

WHITEFISH FUTURE CITY HALL STEERING COMMITTEE
FRIDAY NOVEMBER 2, 2012 9:00 A.M. TO 11:00 P.M. AM
CITY COUNCIL CHAMBERS
402 E. 2ND STREET

1. CALL TO ORDER

Chairman Baccaro called the meeting to order at 9:00 a.m. Committee members present were Ian Collins, Ross Anderson, Robert Blickenstaff, John Muhlfeld, George Gardner, Wendy Compton-Ring, Phil Mitchell, Marcus Duffey, Chuck Stearns, Necile Lorang and Vanice Woodbeck. Members not present were Mike Jenson and Toby Scott. In the audience were Doug Rhodes, Richard Smith and Heidi from the Pilot.

2. APPROVAL OF MINUTES FROM LAST MEETING

Necile Lorang made a motion, 2nd by Ross Anderson, to approve the August 23, 2012 minutes. The motion passed unanimously.

3. UPDATE ON PARKING STUDY

City Manager Stearns said the Council was presented with 4 different locations for a parking structure and they voted with a 4 to 3 vote for the location where the current and future City Hall will be located. City Manager Stearns said they do have 4 alternatives for this site. Alternative 1 shows two floors for City Hall on the corner of 2nd and Baker with the parking structure behind City Hall which would consist of 275 spaces. On the bottom NW corner would be 0 grade parking with slight elevations going up to the 2nd and roof level parking. The access to the parking lot would be off of 1st Street. On Alternative 2 the difference would be more parking spaces of 293 with the depth of City Hall less and there would be 3 levels instead of 2 for City Hall. Alternative 2A is the same as Alternative 2 except that at the roof level is more customer friendly as you do not have to back up to go back down to the lower floors. Alternative 3 shows City Hall being on Baker Avenue with an express ramp going up to the 2nd and 3rd level parking with no parking spaces behind City Hall. This alternative is also the one where you can do the most with urban design.

City Manager Stearns said Kimley-Horn would be coming back to the Council on December 5th for a work session with an update on the parking structures; however they will not have any geo tech testing results.

Ross Anderson said the parking structure and City Hall will not line up with each other. City Manager Stearns said he is hoping that they will be able to do this with the 2 architects working together.

Phil Mitchell said this is just a feasibility study and the Council could decide just to do surface parking and in that case they could move City Hall to the north end of the site. Necile Lorang is concerned about there not being any street parking for the customer to

get to City Hall. In the alternatives #3 is the only one where there could be on street parking.

Necile Lorang said in Toby Scott's e-mail he suggested maybe having an entry/exit from the alley but she said this would not work because of all the delivery trucks that are in the alley all day long.

Ian Collins feels if we would have kept Crandall Arambula on board it could save a lot of money and time because of the plans from the 2nd & Spokane Avenue that was done. City Manager Stearns said he did give Kimley-Horn a copy of the plans and John Muhlfeld said it is on the agenda for the Monday night meeting to retain CA in more of the process.

4. DISCUSS PROCESS FOR ARCHITECTURAL SELECTION

Manager Stearns said that Ross Anderson is an architect and he could submit a proposal for this project but if he does not he will be a great asset to this committee. Ross Anderson said he will not be submitting a proposal. City Manager Stearns said the architect for the parking structure has been picked by Kimley-Horn which is MMW out of Missoula who they have worked with before.

City Manager Stearns said we can put out for RFQ's and RFP's then have a committee to review and then select one. They could have a community charrette, which is usually an 8 hour process where people make a suggestion and the architect would do a quick drawing of the idea for everyone to see. They could have a competition with a model to present.

Some of the committee does not feel that we have enough information to move forward yet until it is decided what type of parking we will be having on this site or how many spaces we need. Whichever architect firm would get the City Hall job they would have to work very closely with MMW for both the City Hall and parking structure to work together. The committee feels that a competition would be nice to have.

City Manager Stearns said he can do up an RFQ and RFP for the committee for the next meeting and they can decide how much money they will give the architects for the competition. City Manager Stearns said they probably will not be getting any tests results back on the geo tech until January or February.

Necile Lorang suggested with the alternative #3 that City Hall could be at the north end with City Hall going over the express ramp and up 2 or 3 stories.

5. OTHER BUSINESS: None

6. COMMUNICATONS FROM THE PUBLIC

Richard Smith, a local architect, said it has been interesting to listen to all the different comments and the process is very interesting. He feels that City Hall is 2nd with the parking structure being 1st and it should be the opposite. Incorporating them together will be key and also having an engineer in the process. He likes the idea of a competition for this type of project. They also would need to know how many spaces will be needed on a daily basis.

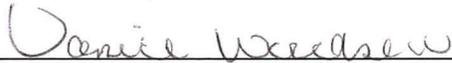
7. SET DATE AND TIME FOR NEXT MEETING

a. **Week of December 3rd, 2012:** The next meeting has been scheduled for December 13th at 9:30 a.m.

8. **ADJOURNMENT:** The meeting was adjourned at 11:07 a.m.



Sherri Baccaro, Chairman



Vanice Woodbeck, Assistant City Clerk



WHITEFISH FUTURE CITY HALL STEERING COMMITTEE

**MEETING OF Friday, November 02, 2012 9:00 – 11:00 A.M.
CITY COUNCIL CHAMBERS, 402 East 2nd Street**

- 1) CALL TO ORDER
- 2) APPROVAL OF MINUTES FROM LAST MEETING
- 3) UPDATE ON PARKING STUDY
- 4) DISCUSS PROCESS FOR ARCHITECTURAL SELECTION
- 5) OTHER BUSINESS
- 6) COMMUNICATIONS FROM THE PUBLIC (limit 3 min. per person)
- 7) SET DATE AND TIME FOR NEXT MEETING(S)
 - a) Week of December 3rd, 2012
- 8) ADJOURNMENT

Vanice Woodbeck

From: Toby Scott [tobyscott@earthlink.net]
Sent: Thursday, November 01, 2012 4:23 PM
To: Sherri Baccaro; City Manager Chuck; George Gardner; 'Ian Collins'; John; Marcus Duffey; 'Mike Jenson'; Necile Lorang; Phil Mitchell; 'Robert Blickenstaff'; 'Ross Anderson'; Vanice Woodbeck; Wendy Compton-Ring
Subject: Re: City Hall Committee Meeting - RESCHEDULED

Sherri,

As fate would have it my plans for the next few days were changed today courtesy of the hurricane that hit the east coast. I am on my way to participate in the "Hurricane Relief Telethon" to be broadcast Friday on NBC.

I don't know my schedule but I doubt I would be able to join the City Hall Steering Committee in our meeting to discuss the parking proposals via Skype or conference call.

Regarding the proposed plans;

In general I favor the the Site A, Alternative 1 plan, with a few questions and requests.

First of all, on any plan there should be incorporated a bathroom on the ground floor accessible to the public 24 hours a day. This could be located in the "storage" area depicted on the plans.

Secondly, if there is a way to route the parking traffic so that there is a number of spaces near a entry from the parking to the City Hall building, that would make if very convenient for those people that like to drop in with their bills or have business in person. It appears that the entrance from First Street has such a parking area adjacent to it. Perhaps that entrance could be moved to be more convenient to the City Hall for entry from the parking. There should be a similar designated parking area for City vehicles on the 2nd or 3rd floors of parking area.

I wonder about the location of the single parking entry from First. I understand that entry/exit from Baker or Second would be inconvenient for traffic flow, but what about entry from the alley?

The cut off of the building and likely rounding of the corner at Baker and Second is understandable but I wonder about it's size (radius and setback). Perhaps it could be larger and made more of a "feature" of the building? I think that increasing the depicted depth (front to back) of the actual City Hall offices might be in order to gain a bit more office space. The noted square footage is right at the requirements estimated to be adequate for now. The future growth of city staff should be taken into account and additional space allotted.

That's all for now, I'm in between planes and have to go to the next flight.

Toby

From: Sherri Baccaro <publicworks@cityofwhitefish.org>

Organization: City of Whitefish

Date: Monday, October 29, 2012 5:48 PM

To: Chuck Stearns <cstearns@cityofwhitefish.org>, George Gardner <ggardner@cyberport.net>, Ian Collins <ianbcollins@gmail.com>, John Muhlfeld <jmuhlfeld@cityofwhitefish.org>, Marcus Duffey <marcusduffey@greatnorthernbrewing.com>, Mike Jenson <mjenson@bresnan.net>, Necile Lorang <nlorang@cityofwhitefish.org>, Phil Mitchell <pmitchell@cityofwhitefish.org>, 'Robert Blickenstaff' <rob2blick@gmail.com>, 'Ross Anderson' <info@rossganderson.com>, Sherri Baccaro <publicworks@cityofwhitefish.org>, Toby Scott <tobyscott@earthlink.net>, Vanice Woodbeck <vwoodbeck@cityofwhitefish.org>, Wendy Compton-Ring <wcompton-ring@cityofwhitefish.org>

Subject: City Hall Committee Meeting - RESCHEDULED

Good Afternoon Everyone:

The City Hall Committee meeting has been rescheduled for **Friday, November 2nd, 2012 at 9:00 a.m.** The meeting will be in the City Council Chambers.

I have attached a revised Agenda with the correct date. The original packet sent last week can still be used (nothing changed but the date of the meeting).

Thank you for your patience in trying to set this meeting up and if you have any questions, let me know.

Sherril L. Baccaro

Assistant to the Public Works Director

Web Administrator

Public Works Department

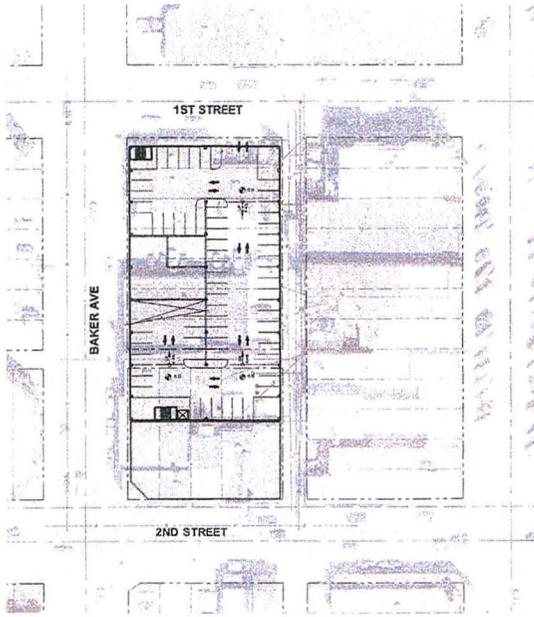
City of Whitefish

(406) 863-2460

publicworks@cityofwhitefish.org

www.whitefish.govoffice.com

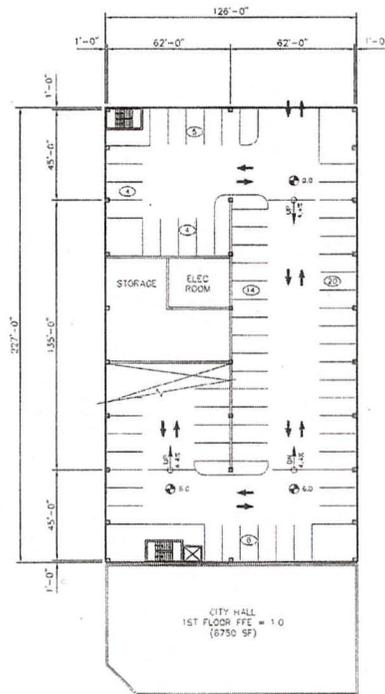
K:\Projects\2012\Whitefish\Feasibility Study\5000\Site-Baker.dwg PlotDate: 10/15/2012 07:15:00am



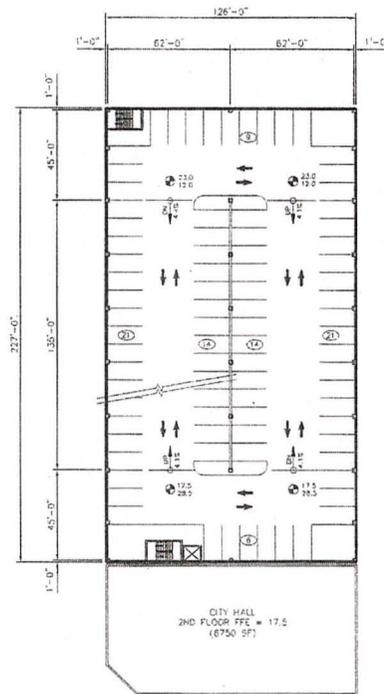
OVERALL SITE PLAN
SCALE: 1" = 50'-0"

PARKING TABULATION		
LEVEL	SPACES	AREA
1	53	21,798
2	85	26,602
3	85	26,602
4	52	16,002
TOTAL	275	90,004

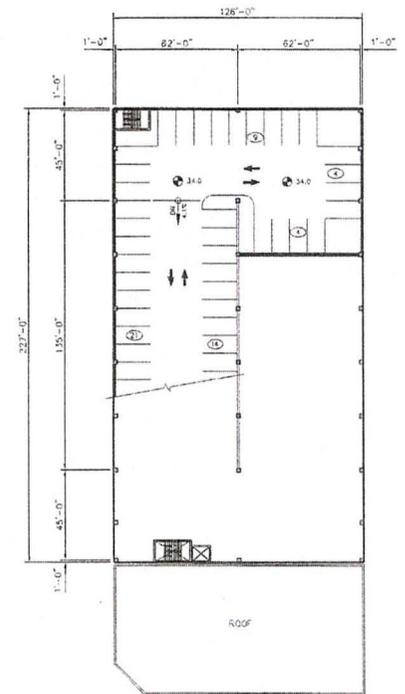
PARKING EFFICIENCY = 345 SQ FT/SPACE



LEVEL 1 PLAN
SCALE: 1" = 30'-0"



LEVEL 2 & 3 PLAN
SCALE: 1" = 30'-0"



LEVEL 4 PLAN
SCALE: 1" = 30'-0"

DATE: OCTOBER 15th 2012

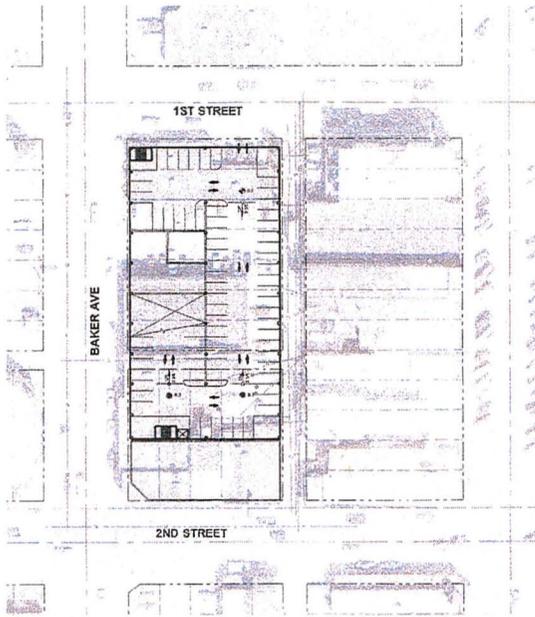


PARKING STRUCTURE

Feasibility and Concept Design Study for City of Whitefish, Montana

SITE A - 2nd STREET AND BAKER AVE PARKING GARAGE ALTERNATIVE 1

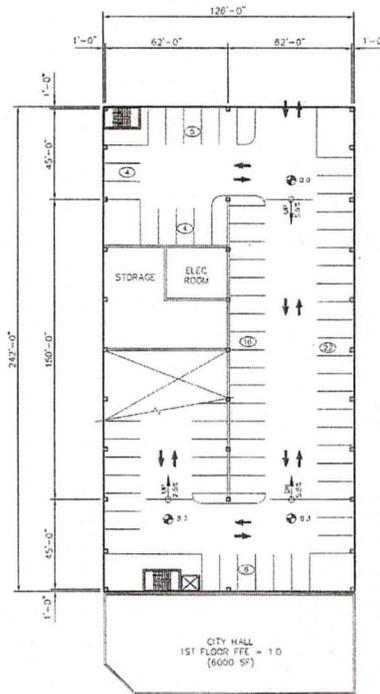




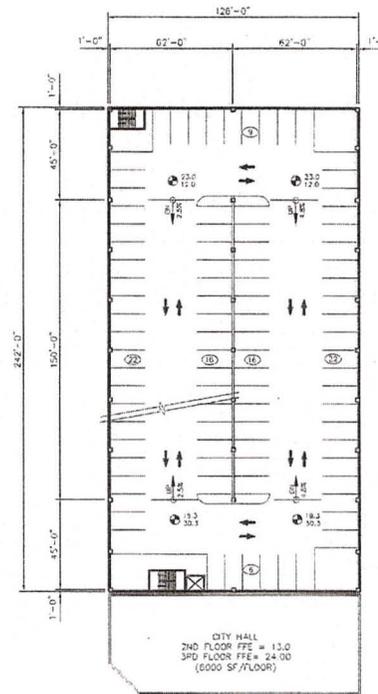
OVERALL SITE PLAN
SCALE: 1" = 50'-0"

PARKING TABULATION		
LEVEL	SPACES	AREA
1	57	22,617
2	91	30,492
3	91	30,492
4	54	16,821
TOTAL	293	100,422

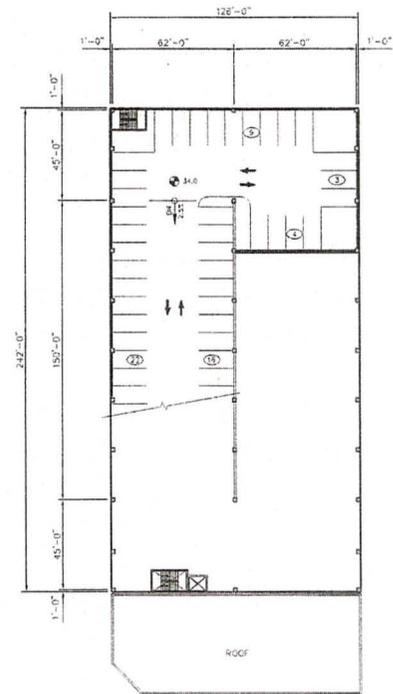
PARKING EFFICIENCY = 343 SQ FT/SPACE



LEVEL 1 PLAN
SCALE: 1" = 30'-0"



LEVEL 2 & 3 PLAN
SCALE: 1" = 30'-0"



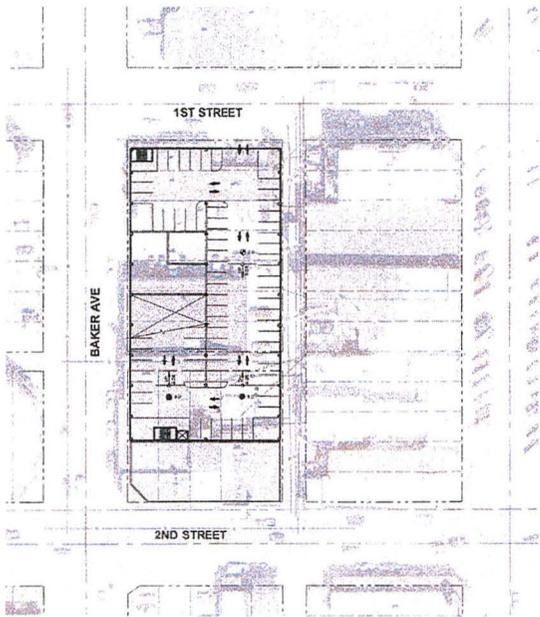
LEVEL 4 PLAN
SCALE: 1" = 30'-0"

DATE: OCTOBER 15th 2012

SITE A - 2nd STREET AND BAKER AVE
PARKING GARAGE ALTERNATIVE 2

PARKING STRUCTURE
Feasibility and Concept Design Study for City of Whitefish, Montana

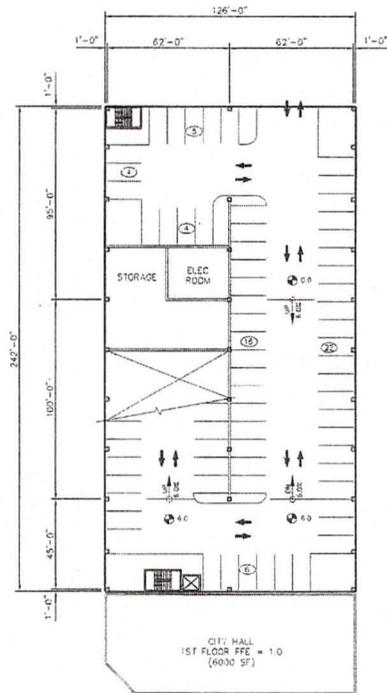
C:\Users\jwhitely\Documents\Projects\City of Whitefish\Study\CAD\3rd-Block-Eng-Regd\12-10-12\10-15-12.dwg, October 12, 2012, 08:58:20am



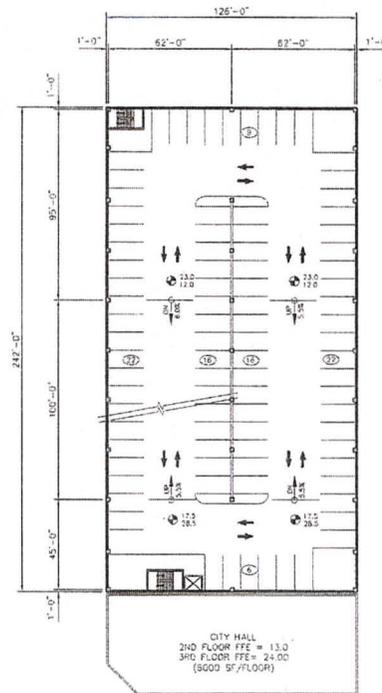
OVERALL SITE PLAN
SCALE: 1" = 50'-0"

PARKING TABULATION		
LEVEL	SPACES	AREA
1	57	22,617
2	91	30,492
3	91	30,492
4	52	18,306
TOTAL	291	101,907

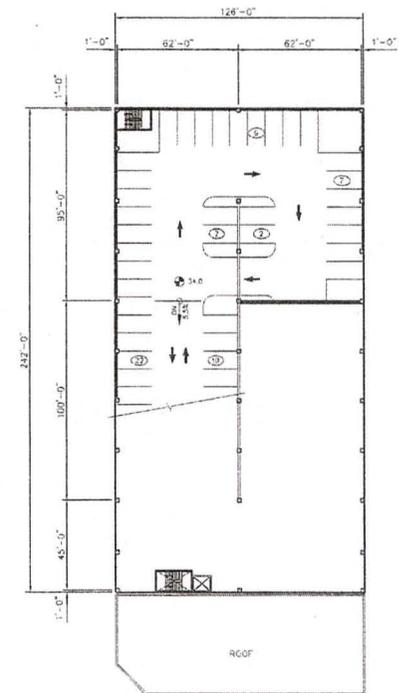
PARKING EFFICIENCY = 351.50 FT²/SPACE



LEVEL 1 PLAN
SCALE: 1" = 30'-0"



LEVEL 2 & 3 PLAN
SCALE: 1" = 30'-0"



LEVEL 4 PLAN
SCALE: 1" = 30'-0"

DATE: OCTOBER 15th 2012

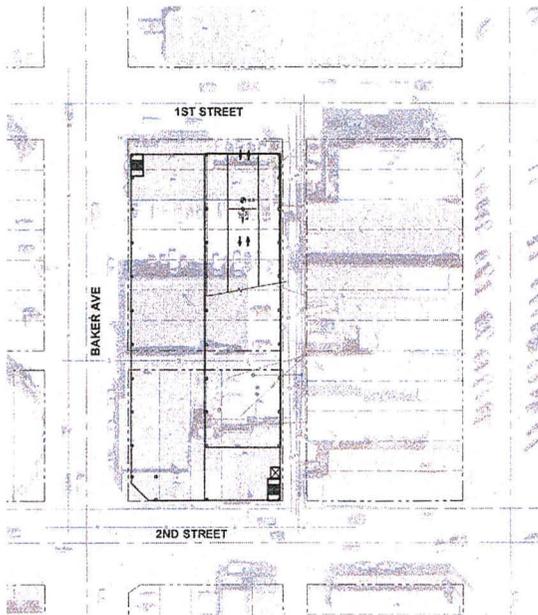


PARKING STRUCTURE

Feasibility and Concept Design Study for City of Whitefish, Montana

SITE A - 2nd STREET AND BAKER AVE
PARKING GARAGE ALTERNATIVE 2A

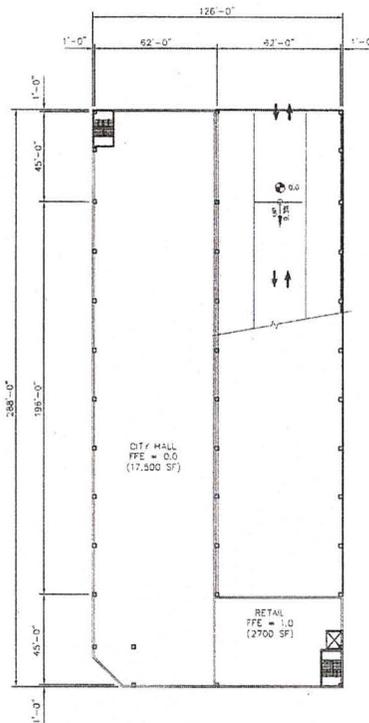




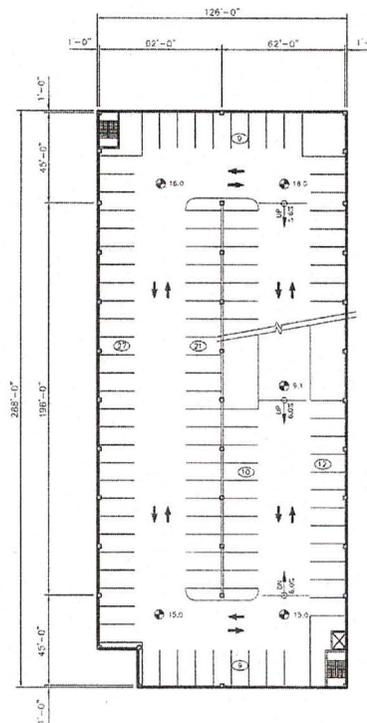
OVERALL SITE PLAN
SCALE: 1" = 50'-0"

PARKING TABULATION		
LEVEL	SPACES	AREA
1	0	9,072
2	88	29,714
3	121	37,432
TOTAL	209	76,218

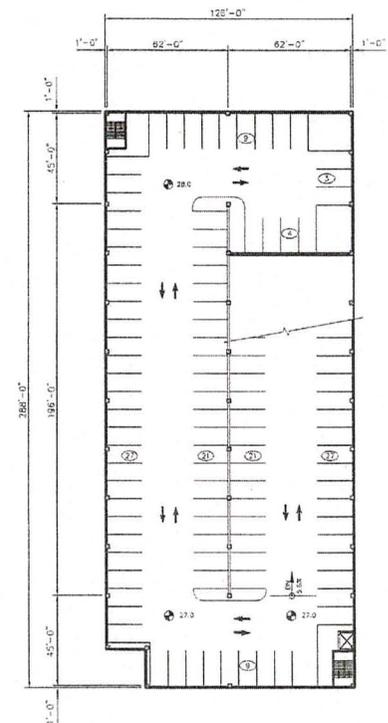
PARKING EFFICIENCY = 365 SQ FT/SPACE



LEVEL 1 PLAN
SCALE: 1" = 30'-0"



LEVEL 2 PLAN
SCALE: 1" = 30'-0"



LEVEL 3 PLAN
SCALE: 1" = 30'-0"

DATE: OCTOBER 15th 2012



PARKING STRUCTURE

Feasibility and Concept Design Study for City of Whitefish, Montana

SITE A - 2nd STREET AND BAKER AVE
PARKING GARAGE ALTERNATIVE 3





PARKING STRUCTURE

Feasibility and Concept Design Study for City of Whitefish, Montana

PARKING GARAGE ALTERNATIVES COMPARISON MATRIX	SITE / GARAGE LAYOUT ALTERNATIVES									
	Site A				Site B		Site C		Site D	
	1	2	2A	3	1	2	1	1		
Total Number of Spaces	275	293	293	209	267	276	Level 1 111	Level 1 54	Level 2 125	Level 2 53
Number of Levels	2.5F + 1	2.5F + 1	2.5F + 1	2F	2F + 1	2F + 1	1F + 1	1F + 1		1F + 1
Square Feet - Slab-on-Grade	21798	22617	22617	9072	27792	24894	41080			20415
Square Feet - Framed	73206	77805	77805	67146	66924	65304	46631			20415
Square Feet	95004	100422	100422	76218	94716	90198	87711			40830
Sq. Ft. Per Car	345	343	343	365	355	327	372			382
Cost per Sq. Ft. Slab-on-Grade	\$50	\$50	\$50	\$50	\$50	\$50	\$35			\$55
Cost per Sq. Ft. Framed	\$65	\$65	\$65	\$65	\$65	\$65	\$60			\$60
Total Estimated Construction Cost	\$5,848,290	\$6,188,175	\$6,188,175	\$4,818,090	\$5,739,661	\$5,489,461	\$4,235,660			\$2,347,725
Total Estimated Construction Cost per Space	\$21,267	\$21,120	\$21,120	\$23,053	\$21,497	\$19,889	\$17,948			\$21,941
Existing Surface Parking Loss	(40)	(40)	(40)	(40)	(82)	(82)	BNSF (100)			0
Net Space Gain	235	253	253	169	185	194	BNSF 11			107
Total Estimated Construction Cost per Net Space Gain	\$24,886	\$24,459	\$24,459	\$28,509	\$31,025	\$28,296	\$33,885.28			\$21,941
Max Ramp Slope (Parking)	4.4%	5.5%	6.0%	6.0%	5.8%	5.8%	Express 10.0%			NA
% of Flat Parking (includes slopes 2.5% and less)	36%	34%	55%	68%	74%	72%	100.0%			100.0%

F indicates Framed

F + 1 indicates Framed Plus Slab-on-Grade Level

CRANDALL ARAMBULA

Revitalizing America's Cities

Date: October 12, 2012

To: Chuck Stearns, City Manager
City of Whitefish

From: Jason Graf, Associate Principal
Crandall Arambula PC

RE: Whitefish Tune Up - Phase 1 Summary Memorandum

The City of Whitefish engaged Crandall Arambula to develop a tune-up of the Downtown Whitefish Business District Master Plan as a coordinated effort in conjunction with locating the new city hall and a parking feasibility study to ensure consistency and compatibility with revitalizing downtown.

The following memorandum is a summary of Crandall Arambula's Phase 1 work tasks associated with the Whitefish Downtown Tune-Up (see Process and Schedule below).

Process and Schedule

1 Starting

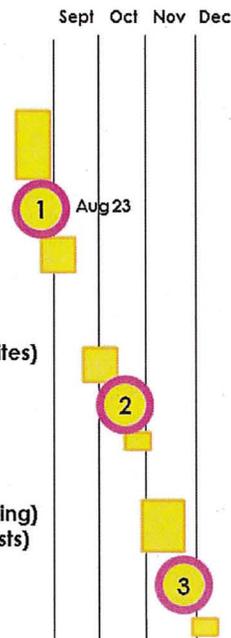
- 1) Telephone Conference Call to Identify Objectives
- 2) Collect Information on Opportunity Sites
- 3) Prepare Base Map for Phase 2 Workshop
- 4) Financial Review of Original Plan Outcomes
- 5) Site Visit to Advise City Hall Steering Committee
- 6) Calculate Existing and Future Parking Needs
- 7) Finalize Project Objectives

2 Designing

- 1) Develop Conceptual Design Alternatives (2 City Hall Sites)
- 2) Prepare Workshop Presentation Materials
- 3) Workshop & Stakeholder Meetings
- 4) Prepare Memorandum Summarizing Findings

3 Implementing

- 1) Refine Preferred Alternative (Conceptual Plans & Massing)
- 2) Develop Draft Implementation Strategy (Phasing & Costs)
- 3) Prepare Workshop Presentation Materials
- 4) Workshop & Stakeholder Meetings
- 5) Develop Implementation Strategy Memorandum



PHASE 1- STARTING

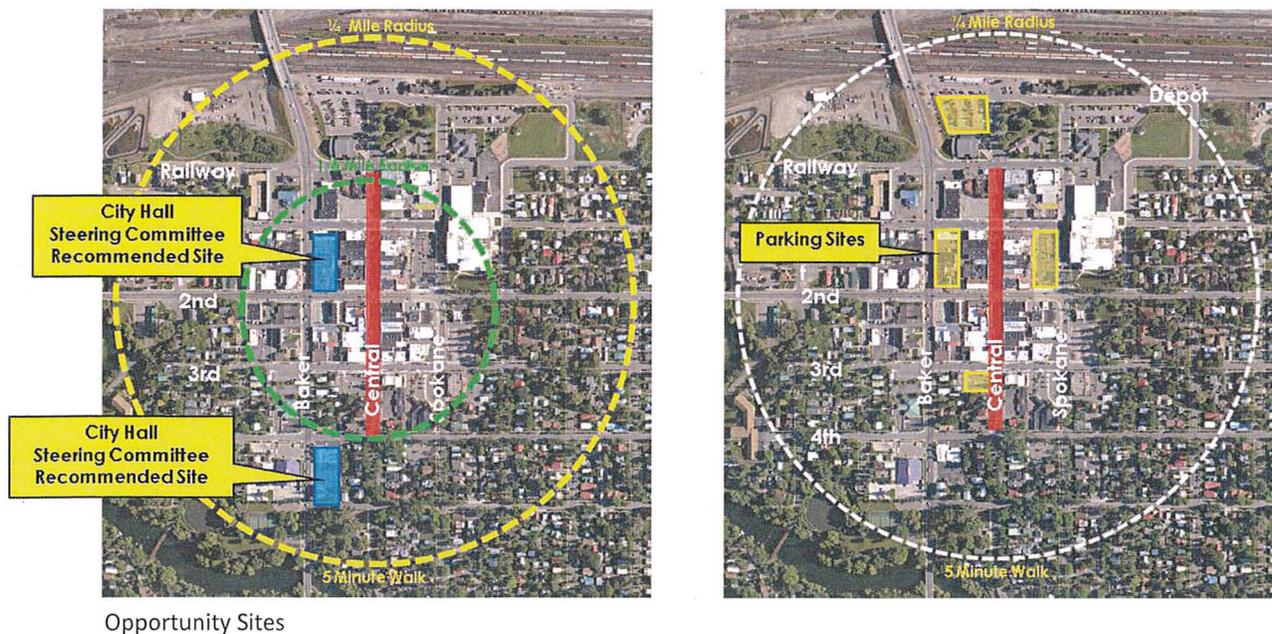
Task 1 - Telephone Conference Call to Identify Objectives (Completed April, 2012)

A conference call was held with the City of Whitefish and Crandall Arambula on April 24, 2012, to identify the Whitefish Tune-Up project objectives. A summary of the project objectives are as follows:

- Develop conceptual design alternatives for two City Hall sites
- Refine a preferred City Hall alternative
- Develop an implementation strategy
- Coordinate efforts with the parking structure feasibility study

Task 2 – Collect Information on Opportunity Sites (Completed August 2012)

Information was collected for potential opportunity sites relating to a possible City Hall relocation and future downtown retail parking garage associated with the Parking Garage Feasibility and Concept Design Study.



Task 3 – Prepare Base Map for Phase 2 Workshop (Completed August 2012)

A base map was created for use during the Phase 1 Site Visit and Phase 2 Workshop.

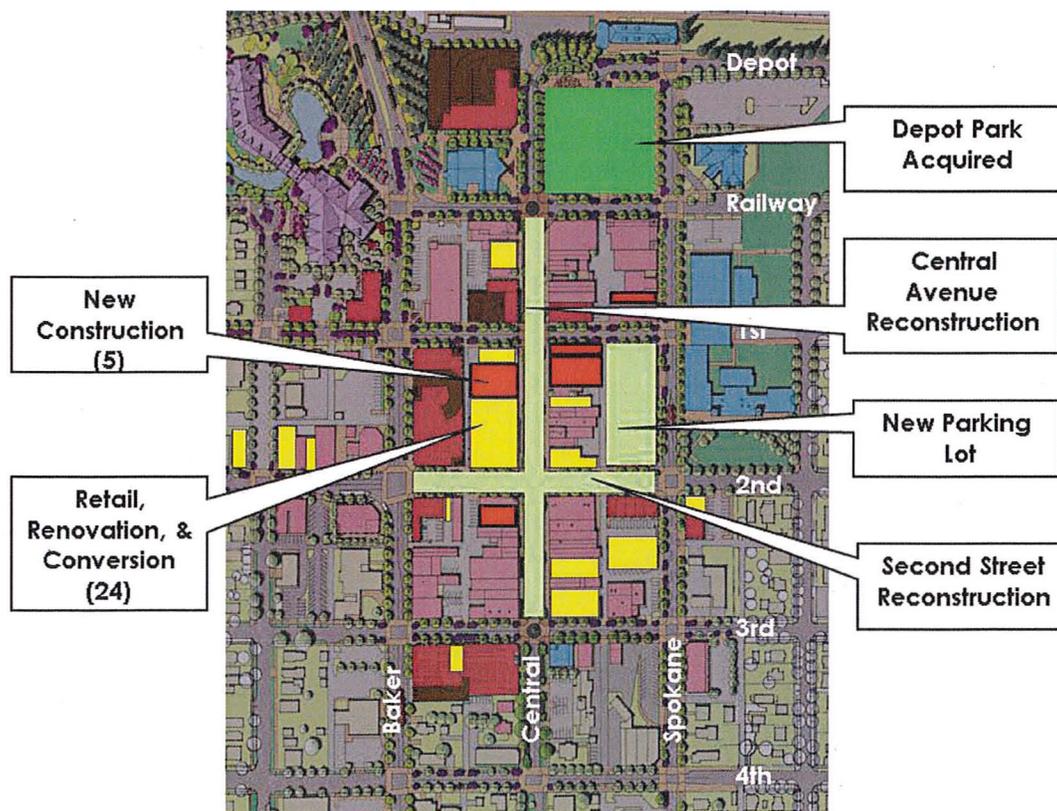


Base Map

Task 4 – Financial Review of Original Plan Outcomes (Completed August 2012)

A financial review of the original plan outcomes indicates that the City's initial public investment of \$170,000 for creation of a Downtown Master Plan has leveraged significant support for and investment in the Downtown's retail core and positioned the City to capture federal stimulus dollars worth \$3.5 million dollars for the reconstruction of 2nd Street /Highway 93. Since plan adoption in 2006, significant new public and private investment in downtown has occurred and includes:

- Acquisition of Depot Park and plans for a new design
- Central Avenue reconstruction from Railway Street to 3rd street
- 2nd Street reconstruction from Baker Avenue to Spokane Avenue
- New public parking lot at the corner of Spokane Avenue and 2nd Street
- Retail renovation and conversion of twenty four properties along Central avenue and 2nd Street
- Construction of five new retail properties along Central Avenue and Spokane Avenue



New Public and Private Investment

Data collected on new private investment since the adoption of the Downtown Master Plan is identified below.

New Construction	Date	Est. Sq. Footage	Valuation
Casey's	1/23/2012	10,000	\$4,000,000 *
Sawbuck Do Jan	6/9/2011	6,075	\$720,000 *
Coopers	10/19/2010	7,500	\$1,102,445
SM Bradford Building	11/9/2007	8,000	\$1,115,583 *
Toggerly Remodel	8/1/2006	9,000	\$1,100,000 *
Sub Total		40,575	\$8,038,028
Remodels	Date		Valuation
Toggerly Shoe Store	6/1/2012		\$100,000 *
Dick Idol Gallery	5/1/2012		**
Whitefish Liquor Store	5/1/2012		\$15,000
Meriweather & Harlow Stores	4/1/2012		**
Quicke Restaurant	11/21/2011		\$90,000
Stumptown Snowboards	6/13/2011		\$17,000
Buffalo Café	4/1/2011		\$25,000
Crush Wine Bar (in Toggerly Bldg.)	3/21/2011		\$15,000
Mums Flowers	3/3/2011		\$45,000
Red Caboose	12/6/2010		\$25,000
Brix	11/19/2010		\$35,000
National Parks Real Estate	7/27/2010		\$7,000
217 Central Avenue	6/22/2010		\$6,000
Craggy Range	4/23/2010		\$11,200
Downtowner Inn	4/15/2010		\$60,000 *
Tupelo Grille	3/24/2010		\$10,250
Bozeman Watch/ Trails West	2/4/2010		\$165,000
Great Northern Cycles	2/1/2010		\$25,000
100 Central Avenue	1/13/2010		\$145,000 *
O'Shaughnessey Center	6/11/2009		\$10,000
Sally's Bakery	6/4/2009		\$80,000
Amazing Crepes	3/26/2009		\$7,850
Remedies Day Spa	2/13/2009		\$2,000
Remington Bar & Grill	2/4/2009		\$41,500
Green Tea House	8/18/2008		\$70,000
Latitute 48	5/28/2008		\$75,000
Glacier Cyclery	4/30/2007		\$7,000
Downtowner Inn	5/1/2006		\$80,500 *
Sub Total			\$1,170,300
Total			\$9,208,328

*These numbers were provided by the property owner. All other numbers were provided by the Whitefish Building Department

**Numbers unavailable because no Building Permit was required

New Private Investment Since Plan Adoption

A central tenet of the master plan and implementation strategy is founded on the principle that public dollars must be spent on projects that stimulate private investment in the downtown. The investment summary below identifies the downtown private investment between 2005 and 2012 in renovated and new retail and the public investment in parking and street improvements.

Investment Summary	
Private Downtown Investment (2005/2012)	
▪ Renovated Retail	\$ 1.2 Mill.
▪ New Retail – 30,000 SF	\$ 8.0 Mill.
Total Private	\$9.2 Mill.
Public Downtown Investment Stimulators (Local)	
▪ Retail Parking – 2 nd and Spokane	\$ 0.6 Mill.
▪ Central Avenue Street Improvements	\$ 0.2 Mill.
▪ 2 nd St/HWY 93 Improvements	\$ 0.0 Mill.*
Total Public	\$0.8 Mill.
* Funded by a Federal TIGER Grant	

Value of New Public and Private Investment

Task 5 – Site Visit to Advise City Hall Steering Committee (Completed August 23, 2012)

A site visit to advise the City Hall Steering Committee included a Kick-off Meeting for the Downtown Master Plan Tune-Up held on August 23, 2012 and a presentation of the Parking Garage Feasibility and Concept Design Study. The 'Kick-Off' for the Tune-Up included a morning City Hall Steering Committee Meeting in the City Council Conference Room and an evening public workshop at the O'Shaughnessy Center. The purpose of the meeting and workshop was to present the project schedule and process, review the progress of the original Master Plan, identify emerging trends that will impact downtown, and to determine issues and concerns regarding the City Hall location and a future parking structure design and location. An individual response sheet was made available to all of those in attendance at the City Hall meeting and public workshop (See sample response sheet on opposite page)

In all, fifteen response sheets were collected. A summary of the response sheets and comments made during the meeting and workshop identified the following objectives:

City Hall Location

- Maintain the location of City Hall on the existing site (2nd and Baker)
- Ensure a high quality well designed building that is in character with Whitefish
- Maximize the parking potential to serve City Hall and downtown retail

Parking Structure Design

- Ensure that the building design and height is compatible with Whitefish
- Provide a high quality design at a reasonable cost
- Create a safe and secure facility
- Incorporate active uses on the ground floor

Parking Structure Location

- Locate the structure close to Central Avenue and the center of town
- Ensure enough land is assembled to accommodate the parking structure

Written comments identifying the top three issues and concerns for the City Hall location and the parking structure design and location are provide on the following pages.

A copy of the Kick-off Meeting slideshow presentation was forwarded to the City Manager.

Response Sheet

Whitefish Downtown Master Plan Tune-Up Kick-Off Meeting

August 23, 2012



Issues and Concerns: For additional Comments Use Back of Sheet

List your three top issues and concerns regarding:

City Hall Location

- 1. _____
- 2. _____
- 3. _____

Parking Structure Design and Location

- 1. _____
- 2. _____
- 3. _____

Special Areas: For additional Comments Use Back of Sheet

On the map above, please note areas you believe:

- Present special design opportunities
- Are areas of concern

Name (optional): _____

If you need additional time to respond, please return your comments to:
Orandall Arambula 520 SW Yamhill, Roof Suite 4 Portland, Oregon 97204 (503) 417-7879 fax (503) 417-7904 jgraf@ca-city.com

Response Sheet Comments

The following are written comments from the response sheets identifying the top three issues and concerns for the City Hall location and the parking structure design and location.

City Hall Location**Issues and Concerns #1**

- Locate on existing city hall site as part of a mixed use building to include city hall, and a 3 story garage with one floor dedicated to employee parking. Provide free parking
- 1st choice 2nd and Baker
- 2nd and Baker
- 2nd and Baker is by far the best
- Keep it where it is
- Present site with parking garage
- Keep at current location
- Remain in current location—it is an economic driver
- Present site is preferable
- Keep on existing site
- City hall and parking structure may be too much to include in a half block area. Consider separating the two
- A downtown location
- Downtown core location
- Should be attractive and inviting
- Design should stand the test of time

Issues and Concerns #2

- Put City hall across from the Post office on Baker and 4th Street
- Include parking for visitors and employees
- Include retail parking and connection to Railway District
- Downtown location
- A well designed building
- Great architecture
- Leverage parking onsite to serve downtown retail
- Get as much parking as possible with the city hall
- Maximize parking to serve downtown retail
- Design should be environmentally sound

Issues and Concerns #3

- High quality public building
- Have a design competition to get best design possible
- Site should accommodate as much parking as possible

- Design should fit the scale of the building—last design was too fake
- Get as much parking as possible with the city hall

Parking Structure Design and Location

Issues and Concerns #1

- 2nd and Spokane is still the best location
- Parking structure at existing city hall site—not too large to block views
- Put parking structure at 2nd and Baker (existing city hall site)
- Possibly parking structure at 2nd and Spokane
- Structure should be north of O’Shaughnessy only in conjunction with underpass and multi modal center with City Hall
- Not over the BN parking lot
- Close to Central Avenue
- Try to acquire more land now is the time
- Close to center of town
- Concern over vagrants in parking facilities
- Concerned about safety in garages- attractive nuisance
- Several parking lots around town are better than garages
- Include parking for downtown employees
- Cost

Issues and Concerns #2

- Do not like idea of covered area over BNSF
- Please place quality first
- Ground floor active edge
- Close to City Hall
- For consolidation of city offices we need 30 spaces plus additional parking for off-site employees
- Do surface parking now at 2nd and Baker- phase in structure
- 3rd and Central
- Provide additional future parking across the street east of the post office
- Prefer parking lots not garages
- Make sure the structure has a small town feel

Issues and Concerns #3

- Design should be mixed use
- Height and Cost
- Prefer parking lots over garages
- Attractive complimentary design of exterior
- Should be a unique building

Task 6 – Calculate Existing and Future Parking Needs (Completed September, 2012)

The existing parking needs to support the estimated 175,000 square feet of existing and renovated retail, identified in the Downtown Master Plan Parking Strategy, is approximately 200 parking spaces. The parking need was estimated using a parking ratio of 3.6 cars per 1000 square feet of retail space minus the available public spaces currently located within the retail core bound by Depot Street, Baker Avenue, Spokane Avenue and 4th Street.

Existing Retail Parking Needs		
Use	Area SF	Req'd Parking (3.6/1000 SF)
Existing/Renovated Retail	175,000 SF	630 SP
	Minus Existing Spaces*	430 SP
Total		200 Sp**
* Walker Downtown Parking Study (2008) identified 435 effective retail core parking spaces		
** Walker Downtown Parking Study (2008). Based on the supply/demand analysis, the study concluded that a proposed 310 space garage would be sufficient to accommodate immediate parking needs for the Retail Core Sub-Area		

The Downtown Master Plan Parking Strategy identified the need for approximately 700 parking spaces to support an estimated future retail build-out of 315,000 square feet. The future build-out included an estimated 175,000 square feet of existing and renovated retail and 140,000 square feet of new retail.

Future Retail Parking Needs		
Use	Area SF	Req'd Parking (3.6/1000 SF)
Existing/Renovated Retail	175,000 SF	630 SP
New Retail	140,000 SF	504 SP
	315,000 SF	1,134 Sp
	Minus Existing Spaces	430 SP
Total		704 Sp

Task 7 – Finalize Project Objectives (Completed October, 2012)

As a result of the Kick-Off meeting and subsequent discussions with the City of Whitefish it has been determined that decisions regarding location of the new City Hall and the priorities for future retail parking in the downtown would require the original project objectives for the Whitefish Tune-Up scope of work to be modified. Suggested modifications were provided to the City Manager on October 10, 2012.