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# WHITEFISH HIGHWAY 93 WEST CORRIDOR PLAN



PREPARED BY:



JUNE 16, 2015

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# ACKNOWLEDGMENTS

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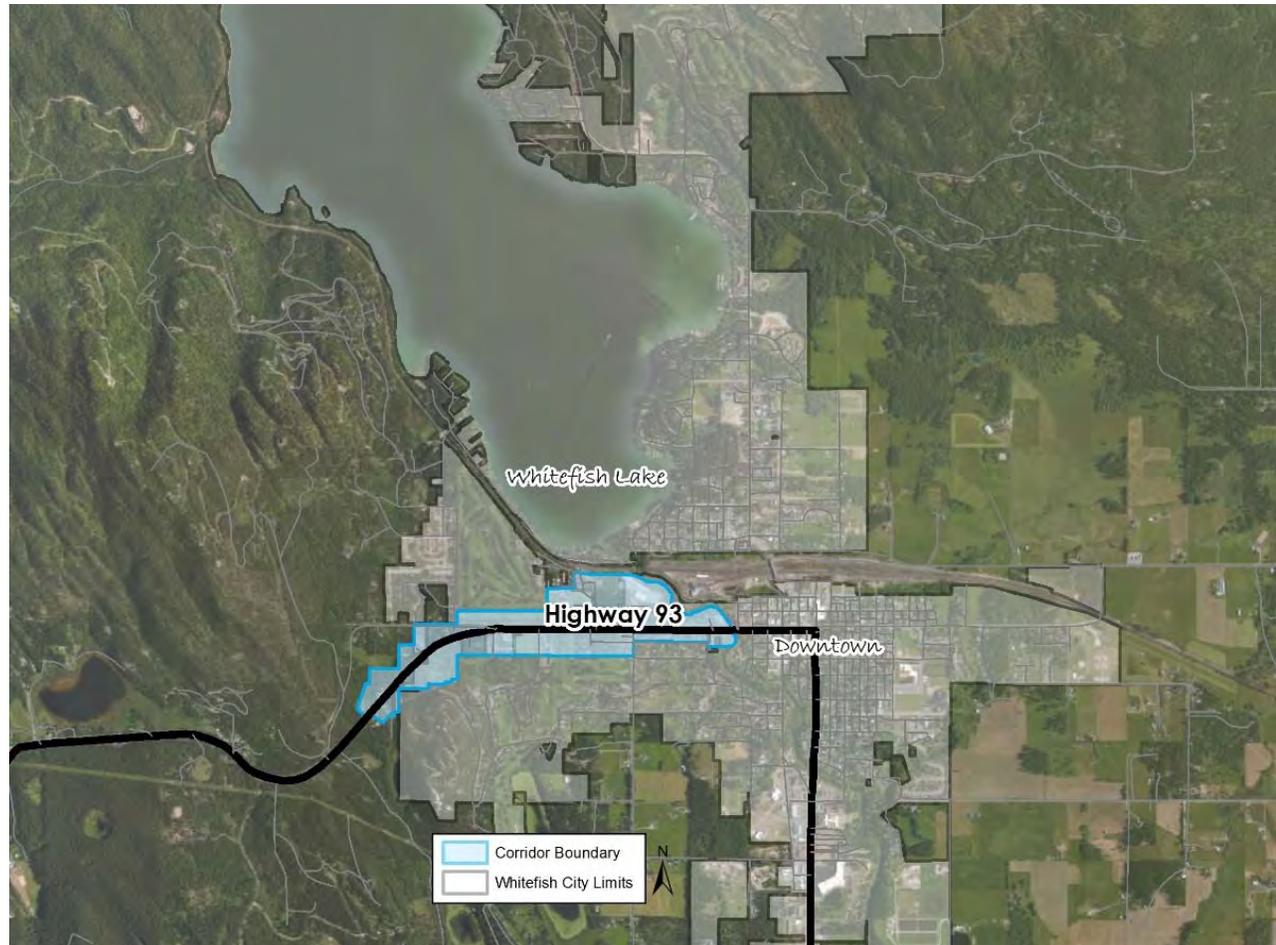
# PROJECT DESCRIPTION

## INTRODUCTION

The 2007 City of Whitefish Growth Policy recommends a corridor plan be formulated and adopted for US Highway 93 West with specific goals, policies, and recommended actions for the area that consider land use, scale, transportation function and modes, noise, screening, landscaping, and urban design.

The corridor is the site of the Montana Department of Transportation US Highway 93 West three-phase road widening project to provide major infrastructure improvements. In addition to widening the road, the project includes curbs, sidewalks, trails, landscaping, and utility improvements dramatically affecting the corridor by improving traffic flow for auto, bike, and pedestrian access and improved bike/pedestrian and landscaping in the corridor. These improvements also improve access and circulation. Construction of phase I began in the summer of 2013.

This corridor plan includes evaluating existing conditions, holding neighborhood stakeholder meetings, overseeing a City Council appointed project Steering Committee, and drafting a corridor plan focused on future land use planning and public improvement projects in the study area.



Vicinity Map

### MISSION STATEMENT

The purpose of the Whitefish Highway 93 West Corridor Plan is to propose a more specific policy for land use, development and growth within the corridor as a follow-up to the 2007 City of Whitefish Growth Policy which was prepared under the authority of and in accordance with Part 6, Chapter 1, Title 76, Montana Code Annotated. A Growth Policy is required by Montana state law so that local governments can manage growth and development through zoning and subdivision regulations.

The following excerpt from the City of Whitefish Growth Policy explains the basis for recommending corridor plans as follow-up amendments to the original document:

“The Land Use Element of this Growth Policy recommends that corridor plans be formulated and adopted for four specific transportation corridors within the Whitefish area. Upon adoption, these corridor plans will effectively amend this Growth Policy with goals, policies, and recommended actions specific to each corridor. Following that, any special regulations regarding land use, access, buffering, screening, and/or landscaping may be considered.”

The City of Whitefish Growth Policy goes on to explain: “As stated previously in this element, the Growth Policy recommends numerous programs and new and amended regulations to carry out the goals and vision of this Growth Policy. Initiating and carrying out these programs and regulations will take time and resources, and therefore, priorities must be carefully set. It is recommended that immediately upon adoption of this Growth Policy, the City Council and City Manager, in consultation with the Planning Board and Whitefish Planning & Building Director, establish a priority list of programs and regulations for the next two years. Upon the biennial review of the Growth Policy by the Planning Board (as set forth in this element under Periodic Review), implementation priorities shall again be set for the next two-year period.

Initially, it is recommended that implementation priorities include:

- Update of the subdivision regulations as required by amendments to Montana law enacted in 2005
- Critical Areas Ordinance
- Re-evaluation of the zoning code to adopt “character based” regulations and to address other issues set forth in this Growth Policy
- Evaluation of additional affordable housing programs and/or regulations
- Corridor plans.”

The Whitefish Highway 93 West Corridor Plan is the first of the four corridor plans.

### GOALS AND OBJECTIVES

The focus of the corridor plan is to respect the existing land uses and zoning while allowing for the sensitive, timely and appropriate transition from existing uses to future land uses to benefit the community. The plan will identify a range of land uses to be integrated into the fabric of the Whitefish community, conform to the goals and objectives of the downtown and can be accepted by use, process and performance standards by the occupants of the corridor and the community.

Goal #1: Establish a plan to guide future land use in the US Highway 93 West corridor as an amendment to the existing Growth Policy by:

- Preserving essential elements of neighborhood character.
- Maintaining essential elements of the Downtown Master Plan.
- Preserving essential elements of historic character in future land use.
- Recognizing the corridor as the westerly gateway to Whitefish.
- Providing a vision for the future of the corridor balancing established character with the needs of the future.
- Working effectively with the City Council appointed Steering Committee to represent a broad cross-section of community interests.

Goal #2: Establish a Steering Committee that represents diverse community interests and work effectively with the Steering Committee by:

- Educating the Steering Committee on process.
- Informing the Steering Committee on existing land uses.
- Utilizing the Steering Committee to effectively represent their respective special interest groups.
- Developing effective notification utilizing mailings, email, public media, and the City of Whitefish website.
- Conducting public input sessions with neighborhood residents and stakeholders.
- Advising on implementation strategies.
- Advising on community needs, opportunities, and acceptable means of transitional implementation.

## Project Description

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Goal #3: Utilize a planning process to accomplish the following:

- Addresses land use, scale, and urban design.
- Identifies potential land use opportunities for the Idaho Timber site.
- Identifies potential public projects eligible for public investment.
- Provides recommendations for zoning.
- Provides an acceptable strategy of transitioning to appropriate future land uses.

Goal #4: Incorporate elements of the US Highway 93 West improvements including:

- Transportation function and modes.
- Screening.
- Landscaping.
- Directing public comment relative to the highway project and construction issues to appropriate authorities.

## PLANNING PROCESS

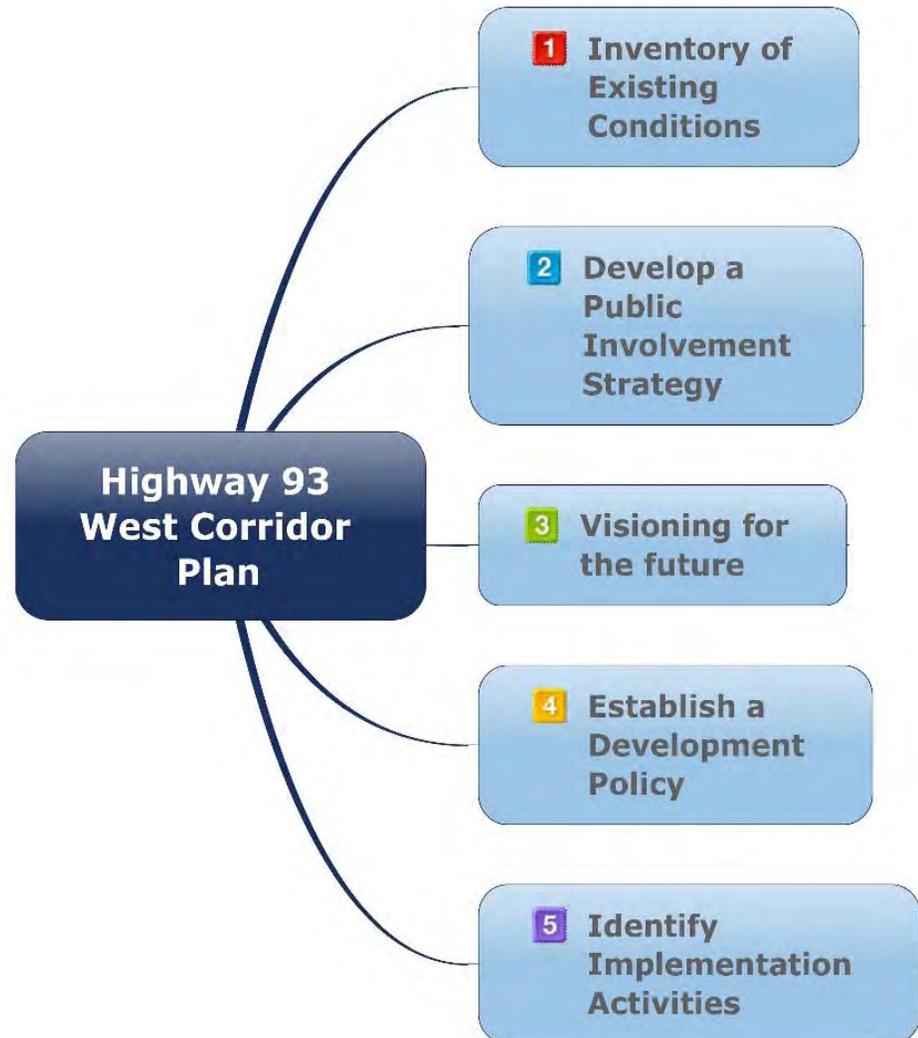
The planning process was divided into five phases.

### Phase 1: Inventory of Existing Conditions

The data collection phase of the project provided a history of the corridor and utilized GIS to produce a series of maps illustrating existing conditions within the corridor. These maps provided the foundation for the next phases in the project.

The following existing conditions were inventoried:

- Corridor boundary
- Land ownership
- Population
- Highway and street circulation system
- Non-motorized circulation
- Sewer
- Water
- Topography and drainage
- Existing growth policy land uses
- Zoning
- Parks and cultural resources
- Existing Tax Increment Financing (TIF) district



## Project Description

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### Phase 2: Develop a Public Involvement Strategy

The public involvement strategy included facilitating a Steering Committee and holding six Steering Committee meetings and three public input sessions where comments were collected and documented.

#### **Steering Committee**

The Whitefish City Council selected the Steering Committee composed of volunteers who own property within the study area, city staff, elected officials, corridor business owners, and other stakeholders to establish a development policy for the corridor. The committee was selected to represent the interests within the corridor. The positions and committee members are listed below:

##### Business Owner (Resort/Recreation):

- Doug Reed

##### Business Owner (Commercial/Professional Interests):

- Cora Christiansen

##### Whitefish City Council:

- Phil Mitchell
- Frank Sweeney
- Andy Feury

##### Idaho Timber:

- Todd Featherly
- Dave Taugher
- Hunter Homes

##### Planning Board:

- Ken Meckel
- Chad Phillips
- Ken Stein

##### Residential (Investment or Multi-Family):

- Jim Laidlaw

##### Residential (Owner Occupied):

- Anne Shaw Moran
- Ryan Zinke

##### WB-3 Property Owner:

- Ian Collins

##### At-Large Community Member or Property Owner:

- Nancy Woodruff

## Project Description

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### Visioning Public Input

The planning staff, Steering Committee and consultants held six Steering Committee meetings where public input and participation was welcomed and noted. An open house was held in August 2013 that invited the public to comment and provide input on future planning for the corridor. A mailing to all residents within the corridor boundary was sent out prior to the first public input session inviting participation. Public notices were published in the Whitefish Pilot prior to each public input session. A second public input session was held in October 2013. The proposed land use area boundaries, Steering Committee approved land uses, and character and concerns were presented for comment. The third public input session, a design charrette, was held in December 2013. Information regarding Steering Committee meetings along with corridor plan information was posted on the city website.

### Phase 3: Visioning for the Future

During the visioning phase, existing documents were reviewed including the 2007 City of Whitefish Growth Policy, the 2008 US Highway 93 Whitefish West Re-Evaluation, the 2013 Whitefish Parks and Recreation Master Plan, the 2009 Whitefish Transportation Plan, and the 2005 Whitefish Downtown Business District Master Plan. Steering Committee meetings and public input sessions were conducted to gather comments and concerns within the corridor and a charrette was held to imagine redevelopment of the Idaho Timber site.

### Phase 4: Establish a Development Policy

This phase began with a review of the existing City of Whitefish Growth Policy and land use designations. The existing land use designations were then melded with findings from the public involvement and visioning sessions to determine appropriate future land uses. Guidelines were developed during this phase for the recommended uses that addressed land use, scale, transportation function and modes, noise, screening, landscaping, and urban design.

### Phase 5: Identify Implementation Activities

The final phase revised the Growth Policy Future Land Use Map and recommended a strategy to allow for the gradual transition from historic and traditional land uses to meet the contemporary needs of the community. Changes to the zoning code are recommended. This phase identified potential public/private partnership opportunities to stimulate appropriate growth and development in the study area.

# I. CORRIDOR CONTEXT: ANALYSIS OF EXISTING CONDITIONS

### CORRIDOR AREA HISTORY

The name “Whitefish” originated from the nearby lake that was known to the local Indians and fur trappers for its abundant native fish known as the Whitefish. Whitefish was incorporated in 1905 following the emergence of the Great Northern Railroad into the Flathead Valley in 1891 and a spur from Columbia Falls through Whitefish and Rexford by 1902. In 1904, Great Northern Railroad decided to bypass the county seat of Kalispell with their main line north and west. Whitefish was chosen instead to be the division point. This precipitated a migration of railroad workers from Kalispell to Whitefish.

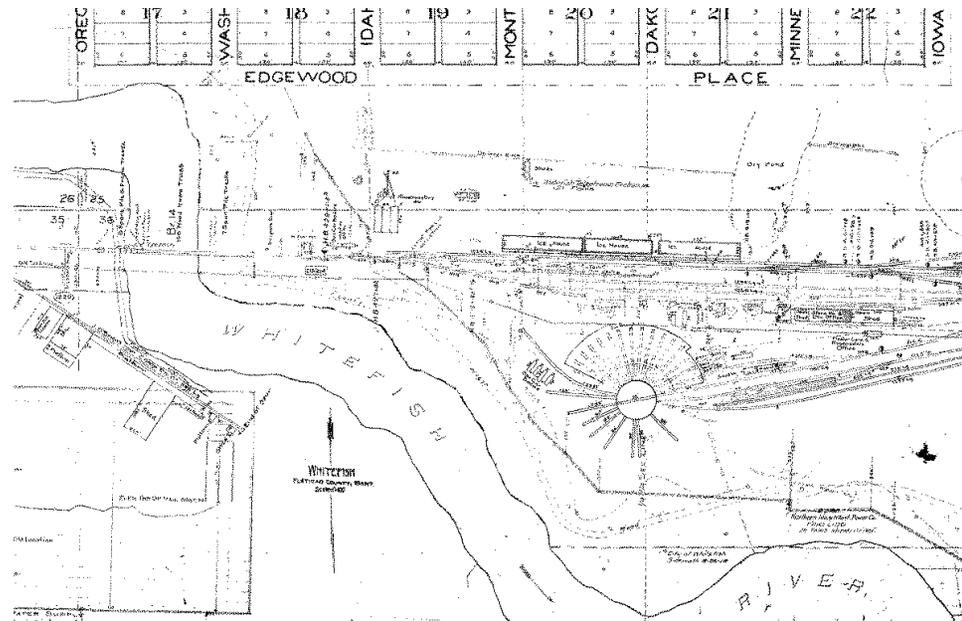
### IMPORTANT LAND USES

Four of the most important land use anchors within the Highway 93 West Corridor are the Whitefish Lake Golf Club, Grouse Mountain Lodge, Idaho Timber and the proposed Great Northern Veterans Peace Park.

#### Whitefish Lake Golf Club

The Whitefish Lake Golf Course was originally purchased and developed by the City of Whitefish as a landing field. The City purchased 104 acres west of the Whitefish River for \$1600 in 1933 from Flathead County. The City completed the landing field/golf course and the terminal/clubhouse in 1937.

Since the 1940's, the Whitefish Golf Course Association has operated the golf course as a break-even venue. Over the years, the course has expanded and is now the only 36-hole golf course complex in Montana.



1905 Great Northern Railroad Yard Map

## I. Corridor Context: Analysis of Existing Conditions

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### Idaho Timber

The history of the Idaho Timber site goes back to a time prior to the dedication of the townsite when local logging families established interests at the south end of the lake and the Boston and Montana Commercial Company built a dam that allowed logs to be sluiced from the mouth of the river down to Kalispell or beyond. The O'Brien Lumber Mill and then the Somers Lumber Company operated a mill on the north end of the current Idaho Timber site until 1918. After 1918 the property was utilized as a mill site in various configurations under the ownership of the Great Northern Railway. The mill site as operated by Idaho Timber was closed in 2009.

### Great Northern Veterans Peace Park

The mission of the Great Northern Veterans Peace Park (GNVPP) Foundation is to provide a family sledding park and community open space in a setting that recognizes the contributions of the veterans and the railroad to the community. The GNVPP Foundation also funds community education projects. After working with the BNSF for over six years and undergoing extensive improvements, the park received its final land donation in 2013 to make the total acreage of the park nearly 18 acres. It is anticipated that the park will provide an improved trail link between the Whitefish Lake Golf course and the City and serve as a location for a broad range of recreational activities such as sledding, frisbee golf, concerts, local festivals and community activities.<sup>1</sup>

### Grouse Mountain Lodge

Tim Grattan was the visionary force behind the development of the Grouse Mountain Lodge facility, a vacation and meeting resort. Grattan owned the land that would later include a nine-hole expansion of the Whitefish Lake Golf Club as well as the site for the Lodge just south of the entry to the golf club. Grattan negotiated an arrangement with the City whereby the 50+ acres was designated for "multiple use zoning" paving the way for the golf course expansion, Lodge and residential housing. Grattan and his partners embarked on the building of the lodge along with continued home site development largely oriented to the golf course and the views to the east. Construction of the Lodge began on July 1, 1983. On June 30, 1984, Ted Schwinden, then Governor of Montana, appeared at Grouse Mountain Lodge's opening celebration. On July 1, 1984, paying guests came to the Lodge and the history of Grouse Mountain Lodge began. In 2011, Grouse Mountain Lodge was sold to Glacier Park Incorporated (GPI) who operated five historic lodges, three motor inns and the historic red buses in Glacier National Park and Waterton Lakes National Park. GPI is currently involved in a renovation program for the facility.

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<sup>1</sup> Candace Chase, "Land donation gets peace park rolling," <http://dailyinterlake.com>, (February 3, 2008).

## I. Corridor Context: Analysis of Existing Conditions

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Source: Lacy's Photography, May 15, 1948, "Whitefish Lumber Yard"

## I. Corridor Context: Analysis of Existing Conditions

### Development – Historic Aerial Photographs

The following historic aerial photographs represent 75 years of land use monitoring. The collection begins in 1938 and ends with a photograph taken in August of 2013.

In 1938 most of the property west of Karrow Avenue was either undeveloped agricultural or silvicultural ground with the exception of the golf club. The home-site development east of Karrow Avenue on either side of the highway was considerably less dense than at present. The current Idaho Timber site remained largely undeveloped.



In 1946 after World War II, the rural land west of Karrow Avenue began to show signs of residential development especially in the area west of State Park Road. Additional timber was cleared west of Karrow Avenue and south of US Highway 93 West while utilization of the mill site increased in response to the nation-wide demand for lumber.

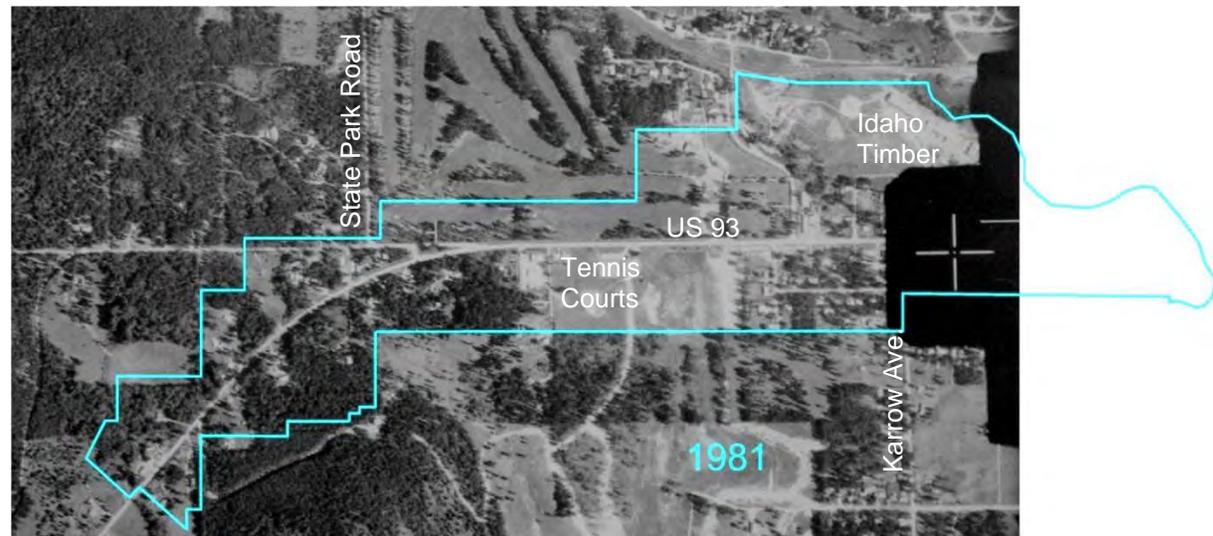


## I. Corridor Context: Analysis of Existing Conditions

By 1956, 3rd Avenue was extended westward and turned northward as Parkhill Drive. The road extensions were accompanied with some residential development. Additional residential growth along Ramsey Avenue to the north was also occurring along with continued expansion of the mill site.



By 1981, the golf course had expanded south of US Highway 93 West and there was increased development northwest of the intersection of US Highway 93 West and State Park Road. The golf course north of US Highway 93 West was renovated while mill site activity seemed to be more concentrated in the north and east portion of the site. Tennis courts appeared in their current location south of US Highway 93 West. Forest Service and Border Patrol offices west of the new tennis courts were built.



## I. Corridor Context: Analysis of Existing Conditions

By 1990, Grouse Mountain Lodge was completed along with soccer fields west of the lodge. Residential development in and around the golf course expansion had progressed. The larger warehouse building had been built on the Idaho Timber site.



By 2005, additional residential growth had occurred northwest of the State Park Road intersection around the golf course expansion and into the timber hills formerly known as "Chicken Ridge". The mill site remained in operation.



## I. Corridor Context: Analysis of Existing Conditions

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In 2013, residential development slowed due to the extended downturn in the national economy. The Idaho Timber mill closed June of 2009. The most significant land use change was the phase I renovation of US Highway 93 West from Lupfer Avenue to Karrow Avenue which began in 2012.



Over the years, many of the land uses have transitioned to support new land uses. Currently, there is a strong potential for many properties to transition from their traditional uses to uses that would better complement the community. The Great Northern Veteran's Peace Park (formerly BN) is transitioning to a community park. Wood products manufacturing and railroading were the traditional economic generators for jobs in Whitefish and the supportive workforce housing is still evident in the corridor. It is still one of the primary land uses in the corridor, but the buildings could be converted to support new uses. The Idaho Timber site has potential for the timely and appropriate transition from traditional wood products manufacturing to economic development generators to complement the downtown while respecting the zoning and manufacturing potential of the site.

### Regional Context

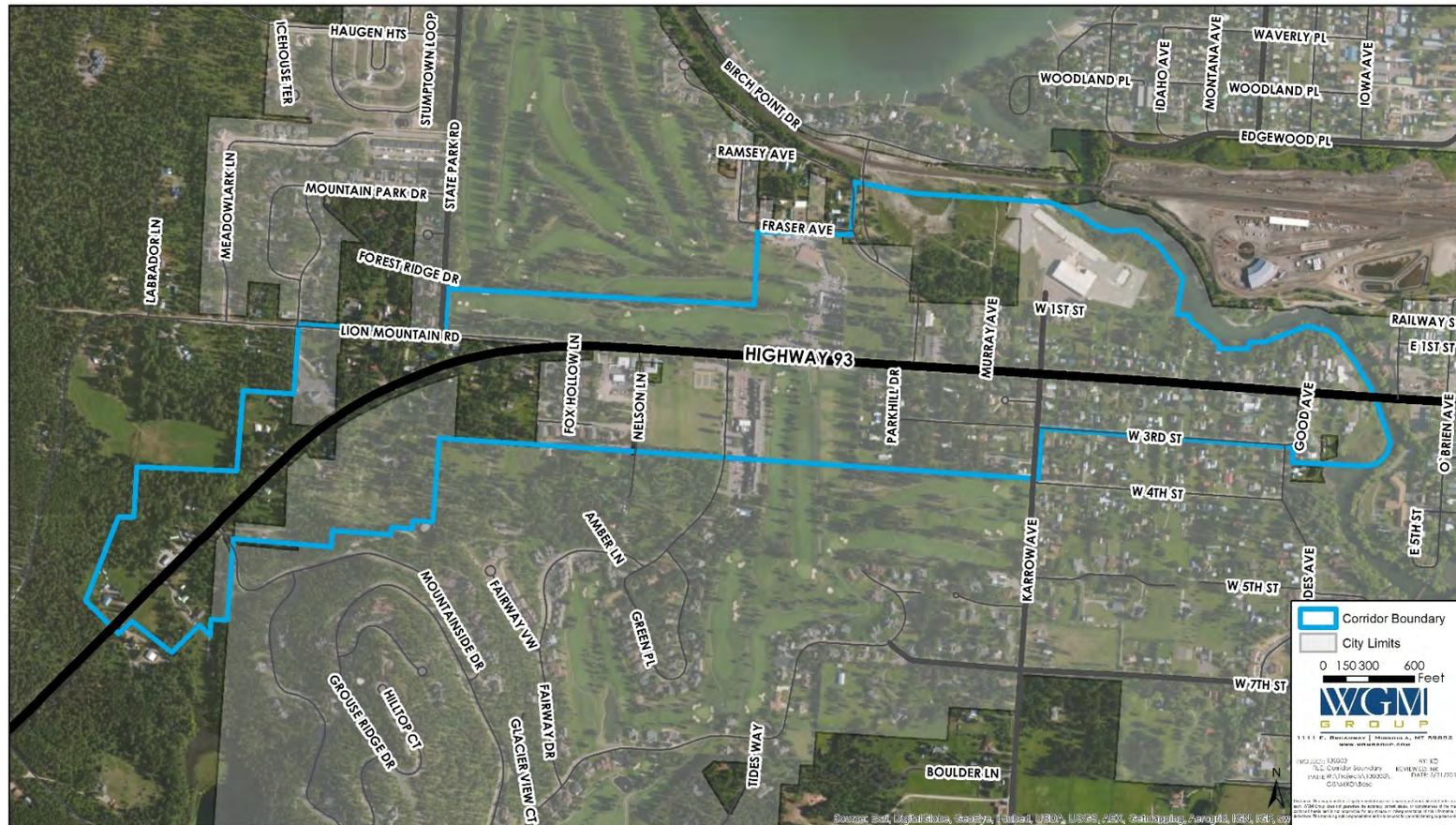
One of the most important attributes of the US Highway 93 West Corridor is its position as a gateway into the community of Whitefish and the Flathead Valley for travelers coming into the area from Canada and northwestern Montana. Tourists flock to Whitefish for skiing and other outdoor recreation as well as its proximity to Glacier National Park. The gateway corridor complements these activities by providing exceptional residential housing sites, a golf course, resort and overnight lodging, and other recreational opportunities including access to Whitefish Lake and River and public parks.

# I. Corridor Context: Analysis of Existing Conditions

## EXISTING CONDITIONS

### Corridor Boundary

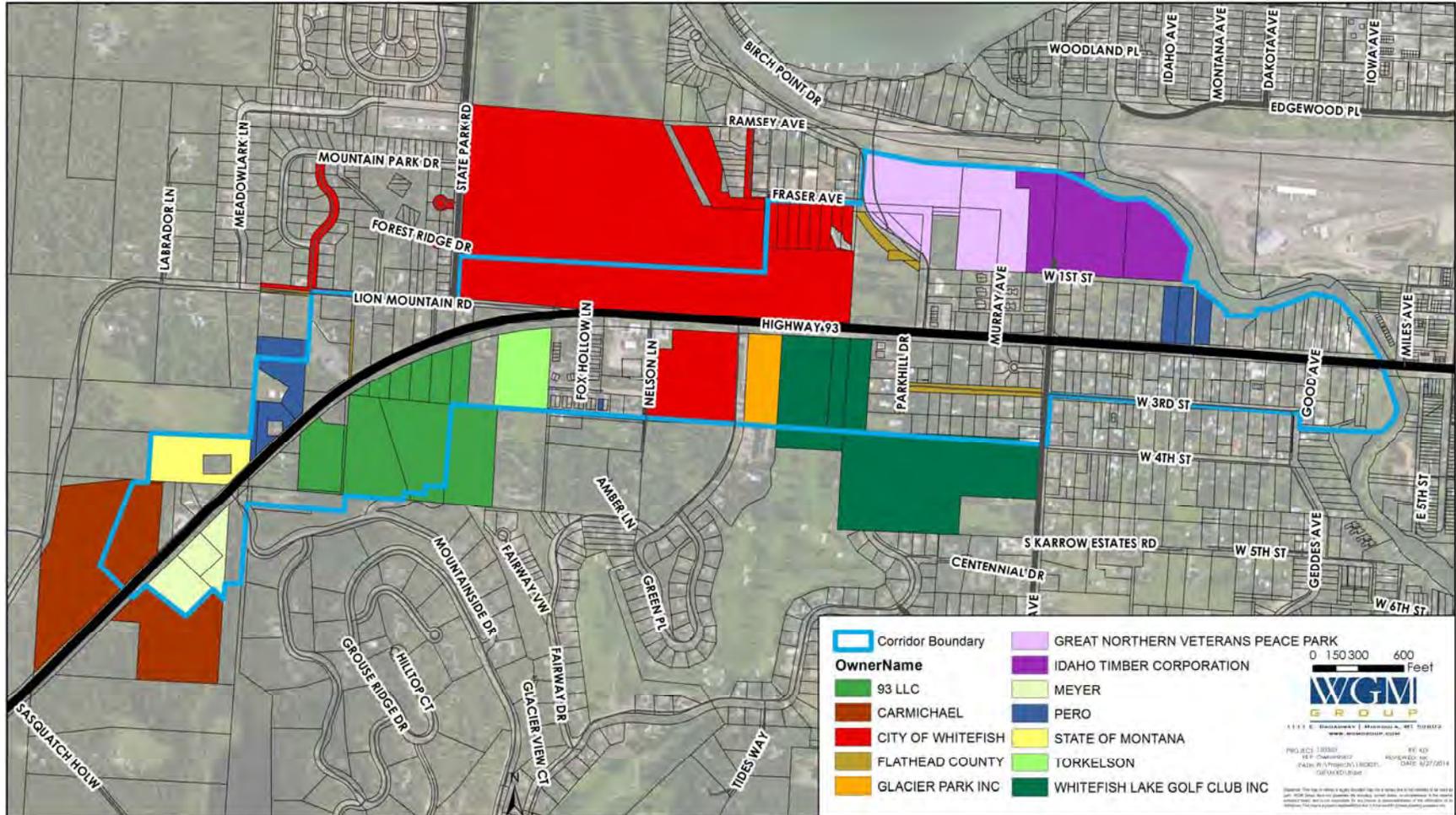
The corridor area abuts US Highway 93 West from the Mountainside Drive area on the west to the Whitefish River on the east. The corridor is the gateway entrance into Whitefish from the west and includes a mix of residential, resort, and open space land uses. Just east of the boundary, the land use transitions to commercial as the highway crosses the Whitefish River and enters downtown. The corridor extends out from the highway a maximum of 1,270 feet and is approximately 1.5 miles in length beginning at the west side of the Whitefish Veteran's Bridge and extending 700 feet west of Mountainside Drive. The total area of the corridor is 225.2 acres.



# I. Corridor Context: Analysis of Existing Conditions

## Ownership

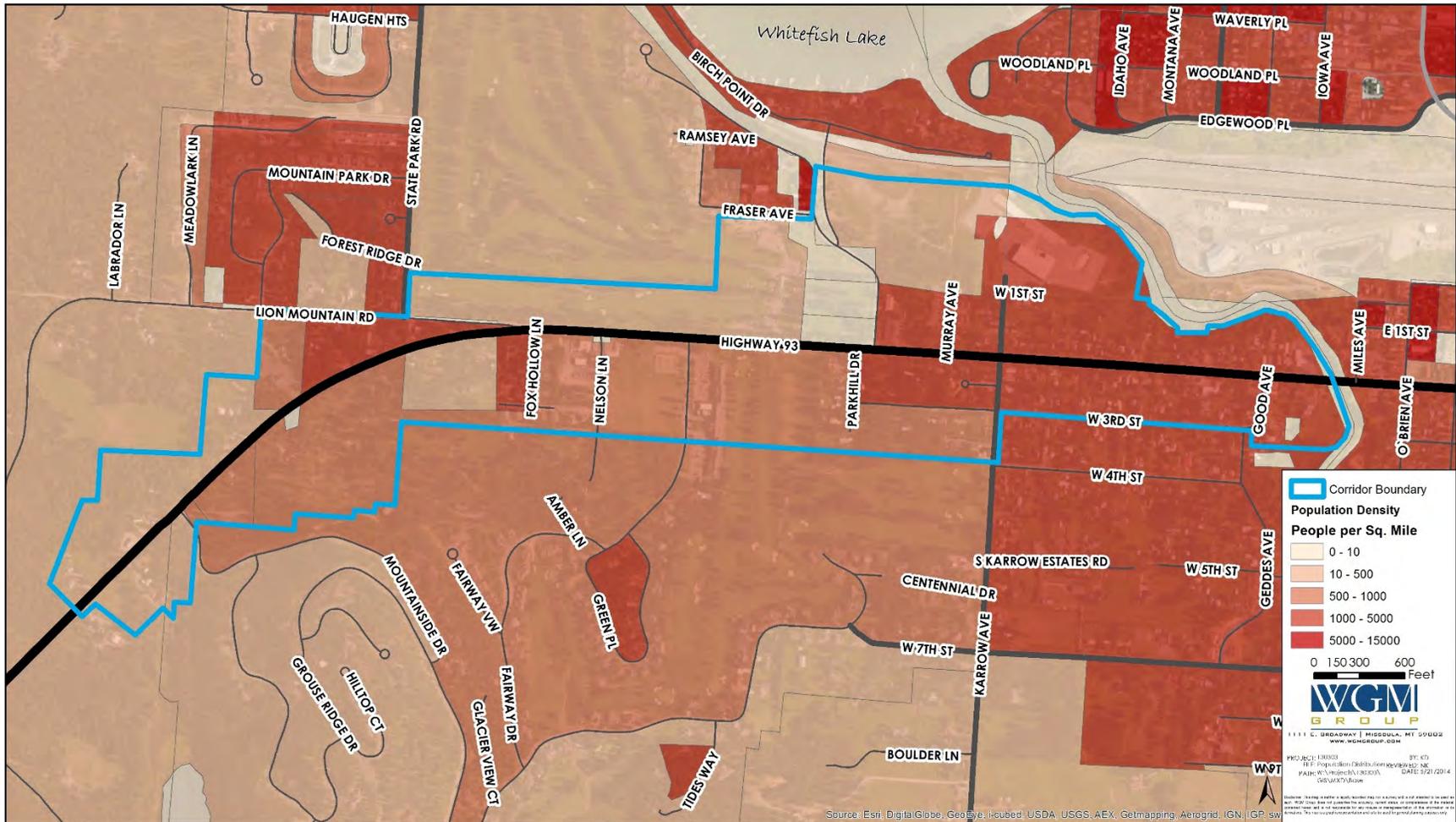
Major property owners with over three acres of property within or adjacent to the corridor are identified in the map below.



# I. Corridor Context: Analysis of Existing Conditions

## Population

The population density in the corridor increases from the rural area in the west to the more densely populated area moving east towards the center of town.

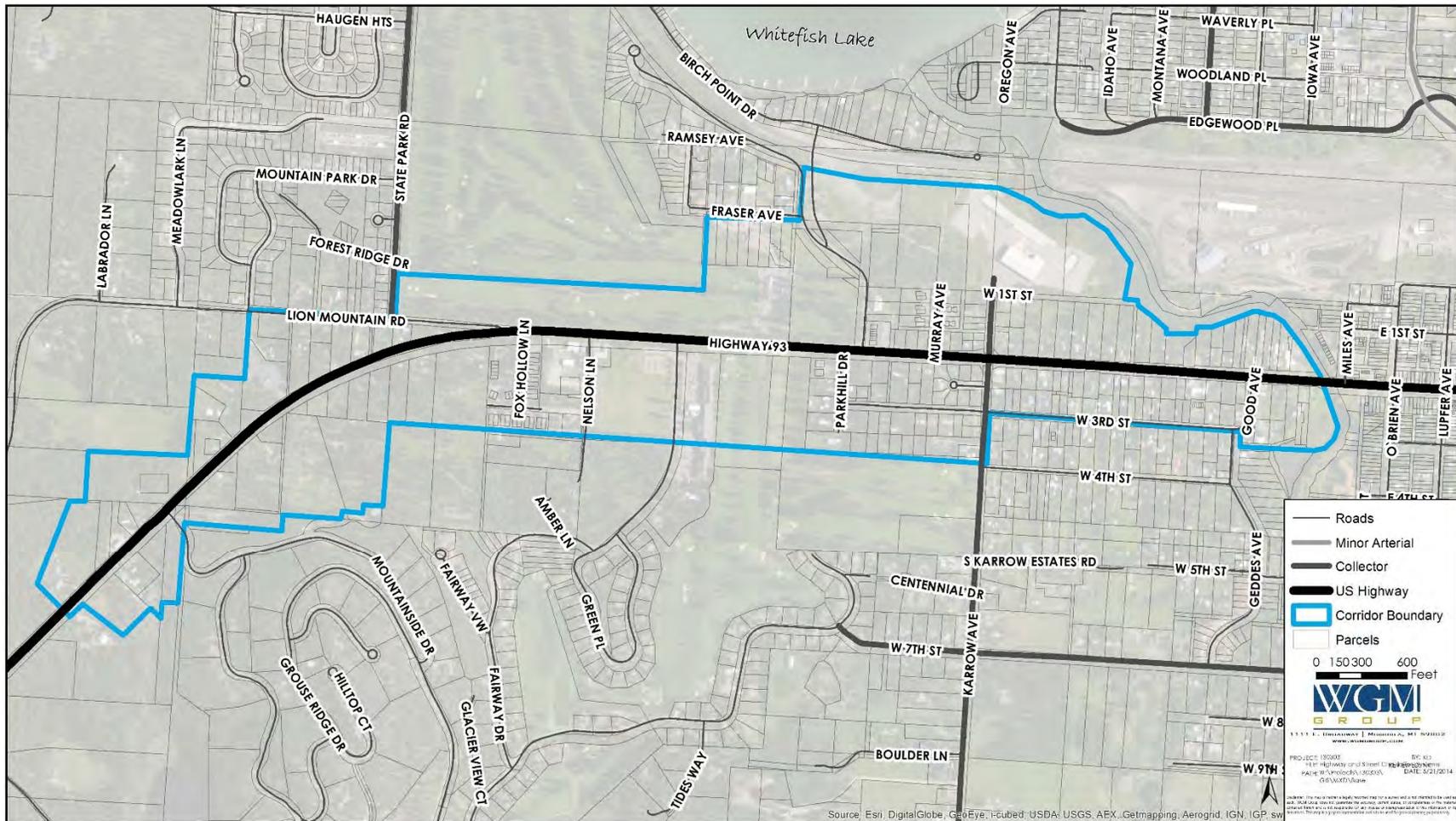


# I. Corridor Context: Analysis of Existing Conditions

## Infrastructure

### Highway and Street Circulation Systems

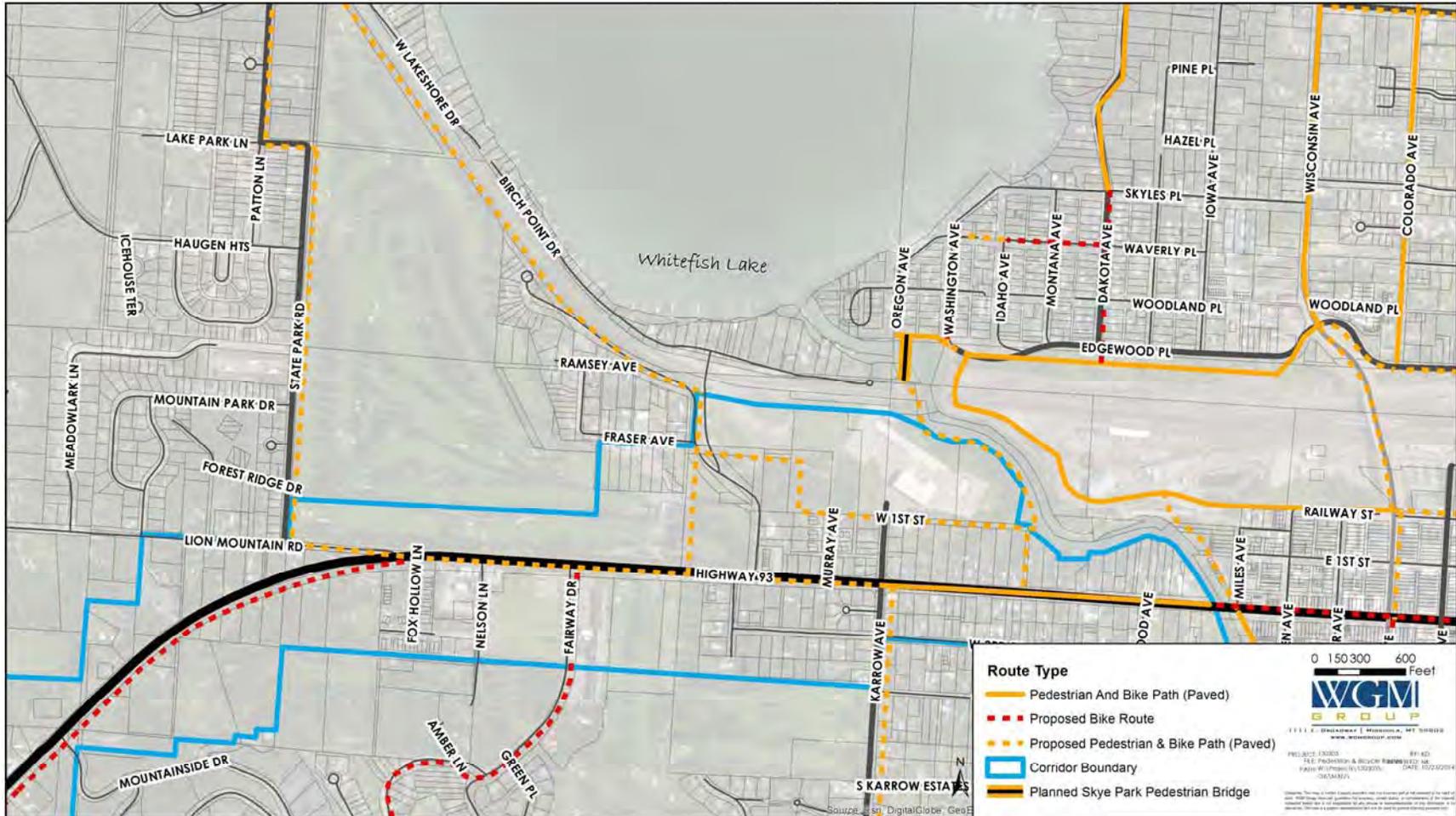
The corridor is bisected by US Highway 93 West, which is a National Highway System route between Canada and Mexico, and leads directly into downtown Whitefish. State Park Road and Karrow Avenue are north-south collector streets within the corridor, providing local circulation. Private and public local streets provide access to individual residences and businesses, however portions of the corridor lack connectivity through a grid road network.



# I. Corridor Context: Analysis of Existing Conditions

## Non-motorized Circulation

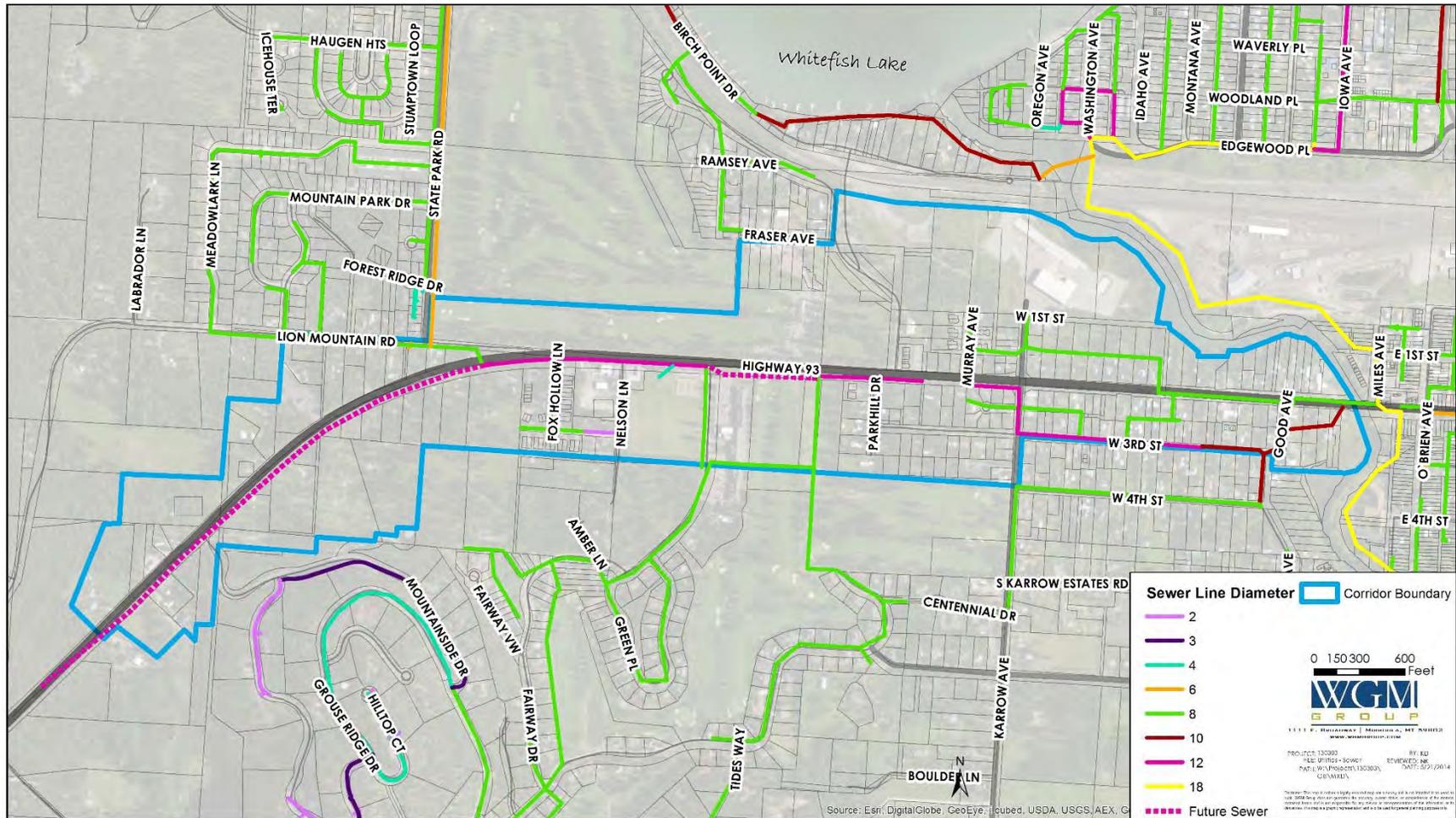
There are pedestrian and bike paths, proposed bike routes and proposed pedestrian and bike paths proposed within the corridor. A multi-use path and sidewalk system is being constructed along US Highway 93 West as part of the MDT reconstruction project. The proposed bike route through Grouse Mountain may not be feasible since these are private roads.



# I. Corridor Context: Analysis of Existing Conditions

## Sewer

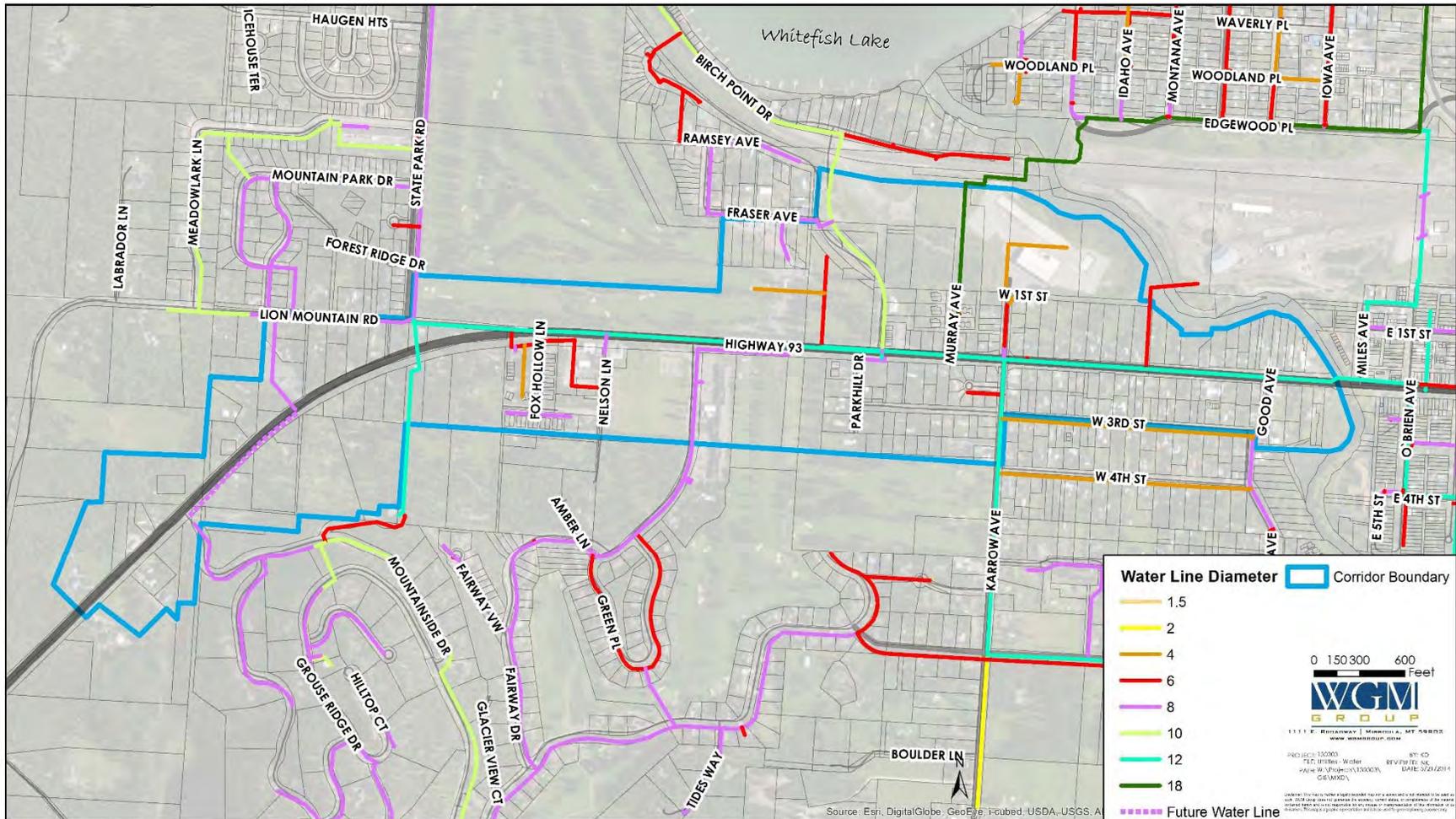
Land within the corridor is generally served by public sanitary sewer east of State Park Road. The City is replacing and upsizing the existing 8-inch mains to 12-inch mains along US Highway 93 West with the reconstruction project to accommodate future growth. Sewer is expected to be extended west of State Park Road with the proposed 93 LLC subdivision.



# I. Corridor Context: Analysis of Existing Conditions

## Water

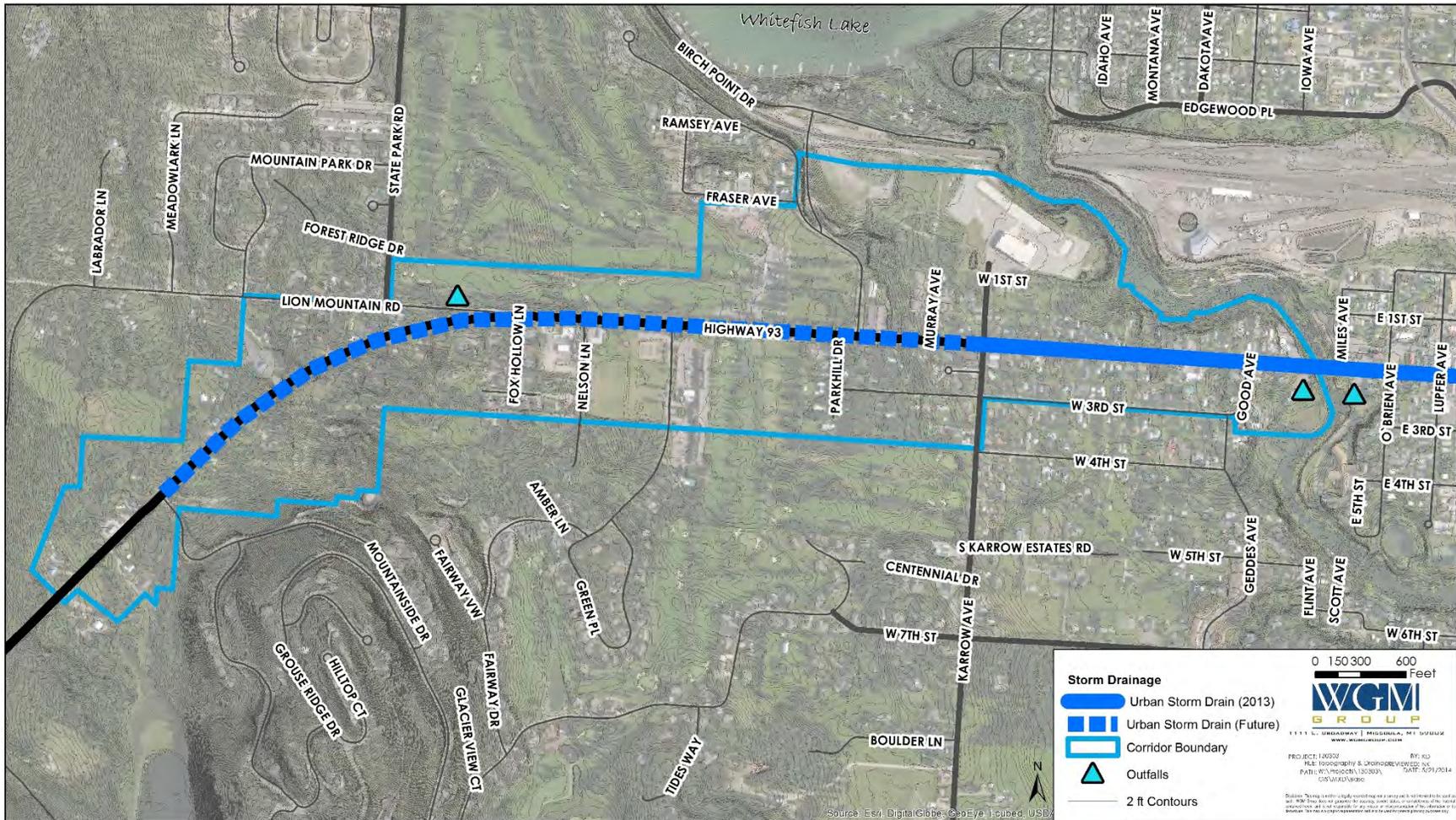
A public water system serves land within the corridor extending to Mountain View Drive. The City is replacing and upsizing the existing 6-inch mains to 12-inch mains along US Highway 93 West to accommodate future growth. West of State Park Road, a new water line will be installed along US Highway 93 West as part of the MDT US Highway 93 West reconstruction project.



# I. Corridor Context: Analysis of Existing Conditions

## Topography and Drainage

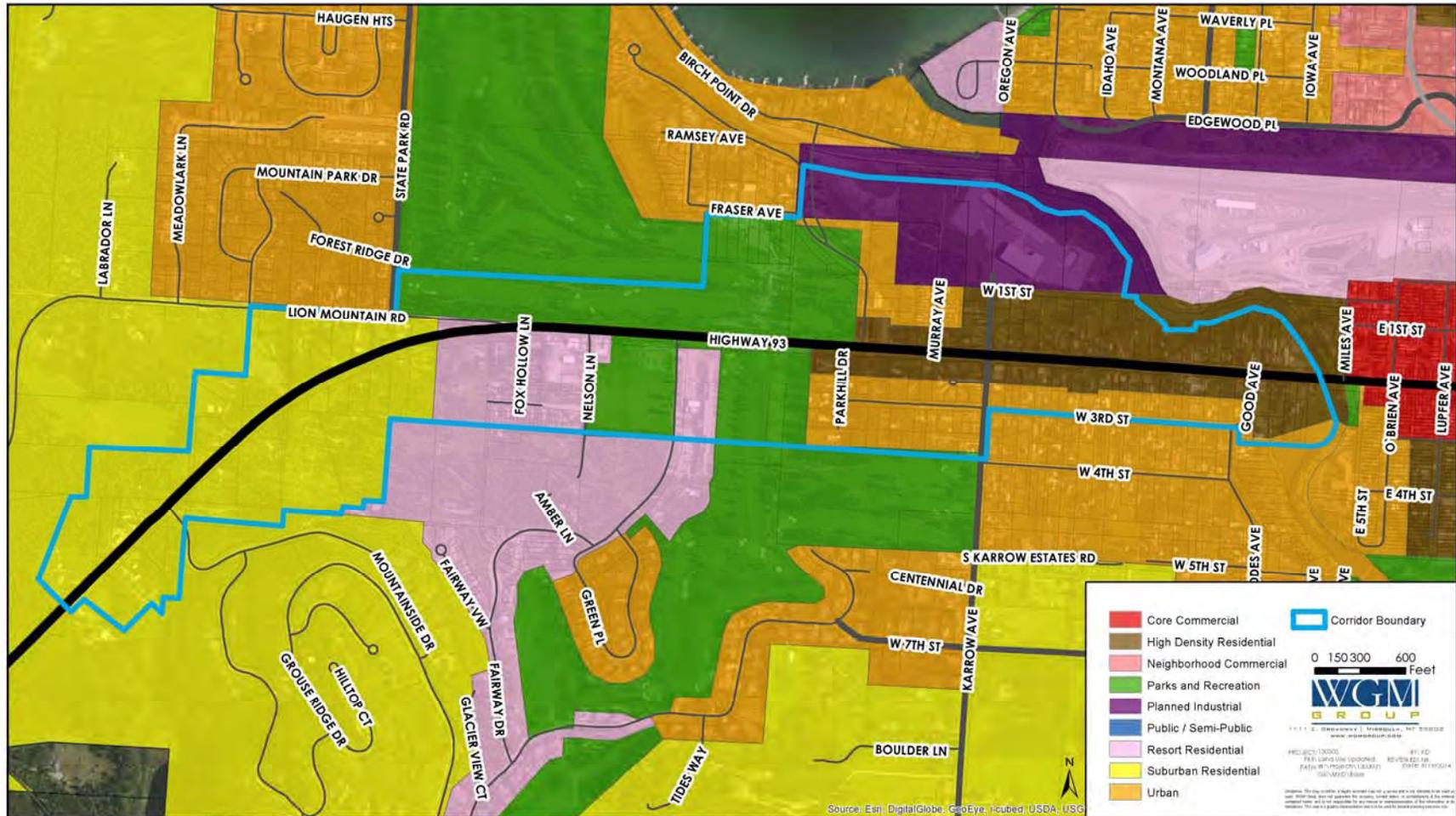
Topography within the corridor is generally rolling terrain sloping toward the Whitefish River. The land begins to climb steeply west of State Park Road. Soils are generally poor-draining silts and clays, necessitating storm drain infrastructure. Existing drainage facilities are limited to roadside ditches and swales. The City is gradually installing curb and storm drain infrastructure on local streets within the corridor. The US Highway 93 West reconstruction project includes a new storm drain system from Mountain View Drive to the Whitefish River.



# I. Corridor Context: Analysis of Existing Conditions

## Future Land Use – 2007 City of Whitefish Growth Policy

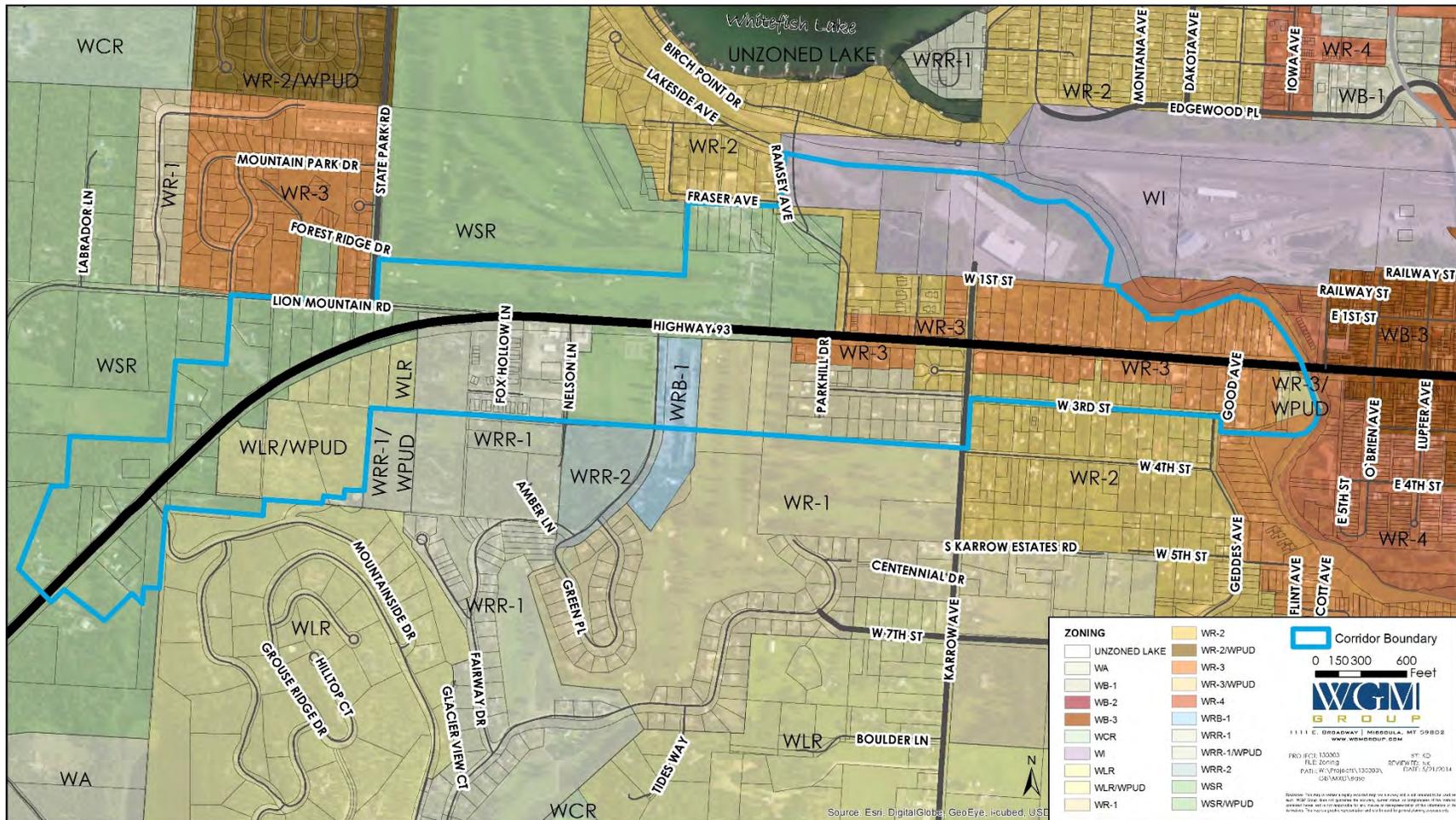
The 2007 Growth Policy anticipated continued residential development along the US Highway 93 West corridor with continued industrial use at the Idaho Timber site and continued open space and recreational facilitation at the golf course and municipal ball fields along with resort commercial. Higher density residential development was proposed closer to the core and along the highway frontage. Suburban residential was proposed beyond State Park Road.



# I. Corridor Context: Analysis of Existing Conditions

## Zoning

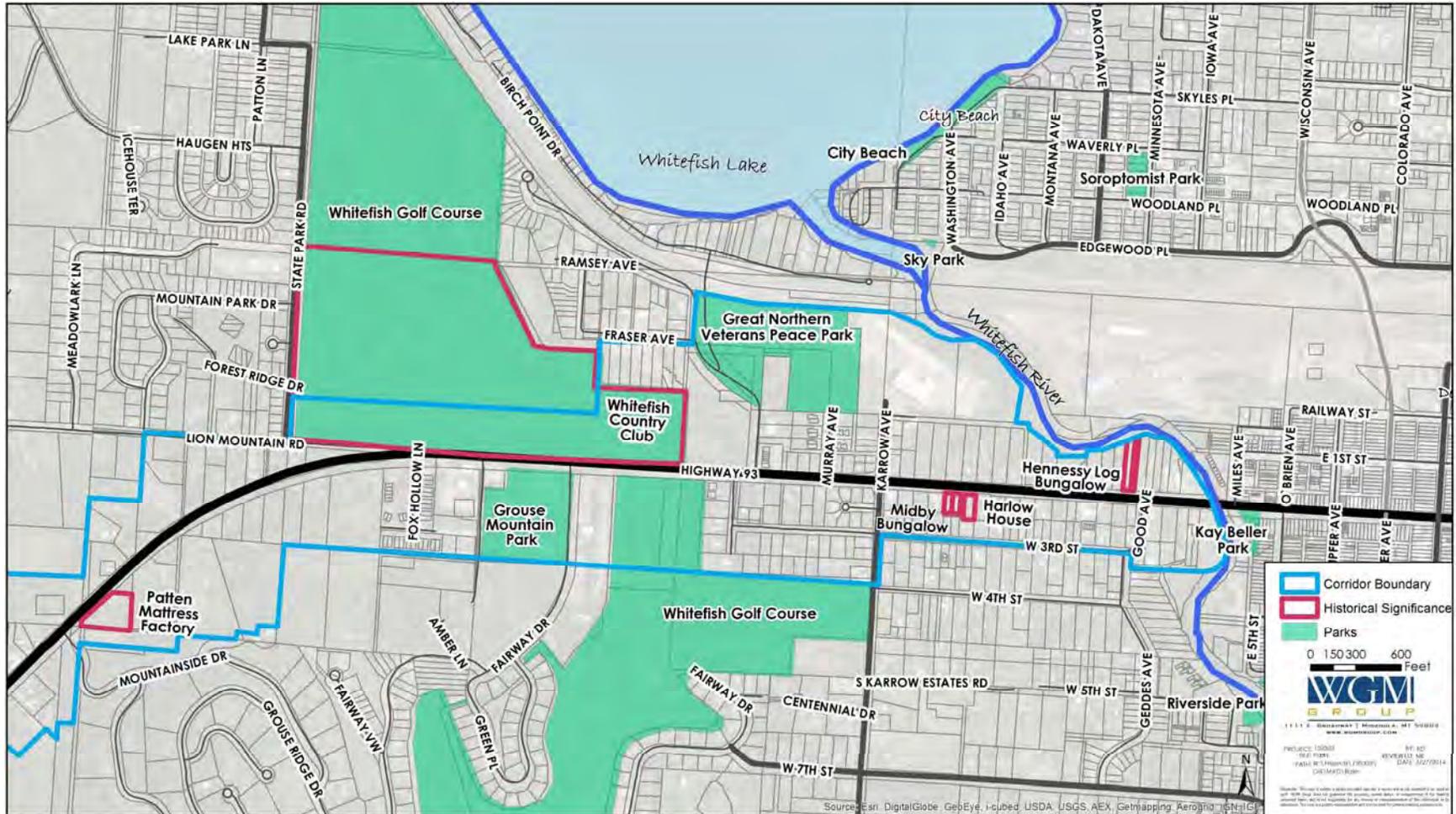
The zoning within the corridor is primarily residential. There are a number of non-conforming commercial or conditionally permitted professional office uses along US Highway 93 West. The prevalent zoning districts within the US Highway 93 West Corridor are Suburban Residential (WSR), Low Density Multi-family Residential (WR-3), Industrial and Warehousing (WI), One-Family Residential (WR-1), Two-Family Residential (WR-2), One-Family Limited Residential (WLR), Low Density Resort Residential (WRR-1) and Limited Resort Business (WRB-1).



# I. Corridor Context: Analysis of Existing Conditions

## Parks and Cultural Resources

A variety of recreational opportunities are found within the corridor including the Whitefish Golf Course, Grouse Mountain Park which provides active recreation amenities with tennis courts and soccer fields and the Great Northern Veterans Peace Park which is under development and includes plans for a sledding hill and event space. In addition, there are several buildings within the corridor with historical significance which are identified below.



# I. Corridor Context: Analysis of Existing Conditions

## Tax Increment Financing (TIF)

Whitefish established an Urban Renewal TIF district in 1987 encompassing a large area within the city limits of the municipality. The life of the district was extended through the sale of TIF Revenue bonds in 2002, but is due to sunset in 2020. The taxable value of property within the district was \$11,761,200 in 2012, an increase of \$7,575,848 over its base value. This increase provides a substantial corresponding tax increment (incremental taxable value multiplied by the number of mills levied each year) for urban renewal programs and projects.



### PREVIOUS PLANNING DOCUMENTS

The City of Whitefish has adopted one policy guideline and three regulatory documents that guide and control development in the corridor as well as all other areas within the city limits. The four documents are the Growth Policy, the Zoning Ordinance, the Subdivision Regulations and the Building Regulations. In addition, the 2005 Downtown Business District Master Plan, the 2008 US Highway 93 Whitefish West Re-Evaluation, the 2009 Whitefish Transportation Plan, and the 2013 Parks and Recreation Master Plan provide additional guidance for the corridor. These documents are the current planning tools available to the City to respond to land use change and development in the corridor.

#### Growth Policy

The 2007 City of Whitefish Growth Policy is made up of a series of identified issues, goals and policies relating to the future growth and land use in the community of Whitefish. Land use decisions put before the City are weighed against the growth policy to determine compliance. Proposed land uses that do not comply with the growth policy are typically discouraged or denied. Occasionally, proposed land uses may trigger a request and consideration for a growth policy amendment. The current City growth policy is the basis for conducting and adopting corridor plans.

#### Zoning Ordinance

The corridor boundary encompasses an area in Whitefish with a diverse collection of land uses and zoning districts. The current zoning ordinance contains the usual zoning district descriptions along with permitted uses, conditional uses and property development standards. The highest concentration of population occurs generally within the Low Density Multi-Family Residential (WR-3) and Low Density Resort Residential (WRR-1) zones in the corridor. There are planned unit development overlays within the corridor that factor flexibility and higher densities over the underlying zoning districts.

The zoning ordinance contains chapters and special provisions that relate to other important land use regulations including landscape requirements, sign regulations, outdoor lighting standards, off-street parking and loading, water quality protection, bed and breakfast establishments, building height, dwelling groups, fences and retaining walls, guesthouses, home occupations, and erosion and sediment control. The ordinance also includes architectural standards that can influence development and are based on preserving the city's historic character and heritage through high quality design of new and significantly modified buildings.

## I. Corridor Context: Analysis of Existing Conditions

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### Building Regulations

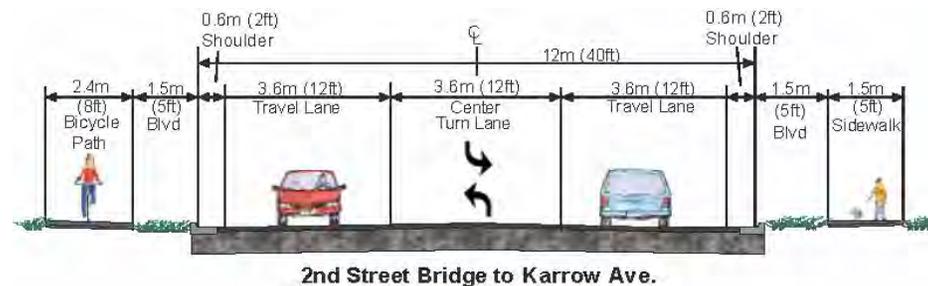
The City of Whitefish's building regulations state the current editions of the building, electrical, plumbing and mechanical codes and all accompanying appendices, amendments and modifications adopted by the Building Codes Bureau, Montana Department of Labor and Industry (or its successor), as set out in the administrative rules of Montana, as amended from time to time by the Building Codes Bureau, shall be adopted by reference by administrative order of the City Manager, as authorized by Montana code 50-60-301(1)(b), except for any exceptions noted in this section or any regulations not applicable to local government jurisdictions.

### 2005 Whitefish Downtown Business District Master Plan

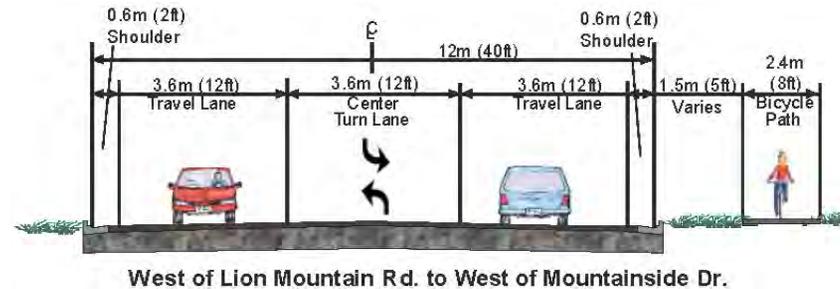
The Whitefish Downtown Business District Master Plan (to be updated in 2015) identifies opportunities to increase the vitality of the downtown business district. It builds upon existing assets and historic character, capitalizes on significant land uses and features the natural environment. The plan calls for limiting the width of US Highway 93 West to two lanes with on-street parking within the downtown, and strong non-motorized and local street connections with the corridor west of downtown.

### 2008 US Highway 93 Whitefish West Re-Evaluation

The Whitefish West Re-Evaluation updated the 1994 Environmental Impact Statement for the Somers to Whitefish West corridor. The document pertains to reconstruction of US Highway 93 West from downtown Whitefish to west of Twin Bridges Road, and spells out specific design treatments to preserve the character of downtown Whitefish and minimize impacts to residences and businesses along the corridor. Within the study area, the plan calls for a two-way center turn lane on US Highway 93 West to Karrow Avenue, allowing unlimited access to adjacent properties. West of Karrow, the design calls for a raised center median, limiting access to properties in the less developed area near the golf course. Sidewalks, a multi-use path, street lighting, and pedestrian underpasses are included.



## I. Corridor Context: Analysis of Existing Conditions



### 2009 Whitefish Transportation Plan

The Transportation Plan is intended to help guide decisions about future improvements for the transportation network to relieve existing problems and prepare for future needs. Within the study area, the plan recommends improvements to Karrow Avenue to improve connectivity and address increasing traffic demands. The plan calls for Karrow Avenue to be reconstructed as a three-lane minor arterial with pedestrian and bicycle facilities between 7<sup>th</sup> Street and US Highway 93 West.

### 2013 Whitefish Parks and Recreation Master Plan

The City of Whitefish Parks and Recreation Master Plan presents a vision for the development of future parks and recreation services in the Whitefish area. Based on a needs assessment and public input, the plan establishes priorities to meet community needs for the next 20 years. A focus of the plan is completing the trail system to fill in gaps between existing trails and providing connectivity to schools, parks and recreation sites. Within the study area, the plan calls for extending trails along US Highway 93 West, the riverfront, and through the golf course to State Park Road, as well as trails to the north connecting Great Northern Veterans Peace Park and City Beach.

# II. PUBLIC INVOLVEMENT

### PUBLIC INVOLVEMENT PROCESS

The public involvement process included a series of meetings with the Steering Committee and three public input sessions, one of which was a design charrette for the Idaho Timber site. Several key issues were repeatedly brought up during the process. There were concerns regarding the following:

- US Highway 93 West design and construction.
- Commercial development along US Highway 93 West that could affect residential neighborhoods through increased traffic and noise.
- Great Northern Veterans Peace Park design and the potential traffic and noise caused by events at the park.
- Short-term rentals affecting the character of residential neighborhoods.

### STEERING COMMITTEE

Through a series of meetings, that included public comment, the Steering Committee guided the project. Below is a summary of each meeting.

- 1) The first Steering Committee meeting was held July 8, 2013 to introduce the Steering Committee to the project planning process, to review the corridor boundary and highway design, and to allow committee members to express their expectations for the project.
- 2) The second Steering Committee meeting was held July 22, 2013 and there was a review of the expectations of the Steering Committee and of the existing conditions maps.
- 3) The third Steering Committee meeting was held August 12, 2013 and included a corridor field trip to familiarize the committee with issues and land uses within the corridor. There was a discussion regarding corridor zoning scenarios/zoning districts and tax increment financing. Public Input Session #1 was set for August 20, 2013. It was decided that Steering Committee members would be responsible for taking comments at stations representing their interests in the corridor.
- 4) On August 26, 2013, the Steering Committee met to summarize information from Public Input Session #1. The public comments were used to organize land use areas through a bubble diagram. These areas were discussed and reviewed by the Steering Committee. There was also a review of the existing Whitefish Growth Policy.
- 5) On September 5, 2013, a refined land use bubble diagram was reviewed and the Steering Committee agreed to fill out a survey to determine which land use qualities and characteristics were most important for each land use area.
- 6) On September 23, 2013, the survey results were reviewed and land use qualities and characteristics were approved. These results were then presented to the public at Public Input Session #2.

## II. Public Involvement

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- 7) On June 12, 2014, the Steering Committee met and reviewed a draft of the corridor plan. The Steering Committee made recommendations to be incorporated into the final document.
- 8) On October 20, 2014, the draft corridor plan was reviewed that proposed three new land use designations and two new zoning districts.
- 9) The final Steering Committee meeting was held on November 7, 2014. The Steering Committee revised the draft and recommended the corridor plan to the Planning Board.

### PUBLIC INPUT SESSIONS

#### Public Input Session #1

The first public input session was held on August 20, 2013. It was as an open house to present the geographic limits of the corridor plan boundary and provide information on the existing conditions within the corridor. The public was invited to comment on issues within the corridor. Much of the input collected included concerns about various aspects of the on-going construction of the US Highway 93 West improvements between Lupfer Avenue and Karrow Avenue as well as concerns about future planned highway construction between Karrow Avenue and Twin Bridges. Refer to Appendix B for a complete list of comments and concerns collected during the public input session.

Issues that were brought up during the meeting include:

- US Highway 93 West construction concerns especially with the Karrow Avenue intersection
- US Highway 93 West design
- Character and concerns regarding specific areas within the corridor including the 3<sup>rd</sup> Street neighborhood
  - Maintain the residential character of the 3<sup>rd</sup> Street neighborhood
  - Surrounding land uses shouldn't impact the character of the 3<sup>rd</sup> Street neighborhood
- Recreation and parks
- Redevelopment of the Idaho Timber site
- Commercial uses fronting the Whitefish River
- Vehicular circulation



## II. Public Involvement

### Public Input Session #2

Prior to the September 23, 2013 Steering Committee meeting, the consultants presented the results of a survey that was circulated to the committee to determine appropriate land uses as well as character and concern considerations. Survey Monkey was utilized to formulate and tabulate the survey and results. A preliminary concept plan was circulated with the survey to define the planning Sub-Districts. Complete survey results can be found in Appendix C.

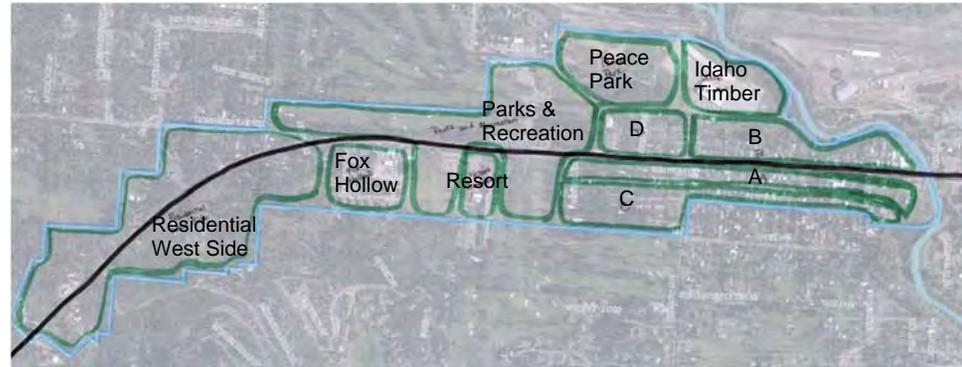
#### 1. Residential West Side Character & Concerns

	Extremely Important	Moderately Important	Slightly Important	Not Important
Rural Character				
Trees & Vegetation				
Trails & Recreation				
Privacy				
Access				
Comment	<input style="width: 100%; height: 20px;" type="text"/>			

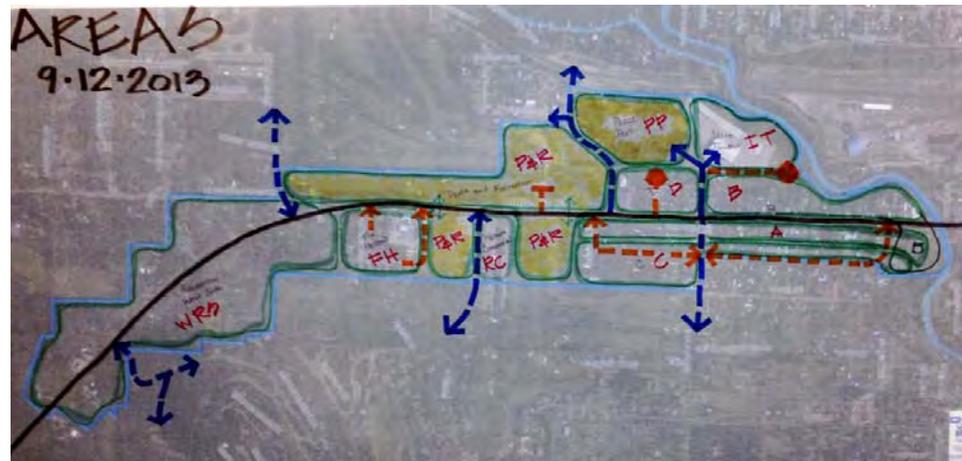
#### 2. Residential West Side Land Use

	Extremely Appropriate Use	Moderately Appropriate Use	Slightly Appropriate Use	Inappropriate Use
Single Family Residential - High				
Single Family Residential - Medium				
Single Family Residential - Low				
Single Family Residential - Rural				
Community Commercial				
Neighborhood Commercial				
Public/Quasi-Public				
Comment	<input style="width: 100%; height: 20px;" type="text"/>			

Survey Page Example



Preliminary Concept Plan



Corridor Sub-District Sketch Map

## II. Public Involvement

The survey provided the Steering Committee with a tool to measure character and concern, and rate the suitability of particular land uses within the Sub-Districts of the overall plan. The results are illustrated and described in detail in the Visioning for the Future and Development Policy chapter.

### SUMMARY - PARKS and RECREATION

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Recreation/Resort Character</b>	67%	33%	0%	0%		
Votes	6	3	0	0	9	1.33
<b>Connectivity with Rds &amp; Trails</b>	80%	20%	0%	0%		
Votes	8	2	0	0	10	1.200
<b>Access</b>	70%	30%	0%	0%		
Votes	7	3	0	0	10	1.30
<b>Traffic</b>	30%	50%	20%	0%		
Votes	3	5	2	0	10	1.90

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Parks/Open Space</b>	78%	22%	0%	0%			Approved
Votes	7	2	0	0	9	1.22	
<b>Passive Open Space</b>	76%	12%	0%	12%			Approved
Votes	6	1	0	1	8	1.50	
<b>Recreational Open Space</b>	88%	12%	0%	0%			Approved
Votes	7	1	0	0	8	1.13	
<b>Public/Quasi-Public</b>	38%	38%	12%	12%			Approved
Votes	3	3	1	1	8	2.00	
<b>View Protection Area</b>	28%	44%	28%	0%			Approved
Votes	2	3	2	0	7	2.00	
<b>Resort Commercial</b>	38%	50%	12%	0%			Approved
Votes	3	4	1	0	8	1.75	



**Whitefish 93 West Corridor  
Planning Areas**

Initial Draft, Land Use Map

### Survey Result Example

(Complete survey results can be found in Appendix C.)

The second public input session was held on October 15, 2013. The open house included a project review, presentation of survey results and a draft of the initial land use map for the US Highway 93 West Corridor.



# III. VISIONING FOR THE FUTURE & DEVELOPMENT POLICY

## VISIONING PROCESS

The information gathered at the public input sessions and from the Steering Committee survey responses was used to establish corridor Sub-Districts and to determine the recommended land uses, character, and concerns in these Sub-Districts.

The land use map below constitutes the proposed planning areas within the US Highway 93 West Corridor. The area boundaries designate similar uses and characteristics. **These boundaries were modified throughout the visioning process. The colors used to differentiate between areas do not relate to land use types. The boundaries are intended to be along property boundaries or the centerlines of streets.**



## RECOMMENDED LAND USES

From the visioning process, the recommended land uses were used to determine the appropriate land use designation for each Sub-District. For some Sub-Districts, the land use designation was an existing designation from the current Growth Policy while other Sub-Districts required the development of new land use designations. After assigning a land use designation, an appropriate method to implement the recommended land uses and to address the character and concerns for each Sub-District was determined. The options for implementation include amending the ARC standards, keeping the existing zoning, changing the existing zoning, or creating a new zoning district. Refer to the Whitefish Zoning Jurisdiction Regulations, Chapter 2: Zoning Districts for the complete description of each zoning district, permitted uses, and conditional uses. The zoning compliance, conditional uses permits, and the PUD process can be found on the City's website.

As identified in the current Growth Policy, the City of Whitefish shall promote beneficial job growth in the base economy, particularly in areas that diversify the economy beyond development related and visitation based business and industries. It is recommended that partnerships be formed to identify and recruit clean, community-compatible industry to Whitefish. It also recommends a business incubator be established to diversify the community's base economy. The Growth Policy acknowledges the shortage of affordable housing in the community and the importance of locating affordable housing that is within walking or biking distance of employment and services. These recommendations were built into the land use and implementation recommendations to give the community flexibility in addressing these concerns.

To provide flexibility in housing and business development, the artisan manufacturing land use was introduced along with the concept of mixed-use. These include mixed-use and artisan manufacturing. Mixed-use refers to the pattern of mixing compatible non-residential and residential uses to increase the diversity of land uses in an area. These uses may occupy the same building, adjoining buildings or be grouped in a cluster of buildings. The variety of uses often leads to active neighborhoods throughout the day, diverse housing options, and walkable neighborhoods with convenient access to goods and services. Uses can be vertically mixed with non-residential uses on the ground floor and residential space on the upper floors. The uses can also be horizontally mixed with non-residential buildings located adjacent to residential buildings.<sup>2</sup>

Artisan manufacturing provides for uses that can integrate with existing uses while diversifying and strengthening the community's economy. It allows for the production of goods by the use of hand tools or small-scale, light mechanical equipment within a limited space. Typical uses have negligible negative impact on surrounding properties and include woodworking and cabinet shops, ceramic studios, jewelry manufacturing and similar types of arts and crafts, or food processing.

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<sup>2</sup> Sonoran Institute, RESTORE, 2014.

### III. Visioning for the Future & Development Policy

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Areas of mixed-use are typically found outside of central business areas and downtowns along major commercial corridors or adjacent to established residential neighborhoods. These are catalyst areas intended to create new amenities and housing, or to revitalize underused sites and transition them into areas that drive economic development with complementary residential uses. Mixed-use districts can also provide a land use buffer between residential areas and business districts, thereby providing services in proximity to residences and a denser, more diverse, and more urban land use form.<sup>3</sup>

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<sup>3</sup> Sonoran Institute, RESTORE, 2014.

### III. Visioning for the Future & Development Policy

#### Area A

**Character** - Area A fronts the south side of US Highway 93 West. The land uses in Area A are primarily residential uses. The land has been subdivided into lots that front the highway with no alley. The lots are of a size and depth that mostly limits the lots to a single structure. Non-residential uses in Area A include a professional office building, a veterinary clinic and a convenience store. This area is 12 acres and 5.3% of the total corridor area.



**Public Input** - During the planning process, the public indicated that the existing professional offices and the existing veterinary clinic better fit the character of Area A than does the convenience store which is a nonconforming use under the current zoning. The public *liked* the existing professional office building because it has:

- Appropriate hours of operation.
- Parking in the front to limit noise and light pollution from rear lot parking.
- Architecture that suggests traditional residential character.

The public **concerns** raised during the planning process were:

- Impacts from traffic generated by land uses.
- Impacts from light spilling from land uses into residential areas.
- Noise generated by land uses.
- Impact from hours of operation that extend longer than normal daytime uses.
- Impact of commercial uses outside of downtown area.

**Existing Zoning** - The existing zoning is WR-3 and WR-3/WPUD. This district is intended for residential purposes to provide for one-family, duplex, triplex, fourplex and attached single-family residential uses in an urban setting connected to all municipal utilities and

#### Public Input Summary

##### Character

Residential character  
Single front lots onto US Highway 93 West  
No alleys exist

##### Concerns Relative to Land Uses

Traffic  
Noise  
Light  
Hours of operation  
Commercial uses outside of downtown

##### Existing Zoning

WR-3  
WR-3/WPUD

##### Recommended Land Uses

Residential Uses  
Permitted and conditional uses allowed in the current zoning including:  
Professional Offices  
Personal Services

### III. Visioning for the Future & Development Policy

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services. In addition to permitted uses, the zoning allows for conditional uses with specific performance standards and for Planned Unit Developments (PUD). The conditional uses include professional offices and personal services.

**Recommended Land Uses** - From the survey and public input during the planning process, the following land uses were recommended and *are congruent* with the permitted and conditional uses allowed in the current zoning. These can occur as stand-alone uses or as part of a mixed-use pattern.

- Residential Uses.
- Professional Offices.
- Personal Services.

**Recommended Guidelines** - The vision for Area A reflects the energy and activity generated by its location on US Highway 93 West. The potential land uses in this area must be sensitive to the existing residential character. This area is primarily a residential neighborhood, but non-residential uses, as allowed by the existing zoning, are also appropriate for this area. The current zoning addresses concerns regarding residential uses. The following guidelines would address non-residential concerns.

Non-Residential Guidelines

- Limit building height to two stories.
- Non-residential uses on the ground floor only.
- Restrict traffic access to Area A from the 3rd St. residential area.
- Restrict hours of operation to 7am-8pm.
- Encourage joint use parking where applicable.
- Provide for architectural standards that reflect the residential character of the area.

**Implementation Steps**

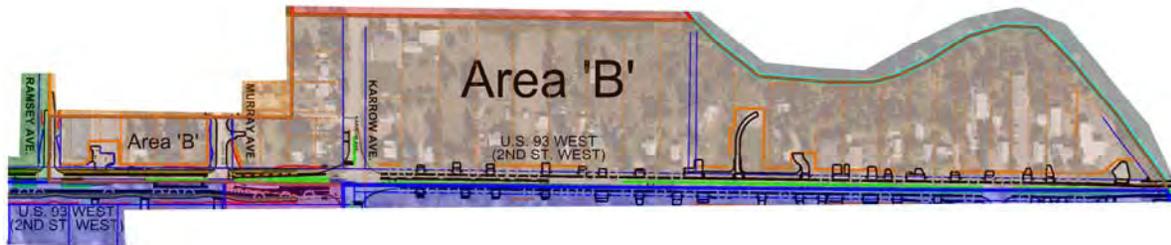
1. Guidelines can be addressed through the ARC Standards.

Final Recommended Land Uses	Growth Policy Land Use	Zoning
Residential Uses Permitted and conditional uses allowed in the current zoning including: Professional Offices Personal Services	<u>Current Designation:</u> High Density Residential	<u>Existing Zoning:</u> WR-3 & WR-3/WPUD
	<u>Recommended Designation:</u> High Density Residential	<u>Recommended Zoning:</u> WR-3

### III. Visioning for the Future & Development Policy

#### Area B

**Character** - Area B encompasses the area along the north side of US Highway 93 West from the Whitefish River west to Ramsey Avenue. A portion of Area B adjoins the Idaho Timber property. The land uses in Area B are primarily residential. Non-residential uses in Area B include professional office buildings and personal services. The land has been subdivided into lots, some of which front the highway while others front on Karrow Avenue and Murray Avenue. Most of the lots that front US Highway 93 West are of a size and depth that could accommodate multiple buildings. Generally, there are no alleys in Area B. Area B is 23.6 acres and 10.5% of the total area in the corridor.



Area B is gradually *transitioning* from single-family residential to other uses such as professional offices and personal services allowed in the current WR-3 zoning as a conditional use. These uses are appearing in Area B because the larger size and depth of the lots can accommodate these uses. There was discussion during the public process that the area will *continue* to transition away from single-family residential to allow additional uses beyond those allowed in the WR-3 zoning which would require a zoning change.

**Public Input** – During the planning process, the public indicated Area B forms the entry sequence into the downtown which is the historic heart of Whitefish. The entry sequence should reflect the scale of the residential neighborhood, complement the open space uses along the river, preserve views to the mountains and accommodate non-residential uses allowed in the current WR-3 zoning. The residents in the Murray Avenue area were concerned about the transition of uses along the highway frontage proximate to the residences on Murray Avenue. The public *liked* the professional office buildings or personal services that have:

- Appropriate hours of operation.
- Parking located along the street front to limit noise and light pollution to existing residential uses.
- Architecture that suggests traditional residential character like steeper pitched roofs.

#### Public Input Summary

##### Character

Residential character  
Single front lots onto US Highway 93 West  
Generally no alleys exist

##### Concerns Relative to Land Uses

Traffic, noise, light, hours of operation  
Architectural character of non-residential uses  
For-rent impacts to residential character  
Commercial uses outside of downtown  
Appropriate timing of transitional uses

##### Existing Zoning

WR-3

##### Recommended Land Uses

Residential Uses  
Resort Residential  
Artisan Manufacturing  
Coffee Shops and Sandwich Shops  
Permitted and conditional uses in the current zoning including:  
Professional Offices  
Personal Services

### III. Visioning for the Future & Development Policy

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The public **concerns** raised during the planning process were:

- Protecting river vegetation.
- Protecting views to the north.
- Impacts from traffic generated by land uses.
- Impacts from light spilling from land uses adjacent to residential areas.
- Noise generated by land uses.
- Impact from hours of operation that extend longer than normal daytime uses.
- Impact of commercial uses outside of downtown area.
- Architectural character of non-residential uses.
- For-rent impacts to residential character.
- Appropriate timing of transitional non-residential uses.

**Existing Zoning** - The existing zoning is WR-3. This district is intended for residential purposes to provide for one-family, duplex, triplex, fourplex and attached single-family residential uses in an urban setting connected to all municipal utilities and services. In addition to permitted uses, the zoning allows for conditional uses with specific performance standards and for Planned Unit Developments (PUD).

**Recommended Land Uses** - The public, while noting Area B as the gateway to the downtown, with some frontage against the Idaho Timber site, also noted *the potential* of the area for other specific non-residential uses as the area continues to transition naturally from its current residential character. From the survey and public input during the planning process the following land uses were recommended. These can occur as standalone uses or as part of a mixed-use pattern.

- Residential Uses
- Professional Offices
- Personal Services
- Artisan Manufacturing
- Professional Artist Studio and Gallery

**Recommended Guidelines** - The vision for Area B is similar to Area A in that the potential land uses in this area must be sensitive to the existing residential character of the neighborhood. However, Area B has larger lots and frontage on both sides of the highway and along the Idaho Timber site. This sets up the area to gradually transition to new uses through the WT-3 zoning district. The transition will be initiated by the landowner or the City at a suitable time to remain sensitive to existing uses. Through the progression of thought in the planning process, it was determined that the lots fronting on US Highway 93 West between Murray Avenue and Ramsey Avenue remain High Density Residential as opposed to Neighborhood Mixed-Use Transitional. See the Proposed Future Land Uses Map on p. 67. The area along Murray Avenue will remain in the WR-3 zoning district to preserve the residential character of the area. Concerns from the public input process are addressed in the new zoning district. Refer to Appendix D for the complete WT-3 zoning district.

### III. Visioning for the Future & Development Policy

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**Implementation Steps**

1. Adopt new Neighborhood Mixed-Use Transitional land use designation.
2. The City will initiate the process of developing the WT-3 zoning district. At such a time as the WT-3 are incorporated in to the Whitefish Zoning Code, the new WT-3 zoning district may be processed in Area B at the request of the City or the property owner.

Final Recommended Land Uses	Growth Policy Land Use	Zoning
Residential Uses Artisan Manufacturing* Permitted and conditional uses allowed in the current zoning including: Professional Offices* Personal Services* Professional Artist Studio and Gallery*	<u>Current Designation:</u> High Density Residential	<u>Existing Zoning:</u> WR-3
	<u>Recommended Designation:</u> Neighborhood Mixed-Use Transitional and High Density Residential	<u>Recommended Zoning:</u> WT-3 and WR-3

\*Recommended as a conditional use.

### III. Visioning for the Future & Development Policy

#### Area C

**Character** - Area C runs from Good Avenue to the Whitefish Golf Course surrounding 3<sup>rd</sup> Street which is characterized as a narrow residential street full of activity with kids walking and riding their bikes. The land uses in Area C are residential. Residents are concerned with traffic being diverted through the neighborhood due to the median that is part of the US Highway 93 West improvements. Area C is 21.28 acres and 9.4% of the total area in the corridor.



#### Public Input Summary

##### Character

Rural character  
Kids walking and biking  
Narrow street  
No alleys

##### Concerns Relative to Land Uses

Traffic diversion due to medians  
Noise  
Hours of operation

##### Existing Zoning

WR-1, WR-2, WR-3

##### Recommended Land Uses

Single-Family Residential  
Two-Family Residential

**Public Input** – During the planning process, the public indicated that preserving the existing residential uses is important. The public *liked* the existing residential neighborhood because it has:

- Rural character.
- An active and safe street for kids to walk and bike.
- A narrow street.

The public **concerns** raised during the planning process were:

- Impacts from traffic diverted from the medians on US Highway 93 West.
- Noise generated by land uses.
- Impact from hours of operation that extend longer than normal daytime uses.

**Existing Zoning** - The existing zoning is WR-1, WR-2, and WR-3. The WR-1 (One-Family Residential) district is intended for residential purposes to provide for single-family dwellings in an urban setting connected to all municipal utilities and services. The WR-2 (Two-

### III. Visioning for the Future & Development Policy

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Family Residential) district is intended for residential purposes to provide for one-family and two-family homes in an urban setting connected to all municipal utilities and services. There is a small area of WR-3 near Good Avenue. WR-3 (Low Density Multi-Family Residential) district is intended for residential purposes to provide for one-family, duplex, triplex, fourplex and attached single-family residential uses in an urban setting connected to all municipal utilities and services.

**Recommended Land Uses** - From the survey and public input during the planning process, the following land uses were recommended and **are congruent** with the uses allowed in the current zoning:

- Single-family Residential Uses.

**Recommended Guidelines** - The vision for Area C is to continue and protect residential use. The recommendation is to retain the current urban land use designation. The urban designation is generally a residential designation and includes the traditional neighborhoods near downtown Whitefish. The designation also includes a second tier of neighborhoods both east of the river and in the State Park Road area. Residential unit types are mostly one and two-family, but townhomes and lower density apartments and condominiums are also acceptable in appropriate locations using the PUD. Densities generally range from 2 to 12 units per acre. The growth policy description of the urban land use type includes limited neighborhood commercial along arterial or collector streets. However, neighborhood commercial was not an approved land use for Area C so it is not recommended for this area. Current zoning addresses concerns from the public input process.

**Implementation Steps**

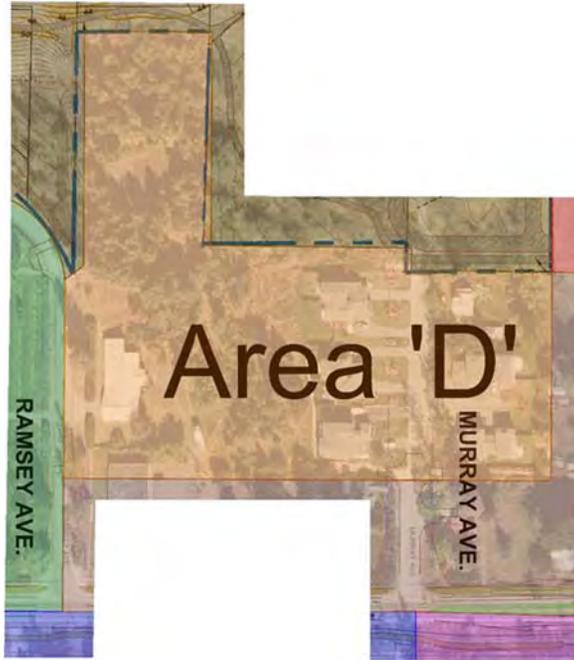
1. No action needed.

Final Recommended Land Uses	Growth Policy Land Use	Zoning
Single-family Residential Two-Family Residential	<u>Current Designation:</u> Urban	<u>Existing Zoning:</u> WR-1, WR-2, WR-3
	<u>Recommended Designation:</u> Urban	<u>Recommended Zoning:</u> WR-1, WR-2, WR-3

### III. Visioning for the Future & Development Policy

#### Area D

**Character** - Area D is north of US Highway 93 West but does not include the lots that front the highway. The area includes the lots that front Murray Avenue and extend west to Ramsey Avenue. This is a single-family residential area. Area D is 5.68 acres and 2.5% of the total area in the corridor.



#### Public Input Summary

##### Character

Single-family residential

##### Concerns Relative to Land Uses

Traffic diversion due to medians

Noise

Hours of operation

For-rent residential character

##### Existing Zoning

WR-2

##### Recommended Land Uses

Single-Family Residential

Two-Family Residential

**Public Input** – During the planning process, the public indicated that preserving the existing residential uses is important. The public *liked* the existing residential neighborhood.

The public **concerns** raised during the planning process were:

- Impacts from traffic diverted from the medians on US Highway 93 West.
- Noise generated by land uses.
- Impact from hours of operation that extend longer than normal daytime uses.
- Impacts of for-rent residences on character of existing neighborhood.

### III. Visioning for the Future & Development Policy

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**Existing Zoning** - The existing zoning is WR-2. The WR-2 (Two-Family Residential) district is intended for residential purposes to provide for one-family and two-family homes in an urban setting connected to all municipal utilities and services.

**Recommended Land Uses** - From the survey and public input during the planning process the following land uses were recommended and **are congruent** with the uses allowed in the current zoning:

- Single-family Residential Uses.
- Two-family Residential Uses.

**Recommended Guidelines** - The vision for Area D is to continue residential use and retain the current urban land use designation. The growth policy description of the urban land use type includes limited neighborhood commercial along arterial or collector streets. However, neighborhood commercial was not an approved land use for Area D so it is not recommended for this area. Current standards address concerns from the public input process.

**Implementation Steps**

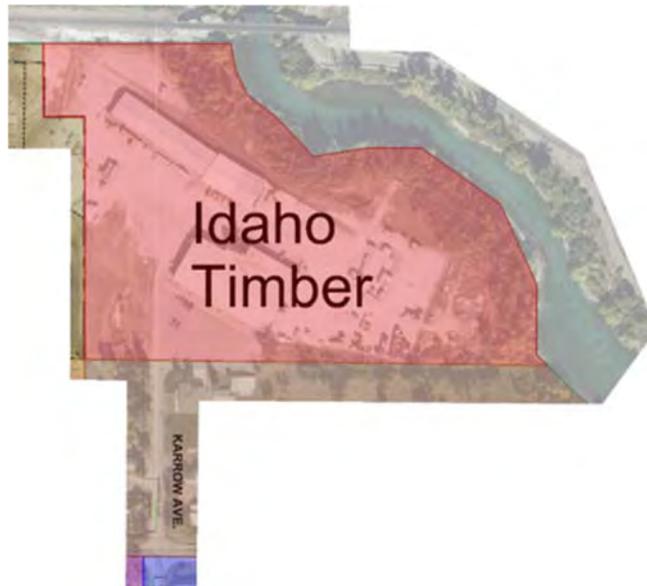
1. No action needed.

<b>Final Recommended Land Uses</b>	<b>Growth Policy Land Use</b>	<b>Zoning</b>
Single Family Residential Two-Family Residential	<u>Current Designation:</u> Urban	<u>Existing Zoning:</u> WR-2
	<u>Recommended Designation:</u> Urban	<u>Recommended Zoning:</u> WR-2

### III. Visioning for the Future & Development Policy

#### Idaho Timber Area

**Character**-The Idaho Timber Area is the site of the closed Idaho Timber lumber mill. The area is located southerly of the Burlington-Northern main line railroad tracks and has rail access. It is bordered on the west by the proposed Great Northern Veterans Peace Park and to the east by the Whitefish River. To the south is the right-of-way for 1st Street West and is directly accessed by Karrow Avenue. The site is in private ownership and is occupied by industrial buildings and hard surface paving while supporting riparian vegetation along the Whitefish River frontage. The site also has a small pond in the southwesterly portion of the site that may be traded to the Great Northern Veterans Peace Park. The Idaho Timber area is 14.18 acres and 6.3% of the total area of the corridor.



#### Public Input Summary

##### Character

Vacant industrial site  
Adjoins RR main line  
Whitefish River frontage  
Adjoins GNVPP WI zoning  
Karrow Avenue direct access

##### Concerns Relative to Land Uses

Riverfront parks/trails/wildlife  
Complement & protect river  
Connectivity to the community  
Sustainable development  
Access  
Screening/buffering of manufacturing  
Traffic associated with land uses

##### Existing Zoning

WI

##### Recommended Land Uses

Recreational Facilities  
Artisan Manufacturing  
Multi-Family Residential  
Resort Residential  
Permitted and conditional uses allowed in the current zoning

**Public Input** -Historically, this site has had an industrial use, but Steering Committee members indicated, on the survey, that it is not important to maintain the historical industrial character of this area. The site can accommodate a wide-variety of adaptive uses or redevelopment options. While the existing potential of the site includes a heavy industrial use or a combination of heavy and light industrial uses, the community envisions an adaptive use or redevelopment of the site beyond its potential for industrial uses. This vision

### III. Visioning for the Future & Development Policy

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includes land uses that could be of a lower intensity including manufacturing or an industrial component at a reduced scale to allow for additional uses on the site. The tax increment financing in place could be used to advance the economic development and industrial opportunities of the site.

The Idaho Timber Area has extensive frontage along the Whitefish River. The Idaho Timber Area would benefit from increased community connectivity. One of the visions brought forward was a riverfront trail on the west side of the Whitefish River to connect to the proposed Skye Park bridge north of the railroad tracks with the sidewalk system on the north side of US Highway 93 West. This would better connect businesses and residences on both sides of the river to shopping, work and recreation. The public *liked* several aspects of the site:

- Potential employment center.
- Whitefish River frontage.
- Potential for adaptive use.
- Direct access from Karrow Avenue.
- Rail access.
- Utilities available for manufacturing.
- Potential riverfront parks/trails/wildlife protection.
- Potential for development that complements and protects river.
- Potential connectivity to the community.
- Potential sustainable development.

The public *concerns* raised during the planning process were:

- Noise.
- Hours of operation.
- The impacts to the surrounding area.
- Access.
- Screening/buffering of manufacturing.
- Traffic associated with land uses.

**Existing Zoning** – The existing zoning is WI. The zoning allows a range of industrial uses that would be congruent with the historic use of the site by the railroad. The WI (Industrial and Warehousing) district is intended to provide for light industrial and service uses in which a reasonable degree of control is desirable for the general well-being of the community area.

**Recommended Land Uses** - The public, while noting the Idaho Timber Area is a valuable industrial site under the current zoning, also noted *the potential* of the area for other uses as the area may transition away from industrial uses. At such time that a re-zoning of the property may be appropriate, the new zoning would restrict heavy industrial uses with their associated impacts of noise, odor, or smoke.

### III. Visioning for the Future & Development Policy

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From the survey and public input during the planning process, the following land uses were recommended for the transition of the site. These can occur as standalone uses or as part of a mixed-use pattern.

- Artisan Manufacturing.
- Recreational facilities, including parks and playgrounds along the Whitefish River.
- Multi-Family Residential.
- Microbreweries.
- Coffee Shops and Sandwich Shops (no “formula” businesses).
- Assisted Living Facilities.
- Private Railcar Storage (no short term rentals).
- Small Grocery Stores.
- Limited Hotels.

**Recommended Guidelines** - The vision for the Idaho Timber Area is to gradually transition away from heavy manufacturing to adaptive, clean industries and a mixed-use environment while developing the Whitefish River as a recreational amenity. Two new zoning districts, WI-T and WT-3, will be used to accomplish this transition. The transition will be initiated by the landowner or the City at a suitable time to remain sensitive to existing uses. Concerns from the public input process are addressed in the new zoning districts. Refer to Appendix D for the complete WI-T and WT-3 zoning districts.

#### **Implementation Steps**

1. Incorporate two new land use designations, Industrial Transitional & Neighborhood Mixed-Use Transitional, into the Growth Policy.
2. The City will initiate the process of developing the WT-3 and WI-T zoning districts. At such a time as the WT-3 and WI-T are incorporated in to the Whitefish Zoning Code, the new WT-3 and WI-T zoning districts may be processed in Idaho Timber at the request of the City or the property owner.

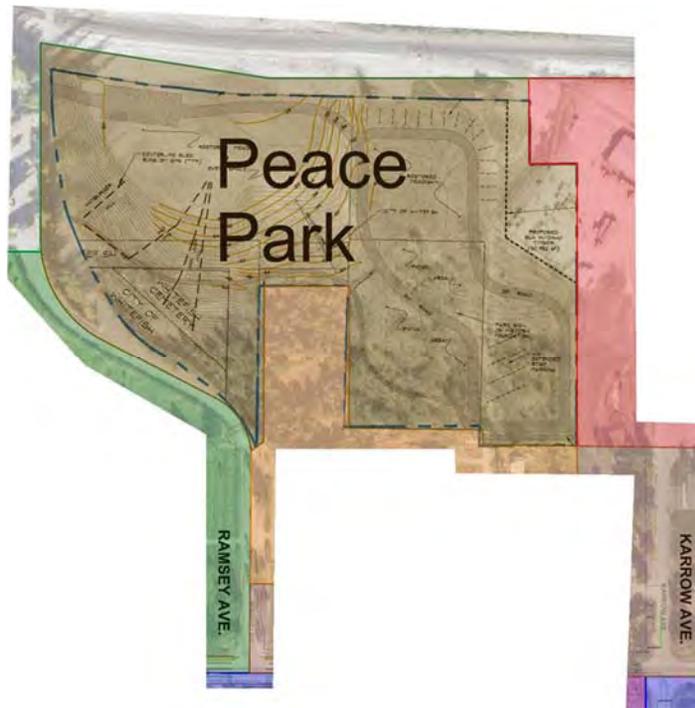
### III. Visioning for the Future & Development Policy

Final Recommended Land Uses	Growth Policy Land Use	Zoning
Permitted or conditional uses and uses allowed through the PUD process in the current zoning Recreational Facilities Artisan Manufacturing* Multi-Family Residential Assisted Living Facilities* Small Grocery Store* Private Residential Railcar Storage* Limited Hotel* Microbreweries* Coffee Shops and Sandwich Shops*	<u>Existing Designation:</u> Planned Industrial	<u>Existing Zoning:</u> WI
	<u>Recommended Designation:</u> Industrial Transitional & Neighborhood Mixed-Use Transitional	<u>Recommended Zoning:</u> WT-3 & WI-T

\*Recommended as a conditional use.

## Peace Park

**Character** - The Peace Park Sub-District is located adjacent to and south of the Burlington-Northern main line track. To the west is Ramsey Avenue, the cemetery and several homes. To the east is the Idaho Timber site. To the south is timbered open space and single-family homes. Murray Avenue ends at the Peace Park Sub-District. The northerly portion of the site is a vacant industrial site that was, up until recently, owned by Burlington-Northern, but is now owned by another private entity, the Great Northern Veterans Peace Park. The site has been used by the public for passive recreation and sledding. The Peace Park is 15.15 acres and 6.7% of the total area in the corridor.



### Public Input Summary

#### Character

Vacant industrial site  
Adjoins RR main line  
Mature vegetation southerly part  
Adjoins Idaho Timber Site WI zoning  
Topographic relief

#### Concerns Relative to Land Uses

Noise  
Access  
Traffic  
Connectivity  
View protection

#### Existing Zoning

WI

#### Recommended Land Uses

Parks/Open Space  
Recreational Open Space

### III. Visioning for the Future & Development Policy

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The site is proposed to be developed as the Great Northern Veterans Peace Park. The vision for the Peace Park area is a community open space that accommodates passive recreation activities such as sledding, walking, skating and picnicking. More intensive recreational uses include Frisbee golf. A pond adjoins the site to the west on the Idaho Timber site. The pond has been used by the public for ice skating and may become part of the GNVPP through a land trade with Idaho Timber. The founders of the Peace Park also have a vision for occasional outdoor concerts in the natural bowl on the site. Accessory to the use of the site is an internal road system, parking and overnight parking in association with concerts.

**Public Input** - During the planning process, the public indicated that the proposed use of the site is much preferred to a vacant industrial site or the return of the site to a heavy industrial use. The public *liked* the proposed land use because it has:

- Passive recreation in keeping with the past use of the site for public skating and sledding.
- The idea of an internal circulation system with visitor parking.
- The retention of mature vegetation.
- The conversion from a heavy industrial use to a parks and recreational use.
- The opportunity for a future river trail connecting 1st Street to the Peace Park.

The public *concerns* raised during the planning process were:

- Traffic.
- Noise.
- Hours of operation.
- The impacts of the Peace Park on the residential character of existing neighborhoods.

**Existing Zoning** – The existing zoning is WI. The zoning allows a range of industrial uses that would be congruent with the historic use of the site by the railroad. The WI (Industrial and Warehousing) district is intended for light industrial purposes and to provide for light industrial and service uses in which a reasonable degree of control is desirable for the general well-being of the community area.

**Recommended Land Uses** - From the survey and public input during the planning process, the following land uses were recommended and *are not compatible* with the uses allowed in the current zoning:

- Parks/Open Space.
- Recreational Open Space.

**Recommended Guidelines** – The vision for the Peace Park Sub-District is in line with the past recreational use of the site by the public. The proposed use of the site to include the traditional recreational uses, adding Frisbee golf and occasional concerts is compatible with the use of public open space. As the plans for the GNVPP develop, it is recommended that the Peace Park Sub-District develop a management plan including their intended uses and hours of operation to assist the governing body in developing an appropriate zoning

### III. Visioning for the Future & Development Policy

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district for the area with permitted uses and conditional uses. Guidelines will help the Peace Park Sub-District to be compatible with the residential uses in the area.

#### Guidelines

- Noise decibel restrictions for concerts.
- Hours for concert events.
- Dawn to dusk hours of operation for permitted uses.
- Extended hours of operation for conditional uses.
- Single story building height restrictions.
- Include conditional uses such as camping, recreational vehicle camping, and outdoor concerts.

#### **Implementation Steps**

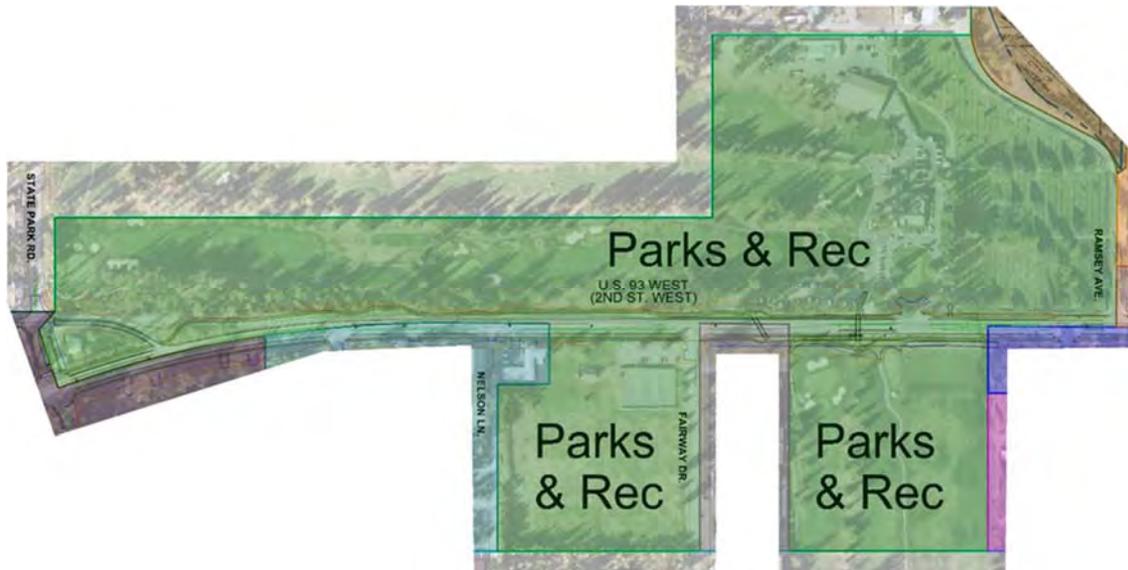
1. Change the growth policy land use designation from Planned Industrial to Parks & Recreation.
2. Request the founders of the Great Northern Veterans Peace Park to work with the City for a management plan for the park.
3. Re-zone the property to a Parks & Recreation Zoning District.

<b>Final Recommended Land Uses</b>	<b>Growth Policy Land Use</b>	<b>Zoning</b>
Parks/Open Space Recreational Open Space	<u>Current Designation:</u> Planned Industrial	<u>Existing Zoning:</u> WI
	<u>Recommended Designation:</u> Parks & Recreation	<u>Recommended Zoning:</u> Parks & Recreation

### III. Visioning for the Future & Development Policy

#### Parks and Recreation

**Character** - The Parks and Recreation area includes the Whitefish Golf Course and Club House, Grouse Mountain Park with tennis courts and soccer fields, and the cemetery. The road improvements along US Highway 93 West include a multi-use trail and sidewalk that will connect downtown Whitefish to the corridor and golf course. The Parks and Recreation area is 52.58 acres and 23.3% of the total area in the corridor.



#### Public Input Summary

**Character**

Recreational/Resort Character

**Concerns Relative to Land Uses**

Connectivity

Access

Traffic

**Existing Zoning**

WSR

**Recommended Land Uses**

Parks/Open Space

**Public Input** – During the planning process, the public indicated that maintaining the existing open space uses and character are important.

The public **concerns** raised during the planning process were:

- Connectivity.
- Access.
- Traffic.

### III. Visioning for the Future & Development Policy

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**Existing Zoning** - The existing zoning is WSR. The WSR (Suburban Residential) district is intended for single-family homes in an estate type setting and is designed to maintain, protect and preserve a character of development characterized by uses of a residential purpose and with no more than one dwelling unit and customary accessory buildings on one lot.

**Recommended Land Uses** - From the survey and public input during the planning process, the following land uses were recommended and **are not compatible** with the uses allowed in the current zoning:

- Parks/Open Space.

**Recommended Guidelines** - The vision for the Parks & Recreation area is to retain the existing, formal recreation uses, country club, and cemetery. This recreational area is fully developed with active, formal recreation and commercial country club activity associated with the golf course. A Parks & Recreation Zoning District should be developed and include guidelines as recommended for the Peace Park.

#### Implementation Steps

1. Re-zone the property to Parks & Recreation Zoning District and include recommended guidelines.

<b>Final Recommended Land Uses</b>	<b>Growth Policy Land Use</b>	<b>Zoning</b>
Parks/Open Space	<u>Existing Designation:</u> Parks & Recreation	<u>Existing Zoning:</u> WSR
	<u>Recommended Designation:</u> Parks & Recreation	<u>Recommended Zoning:</u> Parks & Recreation

### III. Visioning for the Future & Development Policy

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#### Resort-Commercial

**Character** - The Resort-Commercial area is the existing site of Grouse Mountain Lodge, a vacation and meeting resort. It is south of US Highway 93 West and bordered by the Whitefish Golf Course to the east and the Grouse Mountain Park to the west. The Resort-Commercial area is 3.91 acres and 1.7% of the total area in the corridor.



#### Public Input Summary

Character  
Resort

Concerns Relative to Land Uses  
None

Existing Zoning  
WRB-1

Recommended Land Uses  
Resort Commercial  
Resort Residential

**Public Input** – During the planning process, the public indicated that the existing resort commercial uses are appropriate for this area.

The public did not raise any **concerns** during the planning process.

**Existing Zoning** - The existing zoning is WRB-1. The WRB-1 (Limited Resort Business) district is intended for resort purposes; to provide for the development of medium to high density resort uses, including hotels, motels, resort condominiums and other similar uses oriented towards tourism and resort businesses. This district is to also provide a place for meeting rooms, convention centers and facilities, bars, lounges and restaurants and limited ancillary retail and commercial uses intended primarily for the convenience of guests of the facilities provided within this district.

**Recommended Land Uses** - From the survey and public input during the planning process, the following land uses were recommended and **are congruent** with the uses allowed in the current zoning:

- Resort Commercial.
- Resort Residential.

### III. Visioning for the Future & Development Policy

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**Recommended Guidelines** – The vision for the Resort-Commercial Sub-District is to continue resort commercial and resort residential uses. To better accommodate the existing uses, a new Resort-Commercial land use designation is recommended that is congruent with the WRB-1 and WRB-2 zoning. Current zoning is appropriate for this Sub-District.

#### Implementation Steps

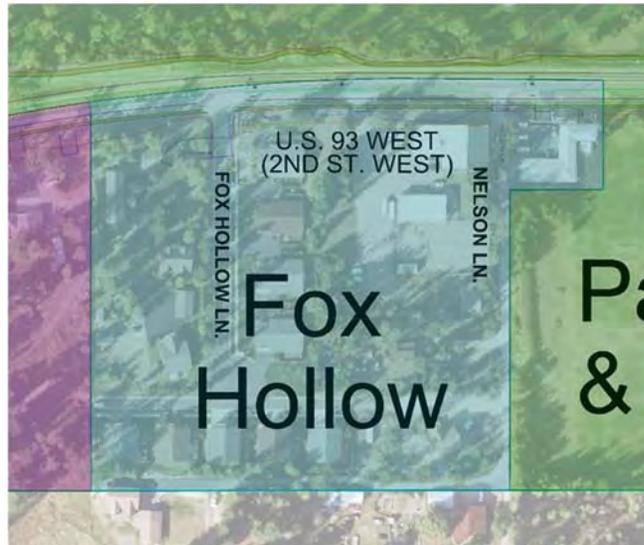
1. Incorporate a new land use designation, Resort-Commercial, into Growth Policy. The corridor boundary is not congruent with the property ownership or the current zoning. It is recommended that the Resort-Commercial land use designation extend beyond the corridor boundary to include the entire Grouse Mountain property.

<b>Final Recommended Land Uses</b>	<b>Growth Policy Land Use</b>	<b>Zoning</b>
Resort Commercial Resort Residential	<u>Existing Designation:</u> Resort Residential	<u>Existing Zoning:</u> WRB-1
	<u>Recommended Designation:</u> Resort-Commercial	<u>Recommended Zoning:</u> WRB-1

### III. Visioning for the Future & Development Policy

#### Fox Hollow

**Character** - The Fox Hollow Sub-District is south of US Highway 93 West and includes the Forest Service, Border Control, and residences accessed off of Fox Hollow Lane. The Fox Hollow area is 10.65 acres and 4.7% of the total area in the corridor.



#### Public Input Summary

##### Character

No comments

##### Concerns Relative to Land Uses

No comments

##### Existing Zoning

WRR-1

##### Recommended Land Uses

Single-Family Residential  
Multi-Family Residential  
Resort Residential

**Public Input** – During the planning process, there were no comments made regarding the Fox Hollow Sub-District indicating the public is satisfied with the existing land uses.

**Existing Zoning** - The existing zoning is WRR-1. The WRR-1 (Low Density Resort Residential) district is intended to provide a low density setting for secondary residential resorts.

**Recommended Land Uses** - From the survey and public input during the planning process, the following land uses were recommended and **are congruent** with the uses allowed in the current zoning:

- Single-Family Residential.
- Multi-Family Residential.
- Resort Residential.

## II. Visioning for the Future & Development Policy

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**Recommended Guidelines** - The vision for Fox Hollow is to continue resort residential use. The growth policy description of the resort residential land use type includes development of all types and densities (in accordance with specific zoning). Included are one- and two-family residential, rental cabins, vacation cottages, condominiums, and townhomes. Commercial hotels and motels are not a part of this designation, but limited resort commercial is allowed. Current zoning is appropriate for this Sub-District.

### Implementation Steps

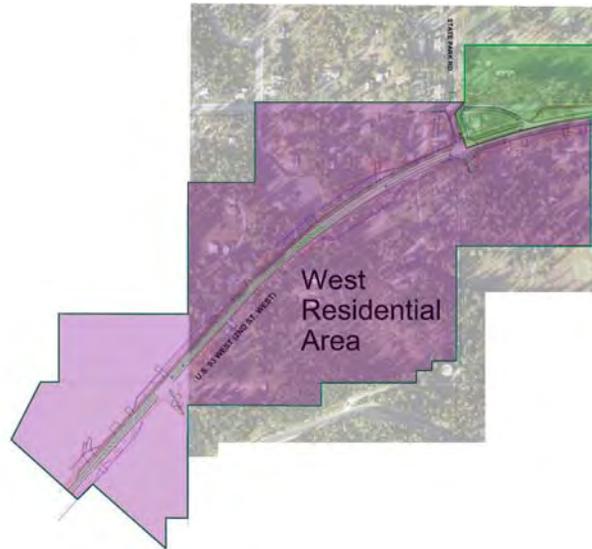
1. No action needed.

<b>Final Recommended Land Uses</b>	<b>Growth Policy Land Use</b>	<b>Zoning</b>
Single-Family Residential Multi-Family Residential Resort Residential	<u>Existing Designation:</u> Resort Residential	<u>Existing Zoning:</u> WRR-1
	<u>Recommended Designation:</u> Resort Residential	<u>Recommended Zoning:</u> WRR-1

## II. Visioning for the Future & Development Policy

### West Residential

**Character** - The West Residential Sub-District is a rural residential area with established trees and vegetation, privacy, and trails and recreation being important characteristics. There is also a church within this Sub-District. Access is a concern in this area as the road improvements on US Highway 93 West are implemented. The West Residential Sub-District is 62.34 acres and 27.7% of the total area in the corridor.



### Public Input Summary

#### Character

Rural Character  
Trees & Vegetation  
Privacy  
Trails & Recreation

#### Concerns Relative to Land Uses

Access  
Lot size due to US Highway 93 construction

#### Existing Zoning

WSR, WLR, WRR-1

#### Recommended Land Uses

Single-Family Residential  
Two-Family Residential  
Church/Institutional Uses

**Public Input** – During the planning process, the public indicated that maintaining the single-family residential uses and character is important. The public *liked* the existing residential area because it has:

- Rural character.
- Mature trees and vegetation.
- Privacy.
- Trails and recreation opportunities.

The public **concerns** raised during the planning process were:

- Access.
- Impacts of US Highway 93 West construction affecting lot size and limiting development options.

## II. Visioning for the Future & Development Policy

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**Existing Zoning** - The existing zoning is WCR, WSR, WLR and WER. The WCR (Country Residential) district is intended for detached single-family homes together with farm and/or accessory buildings situated in a setting conducive to a rural lifestyle. The WSR (Suburban Residential) district is intended for single-family homes in an estate type setting and is designed to maintain, protect and preserve development characterized by uses of a residential purpose and with no more than one dwelling unit and customary accessory buildings on one lot. The WLR (One-Family Limited Residential) district is intended for residential purposes to provide for single-family homes in a low density setting, connected to municipal utilities and services. The WER (Estate Residential) district provides for single-family, large tract or estate development. These areas will typically be found in suburban areas, generally served by municipal sewer and water lines.

**Recommended Land Uses** - From the survey and public input during the planning process, the following land uses were recommended and **are congruent** with the uses allowed in the current zoning:

- Single-Family Residential Uses.
- Two-Family Residential Uses on the northwest corner of the intersection of State Park Road and US Highway 93 West.
- Church/Institutional Uses.

**Recommended Guidelines** - The vision for the West Residential Sub-District provides for low-density residential uses while maintaining the rural character of the area. This area will remain under the suburban residential land use designation. Lower density residential areas at the periphery of the urban service area generally fall under this designation. The residential designation is predominantly single-family, but clustered homes and low-density townhomes that preserve significant open space are also appropriate. Densities range from one unit per 2.5 acres to 2.5 units per acre, but could be higher through the PUD. Clustered residential that preserves considerable open space, allows for limited agriculture, and maintaining wildlife habitat is encouraged. The area should be aggressively restricted to a transitional residential zone between rural and semi-urban. Current zoning is appropriate for this Sub-District except for the northwest corner of the intersection of State Park Road and US Highway 93 West where the lots were impacted by the highway construction.

### Implementation Steps

1. Address existing non-conforming uses and public/quasi-public uses.

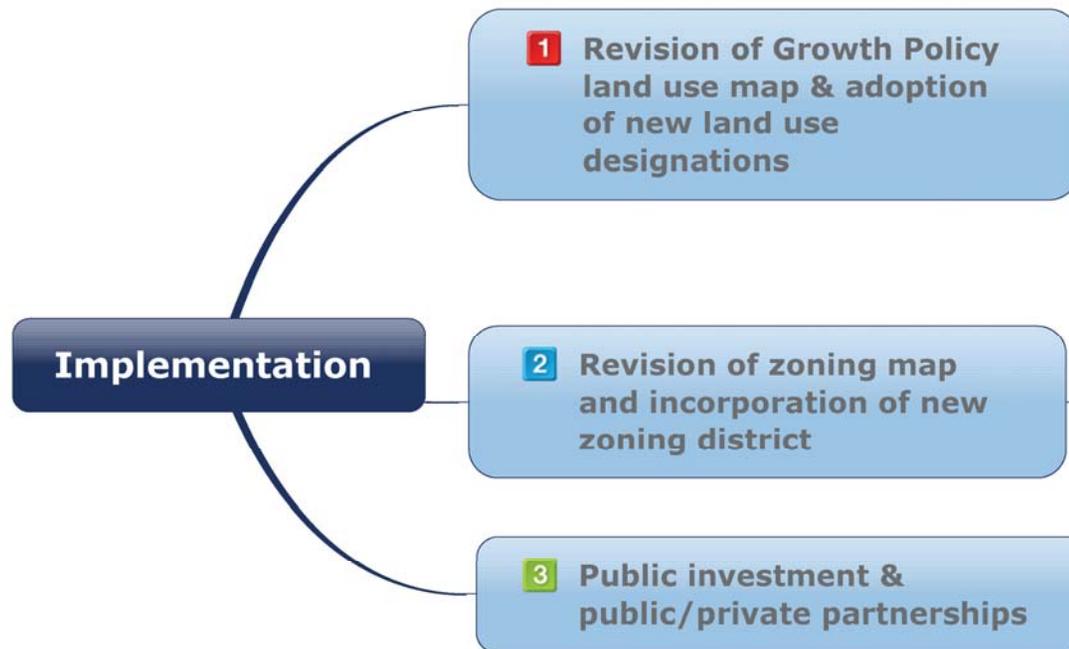
Final Recommended Land Uses	Growth Policy Land Use	Zoning
Single-Family Residential Two-Family Residential Church/Institutional Uses	<u>Existing Designation:</u> Suburban Residential	<u>Existing Zoning:</u> WSR, WLR, and WRR-1
	<u>Recommended Designation:</u> Suburban Residential	<u>Recommended Zoning:</u> WSR, WLR and WRR-1

# IV. IMPLEMENTATION

### IMPLEMENTATION STEPS

The implementation of the Corridor Plan is broken down into three steps:

- 1) The revision of the Growth Policy land use map and adoption of new land use designations. This includes changing existing land use designations to more appropriate designations for certain Sub-Districts.
- 2) The revision of the zoning map and incorporation of new zoning districts and performance standards to support the appropriate transitions of neighborhoods. The City Council will initiate the process of developing the two transitional zones. Once the transitional zones have been developed and gone through the process, then the decision will be made by the City Council as to how these zones will be applied to the areas, whether initiated by the City or by the individual property owners.
- 3) Opportunity exists for future public investment and public-private partnerships.

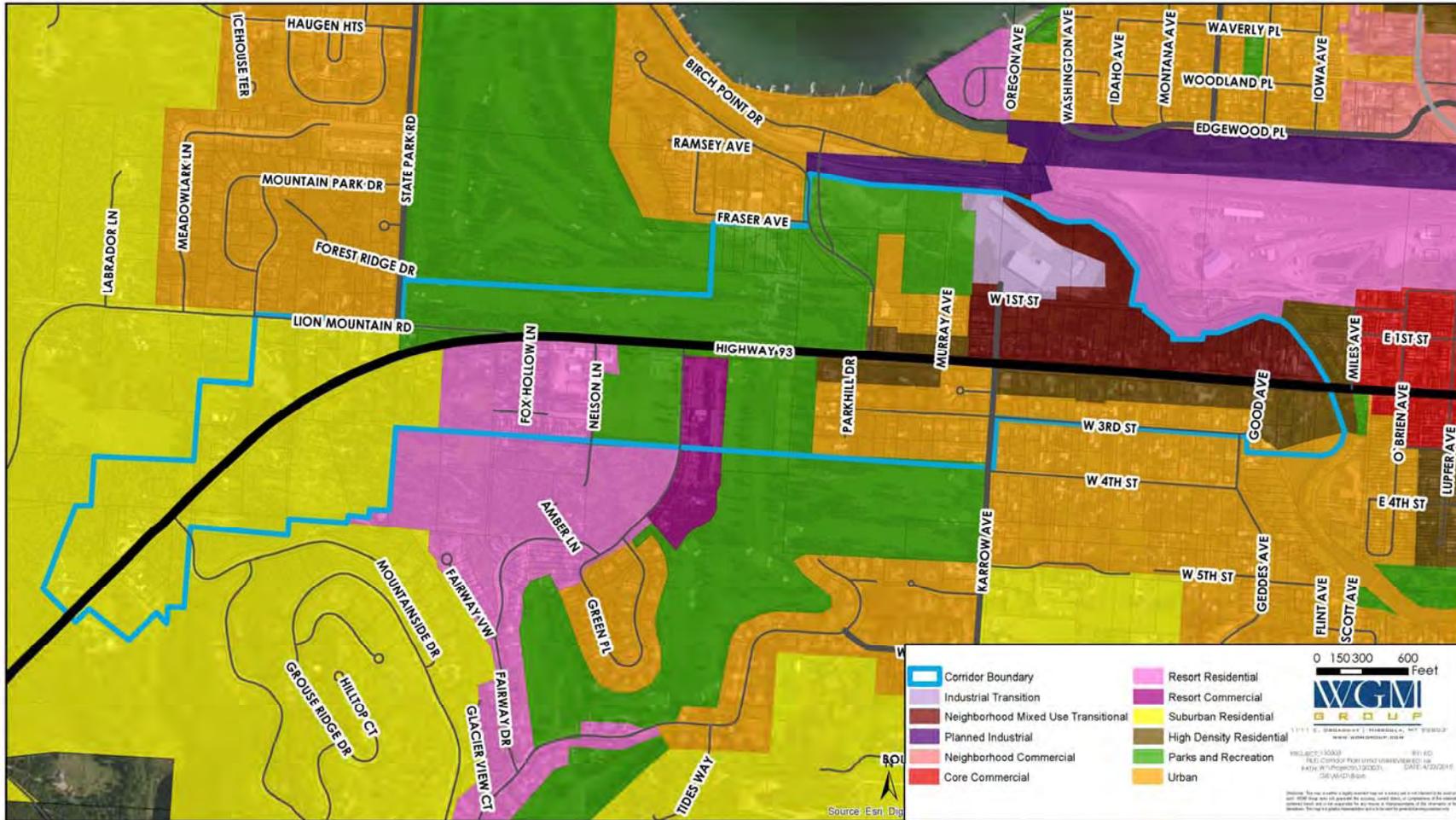


## IV. Implementation

# GROWTH POLICY LAND USE DESIGNATIONS

## Proposed Future Land Uses Map

The land use recommendations for the Highway 93 West Corridor are shown in the Proposed Future Land Uses Map below.



## IV. Implementation

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### Proposed Land Use Designations

Three proposed land use designations are recommended as part of the corridor plan. These include Neighborhood Mixed-Use Transitional, Industrial Transitional, and Resort Commercial.

#### **Neighborhood Mixed-Use Transitional:**

- This designation is applied to neighborhoods near downtown Whitefish and along major transportation routes that have a strong historic character that varies across a range of uses from manufacturing to residential workforce housing. Key characteristics of the neighborhood include being a community gateway, frontage along the Whitefish River, employment and recreational uses close to homes, opportunity for adaptive use or zoning that allows for a variety of uses and within walking distance of shopping in downtown. These characteristics create opportunities for the transition from historic uses to more contemporary uses. As new, diverse uses appear in these traditional neighborhoods a land use trend is created where professional uses and higher density residential uses appear. Densities generally range from 2 to 16 units per acre. Townhomes, apartments and condominiums are also acceptable. The neighborhood may include single-use or mixed-use buildings. The applicable zoning districts are WR-3, WR-4, and WT-3 with appropriate conditional uses and PUD options as well as Architectural Review Standards.

#### **Industrial Transitional:**

- This designation is for areas that are proximate to the downtown and have traditionally been used for heavy manufacturing. These areas are either vacant or underutilized and have opportunities for a gradual transition to adaptive, clean industries and business incubators. There are existing high capacity utility services and existing multi-modal transportation opportunities such as rail and highway access in these areas. Transitional areas can be the catalyst that generates new jobs and new economic development as businesses achieve success and relocate appropriately in the community. These areas have easy access to the downtown where the new workforce creates additional demand for goods and services and existing police and fire services can be utilized. The applicable zoning district is WI-T.

#### **Resort-Commercial:**

- This designation accommodates commercial and residential uses oriented towards tourism and resort activities. The lodging can include hotels and motels including restaurants, bars, and retail as accessory uses to hotels and motels. Applicable zoning districts are WRB-1 and WRB-2.

In addition to the proposed land use designations, it is recommended that the Peace Park Sub-District land use designation be changed from Planned Industrial to Parks & Recreation to reflect the vision for this area.



## IV. Implementation

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### Proposed Zoning Districts

Three proposed zoning districts are recommended as part of the corridor plan. These include the WT-3 Neighborhood Mixed-Use Transitional District, the WI-T Industrial Transitional District, and the WPR Parks & Recreation District. Refer to Appendix D for the complete WT-3 and WI-T Sample Districts.

#### **WT-3 Neighborhood Mixed-Use Transitional District:**

- The WT-3 District is intended for transitional development including high density residential, professional offices, light manufacturing, light assembly and ancillary services to provide a performance-based mixed-use environment with the recreational amenity of the Whitefish River along the western community gateway where adaptive use areas which are transitioning from their traditional uses and lots that primarily border either the Whitefish River or industrial zoned property. The boundary of this district is along the north side of Highway 93 from both sides of north Karrow Avenue to the Veteran's Bridge. This zoning classification is not intended for general application throughout the Whitefish area.

#### **WI-T Industrial Transitional District:**

- The WI-T District is intended to allow for the gradual transition on vacant or underutilized sites that were traditionally used for heavy manufacturing to adaptive, clean industries and business incubators. These sites are generally proximate to the downtown, have existing high capacity utility services and existing multi-modal transportation opportunities such as rail and highway access.

#### **WPR Parks & Recreation District:**

- The WPR District is intended for parks and recreational uses. As the plans for the GNVPP develop, it is recommended that the Peace Park Sub-District develop a management plan including their intended uses and hours of operation to assist the City in developing an appropriate zoning district for the area with permitted uses and conditional uses.

## FUTURE INVESTMENT

With the appropriate regulatory tools in place, the vision for the future corridor development is implemented through public investment and public-private partnerships.

## IV. Implementation

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### PUBLIC INVESTMENT

#### Capital Facilities Planning

The desirable land use pattern should be proactively considered when planning public infrastructure projects. Investments should be prioritized in areas where desirable development can occur and those investments should be timed to coincide with private developments.

#### **Streets, Sewer, Water, Storm Drain**

Targeted investment in public infrastructure can play a vital role in implementing this corridor plan, especially in the Idaho Timber planning area. A local street network creates connectivity and relieves pressure on US Highway 93 West to accommodate local circulation. Availability of public sewer and water allows concentration of development, which can preserve and protect open space, recreational areas, and the river corridor. The presence of public storm drain infrastructure reduces the need to provide on-site retention and storage, reduces cost, and increase the land available for development.

Transportation infrastructure should support the desirable land uses in the corridor and the following standards:

#### Connectivity:

- Encourage development/use of local grid road network off of US Highway 93 West (develop 1st Street as parallel road, connect across river to Railway St, connect north across tracks to Edgewood) to improve access, circulation, and safety.
- Mitigate neighborhood traffic impacts with traffic calming, on-street parking, narrow street section to keep speeds low, discourage cut-through traffic.

#### Access:

- Discourage direct access to the highway.
- Use side streets first, then joint-use approaches to consolidate/eliminate approaches.
- Look at alley rights-of-way for access/circulation.
- Reduce number of approaches to improve safety for vehicles, bikes, pedestrians.

#### Non-Motorized:

- Add curb and sidewalks on local streets.
- Interconnect sidewalks/trails.
- Look for alternate bike routes off of US Highway 93 West.
- Add parallel route along river connecting to the Peace Park and public open space to the west.

## IV. Implementation

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### Public Infrastructure Financing Tools

#### **Tax Increment Financing**

A portion of the Highway 93 West Corridor study area includes the Whitefish Urban Renewal Tax Increment Financing (TIF) district. TIF is a state authorized, locally driven funding mechanism that allows cities to direct property tax dollars that accrue from new development, within a specifically designated district, to community and economic development activities. TIF funds could be used to make improvements in that portion of the Highway 93 West Corridor that lies within the City limits until the district sunsets.

Funds may be used for vehicular and pedestrian transportation infrastructure, streetscapes, parks and landscaping, water and sewer lines and for connecting to infrastructure outside the district. While funds are typically used for public infrastructure investments, there are instances where local governments have used TIF funds to partner with private property owners to make improvements to historic buildings and to address life-safety issues. The statutes also provide for the establishment of a TIF revolving loan program that can support private investment in the TIF district. TIF revenue bonds enable a community to pay for expensive infrastructure improvements over time.

The City would like to maintain the current TIF district with the existing boundary. It is one of the healthiest TIF districts in the state with a good increment built up. This increment is a great advantage and incentive for future development on the Idaho Timber site. The City has a priority list of funding for the tax increment funds. A careful review of the priority list should happen as part of the implementation strategy for this corridor plan.

#### **Special Improvement Districts (Property Owner Assessment)**

Under 7-12-4101, and 7-12-4102 MCA, cities and towns can create special improvement districts for a number of activities including:

- The acquisition, construction or reconstruction of public streets and roads.
- The acquisition, construction or reconstruction of sidewalks, culverts, bridges, gutters, curbs, steps and parks including the planting of trees.
- The construction or reconstruction of sewers, ditches, drains, conduits, and channels for sanitary or drainage purposes, with outlets, cesspools, manholes, catch basins, flush tanks, septic tanks, connecting sewers, ditches, drains, conduits, channels, and other appurtenances.
- The construction of sewer and water systems including fire hydrants.
- The acquisition and improvement of land to be designated as public park or open-space land.
- The conversion of overhead utilities to underground locations in accordance with 69-4-311 through 69-4-314, MCA
- The purchase, installation, maintenance, and management of alternative energy production facilities.

## IV. Implementation

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### PUBLIC-PRIVATE PARTNERSHIPS

The Idaho Timber site and historic work force housing provide opportunities for public-private partnerships.

#### Idaho Timber Site

The Highway 93 West Corridor Plan proposes a mix of uses on the former Idaho Timber site and provides flexibility for the transition of the site to new uses. Given the diversity of uses as well as the unique setting, development will depend on both public and private investment in order to be successful. For example, public investments will be necessary in support of overall infrastructure improvements. The development of road connectivity to the Idaho Timber site and adjoining properties as well as within the site will be key to the development of the site.

The Idaho Timber site presents opportunities to diversify the City's economy. This could potentially occur through the development of business incubators which can benefit the community in a number of ways. These include creating jobs, fostering a community's entrepreneurial climate, technology commercialization, diversifying local economies, building or accelerating growth of local industry clusters, business creation and retention, encouraging women or minority entrepreneurship, identifying potential spin-in or spin-out business opportunities, and community revitalization. For this type of development to occur, the City will need to support and recruit appropriate development.

#### Historic Work Force Housing

The redevelopment of neighborhoods that historically provided homes for the area's work force is an opportunity for public-private investment. The following standards, for properties eligible for listing on the National Register of Historic Places, can be used to guide in the redevelopment of properties within the corridor.

- A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
- The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
- Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
- Changes to a property that have acquired historic significance in their own right will be retained and preserved.
- Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

## IV. Implementation

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- Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
- Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
- New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

### Public-Private Partnership Financing Tools

There are a variety of financing options for public-private partnerships that can help stimulate development in the corridor and spur additional private projects.

#### **USDA Multi-Family Housing Programs**

- Rural Rental Housing Loans to provide affordable multi-family rental housing for very low-, low-, and moderate-income families; the elderly; and persons with disabilities. This is primarily a direct mortgage program, but funds may also be used to buy and improve land and to provide necessary facilities such as water and waste disposal systems. In addition, deep subsidy rental assistance is available to eligible families.

#### **Montana Housing Tax Credit Program**

- This tax credit is available under Section 42 of the Internal Revenue Code of 1986. The credit is a federal income tax credit for owners of qualifying rental housing that meets certain low income occupancy and rent limitation requirements. The credit is taken as a reduction in participants' tax liability over a 10 year period. The credits can also be sold to investors to generate capital.

#### **Federal Tax Credits**

- Federal tax credits provide property owners with significant financial incentives to invest in projects that support urban renewal, the construction of affordable housing and the preservation of historic structures. When combined with public support such as TIF, Federal and State grants and loans, or other public funds, tax credits can help make a project financially feasible.

## IV. Implementation

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### **Property Owner Organizations**

- Using dues and other assessments, these organizations and associations can form partnerships with local government entities to make improvements to neighborhoods. Funds can be used for public improvements, landscaping, maintenance and public relations activities.
- It is recommended that the neighborhood build off of the Steering Committee and create a property owner, merchants, and residents association. This grass roots association can explore and take advantage of public-private partnerships as appropriate to implement the broad array of opportunities that exist in the corridor.

The vision for the corridor is dependent on collaboration between the City of Whitefish and private investment. Additionally, it is important for residents to help preserve and enhance their neighborhood's character and sense of place. This can be accomplished through encouragement of neighborhood revitalization initiatives, such as the formation of neighborhood councils, thoughtful design of the streetscape to "quiet down" neighborhoods, incorporation of "walkability" in neighborhood design, and promotion of new compatible construction.

# APPENDIX A: PUBLIC INPUT SESSION #1 COMMENTS

## Appendix A: Public Input Session #1 Comments

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### US Highway 93 West Impacts

- Privacy issues, lights from highway shining into houses an issue after trees are taken down, need to keep houses hidden, keep it rural, lower speed limit.
- Karrow & 93
  - Karrow cannot handle current traffic
  - Peace Park & Idaho Timber + 55 unit MF = traffic increase
  - Speed lack of enforcement
  - People are under estimating traffic there
  - What happens @ Karrow & 93 in the future?
- Concern: The corner of Karrow & Highway 93 is being constructed by MDOT and it will not handle the traffic that currently exists. So how can it possibly handle any further development in the area as the Idaho Timber property, the trails & more condos get developed?
- Medians will divert traffic to 3<sup>rd</sup> between Parkhill & Karrow with commercial development

### Character & Concerns

- Adaptive use of existing buildings, more quaint and gentle than 93 to Kalispell, feeling of quaint, cozy, welcome as you come to town, like to see small scale restaurant down by river
- Fox Hollow resident
  - West 3<sup>rd</sup> – keep character of the street – kids, rural character, quiet, have animal hospital, 3rd/2nd very close together
  - Want: respect for residence, corridor homes/MF/ professional offices
  - Things that can be compatible – family-“beauty”
  - Standards – landscaping – height – hours of operation
  - Outdoor activity that is loud/music etc. is not the best
  - Got a mailing and word of mouth
- SE Corridor Good & 93 – Highway moved closer, green utility box, ruined ambiance, want commercial
- Imagine future uses: will not be a nice residential area, needs a commercial component, shape and form of development is important
- 3<sup>rd</sup> St. Owner
  - OK with “mom and pop” shops on Hwy 93 that close at ~6 pm (Not chain stores with lots of activity)
  - Business on Hwy 93 okay, but wants businesses that are quiet and close early 5-6pm
  - Realizes we have to have development – however they need to be carefully planned

## Appendix A: Public Input Session #1 Comments

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- This is a really peaceful, pretty part of town. Whitefish needs more affordable housing. This area is still largely residential, there are many people who live here and enjoy that aspect, we not to not take this “off the table”, it’s a great area for middle-class residential living environment - please don’t lose this
- Please take actions that encourage those of us who own residences to want to keep improving/enjoying our homes
- South of Hwy 93
  - Doesn’t mind current zoning – WR3 – which allows some business – doesn’t want to see full commercial – doesn’t want to lose the residential feel – neighbors and residential feel – a little bit of business is okay – light use – but not full commercial
- Owns undeveloped and developed property on Hwy 93 W. Would not like to see zoned uses become more restrictive than current in that area.
- Alternate uses on own merit (W 2<sup>nd</sup> St.) – not a lot of permitted uses
- Maintain residential houses along corridor – still should be predominate
- South & North of W 2<sup>nd</sup> St. are different
- Liked recent proposed project – mostly res. w/ some commercial
- Projections land use:
  - high intensity (urban)
  - moderate (existing?)
  - low (public/parks)
- No change to Fox Farm – wouldn’t want to see any commercial uses
- Will develop into its own community – why a park/natural areas are so important, walking trails; residential; commercial – beautiful, aesthetic pleasing area – Balance – not just one use or another
- Keep Fox Farm CT zoned the way it is
- Owner on highway & Good Ave. suggest allowing nightly or weekly rentals
- Allow Hwy 93 to continue to develop low-impact commercial/offices

### 3rd St. Character & Concerns

- Median a concern for Park Hill neighborhood. Feeling that nobody would drive up to the State Park Road turnaround
- Impact on Park Hill and 3<sup>rd</sup> due to new median diverting traffic into residential neighborhood
- 3<sup>rd</sup> St. Owner
  - Wants to see whatever goes in on 93 remain compatible with homes on 3rd – they (homes) will be there for the long term as residences. Need to consider what effects 93 businesses will have, what hours will they be open? What kinds of truck traffic/delivery will be necessary? Parking? Noise? Lighting? Please respect people who have made their homes there (nearby)

## Appendix A: Public Input Session #1 Comments

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- W. 3<sup>rd</sup> St. prime location for families/walk to school/kids bike riding/skateboarding/etc.
  - This is why we moved here.
- Impacts of traffic on W 3<sup>rd</sup> St. – W 3<sup>rd</sup> St. & Parkhill is quiet – low traffic now without Hwy project – State Park/Hwy 93 S zoning from s.t.r. to m.t.
- 3<sup>rd</sup> Street – Keep it the way it is, B&B quiet like they say they'll be
- W. 3<sup>rd</sup> St. owner
  - Has experience with vacation rental in a destination town of similar size (St. Helena/Napa Valley) and they had a very effective process: In order to do anything less than a 30-day rental, you had to have a B & B permitted in town. Only 25 B & B's permitted in town. B & B's required to have 24/7 manager – had to notify neighbors within 300' if 30% + contested application had to go to City Council for hearing instead of automatic approval. Permit for B&B required to be renewed every 2 years and does not go with property if sold.
- Concerned that such rentals will/can change character of neighborhood and wouldn't want to live next to that activity if negative. If it's going to happen, want to insure that city monitors/governs. However, if done right, these can be nice properties.
- W. 3<sup>rd</sup> St. Owner
  - Not opposed to commercial development on 2nd St/Hwy 93 – not opposed to it – need to be pretty strict limitations on hours of operations and what they sell. Restaurants in particular pose some real problems with noise/parking/house of operation – open to options but concerned/opposed to box stores/retail, etc.
- W 3<sup>rd</sup> St. will stay residential need to protect this area
- Resident on S. 3<sup>rd</sup> concerned about impact of business development on property values, quality of life, noise, traffic
- Doesn't want to see parking from Hwy 93 overflowing onto W 3rd St. or west 3rd St. lots
- Does not want noise and increased traffic on W. 3rd St.
- Does not want business impact on W. 3rd St.

### Recreation/Parks

- There are not a lot of parks (passive recreation); family-oriented supports the river; wildlife corridor
- Expand Peace Park along River as Corridor Park – Wildlife & Family Benefit
- Trail along south side of WF River connecting to downtown
- Peace Park should not be listed as “public” as the public doesn't have a say in the rules or management of park

### Idaho Timber

- Idaho Timber – park along the river/bike trail, complement the river, sustainable development
- Idaho Timber: Along river commercial (restaurants, hotels, etc.)

## Appendix A: Public Input Session #1 Comments

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### WF River

- Commercial uses fronting WF River
- WF River: front the amenity

# APPENDIX B: SURVEY RESULTS & SUMMARY

## Appendix B: Survey Results & Summary

The Steering Committee responded to a survey to determine appropriate land uses as well as character and concerns within each Sub-District in the corridor. After the results were compiled, there was a Steering Committee discussion that led to the recommendation of certain land uses within the Sub-Districts. The survey provided the Steering Committee with a tool to measure character and concern and rate the suitability of particular land uses within the Sub-Districts of the overall plan.

The survey Sub-Districts correspond to the map below. After further discussion with the Steering Committee and input from the public some of the Sub-District boundaries were adjusted to reflect their comments.



Initial Draft, Corridor Plan

## Appendix B: Survey Results & Summary

The following table describes the land use options that were included in the survey.

### **Land Use Qualities - WF Corridor Planning Study - For Survey**

Land Use	Use Intensity or Density	Units per Acre	Lot Size Min/Max in SF	Lot Dimensions Example	Employee on-site	Parking Spaces	Other Qualifications
Single-Family	Rural	less than 1	>43,560	>208 x 208'	NA	2 per unit	Outside City Limits Typical
Single-Family	Low	1 to 2	21,000 to 86,000	120x175' up	NA	2 per unit	Inside City Limits
Single-Family	Medium	2 to 5	8,000 to 21,000	80x100' up	NA	2 per unit	Duplexes included
Single-Family	High	5 to 8	>5,400, <8,000	32x120'	NA	2 per unit	Duplexes included
Multi-Family	Medium	4 to 16	varies	32x110 or stacked	NA	8 to 32	4-plex TH/Condos and greater
Multi-Family	High	16 to 32	varies	multi-level	NA	32 to 64	8-plex TH/Condos and greater
Resort Residential	Med	4 to 6	varies	1-2 story		multiple	Overnight/Weekly/Vacation
Resort Residential	High	6 to 32	varies	up to 4 story		multiple	Overnight/Weekly/Vacation
Mixed Use	Low	varies	21,000 plus	varies		multiple	Res/Comm/Light Ind. Combined
Mixed Use	High	varies	21,000 plus	varies		multiple	Res/Comm/Light Ind. Combined
Community Commercial	Medium	varies	varies	varies	5 to 20	multiple	Cluster of small establishments exclusive of uses reserved for the downtown and strip commercial uses
Neighborhood Commercial	Low	varies	varies	varies	2 to 5	multiple	Singular establishment mostly serves the neighborhood
Resort Commercial	Medium/High	varies	varies	varies	multiple	multiple	Restaurant/Bar/Amenities/Lodging
Cottage Scale Manufact.	Low	varies	varies	varies	2 to 5	2 to 4	Home or small bldgs, small scale manufacturing
Light Industrial	Medium	varies	varies	varies	multiple	multiple	Neighborhood appropriate
Parks/Open Space	Low/Medium	NA	varies	varies	varies	varies	Peace Park, Open Space Use/ Events
Recreational Open Space	Medium	NA	varies	varies	varies	varies	Soccer, Tennis, Golf
Passive Open Space	Very Low	NA	varies	varies	varies	varies	Cemetery
Public/Quasi-Public	Occasional	NA	varies	varies	varies	varies	Church/Institutional
Protection Areas	Very Low	NA	varies	varies	varies	varies	Conservation/Preservation

## Appendix B: Survey Results & Summary

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The following definitions were used in the Steering Committee survey and in subsequent public involvement sessions to gain input on appropriate land uses for the Sub-Districts.

**Neighborhood Commercial** - Singular establishment that mostly serves the neighborhood.

**Community Commercial** – Cluster of small establishments exclusive of uses reserved for the downtown and strip commercial use.

The Steering Committee, in their seventh meeting, recommended abandoning the terms “Neighborhood Commercial” and “Community Commercial” for two stated reasons:

- The use of the word “Commercial” seems to overstate the Steering Committee’s intent for the corridor.
- The word “Commercial” and the word “Cluster” seem to imply commercial uses that would compete with the downtown.

The direction of the Steering Committee was to use the permitted and conditional uses in the existing WR-3 zoning for Sub-District ‘A’ in place of using the words “Neighborhood Commercial.” For Sub-District ‘B’ the Steering Committee recommended specific land uses including the permitted and conditional uses in the existing WR-3 zoning district and to allow, by conditional use permit, the following additional conditional uses with appropriate performance standards:

- Sandwich Shops.
- Coffee Shops.
- Artisan Manufacturing.

## Appendix B: Survey Results & Summary

### AREA A - SUMMARY

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Noise</b>	78%	0%	22%	0%		
Votes	7	0	2	0	9	1.44
<b>Hrs of Operation</b>	67%	11%	11%	11%		
Votes	6	1	1	1	9	1.67
<b>Traffic</b>	78%	11%	11%	0%		
Votes	7	1	1	0	9	1.33
<b>Consistent Shape &amp; Form</b>	45%	44%	0%	11%		
Votes	4	4	0	1	9	1.78
<b>Historic Buildings</b>	25%	25%	25%	25%		
Votes	2	2	2	2	8	2.5
<b>Residential Character</b>	22%	56%	11%	11%		
Votes	2	5	1	1	9	2.11

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Community Commercial</b>	11%	22%	22%	45%			<i>Mostly No</i>
Votes	1	2	2	4	9	3.00	
<b>Neighborhood Commercial</b>	45%	33%	22%	0%			<i>Approved</i>
Votes	4	3	2	0	9	1.78	
<b>High Density Mixed Use</b>	11%	11%	45%	33%			<i>Mostly Yes</i>
Votes	1	1	4	3	9	3.00	
<b>Low Density Mixed Use</b>	11%	67%	22%	0%			<i>Approved</i>
Votes	1	6	2	0	9	2.11	
<b>Sing. Fam. Residential High</b>	26%	13%	13%	50%			<i>Not Approved</i>
Votes	2	1	1	4	8	2.88	
<b>Sing. Fam. Residential Medium</b>	45%	22%	22%	11%			<i>Approved</i>
Votes	4	2	2	1	9	2.00	
<b>Sing. Fam. Residential Low</b>	22%	22%	22%	34%			<i>Mostly Yes</i>
Votes	2	2	2	3	9	2.67	
<b>Med. Density Multi-Family</b>	33%	34%	11%	22%			<i>Mostly Yes</i>
Votes	3	3	1	2	9	2.22	
<b>Resort Residential Medium</b>	22%	45%	0%	33%			<i>Mostly Yes</i>
Votes	2	4	0	3	9	2.44	
<b>Resort Residential High</b>	11%	11%	11%	67%			<i>Not Approved</i>
Votes	1	1	1	6	9	3.33	
<b>View protection Area</b>	44%	0%	28%	28%			<i>Mostly Yes</i>
Votes	3	0	2	2	7	2.43	

## Appendix B: Survey Results & Summary

### AREA B - SUMMARY

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Noise</b>	45%	44%	22%	0%		
Votes	4	3	2	0	9	1.78
<b>Hrs of Operation</b>	45%	22%	22%	11%		
Votes	4	2	2	1	9	2.00
<b>Traffic</b>	56%	33%	0%	11%		
Votes	5	3	2	1	9	1.67
<b>Consistent Shape &amp; Form</b>	56%	22%	22%	0%		
Votes	5	2	2	0	9	1.67
<b>Historic Buildings</b>	44%	22%	11%	22%		
Votes	4	2	1	2	9	2.11
<b>For-Rent Residential Character</b>	56%	33%	0%	11%		
Votes	5	3	0	1	9	1.67
<b>Professional Office Character</b>	67%	33%	0%	0%		
Votes	9	3	0	0	9	1.33

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Community Commercial</b>	11%	33%	45%	11%			<i>Approved</i>
Votes	1	3	4	1	9	2.56	
<b>Neighborhood Commercial</b>	22%	56%	22%	0%			<i>Mostly Yes</i>
Votes	2	5	2	0	9	2.00	
<b>High Density Mixed Use</b>	11%	22%	45%	22%			<i>Mostly Yes</i>
Votes	1	2	4	2	9	2.78	
<b>Low Density Mixed Use</b>	33%	45%	22%	0%			<i>Approved</i>
Votes	3	4	2	0	9	1.89	
<b>Sing. Fam. Residential High</b>	22%	44%	22%	11%			<i>Approved</i>
Votes	2	4	2	1	9	2.22	
<b>Med. Density multi-Family</b>	33%	22%	45%	0%			<i>Approved</i>
Votes	3	2	4	0	9	2.11	
<b>High Density Multi-Family</b>	0%	56%	22%	22%			<i>Mostly Yes</i>
Votes	0	5	2	2	9	2.67	
<b>Resort Residential Medium</b>	56%	33%	0%	11%			<i>Approved</i>
Votes	5	3	0	1	9	1.67	
<b>Resort Residential High</b>	0%	45%	22%	33%			<i>Mostly Yes</i>
Votes	0	4	2	3	9	2.89	
<b>River/Vegetation Protection</b>	78%	22%	0%	0%			<i>Approved</i>
Votes	7	2	0	0	9	1.22	
<b>View protection Area</b>	57%	0%	29%	14%			<i>Approved</i>
Votes	4	0	2	1	7	2.00	

## Appendix B: Survey Results & Summary

### AREA C - SUMMARY

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Noise</b>	43%	14%	29%	14%		
Votes	3	1	2	1	7	2.14
<b>Hrs of Operation</b>	37%	26%	0%	37%		
Votes	3	2	0	3	8	2.38
<b>Traffic Diversion Due To Medians</b>	50%	50%	0%	0%		
Votes	4	4	0	0	8	1.50
<b>Kid Walking and Biking</b>	88%	12%	0%	0%		
Votes	7	1	0	0	8	1.13
<b>Rural Character</b>	62%	38%	0%	0%		
Votes	5	3	0	0	8	1.38
<b>Narrow Street</b>	76%	12%	12%	0%		
Votes	6	1	1	0	8	1.38

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Sing. Fam. Residential High</b>	11%	33%	11%	45%			<i>Not Approved</i>
Votes	1	3	1	4	9	2.89	
<b>Sing. Fam. Residential Medium</b>	33%	22%	33%	11%			<i>Approved</i>
Votes	3	2	3	1	9	2.22	
<b>Sing. Fam. Residential Low</b>	45%	33%	22%	0%			<i>Approved</i>
Votes	4	3	2	0	9	1.78	
<b>Med. Density Multi-Family</b>	22%	45%	11%	22%			<i>Mostly Yes</i>
Votes	2	4	1	2	9	2.33	
<b>Community Commercial</b>	0%	22%	11%	67%			<i>Not Approved</i>
Votes	0	2	1	6	9	3.44	
<b>Neighborhood Commercial</b>	0%	22%	11%	67%			<i>Not Approved</i>
Votes	0	2	1	6	9	3.44	
<b>View protection Area</b>	38%	25%	25%	12%			<i>Approved</i>
Votes	3	2	2	1	8	2.13	

## Appendix B: Survey Results & Summary

### AREA D - SUMMARY

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Noise</b>	67%	11%	0%	22%		
Votes	6	1	0	2	9	1.78
<b>Hrs of Operation</b>	56%	0%	11%	33%		
Votes	5	0	1	3	9	2.22
<b>Traffic Diversion Due To Medians</b>	33%	67%	0%	0%		
Votes	3	6	0	0	9	1.67
<b>Professional Office Character</b>	67%	11%	0%	22%		
Votes	6	1	0	2	9	1.78
<b>For-Rent Residential Character</b>	72%	14%	0%	14%		
Votes	5	1	0	1	7	1.57

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Sing. Fam. Residential High</b>	22%	56%	0%	22%			<i>Mostly Yes</i>
Votes	2	5	0	2	9	2.22	
<b>Sing. Fam. Residential Medium</b>	56%	33%	11%	0%			<i>Approved</i>
Votes	5	3	1	0	9	1.56	
<b>Sing. Fam. Residential Low</b>	56%	33%	11%	0%			<i>Approved</i>
Votes	5	3	1	0	9	1.56	
<b>Med. Density Multi-Family</b>	22%	44%	33%	0%			<i>Approved</i>
Votes	2	4	3	0	9	2.11	
<b>Community Commercial</b>	0%	45%	11%	44%			<i>Mostly No</i>
Votes	0	4	1	4	9	3.00	
<b>Neighborhood Commercial</b>	11%	56%	11%	22%			<i>Mostly Yes</i>
Votes	1	5	1	2	9	2.44	
<b>View protection Area</b>	25%	38%	12%	25%			<i>Mostly Yes</i>
Votes	2	3	1	2	8	2.38	

Appendix B: Survey Results & Summary

SUMMARY - RESORT COMMERCIAL AREA

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Recreation</b>	90%	10%	0%	0%		
Votes	9	1	0	0	10	1.10
<b>Resort</b>	70%	30%	0%	0%		
Votes	7	3	0	0	10	1.30

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Resort Commercial</b>	70%	30%	0%	0%			<i>Approved</i>
Votes	7	3	0	0	10	1.30	
<b>Resort Residential Medium</b>	40%	60%	0%	0%			<i>Approved</i>
Votes	4	6	0	0	10	1.60	
<b>Resort Residential High</b>	22%	33%	12%	33%			<i>Mostly Yes</i>
Votes	2	3	1	3	9	2.56	
<b>View protection Area</b>	38%	38%	12%	12%			<i>Approved</i>
Votes	3	3	1	1	8	2.00	

## Appendix B: Survey Results & Summary

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### SUMMARY - IDAHO TIMBER AREA

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Industrial Character</b>	10%	0%	10%	80%		
Votes	1	0	1	8	10	3.60
<b>Riverfront</b>	90%	10%	0%	0%		
Votes	9	1	0	0	10	1.10
<b>Wildlife</b>	30%	50%	20%	0%		
Votes	3	5	2	0	10	1.90
<b>Parks/Trails</b>	50%	40%	10%	0%		
Votes	5	4	1	0	10	1.60
<b>Complement &amp; Protect River</b>	80%	20%	0%	0%		
Votes	8	2	0	0	10	1.20
<b>Sustainable Development</b>	56%	33%	11%	0%		
Votes	5	3	1	0	9	1.56
<b>Access</b>	56%	33%	11%	0%		
Votes	5	3	1	0	9	1.56
<b>Connectivity</b>	67%	22%	11%	0%		
Votes	6	2	1	0	9	1.44

## Appendix B: Survey Results & Summary

### SUMMARY - IDAHO TIMBER AREA

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>High Density Mixed Use</b>	34%	44%	22%	0%			<i>Approved</i>
Votes	3	4	2	0	9	1.89	
<b>Low Density Mixed Use</b>	22%	56%	22%	0%			<i>Approved</i>
Votes	2	5	2	0	9	2.00	
<b>Sing. Fam. Residential High</b>	0%	67%	11%	22%			<i>Mostly Yes</i>
Votes	0	6	1	2	9	2.56	
<b>Sing. Fam. Residential Medium</b>	22%	45%	11%	22%			<i>Mostly Yes</i>
Votes	2	4	1	2	9	2.33	
<b>Sing. Fam. Residential Low</b>	11%	44%	0%	45%			<i>Mostly No</i>
Votes	1	4	0	4	9	2.78	
<b>Med. Density Multi-Family</b>	11%	89%	0%	0%			<i>Approved</i>
Votes	1	8	0	0	9	1.89	
<b>High Density Multi-Family</b>	11%	57%	33%	0%			<i>Approved</i>
Votes	1	5	3	0	9	2.22	
<b>Community Commercial</b>	22%	11%	67%	0%			<i>Approved</i>
Votes	2	1	6	0	9	2.44	
<b>Neighborhood Commercial</b>	22%	45%	22%	11%			<i>Approved</i>
Votes	2	4	2	1	9	2.22	
<b>Resort Residential Medium</b>	45%	33%	11%	11%			<i>Approved</i>
Votes	4	3	1	1	9	1.89	
<b>Resort Residential High</b>	11%	67%	11%	11%			<i>Approved</i>
Votes	1	6	1	1	9	2.22	
<b>Light Industrial</b>	0%	56%	11%	33%			<i>Mostly Yes</i>
Votes	0	5	1	3	9	2.78	
<b>Cottage Scale Manufacturing</b>	26%	50%	12%	12%			<i>Approved</i>
Votes	2	4	1	1	8	2.13	
<b>Parks/Open Space</b>	56%	11%	11%	22%			<i>Mostly Yes</i>
Votes	5	1	1	2	9	2.00	
<b>Passive Open Space</b>	50%	0%	13%	37%			<i>Mostly Yes</i>
Votes	4	0	1	3	8	2.38	
<b>Recreational Open Space</b>	22%	22%	22%	34%			<i>Mostly Yes</i>
Votes	2	2	2	3	9	2.67	
<b>Public/Quasi-Public</b>	13%	25%	37%	25%			<i>Mostly Yes</i>
Votes	1	2	3	2	8	2.75	
<b>River/Vegetation Protection</b>	78%	11%	11%	0%			<i>Approved</i>
Votes	7	1	1	0	9	1.33	
<b>View protection Area</b>	29%	42%	29%	0%			<i>Approved</i>
Votes	2	3	2		7		

## Appendix B: Survey Results & Summary

### SUMMARY - WEST SIDE RESIDENTIAL AREA

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Rural Character</b>	30%	60%	10%	0%		
Votes	3	6	1	0	10	1.80
<b>Trees and Vegetation</b>	70%	30%	0%	0%		
Votes	7	3	0	0	10	1.30
<b>Trails and Recreation</b>	40%	40%	20%	0%		
Votes	4	4	2	0	10	1.80
<b>Privacy</b>	20%	50%	30%	0%		
Votes	2	5	3	0	10	2.10
<b>Access</b>	33%	57%	12%			
Votes	3	5	1	0	9	1.78

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Sing. Fam. Residential High</b>	10%	30%	10%	50%			<i>Not Approved</i>
Votes	1	3	1	5	10	3.00	
<b>Sing. Fam. Residential Medium</b>	33%	11%	56%	0%			<i>Mostly Yes</i>
Votes	3	1	5	0	9	2.22	
<b>Sing. Fam. Residential Low</b>	33%	11%	45%	11%			<i>Approved</i>
Votes	3	1	4	1	9	2.33	
<b>Sing. Fam. Residential Rural</b>	20%	20%	30%	30%			<i>Mostly Yes</i>
Votes	2	2	3	3	10	2.70	
<b>Community Commercial</b>	10%	40%	10%	40%			<i>Not Approved</i>
Votes	1	4	1	4	10	2.80	
<b>Neighborhood Commercial</b>	20%	40%	10%	30%			<i>Mostly Yes</i>
Votes	2	4	1	3	10	2.50	
<b>Public/Quasi-Public</b>	22%	56%	22%	0%			<i>Approved</i>
Votes	2	5	2	0	9	2.00	

## Appendix B: Survey Results & Summary

### SUMMARY - PEACE PARK AREA

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Noise</b>	60%	10%	30%	0%		
Votes	6	1	3	0	10	1.70
<b>Access</b>	70%	20%	10%	0%		
Votes	7	2	1	0	10	1.40
<b>Traffic</b>	70%	20%	10%	0%		
Votes	7	2	1	0	10	1.40
<b>Connectivity</b>	78%	11%	11%	0%		
Votes	7	1	1	1	9	1.33

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Parks/Open Space</b>	80%	20%	0%	0%			Approved
Votes	8	2	0	0	10	1.20	
<b>Passive Open Space</b>	56%	22%	0%	22%			Mostly Yes
Votes	5	2	0	2	9	1.89	
<b>Recreational Open Space</b>	70%	10%	20%	0%			Approved
Votes	7	1	2	0	10	1.50	
<b>Public/Quasi-Public</b>	56%	11%	11%	22%			Mostly Yes
Votes	5	1	1	2	9	2.00	
<b>View Protection Area</b>	22%	44%	22%	12%			Approved
Votes	2	4	2	1	9	2.22	

Appendix B: Survey Results & Summary

SUMMARY - PARKS and RECREATION

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>Recreation/Resort Character</b>	67%	33%	0%	0%		
Votes	6	3	0	0	9	1.33
<b>Connectivity with Rds &amp; Trails</b>	80%	20%	0%	0%		
Votes	8	2	0	0	10	1.200
<b>Access</b>	70%	30%	0%	0%		
Votes	7	3	0	0	10	1.30
<b>Traffic</b>	30%	50%	20%	0%		
Votes	3	5	2	0	10	1.90

Land Use	Appropriate				TOTAL Votes	Average Rating	APPROVAL
	Extremely	Moderate	Slightly	Not			
<b>Parks/Open Space</b>	78%	22%	0%	0%			<i>Approved</i>
Votes	7	2	0	0	9	1.22	
<b>Passive Open Space</b>	76%	12%	0%	12%			<i>Approved</i>
Votes	6	1	0	1	8	1.50	
<b>Recreational Open Space</b>	88%	12%	0%	0%			<i>Approved</i>
Votes	7	1	0	0	8	1.13	
<b>Public/Quasi-Public</b>	38%	38%	12%	12%			<i>Approved</i>
Votes	3	3	1	1	8	2.00	
<b>View Protection Area</b>	28%	44%	28%	0%			<i>Approved</i>
Votes	2	3	2	0	7	2.00	
<b>Resort Commercial</b>	38%	50%	12%	0%			<i>Approved</i>
Votes	3	4	1	0	8	1.75	

## Appendix B: Survey Results & Summary

### SUMMARY - FOX HOLLOW AREA

Character and Concerns	Importance				TOTAL Votes	Average Rating
	Extremely	Moderate	Slightly	None		
<b>N O N E</b> Expressed						

Land Use	Appropriate				TOTAL Votes	Average Rating	<b>APPROVAL</b>
	Extremely	Moderate	Slightly	Not			
<b>Sing. Fam. Residential High</b>	0%	38%	38%	24%			<i>Mostly Yes</i>
Votes	0	3	3	2	8	2.88	
<b>Sing. Fam. Residential Medium</b>	38%	12%	50%	0%			<i>Approved</i>
Votes	3	1	4	0	8	2.13	
<b>Sing. Fam. Residential Low</b>	12%	50%	26%	12%			<i>Approved</i>
Votes	1	4	2	1	8	2.38	
<b>Med. Density Multi-Family</b>	12%	76%	12%	0%			<i>Approved</i>
Votes	1	6	1	0	8	2.00	
<b>High Density Multi-Family</b>	0%	63%	25%	12%			<i>Approved</i>
Votes	0	5	2	1	8	2.5	
<b>Community Commercial</b>	22%	11%	22%	45%			<i>Mostly No</i>
Votes	2	1	2	4	9	2.89	
<b>Neighborhood Commercial</b>	22%	11%	22%	45%			<i>Mostly No</i>
Votes	2	1	2	4	9	2.89	
<b>Resort Commercial</b>	33%	11%	11%	44%			<i>Mostly Yes</i>
Votes	3	1	1	4	9	2.67	

# APPENDIX C: CHARRETTE SUMMARY

## Appendix C: Charrette Summary

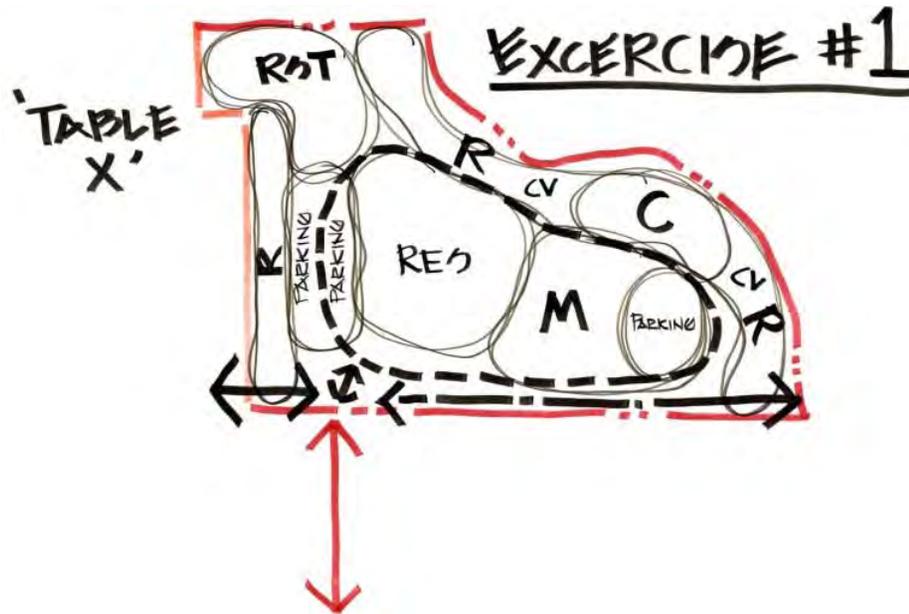
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The evening began with a short review of the project including the latest edition of the land use map. Introductions of key individuals were made including representatives from Idaho Timber followed by an introduction of the intent of the charrette, clarification of existing entitlements and instructions for charrette participants.

Participants broke into four groups occupying four tables. Each table had a base drawing of the Idaho Timber site along with trace paper, tape and markers. The planning staff and consultants acted as facilitators at each of the tables. The participants engaged in the following exercise:

- 1) Categorizing the site into the following general uses using bubbles allocating the approximate area that should be devoted to each.

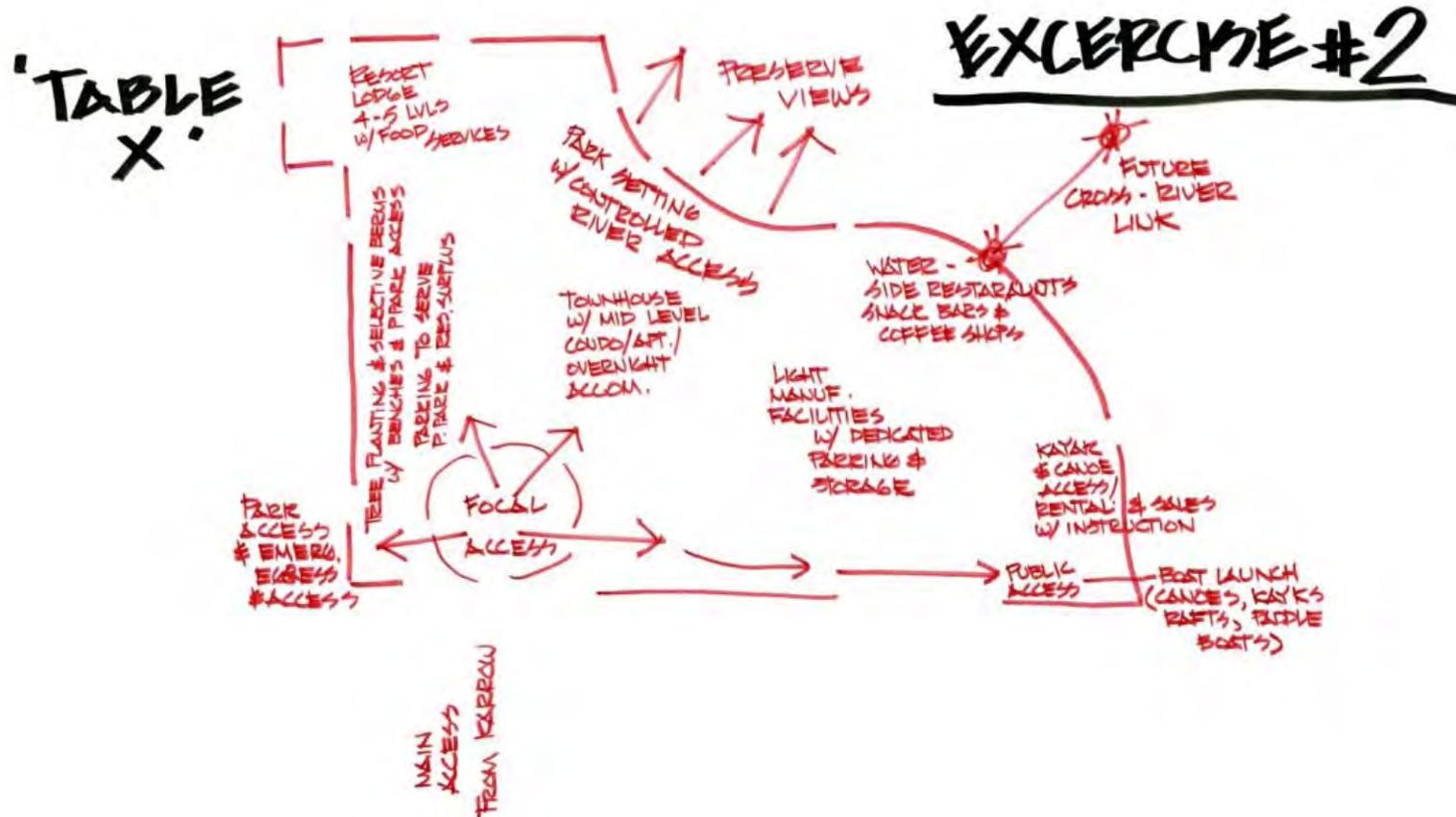
- Manufacturing (M)
- Recreational (R)
- Commercial (C)
- Residential (RES)
- Resort (RST)
- Conservation (CV)



Exercise One: Categorizing site into general land uses.

## Appendix C: Charrette Summary

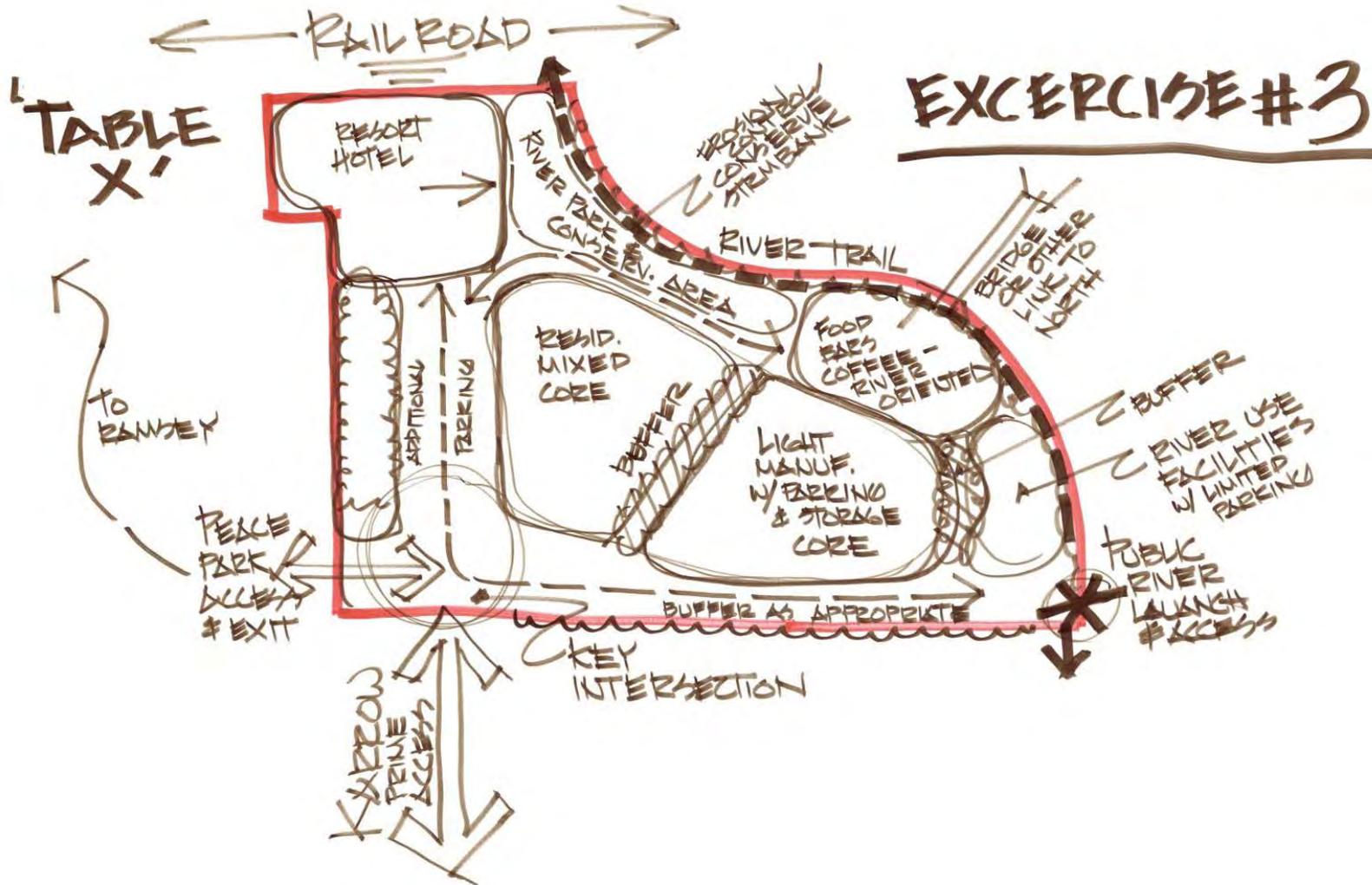
- 2) Brainstorming specific uses (i.e. trail, hotel, boat rentals, green manufacturing, high density residential, etc.) for each of the bubbled areas.



Exercise Two: Brainstorming specific land uses.

## Appendix C: Charrette Summary

- 3) Summarizing and refining specific uses and shapes of uses within the site limits, including relationships/links with surrounding uses.



Exercise Three: Refining and summarizing specific land uses with linkages to adjacent properties.

## Appendix C: Charrette Summary

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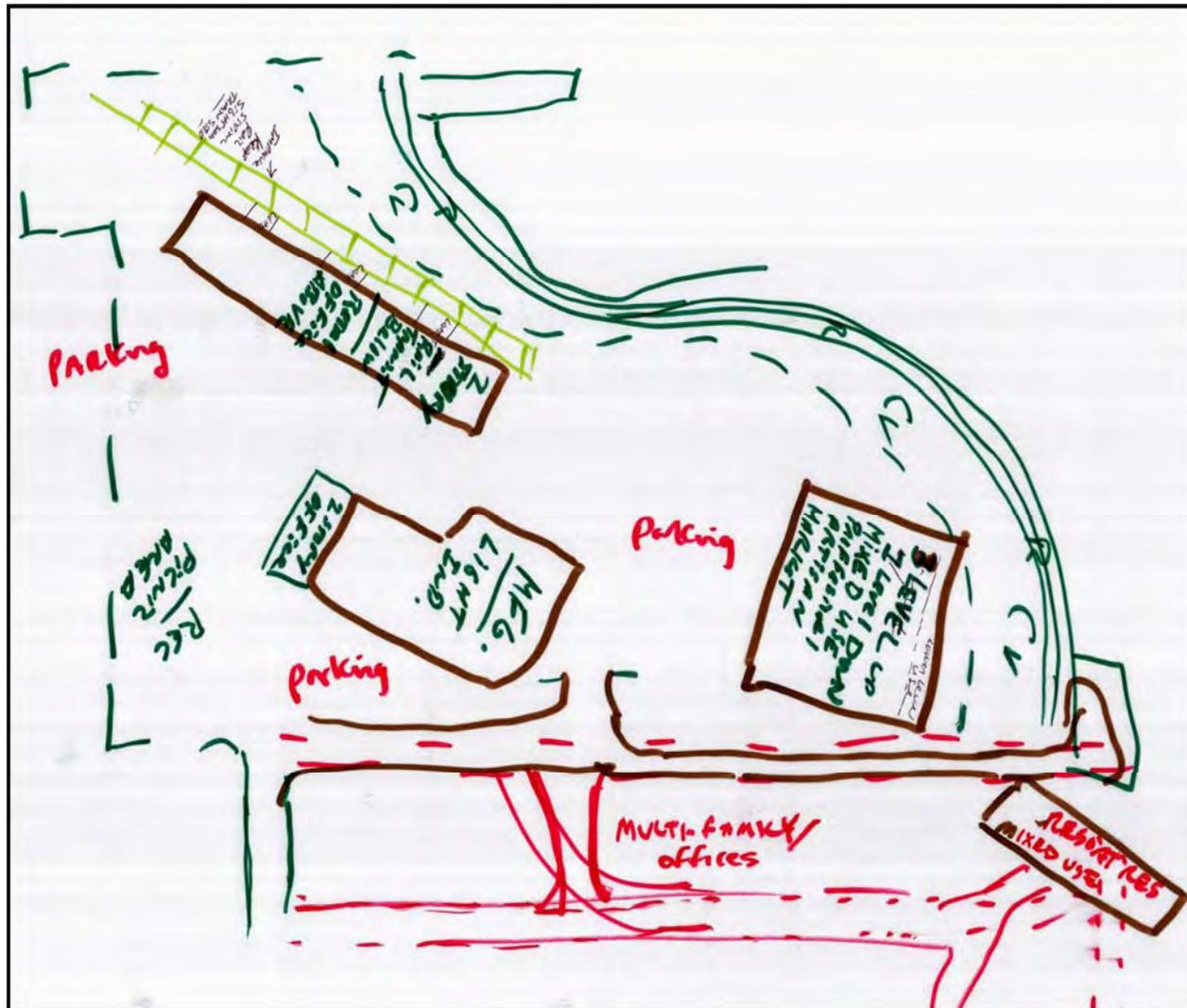
The following list of possible uses was given to each of the tables:

- Furniture Manufacture
- Kayak/Canoe Rental Sales
- Hotel/Restaurant Complex
- Green Building Component Manufacture
- Seafood/Specialty Restaurant
- River Trail, Residential
- Cottages/Cabins
- Athletic Field
- VoTech School
- Recreational Gear Fabrication/Manufacture
- Trader Joe Style Specialty Food Store
- Museum
- Mid-Rise Apartments or Condominiums Craft/Flea Market Facility
- High-Tech Electronic Manufacturing Business
- Streambank Restoration Interpretive/Conservation Area
- Offices, Sculpture/Art Foundry
- Low Income Housing
- Challenge Athletic Course
- Fairgrounds
- Marina
- Playground
- Memorial
- Transportation Terminal
- Truck Yard
- Municipal
- Pet Kennel and Care
- Equestrian Center
- Tavern, Club
- Casino/Hotel
- Satellite Fire Station
- Music Conservatory
- Townhomes
- Bistro/Coffee/Wine Shop
- Day Care Facility
- Church
- Senior's Housing
- Brewery
- Health Services
- Bakery
- Recording Studio
- Antique Restoration/Repair
- Park
- Arena Sport Complex
- Art Gallery(s)
- Private Grade School
- Youth Organization
- Single-Family Homes
- Parking Lot
- Transit Station
- Delicatessen
- Specialty Metal or Wood Fabrication
- Warehousing or Storage Units
- Laboratory
- Tourist Info Facility
- Farmers Market Site
- Modular Home Park
- Botanical Garden/Arboretum
- Salvage Yard
- Body and Paint Shop
- Boat Storage
- Truck or Equipment Sales
- RV Park
- Building Contractor Office and Storage
- Cottage Industry
- Snack Bar
- Night Club
- Health Food Store
- Research Facility
- Antique Mall
- Novelty Shop
- Discount Outlet
- Boat/Marine Dealership
- Recycling Center
- Swap Meet/Flea Market
- Resort Lodge
- Distribution Plant
- Wholesale Market
- Musical Instrument Manufacture
- Graphic Arts Shop
- Welding Shop
- Nursery

Finally, the charrette closed by giving Idaho Timber representatives a chance to address the entire group followed by a short presentation by Innovative Timber Systems, Inc. regarding their possible purchase and use of the property.



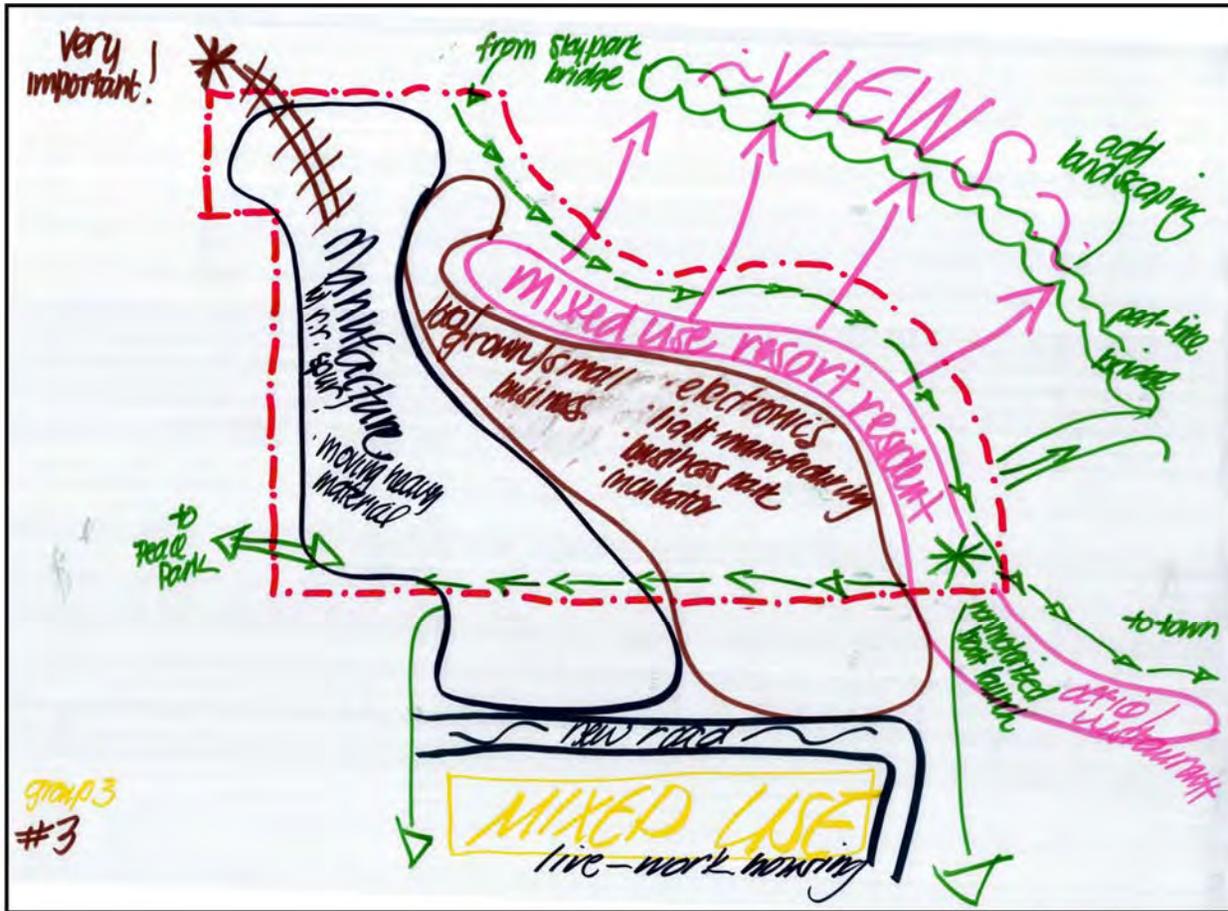
## Appendix C: Charrette Summary



### Key Ideas:

- Conservation area along river with a trail
- Provide access off Karrow Avenue
- Keep industrial building
- Offices with docks and view of the river
- Scenic railroad
  - Rail access on first floor
  - Retail/office with view of mountains on second floor
- Skating
- Multi-family housing with spur road
- Resort/mixed use along river

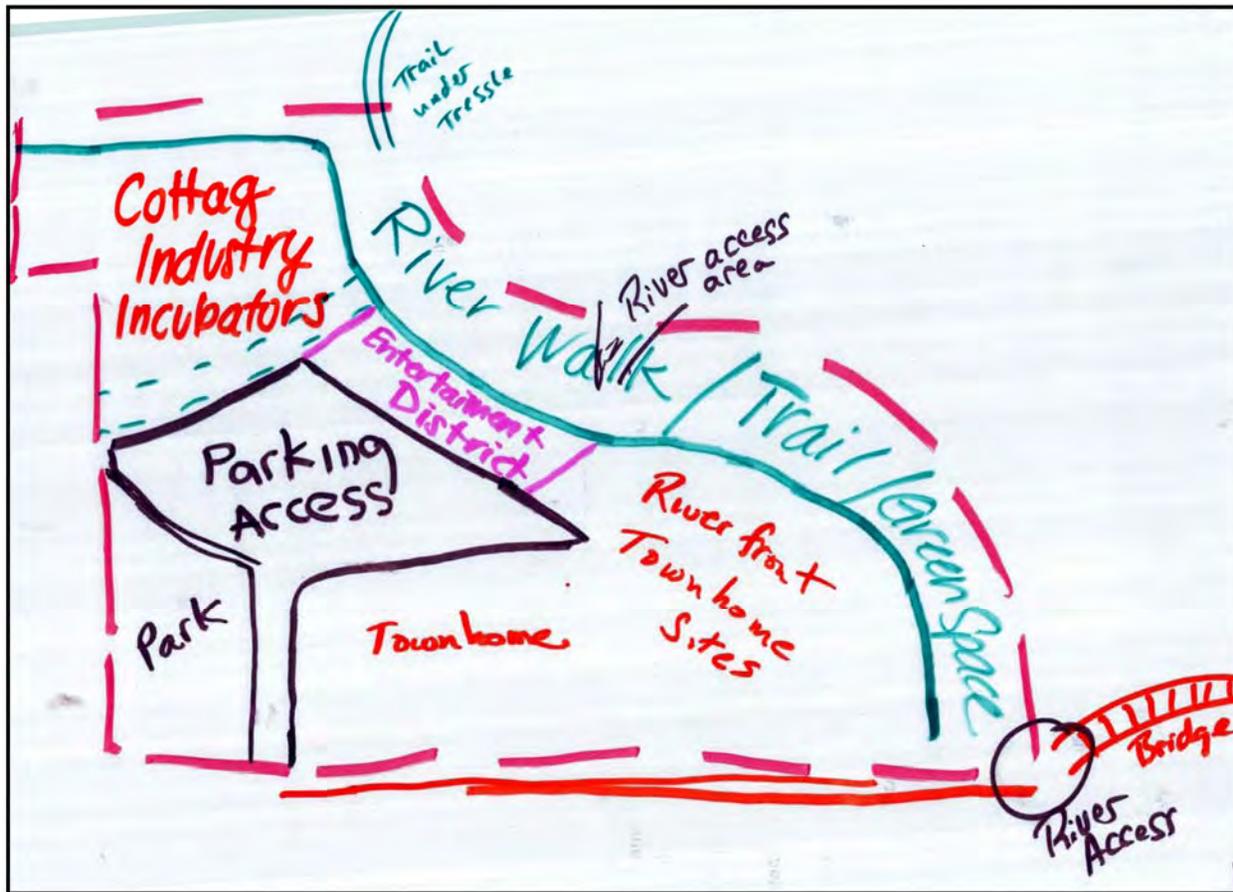
Group 2 Concept Development Plan



- Key Ideas:**
- Railroad spur with manufacturing
  - Mixed-use/resort uses along river maximizing views
  - Incubator for emerging businesses
  - Non-motorized boat launch
  - Mixed-use live-work housing

Group 3 Concept Development Plan

## Appendix C: Charrette Summary



### Key Ideas:

- River walk/trail system
  - Tie into railroad tracks and access Peace Park
- Light manufacturing by Peace Park
- Entertainment district for people living nearby or coming down the river walk
- Residential component
- Trail that loops under railroad tracks
- Additional river access sites

Group 4 Concept Development Plan

# APPENDIX D: PROPOSED SAMPLE ZONING DISTRICTS

## Appendix D: Proposed Sample Zoning Districts

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### Proposed New Sample Zoning Districts

Sample zoning district language is provided for Area B and for the Idaho Timber Site. As samples for potential new zoning, the actual language of any proposed new zoning would be given appropriate scrutiny, appropriate language modifications and have to be taken through public hearings before the Planning Board and City Council. Any new zoning would be subject to the protest provisions provided by state statute.

#### ARTICLE WT-3 SAMPLE NEIGHBORHOOD MIXED-USE TRANSITIONAL DISTRICT

The WT-3 District is intended for transitional development including high density residential, professional offices, light manufacturing, light assembly and ancillary services to provide a performance-based mixed-use environment with a recreational amenity, such as the Whitefish River, a community gateway, or adaptive use areas which are transitioning from their traditional uses and lots that primarily border either the Whitefish River or industrial zoned property. The boundary of this district is along the north side of Highway 93 from both sides of north Karrow Avenue to the Veteran's Bridge. This zoning classification is not intended for general application throughout the Whitefish area.

#### PERMITTED USES:

- \* Home occupations (see Special Provisions in section 11-3-13 of this title).
- \* Public utility buildings and facilities when necessary for serving the surrounding territory, excluding business offices and repair or storage facilities. A minimum of five feet of landscaped area shall surround such a building or structure.
- \* Publicly owned or operated buildings and uses.
- \* Open space for active or passive, public or private, outdoor space, including such uses as parks, plazas, greens, playgrounds, community gardens.
- \* Residential
  - o Class A manufactured homes.
  - o Daycare (registered home, 5 to 12 children).
  - o Guest and servant quarters.
  - o Single-family through fourplex dwelling units
- \* Sublots (see Special Provisions in subsection 11-3-14C of this title).

#### CONDITIONAL USES:

- \* Accessory apartments.
- \* Bed and breakfast establishments (see special provisions in section 11-3-4 of this title).
- \* Caretaker's unit.
- \* Churches or similar places of worship, including parish houses, parsonages, rectories, convents and dormitories.

## Appendix D: Proposed Sample Zoning Districts

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- \* Clubs, private and semiprivate recreational facilities.
- \* Daycare centers (more than 12 individuals).
- \* Dwelling groups or clusters.
- \* Guesthouses.
- \* Manufacturing, Artisan (see Special Provisions in section 11-3-38 of this title).
- \* Personal Services (ground level to street level only).
- \* Professional offices (ground level to street level only).
- \* Professional Artist Studio and Gallery (see Special Provisions in section 11-3-15)
- \* Public golf courses.
- \* Residential:
  - o Boarding houses.
  - o Fiveplex or larger multi-family dwelling units
- \* Hotels and motels and uses accessory thereto are permitted within a portion of the Whitefish River frontage area, said frontage area being a strip of land 300 feet wide and lying southwesterly of, and contiguous to, the requisite buffer and setback areas of the Whitefish River north of 1st Street. The width of this area may be modified by the Zoning Administrator if geotechnical analysis reveals the presence of unstable fill material along the bank of the Whitefish River.

### PROPERTY DEVELOPMENT STANDARDS:

The following property development standards shall apply to land and buildings within this district:

Bulk and scale:	All new structures with a building footprint of 3,500 square feet or greater, existing structures where an addition causes the total footprint to be 3,500 square feet or greater, and additions to structures where the footprint is already 3,500 square feet or greater, are subject to a conditional use permit pursuant to section 11-7-8 of this title.
Minimum district size:	n/a
Existing zoning requirements:	Applies only in zoning districts allowing residential density up to 10 dwelling units per acre.
Minimum lot area:	n/a
Minimum lot width:	n/a

## Appendix D: Proposed Sample Zoning Districts

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### Minimum yard spaces:

Front: 20 feet, except when fronting on a public right of way where there shall be a front yard setback of not less than 25 feet of landscaped green belt area. Sidewalks, vehicle access and parking may be allowed in this area up to a maximum of 40 percent of the green belt area.

Side: 10 feet for single-story, 15 feet for two-story

Rear: 20 feet, (refer to section 11-3-29).

Maximum height: 35 feet:

The maximum building height may be increased up to 42 feet as follows:

1. When the majority of the roof pitch is 7/12 or steeper; or
2. For mixed-use buildings.

Permitted lot coverage: 50% maximum.

Off-street parking: See Chapter 6 of this title.

1. Shared parking is allowed among different categories of uses or among uses with different hours of operation, but not both.
2. If a non-residential and a residential use share off-street parking, the parking requirement for the residential use may be reduced by up to 50%, provided that the reduction does not exceed the minimum parking requirement for the office use.
3. Applicants must provide a shared parking agreement executed by the parties establishing the shared parking spaces. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. If the agreement is no longer in force, then parking must be provided as otherwise required by Chapter 6 of this title.
4. Shared parking may be located within 300 feet of the site.
5. Required accessible parking spaces (for persons with disabilities) may not be shared and must be located on site.

Hours of operation: 7 am to 8 pm for non-residential uses if within 100 feet of a residential use.

## Appendix D: Proposed Sample Zoning Districts

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- Accessory buildings: Accessory buildings conforming to the definition in section 11-9-2 of this title are allowed subject to the standards set forth in section 11-3-2 of this title. Accessory buildings with footprints not exceeding 600 square feet shall be set back a minimum of 6 feet from side and rear property lines that do not border a street, lake, any intermittent or perennial stream, or the front one-half of any adjoining lot. Setbacks for accessory buildings with footprints exceeding 600 square feet shall be the same as those for the principal structure.
- Landscaping: See Chapter 4 of this title (single-family uses exempted).

### DEFINITIONS:

MANUFACTURING, ARTISAN - Production of goods by the use of hand tools or small-scale, light mechanical equipment occurring solely within an enclosed building where such production requires screened outdoor operations or storage, and where the production, operations, and storage of materials related to production occupy no more than 3,500 square feet of gross floor area. Typical uses have negligible negative impact on surrounding properties and include woodworking and cabinet shops, ceramic studios, jewelry manufacturing and similar types of arts and crafts, or food processing.

MIXED-USE ENVIRONMENT (performance based) – Neighborhoods where different types of land uses such as residential, office, or institutional are in close proximity.

MIXED-USE BUILDING - A building that houses residential uses in combination with non-residential uses.

## Appendix D: Proposed Sample Zoning Districts

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### ARTICLE SAMPLE WI-T INDUSTRIAL TRANSITIONAL DISTRICT

The WI-T District is intended to allow for the gradual transition on vacant or underutilized sites that were traditionally used for heavy manufacturing to adaptive, clean industries and business incubators. These sites are generally proximate to the downtown, have existing high capacity utility services and existing multi-modal transportation opportunities such as rail and highway access.

#### PERMITTED USES:

- \* Light industrial manufacturing, fabricating, processing, repairing, packing or storing facilities.
- \* Parcel delivery services.
- \* Janitorial services.
- \* Wireless transmission facility.
- \* Public utility buildings and facilities when necessary for serving the surrounding territory, excluding business offices and repair or storage facilities. A minimum of five feet of landscaped area shall surround such a building or structure.
- \* Building supply outlets.
- \* Warehousing.
- \* Publicly owned or operated buildings.
- \* Open space for active or passive, public or private, outdoor space, including such uses as parks, plazas, greens, playgrounds, community gardens.
- \* Live/work units
  - o The exterior design of live/work buildings shall be compatible with the exterior design of commercial, industrial, and residential buildings in the area, while remaining consistent with the predominant workspace character of live/work buildings.
- \* Professional offices (ground level to street level only).
- \* Private railway cars with living accommodations are allowed to park on rail lines for up to 30 days in a calendar year, but cannot be used for short term rentals.

#### CONDITIONAL USES:

- \* Manufacturing, Artisan (see Special Provisions in section 11-3-38 of this title).
- \* Bed and breakfast establishments (see Special Provisions in section 11-3-4 of this title).
- \* Any use allowed as a permitted use under the WI District.
- \* Business incubator

## Appendix D: Proposed Sample Zoning Districts

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- Inside a business incubator facility, the following uses are permitted not to exceed 3,600 square feet of floor area:
  - Computer software
  - Services/professional
  - Manufacturing
  - Internet
  - Biosciences/life sciences
  - Electronics/microelectronics
  - Telecommunications
  - Computer hardware
  - Medical devices
  - Creative industries
  - eBusiness and eCommerce
  - Wireless technology
  - Healthcare technology
  - Advanced materials
  - Defense/homeland security
  - Energy
  - Environment/clean technologies
  - Media
  - Nanotechnology
  - Construction
  - Arts
  - Aerospace
  - Kitchen/food
  - Wood/forestry
  - Tourism
- \* Coffee shops and sandwich shops (no “formula” businesses)
- \* Nursing and retirements homes, personal care facilities, community residential facilities, types I and II
- \* Research facilities.
- \* Contractors' yards.

## Appendix D: Proposed Sample Zoning Districts

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- \* Petroleum products, wholesale.
- \* Heavy equipment sales, rental and service.
- \* Colleges, business and trade schools.
- \* Grocery stores (less than 5,000 square feet of enclosed gross floor area per lot of record).
- \* Microbreweries and microdistilleries.

### DEFINITIONS:

**BUSINESS INCUBATORS** – Facilities that are dedicated to start up and early-stage companies. Business incubators integrate into the community in a number of ways and help startup companies:

- Help with business basics.
- Networking activities.
- Marketing assistance.
- High-speed Internet access.
- Help with accounting/financial management.
- Access to bank loans, loan funds and guarantee programs.
- Help with presentation skills.
- Links to higher education resources.
- Links to strategic partners.
- Access to angel investors or venture capital.
- Comprehensive business training programs.
- Advisory boards and mentors.
- Management team identification.
- Help with business etiquette.
- Technology commercialization assistance.
- Help with regulatory compliance.
- Intellectual property management.

## Appendix D: Proposed Sample Zoning Districts

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COFFEE SHOPS/SANDWICH SHOPS – Facilities serving non-alcoholic beverages, pastries, and/or breakfast and lunch with no more than 2,000 square feet of gross floor area.

LIVE/WORK UNIT - A structure or portion of a structure:

- (a) That combines a permitted or conditional use allowed in the zone with a residential living space for the owner of the permitted or conditional use or the owner's employee; and
- (b) Where the resident owner or employee of the business is responsible for the commercial or manufacturing activity performed.

RESEARCH FACILITIES - A laboratory facility that is primarily used for scientific research. This use can include the design, development, and testing of biological, chemical, electrical, magnetic, mechanical, and/or optical components in advance of product manufacturing. This use does not involve the fabrication, mass manufacture, or processing of the products.

### Special Provisions

#### 11-3-38 ARTISAN MANUFACTURING:

- A. Hours of operation for activities or services open to the public shall be limited to 8 am to 8 pm.
- B. Uses that create excessive, objectionable byproducts such as dirt, glare, heat, odor, smoke, waste material, dust, gas, atmospheric pollutants, noise or that have the potential for increased danger to life and property by reason of fire, explosion or other physical hazards are prohibited.
- C. Shipping and receiving shall be limited to 7 am to 7 pm except for rail-related shipments.
- D. All outdoor storage shall be enclosed and screened from adjacent properties and public streets.
- E. All outdoor seating and outdoor display shall be screened from adjacent residential uses by fencing or landscaping.
- F. All outdoor lighting shall be compliant with 11-3-25: OUTDOOR LIGHTING STANDARDS.
- G. No more than 40% of gross floor area shall be used for accessory retail sales, no more than 49% of the gross floor area shall be used for food and beverage consumption (outdoor seating areas not included in calculation).