

An aerial photograph of the Whitefish downtown business district. The image shows a river flowing through the center, with a multi-lane road crossing it. To the left, there are railroad tracks with several freight trains. The downtown area is filled with various buildings, including commercial structures and residential houses. The surrounding landscape is green and hilly.

Whitefish Downtown Business District Master Plan Update

City Council Recommended Refinements

Public Mtg. January 14, 2014

Agenda

1. Review November Meeting Results
2. Master Plan Document Summary
3. Implementation Strategy
4. Next Steps

Process & Schedule

1 Transportation Framework

- 1.1 Update the Auto/Truck Framework
- 1.2 Update the Pedestrian Framework
- 1.3 Update the Bicycle Framework

2 Implementation Framework

- 3.3 Anchor Retail Concept

3 Executive Summary

- 4.4 Build-Out Executive Summary

4 City Hall Design Analysis

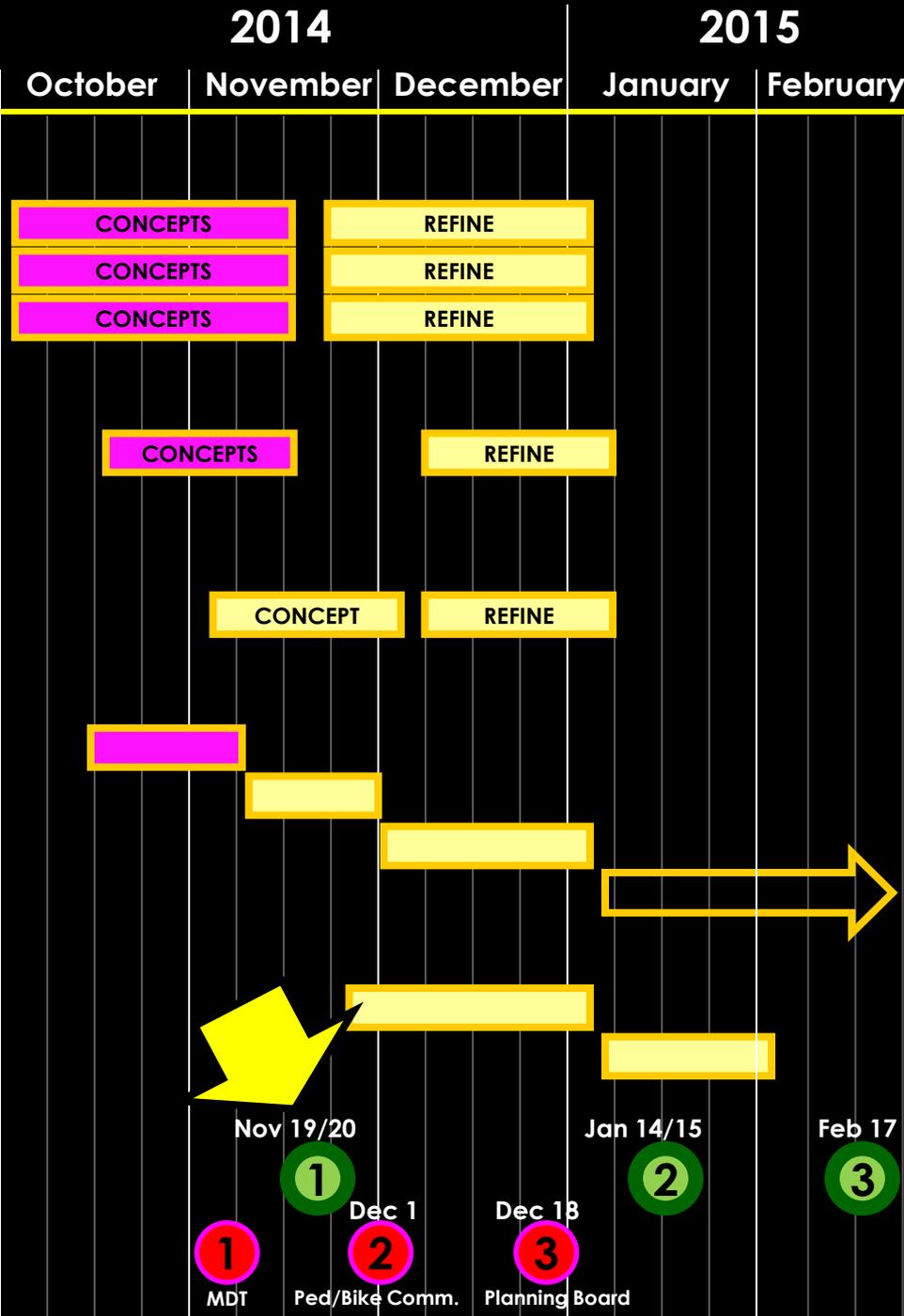
- 5.1 Conceptual Plans
- 5.2 Schematic Plans and Elevations
- 5.3 Design Development Plans and Elevations
- 5.4 Contract Documents

5 Master Plan Document

- 6.1 Prepare Draft Master Plan
- 6.2 Prepare Final Master Plan

6 Meetings

- Committees, Public Council, Stakeholders
- Conference Calls (As Required)



Response Sheet

Whitefish Downtown Master Plan Refinement Stakeholders and Public Meeting

November 19 and 20, 2013

IDENTIFY YOUR PREFERENCE

FUNDAMENTAL CONCEPT

YES NO OTHER

BICYCLE FRAMEWORK

YES NO OTHER

WHITEFISH PROMENADE (SPOKANE AVENUE SEGMENT)

PICK ONE

ALTERNATIVE 1
2010 Urban Corridor Study—
Contra-Flow with Bike Lanes

ALTERNATIVE 2
Contra-Flow with
Protected Bikeway

ALTERNATIVE 3
Two Lane with
Protected Bikeway

WHITEFISH PROMENADE (BAKER VIADUCT)

PICK ONE

ALTERNATIVE 1
Widen Sidewalk with Concrete
Barrier

ALTERNATIVE 2
Widened Sidewalk with Barrier
Planters, and Decorative Lighting

SHOPPING EMPHASIS FRAMEWORK

YES NO OTHER

1ST STREET SHOPPING EMPHASIS IMPROVEMENTS

PICK ONE

ALTERNATIVE 1
Sidewalk Enhancements Only

ALTERNATIVE 2
Sidewalk Enhancements &
Widened Travel Lanes

ALTERNATIVE 3
Sidewalk Enhancements,
Widened Travel Lanes &
Angled Parking

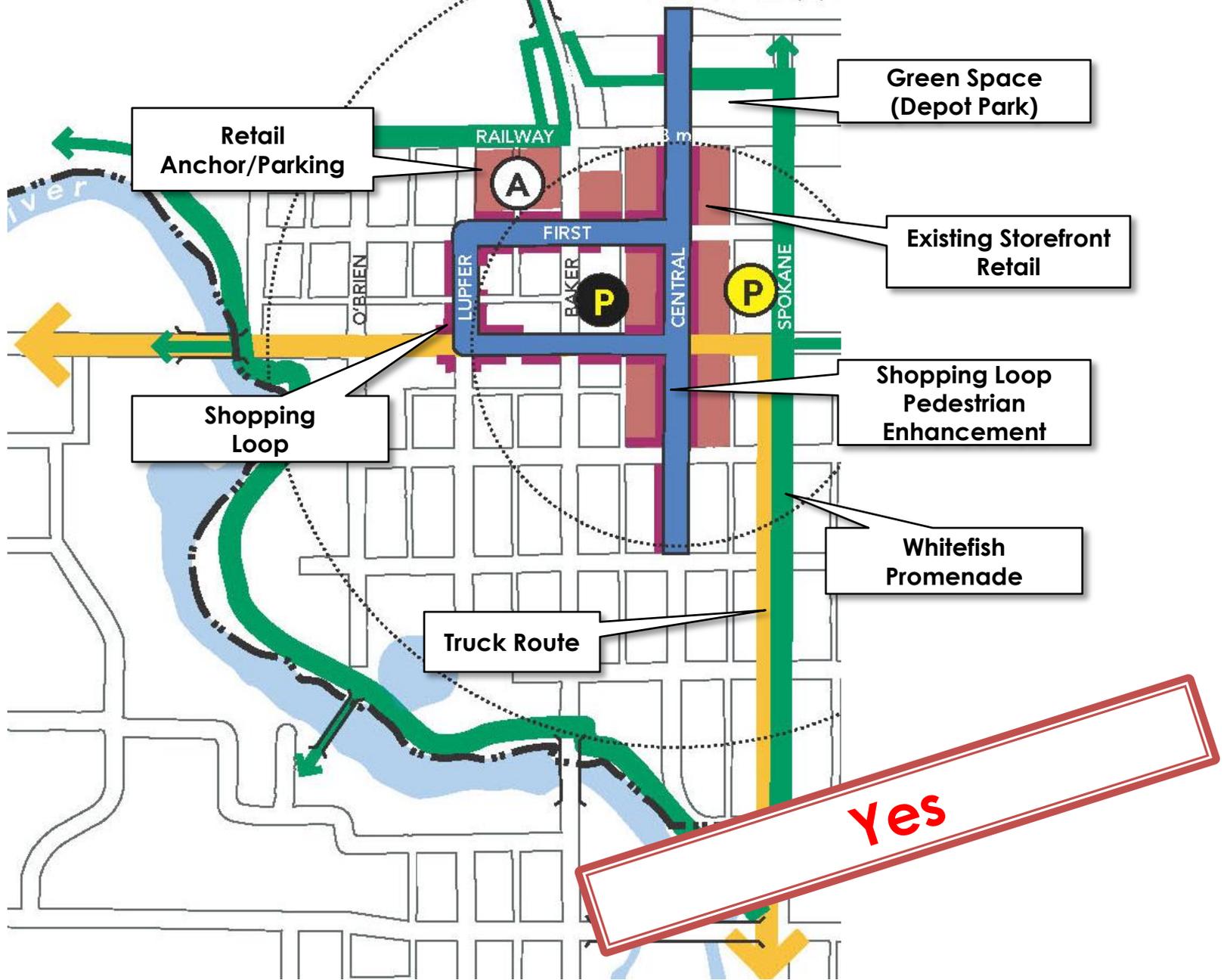
RETAIL FRAMEWORK

YES NO OTHER

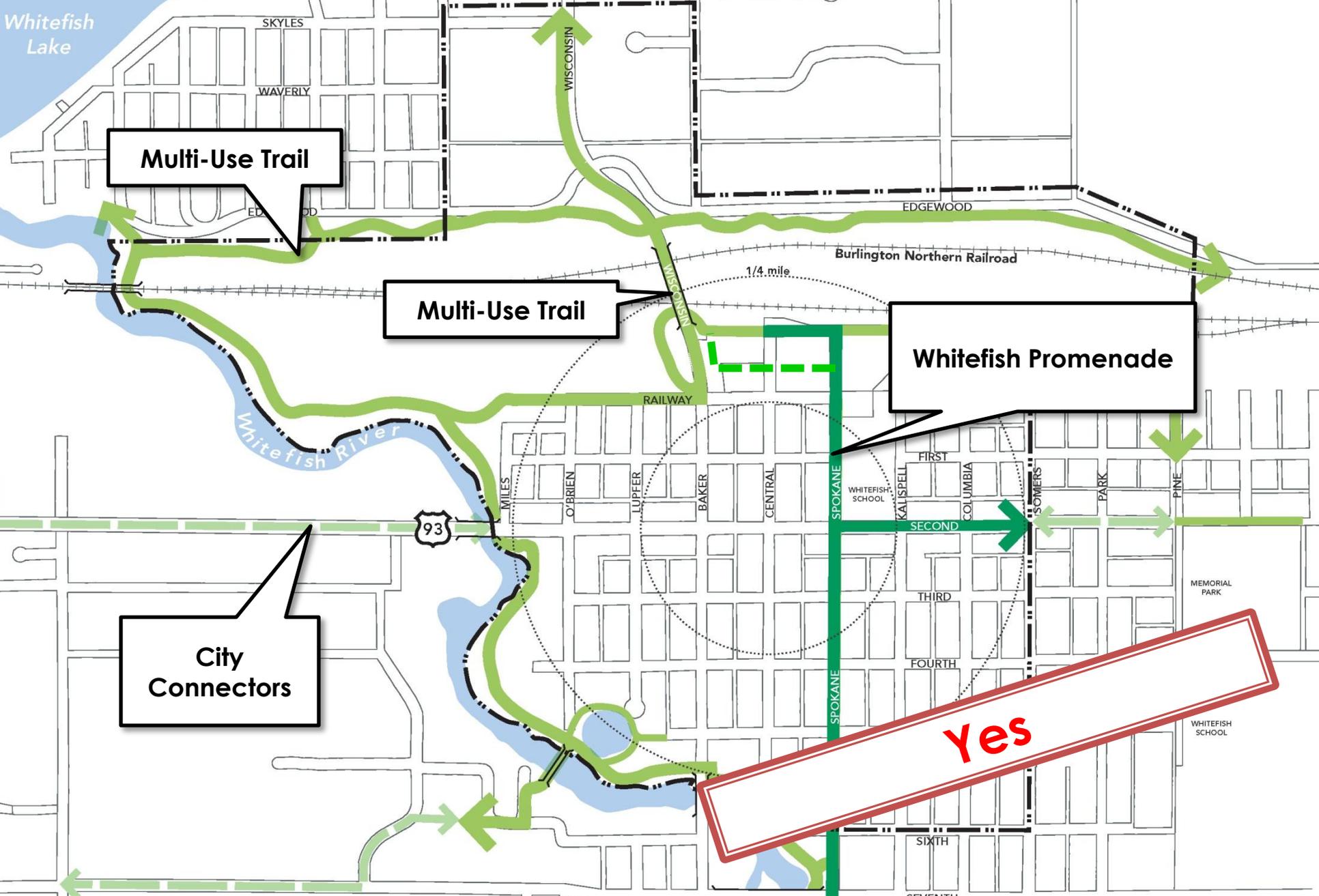
COMMENTS: Please write your comments below—for additional comments use back of sheet

Response Sheet Results- 11/19/2014

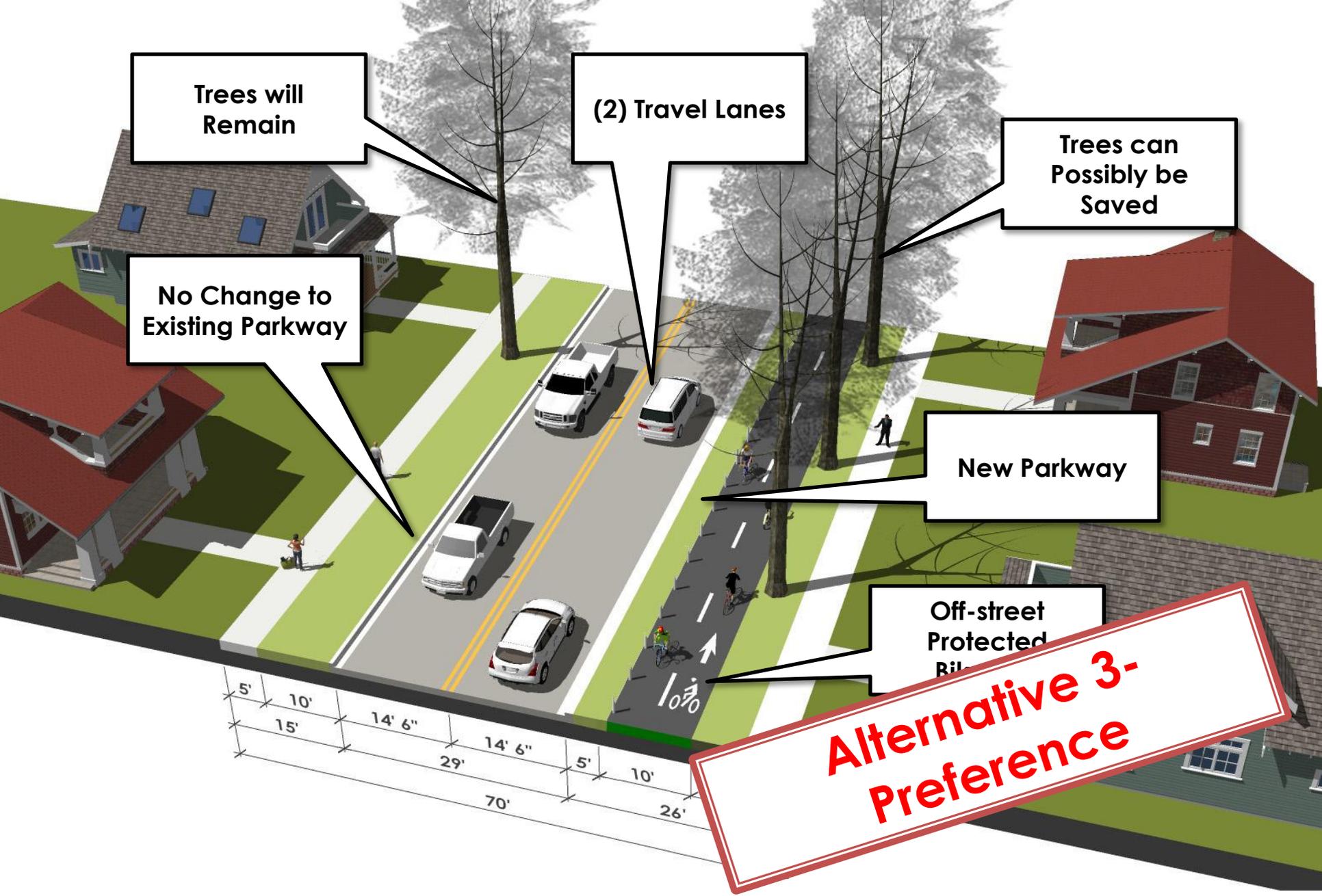
Fundamental Concept-	<u>Yes</u> 35	No 1	Other 1
Bicycle Framework-	<u>Yes</u> 34	No 0	Other 5
Whitefish Promenade- (Spokane Ave Segment)	<u>Alt. 1</u> 1	Alt.2 2	<u>Alt.3</u> 34
Whitefish Promenade- (Baker Viaduct)	<u>Alt. 1</u> 5	<u>Alt.2</u> 33	
Shopping Emphasis Framework-	<u>Yes</u> 33	No 2	Other 3
First Street Improvements-	<u>Alt. 1</u> 1	Alt.2 8	<u>Alt.3</u> 29
Retail Framework-	<u>Yes</u> 33	No 3	Other 2



Fundamental Concept



Bicycle Framework— 2014 (Proposed)



Trees will Remain

(2) Travel Lanes

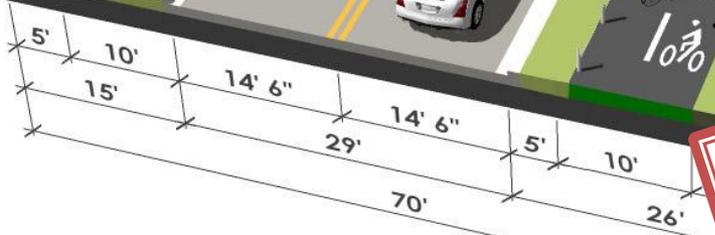
Trees can Possibly be Saved

No Change to Existing Parkway

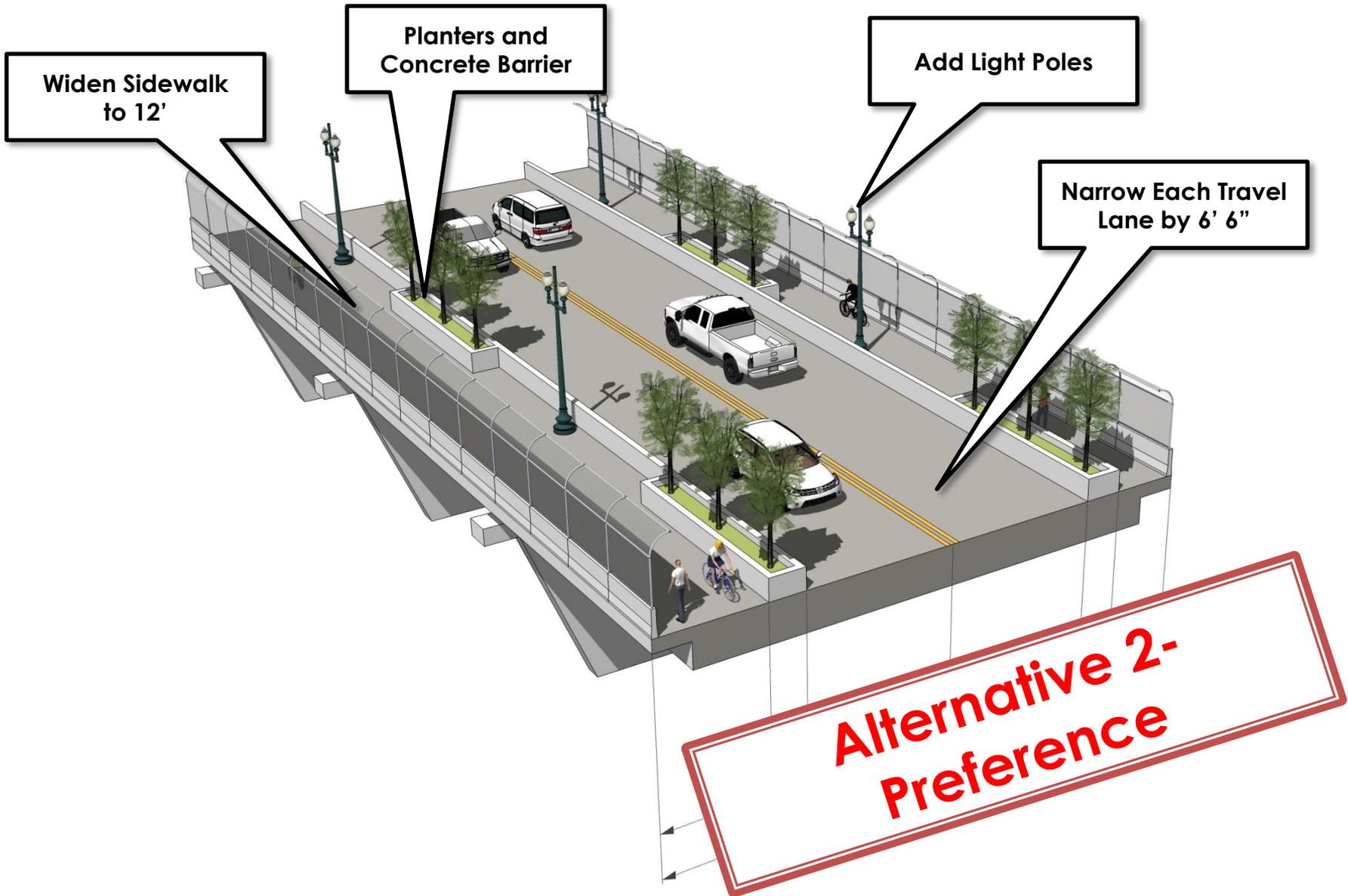
New Parkway

Off-street Protected Bikeway

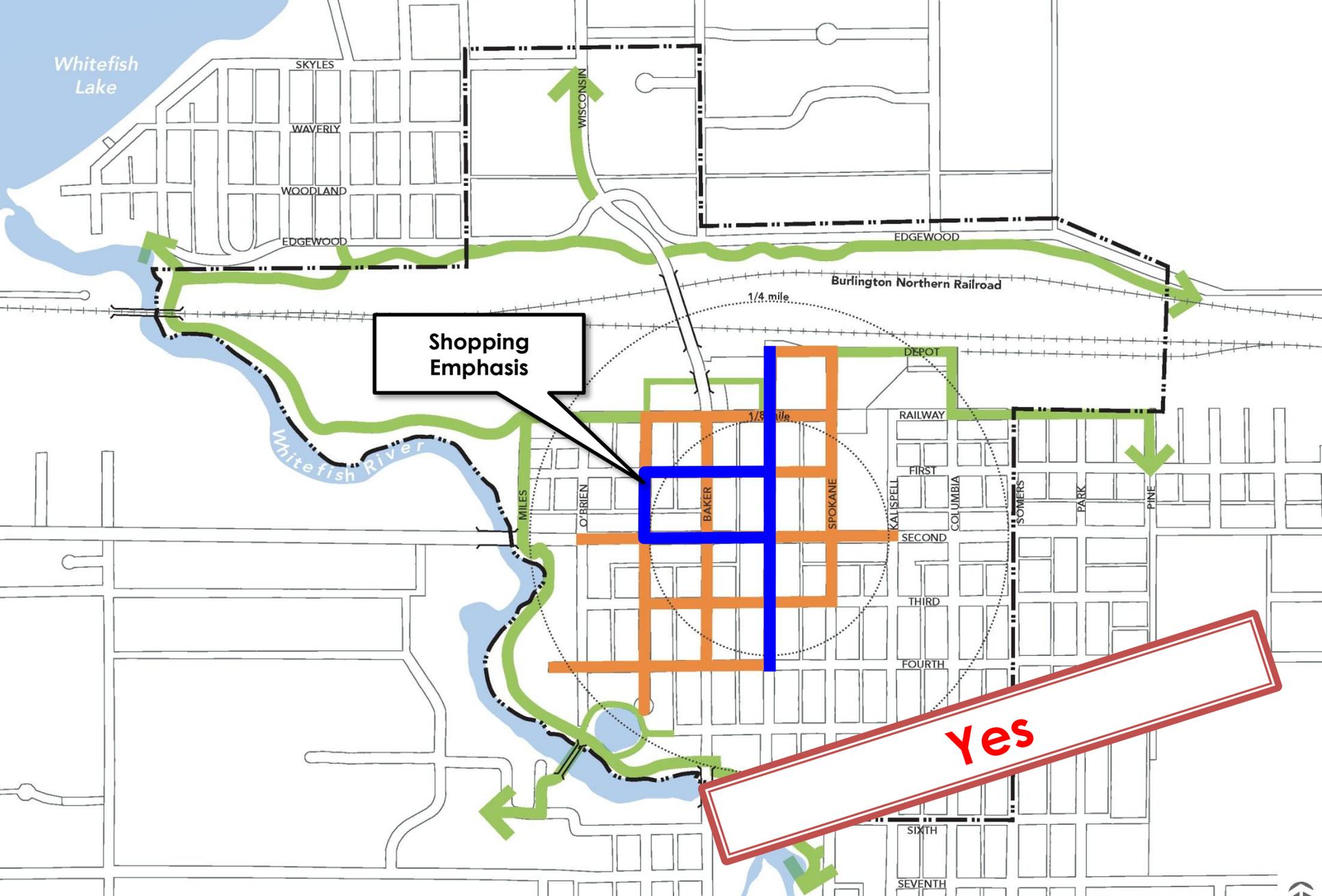
Alternative 3-Preference



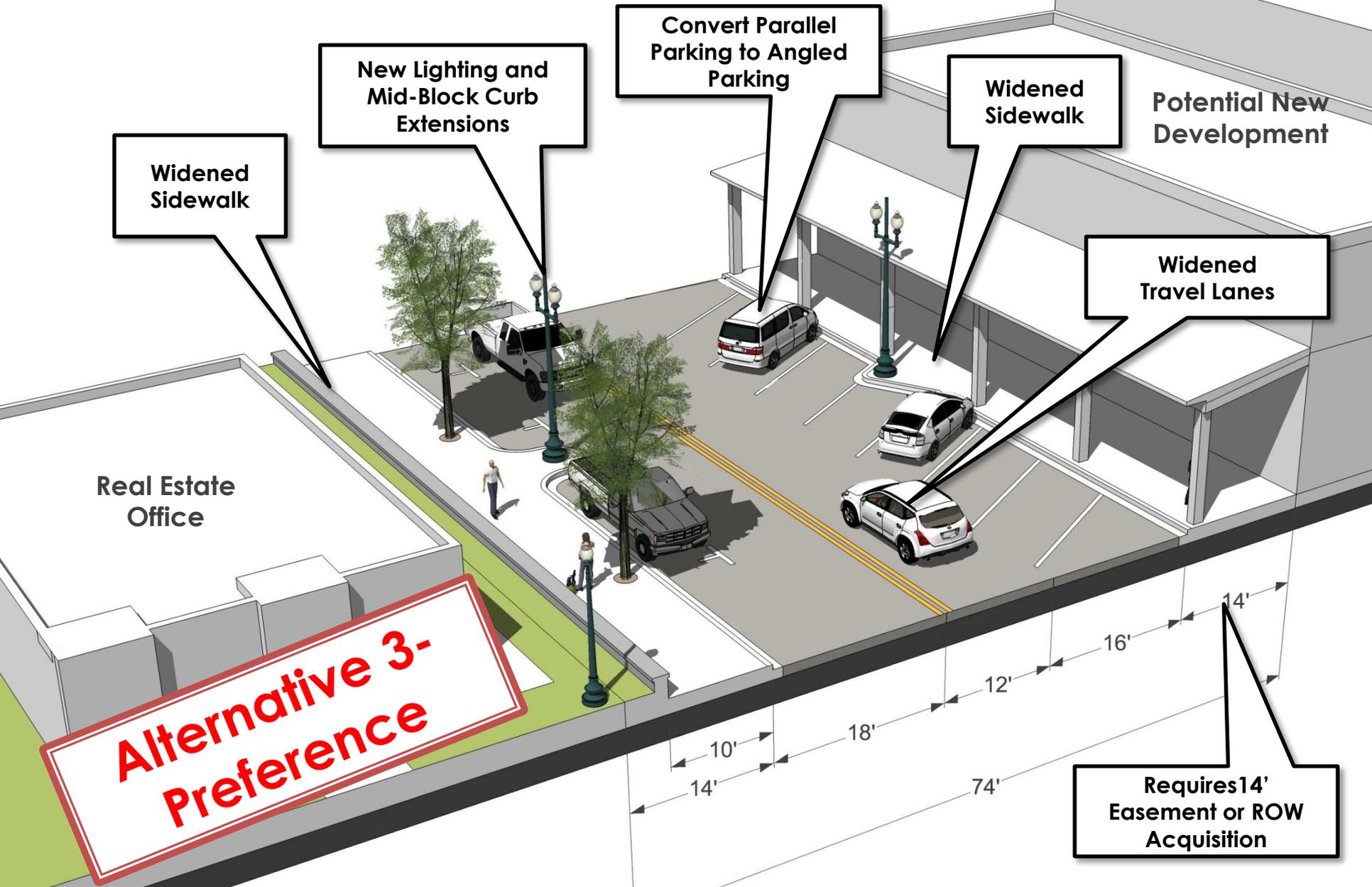
Whitefish Promenade - Two Lane with Protected Bikeway



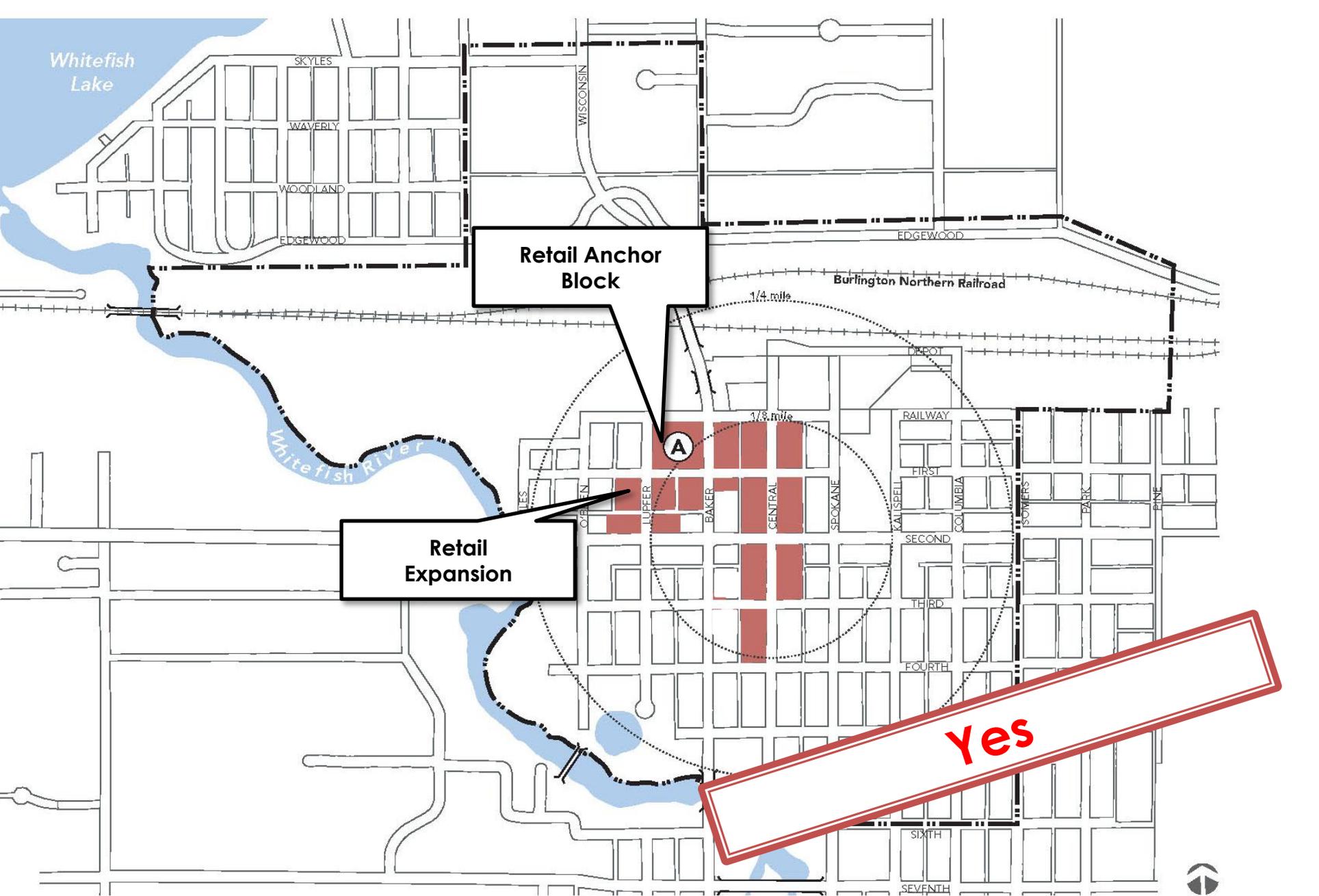
Whitefish Promenade (Baker Viaduct)



Shopping Emphasis Framework



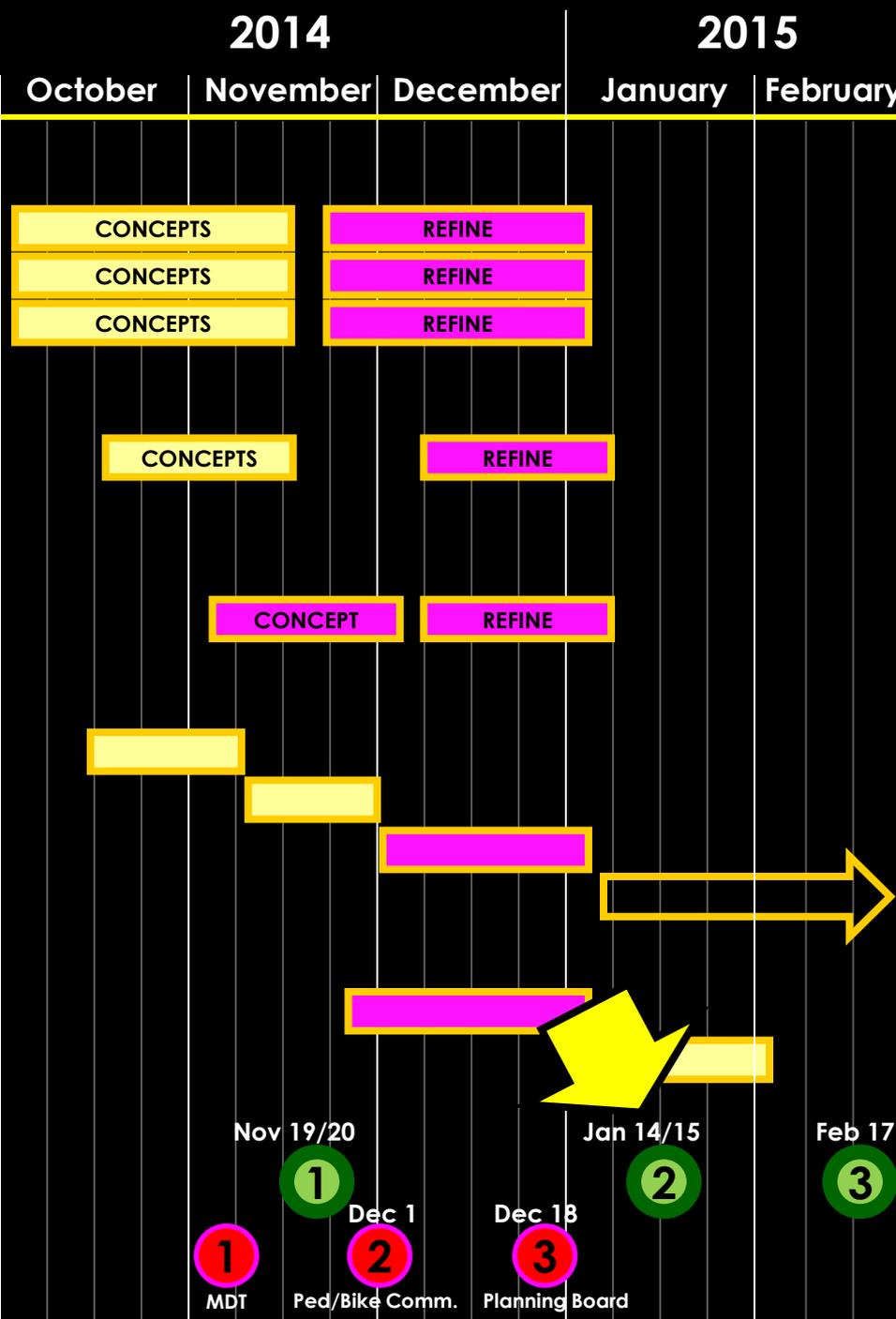
First Street Shopping Emphasis- Sidewalk Enhancements & Widened Travel Lanes & Angled Parking



Retail Framework

Process & Schedule

- 1 Transportation Framework**
 - 1.1 Update the Auto/Truck Framework
 - 1.2 Update the Pedestrian Framework
 - 1.3 Update the Bicycle Framework
- 2 Implementation Framework**
 - 3.3 Anchor Retail Concept
- 3 Executive Summary**
 - 4.4 Build-Out Executive Summary
- 4 City Hall Design Analysis**
 - 5.1 Conceptual Plans
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 - 5.4 Contract Documents
- 5 Master Plan Document**
 - 6.1 Prepare Draft Master Plan
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- 6 Meetings**
 - Committees, Public Council, Stakeholders
 - Conference Calls (As Required)



WHITEFISH DOWNTOWN BUSINESS DISTRICT MASTER PLAN

DISCUSSION DRAFT (01-06-14)



Master Plan Document

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IMPLEMENTATION FRAMEWORK

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EXECUTIVE SUMMARY

Fundamental Concept Diagram



LEGEND

- Storefront Retail
- Wisconsin Commercial
- Shopping Loop
- Shopping Loop Pedestrian Enhancements
- Whitefish Promenade
- Baker Contra-Flow
- P Essential Parking Lot (Railway & Spokane)
- P Essential Parking Structure (City Hall)
- A Retail Anchor

Fundamental Concept

Capacity Diagram

Retail: 200,000 Square Feet
Residential: 65 Units
Retail Supporting Parking: 420 Spaces



LEGEND

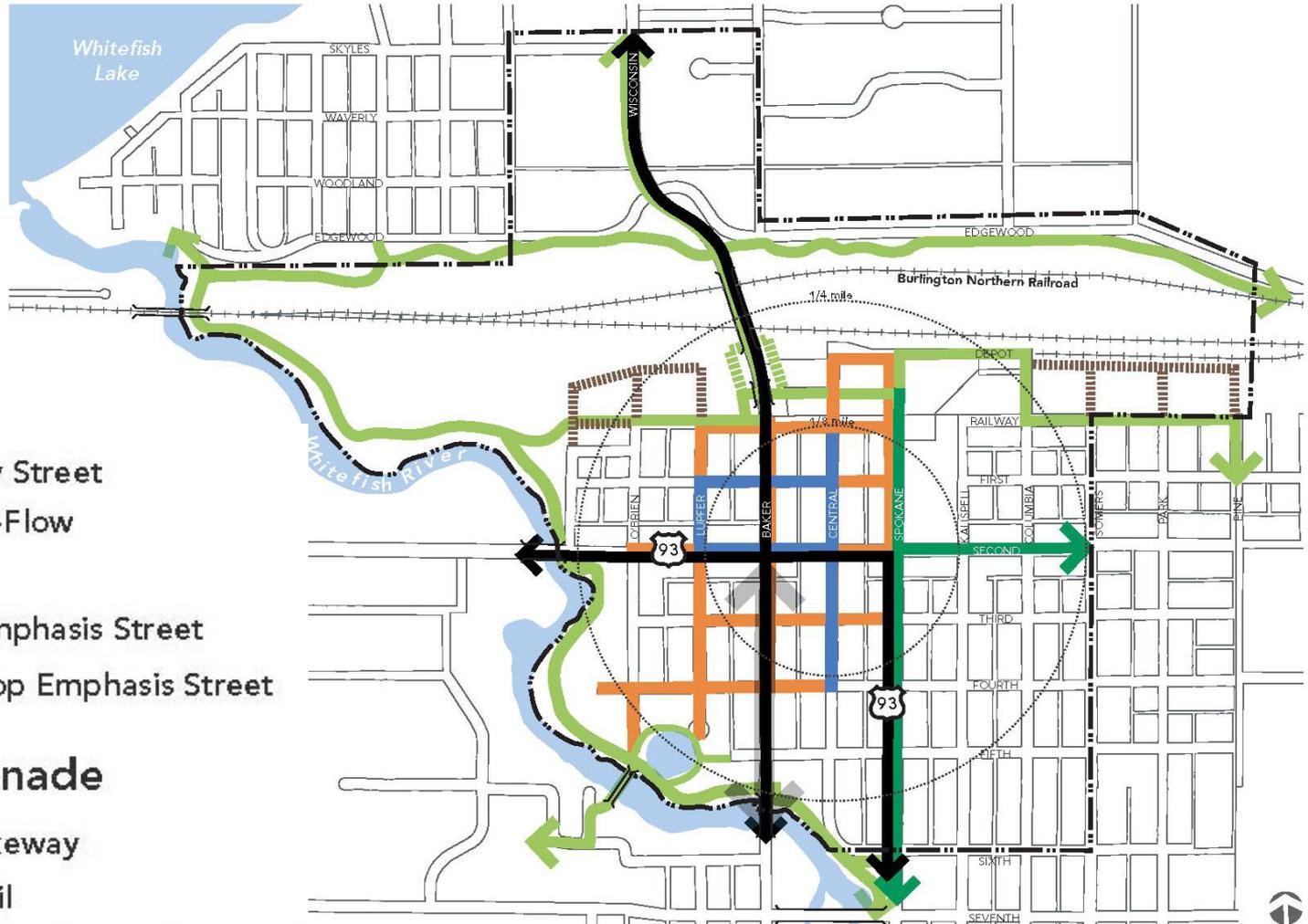
- New Development
- Existing Development
- Parks/Open Space
- P Retail Supporting Parking Structures

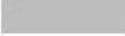
Capacity Diagram



TRANSPORTATION FRAMEWORK

Transportation Framework



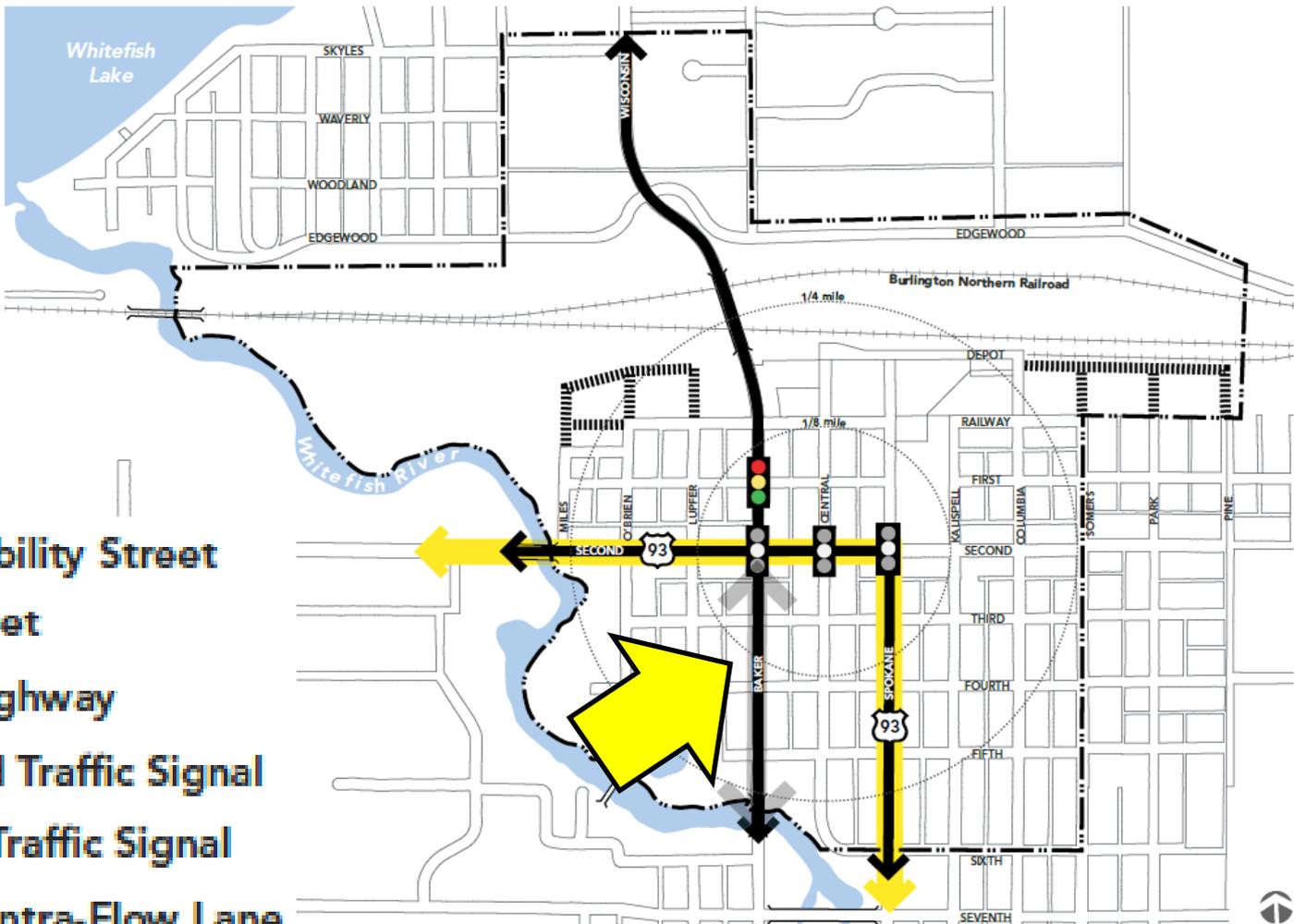
-  Auto Mobility Street
-  Baker Contra-Flow
-  New Street
-  Pedestrian Emphasis Street
-  Shopping Loop Emphasis Street

Whitefish Promenade

-  Protected Bikeway
-  Multi-Use Trail
-  Multi-Use Trail (Interim Alignment)

Transportation Framework

Auto and Truck Elements



-  **Auto Mobility Street**
-  **New Street**
-  **Urban Highway**
-  **Proposed Traffic Signal**
-  **Existing Traffic Signal**
-  **Baker Contra-Flow Lane**

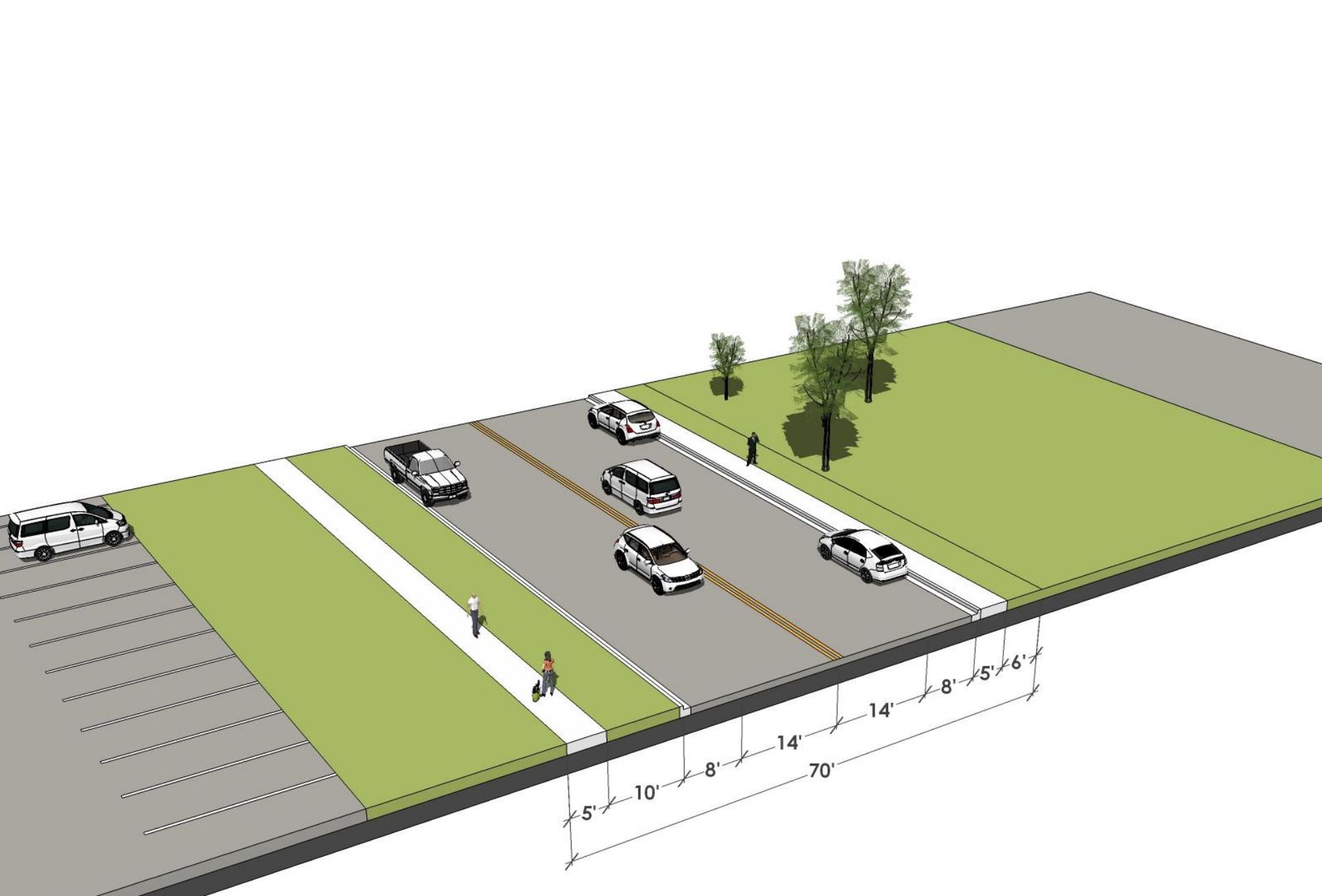
Auto Mobility Streets



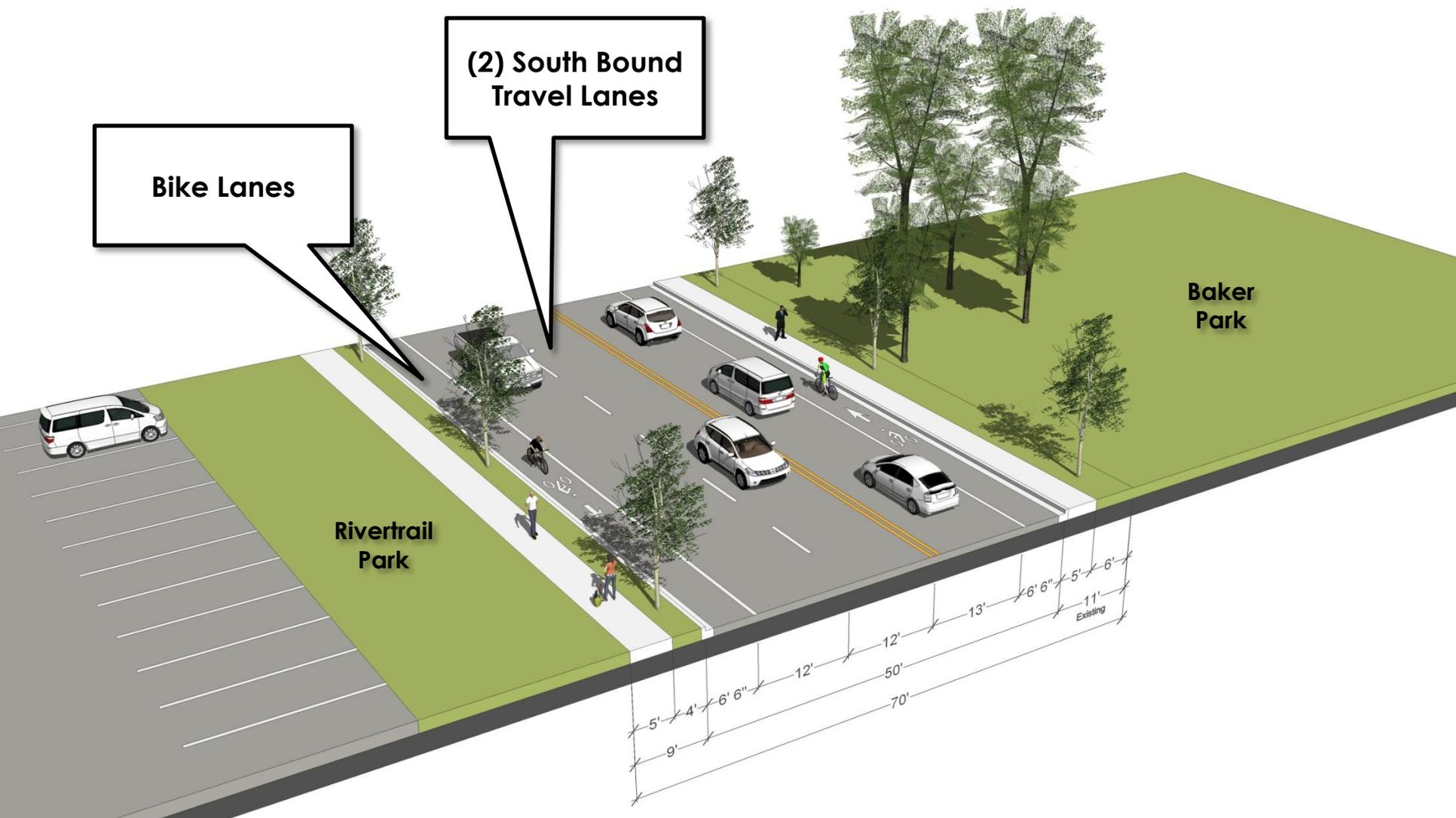
Baker Existing — Second to Third



Baker Contra-Flow — Second to Third

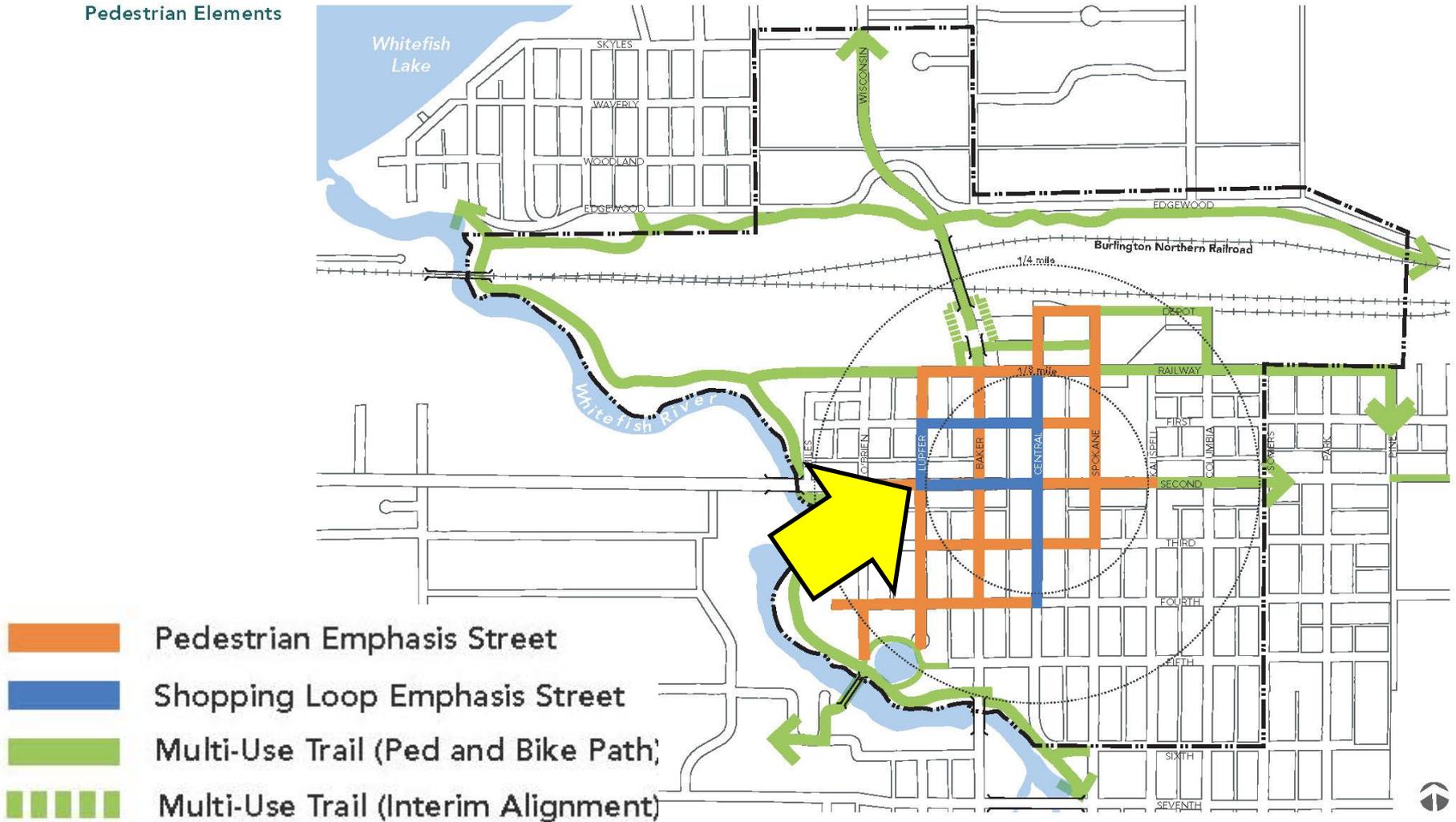


Baker Existing — Third to Whitefish River



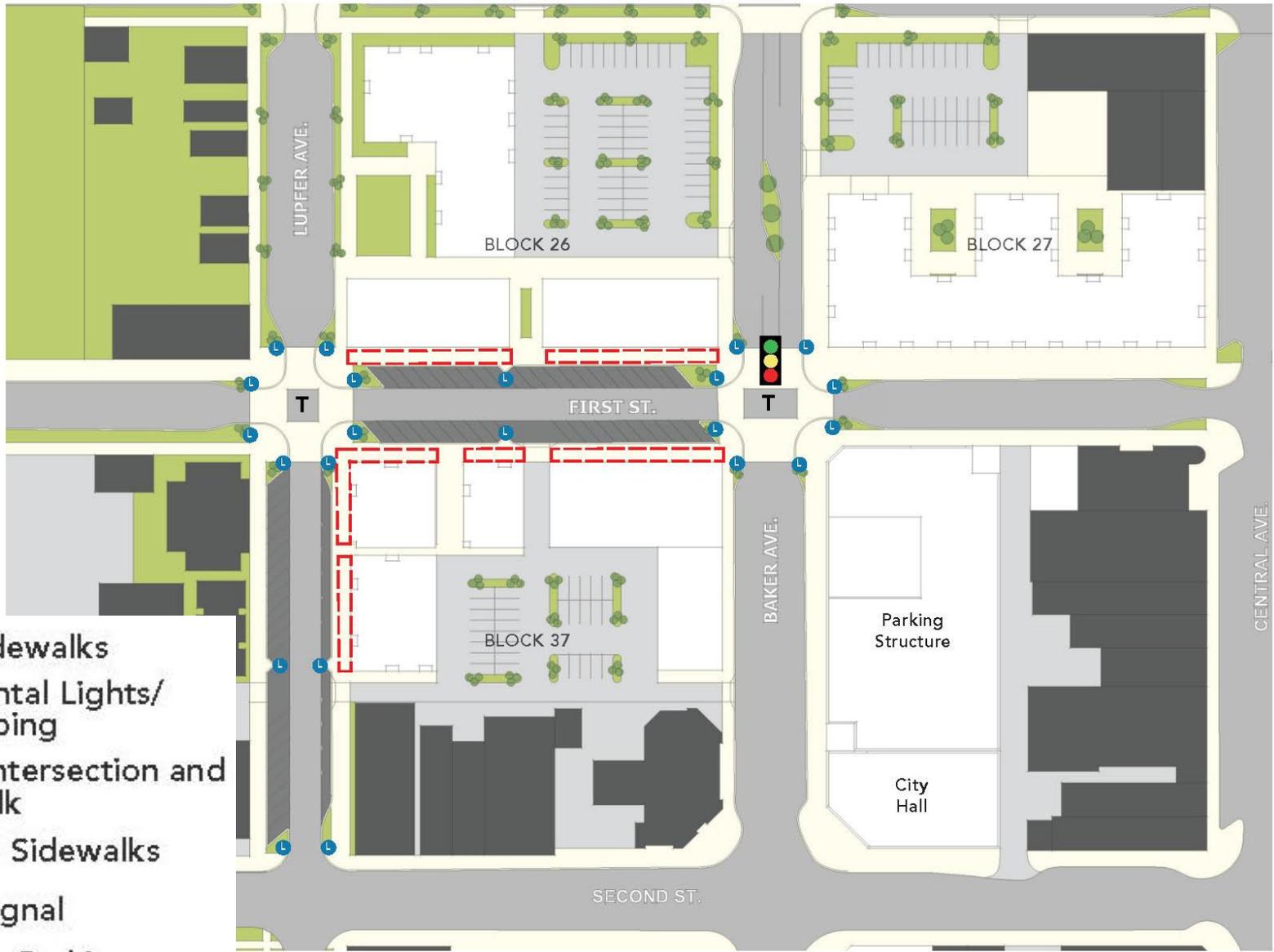
Baker Contra-Flow — Third to Whitefish River

Pedestrian Elements

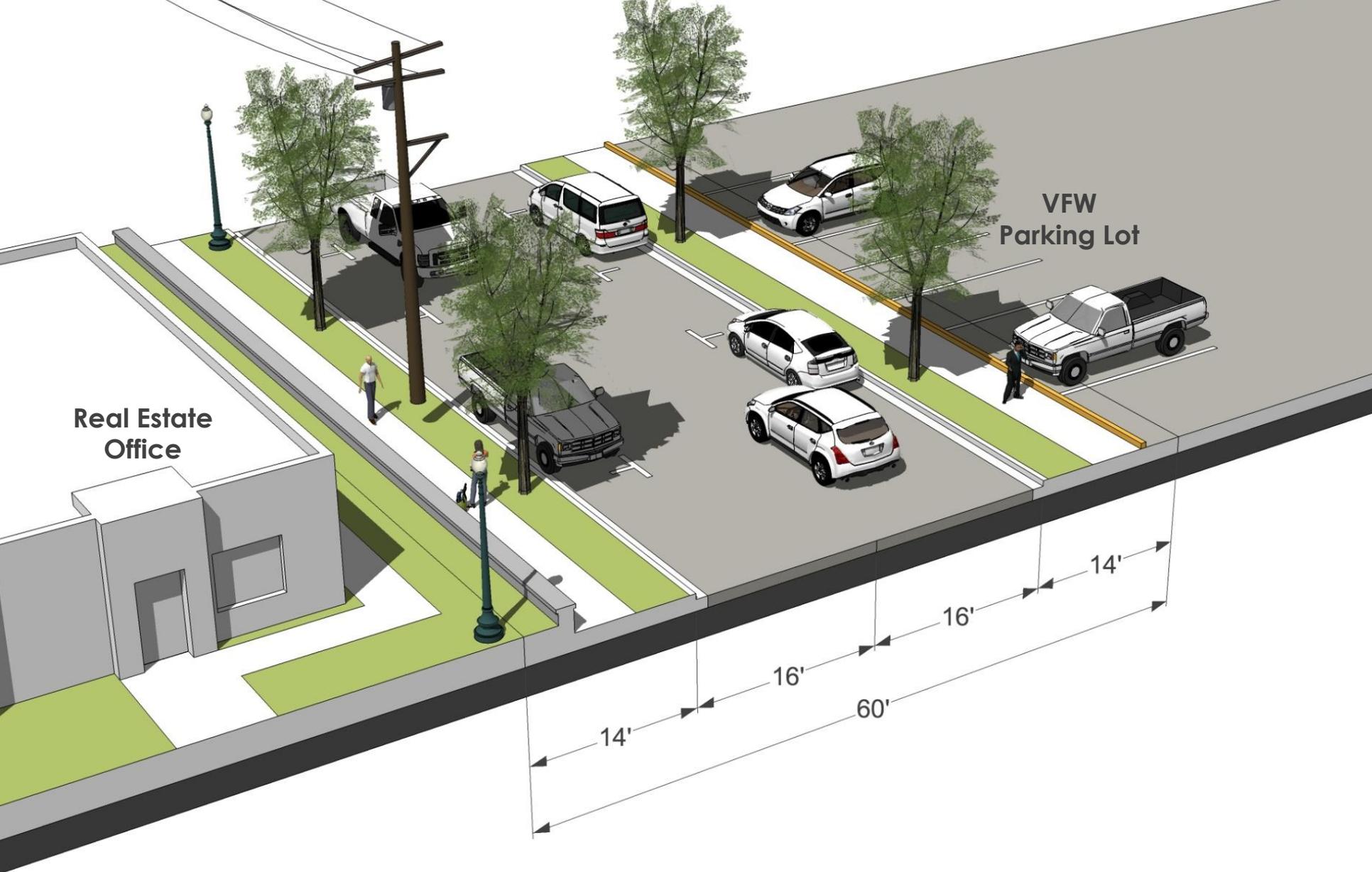


Shopping Loop Emphasis Streets

Shopping Loop
Emphasis Street



-  Wide Sidewalks
-  Ornamental Lights/
Landscaping
-  Tabled Intersection and
Crosswalk
-  Covered Sidewalks
-  Traffic Signal
-  Curbside Parking



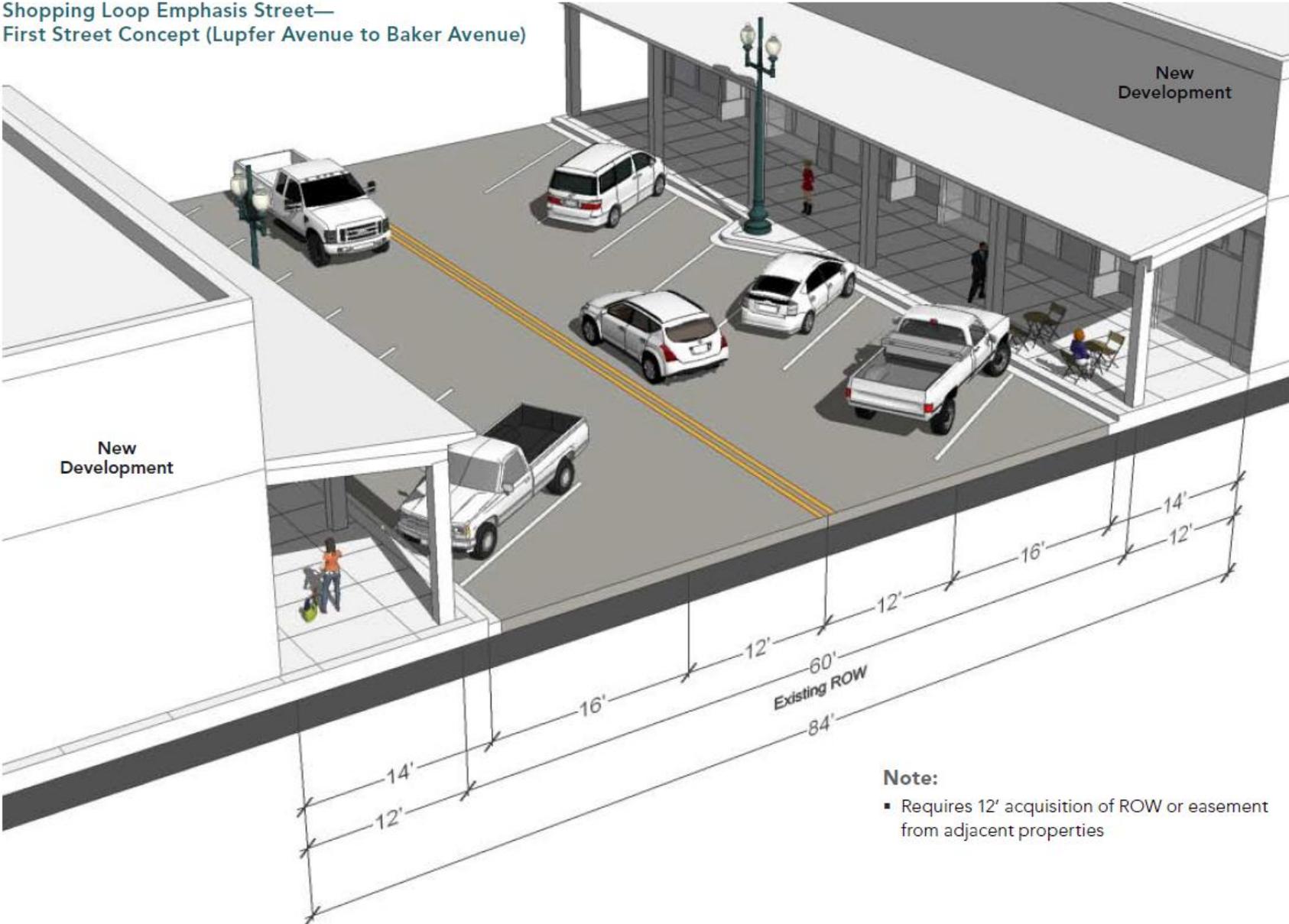
Real Estate
Office

VFW
Parking Lot

14' 16' 16' 14' 60'

Existing First Street (Baker to Lupfer)

Shopping Loop Emphasis Street—
First Street Concept (Lupfer Avenue to Baker Avenue)



Note:
▪ Requires 12' acquisition of ROW or easement from adjacent properties

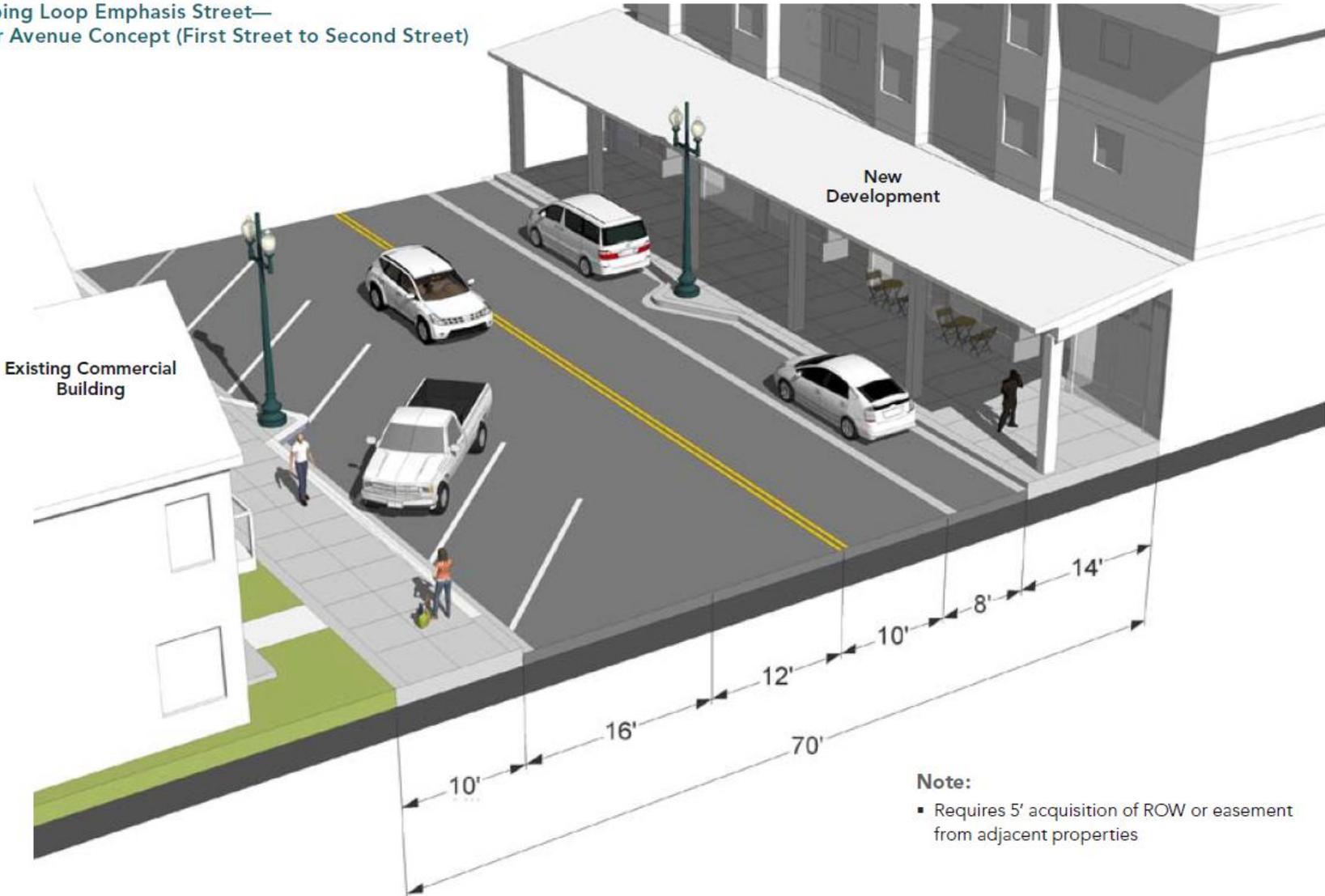
First Street



Condos

Existing Lupfer (1st to 2nd)

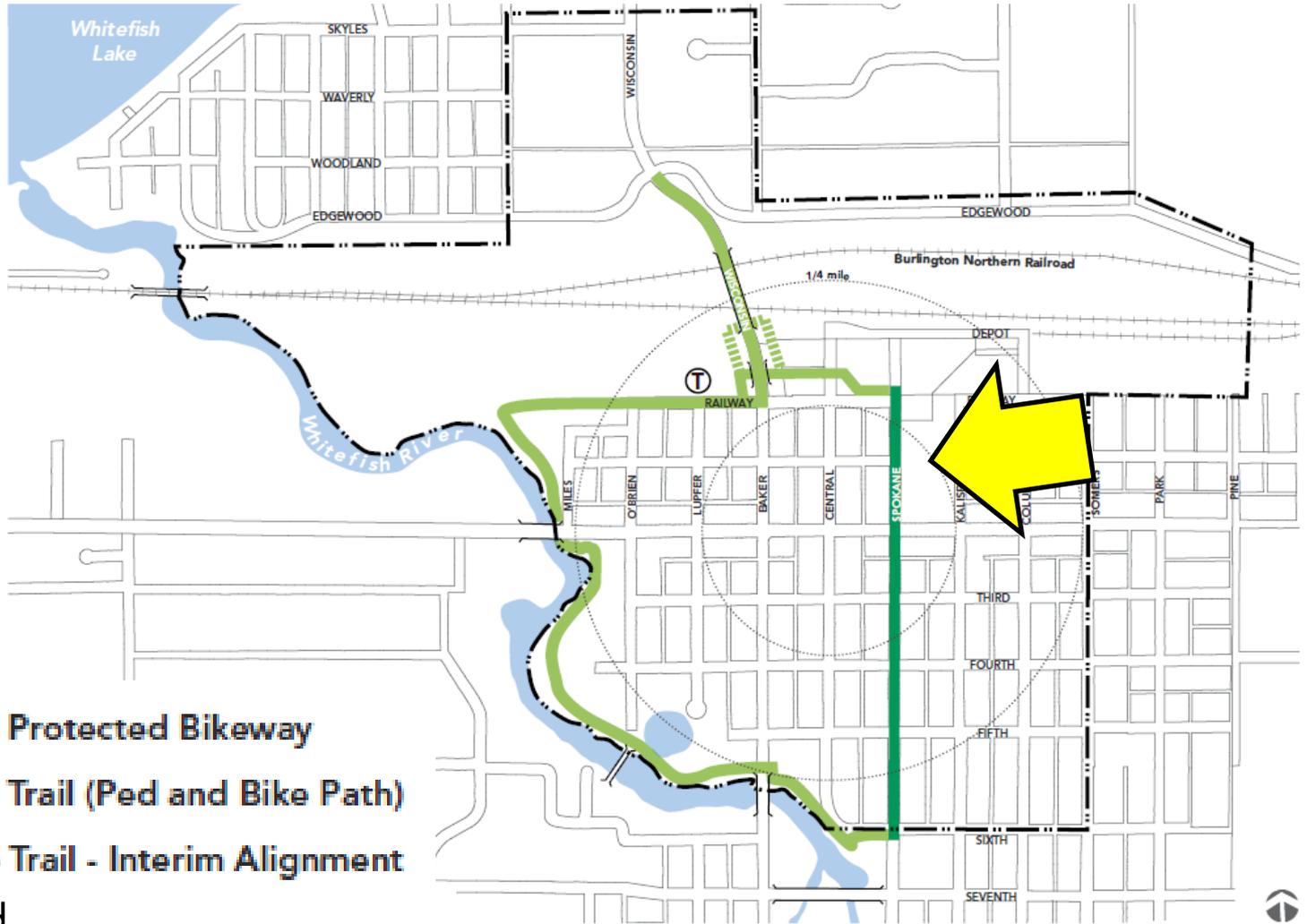
Shopping Loop Emphasis Street—
Lupfer Avenue Concept (First Street to Second Street)



Note:
▪ Requires 5' acquisition of ROW or easement from adjacent properties

Lupfer (1st to 2nd)

Whitefish Promenade



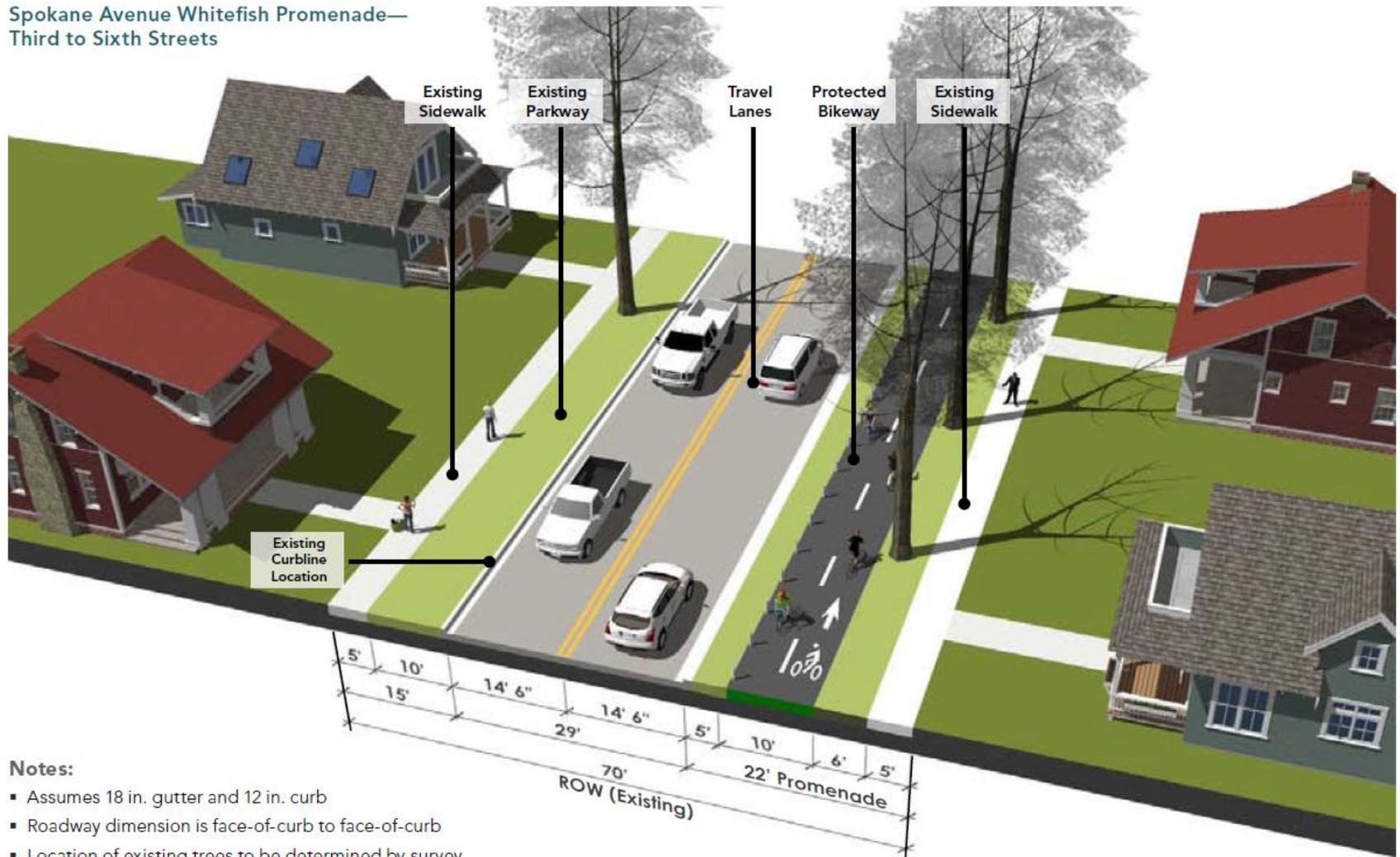
-  Proposed Protected Bikeway
-  Multi-Use Trail (Ped and Bike Path)
-  Multi-Use Trail - Interim Alignment
-  Trailhead

Whitefish Promenade — Spokane Protected Bikeway



Whitefish Promenade — Spokane Existing (Third to Sixth)

Spokane Avenue Whitefish Promenade—
Third to Sixth Streets



Notes:

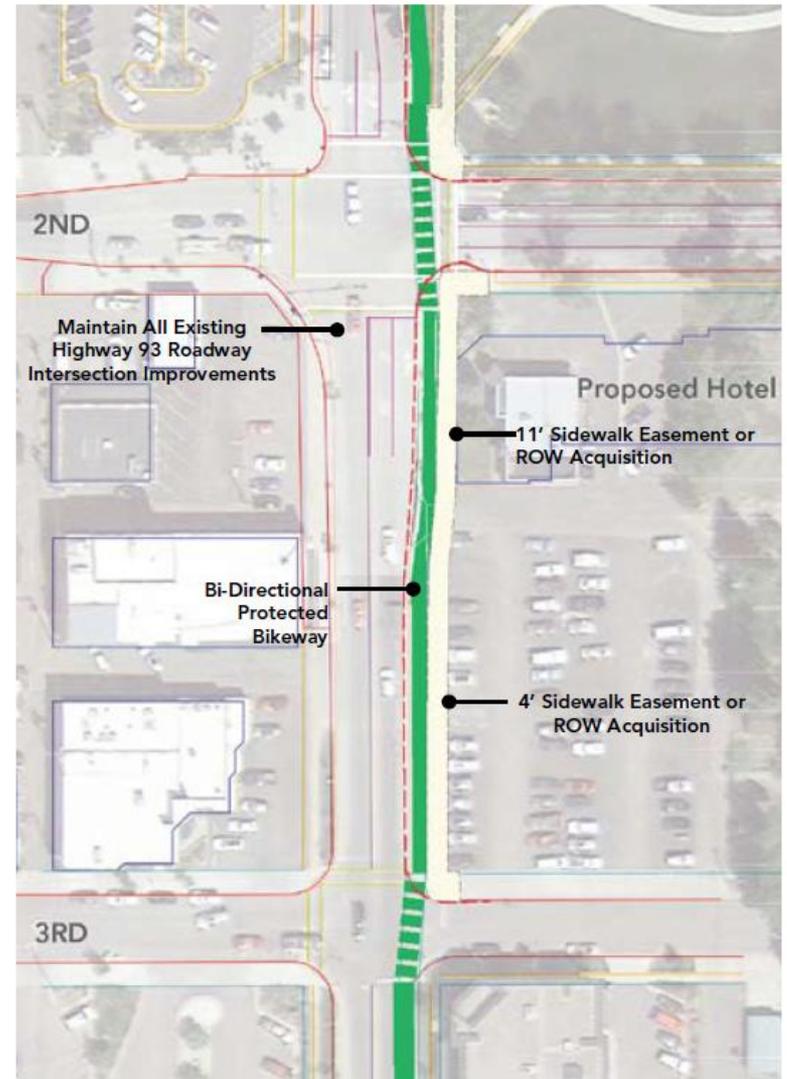
- Assumes 18 in. gutter and 12 in. curb
- Roadway dimension is face-of-curb to face-of-curb
- Location of existing trees to be determined by survey

Whitefish Promenade — Spokane (Third to Sixth)

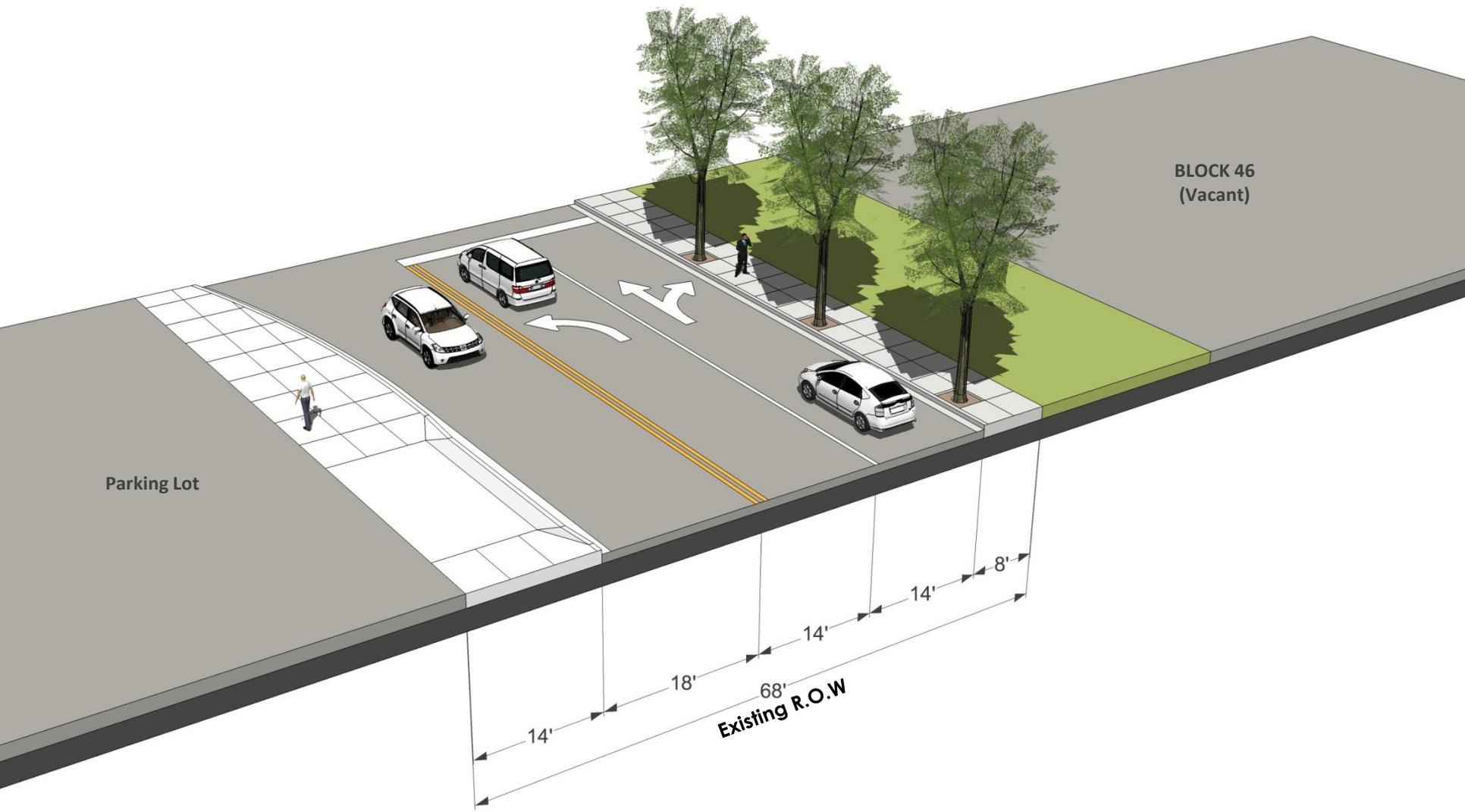
Spokane Avenue (Second to Third Street Concept)

The concept diagram illustrates the improvement characteristics and locations of all key elements within the existing right-of-way for a typical segment of Spokane Avenue of the Whitefish Promenade from Second to Third Street. This segment includes a bi-directional protected bikeway and new sidewalks. This design concept may vary at intersections and driveways. The design should:

- Be constructed within the existing 68' right-of-way, maintaining the existing curb line location on the west side of the street and existing travel lanes
- Include a new 10' wide bi-directional off-street asphalt protected bikeway on the east side of the street.
- Include a new sidewalk on the east side of the street which will require an easement or right-of-way acquisition from 4' to 11' of hotel property

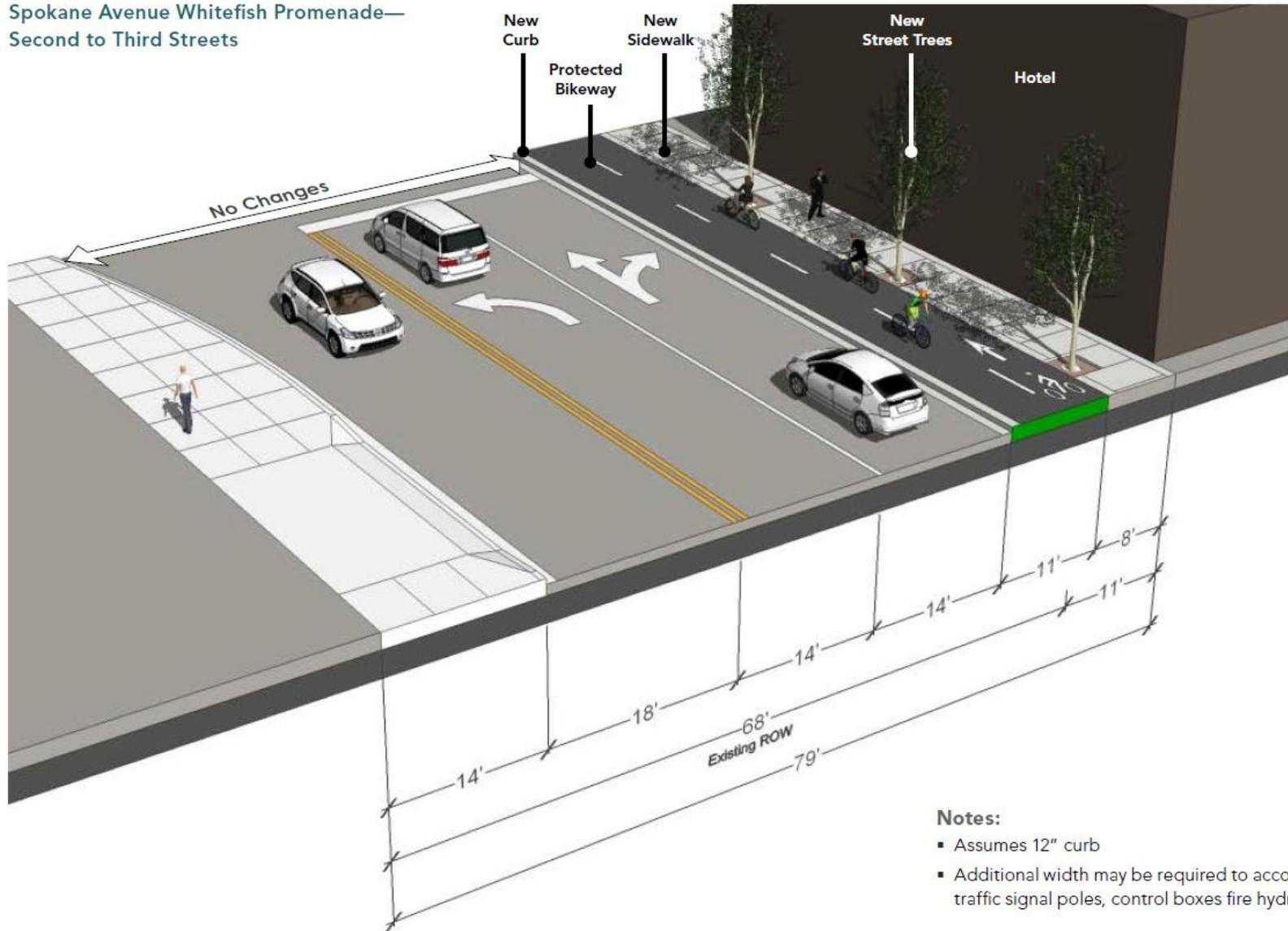


Whitefish Promenade — Spokane (Second to Third)



Existing Spokane Avenue (South of 2nd Street Intersection)

Spokane Avenue Whitefish Promenade—
Second to Third Streets

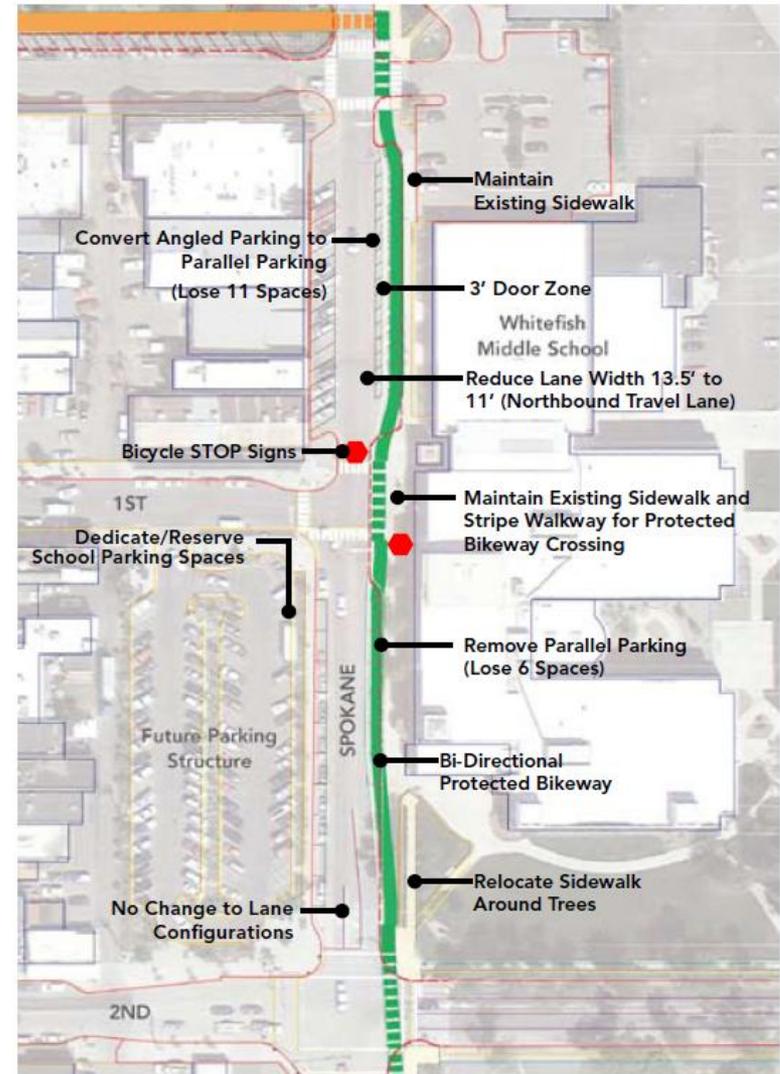


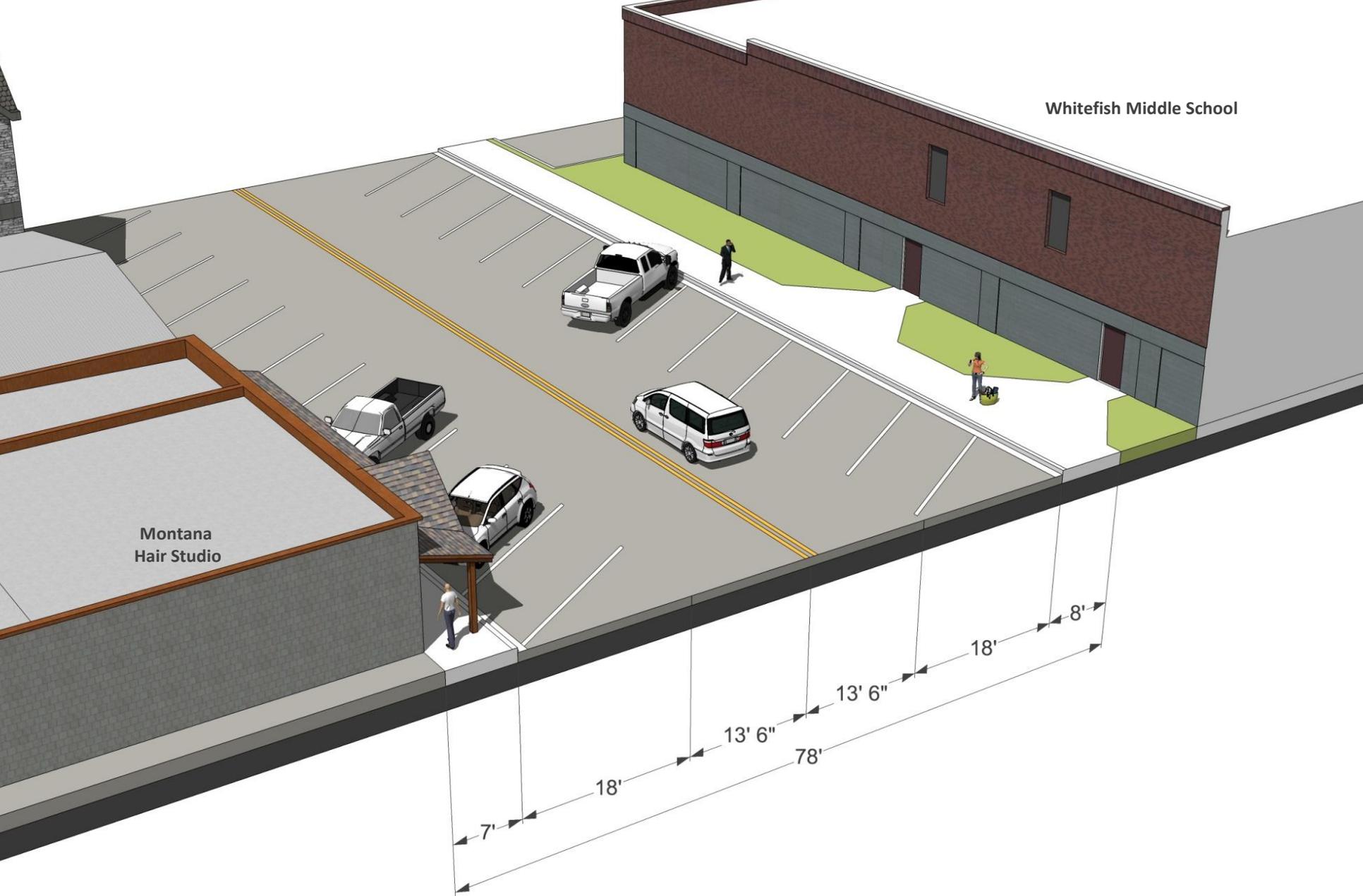
Whitefish Promenade— Spokane (Second to Third)

Spokane Avenue (Second to Railway Street Concept)

The concept diagram illustrates the improvement characteristics and locations of all key elements within the existing right-of-way for a segment of Spokane Avenue of the Whitefish Promenade, from Second to Railway Street. This segment includes a bi-directional protected bikeway and maintains all travel lane configurations between First and Second Streets. The design should:

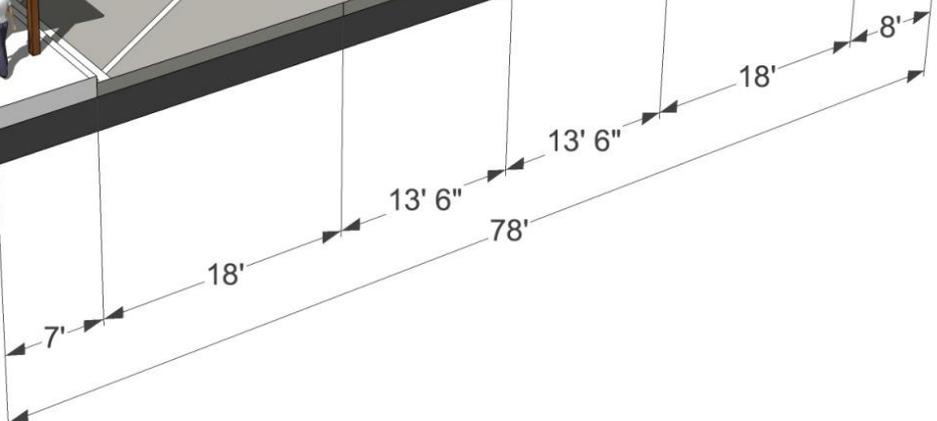
- Be constructed within the existing 78' right-of-way, maintaining the existing curb line location on the west side of the street and existing travel lanes
- Include a new 10' wide bi-directional off-street asphalt protected bikeway on the east side of the street which will replace curbside parking south of First Street and convert angled parking to parallel parking north of First Street
- Include bicycle top signs at the First Street crosswalk
- Maintain existing sidewalks, except for relocating the sidewalk around existing trees in front of Central School
- Include a 3' door zone between the parallel parking north of First Street and the bi-directional protected bikeway
- Dedicate/reserve school parking spaces in city parking lot
- Consider varying the design concept between 1st Street and Railway Street to include a bi-directional protected bikeway with a single southbound only travel lane that allows for angled parking and widened sidewalks on both sides of the street.





Whitefish Middle School

Montana
Hair Studio



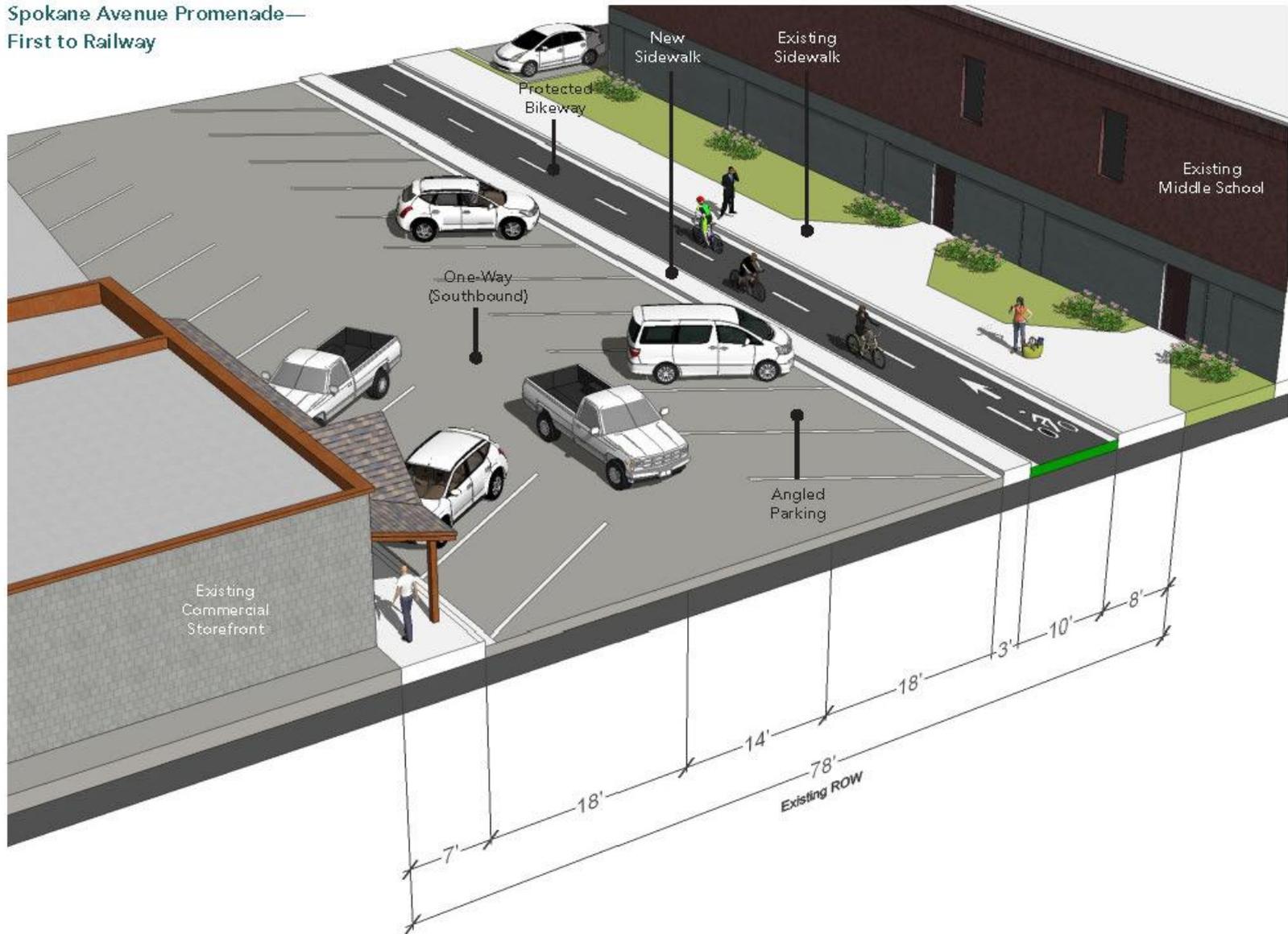
Existing Spokane Avenue (First to Railway)

Spokane Avenue Promenade—
First to Railway



Whitefish Promenade — Spokane (First to Railway)

Spokane Avenue Promenade—
First to Railway

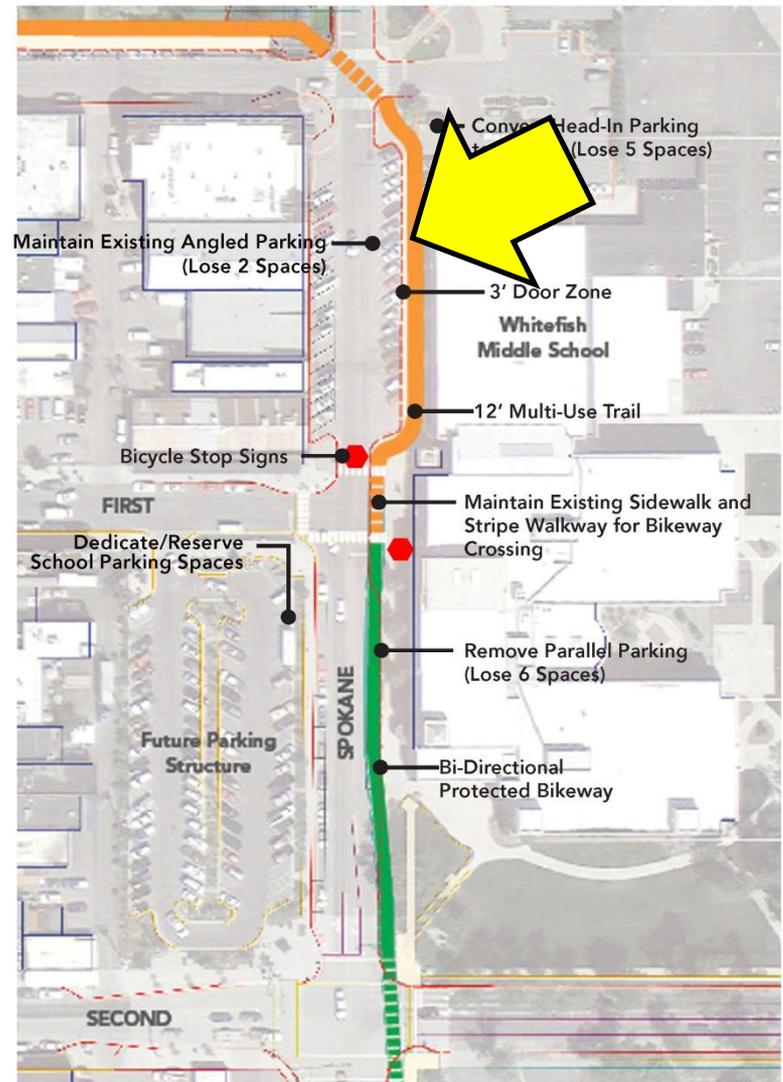


Whitefish Promenade — Spokane (First to Railway)

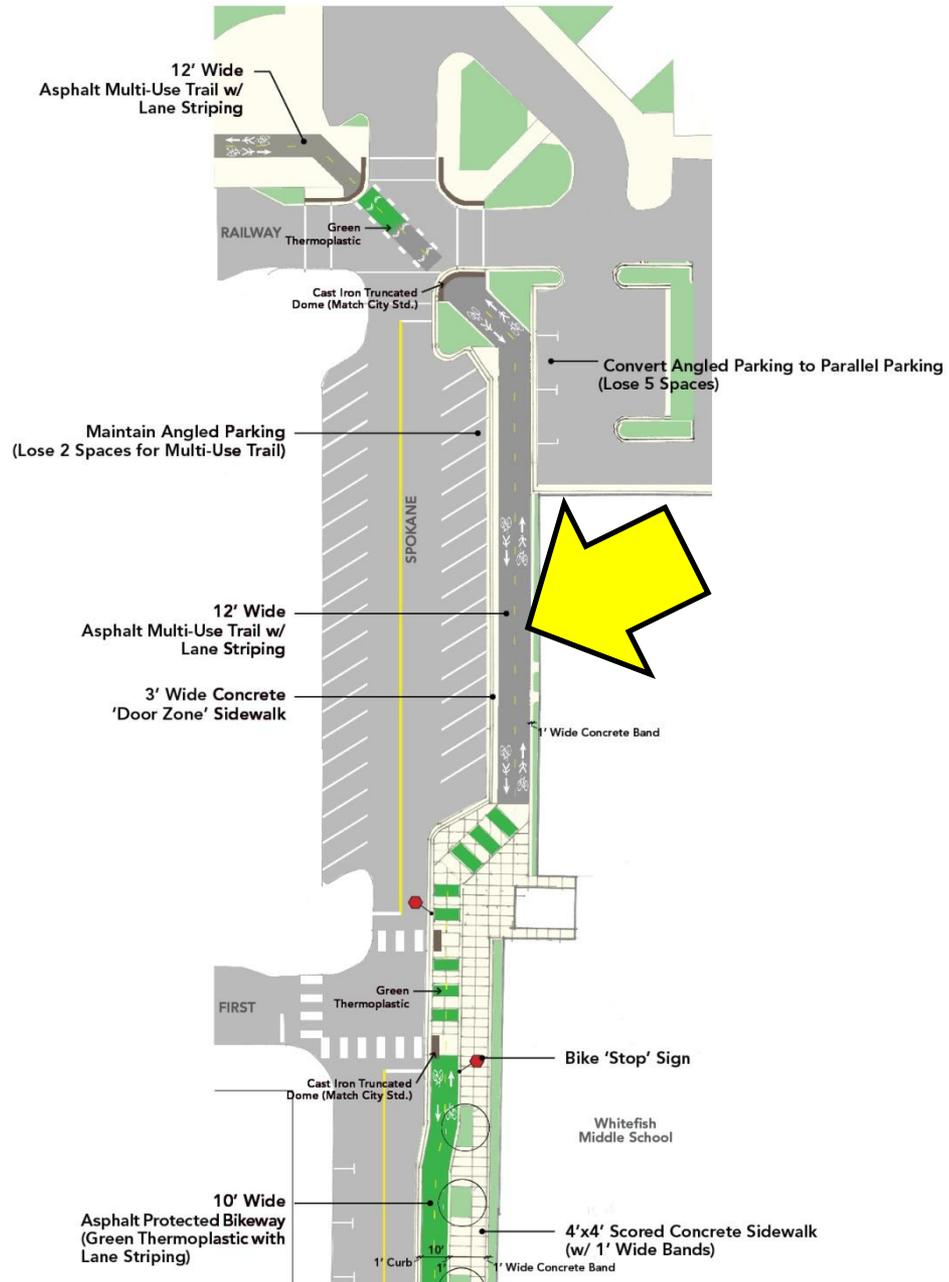
Spokane Avenue (Second to Railway Street Concept)

The concept diagram illustrates the improvement characteristics and locations of all key elements within the existing right-of-way for a segment of Spokane Avenue of the Whitefish Promenade, from Second to Railway Street. This segment includes a multi-use trail and bi-directional protected bikeway and maintains all travel lane configurations between First and Second Streets. The design should:

- Be constructed within the existing 78' right-of-way from Second to First and a 86' right-of-way from First to Railway, maintaining the existing curb line location on the west side of the street, existing travel lanes and angled parking
- Include a new 10' Wide asphalt protected bikeway on the east side of the street which will replace curbside parking south of First Street and a 12' wide asphalt multi-use trail replacing the existing sidewalk north of First Street
- Include bicycle 'stop' signs at the First Street crosswalk
- Maintain existing sidewalks, except for relocating the sidewalk around existing trees in front of Central School and north of First to Railway
- Include a 3' door zone between the parallel parking north of First Street and the multi-use trail
- Dedicate/reserve school parking spaces in city parking lot
- Consider varying the design concept between 1st Street and Railway Street to include a bi-directional protected bikeway with a single southbound only travel lane that allows for angled parking and widened sidewalks on both sides of the street.



Whitefish Promenade — Spokane (Second to Railway)



Whitefish Promenade — Spokane (Second to Railway)

Spokane Avenue Promenade—
First to Railway

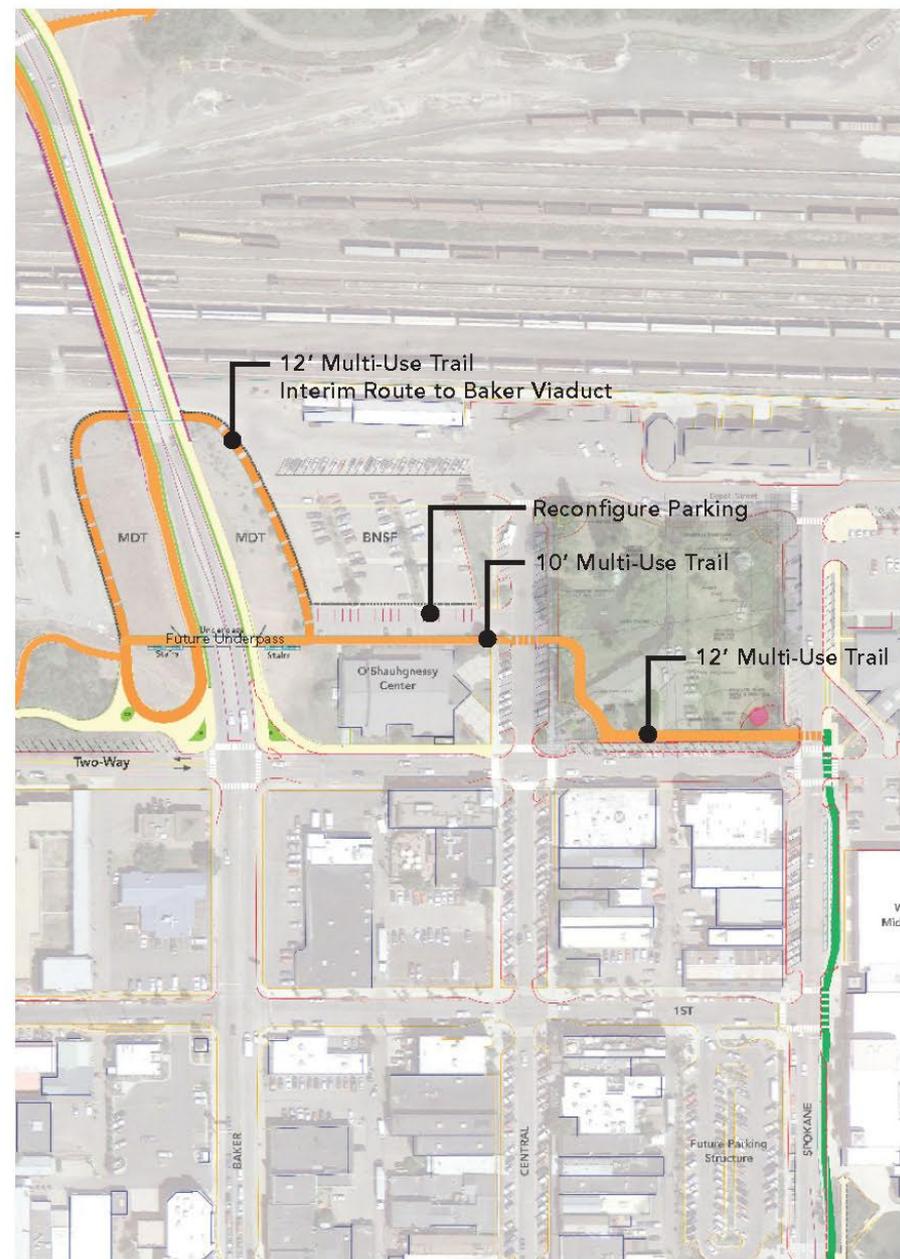


Whitefish Promenade — Spokane (First to Railway)

Depot Park (Spokane to Baker Avenue Concept)

The concept diagram illustrates improvement characteristics and locations of all key elements within public areas for a segment between Spokane Avenue and Baker Avenue. The design should:

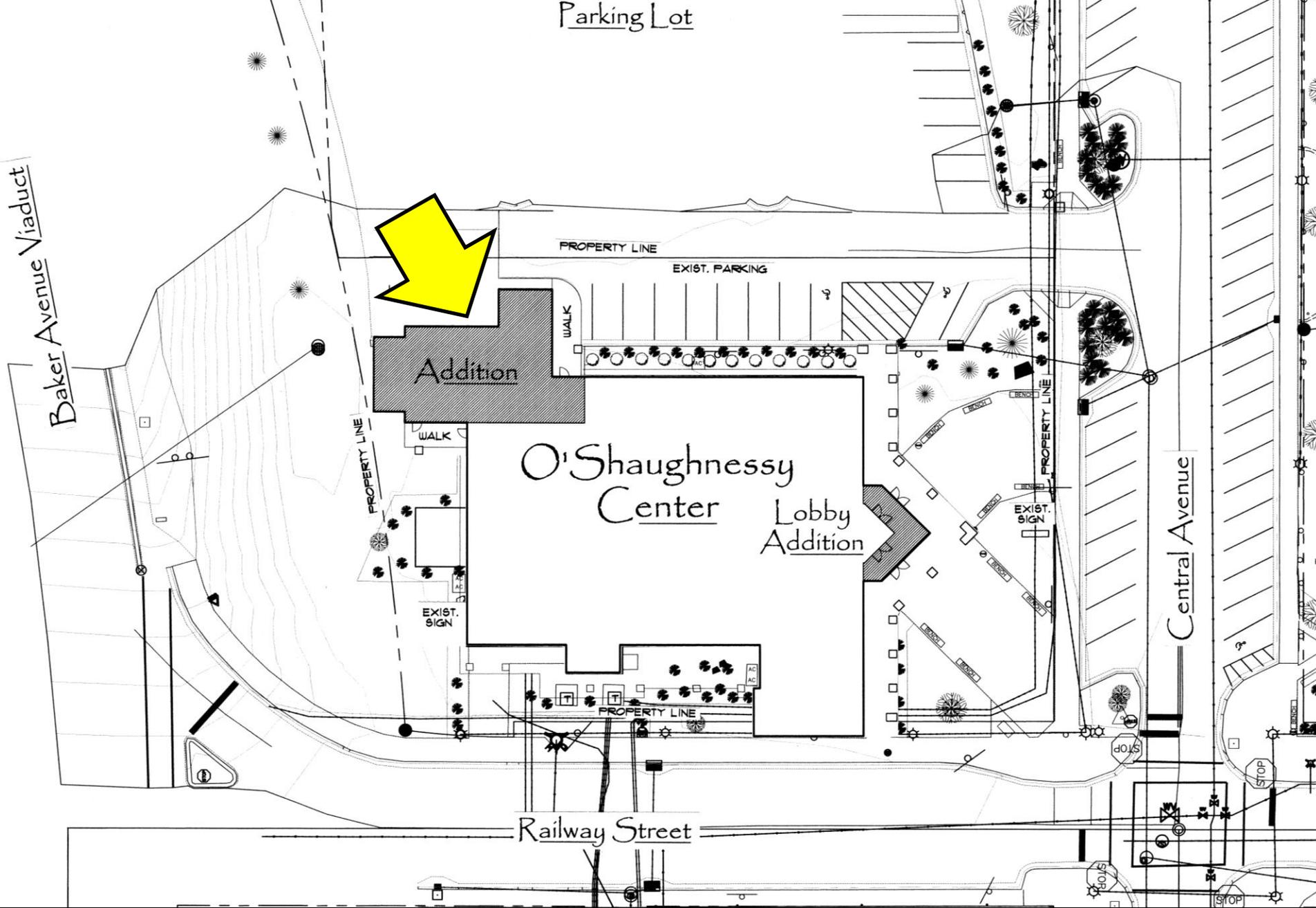
- Include a 10' to 12' wide multi-use trail as indicated
- Consider two routing alternatives through Depot Park. The preferred alternative routing should be constructed as part of the Depot Park improvement project.
- Provide angled parking along the north side of Railway Street between Second and Third Avenue. This additional parking would replace parking lost on Spokane Avenue and increase parking capacity for park events.
- Relocate O'Shaughnessey parking to accommodate the multi-use trail
- Include an interim multi-use trail route within MDT right-of-way that loops under the existing Baker viaduct
- Provide for future implementation of an underpass



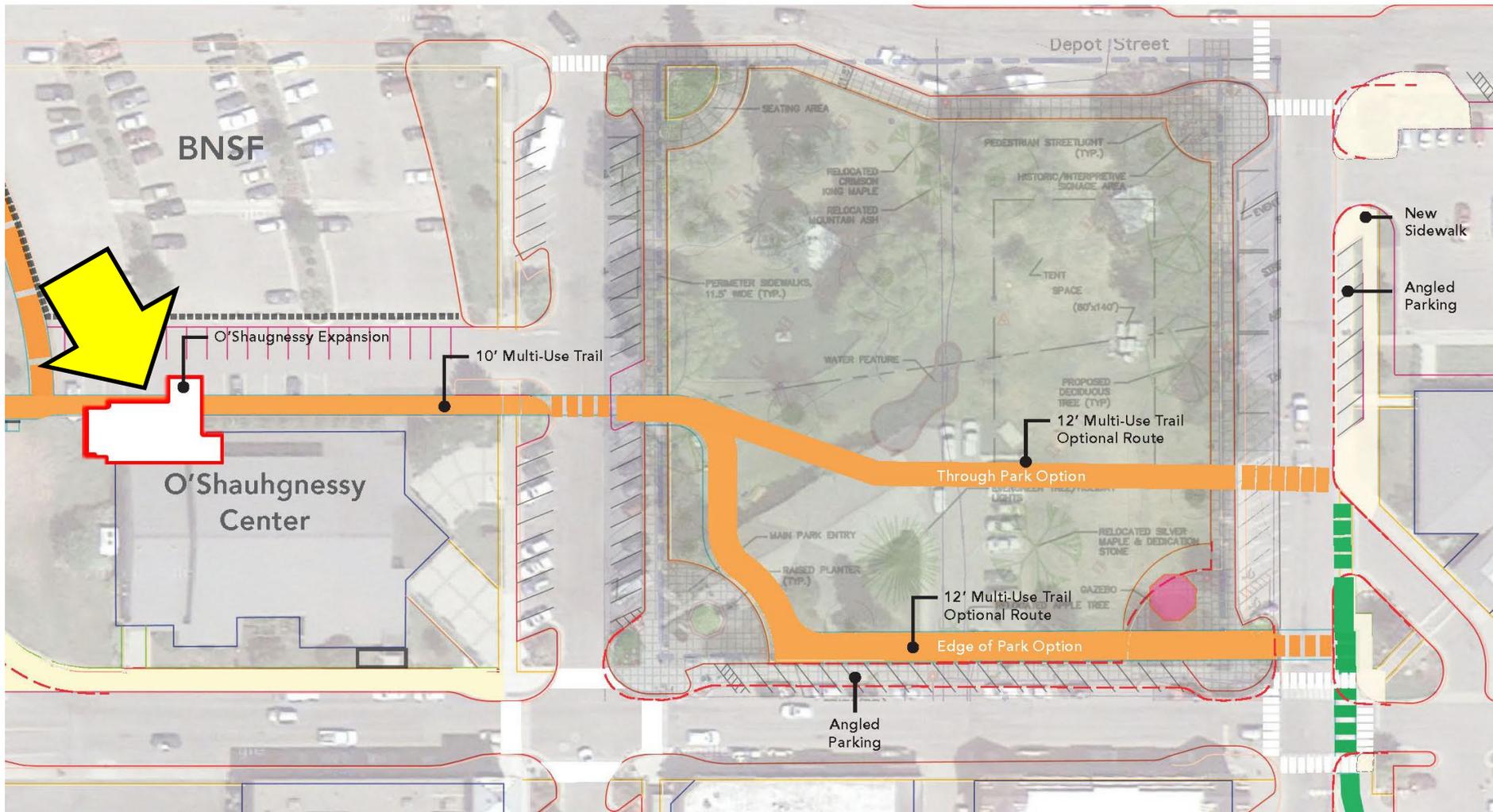
Whitefish Promenade — Depot Park to Viaduct

Parking Lot

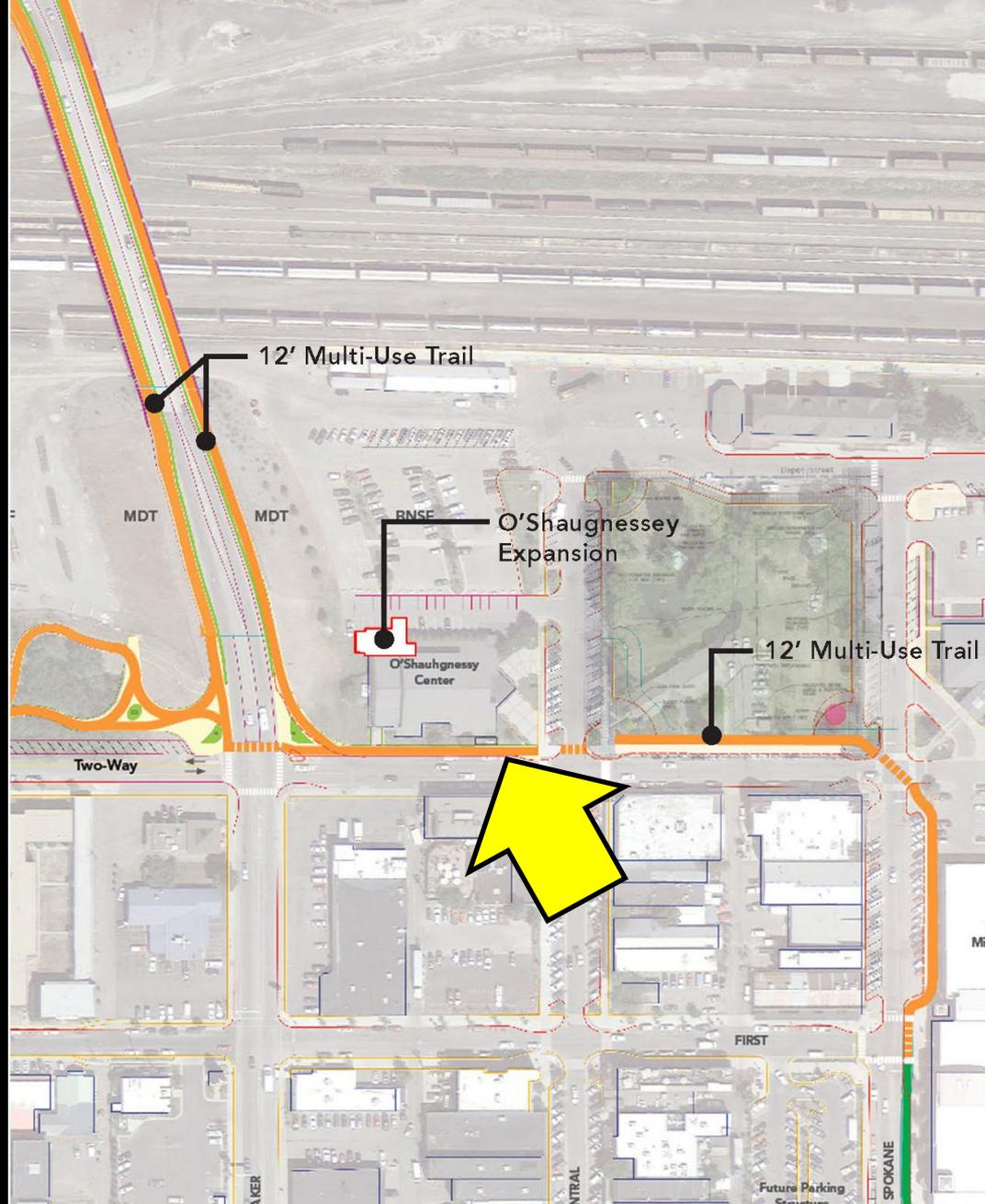
Baker Avenue Viaduct



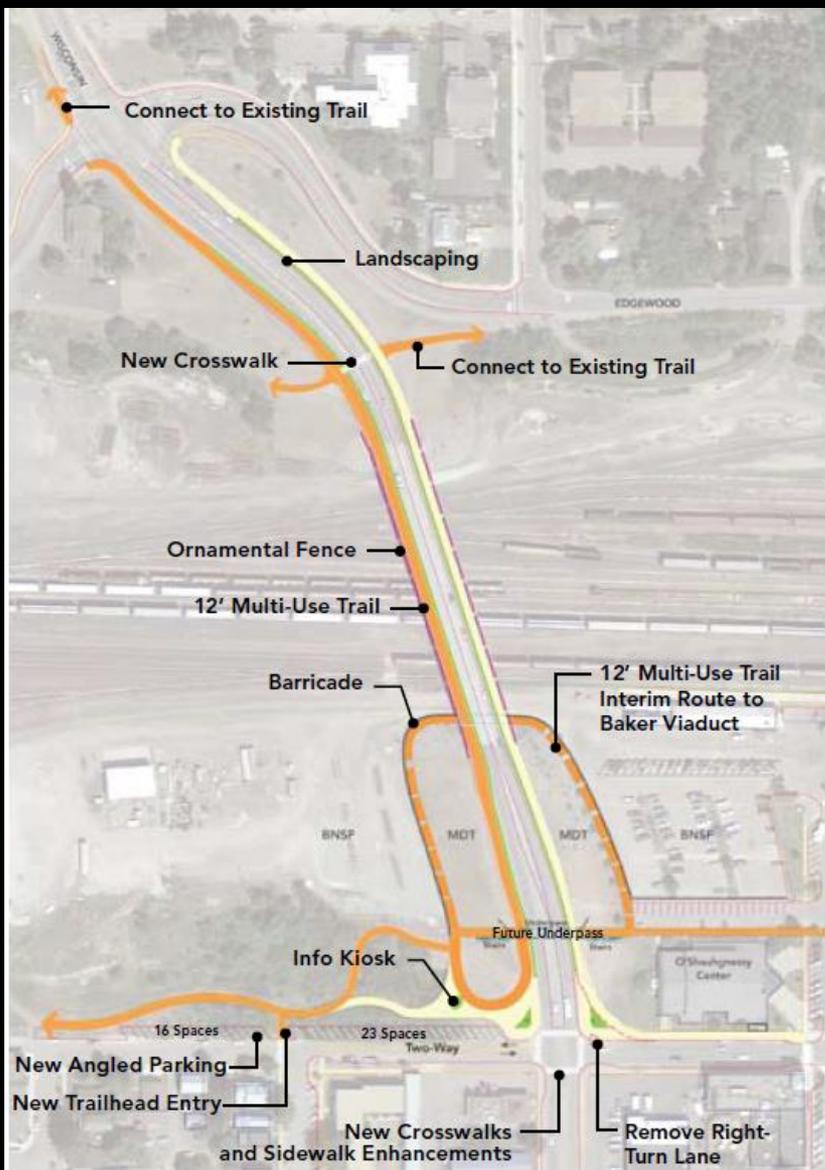
O'Shaughnessy Expansion



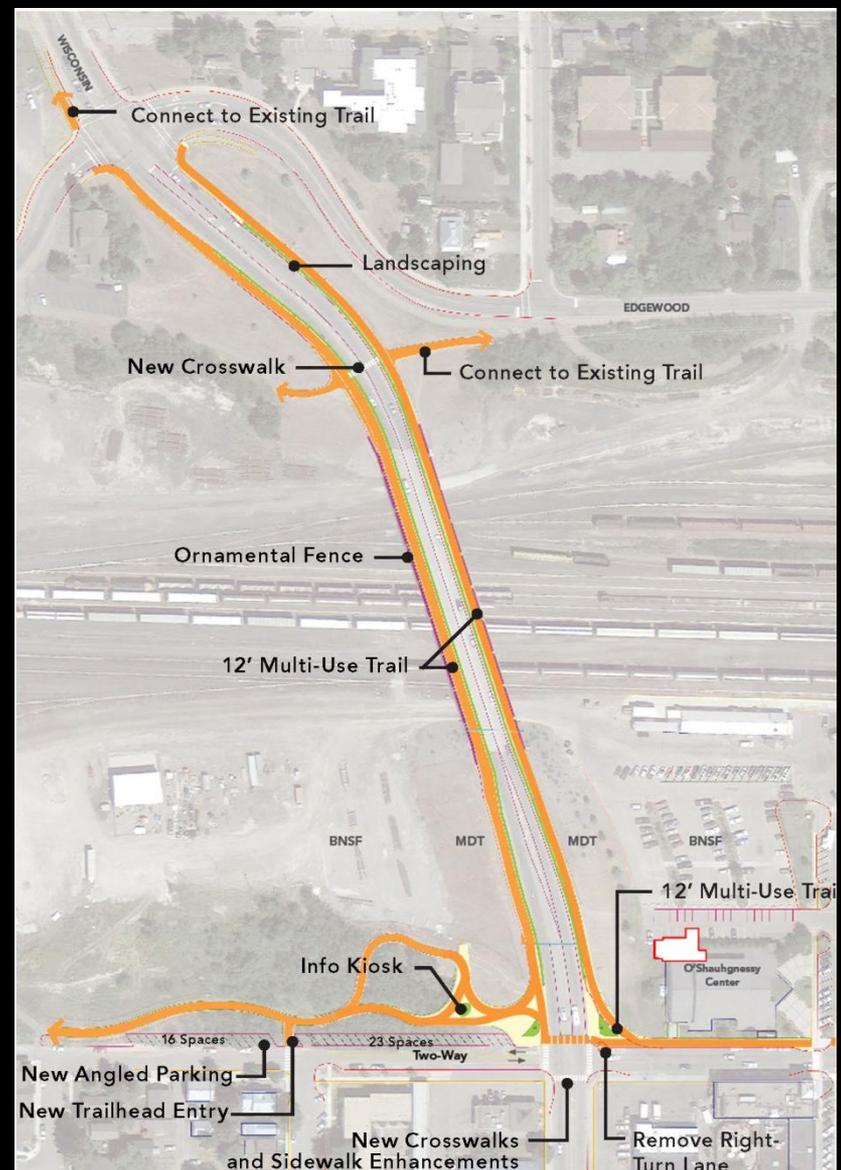
Whitefish Promenade — Depot Park Options



Whitefish Promenade — Depot Park to Viaduct



**One-Sided
Multi-Use Trail Alternative**



**Two-Sided
Multi-Use Trail Alternative**

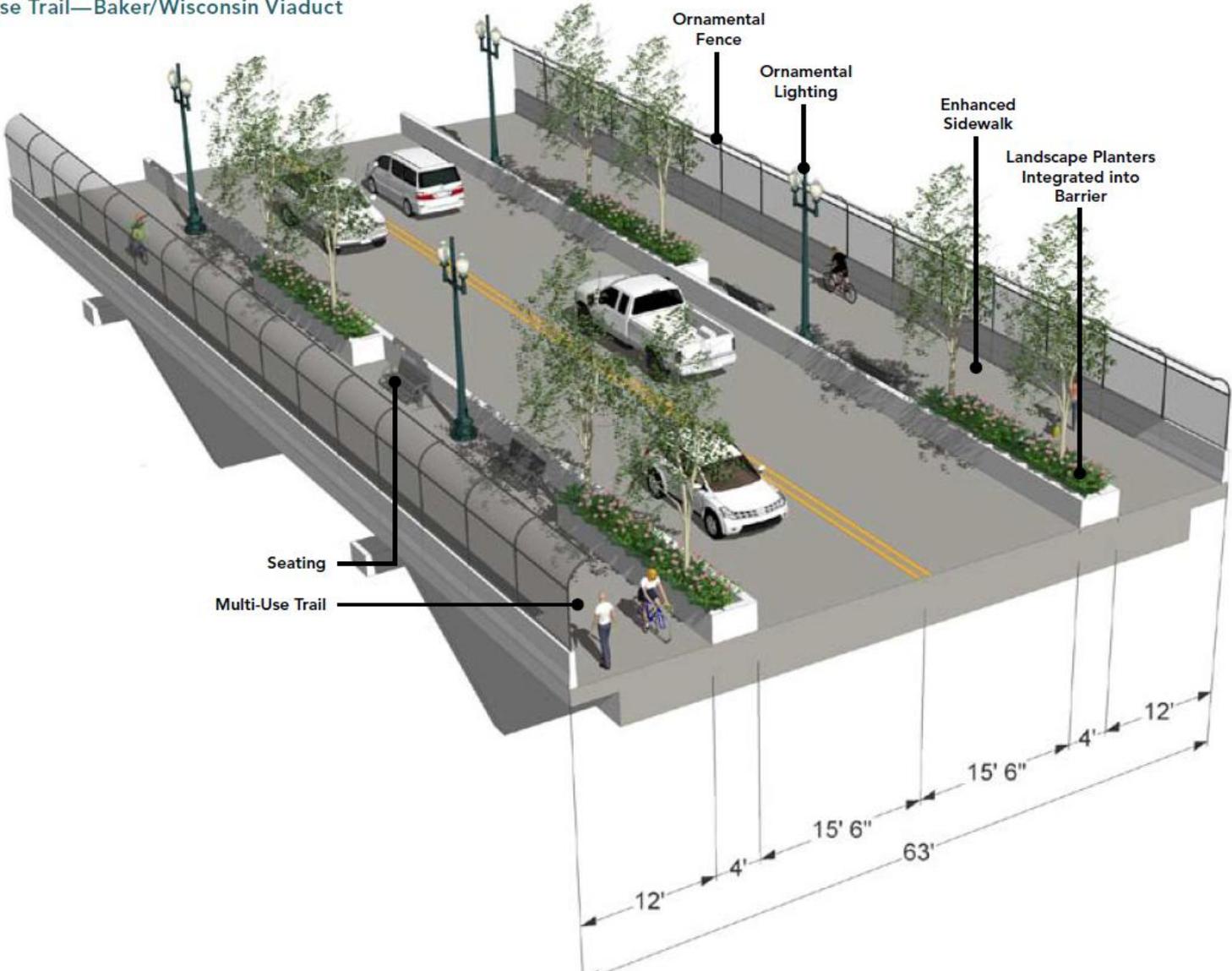
Whitefish Promenade — Baker/Wiconsin Viaduct



**One-Sided
Multi-Use Trail Alternative**

Whitefish Promenade — Baker/Wisconsin Viaduct

Multi-Use Trail—Baker/Wisconsin Viaduct



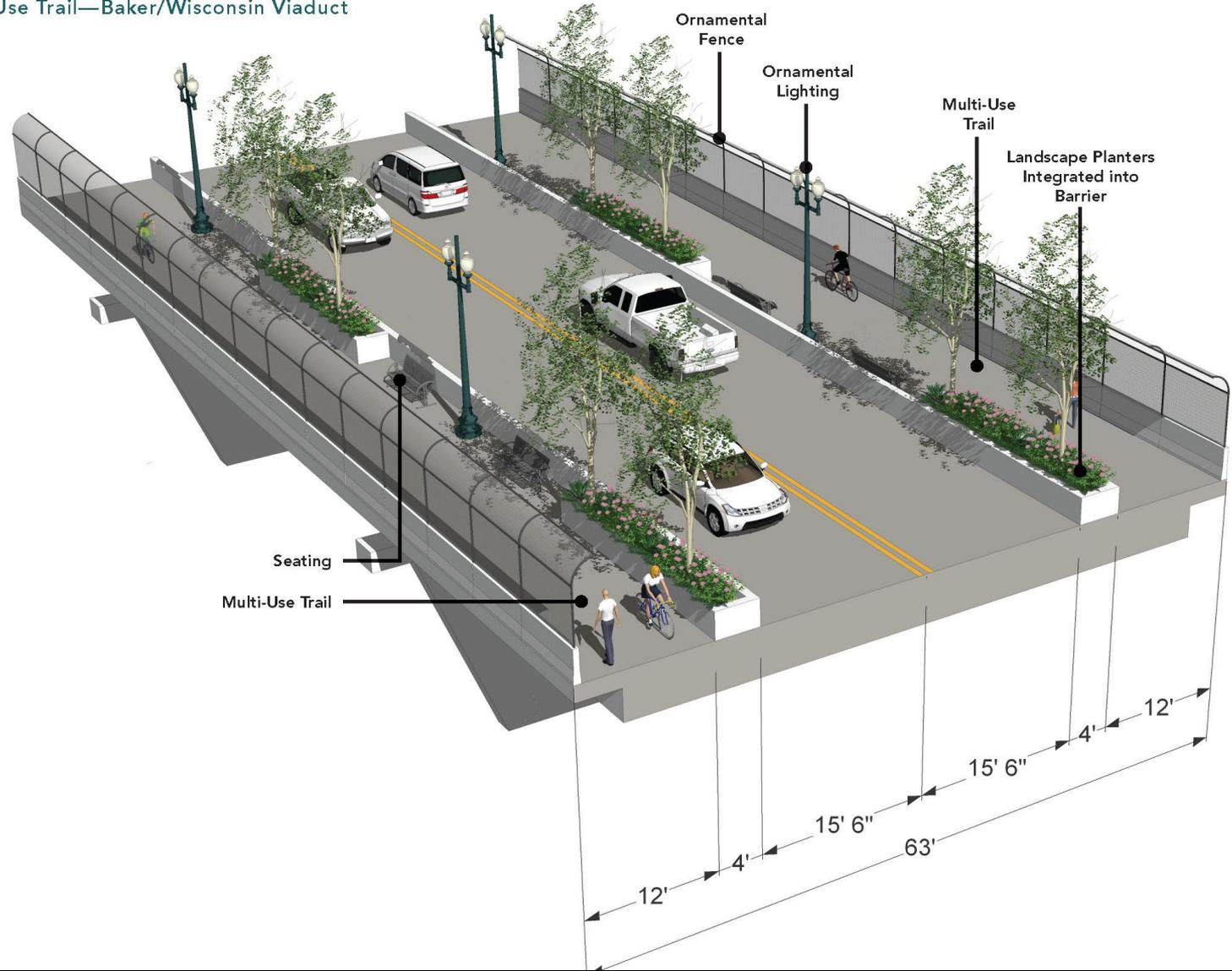
Whitefish Promenade — Baker/Wisconsin Viaduct



**Two-Sided
Multi-Use Trail Alternative**

Whitefish Promenade — Baker/Wisconsin Viaduct

Multi-Use Trail—Baker/Wisconsin Viaduct

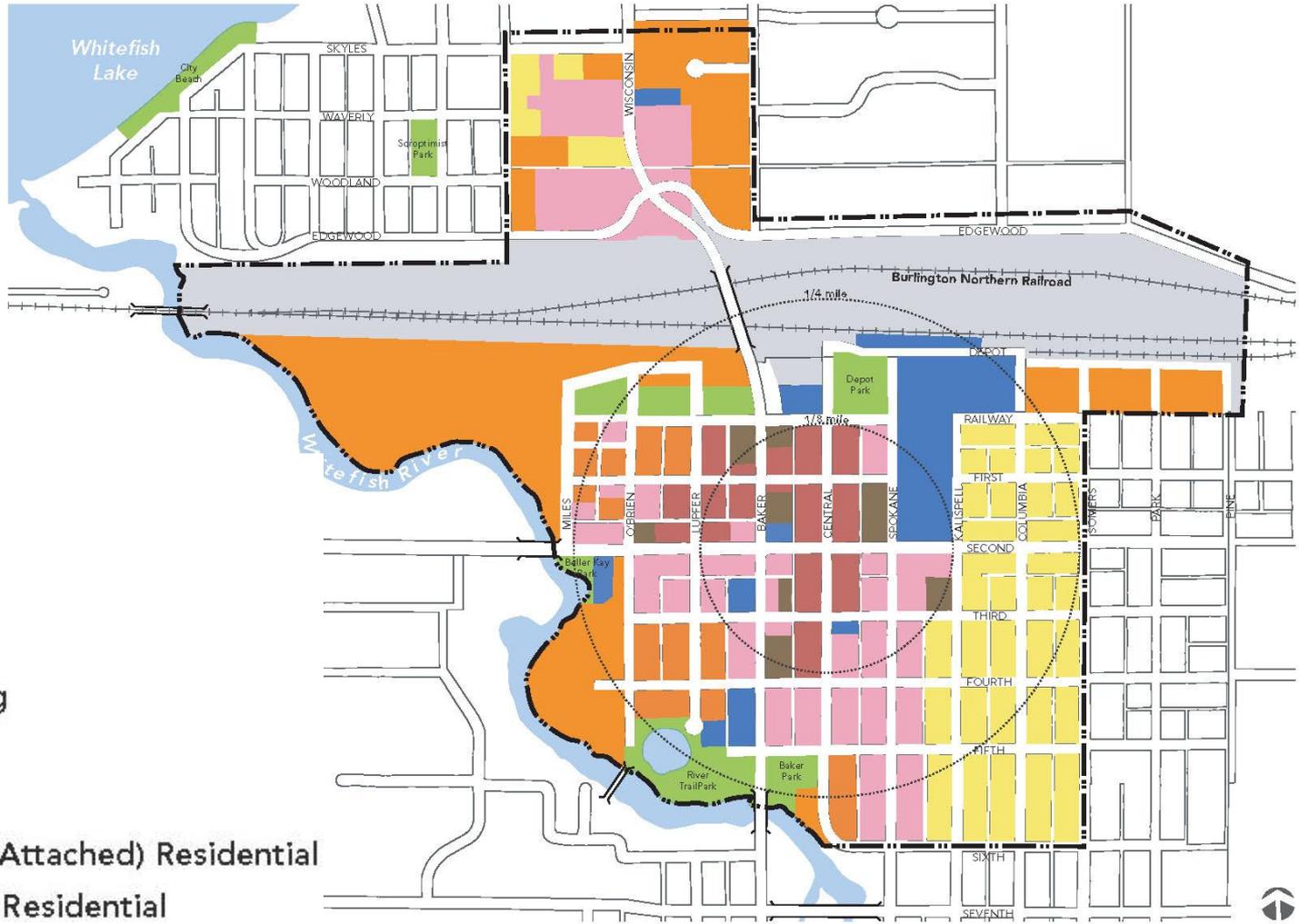


Whitefish Promenade — Baker/Wisconsin Viaduct



LAND USE FRAMEWORK

Primary Land Use Framework



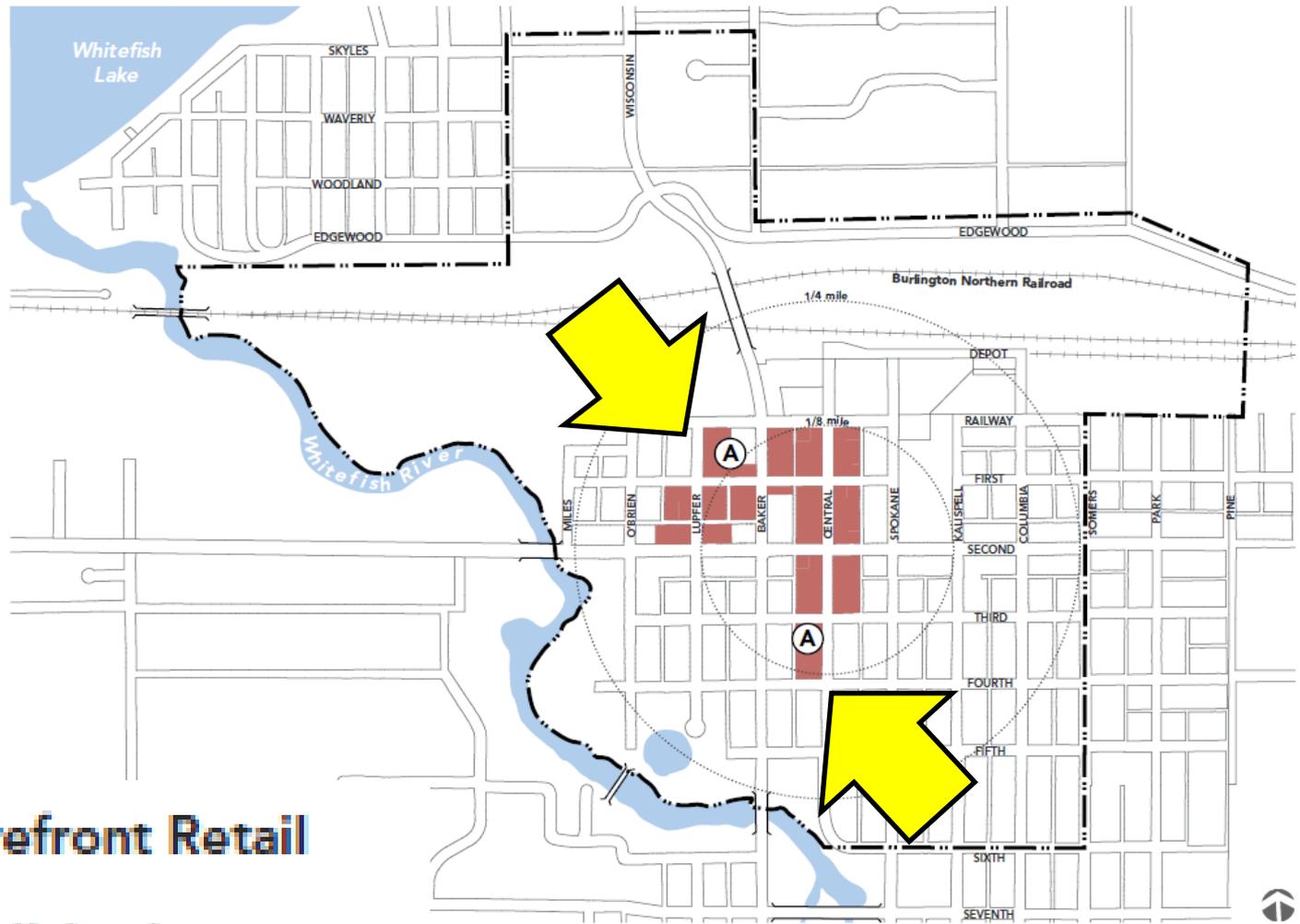
Primary Use
LEGEND

- Retail
- Commercial
- Public Parking
- Civic
- Parks
- Multi-Family (Attached) Residential
- Single Family Residential
- Industrial

Land Use Framework



Retail Elements

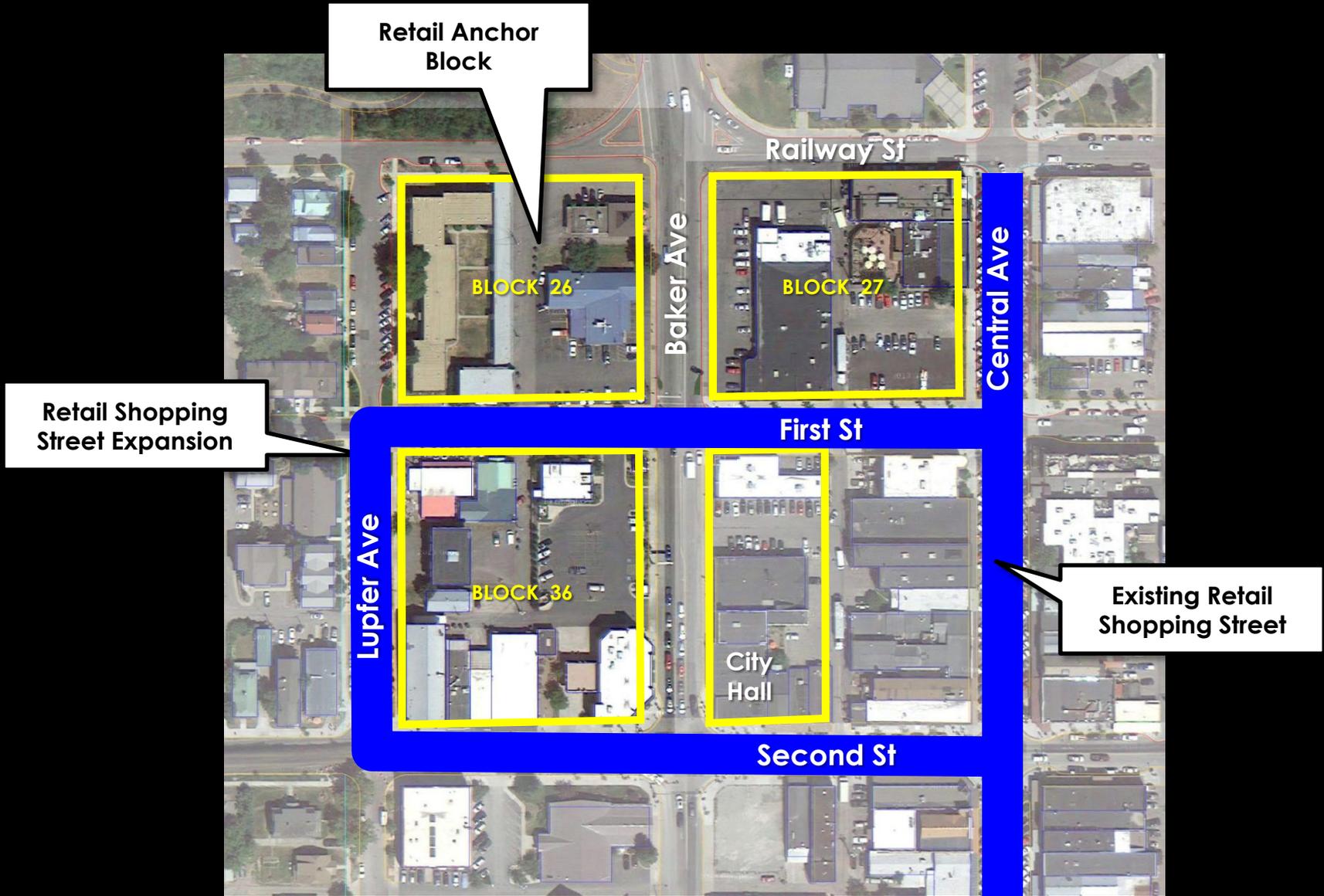


Storefront Retail



Retail Anchor

Land Use Framework — Retail Elements



Retail Anchor Block

Retail Shopping Street Expansion

Existing Retail Shopping Street

Retail Shopping Street Expansion

Shopping Loop Retail Expansion Plan

BLOCK 26

Commercial/Retail	40,000 SF
Multi-Family	40 DU
Public Parking	50 SP

BLOCK 27

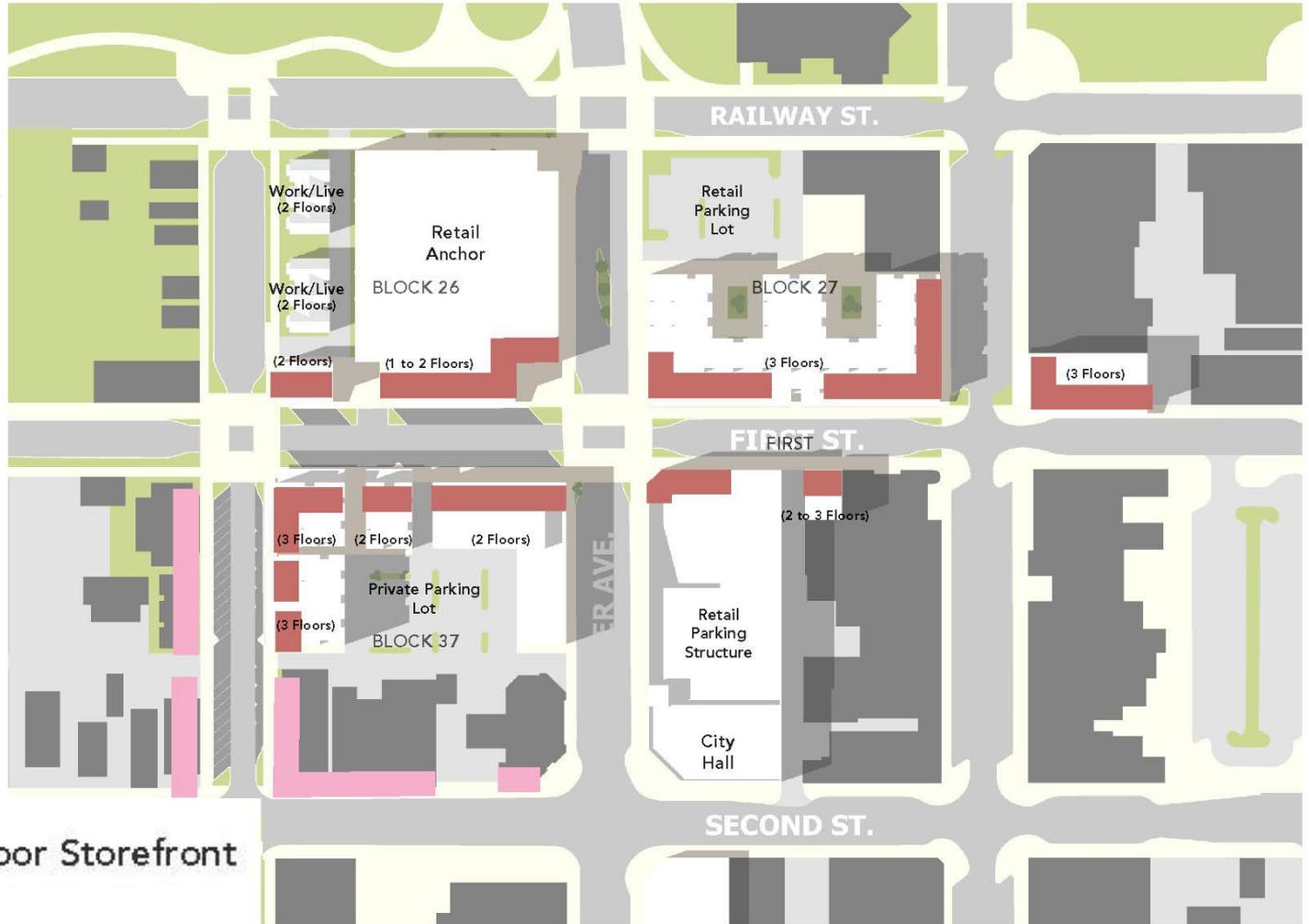
Lodging/Retail	70,000 SF
Public Parking	30 SP

BLOCK 37

Commercial/Retail	30,000 SF
Multi-Family	40 DU
Private Parking	40 SP

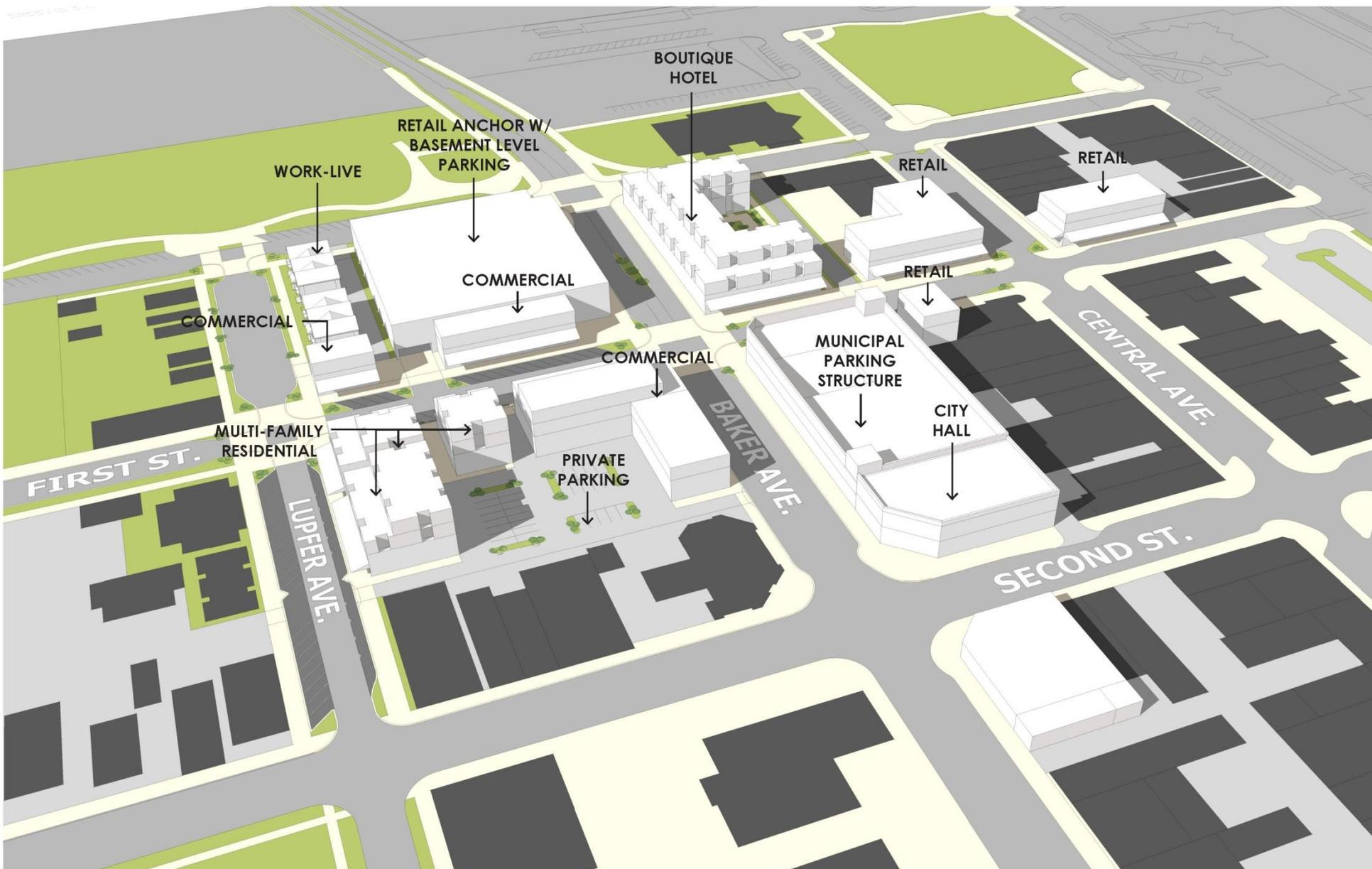
FIRST AND CENTRAL

Commercial/Retail	20,000 SF
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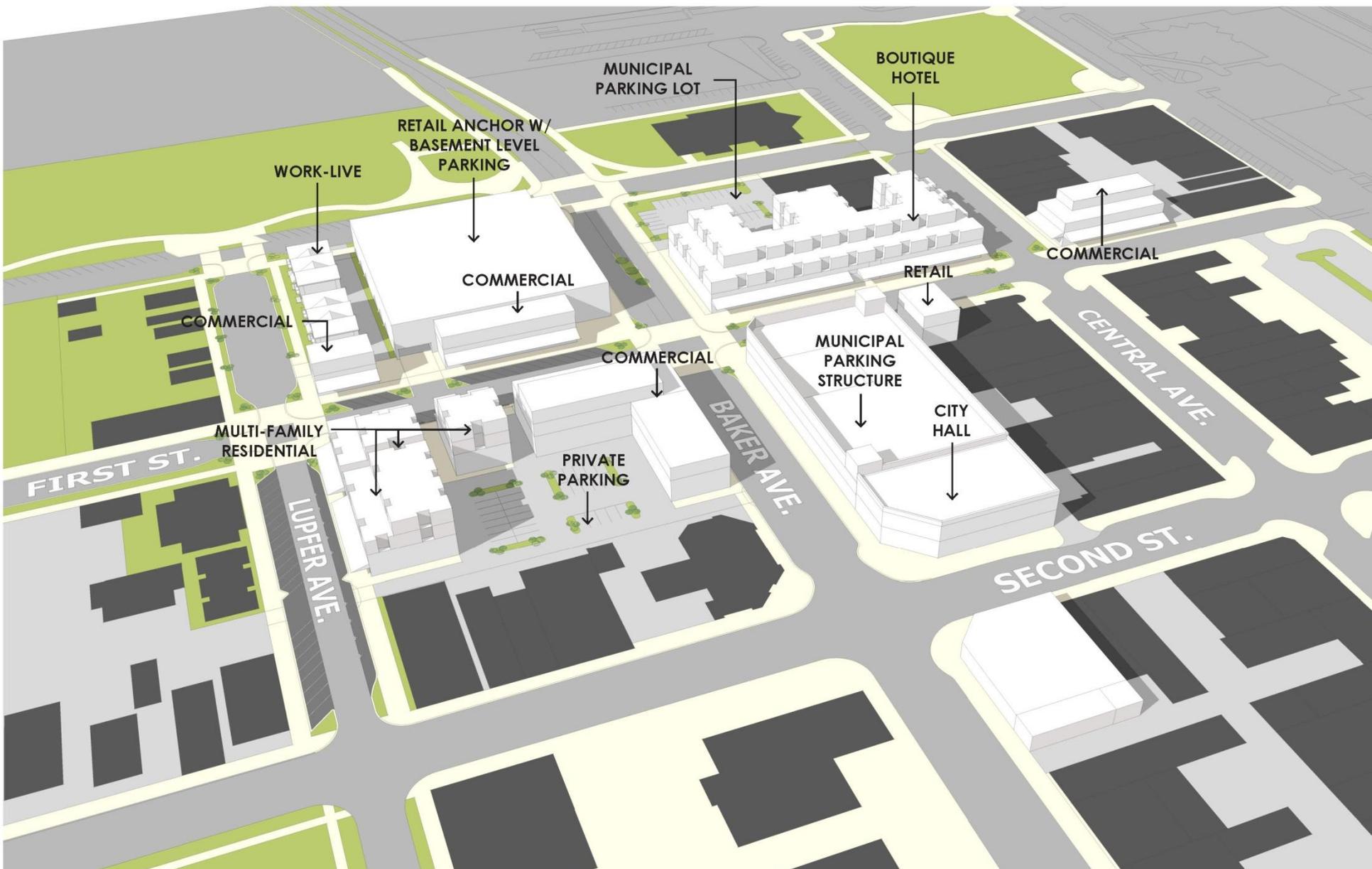
Land Use Framework — Shopping Loop Retail Expansion

Shopping Loop Massing Diagram



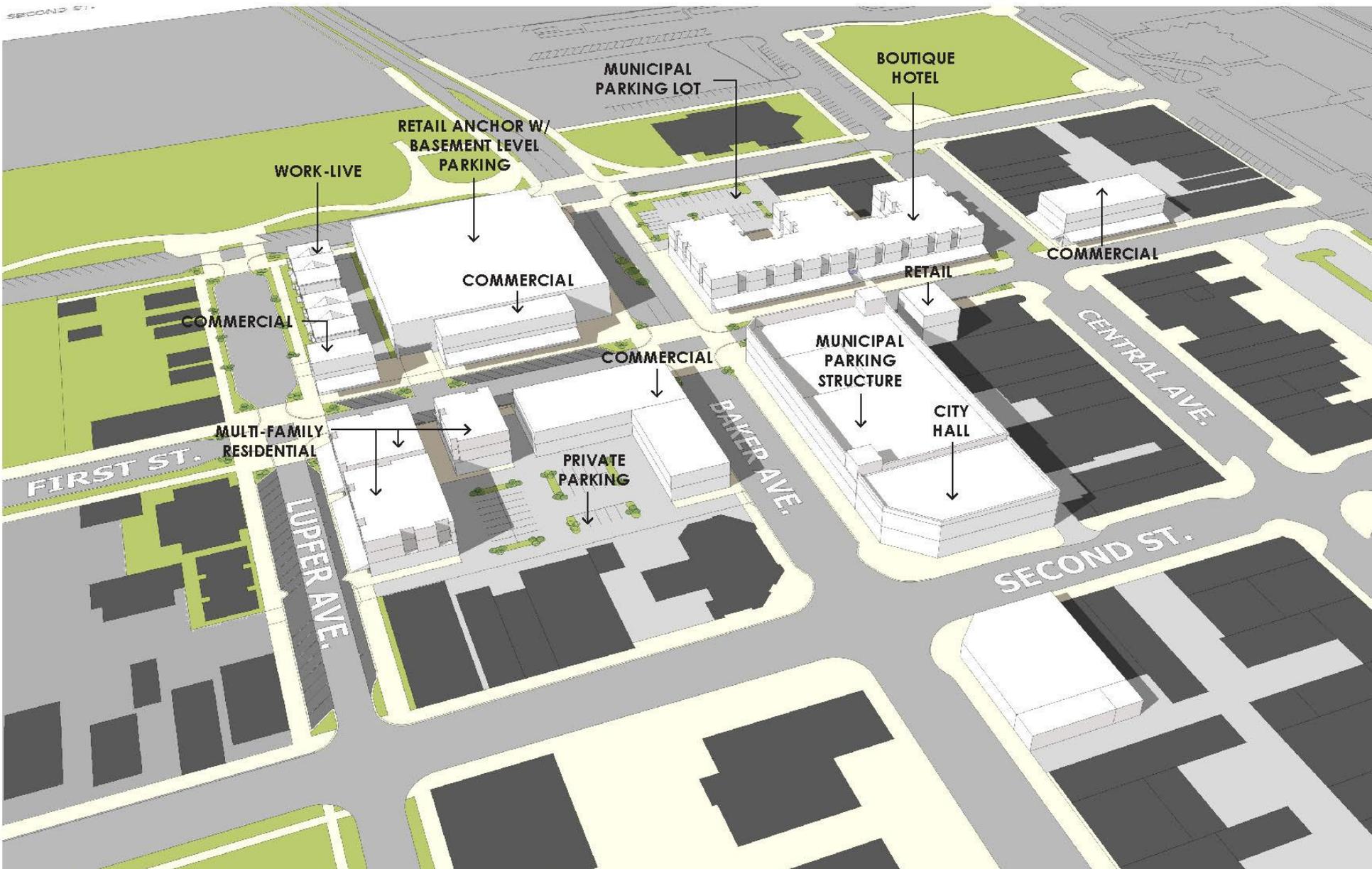
Land Use Framework — Shopping Loop (Existing Code)

Shopping Loop Massing Diagram

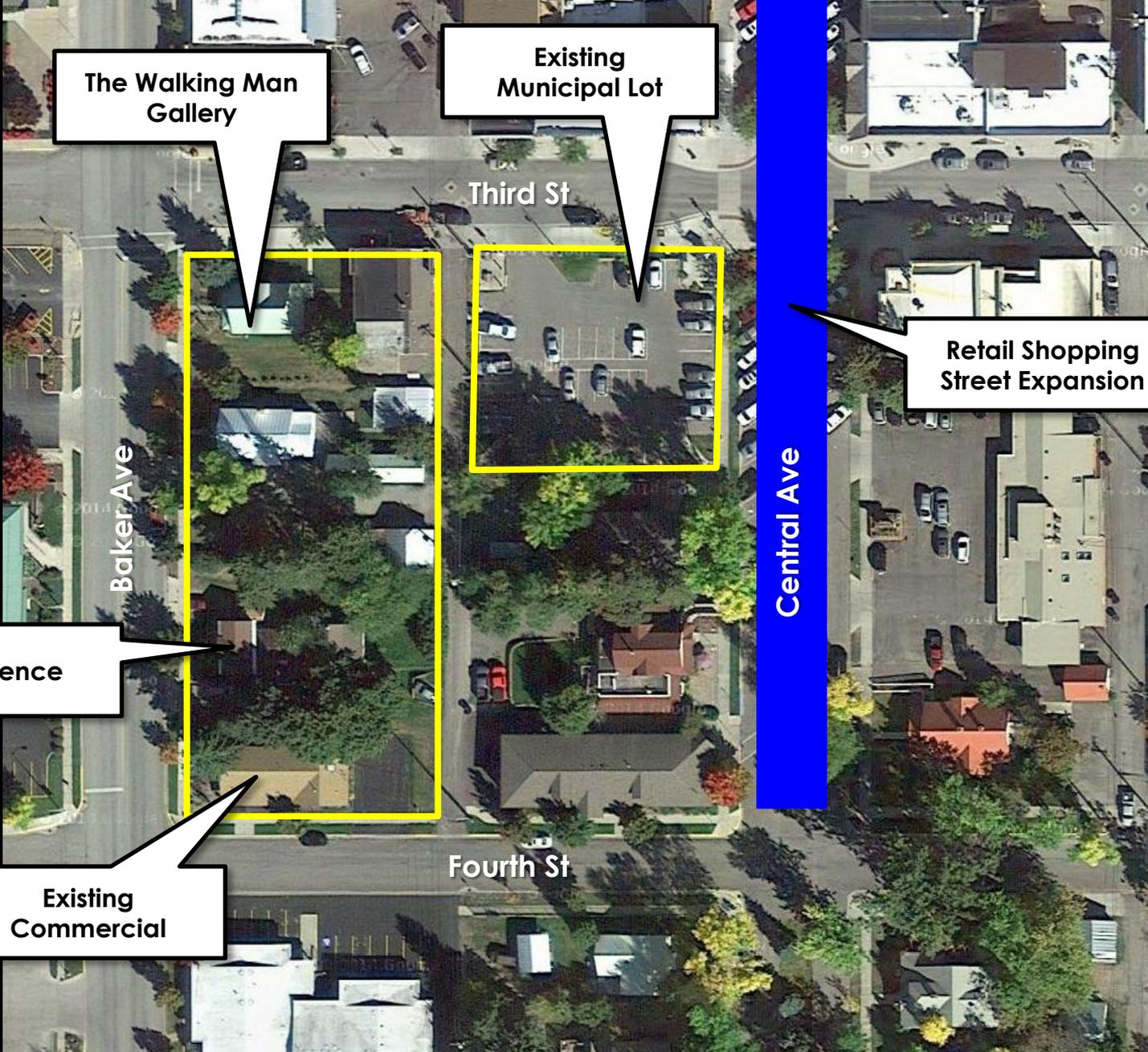


Land Use Framework — Shopping Loop (Existing Code)

Shopping Loop Massing Diagram



Land Use Framework — Shopping Loop (Alternative)



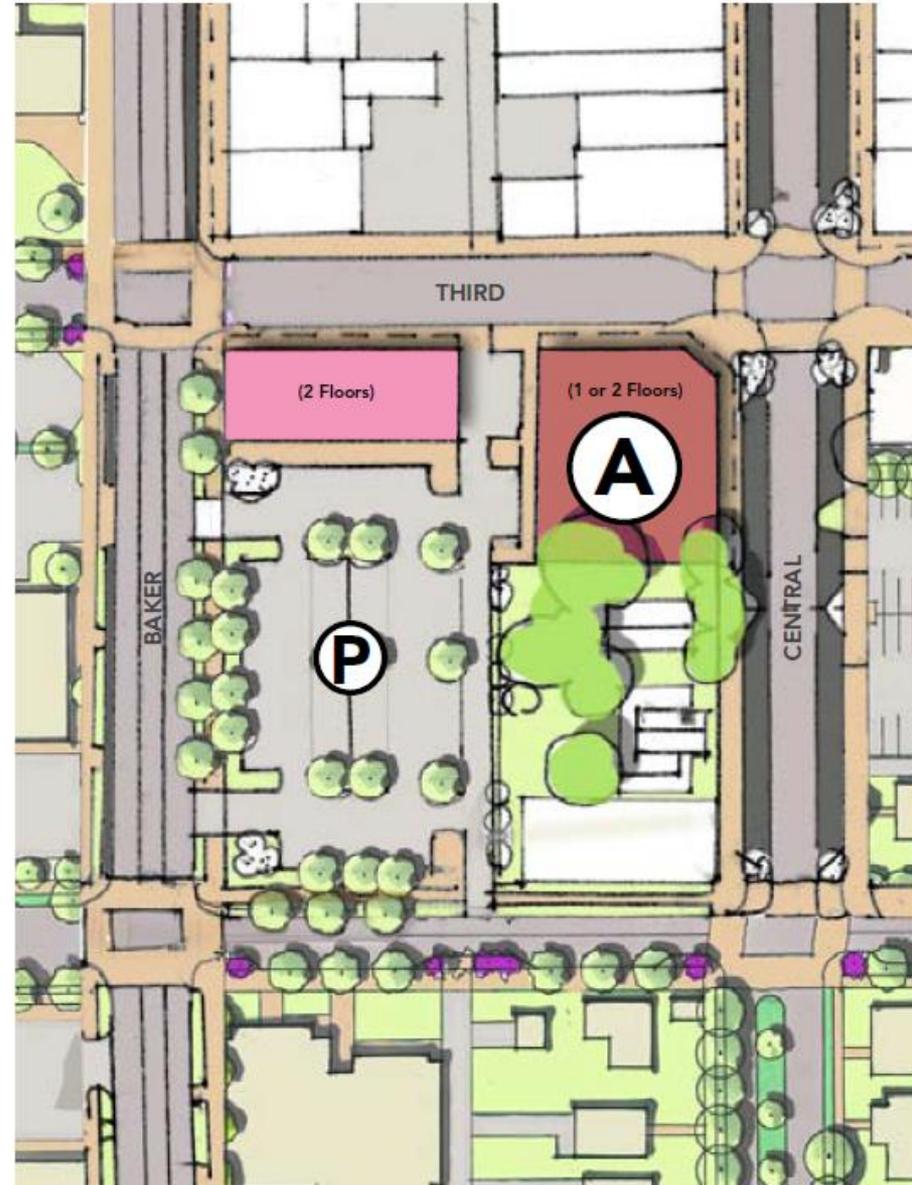
Land Use Framework — Central Avenue South Anchor

CENTRAL AVENUE SOUTH - RETAIL ANCHOR

A retail anchor is envisioned to replace the existing municipal parking lot at the southwest corner of Central and Third.

- As part of the redevelopment, a replacement parking facility (lot or structure) site has been identified for the half block site between Third and Fourth Streets along Baker Avenue. The site should be acquired by the City and constructed before or concurrently with the redevelopment of the existing parking lot. The parking facility may preserve existing structures fronting Third or include new replacement buildings
- The retail may be a single use or may include upper floor uses such as lodging, office, or residential uses.

Retail Anchor & Parking Plan



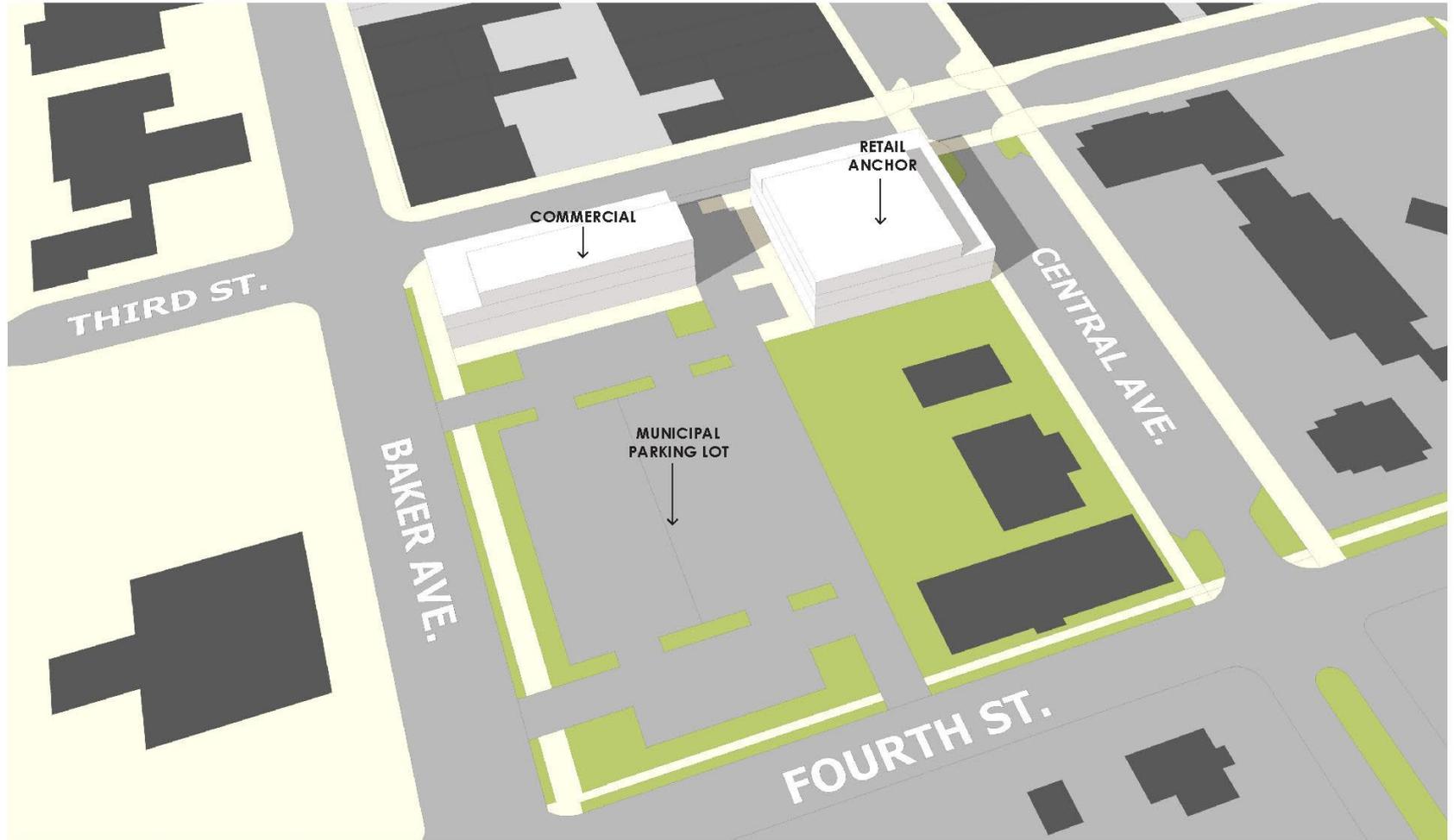
THIRD AND CENTRAL

Commercial/Retail	40,000 SF
Public Parking	80 SP

LEGEND

-  Ground-Floor Storefront Retail
-  Commercial
-  Retail Anchor
-  Public Parking

Retail Anchor & Parking Diagram

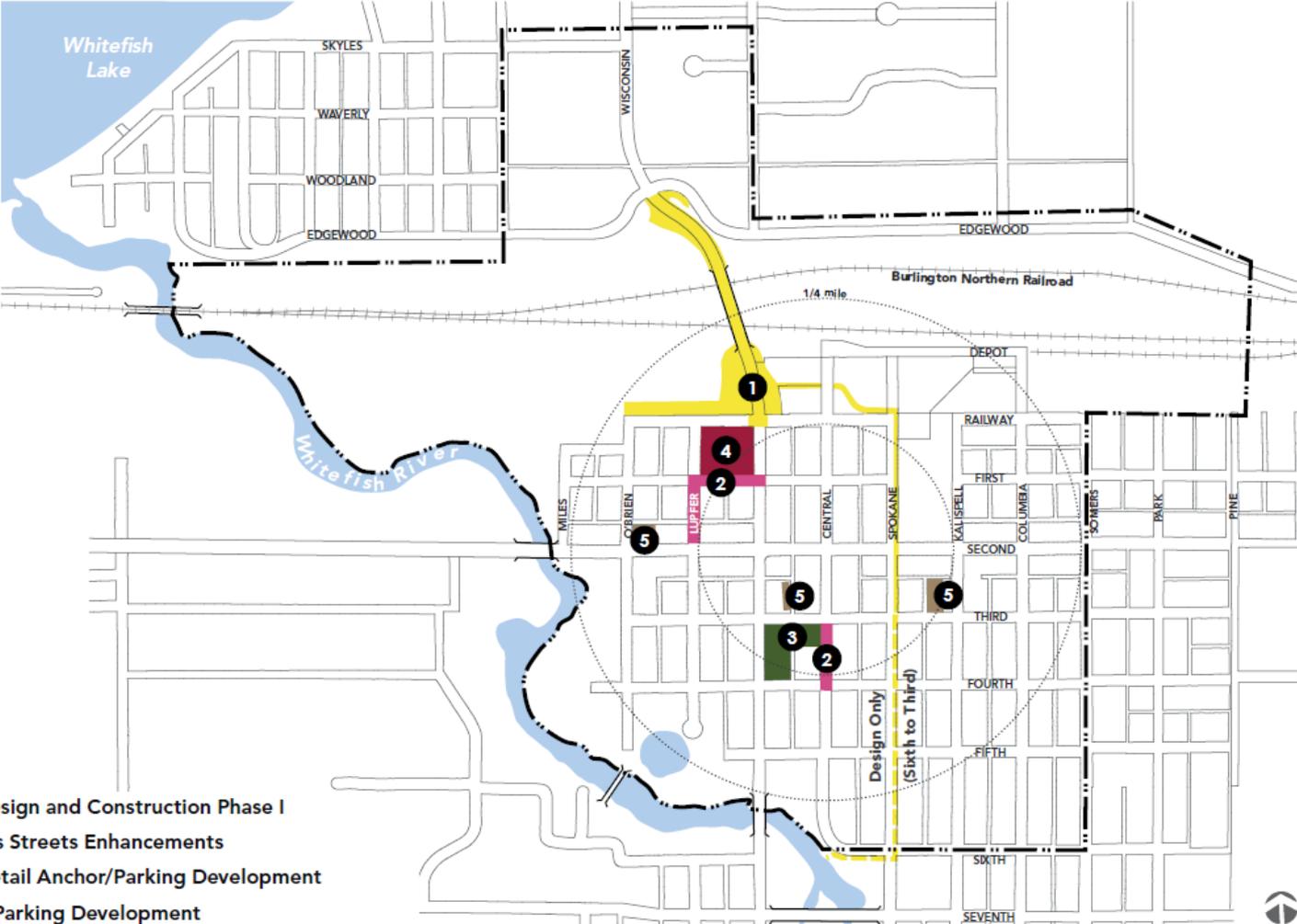


Land Use Framework —South Anchor (Existing Code)



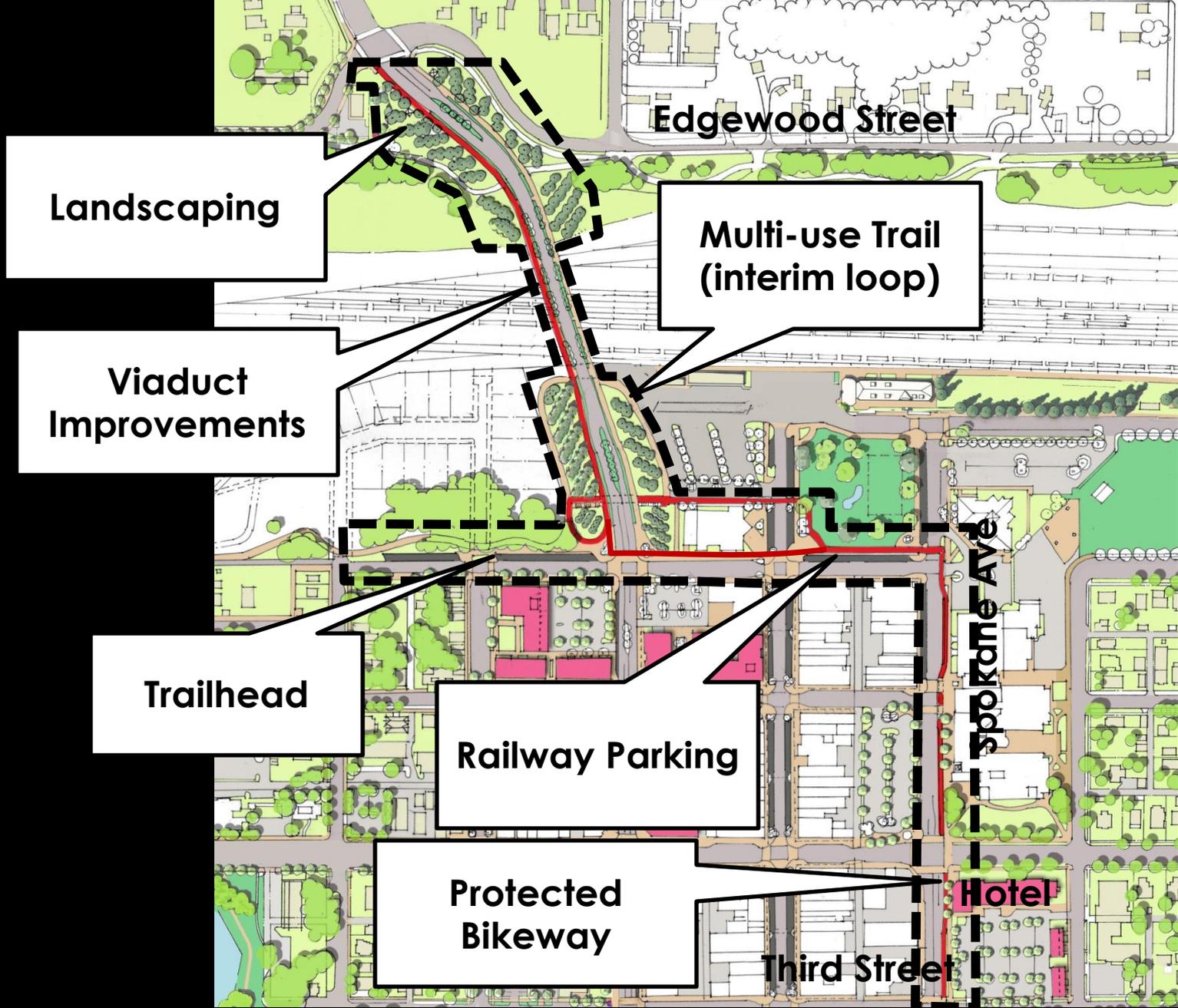
IMPLEMENTATION FRAMEWORK

Project Priorities

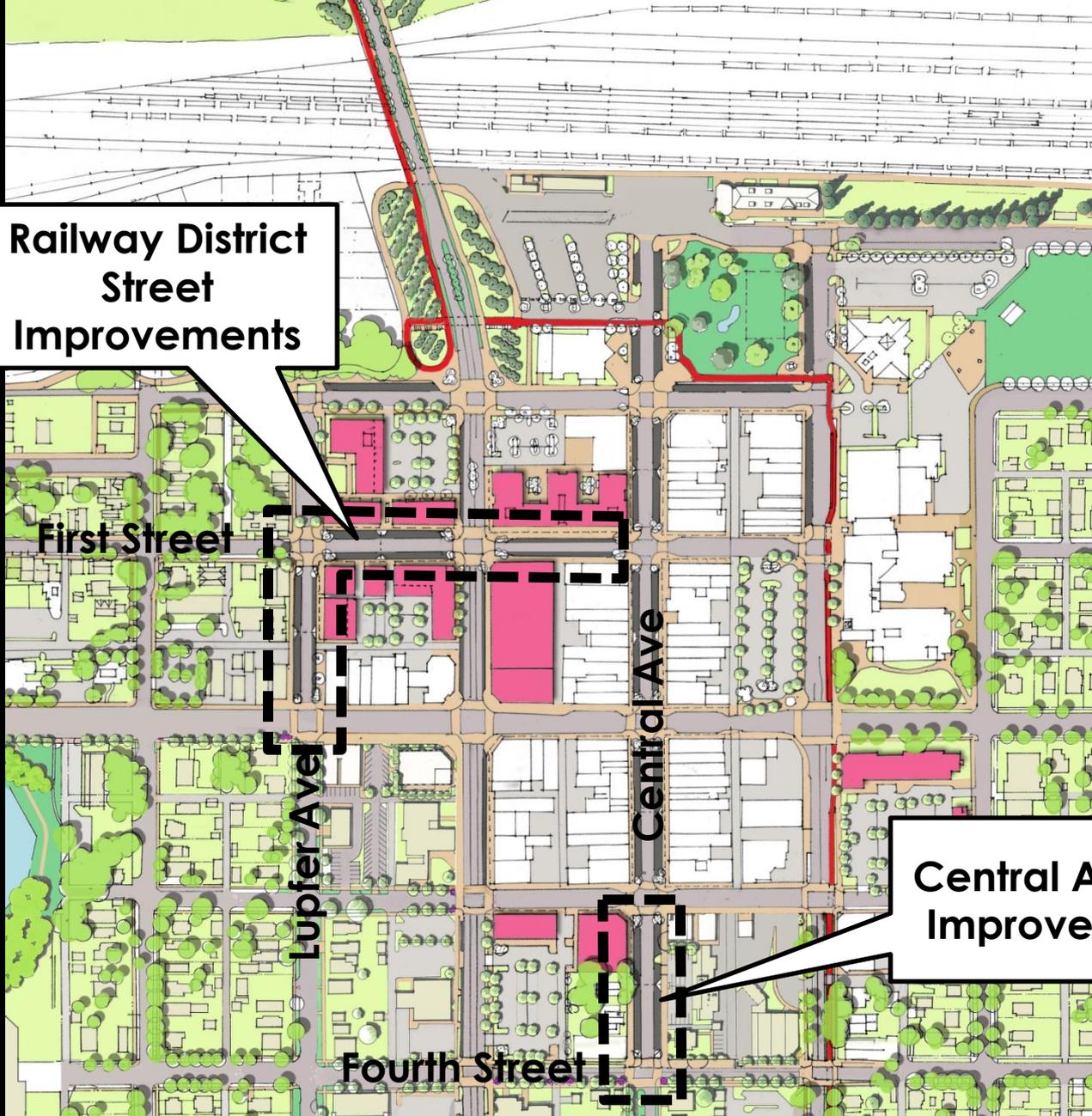


- 1. Whitefish Promenade Design and Construction Phase I
- 2. Shopping Loop Emphasis Streets Enhancements
- 3. South Central Avenue Retail Anchor/Parking Development
- 4. Railway District Anchor/Parking Development
- 5. Parking Lot Site Acquisition

Implementation Framework — Project Priorities



Project Priority 1 — Whitefish Promenade Phase I



**Railway District
Street
Improvements**

First Street

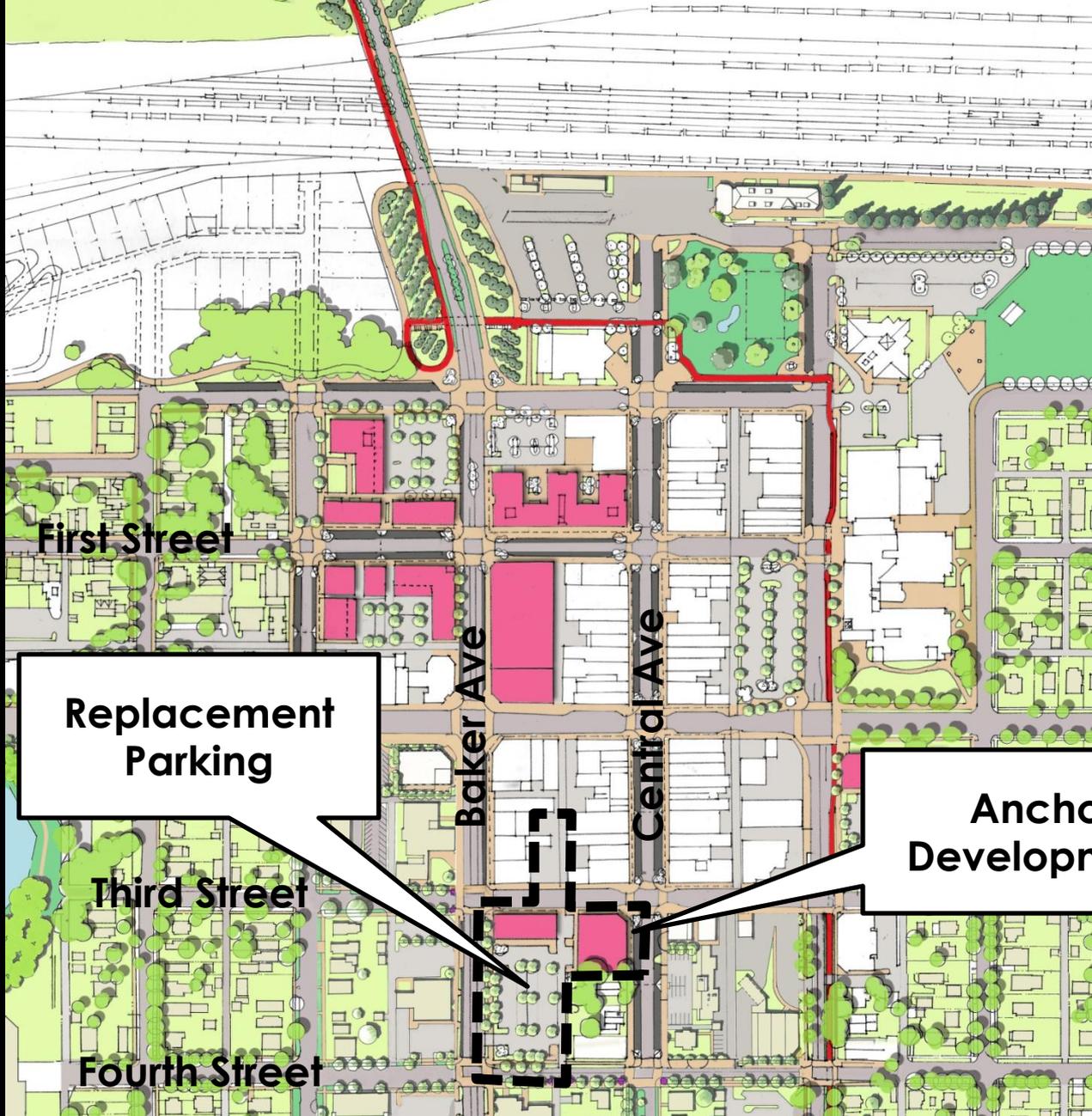
Lupfer Ave

Central Ave

Fourth Street

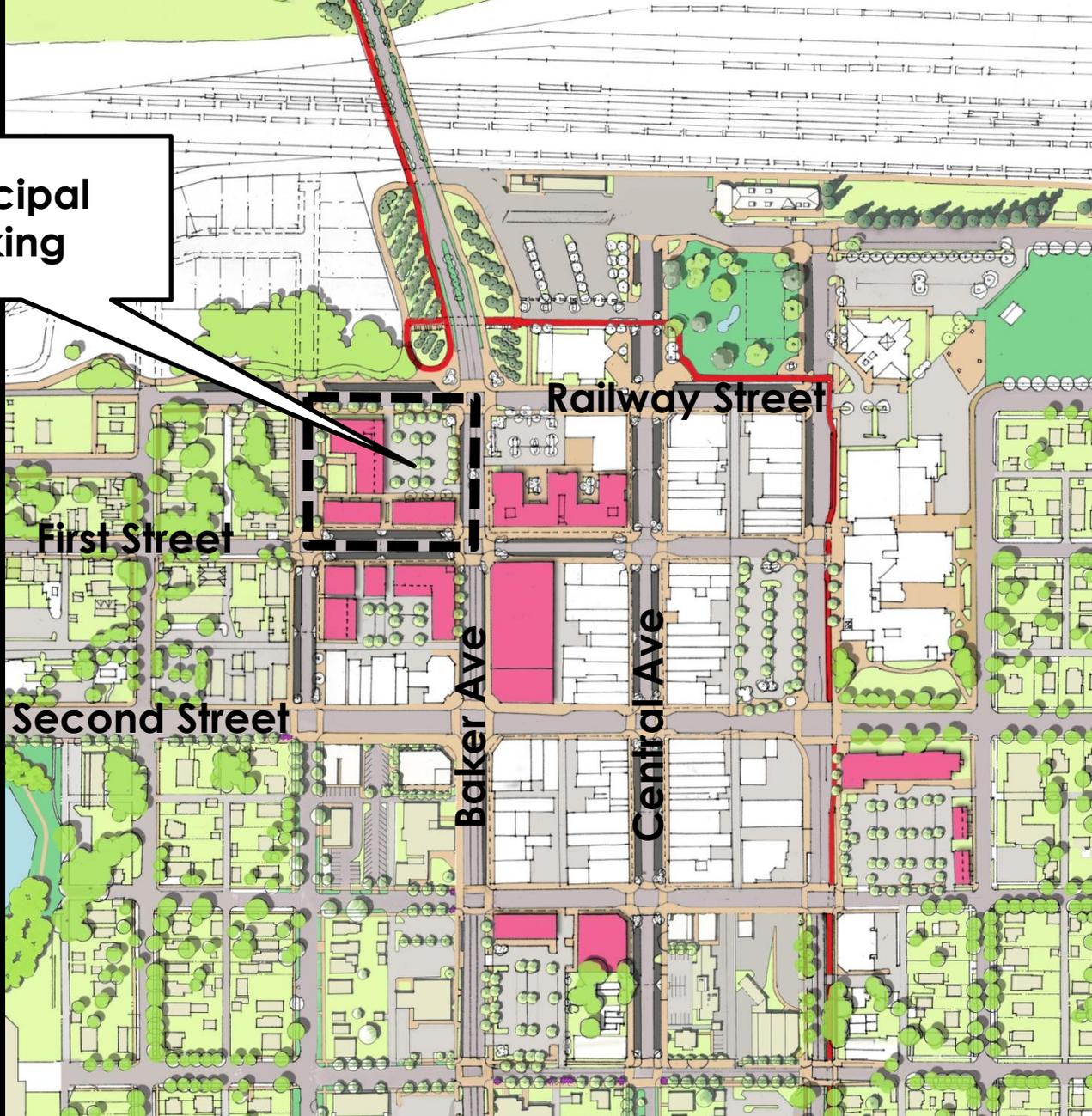
**Central Avenue
Improvements**

Project Priority 2—Shopping Loop and Central Ave

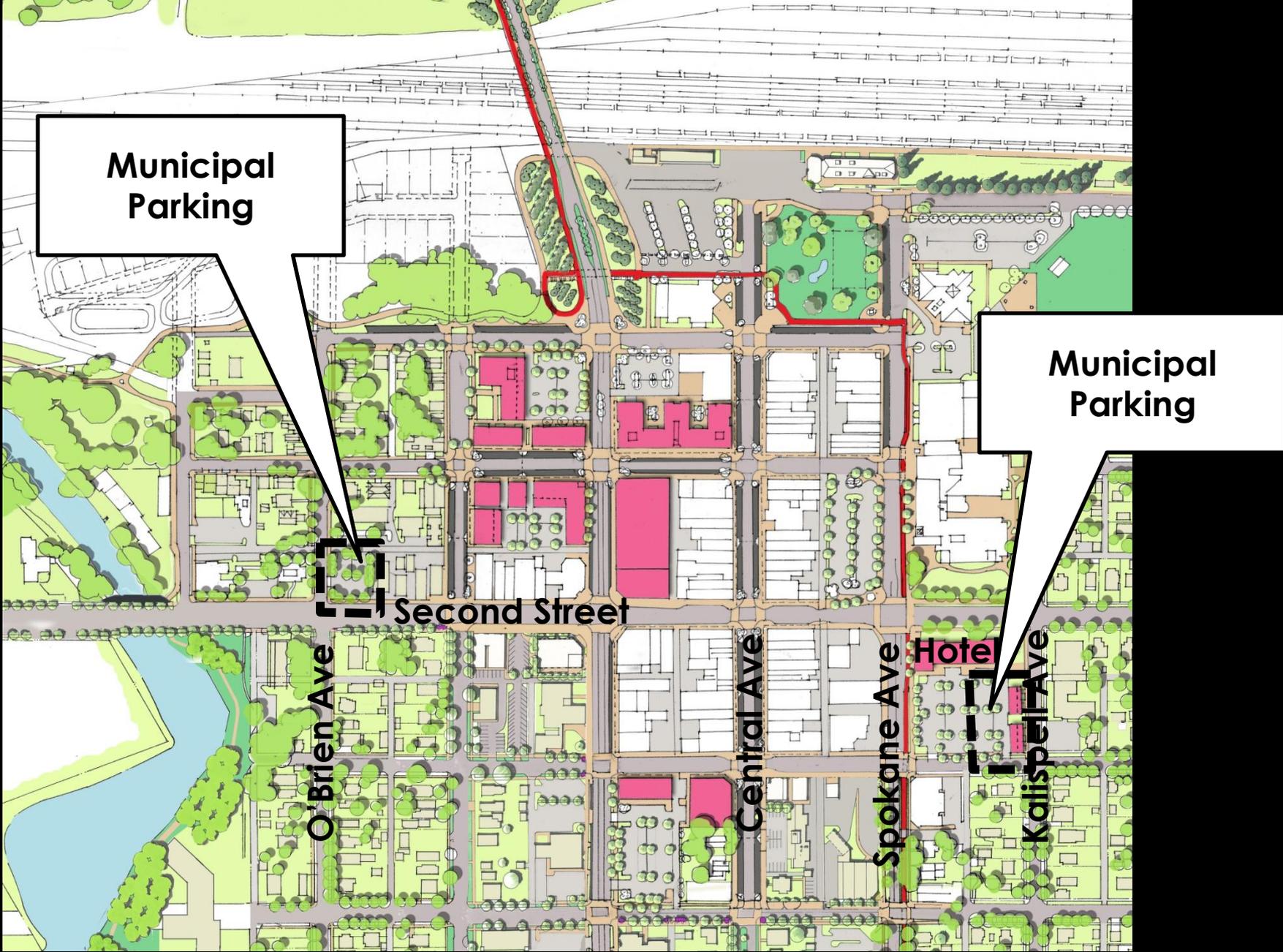


Project Priority 3 —South Central Ave Anchor

**Municipal
Parking**



Project Priority 4 — Railway District Anchor Parking



**Municipal
Parking**

**Municipal
Parking**

O'Brien Ave

Second Street

Central Ave

Spokane Ave

Hotel

Kalispell Ave

Project Priority 5 — Parking

Process & Schedule

1 Transportation Framework

- 1.1 Update the Auto/Truck Framework
- 1.2 Update the Pedestrian Framework
- 1.3 Update the Bicycle Framework

2 Implementation Framework

- 3.3 Anchor Retail Concept

3 Executive Summary

- 4.4 Build-Out Executive Summary

4 City Hall Design Analysis

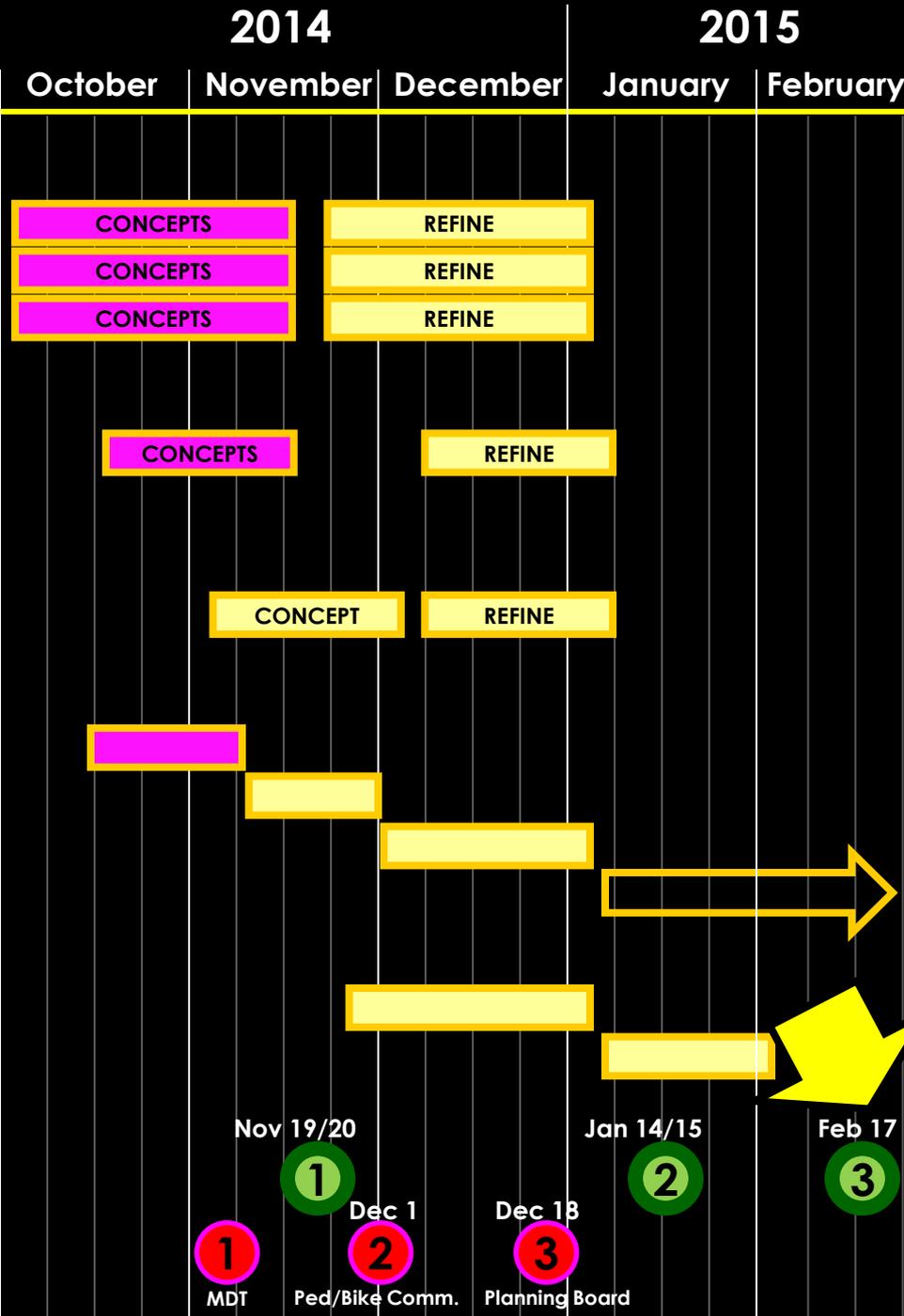
- 5.1 Conceptual Plans
- 5.2 Schematic Plans and Elevations
- 5.3 Design Development Plans and Elevations
- 5.4 Contract Documents

5 Master Plan Document

- 6.1 Prepare Draft Master Plan
- 6.2 Prepare Final Master Plan

6 Meetings

- Committees, Public Council, Stakeholders
- Conference Calls (As Required)



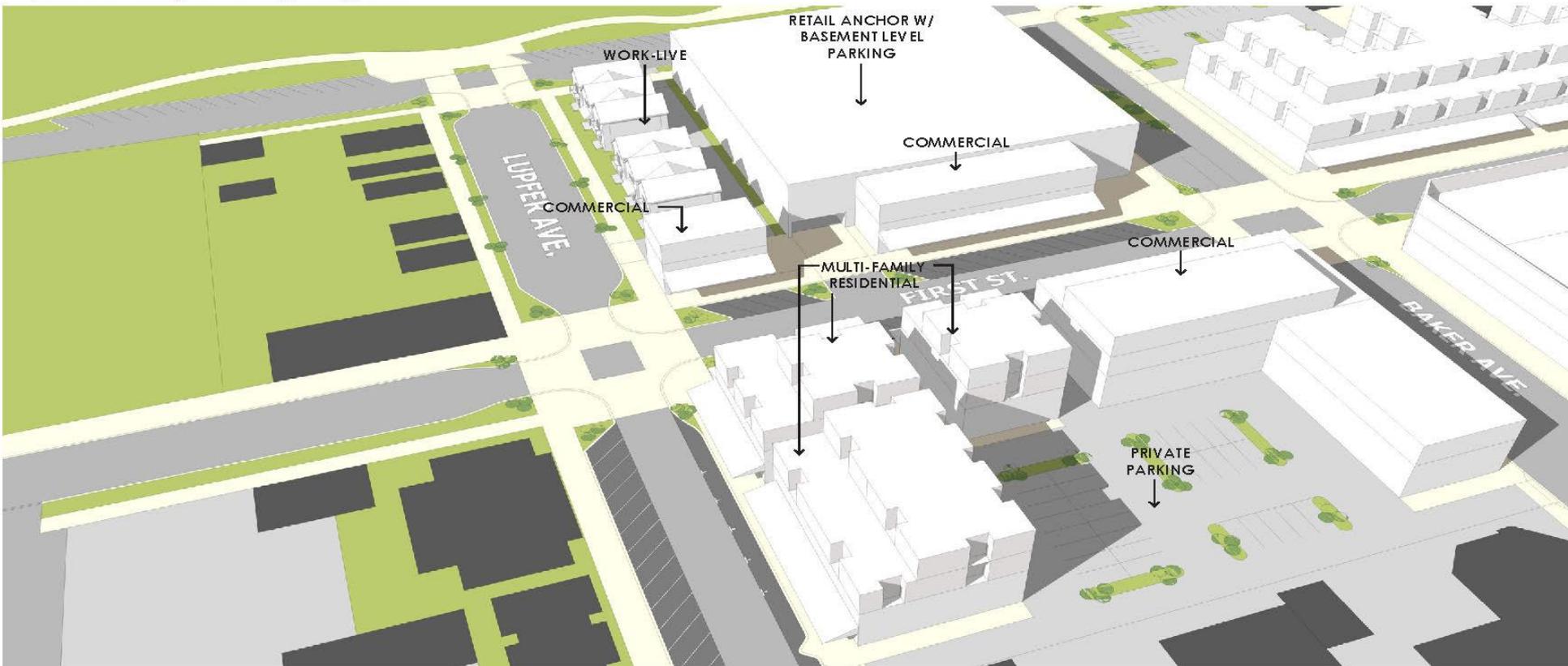
An aerial photograph of the Whitefish downtown business district. The image shows a mix of commercial buildings, parking lots, and residential areas. A prominent river flows through the center of the town, and several railroad tracks with freight trains are visible in the foreground. The background features a vast, green landscape with rolling hills and a forested area.

Whitefish Downtown Business District Master Plan Update

City Council Recommended Refinements

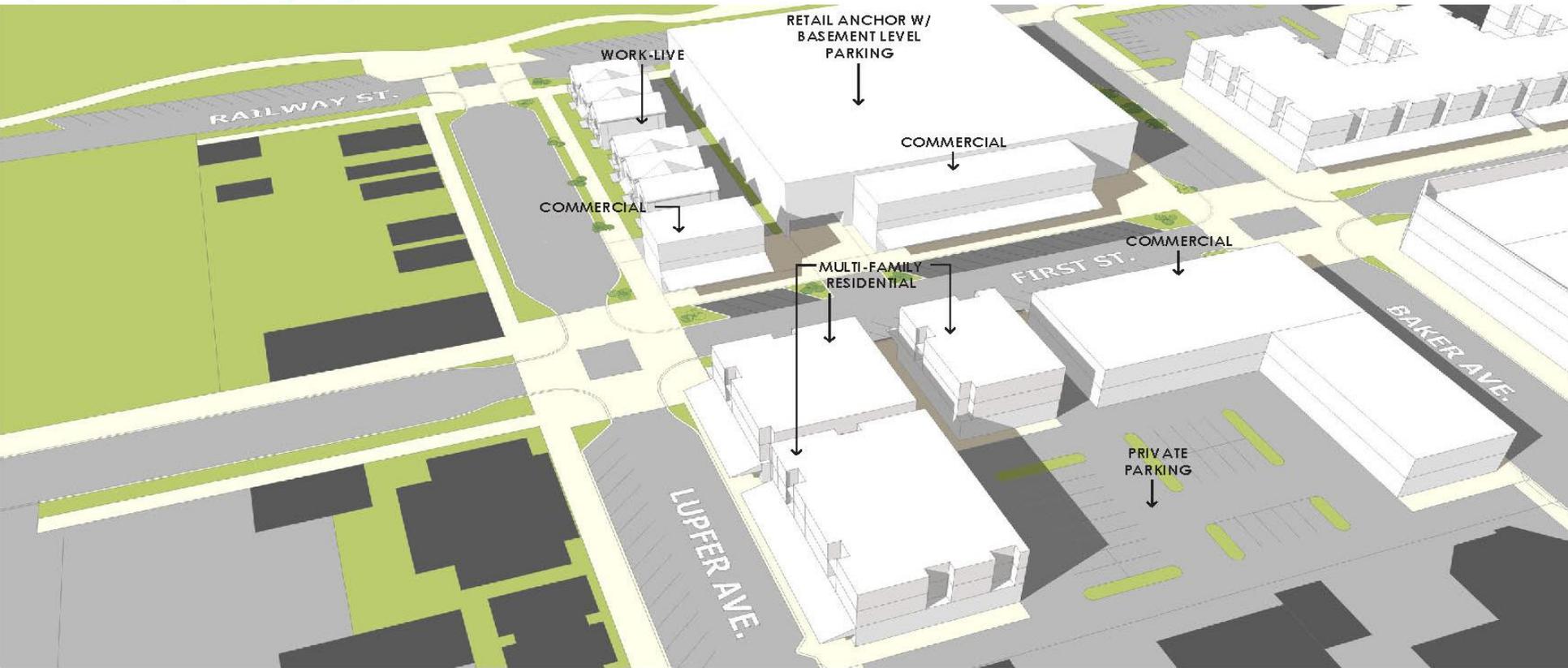
Technical Advisory Committee Mtg. January 7, 2014

Lupfer Housing Massing Diagram



Land Use Framework — Lupfer Housing (Existing Code)

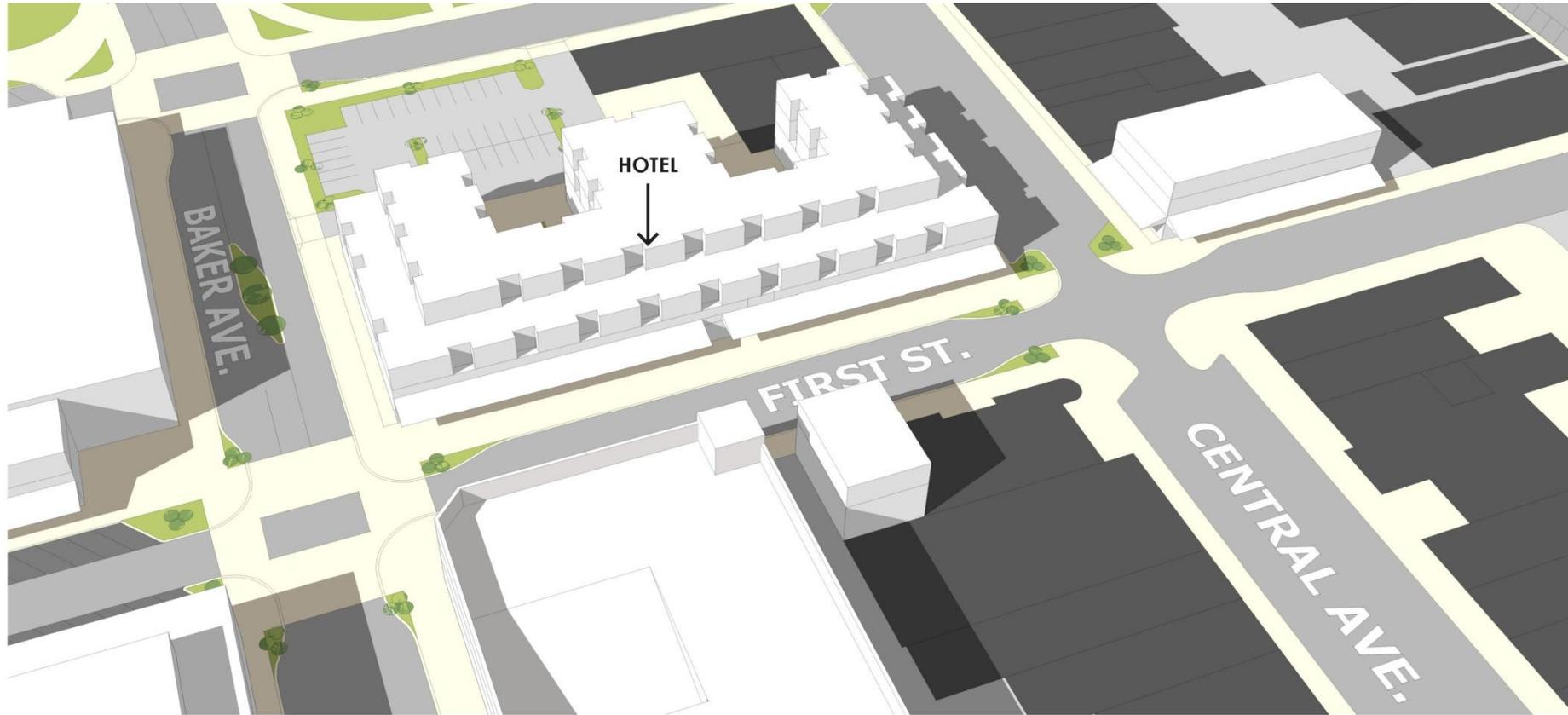
Lupfer Housing Massing Diagram



FRAMEWORK

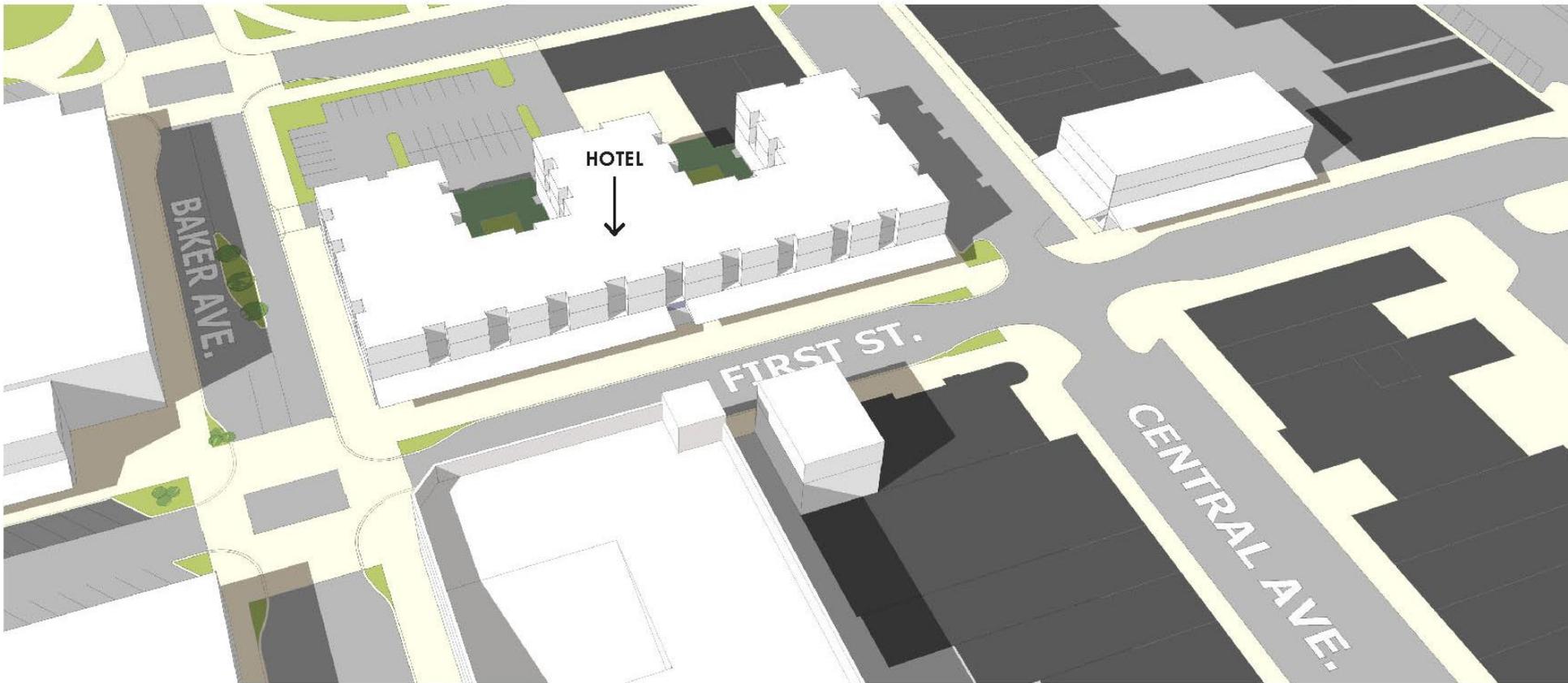
Land Use Framework — Lupfer Housing (Alternative)

Boutique Hotel Diagram



Land Use Framework — Lodging (Existing Code)

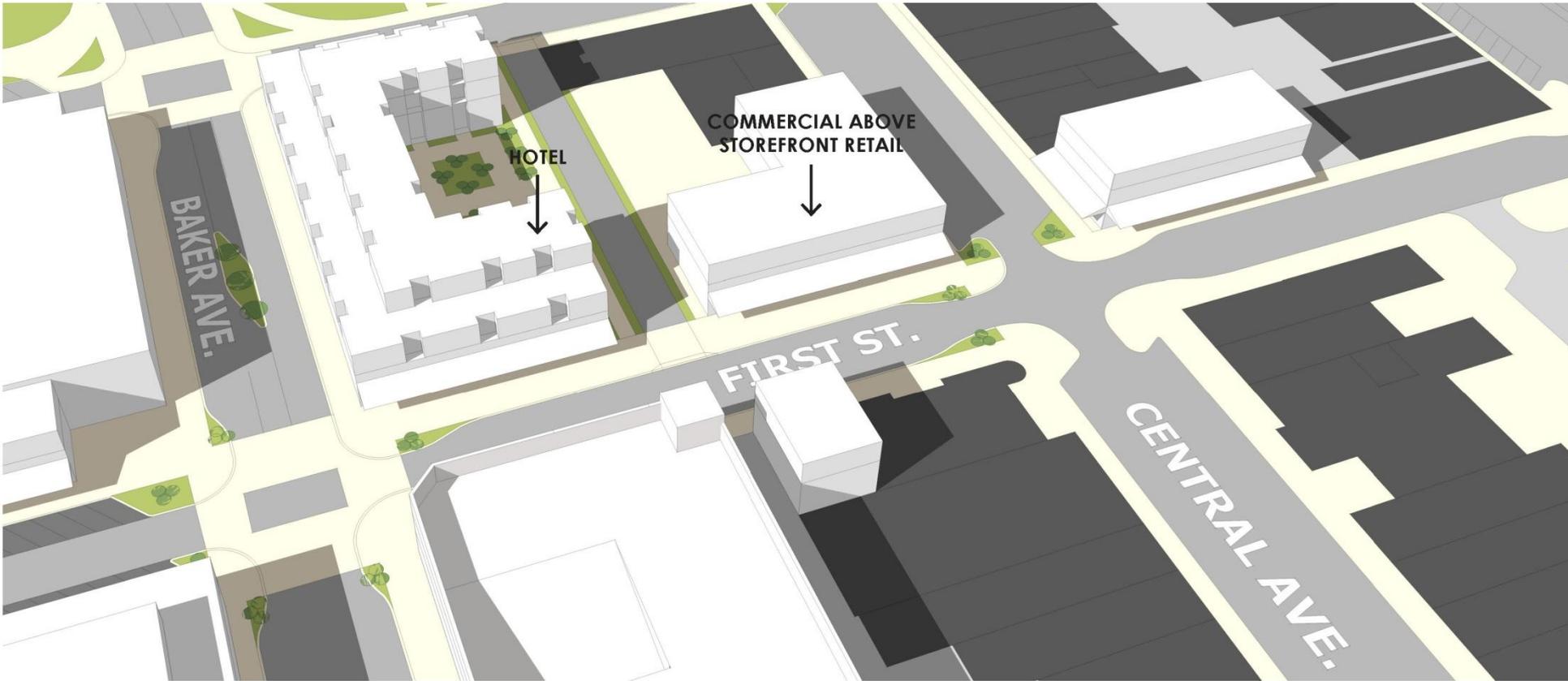
Boutique Hotel Diagram



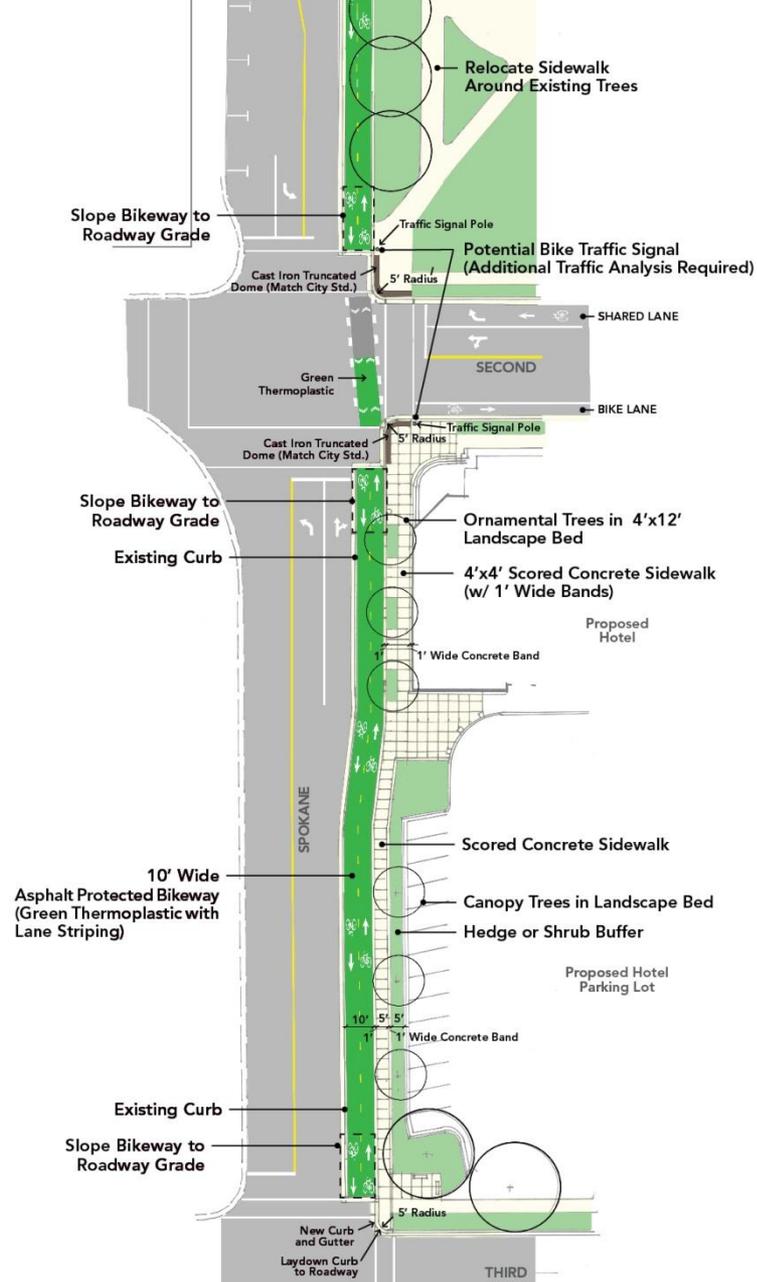
FRAMEWORK

Land Use Framework — Lodging (Alternative)

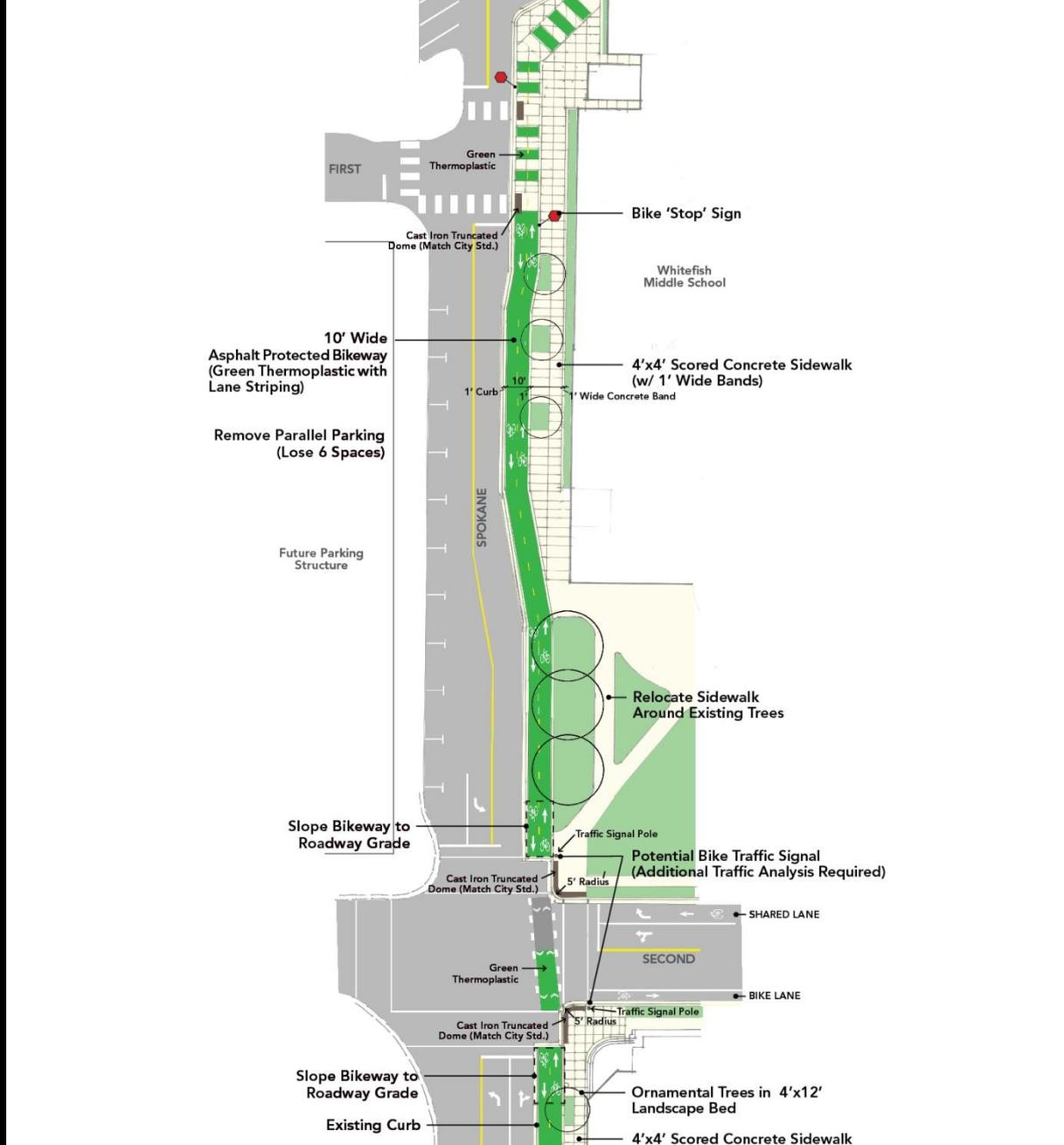
Boutique Hotel Diagram



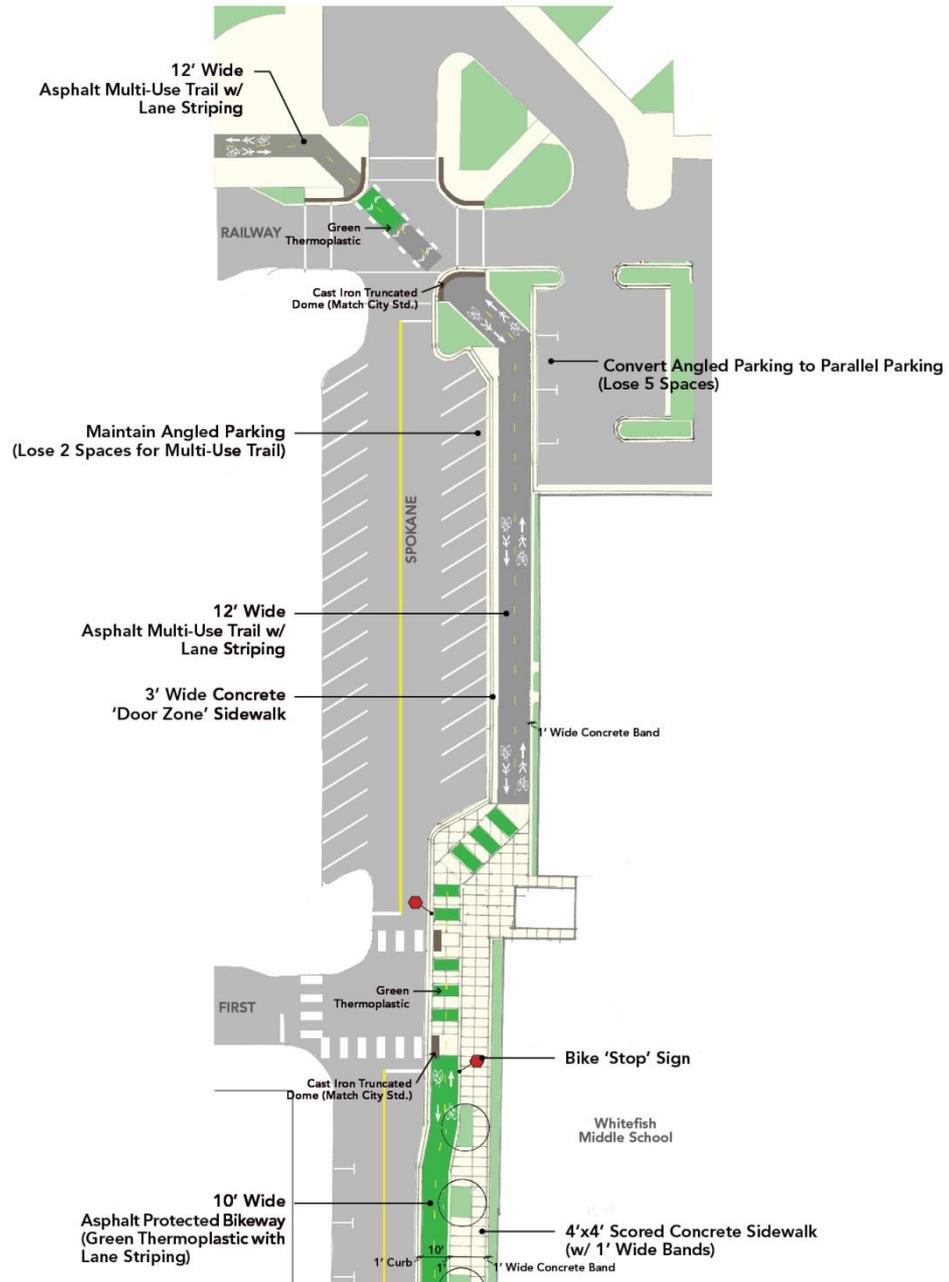
Land Use Framework — Lodging (Existing Code)



Whitefish Promenade — Spokane (Third to Second)



Whitefish Promenade — Spokane (Second to First)



Whitefish Promenade — Spokane (First to Railway)