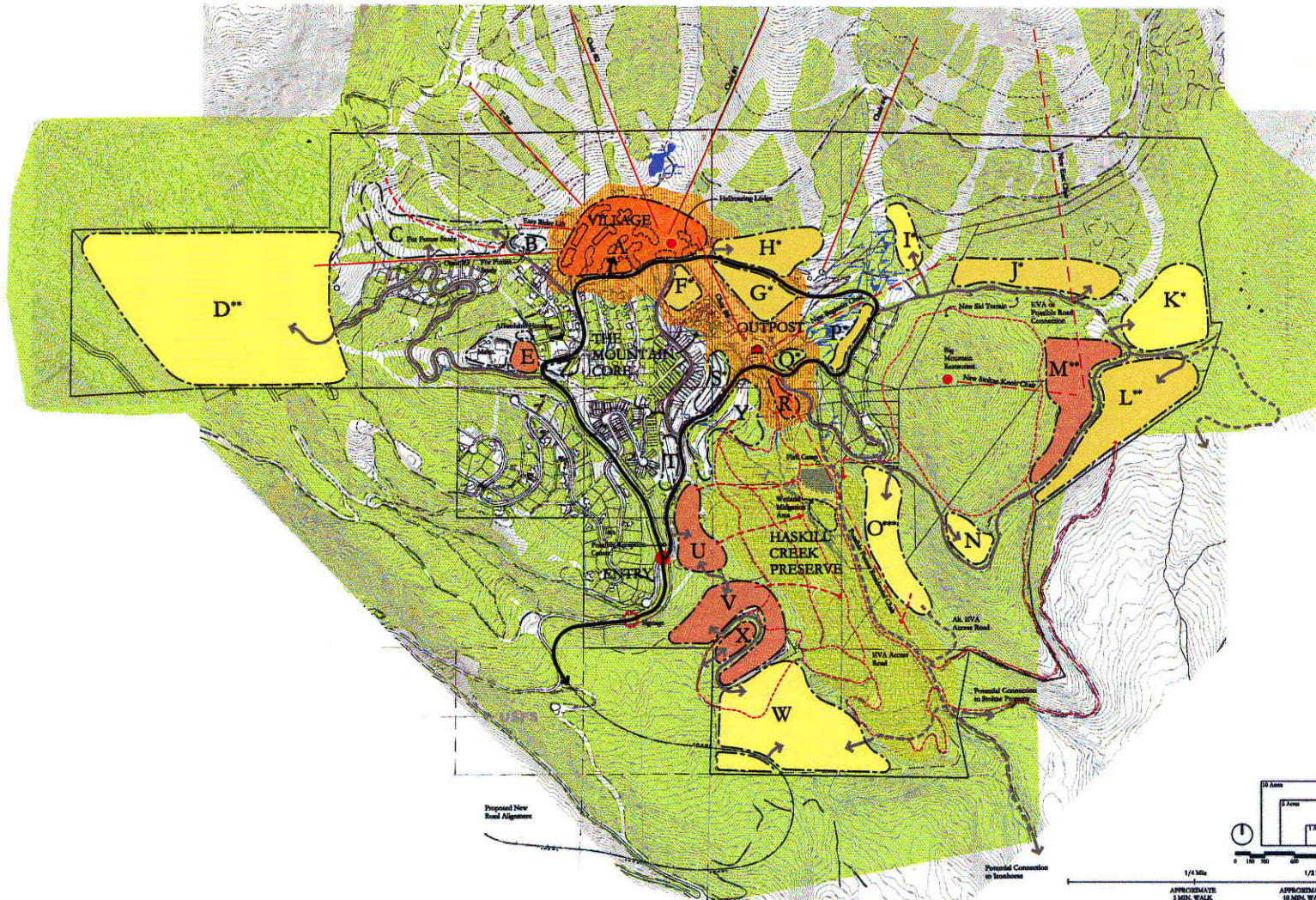


The areas surrounding the designated Resort Commercial will be Resort Residential areas. The Resort Residential land use will be defined as areas of lower urban densities with little or no commercial activity. Uses within Resort Residential will include nightly rentals, time sharing, interval ownerships, vacation clubs or other multiple ownership residential uses. Densities may be clustered into various condominium or townhome arrangements as determined in the Big Mountain Neighborhood Plan and associated Land Use Map. (See Land Use Maps)

6.3 Focal Point

Focal points for the Big Mountain Neighborhood Plan include the Plaza, the Village pedestrian street, the expanded Day Lodge (Outpost building) and a future mixed-use node on the east side of Stoltze's Knob. The Village and Day Lodge are the portals for visitors accessing the mountain. The Day Lodge and the Village street bring the day skier and the destination skier together at the Plaza. The Plaza is the activity center for both the skier and non-skier with restaurants, decks, and patios providing comfortable locations for both large and small groups to meet.

BIG MOUNTAIN LAND USE PLAN



LAND USE SUMMARY

- Village**
250 total units - Hotel, Retail, Entertainment
- High Density Attached**
10-25 units/ AC - Multi-Story, Kintla Prototype
- Medium Density Attached**
5-8 units/ AC - Duplexes, Triplexes, or Fourplexes; Moose Run Prototype
- Low Density Attached**
0.5-3 units/ AC - Cabins or Single Family Estate Lots

LEGEND

- Resort Road
- Neighborhood Road
- Existing Ski Lift
- Proposed Ski Lift
- Proposed Ski Trail
- Nordic Ski Trail
- Mountain Core
- Haskill Creek Preserve

DEVELOPMENT SUMMARY

PARCEL	LAND	AC	APPROX. YIELD HIGH	APPROX. YIELD LOW
A	Village Core	20	250	250
B	For Future Study	-	-	-
C	For Future Study	-	-	-
D**	Northern Lights West Cabins	78.4	100	40
E	Hibernation House Additional Units	1.8	30	15
F*	Moose Run	-	-	-
G*	Core Duplexes Chair #6	5.5	40	40
H*	Slope Condominiums Chair #6	8.2	40	20
I*	Slope Cabins	3.4	8	8
J*	East Side Residential	11.4	40	20
K*	East Side Single Family	13.8	24	12
L**	East Side Duplexes	18.0	50	18
M**	East Side Village	12.7	109	99
N	Stoltze Cabins	3.6	8	8
O***	Preserve Cabins	11.1	18	18
P*	Glades Phase 3 Multiplex Units	1.9	30	20
Q*	Skier Services	-	-	-
R	Preserve Multifamily	1.5	30	20
S*	Parking	-	-	-
T	Parking	-	-	-
U***	Entry Village	6.4	90	50
V	Preserve Lodge and Duplexes	12.5	52	18
W	Lower Preserve Single Family	29.8	24	24
X	Lower Affordable Housing	2.1	100	100
Y	Parking	-	-	-
Z	Parking	-	-	-
TOTALS 222.2 (Including Village Average)		1043	780	

* Denotes Ski-In, Ski-Out Parcels
** Denotes Ski-In Parcels
*** Denotes Ski-Out Parcels
* Denotes Possible Office

6.4 Total Units Represented in the Plan

6.4.1 Developed and Platted Units Existing: Currently, there are 670 units developed and/or platted at Big Mountain in a combination of single family houses and lots, townhouses and townhouse lots and condominium buildings. For sewer capacity calculations, the 670 units equal 560 equivalent dwelling units (EDU's) as defined in the Big Mountain/City of Whitefish Sewer Agreement. An additional 238 EDUs have

been allocated to the Elk Highlands development. The master plan provides for the potential of an additional 780 to 1043 units to be developed at Big Mountain at full build out, which would bring the total number of units to approximately 1450 to 1713. The following is a summary of existing units and/or sold but undeveloped parcels at Big Mountain:

6.4.2 Total Units at Buildout: The following is a summary of potential new units, which are depicted on the master plan:

BIG MOUNTAIN RESORT: Existing Developed/ Platted Units		
Subdivision	Building	Total
Village Area	Alping Inn	54
	Edelweiss Condominiums	50
	Kinda Lodge	26
	Morning Eagle	53
	Hybernation House	42
Admin/ Maintenance/ Skier Support Facilities		15
Subdivision #1		130
Subdivision #2		61
Moose Run		52
Northern Lights		18
Sun Rise Ridge		71
Wood Run		56
Slopeside		24
Glade Phase 1		18
TOTAL		670

Summary of Potential New Units		
	High	Low
Lodge and Condo	531	437
Townhouse/ Cabin	364	207
Single Family	48	36
Employee/Affordable Housing	100	100
TOTAL	1043	780

6.5 Mountain Master Plan

Over the next several years, numerous mountain improvements are planned. Some of the existing lifts on the mountain will be replaced and new lifts will be constructed. Snowmaking coverage will be expanded on the lower slopes of the mountain and on-mountain lodge facilities will be added and/or expanded.

The first phase of mountain improvements will include the installation of a beginner chair lift in the vicinity of the Day Lodge. The base terminal of the lift will be to the east of the Day Lodge with the upper terminal located on the eastern edge of the lower Inspiration trail. The first phase also includes a magic carpet type lift for beginner skiers and boarders, which was installed in the fall of 2005. Completing the first phase will be the installation of a chair lift on Stoltze's Knob on the east side of the knob. This lift will provide low intermediate terrain and will work in conjunction with the beginner chairlift, providing a progression of terrain for people learning to board and ski.

The second phase of mountain improvements will include the realignment and replacement of the Swift Creek Chairlift (Chair #2) and the replacement of Chair #6 with a people-mover type lift. The new Swift Creek Lift is envisioned to be a detachable quad lift with the base terminal adjacent to the current base terminal of the Glacier Chaser Lift (Chair #1). The top terminal of the new Swift Creek Lift will be in the approximate location of the existing top terminal of Chair #2. The base terminal of the people-mover lift will be at the Day Lodge (current Outpost), with the top terminating at the Village Plaza adjacent to the base terminals of the Glacier Chaser Lift (Chair #1) and the realigned Swift Creek Lift (Chair #2).

Future lift development on the mountain includes the construction of Chair #8 on the back side of the mountain, which runs from below the base of Chair #7 to Flower Point. This lift was permitted by the Forest Service several years ago and will be subject to

further environmental review prior to construction. A new lift is also envisioned on the front side of the mountain, serving the eastern side of the existing ski terrain. The base terminal of the proposed east side lift would be to the east of Stoltze's Knob with the upper terminal location above existing Chair #4. The installation of this lift would allow utilization of the east side skiing terrain without the need to traverse the mountain on Russ's Street.

Other improvements envisioned include the upgrading of the Glacier View Lift (Chair #5), the expansion of the Summit House and a restaurant at the top of the Swift Creek Lift.

Most of the mountain improvements are located on US Forest Service land and will require permits prior to construction. Permits are issued only after a study and review process, which includes public input and comment.

7. PARKING

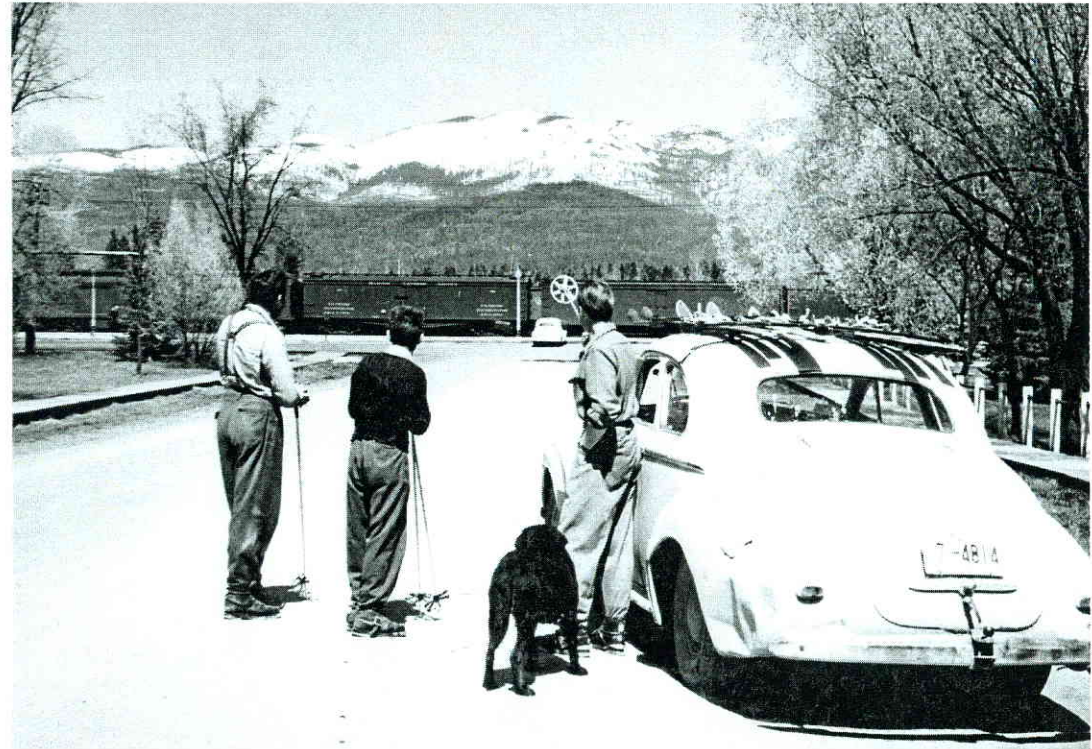
The 1991 Big Mountain Overall Development Plan set the parking standards for the Village and day skier use. These standards are as follows:

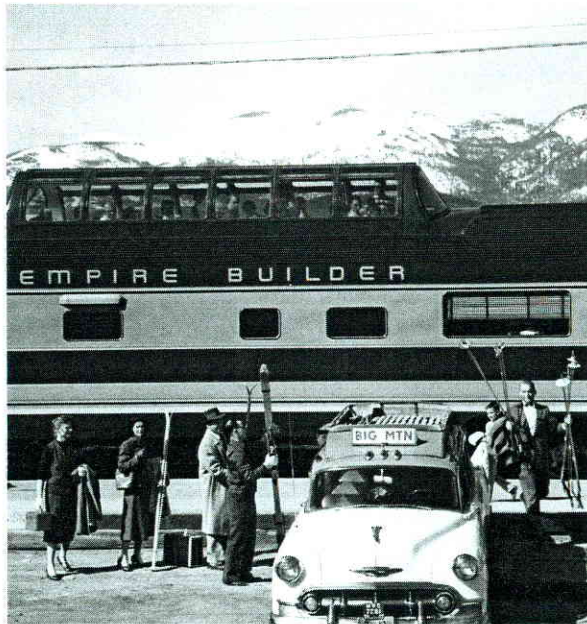
Table 1 ODP Parking Guidelines

Day Skier Parking	1511 Spaces
Single Family	2 Off-Street Spaces Per Unit
Townhouse	1.75 Off-Street Spaces Per Unit
Condominium	1.3 Spaces Per Unit
Hotel/ Lodge/ Condo Hotel	0.8 Spaces Per Unit

The condominium parking ratio identified in Table 1 has proven to be in excess of what is required based on several years of experience with the Kintla and Morning Eagle properties. Both Kintla and Morning Eagle were developed with one space per unit. Based on recent surveys, actual parking demand is approximately 0.54 space per unit.

The Neighborhood Plan is recommending that the parking guideline for residential condominium units of two bedrooms or larger be reduced to one space per unit and that parking guidelines for one bedroom condominiums be 0.8 spaces per unit and for hotel and studio units the parking requirement be 0.5 spaces per unit. These changes are based on the parking ratio that was provided for in the Kintla and Morning Eagle buildings as well as case studies at other resorts, actual parking demand at Kintla and Morning Eagle and a Big Mountain Resort Customer Survey. The Survey provides a great deal of information regarding the customers of Big Mountain, including how they arrived at the mountain, how many persons were in their vehicle, and if they





were a day visitor or an overnight visitor. According to the Survey, 25-30% of the overnight guests arrive on the Mountain by bus or shuttle, or walking. Of the 60% of overnight guests that arrive by car, 84% have two or more persons per vehicle and 46% have three or more persons per vehicle. According to the data most of the overnight visitors to the Mountain take some form of mass transit or have multiple visitors per car reducing the need for condominium parking.

Since the day skier/visitor and destination skier/visitor are the primary users of the restaurants and ancillary commercial uses, the 1991 ODP did not require additional parking to serve these uses. This usage is not likely to change with the continued development of Big Mountain and therefore additional parking is not proposed for restaurant and commercial land uses in this neighborhood plan.

For the development of lodging and hotels in the Village, each building will be responsible for meeting the parking requirements. In most cases, parking will be located below grade taking advantage of the topography

and utilizing limited developable space in the Village.

As stated previously in this Neighborhood Plan, the majority of the day skier parking will be moved from the upper parking lots down to the Day Lodge area as the Village continues to develop. Currently there are approximately 750 parking spaces in the Day Lodge lots and an additional 430 in the Village lots (Birch, Cedar and Dogwood). As the Village is built out and the existing day-use parking spaces are eliminated in the Village area, approximately 700 additional spaces will be constructed in the Day Lodge area to bring the total to the 1500 spaces required by the ODP.

Increased utilization of the SNOW Bus is anticipated to reduce parking demands for day use. Reconfigured drop-off points in the Village and at the Day Lodge will make the SNOW Bus an attractive option for many and will be a convenient choice of transportation from Whitefish.

Parking has generally not been a problem in summer months on Big Mountain. As is currently the case, there will continue to be a limited number of visitor parking spaces available in the Village. These spaces will most likely meet most of the demand for the short-term day use guest in the summer months. Parking will also be available at the Day Lodge for resort users during the summer with the transportation lift providing convenient access to the Village plaza area.

Table 2: Proposed Parking Guidelines for WBMV and WBMRR

Day Skier Parking	1500 Spaces, to be built incrementally as needed
Single Family	2.0 Off-Street Spaces Per Unit
Townhouse and Cabin	1.75 Off-Street Spaces Per Unit
Condominium (2 Bedroom or Greater)	1.0 Spaces Per Unit
Condominium (1 Bedroom)	0.8 Spaces Per Unit
Condominium Studio/ Lodge/ Hotel Room	0.5 Spaces Per Unit

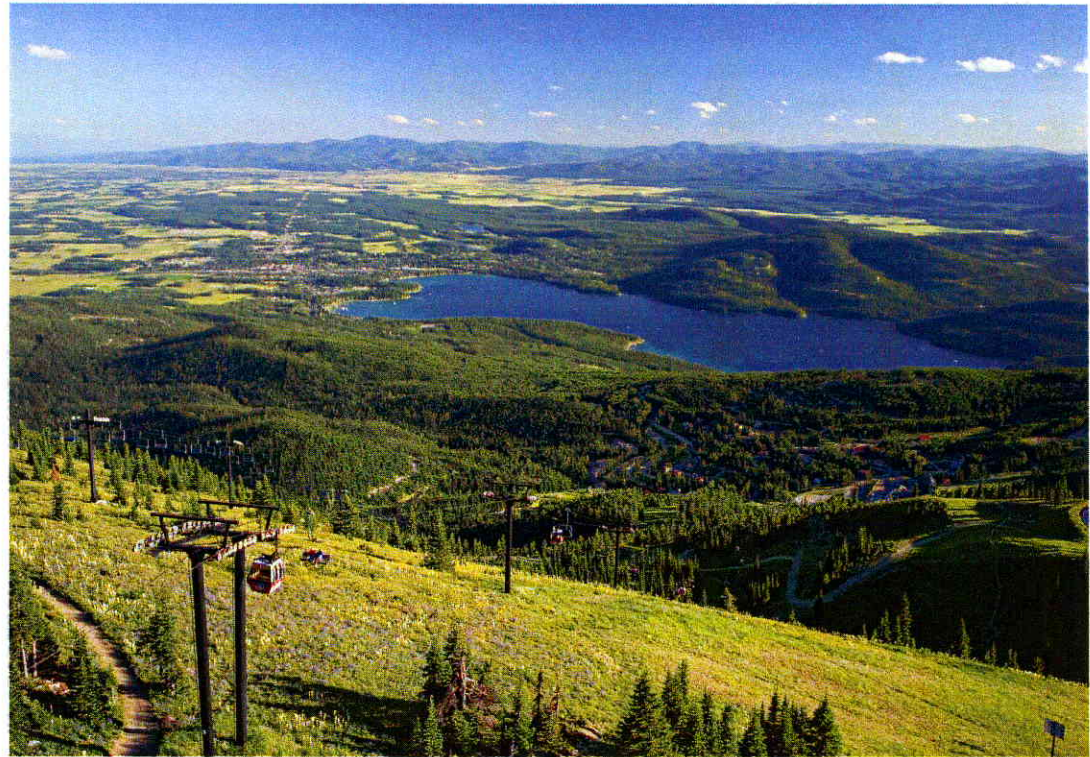
8. IMPLEMENTATION

To meet a number of the Goals and Policies of the Big Mountain Neighborhood Plan, the proposed zoning designations will set the land use, density, massing and setback standards for Big Mountain. The proposed zoning classifications work in concert with the land use maps established for the Village Core and the greater Big Mountain area. The Land Use Maps show the approximate building areas, vehicle and pedestrian circulation, sensitive areas, and densities.

Architectural Standards and Best Management Practice documents are incorporated in the Neighborhood Plan to help implement the vision for Big Mountain.

Permitted uses within the Big Mountain Village Zoning and Big Mountain Resort Residential Classifications will be subject to Architectural Review through the Big Mountain Architectural Review Committee and the City of Whitefish's Site Review Committee. The Architectural Review Committee will review building design, construction materials, lighting, landscaping, and signage. The Site Review Committee will look at access, drainage, parking, building height, and all zoning requirements to insure that any proposed buildings comply with the zoning regulations and the Big Mountain Neighborhood Plan.

Conditionally permitted uses are subject to the to the CUP process and review criteria established in the Whitefish Zoning Jurisdiction Regulations, Chapter 11-7-8.



8.1 Zoning

With the creation of the Big Mountain Neighborhood Plan a new set of zoning classifications are proposed for Big Mountain. The Big Mountain Resort Zoning District is intended for a primary resort use providing for a mix of densities and year round resort uses including hotels, resort condominiums and similar uses oriented towards tourism and resort businesses. This district provides a place for meeting rooms, convention centers and facilities, bars lounges, and restaurants and limited resort oriented retail and commercial uses intended primarily for the convenience of guests of Big Mountain Resort. The Big Mountain Resort Zoning is subject to the compliance with the Big Mountain Neighborhood Plan for general locations of density, land use, and transportation linkages. The proposed zoning categories are as follows:

Big Mountain Village (WBMV) - The Big Mountain Village is a densely compact resort Core area. Mixed use buildings are the norm rather than the exception. Retail and service commercial will generally be located at a street level location with hotel/residential uses above and parking typically below street level.

Big Mountain Resort Residential (WBMRR) - The Big Mountain Village Resort Residential district is intended for cluster of units within the development pod to establish a lower overall density with significant amounts open space.

8.2 Architectural Guidelines

To provide a consistent vernacular for building design, a set of Architectural Standards and Guidelines is proposed for Big Mountain. The proposed guidelines expand the authority of the existing architectural guidelines and the Architectural Review Committee by including commercial and multi-family residential construction. The Architectural Standards and Guidelines are composed of both standards and guidelines where the standards are mandatory and the guidelines are discretionary. The Architectural Standards and Guidelines consist of development standards that include site, landscaping, lighting, building design and signage. (see Appendices)

8.3 Landscaping Guidelines

In its planning, design and imagery, Big Mountain Village takes its place in tradition of reverence for the surrounding indigenous landscape. These Guidelines have been written to ensure that the inherent character of the landscape is protected and enhanced for the enjoyment of all homeowners and guests of Big Mountain now and into the future (see Appendices).

This Big Mountain Landscape Guidelines set standards for all site-work including grading, landscaping, siting of buildings and design of site structures. The Design Review Board will prefer designs that fit comfortably into the natural setting with materials and colors

drawn from the immediate natural context, and planting designs that rely on naturalistic groupings of plants native to the Flathead Valley and the surrounding region of the Rocky Mountains and the Glacier National Park.

These General Design Standards and Guidelines apply to all proposed residential and commercial development in Big Mountain. In doing so, the Guidelines establish four categories: General, Village Core, Residential Multi-Family and Residential Single Family. In addition to these general standards and guidelines, all proposed development must adhere to the specific standards and guidelines that apply to their land use. For example, a proposed developer for a project in the Commercial Core area should reference *Chapter IV* and *Chapter V* of the Guidelines to plan the project.

8.4 Sign Plan

The sign standards for Big Mountain are part of the Architectural Standards and Guidelines. Like the Architectural Standards the goal for signage is to have a consistent menu for signage by limiting size, location, number, and lighting. Materials of signs are also important to complement the architecture proposed for the Village Core.

9. RECREATION

9.1. WINTER

9.1.1 Alpine Skiing: Big Mountain is a major alpine skiing resort, encompassing over 2,600 acres serviced by two detachable quad chairlifts, one quad fixed-grip chairlift, five triple chairlifts, one double chairlift and three surface lifts. In the summer of 2006 a new beginner chairlift will be installed in the Day Lodge (Outpost) area. Additional lifts are master planned and include a chair lift on Stoltze's Knob (located to the east of the Outpost), Chair #8 (on the back side of the mountain) and an east side chair lift to be designed to serve the eastern side of the existing skiing terrain on the front side of the mountain. In addition, several of the existing lifts will be replaced over time with new equipment. Chair #2 is planned to be realigned and replaced with a detachable quad chairlift within the next two to three years.

9.1.2 Cross Country Skiing: Big Mountain's Nordic Center is adjacent to the Day Lodge at the bottom of Chair 6 and has 16 km of groomed trails for classic and skate skiing. Big Mountain plans to expand the cross country trail system, adding trails and terrain suitable for beginner and lower level skiers. This expansion will occur over a period of years, incorporating trails that also have summer uses for hiking, biking and trail riding.

9.1.3 Snow Shoeing: Big Mountain offers snowshoe terrain in the woods around the Nordic Center as well as a high alpine adventure on the top of the mountain, accessed via chairlift.

9.1.4 Dog Sleds, Sleigh Rides, Snowmobile Rentals, Sledding, Skating, Swimming: Dog sled rides and guided snowmobile tours are offered at Big Mountain by agreement with other operators of those activities. Additional activities,





such as sleigh rides, skating, sledding and swimming are anticipated to be added as the resort expands. The master plan for the Village includes provisions for a common swimming facility and seasonal ice rink.

9.2 Summer

9.2.1 Walking: The master plan envisions a network of walking trails and pathways throughout the Big Mountain development. Some of the trails will be multi-purpose, designed for bikes, walking, cross country skiing and snowshoeing. The walking trail system will be designed to provide connections from lodging facilities to various activity centers at Big Mountain as well as provide opportunities for people to experience the flora and fauna of the area.

9.2.2 Hiking: The Danny On hiking trail is a six mile trail that goes from the Village area of Big Mountain to the summit of the mountain. An upper loop of the trail takes hikers to Flower Point. Additional hiking trails are located in the Village area of Big Mountain. The hiking trail network will be expanded as the Village develops, with trails planned accessing Stoltze's Knob as well as the Haskell Creek greenbelt. Incorporated in the trail system will be a self-guided nature trail adjacent to the Village.

9.2.3 Biking: A network of biking trails currently exists in the base area of Big Mountain. This trail system will be expanded to provide trails for all ability levels and will include trails suitable for

beginners and families. A mountain bike trail currently exists that runs from the summit of Big Mountain to the Village. A second summit to base trail has been mapped and an application filed with the U.S. Forest Service for its development. It is the intention of Big Mountain to provide connections from its trail system to the proposed Whitefish Loop trail network wherever feasible.

9.2.4 Summit lift Access: Big Mountain operates the Glacier Chaser chairlift in the summer months, providing scenic rides from the Village to the summit of Big Mountain. During the summer, gondola cabins are also placed on the lift, giving passengers the option of riding on a chair or in an enclosed gondola. At the summit, a nature center is provided and staffed in conjunction with the U.S. Forest Service where people can learn about the animals and plants that are indigenous to the region. Wild flower walks as well as guided bear walks are conducted on a regular basis from the summit by qualified naturalists.

9.2.5 Day camps: Consistent with Big Mountain's focus on families, day camps for children are anticipated to be provided in the summer months. These camps will be outdoor oriented, allowing the participants to experience the natural environment of Big Mountain and the surrounding area.

9.2.6 Workshops: A component of Big Mountain's summer business is anticipated to be a series of week-

long work shops focused on photography, art and other subjects related to the surrounding region.

9.2.7 Meetings and Conferences: Initially, the reconfigured and expanded Day Lodge will provide meeting space for groups of up to approximately 100 people. Longer term, a meeting and conferencing facility is planned in the Village Core, surrounded by hotel-type units. Currently this facility is planned to accommodate meetings of up to approximately 200 people. The market for meetings and conferences will determine the ultimate size of this facility at the time it is constructed.

9.2.8 Music and Cultural Events: Music is envisioned to be a consistent element of Big Mountain, summer and winter. The Village plan contemplates a natural outdoor amphitheater above the Village plaza to be used for a summer concert series. Music will continue in the winter in various venues, providing a mix of musical styles and formats.

9.2.9 Festivals: Big Mountain anticipates building on the two festivals currently held each summer – the Summer Festival and the Brew Fest. Other festival and event opportunities will be considered from time to time for the purpose of establishing Big Mountain as a cultural and activity destination in the summer and fall months.



10. INFRASTRUCTURE

10.1 Transportation

10.1.1 Big Mountain Road: The Big Mountain Road is a Montana State Secondary Highway and is maintained by the Montana Department of Transportation (MDOT). However, in cooperation with the MDOT, Winter Sports Incorporated (WSI) provides additional snow removal and sanding on Big Mountain Road during the winter months. The MDOT is in the process of rebuilding the upper two-thirds of Big Mountain Road from the electric substation to the Village, eliminating a number of the major switch backs. The MDOT has secured the rights-of-way for the new road alignments and have begun clearing the new rights of way. Utilities are scheduled for relocation in 2006 with road construction anticipated in 2007.

10.1.2 Emergency Egress: Big Mountain has established a secondary emergency road for the purpose of evacuation and emergency vehicle access in the event of a major wildfire. The secondary emergency access starts at the Day Lodge and heads southeast through lands owned by F.H. Stoltze Land and Lumber then through a portion of DNRC School trust lands and ultimately to the Haskill Basin Road, a County maintained road. This access was improved in 2004 by developing a number of turnouts, grading some of the steeper sections and laying down a gravel surface. The upgrades were limited to the lands owned by WSI and F.H. Stoltze Land and Lumber Company.

Recently WSI has negotiated a new secondary emergency access that is shorter and begins at the same spot at the Day Lodge heading southeast through Stoltze Land and Lumber to an access in the Iron Horse Development at



North Bear Grass Circle. This new access provides a paved road to city standards for approximately half the distance for emergency access thereby improving evacuation times and providing better response times for emergency vehicles.

10.1.3 Mass Transit: SNOW Bus: In the winter season the Big Mountain Commercial Association (BMCA) operates a free-of-charge public bus between Whitefish and the Big Mountain Village. The BMCA, which includes both on mountain (including Winter Sports Inc.) and off mountain businesses, fully funds this free bus service. The contributions to the BMCA from off mountain business members go solely to the SNOW Bus fund.

The bus schedule provides flexibility for both employees and guests to go to and from Big Mountain. In 2004 the schedule was improved to allow for even greater flexibility for SNOW bus users. During the 2004/05 winter season a second bus was added to the schedule for week days and a third bus was added for Fridays, Saturdays, Sundays and holidays. Please refer to the appended 2005/2006 SNOW bus schedule. Table 3 provides details of the number of users of the SNOW bus in the 2003/2004 season. It is estimated that the ridership will continue to increase this winter season due to the expanded bus schedule.

As part of the new Village design, the Big Mountain Road will loop through the Village and down to the Day Lodge. This new design will provide an excellent drop-off/pick-up at the Plaza, which is the center of

Table 3:
2003/ 2004 SNOW BUS RIDERSHIP

TOTAL '03/'04 RIDERSHIP	# WEEKS OPERATING	# DAYS OPERATING	AVERAGE RIDERSHIP PER WEEK	AVERAGE RIDERSHIP PER DAY	EXAMPLE WEEK RIDERSHIP JAN. 10 - 14, 2004
39,000	20	134	1,950	291	560

2004/ 2005 SNOW Bus Ridership

TOTAL '04/'05 RIDERSHIP	# WEEKS OPERATING	# DAYS OPERATING	AVERAGE RIDERSHIP PER WEEK	AVERAGE RIDERSHIP PER DAY	EXAMPLE WEEK RIDERSHIP JAN. 17 - 23, 2005
41,523	18	125	2,307	332	2,555

2005/ JANUARY 13, 2006 SNOW Bus Ridership

TOTAL '05/'06 to date RIDERSHIP	# WEEKS OPERATING	# DAYS OPERATING	AVERAGE RIDERSHIP PER WEEK	AVERAGE RIDERSHIP PER DAY	EXAMPLE WEEK RIDERSHIP DEC. 11 - 18, 2004
17,000	7	51	2,482	333	1637

activity for the resort. From the plaza people can directly access chair lifts #1 and #2 or take the People Mover down to the Day Lodge. The SNOW Bus also drops off at the Day Lodge.

10.1.4 Internal Shuttle: Currently WSI provides shuttle service from the parking lots to the Village taking skiers and visitors to the lifts and services. The shuttles loop through the parking lots throughout the day. As the Village develops and parking is expanded at the Day Lodge, the shuttles will provide service to the day-skier parking by picking up visitors/skiers and transporting them to the Day Lodge and from the Day Lodge back to their cars.

In an effort to provide a seamless connection between the Day Lodge, which will be the primary entrance to the mountain for the day guest, and the Village Plaza at the top of Chair 6, the Chair 6 lift will be replaced with a people mover type of lift. The people mover will be capable of accommodating both skiers and pedestrians, transporting them up to the plaza and back down to the Day Lodge. The people mover is anticipated to operate day and evening to serve visitors wishing to stay in the Village after the ski day.

10.1.5 Internal Road System: The master plan envisions the construction of a loop road, connecting Big Mountain Road to and through the Village Core, continuing east across the current Chair #6 terrain, connecting to the existing Glades Road and looping

back past the Day Lodge and reconnecting with Big Mountain Road. This loop road will provide easy access to and from the Village and Base Lodge with minimal impact on existing neighborhoods. It will also provide easy access for the SNOW bus to drop passengers at the Day Lodge, continuing to the Village where passengers can be delivered to the plaza and the base terminals of the Glacier Chaser and Swift Creek chairlifts, and then continuing back to Big Mountain Road and on to Whitefish.

The internal road system will be constructed to Flathead County's road standards. As Big Mountain is relatively rural in location it makes sense that the road section be designed to a rural standard. The exception would be the Village Core. Urban in nature, it is anticipated that the streets would be designed with curbs, gutters and sidewalks or similar in the Core. The resort residential areas would have trails instead of sidewalks and LID standards for drainage rather than curb and gutter. On street parking would be very limited in all areas of the Big Mountain Neighborhood Plan.

10.1.6 Traffic Study: A Traffic Study was prepared for the Big Mountain Neighborhood Plan and is included in the Appendices. The Study looked at skier visits, current traffic numbers, and land use types to produce a vehicle trip generation and level of service for Big Mountain at a projected build-out. The Traffic Study stated that the Big Mountain Road at the intersection is functioning at a Level of Service B and will function at a Level of Service C, which is acceptable, at build

out. Traffic volumes could increase by 23% on Big Mountain Road at build out, however as the Study points out the traffic volumes are counter to the typical flows.

10.2 Sewer Service

Public sewer service is provided by the Big Mountain Sewer District. Prior to 2003, the Big Mountain Sewer District was responsible for the initial treatment of all wastewater generated within the Districts service area. After treatment through a series of aerated storage lagoons, the wastewater was piped down Big Mountain Road to the City of Whitefish sewer mains and subsequently to the Whitefish wastewater treatment plant for final treatment and discharge. This initial agreement allowed for 2000 equivalent dwelling units (EDU's).

In December of 2002 the Big Mountain Sewer District and the City of Whitefish rewrote the sewer agreement, which was mutually adopted by the District and City Council. The agreement now allows the Big Mountain Sewer District to send untreated sewage directly to the City of Whitefish collection system and treatment facility in exchange for among other things, a significant contribution to the upgrading of the Viking Lift Station and payment of Plant Investment Fees to the City of Whitefish for future upgrades to the Wastewater Treatment Plant.

The new agreement allocates 2000 EDUs to the Big

Mountain Sewer District and sets the standards for the calculation of the EDUs. The Sewer District and the City of Whitefish mutually monitor the quantity and wastewater discharged by the District. The District is responsible for tracking EDUs with annual reports and making sure the City of Whitefish is paid the Plant Investment Fees. At present, the Big Mountain Sewer District has committed 798 EDUs to current development and platted but undeveloped lots. The agreement is structured so that it may be amended in the future should the District and the City mutually agree to do so.

10.3 Water

The Big Mountain Water Company (BMWC), a wholly owned subsidiary of WSI, provides water service to Big Mountain. As a registered utility, BMWC is regulated by the State of Montana.

The Big Mountain Water Company's water system consists of four (4) drilled wells with a combined pumping capacity of over 420 gpm, a 500,000-gallon welded steel reservoir, two 300,000-gallon concrete reservoirs, and a network of 6", 8" and 10" distribution mains.

Although not totally separate, the overall water system supplies two (2) distinct service areas. The 500,000-gallon reservoir, a 300,000-gallon reservoir, and Well Nos. 1, 2 & 4 serve the "Base Area" and lower elevation users. A 300,000-gallon reservoir and

Well No. 3 serve higher elevation residential users, which at this time is limited to 28 single-family lots in Sunrise Ridge, Phases 3 & 4, 18 single-family lots in Northern Lights, and 18 single-family lots in Elk Highlands, Phase 1.

Water to the proposed buildings in Big Mountain Village will come from the “Base Area” portion of the water system. Extensions and relocations of, and direct connections to, existing water mains in Moose Run Drive, the Birch Parking Lot below the Bierstube and Edelweiss, and the upper roadway that runs by Morning Eagle, Moguls and Alpinglow, will be made to provide water service and fire protection to the proposed buildings in the Village

10.4 Refuse

10.4.1 Collection: Big Mountain has a trash handling facility in the maintenance area. This facility is available to all homeowners at Big Mountain. Owners are charged a one-time plant investment fee of \$142 and then a usage fee of \$96 per year, which gives them unlimited use of the trash facility. If the homeowners have a contract with Big Mountain Resort Lodging (BMRL) they have the option of trash pick up for an additional fee. Homeowners have the option of using North Valley Refuge to pick up their trash. However, North Valley encourages the use of the on mountain trash facility.

The trash facility includes a trash compactor; a Ramjet Marathon compaction container with a maximum load capacity of 4500lbs. North Valley Refuge collects the trash approximately every 10 days and charges by weight and for trucking (approximately \$120). A Kilkon bailer cardboard compactor is also located in this building. Cardboard is collected, compacted and then delivered by WSI to Pacific Steel and Paper for recycling.

Big Mountain has taken a leadership role in refuse collection in a successful effort to eliminate attractants to wildlife, in particular bears. Since the establishment of trash handling facility, encounters with bears on the front side of the Mountain has been significantly reduced.

10.4.2 Recycling: A recycling depot is located to the north of the trash handling facility. This provides for the collection of plastic, aluminum, newspaper and magazines. North Valley Refuge collects and empties this container for recycling approximately 3 times per year charging \$120 for removal and replacement of the container.

In addition, Big Mountain recycles white office paper. Currently individuals from several departments take care of their department’s office paper recycling.

10.5 Public Services

10.5.1 Fire: The Big Mountain Resort is in the Big Mountain Fire District. The headquarters for the district are located at 3790 Big Mountain Road (The Fire Hall on the south side of the parking area opposite the Hibernation House). The District is staffed 24 hours, seven days a week with a minimum 2 person staff and 10 persons on call. The District employs six paid staff and six volunteers. Ten of the staff members are medically qualified, with three paramedics and seven trained Emergency Medical Technicians (EMT’s). The Big Mountain Fire District has one ambulance, one engine, one wildland fire truck, and one mini pumper. The District received a FEMA grant to up-grade the wildland fire truck and by utilizing other funds, the District is in the process of purchasing additional equipment.

The District’s budget is increasing as new development occurs on Big Mountain and this will continue into the future. The District’s goal is to purchase a second engine.

The Big Mountain Fire District has drawn up a Big Mountain Incident Plan that is intended for use by the emergency response professionals. The Plan includes details of water supply sources, utilities, and number of structures on the Mountain. It provides a detailed response plan, which includes expected fire behavior, locations of staging areas, safe zones, and structure defense guidelines.

10.5.2 Emergency Medical: Big Mountain has a relationship with the North Valley Hospital and is planning to build a new Big Mountain Clinic facility in 2006. The clinic is currently located in the Day Lodge (Outpost) building. When the Day Lodge is expanded, a new building will be constructed for the Clinic by Big Mountain. During the winter season, the Clinic is staffed by qualified medical professionals that provide the first level of treatment for persons walking in with injuries or persons delivered by ski patrol personnel.

For serious injuries, persons can be transported by ambulance to North Valley Hospital in Whitefish or Kalispell Regional Hospital in Kalispell. ALERT service is available to 24 sites on and around Big Mountain. ALERT pick up is coordinated by the Big Mountain Ski Patrol and ALERT personnel.

10.5.3 Police: The Flathead County Sheriff's Office serves Big Mountain as an unincorporated portion of the County. According to Sheriff, Jim DuPont, there has not been a great need for police service at Big Mountain. In the event service is needed, however, response times are slow. Big Mountain also contacts with a private security service to provide immediate protection should the need arise. The Whitefish Police Department may respond to an emergency on Big Mountain. However, according to Police Chief Bill Dial, they are called on very infrequently.

10.5.4 Schools: Children living at Big Mountain attend schools in the Whitefish School District. To date there are only a few children living permanently at Big Mountain and attending school. This low student count is expected due to the nature of the resort. Most of the full-time residents living on the Mountain are retired or have raised their children (See Section 14.1 Census Data). In addition, a large percentage of the homes at Big Mountain are second homes and either sit vacant much of the time or are placed in a short term rental pool. These demographic trends will not likely change as the Mountain continues to develop.

11. HISTORIC SITES

A written request was made to the Montana State Historic Preservation Office to obtain information on historic/prehistoric sites in the Big Mountain area. The State Historic Preservation Office (SHPO) identified one historic site described as a mine adit on the very western edge of Big Mountain. The mine adit is not located within the confines of the proposed Big Mountain Master Plan, which stops at the boundary of the Elk Highlands project. The mine adit referred to by the SHPO is most likely the Whitey Henderson lime mine.

The original cabins associated with Big Mountain skiing were lost to the elements many years ago. A few remnants of the cabins remain for those that know where to look and are out of the development areas of the master plan. The first Ski Lodge that was constructed in 1947 was destroyed by fire in 1963 and rebuilt that same year.

According to the Montana Historical Society, State Historic Preservation Office none of the buildings on Big Mountain are on the National Registry. The Chalet building is one of the earliest buildings on the mountain built in 1949. It is still in use, providing charm and ambiance that Big Mountain strives to maintain. Unfortunately the Chalet is located in a spot that is key to making the proposed plaza work for skiers using Chair 2, the T-Bar, and Chair 3. The option of moving the Chalet building to a new location has been explored. However, the building is not structurally sound enough to survive a move.

This Neighborhood Plan proposes building a new Chalet building, in which the Hellroaring Saloon would be incorporated. The interior of the existing Hellroaring Saloon would be salvaged and used to create a “new” facility to re-establish the rustic character that is cherished in the old Chalet. The new Chalet will be located in a prominent location on the Plaza so that it continues to be a focal point on the Mountain.



Present Day Chalet Building



Historic Picture of Chalet

12. WATER QUALITY AND SURFACE DRAINAGE

12.1 Wetlands Delineation

A “Wetland and Other Waters of the United States: A Wetlands Delineation Report” was prepared for Big Mountain lands by Land and Water Consulting, PBS&J in 2005. The study area totals 1,074 acres of which a majority is owned by Winter Sports Incorporated. Within the study area, the Report identifies seventy-six (76) wetlands and other Waters of the US and 48,183 lineal feet of stream channels. The Delineation Report is attached to the Plan as an Appendix. The report documents the methodology for determining the delineations. A series of maps, photographs, and ground staking are used to identify the wetlands and streams within the Study Area.

The Delineation Report identifies sub-areas with detailed descriptions of wetlands and streams with acreage, vegetation types and general soil characteristics. Table 5 of the Delineation Report summarizes the Wetland/Stream Areas and their potential jurisdictional status.

12.2 Drainage (Low Impact Development Approach)

12.2.1 An interim Storm Water Management Plan prepared by Land and Water Consulting, PBS&J in June of 2005 focuses on using a Low Impact Development (LID) approach for innovative stormwater management within the Village Core. LID is a broad term used to describe a stormwater management strategy that emphasizes conservation and use of the existing natural site features integrated with distributed small-scale controls to more closely mimic natural hydraulic patterns in commercial, residential and recreational settings. LID differs from conventional stormwater





management by focusing on source reduction rather than collection and conveyance of stormwater to centralized containment and treatment facilities. The LID approach integrates site planning and stormwater management during the initial design phases of a project to preserve a more hydrologically functional landscape. LID strives to minimize impervious surfaces and where impervious surfaces are necessary, to convey runoff to adjacent pervious surfaces to encourage infiltration. The LID approach proposes bio-retention features to retain stormwater through the use vegetative depressions engineered to collect, temporarily store, and infiltrate runoff.

Big Mountain intends to employ low impact development techniques in all future development of the resort. The objective of low impact development is to manage and accommodate runoff from development on site, treating the runoff through natural means and utilizing the runoff to the extent possible to recharge the ground water.

12.3 Stream Setbacks

The Haskill Creek drainage below the Day Lodge is designated open space on the master plan. It is anticipated that this drainage will be utilized for hiking, walking, biking and ski trails. Structures other

than resort related facilities supporting recreational activities or utilities are not anticipated within this green belt. The green belt varies from approximately 250 feet to 900 feet from either side of the streambed.

The east side of the Big Mountain development – to the east of Stoltze’s Knob – drains into the Second Creek drainage, which serves as a water supply for the City of Whitefish. Setbacks from the streams that comprise the Second Creek drainage of a minimum of 100 feet from the stream center have been established in the master plan. The 100-foot setback will be an undisturbed buffer to provide natural filtering.

12.4 Construction Best Management Practices.

Land and Water Consulting, PBS&J has prepared a separate document for Big Mountain listing the best management practices (BMP’s) for developing on Big Mountain. The “Construction Guideline for Resource Protection The Big Mountain Resort” provides a set of BMP for construction in various areas in and around the Resort. The BMP’s address soil stabilization, erosion and sediment control, snow storage, and other practices. (see Appendices)

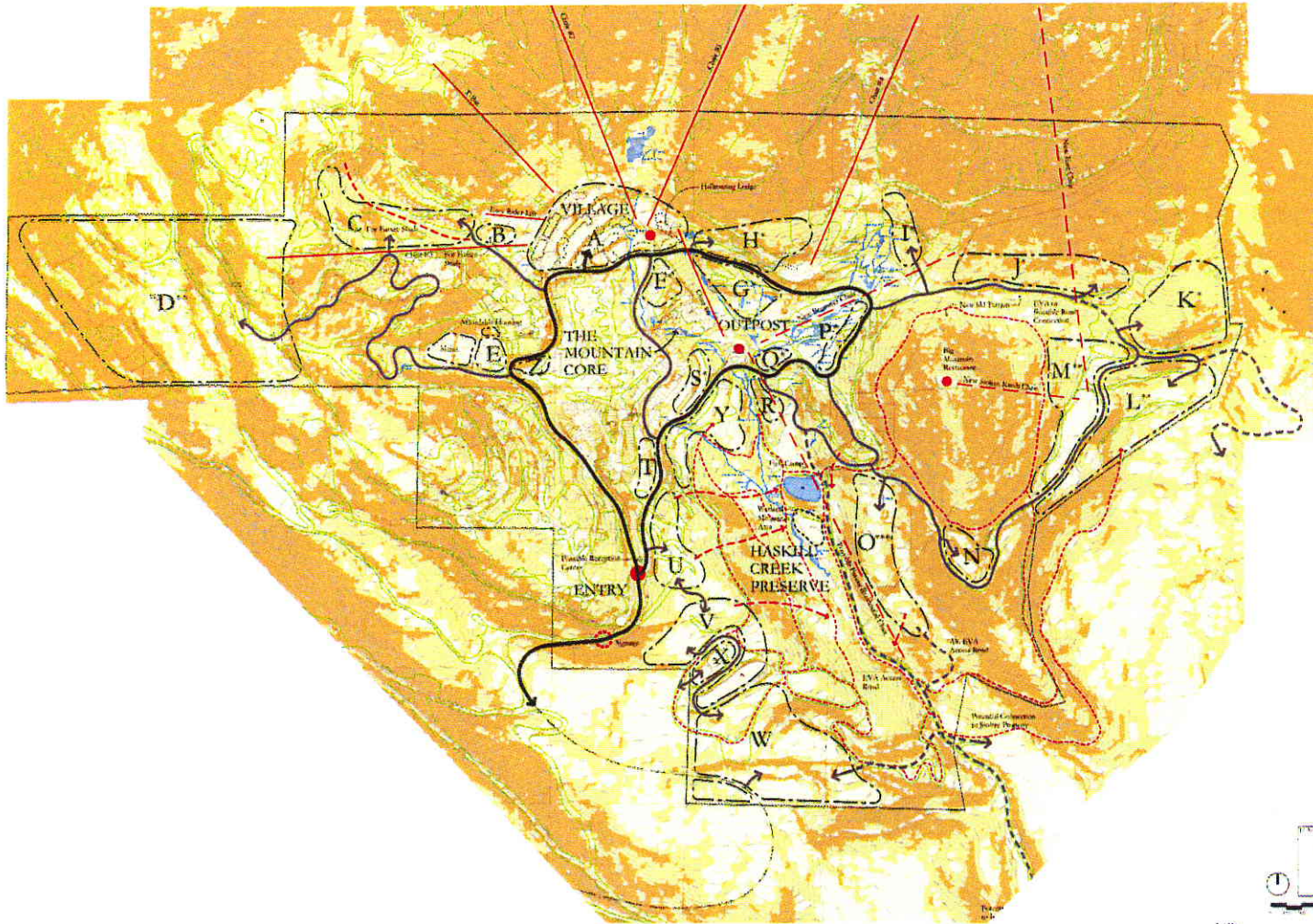
13. SLOPE ANALYSIS

As part of the process to determine suitable locations within the Big Mountain Planning Area for development, a slope analysis map was created using topographic information. The slope analysis codes the slope by color with beige being 0 to 15% slopes, green being 16 to 30% slopes and brown being 30% and above. Slopes over 30% were avoided and higher density uses were targeted for slopes less than 15%. A map of the slope analysis is included with this plan (See Slope Map).



BIG MOUNTAIN SLOPE ANALYSIS

SLOPE
 0-15%
 15-30%
 +30%



14. POPULATION AND HOUSING

14.1 Census Data

According to the 2000 Census posted by the U.S. Census Bureau there were 32 full time residents on Big Mountain. These residents occupied 18 homes on the Mountain. Of the 18 homes occupied full time, five were renter occupied. The total number of housing units recorded on Big Mountain by the 2000 census was 171 (Not including hotel units) for a vacancy rate of 89%.

As mentioned in the School Section most of the full time residents are without children in the home. According to the Census information, nine or 50% of the 18 full time households have at least one person 60 years and over. There was only one household on Big Mountain in the 2000 census with a child under the age of 18 years. Currently, there are five school-age children residing on Big Mountain.

14.2 Resort Housing

Big Mountain is made up primarily of resort housing with a combination of single family, multiple unit townhomes, condominium units, condominium/hotel units, and hotel units. Persons buying units at Big Mountain are primarily buying vacation/second home properties as confirmed by the Census data. The market for these vacation/second home products will most likely continue as the dominate land use because of the resort amenities such as skiing, hiking, mountain biking, etc.



Existing Village Street

14.2.1 Affordable Housing: As with most ski resorts around the country, with success comes an increase in housing prices, which in turn displaces employees that can no longer afford to live in close proximity to the resort. Historically many of the seasonal employees of Big Mountain have lived in Whitefish, commuting to the mountain by car or SNOW Bus. However, property values in Whitefish have risen sharply over the last fifteen years making it harder to find affordable housing (Table 4). A factor that has helped the housing situation for the seasonal employee is Whitefish has its big influx of visitors in the summer and rental housing frees up in the winter when Big Mountain is operating at full capacity.

Table 4:
Median Whitefish Home Values

1990 CENSUS MEDIAN VALUE	2000 CENSUS MEDIAN VALUE	2004 NWMAR MEDIAN VALUE	PERCENT CHANGE 1990 TO 2004
\$57,900	\$128,500	\$189,500	30.5%

Source: Residential Construction Report, 2005 prepared by the Kallispell Planning Office

In 2004, the first ten units of a thirty-unit affordable housing project, Hailey Apartments, were constructed at Big Mountain. The apartments are located at 125 Winter Loop Lane and are managed by Mountain Senior Apartments.

Winter Sports, Inc. sold the land at approximately 20% of the market value to the developer with the intended purpose of building affordable housing units on the site. Most of the utilities required for the apartments (sewer, power, gas, cable and telephone) were installed by Winter Sports, Inc. for a nearby subdivision, reducing the cost of the project for the developer. The developer and The Big Mountain Water Company (a wholly owned subsidiary of Winter Sports, Inc.) shared the cost of water service installation.

The apartments are administered through the Low-Income Housing Tax Credits Program (LIHTC) by the U.S. Department of Housing and Urban Development (HUD). The apartments are obligated to be affordable housing for the next 15 years with the option of extending that period to 31 years.

The apartments have 1, 2 and 3 bedrooms. Two of the apartments are accessible for people with disabilities.

All tenants must meet income restrictions as outlined in Table 5. Monthly rent is based on income and household size, tentative rates are given in Table 6. These rates are established based on Flathead County median income and follow the LIHTC requirements for low and high rent limits. The developer of the Hailey Apartments project is currently in the process of working with Big Mountain for the development of the next 20 units.

Table 5:
Hailey Apartments Income Restrictions

NUMBER OF TENANTS	INCOME RESTRICTIONS
1.....	\$19,800
2.....	\$22,680
3.....	\$25,500
4.....	\$28,320
5.....	\$30,600
6.....	\$32,880

Table 6:
Hailey Apartments Monthly Rates

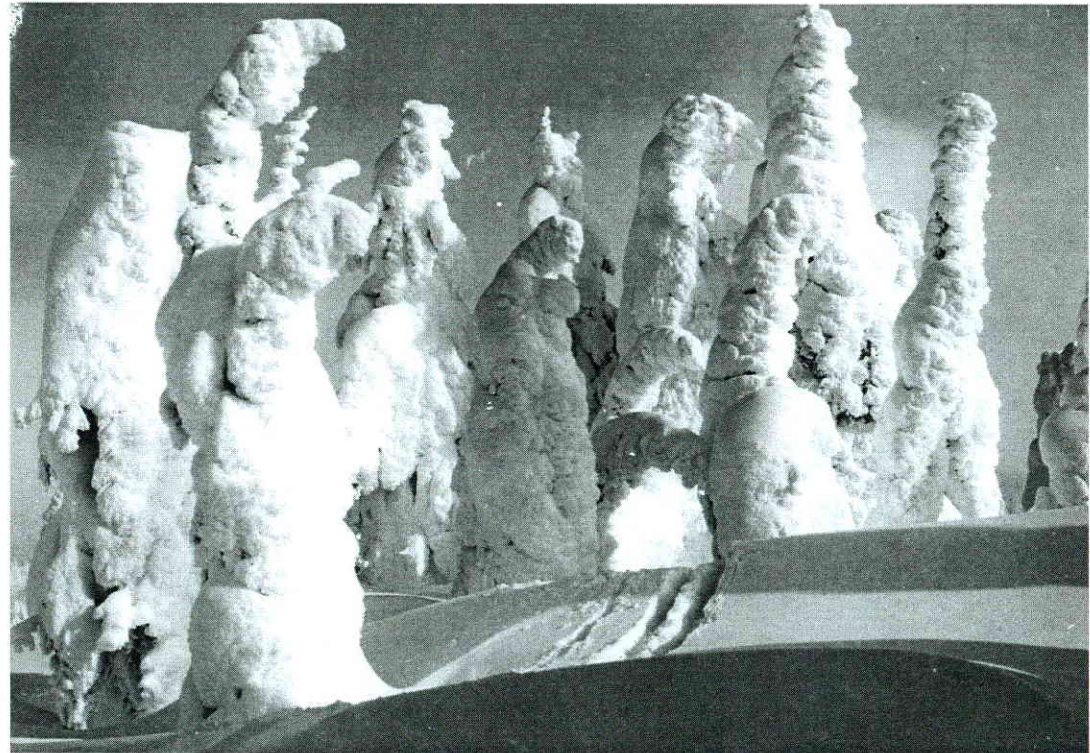
NUMBER OF BEDROOMS	MONTHLY RATE
1.....	\$380 – \$469
2.....	\$454 – \$560
3.....	\$509 – \$632

15. GROWTH POLICY COMPLIANCE

The Big Mountain Neighborhood Plan is adopted as a document compliant with Montana's Growth Policy Statutes (76-1-601). This document is intended to be an addendum to the existing Whitefish City-County Master Plan as well as the future Whitefish City-County Growth Policy. This Neighborhood Plan is written as a Growth Policy compliant document.

Growth Policy compliant neighborhood plans must, at a minimum, provide the following elements:

- Community Goals and Objectives.
- Maps and Text describing the jurisdictional areas
- Projected trends for each of the neighborhood plan elements
- Policies and implementation tools for the Plan's goals and objectives.
- A strategy for the development, maintenance, and replacement of public infrastructure.
- A timeline for implementation and updating of the Neighborhood Plan.
- A statement that explains the cooperation between the Developer, the City of Whitefish and Flathead County.
- A statement that described how subdivisions will be reviewed and what are the due process rights.



The following Section is a description of how the Big Mountain Neighborhood Plan complies with the Growth Policy Statutes. This overview directs the reader to the sections of the plan that address the required elements.

15.1 Community Goals and Objectives.

Section 4 and 5 of the Neighborhood Plan clearly defines the Goals and Policies for the lands within the Plan boundaries. These goals and policy objectives were developed to provide continuity over the life of the development and insure that the important issues of the neighborhood carry through with each phase

15.2 Maps and Text Describing the Jurisdiction.

The Plan document provides a complete map inventory of the Plan area and the sub-area boundaries. Descriptions of the Sub Areas are found in Section 6 and 8 of the Neighborhood Plan document.

15.3 Projected Trends of the Plan Elements.

As part of the Neighborhood Plan the sub-area Section gives a brief description of the existing land use, major transportation links, and natural resources located within the sub-area. Big Mountain has a long standing relationship with the community of Whitefish. It was a number of Whitefish residents

that got together over 50 years ago to develop the first ski runs and warming hut up on the Mountain. Since that time people have been enjoying the skiing on Big Mountain.

As mentioned previously in this document, Big Mountain created an Over-all Development Plan (ODP) to address land use, densities, parking and architectural standards. The Big Mountain ODP was adopted by Flathead County in 1992. Since that time, Big Mountain has developed its land uses utilizing the ODP, however, newer residents to the Mountain and the Whitefish Community have not had the opportunity to provide input or reflect on this 1992 Plan.

The proposed urban densities of this plan are consistent with the densities prescribed in the 1996 Whitefish Master Plan and the 1992 ODP. Section 14 of the Plan presents trends in population and housing.

15.4 Policies and Implementation Tools

Section 4 and 5 of the Neighborhood Plan presents the Goals of the Plan with Policies to implement the Goals. Section 6 and 8 of the Big Mountain Neighborhood Plan breaks the lands into sub-areas that provide land use and density strategies for implementation.

15.5 A Strategy for the Development, Maintenance, and Replacement of Public Infrastructure

The lands within the proposed Neighborhood Plan are in or adjacent to the Big Mountain Water and Sewer District. The areas adjacent to Sewer and Water District will need to annex into the Districts prior to development. The Big Mountain Road up to the Village is a Montana State Secondary Highway and is maintained by the Montana Department of Transportation (MDOT). However, in cooperation with the MDOT, Winter Sports Incorporated (WSI) provides additional snow removal and sanding on Big Mountain Road during the winter months.

As stated previously in Section 10.8, sewer effluent is collected by the Big Mountain Sewer District and sent to the City of Whitefish wastewater treatment plant for treatment. The Big Mountain Sewer District and the City of Whitefish renewed and updated their agreements in December of 2002. New development will design and construct the sewer mains and services to the specifications required by the District and City of Whitefish. To address long term demand on the sewer system, the Sewer District charges a plant investment fee that is passed onto the City of Whitefish for each equivalent dwelling unit (EDU) as defined by the Agreement to fund plant expansions. Water is provided by the Big Mountain Water Company and all extensions of mains and services are at the expense of the developer.

The impacts associated with development of the Plan would be addressed when specific applications are presented. For example, subdivisions will go through the Montana Subdivision Act process as adopted by the City of Whitefish through the City's Subdivision Regulations. The Subdivision Act requires specific analysis of the project in relation to its impact on public services and the level of service. (This element is described in greater detail in Section 15.8)

15.6 A Timeline for Implementation and Updating of the Neighborhood Plan.

As stated in Section 16 of the Plan, the development of this neighborhood plan will be a multi-phase, multi-year project with build-out of the subdivision phase occurring ten to twenty years out.

15.7 A Statement that Explains the Cooperation Between the Developers, the City of Whitefish and Flathead County.

The Big Mountain Neighborhood Plan is founded in cooperation between Big Mountain, City of Whitefish officials, and the community at large. The process for adoption of this Plan will require public hearings and community input through the review process by the City of Whitefish Planning Staff and the Whitefish City-County Planning Board. The Planning Board makes a recommendation to the Whitefish City Council who ultimately decides whether or not to incorporate the updated Neighborhood Plan into the

City's Master Plan and future Growth Policy. These long-range planning responsibilities were negotiated with the Flathead County Commissioners through adoption of the City-County Interlocal Agreement. The guiding principles adopted with this Plan will shape the future of the Big Mountain Neighborhood.

15.8 A Statement that Describes How Subdivisions Will Be Reviewed and What are the Due Process Rights.

Subdivisions will be reviewed per the Montana Subdivision and Platting Act Title 76, Chapter 3 and the Whitefish Subdivision Regulations in effect at the time of application submittal. All subdivisions within the Plan will be reviewed for compliance with the adopted Neighborhood Plan.

Title 76-3-608(3)(a) of the Platting Act identifies six items (Agriculture, Agricultural Water User Facilities, Local Services, the Natural Environment, Wildlife and Wildlife Habitat, and Public Health and Safety) that the governing bodies must evaluate as a result of a subdivision. The Growth Policy Statutes requires the terms of 76-3-608(3)(a) be defined.

15.8.1 Agriculture – All aspects of farming, including the practice of cultivating the ground, raising crops and or rearing animals. Any forestry or lumbering operations, timber production and management of forest lands.

15.8.2 Agricultural Water User Facilities – Those facilities which provide water for agricultural lands as part of an irrigation system used in the production of agricultural products on property used for agricultural purposes.

15.8.3 Local Services – All services or facilities that local government entities are authorized to provide.

15.8.4 The Natural Environment – The physical conditions, which exist within a given area including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic consideration.

15.8.5 Wildlife – Living things, which are neither human nor domesticated.

15.8.6 Wildlife Habitat – Place or type of site where wildlife naturally lives and grows.

15.8.7 Public Health and Safety – A condition of optimal well being, free from danger, risk or injury for a community at large, or for all people, not merely for the welfare of a specific individual or small class of persons.

For minor subdivision (5 or fewer Lots), the plats will be submitted to the Whitefish Planning Office for review of the statutory criteria. The Planning Office will review the proposal for compliance with the Neighborhood Plan as part of the staff report and recommendation. Public hearings and adjacent landowner notification are not required for minor subdivision. After review by the City Planning

Office, the Subdivision Application is forwarded to the Whitefish City-County Planning Board along with a staff report and recommendation. The Planning Board recommendation is then sent to the Whitefish City Council for action. The City Council will conditionally approve or deny the subdivision. If approved, the developer will have three years to comply with the Conditions of Approval and make infrastructure improvements as required. Once the conditions have been met or addressed through a Subdivision Improvements Agreement, the City Council will then approve the Final Plat and the subdivision will be recorded.

For major subdivision (6 or more lots), the plats will be submitted to the Whitefish Planning Office for review of the statutory criteria. A public hearing and adjacent landowner notification is required for major subdivision. The Planning Office will review the proposal for compliance with the Big Mountain Neighborhood Plan as part of the staff report and recommendation. After review by the Planning Office, the Subdivision Application, Environmental Assessment, staff report, and recommended conditions are sent to the Whitefish City-County Planning Board. The Planning Board will hold a public hearing on the subdivision in which the public is invited to comment. The Planning Board will

makes a recommendation to approve or deny the subdivision to the Whitefish City Council. The City Council will review the staff report, public comment from the planning board meeting, the planning board recommendation, and hold a second public hearing at a regularly scheduled meeting agenda. The Council will conditionally approve or deny the subdivision. If approved the developer will have three years to comply with the conditions of approval and make any infrastructure improvements as required. Once the conditions have been met or addressed through a Subdivision Improvements Agreement the Whitefish City Council will approve the Final Plat and the subdivision can be recorded.

16. PHASING AND UPDATING

The proposed Neighborhood Plan will be developed in a multi-phase and multi-year (ten to twenty year) timeframe. Phasing will be accomplished through a series of preliminary plats within the various areas of the Neighborhood Plan. Through the preliminary plat process, the infrastructure will be conditioned for continuity of service. In addition to Subdivision review, zoning standards are recommended with this Plan to address general land uses along with standards for height, massing, parking, signage, setback, etc.

Planned for the summer of 2006, WSI will construct the Day Lodge and associated beginner skiing areas. The next phase is anticipated to be the development of the Village Plaza, which will include the replacement of Chair #2 and construction of a connector lift between the Day Lodge and the Plaza. The development of hotels and residential units will be based on market conditions, including demand and absorption rates.

It is the developers hope to follow through with this Plan to completion. However, since this is a long range Land Use Plan there may be the need to revisit and revise this document periodically to match future market conditions that were not envisaged at the time this Plan was formulated.

To accomplish a periodic review of the Plan, the following process is outlined. Periodically, the Big Mountain staff will review the plan to determine what is working and what needs to be adjusted. On a five year schedule a formal review process will occur with all the stake holders, Big Mountain, HOA's, Neighboring Large Tract Landowners, Service Providers, City of Whitefish staff and member(s) of the Whitefish City-County Planning Board. The formal review will be in a workshop setting in which the Big Mountain



staff will present what they have learned from their reviews and all parties will have input on the Plan. If the group determines that significant amendments are needed, an application will be made to the City of Whitefish for review by the Planning Board and City Council. If it is determined that significant amendments are not necessary, the plan may stand for the next five years. The five year schedule is practical for Big Mountain as it takes approximately five years to complete several projects due to the short construction season.

The Neighborhood Plan is a dynamic document intended to be responsive to changing conditions and perspectives.

