

January 21, 2020

Steering Committee Meeting #18

- Revised Segment A Goals and Objectives and Draft Future Land Use Map
- Revised Segment B Goals and Objectives and Draft Future Land Use Map



Changes Made to Goals & Objectives Since Last Review



- Restructured/reorganized into 3 categories consistent through segments: Land Use, Transportation, Environment & Open Space
- Some goals had multiple parts falling into different topics, so they were simplified, and some objectives moved to different category
- Language was modified or deleted based on committee feedback
- New goals were added based on further analysis or committee feedback

Goals and Objectives - Segment A

Land Use:

Goal 1: Establish a theme for Segment A that indicates the entrance to the downtown business core two blocks north and the transitional nature of the segment between highway commercial, surrounding residential, and downtown core.

Objective 1: Enhance boulevard landscaping by revising landscaping regulations to illustrate desired boulevard and buffering effect.

Objective 2: Increase the number of street trees and expand the urban canopy along Spokane Avenue: Continue work with MDT to construct cross-section of Spokane Avenue that allows for the retention of healthy mature trees, as well as planting new trees within the ROW.

Objective 3: Investigate installation of the pedestrian-scale lighting used downtown and the addition of benches



Goals and Objectives - Segment A

Land Use:

Goal 1 continued:

Objective 4: Expand use of wayfinding signage consistent with downtown through Segment A.

Objective 5: Work with utility companies, MDT, and corridor property owners to investigate and consider burying overhead utility lines (identify approximate cost and funding source).

Objective 6: Consider replacement of existing Cobra highway lighting with decorative highway lights like those installed along Highway 93 West.

Goal 2: Evaluate existing zoning for compatibility and to encourage commercial and mixed-use development that is appropriate.

Objective 1: Modify WB-2 to delineate sub-districts or overlay zones with variable standards. The segment along Spokane Avenue would allow a mix of uses while acknowledging the small lot sizes, lack of available parking space, proximity to the river and traditional residential neighborhoods, and location between the highway commercial/secondary business district, multi-family zoning, and its relationship to the downtown core. Any changes to land use in the segment should minimize impacts to traffic congestion on Spokane Avenue.



Goals and Objectives - Segment A

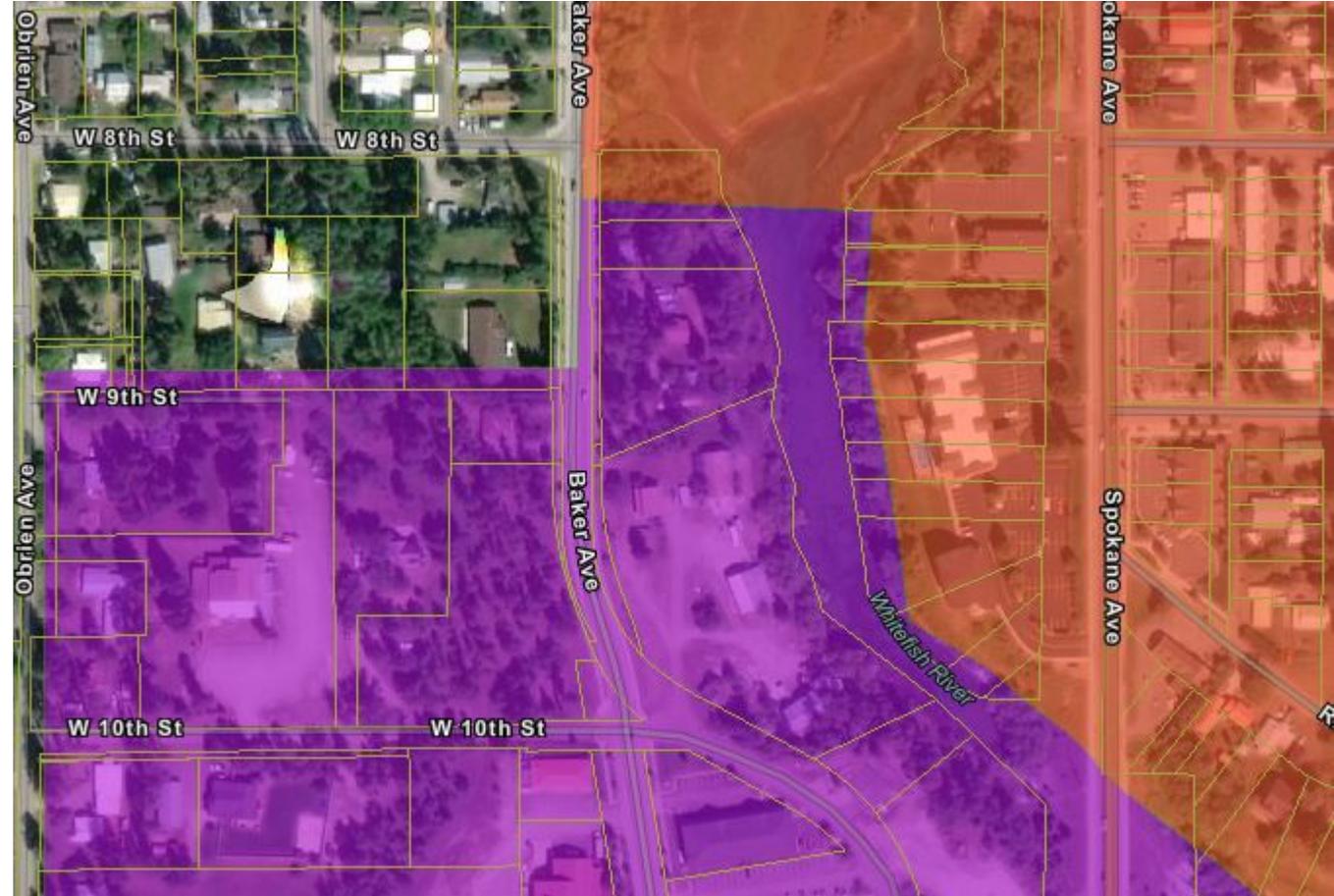
Land Use:

Goal 2 continued:

Objective 2: Develop architectural review standards specific to Segment A along Spokane Avenue that emphasize small-scale development, variety in height, materials, visual interest, and the transitional nature of the segment.

Goal 3: Revise the sign district along Baker Avenue to be consistent with speed limits and appropriate signage

Objective 1: Review Community Business and Resort sign district for appropriateness in Segment A (currently designated Highway)

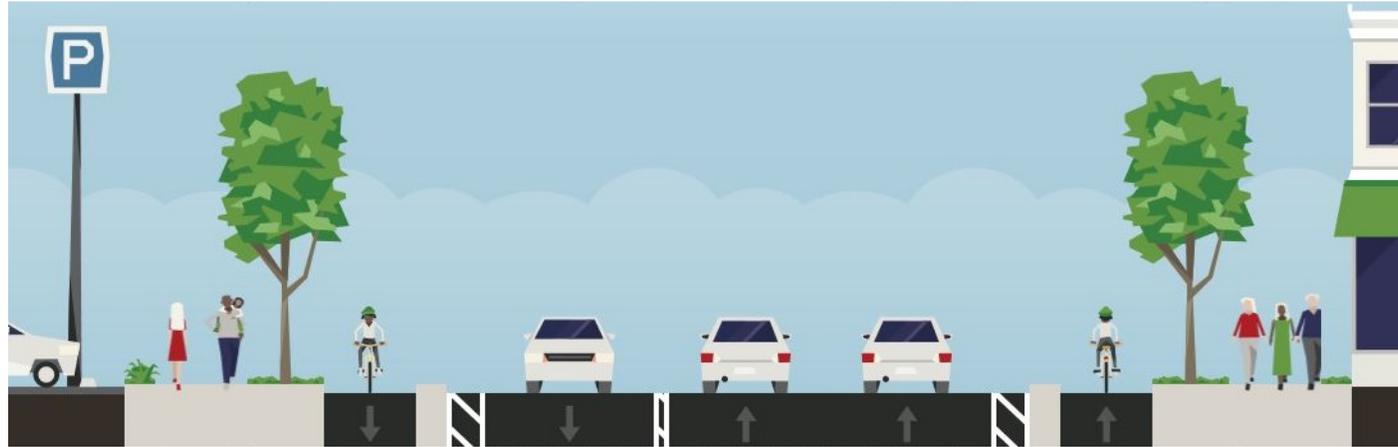


Goals and Objectives - Segment A

Transportation:

Goal 1: Improve capacity of Segment A to convey increased volumes of traffic

Objective 1: Continue work with MDT on Spokane and Baker Avenue improvements that will accommodate ever increasing traffic volumes



Objective 2: To reduce commercial truck traffic through the downtown core, work with MDT to designate Baker Avenue as the preferred truck route for future improvements while mitigating potential impacts to existing residential uses

Objective 3: Extend 7th Street east from Spokane Avenue to Kalispell Avenue to improve east—west connectivity

Goals and Objectives - Segment A

Transportation:

Goal 1 continued:

Objective 4: When traffic volumes warrant it and a funding source identified, extend 7th Street across the Whitefish River between Spokane and Baker with a new bridge

Objective 5: As part of any new or improved bridges, ensure pedestrian and bicycle needs are accommodated, the design facilitates river access and views, design is compatible with adjacent neighborhoods, and the bridge's role as a transition or entrance to downtown Whitefish

Objective 6: Work with MDT to evaluate appropriate speed limits in Segment A



Goals and Objectives - Segment A

Transportation:

Goal 2: Connect completed sections of Whitefish River Trail within Corridor

Objective 1: Replace the Whitefish River culverts with a bridge designed to serve as a transition or entrance to downtown Whitefish

Objective 2: Extend the existing sections of multi-use path across the river, which will involve a pedestrian/bike connection under the vehicle bridge as well as protected pedestrian/bike lanes on the bridge with connections to the multi-use river trail

Objective 3: Investigate methods of connecting the sidewalk on Spokane to the river trail near 6th Street in Segment A

Objective 4: Install wayfinding signage that directs bike and pedestrian traffic between the highway facilities and the Whitefish River Trail



Goals and Objectives - Segment A

Transportation:

Goal 3: Construct a protected bike lane and pedestrian sidewalk with safe crossing opportunities on Spokane Avenue/Highway 93

Objective 1: Continue work with MDT to construct cross-section that addresses the community's desire for a protected bike lane and continuous pedestrian sidewalk with better, safer crossing opportunities (for example, at 6th and 8th Streets)

Objective 2: Investigate installation of pedestrian-scale lighting as part of MDT project



Goals and Objectives - Segment A

Environment and Open Space:

Goal 1: Highlight the multiple values of and provide better public access to the river and increase public green space

Objective 1: Develop the river trail for recreation, transportation, public access to open space, river and river habitat

Objective 2: Once trail connectivity is addressed investigate the opportunity for a river walk - a linear public space with possible small, seasonal businesses



Goals and Objectives - Segment A

Environment and Open Space:

Goal 1 continued:

Objective 3: Acquire riverfront property to develop as public park, and/or obtain permanent easements from private landowners along the river for additional public parks and access to trail and river:

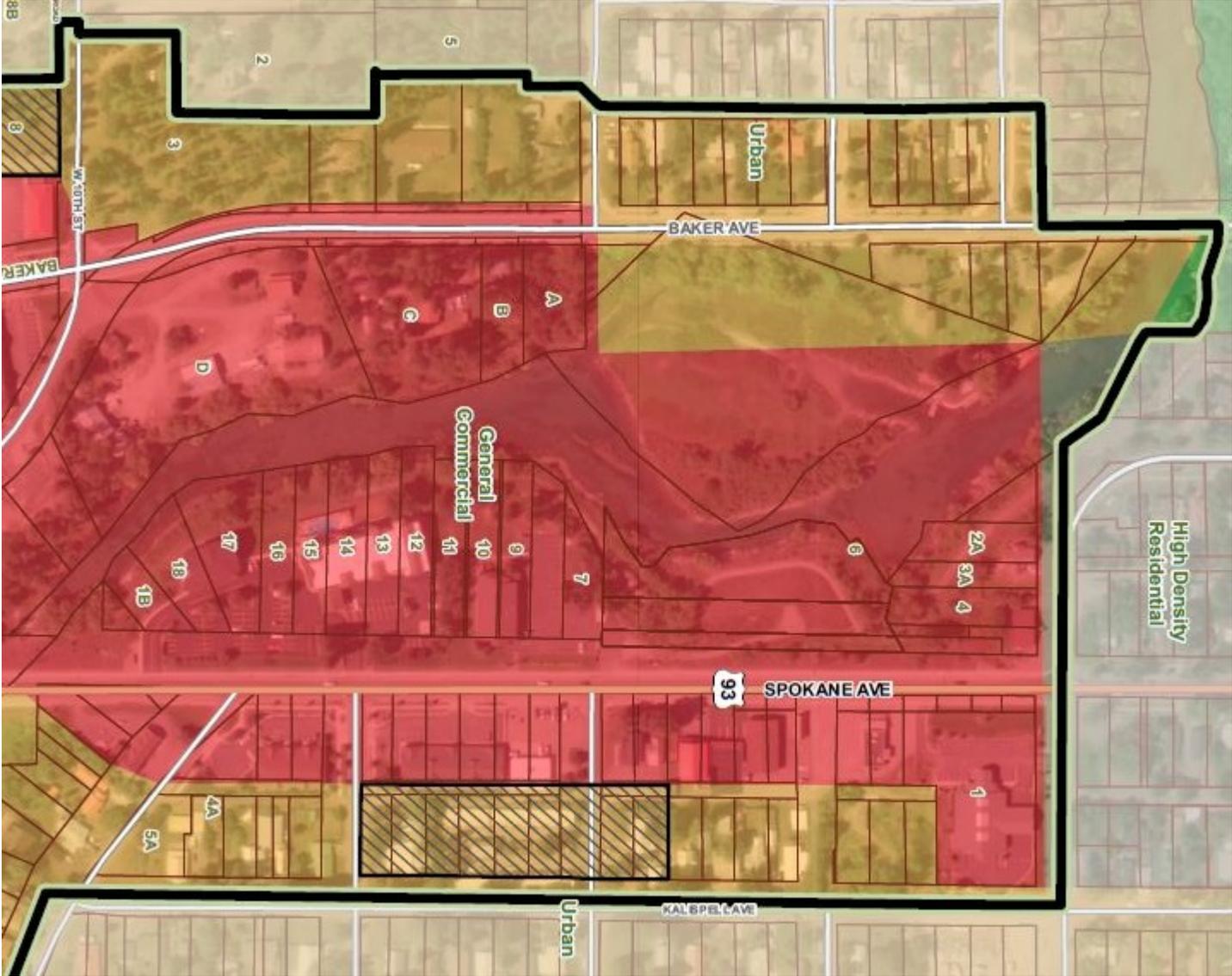
- West side of river from Baker Avenue
- East side of river along Spokane between 6th and 7th Streets
- Southwest side of river downstream of Spokane Avenue

Objective 4: Develop and potentially expand Canoe Park with signage, parking and other amenities to be more usable as a public space



Goal 2: Require use of drought resistant species in all landscaping to minimize need for irrigation

Segment A: Existing Future Land Use Designations and Where Inconsistent with Zoning



-  Urban
-  General Commercial

Segment A: Draft Future Land Use Designations



Urban



General Commercial

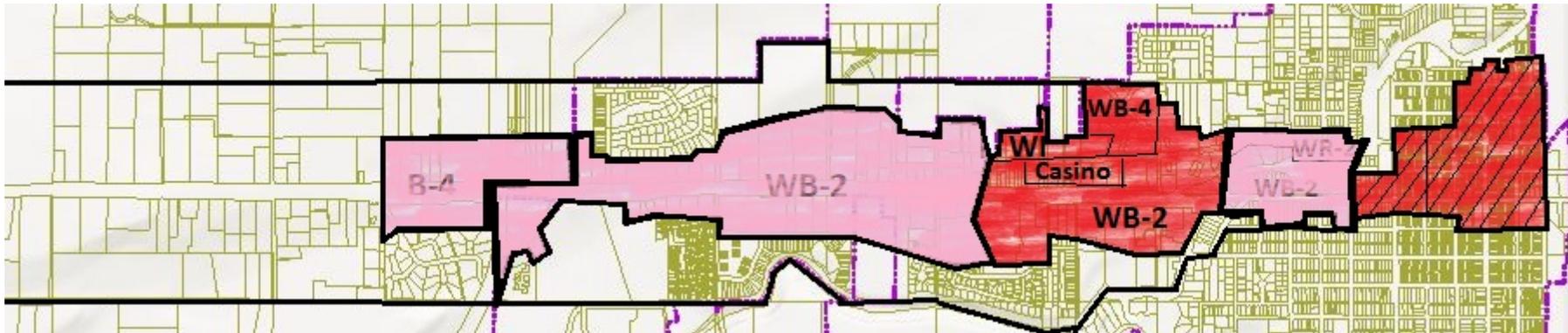
Goals and Objectives - Segment B

Land Use:

Goal 1: Encourage land uses in the corridor that improve aesthetics and attract more activity

Objective 1: Restructure the Segment B commercial strip and diversify the character of the corridor:

- Encourage more intense uses around key intersections and less intense uses in areas between those intersections
- High intensity uses will have a denser street network, be pedestrian friendly, have mixed uses (commercial with multi-family) and be active
- Add pockets of lower intensity uses including offices, light commercial, housing, civic/public and cultural facilities, entertainment, open spaces and recreation as well as parks further from the highway
- Encourage and allow multiple uses on large lots such that smaller buildings lining the highway could be added to existing commercial developments with large parking lots fronting the highway (without subdivision)
- Break up large undeveloped lots with blocks and through streets as development proceeds.



Goals and Objectives - Segment B

Land Use:

Goal 1 continued:

Objective 2: Improve the visual character of the built environment in Segment B

- Require variation in materials, scale, transparency, and massing
- Require more extensive screening and/or wider greenbelts fronting Highway 93 and Baker Avenue
- Create landscaping with visual interest by minimizing expanse of two-dimensional lawn grass and increasing presence of tall bunch grasses, shrubs of varied color and shape, and trees with varied heights
- Require new development to orient buildings toward the street, where appropriate, and locate parking to the rear or side of structures, require buildings to frame corners of major intersections in higher intensity nodes
- Step building rooflines back from highway where needed to minimize obstruction of mountain views
- Work with utility companies, MDT, and corridor property owners to investigate and consider burying overhead utility lines (identify approximate cost and funding source)
- Replace Cobra lighting with decorative highway lighting such as that used along Highway 93 West



Goals and Objectives - Segment B

Land Use:

Goal 1 continued:

Objective 3: Facilitate development of residential and mixed uses in pockets where appropriate, as well as more entertainment, recreation, and cultural and educational uses

Objective 4: Consider acquisition of open space to preserve or develop into usable public park space (and identify potential funding sources), require more open space/park space in new project developments

Objective 5: Incentivize infill development and redevelopment of vacant or blighted buildings

Objective 6: Develop cohesive theme and new moniker for segment or section of segment that signifies entry to City of Whitefish or the commercial focus (pedestrian scale lighting, banners, plantings, wayfinding signs, etc.)

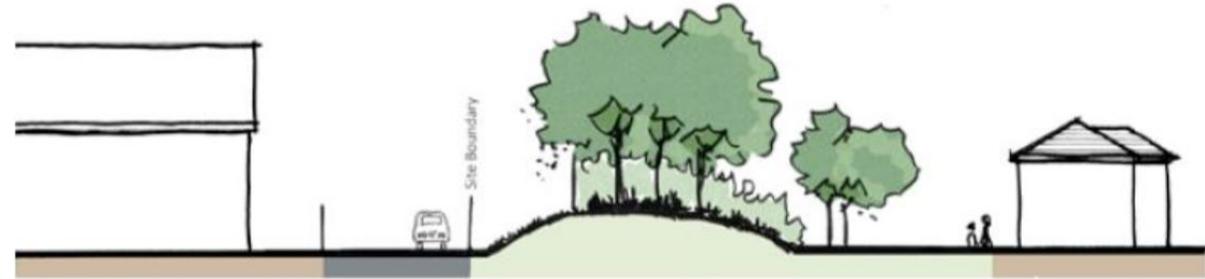


Goals and Objectives - Segment B

Land Use:

Goal 2: Improve compatibility of adjacent land uses in Segment B

Objective 1: Better buffer low density residential zones from adjacent commercial; encourage denser residential and/or offices along transition areas and new arterial roads such as Columbia or Baker Avenue, as extended



Goal 3: Encourage development of businesses in the corridor that support existing and new housing and employment

Objective 1: Encourage amenities in the corridor to support employees and residents such as public spaces for gathering and visiting, resident-focused services, and businesses that encourage public gatherings such as coffee shops

Goal 4: Use the developable land in Segment B of the Corridor to help diversify the economy of Whitefish and encourage business types that provide higher wages and salaries

Objective 1: Make it easier for starter businesses and light manufacturing or assembly to locate in the corridor by

- Permitting light manufacturing/assembly in WB-2 district of Segment B with appropriate development stds
- Fostering development of smaller lease spaces at prices affordable to starter businesses
- Developing business incubator (small lease spaces); business assistance center
- Considering development incentives – tools to support business development (technical assistance, financial assistance, tax incentives)

Goals and Objectives - Segment B

Transportation:

Goal 1: Improve traffic flow and safety through corridor

Objective 1: Add an intermittent raised landscaped median to the highway that minimizes potential impacts to business access, consolidate highway accesses, and optimize signal timing/spacing

Objective 2: Facilitate construction of intersection improvements at 13th Street on both Highway 93 and Baker Avenue, including reconfiguration of driving and turning lanes

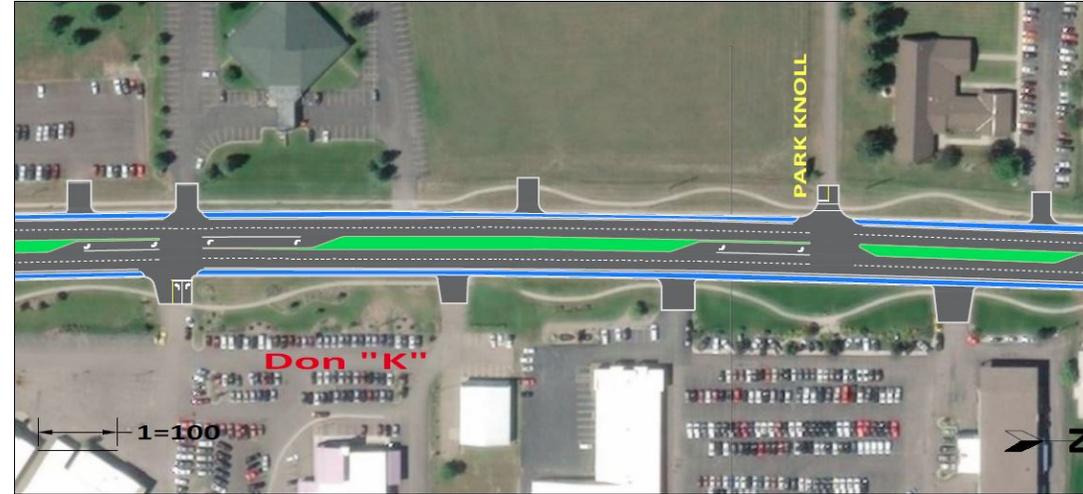
Objective 3: Obtain ROW and require extension of Columbia Avenue south to connect with Greenwood Avenue; Whitefish Avenue south to connect with Shiloh Avenue; Baker Avenue south to connect with JP Road; Greenwood Drive east across Whitefish River (construct new bridge) to Monegan Road as individual parcels are developed

Objective 4: Encourage redesign of the entrance to and exit from North Valley Hospital on Highway 93 South during future highway improvements

Objective 5: Better delineate driving lanes, whether with more frequent recurring maintenance of lane striping, or with permanent delineation tools such as recessed reflectors

Objective 6: Require new development and encourage existing uses to connect adjacent parking lots such that moving from one to another doesn't involve re-entering the highway

Objective 7: Acquire easements and/or right-of-way and explore feasibility of future roundabout at the intersection of Highway 40 and Highway 93



Goals and Objectives - Segment B

Transportation:

Goal 2: Recognize that bike and pedestrian facilities provide valid and valued modes of transportation that are equal in standing with vehicles facilities

Objective 1: Continue implementation of *Connect Whitefish Bicycle & Pedestrian Master Plan* recommendations for bike and pedestrian facilities in the segment

Goal 4: Improve the aesthetics of the road right-of-way

Objective 1: Break up and soften the expanse of five lanes of asphalt on the highway:

- Replace some sections of two-way left-turn lanes with landscaped median
- Increase the number of trees planted in the boulevard and the extent of the urban canopy
- Replace existing Cobra lighting with (dark sky compliant) decorative highway lighting such as is installed along Highway 93 West



Goals and Objectives - Segment B

Transportation:

Goal 3: Improve opportunities and the experience for people using bicycles, walking and transit for transportation

Objective 1: Continue implementation of *Connect Whitefish Bicycle & Pedestrian Master Plan* recommendations for bike and pedestrian facilities in the segment

Objective 2: Ensure safe and comfortable pedestrian access to a mix of uses near each other such that people can park once and walk to multiple destinations – connected parking lots or access roads, mixed-uses, lighting, and landscaping buffers between sidewalks and roadways



Objective 3: Facilitate development of transit hub/park & ride lot/bus shelters/more frequent transit service

Objective 4: Identify locations and provide bike locking stations in concert with transit infrastructure

Objective 5: Extend and connect existing sections of Whitefish River Trail and connect trail to separated bike path along highway as described in the *Connect Whitefish Master Plan*; provide wayfinding guidance for people to make connections between highway and trail

Objective 6: Add a bike/pedestrian path or convert a portion of West 10th Street between Baker Avenue and Spokane Avenue to bicycle/pedestrian facility with potential easement to connect to new highway bridge pedestrian underpass

Goals and Objectives - Segment B

Environment and Open Space:

Goal 1: Increase opportunities for public access to natural areas and green space

Objective 1: : Improve access and wayfinding to Whitefish River as described in the *Connect Whitefish Master Plan*

Objective 2: Consider acquisition of open space to preserve or develop into usable public park space (and identify potential funding sources), require more open space/park space in new project developments

Objective 3: Encourage development of landscaping corridors to connect highway to Whitefish River with green spaces

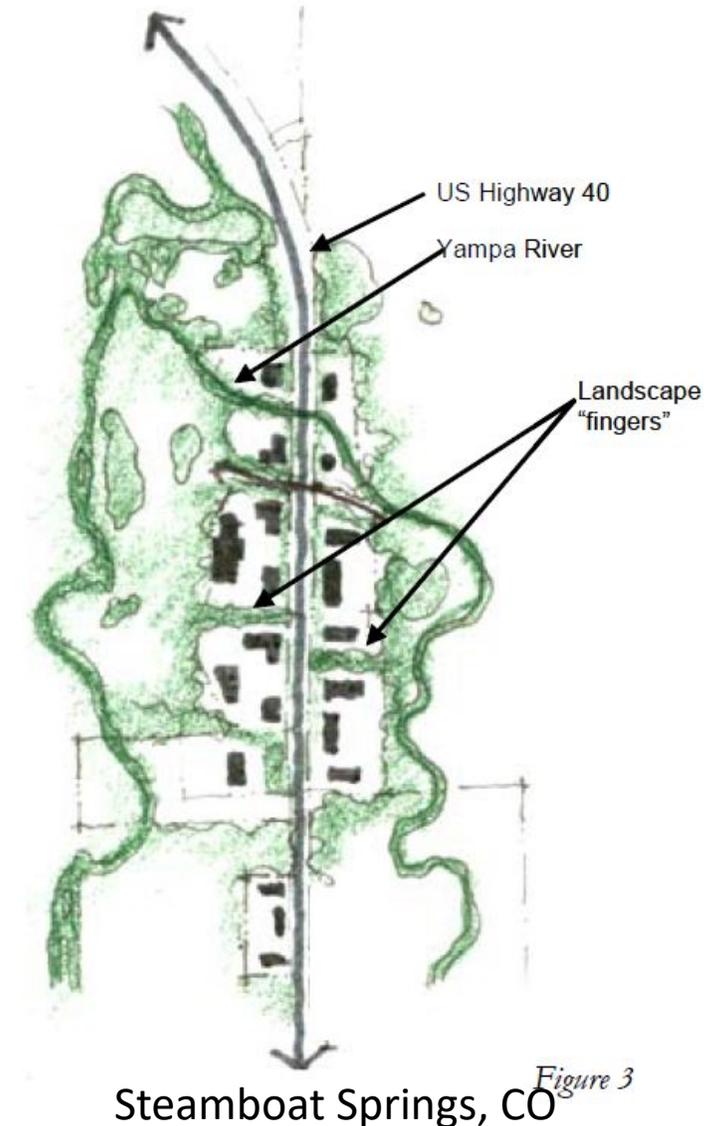


Figure 3

Goals and Objectives - Segment B

Environment and Open Space:



Goal 2: Improve appearance of the road right-of-way

Objective 1: Encourage additional Adopt-a-Highway litter pick-up efforts (April – October); involve businesses, organizations, and families

Goal 3: Maintain or increase the urban tree canopy in the segment

Objective 1: Create a tree retention policy with incentives that applies to properties prior to submittal of a development permit application

Objective 2: Revise landscaping standards to include trees in landscaped areas

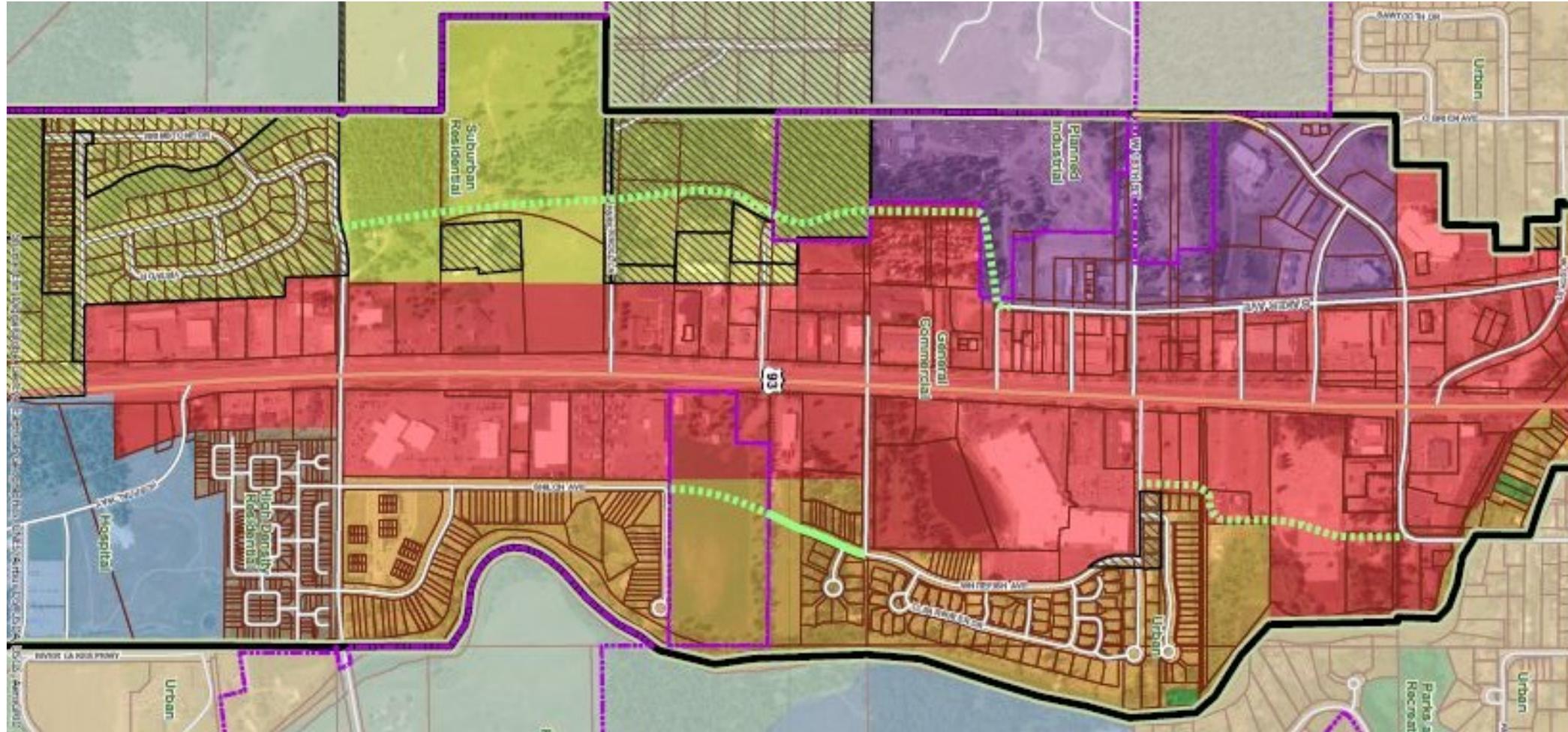
Objective 3: Plant shade trees in boulevard adjacent to sidewalk

Goal 4: Require use of drought resistant species in all landscaping to minimize need for irrigation



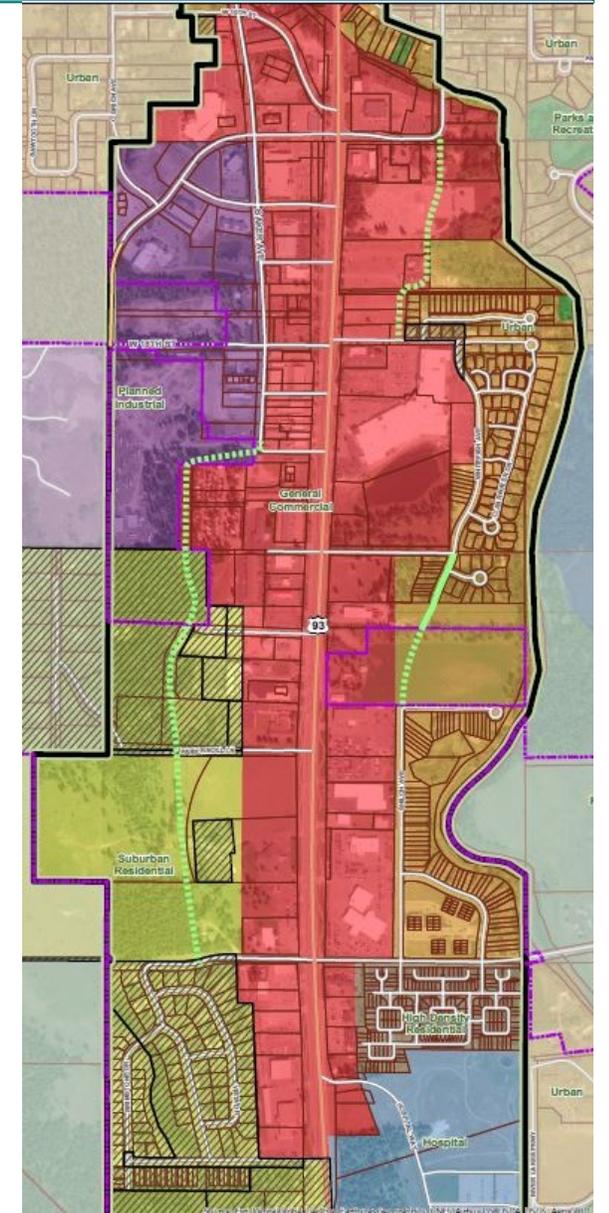
Segment B: Existing Future Land Use Designations and Where Inconsistent with Zoning

- Planned
- Industrial
- General
- Commercial
- High Density Residential
- Urban
- Suburban
- Hospital



Considerations for Future Land Use Mapping

- Consistency between FLU and zoning, existing uses
- Existing and future streets and roads, infrastructure (water and sewer)
 - Baker extension south from 19th to JP Road; Columbia south to Greenwood; Whitefish Ave south to Shiloh
 - Baker classified as minor arterial north of 19th (traffic volume and function); Columbia and Whitefish Aves are collectors
- Planning best practices – buffering and transitions in density, lot size, land uses, structure types
 - Denser, more intense uses along arterials, transitioning to less dense, less intense uses away from arterial
 - Commercial, mixed commercial and residential, denser residential along arterial, transitioning to single-family residential on larger lots further away
- Adjacent land uses: commercial, urban, suburban and locations relative to each other



Applicable Zoning for Future Land Use Designations

<u>Suburban Residential</u>	<u>Urban</u>	<u>High Density Residential</u>
<ul style="list-style-type: none"> • WER – Estate (20,000 sf) • WSR – Suburban (1-ac) • WCR – Country (2.5 ac) 	<ul style="list-style-type: none"> • WR-2 Two-family (6,000 sf for 1-family, 7,200 sf for 2-family) • WR-1 One-family (10,000 sf) • WLR One-family Limited (15,000 sf) 	<ul style="list-style-type: none"> • WR-4 High Density Multi-family (up to 7 units permitted; CUP for more) • WR-3 Low Density Multi-family (up to 3-plex permitted; CUP for more) • WR-2 with a PUD for higher density
Highway Commercial	Planned Industrial	Public/Semi-Public
<ul style="list-style-type: none"> • WB-2 General Commercial • WR-3 Low Density Multi-family (up to 3-plex permitted; CUP for more) 	<ul style="list-style-type: none"> • WB-4 Business Park • WI Industrial and Warehouse 	<ul style="list-style-type: none"> • Schools and municipal government services (no zoning district exists)