CITY COUNCIL WORK SESSION
CITY COUNCIL CHAMBER CONFERENCE ROOM
MONDAY, APRIL 6, 2015, 5:00 to 7:00 PM

5:00 – 7:00 p.m. **Highway 93 West Corridor Plan**

a. Call to Order

b. Highway 93 West Corridor Plan – status and discussion with consultant and staff – outline of topics in following pages

c. Public Comment

d. Direction to staff on above topics – scheduled for a public hearing and possible action on April 20th – direction on any changes to make to document prior to consideration on April 20th

e. Adjourn

City Council Highway 93 West Corridor Plan Work Session Agenda 4-6-15

1) Introduction
    a. Thorough process determined that the contentious areas are Area B and Idaho Timber
    b. Corridor plan and not a neighborhood plan
        i. Authorized under MCA
2) Purpose and intent for Area B and Idaho Timber
    a. Create opportunities for transition from underutilized or vacant land to contemporary uses
        i. Existing photos of area
        ii. Public involvement feedback from visioning sessions
    b. Driver for economic development
        i. Diversify
        ii. Flexibility
        iii. Support small, local businesses
        iv. Foster community's entrepreneurial climate
    c. Examples – what we imagine for the area
        i. Missoula – Activate river
            1. Riverfront Trail
        ii. Bozeman
            1. Main Street Winery – wine bottling and tasting room (or brewery)
            2. Little Red Coffee Roasters
        iii. Helena
            1. Al Swanson Furniture – Great Northern
3) What does the plan include?
    a. Plan adopts new land uses
    b. Plan does not adopt zoning districts (model zoning districts)
        i. Opportunities to tweak zoning districts at later date
    c. Area B
        i. District Boundary
        ii. Land Uses
        iii. Development Standards
    d. Idaho Timber
        i. District Boundary
        ii. Land Uses
        iii. Development Standards
4) Criticisms of Plan
    a. Short-term rentals
        i. Options
            1. Add additional limitations
            2. Remove from plan
    b. Strip development/Commercial development
        i. Options
            1. Limited through design standards, but can add additional standards or modify current standards

            2. Limited by lot size & topography
            3. Remove WT-3 from Area B
    c. Coffee shops and sandwich shops
        i. Options
            1. Limited by design standards
                a. No formula businesses
                b. Size restrictions – 2,000 SF
                    i. Example – McDonald's 4,200 SF
                    ii. Example – Starbucks 1,500 SF
            2. Remove from WT-3
    d. Artisan Manufacturing
        i. Options
            1. Add additional standards or modify current standards
                a. Size restrictions – 3,500 SF
    e. Minimizing available industrial land opportunities
    f. Model Zoning Districts
5) Questions – where do we need direction?
    a. Area B
        i. Do you want to keep the current boundaries?
        ii. Do you want to amend the model zoning?
            1. Coffee shops & sandwich shops
            2. Short-term rentals
    b. Idaho Timber
        i. Do you want to keep the current boundaries?
        ii. Do you want more discussion on trail connectivity on the north side?
        iii. Do you want to amend the model zoning? If so, how?
    c. Peace Park
        i. P. 56 includes specific recommendations
        ii. Are there additional suggestions for implementation strategies?

Whitefish City Council
Whitefish, Montana 59937

March 23, 2015

Dear Mayor Muhlfeld and Whitefish City Council members,

A lot of good work has been done to develop the Highway 93 West Corridor Plan, and while we agree with most of the plan as proposed, we do not agree with the proposal for Area B. The signatures of fifty Whitefish residents who join us in our concerns were submitted to you at the February 2, 2015 council meeting.

Please address the following issues:

- Keep existing zoning for Area B.
- Don't allow short-term and overnight rentals or five or more multi-unit rentals in Area B.
- Limit commercial uses along the highway corridor and in Area B, i.e., "Manufacturing Artisan."
- Limit commercial uses along the river corridor.
- Don't allow the Highway 93 West Corridor to become lined with commercial uses which would create strip development patterns and traffic issues.
- Don't allow lot coverage in Area B to increase from 40% to 70%.
- Set clear standards now for private parks like the Peace Park area.

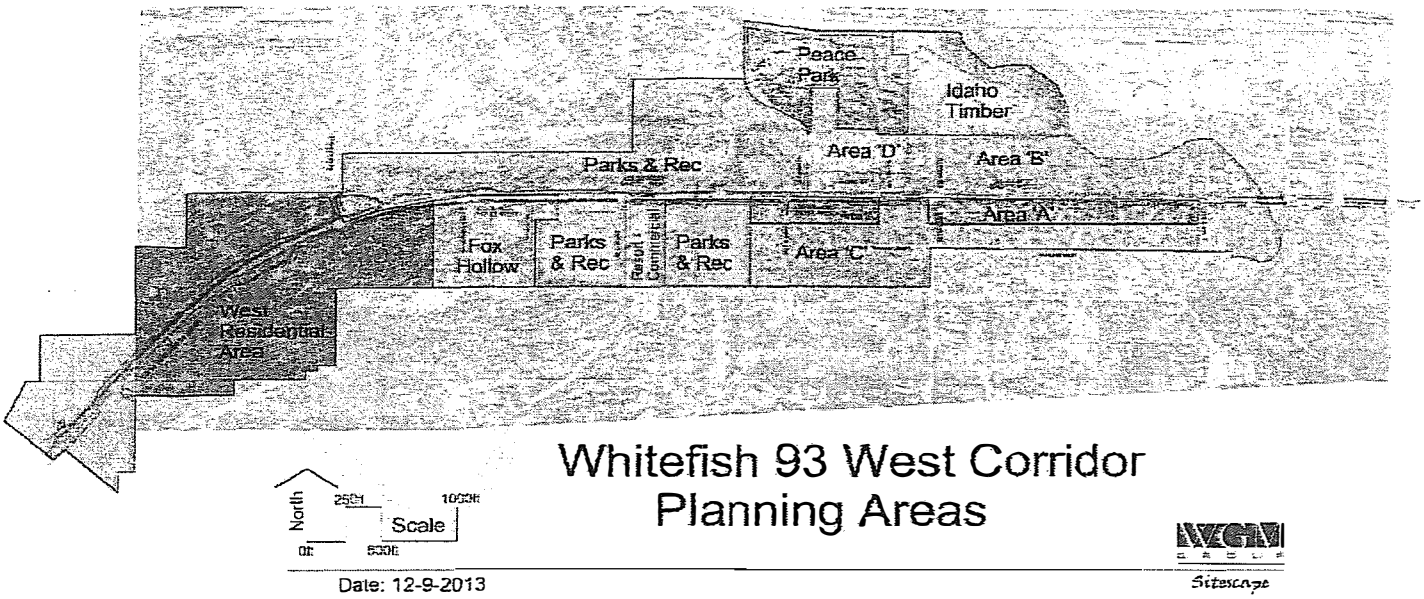
Attached please find a summary sheet of these concerns and a copy of the signature form.

Thank you for your full consideration.

Sincerely,

Susan Prilliman
334 W 3rd Street
Whitefish, MT

Gail Shay Linne
106 Murray Avenue
Whitefish, MT



See Page 39 of Plan http://www.cityofwhitefish.org/large-files/pdf/Planning/Corridor%20Plan_DRAFT_11-25-2014.pdf

Note that as currently proposed future land uses and zoning for all areas in the plan area are recommended to stay the same EXCEPT for: ▶ Area B, ▶Idaho Timber, ▶the "Peace Park", ▶the zoning for areas designated as Parks and Recreation, and ▶the zoning where Grouse Mountain Resort currently is located.

Summary of some of the major issues of concern with the Draft Whitefish 93 West Corridor Plan:

1. **Keep existing zoning for Area B:** Residents (renters & property owners) of Area B, some members of plan steering committee for this corridor plan, and other city residents concerned with how Whitefish develops have testified that the existing primarily single-family zoning with limited professional offices in Area B should be retained. The proposed changes as described below are not appropriate for Area B.
2. **Don't allow short-term and overnight rentals or five or more multi-unit rentals in Area B:** Instead develop standards to retain neighborhood character of owner-occupied single-family homes and affordable long-term rental housing. The new zoning proposed for Area B would allow a developer-driven, unlimited proliferation of overnight rentals, multi-unit dwellings in excess of four units for resort and residential condominiums, town houses, time sharing and interval ownership and the undefined "ancillary services" for multi-unit dwellings.
3. **Limit commercial uses along the highway corridor and in Area B:** Instead direct commercial uses toward the downtown core area. Under the current draft plan, a major proliferation of commercial uses would be allowed throughout Area B and along the highway corridor from Whitefish River west to Ramsey Ave. These uses could include coffee shops, sandwich shops, "Manufacturing Artisan," personal services, professional offices, and hotels and motels along the river north of 1st Street. *Micro-breweries should not be allowed in Area B because of its residential character.* "(Manufacturing Artisan" is a totally new zone the consultants are recommending be created that allows for many potential types of new retail/manufacturing businesses including micro-breweries.)
4. **Limit commercial uses along the river corridor:** All the commercial uses and 5 or more multi-unit and multi-story housing, and short-term housing uses noted above in addition to hotels and motels along the river north of 1st street are allowed along the river corridor. The plan lacks standards that define desired water-front development. The City needs to develop a comprehensive plan for river-front development.
5. **Don't allow the 93 West Corridor to become lined with commercial uses, which would create strip development patterns and traffic issues:** The proposed plan allows for developer-driven zone changes, which would cause eventual patterns of strip development (given lack of clear plan intent to retain residential character of corridor), encourage lot consolidation for non-residential uses, and associated traffic congestion from increased access needs. The plan fails to set standards the growth policy requires for noise, screening, landscaping, and traffic.
6. **Don't allow lot coverage in Area B to increase from 40% to 70%.** Instead establish overall goals and policies to retain this corridor's residential and non-commercial character. Larger-sized structures would lead to the removal of vegetation and trees and would create significant changes in the traditional residential character of the area.
7. **Set clear standards *now* for private parks like the Peace Park area.** Even before its completion, this park has impacted surrounding neighborhoods with events that generated excessive noise, traffic and parking. The Whitefish Growth Policy calls for adopting park district standards. Parks are a large component of this plan area.

PO B, 158
59937 - 0158

3-24-15

Hello Neale,

Here is the Summary sheet to copy for the Council's 4-6-15 work session. This will accompany info I emailed you 3/23. Thanks for the help!

Best, Jack Levine

We the undersigned ask the Whitefish City Council to not adopt the proposed Draft Whitefish Hwy 93 West Corridor Plan for one or more of the reasons cited on the reverse side of this petition. While we believe that a lot of good work has been done to develop this Corridor Plan, we feel that as proposed this plan does not do enough to protect the established residential character of neighborhoods along this corridor. We encourage the City Council to support the use of existing Whitefish zoning districts, which already provide opportunities for limited nonresidential uses in this plan area. We support the creation of standards for a park zoning district, as called for in the Whitefish Growth Policy, as a necessary part of this final plan. **Please direct the Whitefish City Planning office to work with plan area residents and other city residents to further revise the Draft Whitefish Hwy 93 West Corridor Plan to address these concerns**.

Print first and last name	Signature	Street Address	Check if Whitefish Resident

This petition will be collected and presented to the Whitefish City Council when they schedule this Whitefish Hwy 93 West Corridor Plan for a public hearing, which we expect will be in February. Please contact Susan Prilliman at 862-2207, Gail Linne at 862-1835, or Mayre Flowers with Citizens for a Better Flathead at 756-8993 with questions or for petition collection. Adoption of the Corridor Plan as proposed provides the legal framework for zone changes to the area over time. The full plan is posted on the City of Whitefish's web site under long range plans at http://www.cityofwhitefish.org/planning-and-building/long-range-plans.php You are encouraged to attend future workshops and public hearings on this plan. Call the City of Whitefish at 863-2400 to confirm future workshop and hearing times. This draft plan has been developed by planning consultants under contract with the city and with the direction of a city appointed steering committee of local residents. This process began in summer of 2013.

February 2015 Petition

PO Box 771 • 35 4th Street West
citizens@flatheadcitizens.org

www.flatheadcitizens.org

Kalispell, Montana 59903
T: 406.756.8993 • F: 406.756.8991

To: Whitefish City Planning Board

Re: Whitefish Highway 93 West Corridor Plan Planning Staff Report: Growth Policy Amendment WGPA 15-02

Date: January 15, 2015

Citizens for a Better Flathead appreciates this opportunity to comment on the Whitefish Growth Policy Amendment before you tonight. Our organization was founded in 1992 and we represent some 1500 supporters throughout the county. Our mission is to foster informed and active citizen participation in the decisions shaping the Flathead's future, and to champion the democratic principles, sustainable solutions, and shared vision necessary to keep the Flathead *Special Forever*. We believe that thoughtfully planned growth can and should occur without diminishing the very special characteristics of the Flathead Valley, and in this case specifically Whitefish, that play such an important role in attracting and retaining investments that grow the Flathead's economy.

We are asking that you consider the following areas for revisions to the plan before for the following reasons:

1. **This proposed Growth Policy Amendment should be clearly identified as a Neighborhood Plan as adopted as such. We provided comments during the development of this corridor plan encouraging clarification, but it was not addressed in the final plan before you. In fact the word Neighborhood Plan does not occur at all in this proposed amendment despite the WFGP's recognition that they be developed as neighborhood plans. A "corridor plan" is not specified as identified as an element of a growth policy by state statute. The Growth Policy statute does recognize infrastructure plans as an element of a growth policy, but this plan is much more than an infrastructure plan as it addresses primarily future zoning and land uses and not infrastructure as its main focus. Thus this plan should be identified as a Neighborhood Plan for the HWY 93 West Corridor Area.**

A. "Corridor plans can be developed as neighborhood plans, which are provided for under Montana law." WFGP 2007 page 58.

B. Note that your agenda tonight identifies this as plan as: "A request by the city of Whitefish to review the Highway 93 West Corridor Plan as **a new neighborhood plan** for the Whitefish City-County Growth Policy. (WGPA 15-02)"

C. Additionally the WFGP 2007, page 144 states:

"Neighborhood Plans: As set forth in 76-1-601(4), a growth policy may contain one or more neighborhood plans. However, the law contains no specific description of a

neighborhood or of its contents. This Growth Policy and the local land development regulations shall provide for the formulation and application for consideration and approval of neighborhood plans. The neighborhood plan shall be an option for refining
and/or amending the Growth Policy. It shall generally be used for areas that are already developed, and shall generally be available for neighborhood residents to formulate comprehensive plans for the preservation, enhancement, or transition of existing neighborhoods. Neighborhood plans may also be initiated by the City. All procedures,
requirements, and criteria for neighborhood plans shall be set forth in the land development regulations, but generally those criteria shall include:

- That the proposed neighborhood plan is a refinement of the Growth Policy in terms of the type and distribution of development infrastructure, open spaces, and environmental considerations.
- That the proposed neighborhood plan provides extraordinary community benefits toward the stated goals of this Growth Policy such as affordable housing, preservation of community/neighborhood character, preservation and/or enhancement of natural resources, provision of open space, or essential and/or desirable community infrastructure."

D. We would suggest that the Mission Statement on Page 3 of the proposed plan be amended to read to recognize that this is a neighborhood plan as follows (add underlined text:

"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 and <u>as set forth in 76-1-601(4), as a Neighborhood Plan.</u> A Growth Policy is required by Montana state law so that local governments can manage growth and development through zoning and subdivision regulations"

E. Additionally, we would recommend that the Whitefish planning staff (as time and budget for the consultants has over run its budget) take time to host some additional neighborhood meetings to generate and get feedback on overall goals and objects for this neighborhood plan. This will help to provide the added detail and direction that is typically found in a neighborhood plan. This plan as proposed refers to "project goals" and to some extend development or zoning goals for specific areas, but fails to capture or articulate the neighborhood goals for example for the overall for retention of residential character, objectives for addressing noise, green belt and park goals etc. These goals should be captured and included prior to further consideration of this neighborhood plan.

F. Note that the Down Town Master Plan before you tonight is correctly identified as a Neighborhood Plan.

2. **Area B is currently and should remain residential in character in zoning. The existing zoning of WR-3 provides adequate opportunity for future growth.**

A. The Zone Comparison Table prepared for your packet tonight provides an easy overview of some of the differences between these two zones. Our review of this finds that WT-3 provides more negatives than positives. We find based on comments of many neighbors in

this area to date and the lack of an established need to add additional commercial uses, given that these uses should be encouraged in the downtown master plan area, and the potential for short-term rentals in this area to degrade the desired residential character of the area that the existing zoning should be retained.

- **Hotels and motels** are not permitted currently in WR-3 but would be in WT-3. These should not be in this residential area. These uses should be directed to the downtown area.
- **Coffee shops and Sandwich Shops** for Area B, which is currently residential and so close to downtown business that provide these services already, we find that these uses are not needed in this zone. Grandfathered businesses in this general neighborhood area such as the existing convenient store with food services and the Golf Course and Grouse Mountain already meet potential needs. As proposed the WT-3 zone provides no limit to proliferation of these uses in this area and as such is not desirable.
- **Sort-term rentals** undermine desired investment in the downtown plan area that already has capacity for hotels. Open-ended short-term rentals compete with the city's desired goal of addressing affordable housing and work force housing within the city. Retaining the WR-3 zone is one method to support affordable housing. Thoughts should be given to strengthening goals and policies for affordable housing.
- **Bed and Breakfasts** should remain conditional uses as they are under the WR-3 zoning to ensure that residential neighbors have meaningful input into decisions that can greatly impact them.
- **Open Space for active or passive, public, or private use** should remain a conditional use given a history of noise and parking issues that have been an issue with the "Peace Park."
- **The 70% lot coverage** allowed within the WT-3 zone when compared to the 40% lot coverage in the WR-3 is inappropriate for a residential area of traditional lawns, vegetation and trees are paved and built over. The cumulative impacts of allowing larger and higher buildings and with no increase in setbacks, into a historically residential we believe can quickly degrade the character of this area and its existing neighborhoods.

3. **The proposed recommended uses for the area identified as Peace Park are not adequate as proposed. As this is not a publicly owned park, but a privately owned facility. No zones that I am aware of currently address the uses in private parks and thus standard and appropriate zoning for this use is needed.** It is also not clear with the change in zoning under the interim county zoning how this area has been impacted.

WHITEFISH HIGHWAY 93 WEST CORRIDOR PLAN

DRAFT

PREPARED BY:

WGM GROUP

Sitescape Associates

MARCH 30, 2015
PROJECT NO. 130303

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Project Description

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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.

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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.

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Planning Process

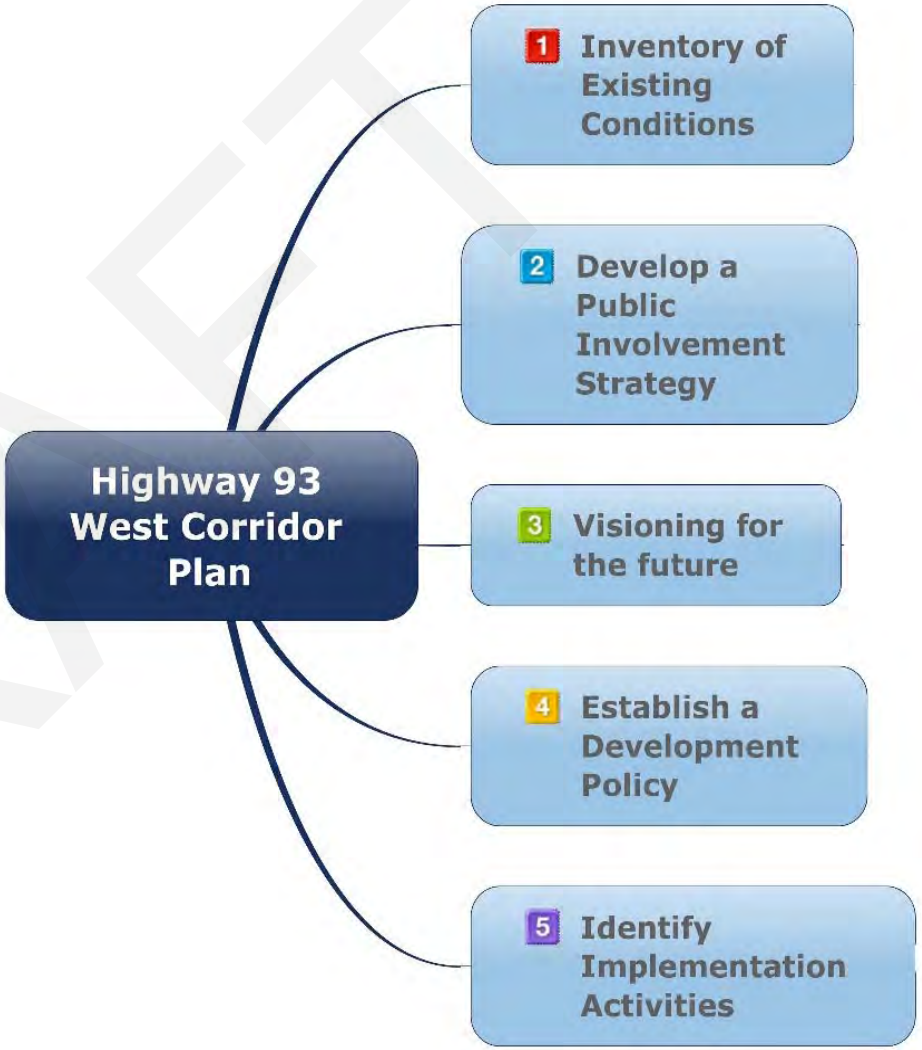
The planning process was divided into five phases.

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



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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

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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.

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I. Corridor Context: Analysis of Existing Conditions

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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.

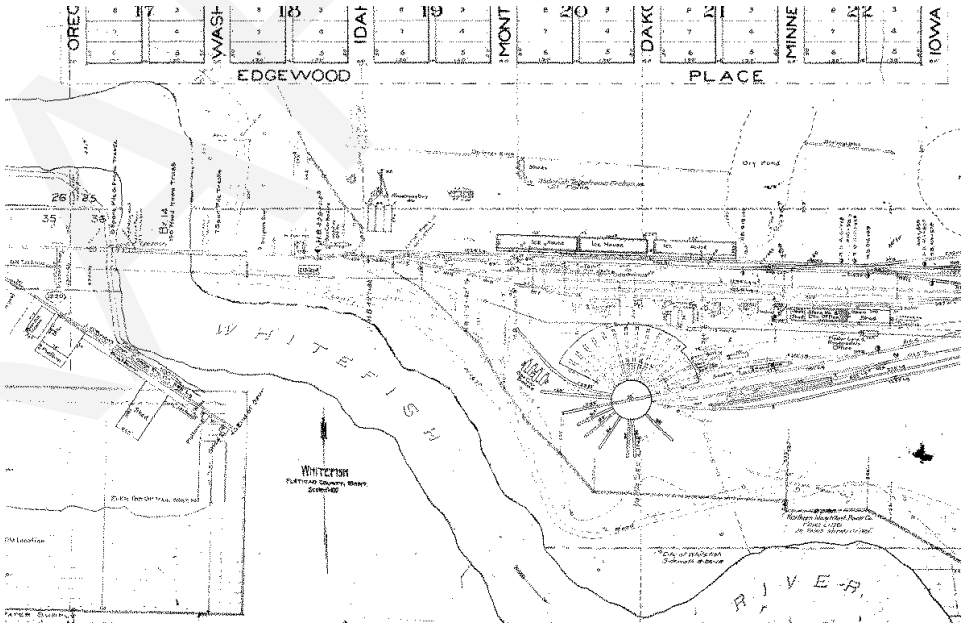
Important Land Uses

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

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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.[1]

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.

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

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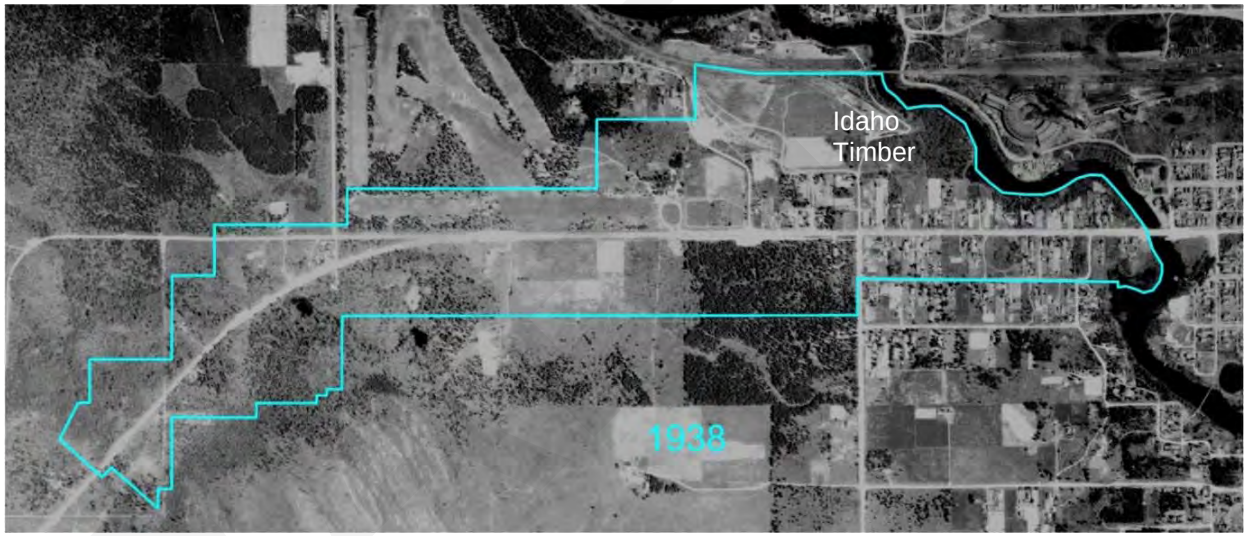
Source: Lacy's Photography, May 15, 1948, "Whitefish Lumber Yard"

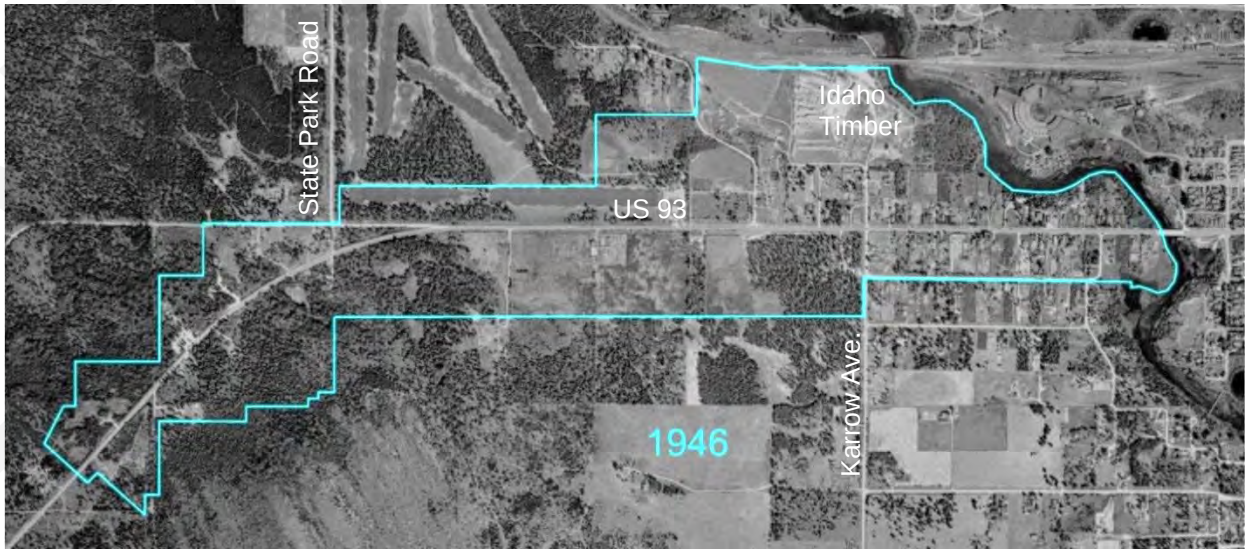
Development – Historic Aerial Photographs

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.

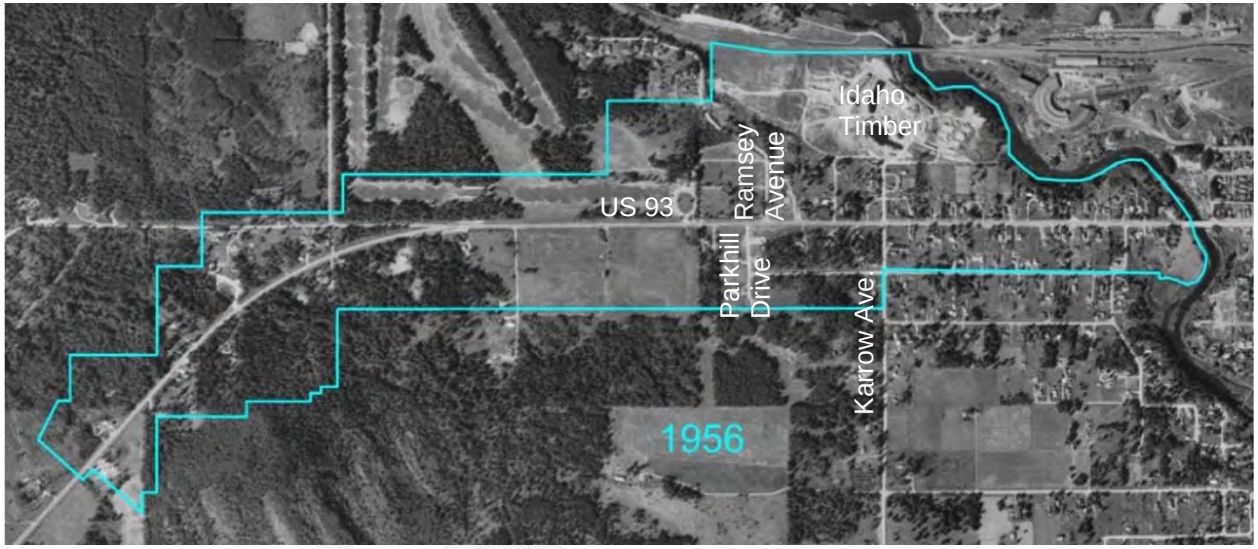
In 1938 most of the property west of Karrow Avenue was either undeveloped agricultural or silvicultural ground with the exception of the golf club. The home-site development east of Karrow Avenue on either side of the highway was considerably less dense than at present. The current Idaho Timber site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



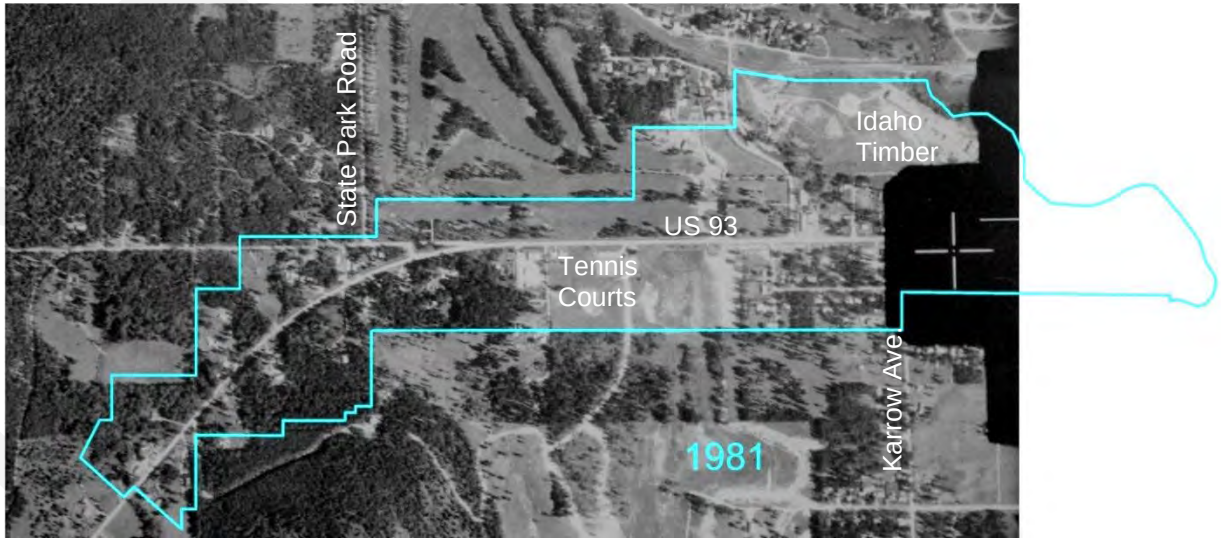
In 1946 after World War II, the rural land west of Karrow Avenue began to show signs of residential development especially in the area west of State Park Road. Additional timber was cleared west of Karrow Avenue and south of US Highway 93 West while utilization of the mill site increased in response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



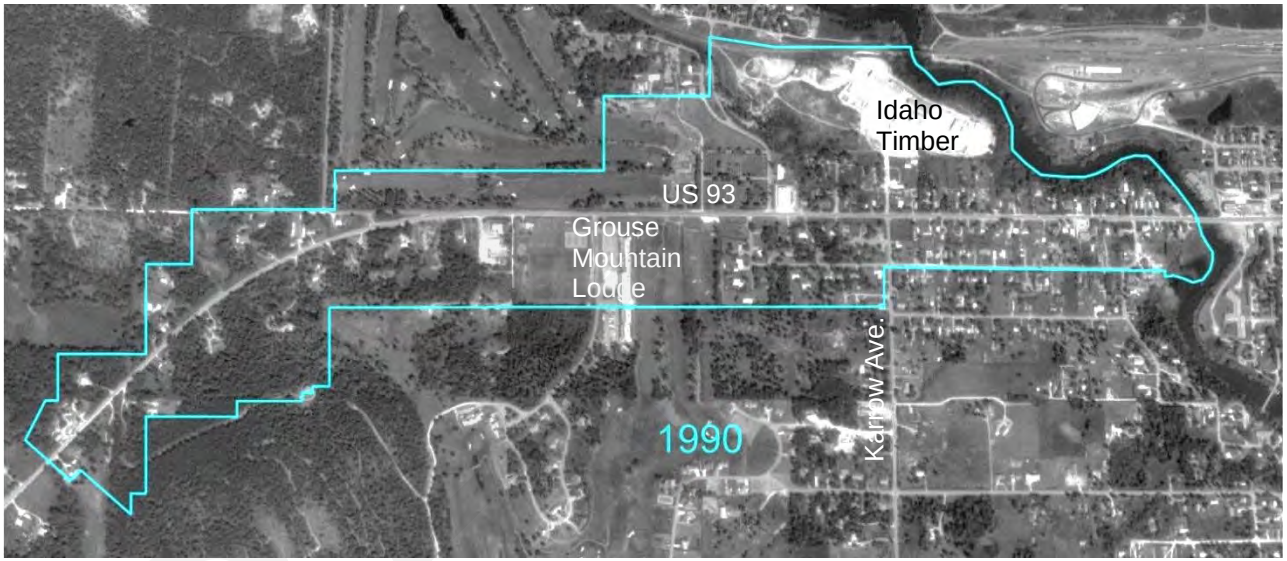
By 1956, 3rd Avenue was extended westward and turned northward as Parkhill Drive. The road extensions were accompanied with some residential development. Additional residential growth along Ramsey Avenue to the north was also occurring along with continued expansion of the mill site.



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.

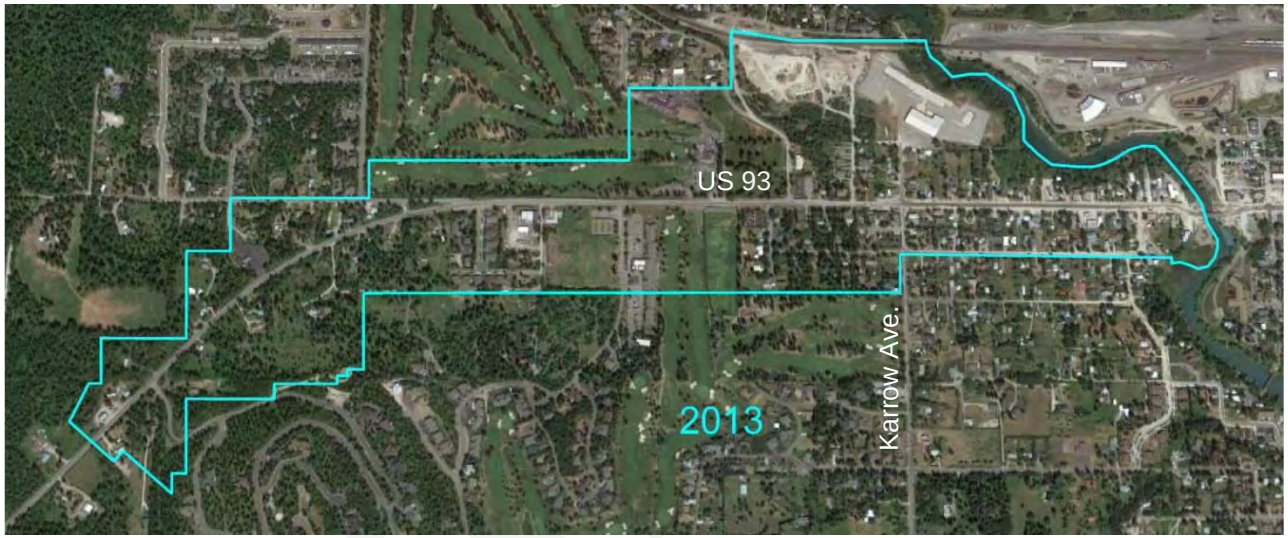


By 1990, Grouse Mountain Lodge was completed along with soccer fields west of the lodge. Residential development in and around the golf course expansion had progressed. The larger warehouse building had been built on the Idaho Timber site.



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.

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.

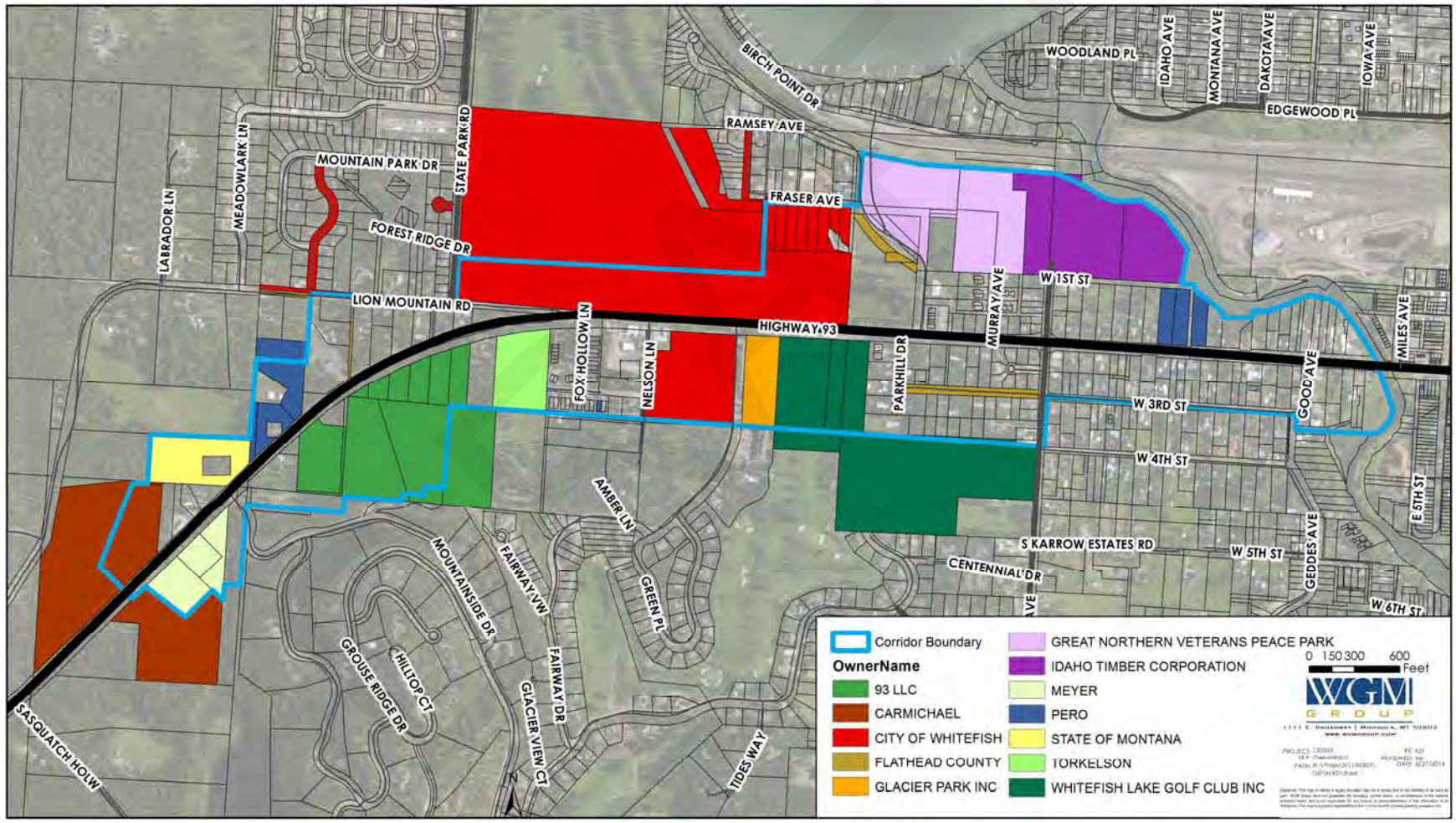
Existing Conditions

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.

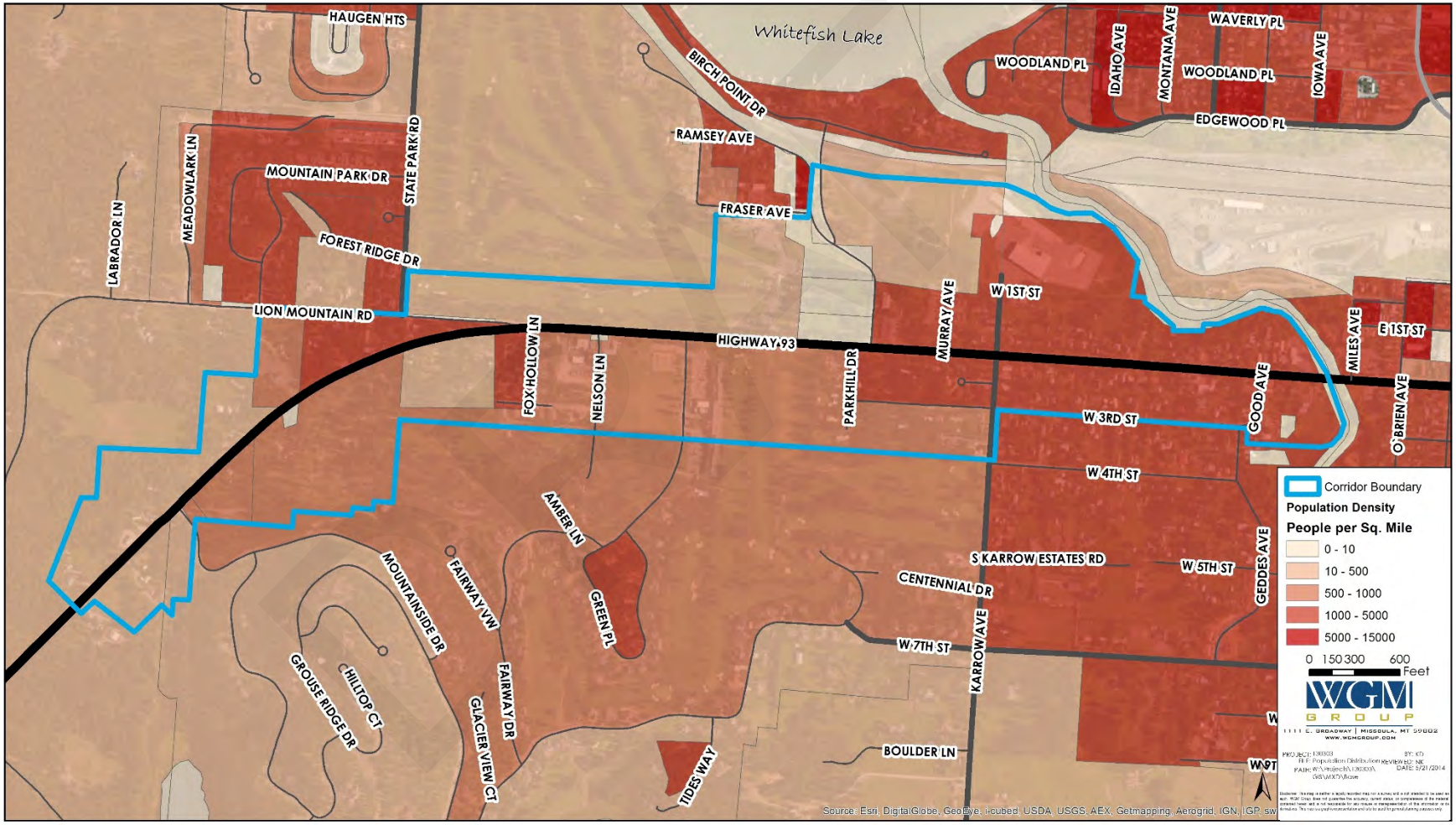
Ownership

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



Population

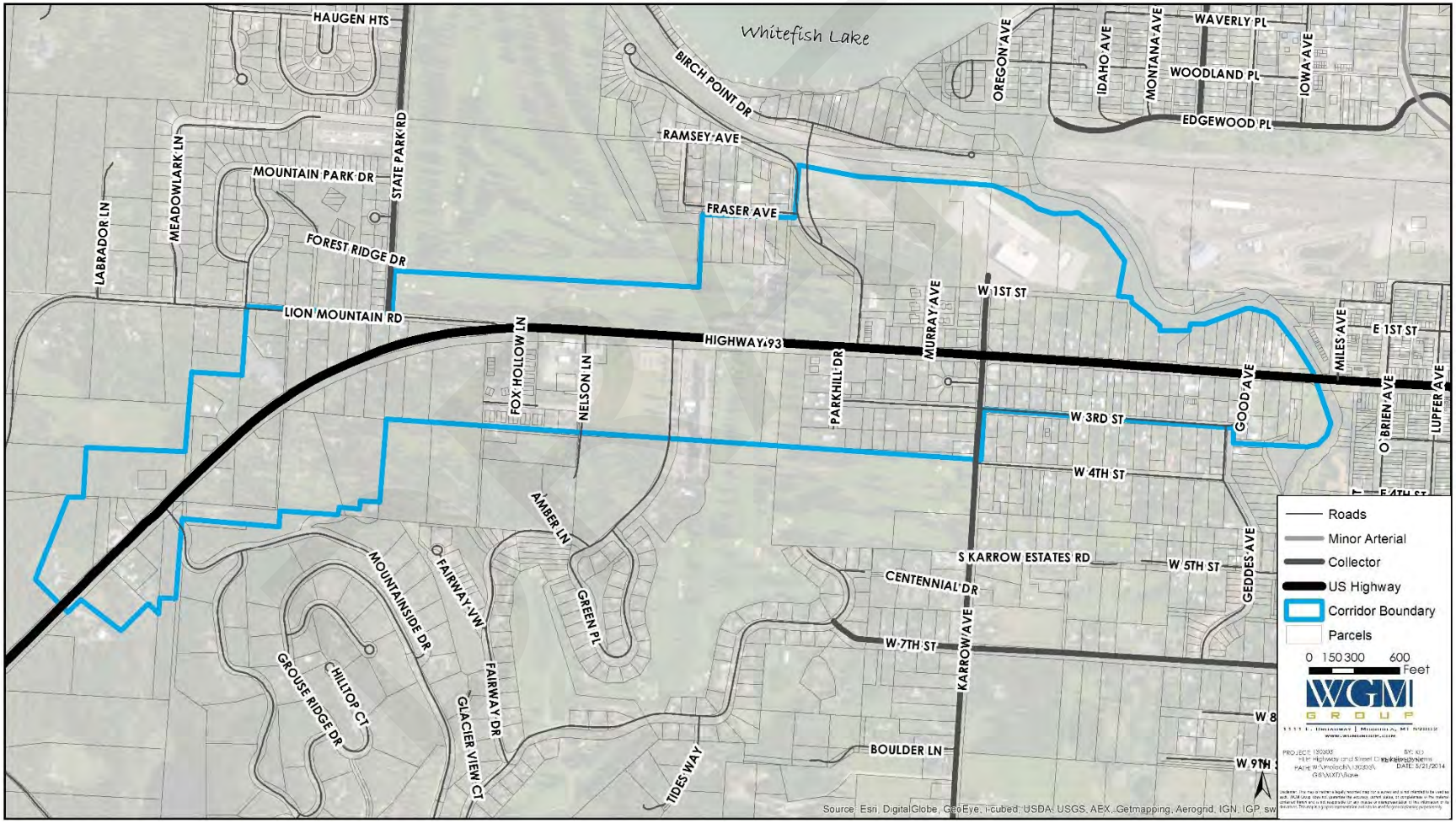
The population density in the corridor increases from the rural area in the west to the more densely populated area moving east towards the center of town.



Infrastructure

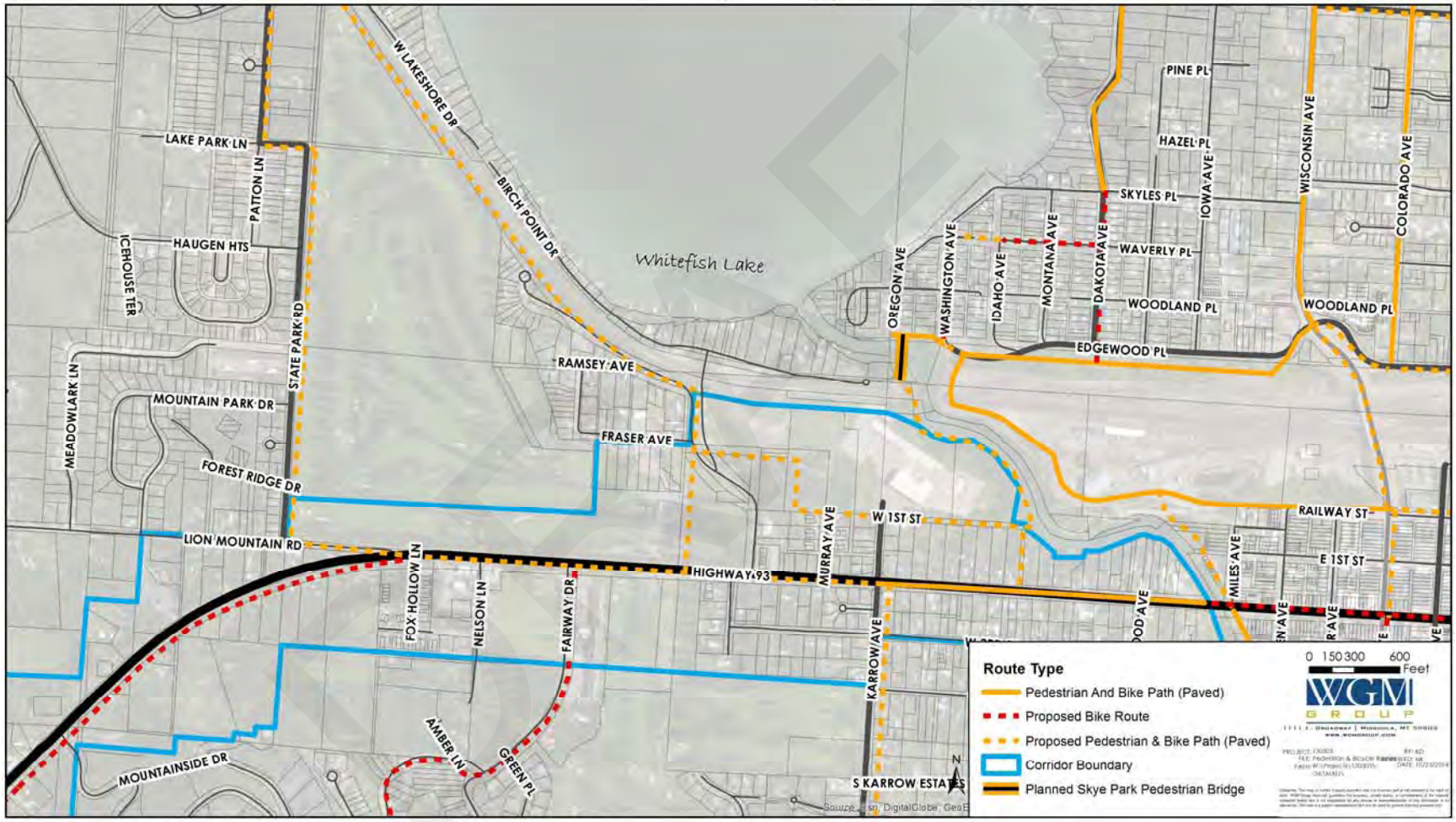
Highway and Street Circulation Systems

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.



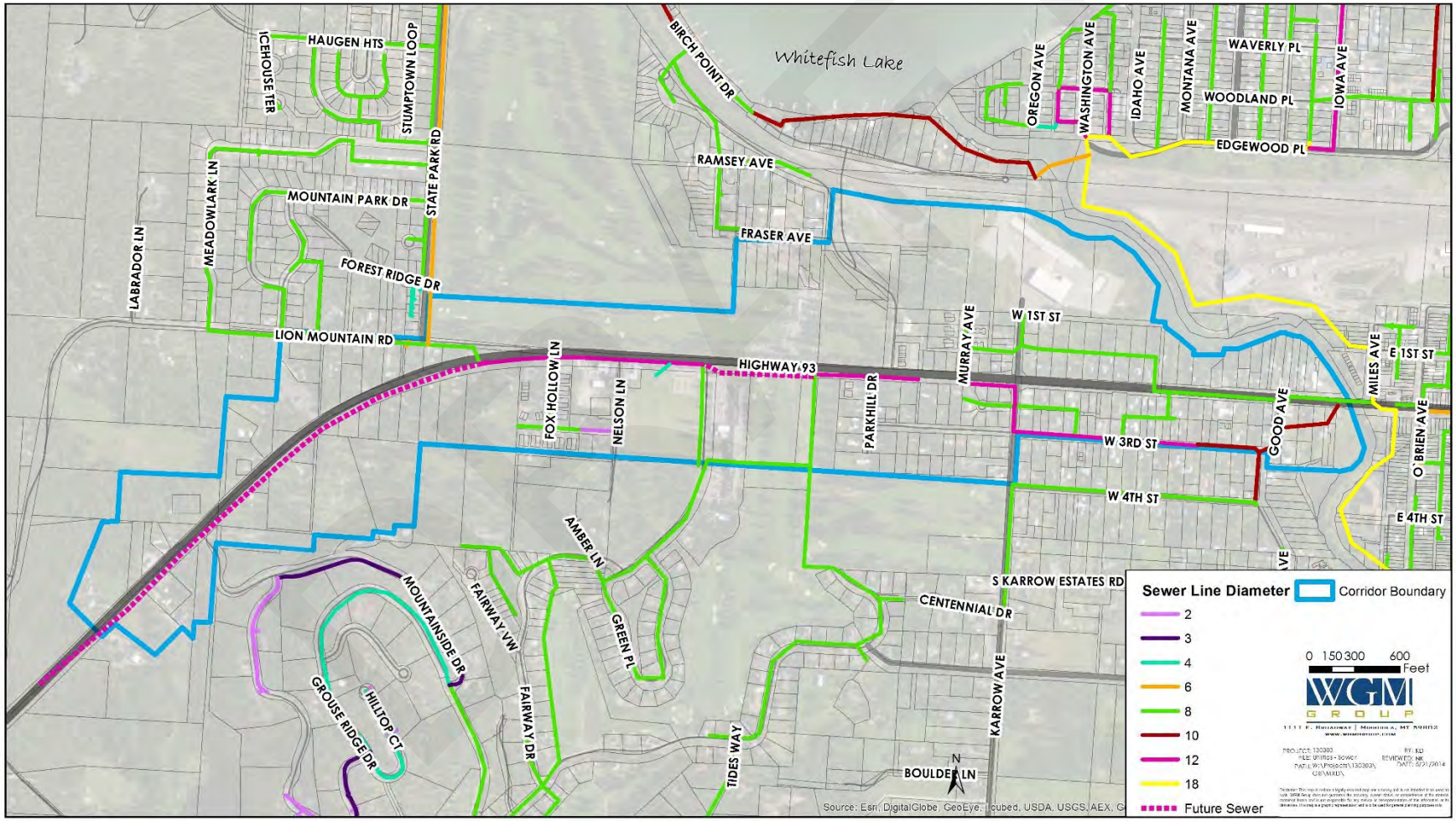
Non-motorized Circulation

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.



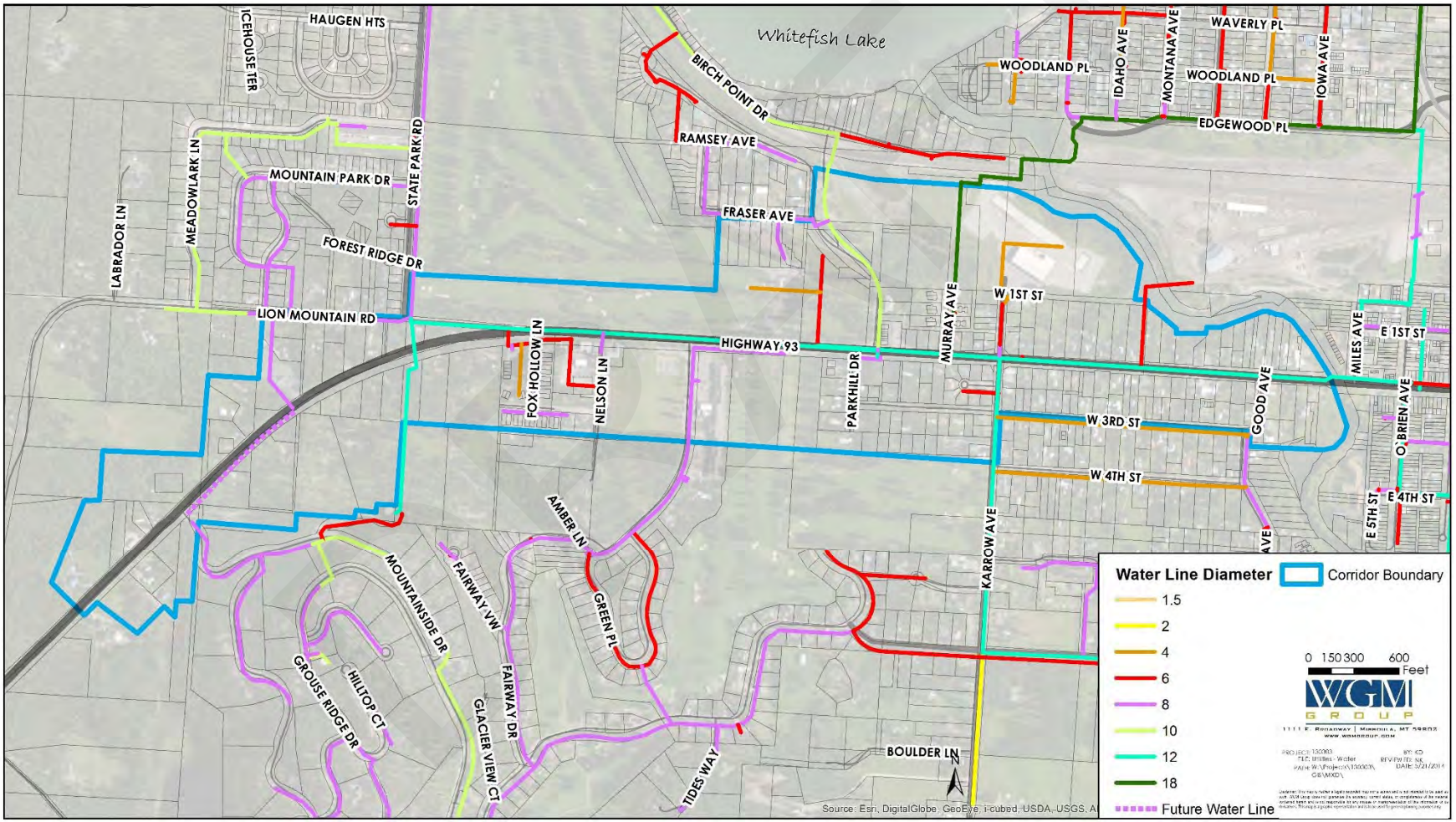
Sewer

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.



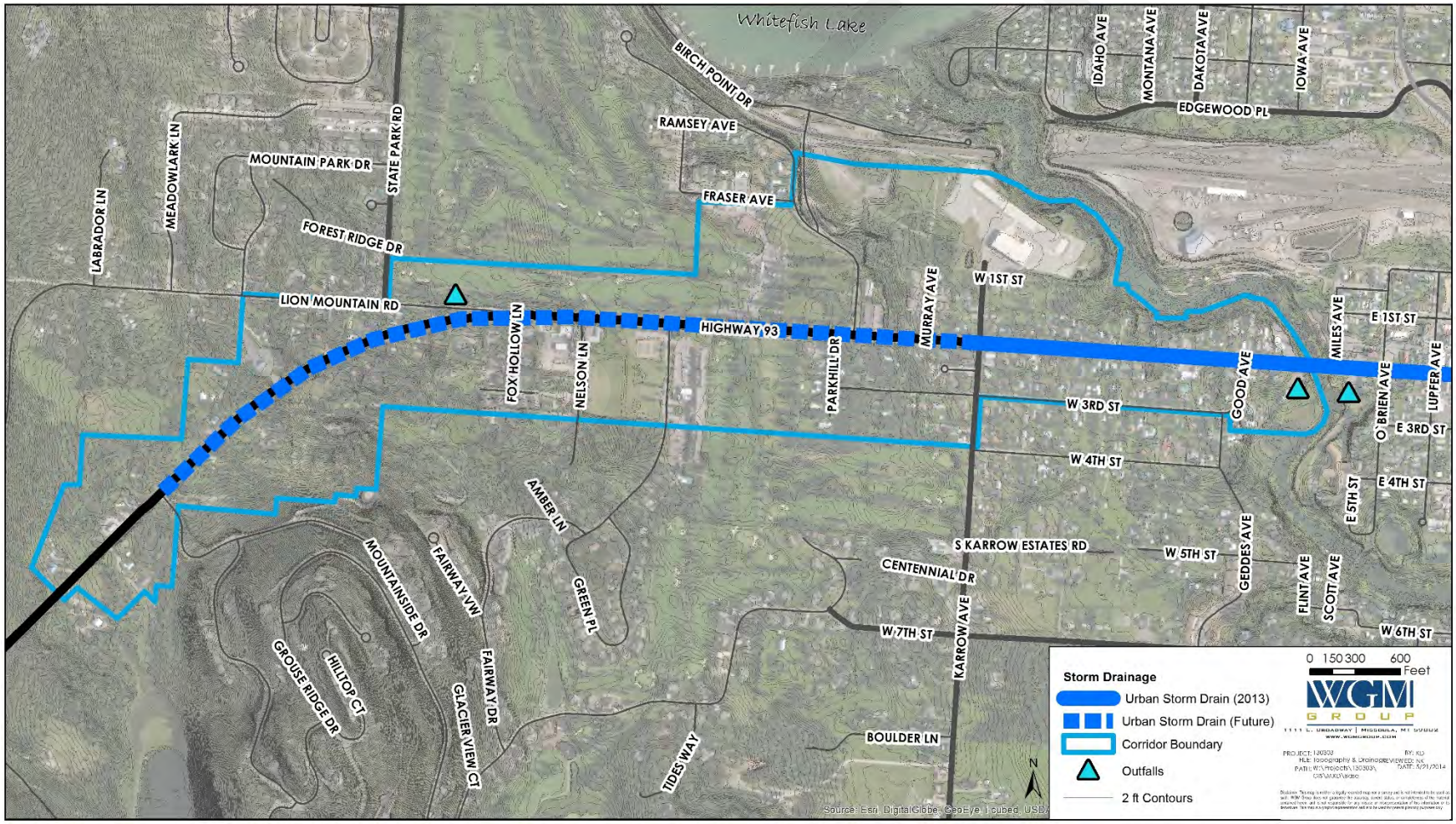
Water

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.



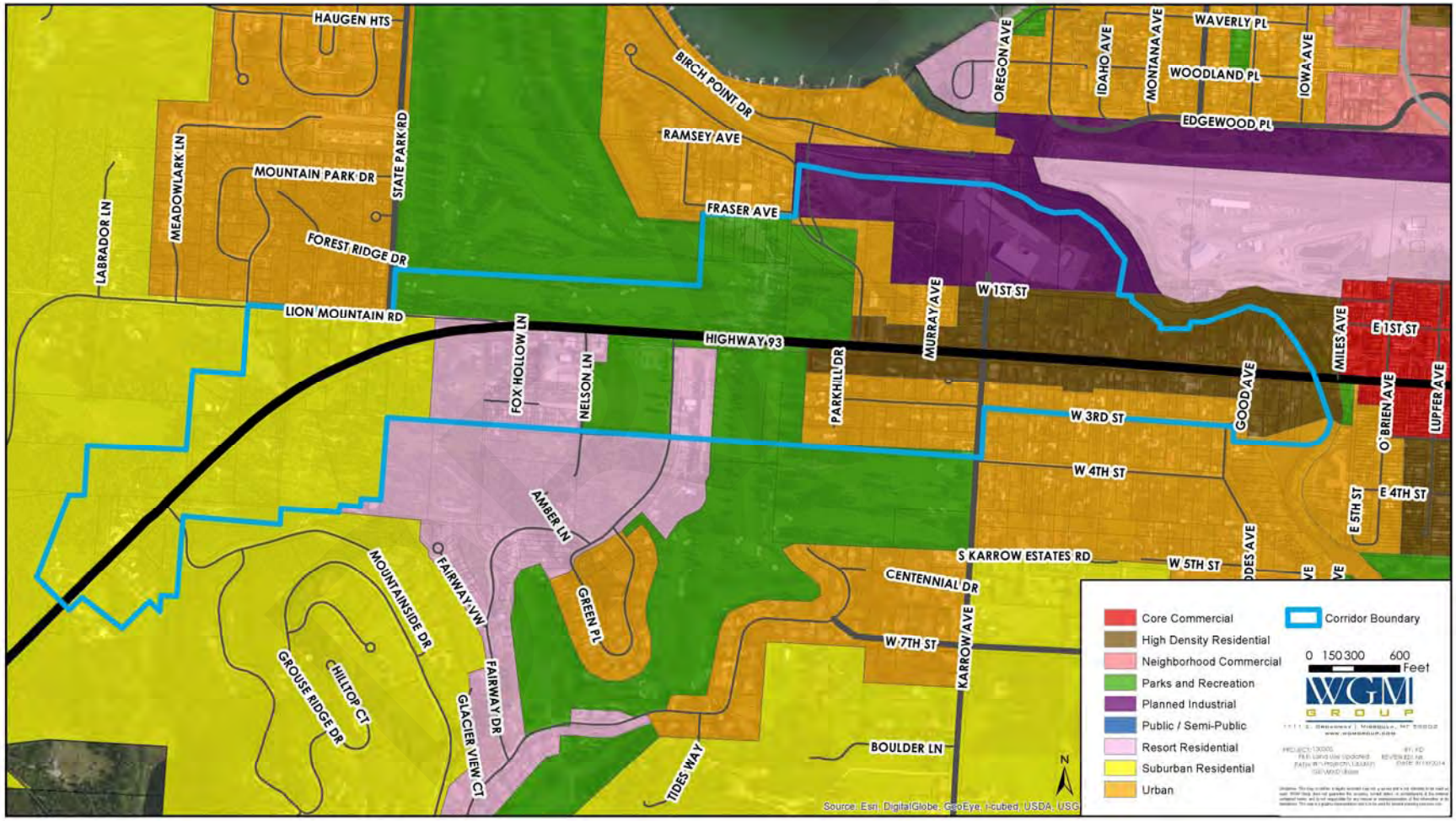
Topography and Drainage

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.



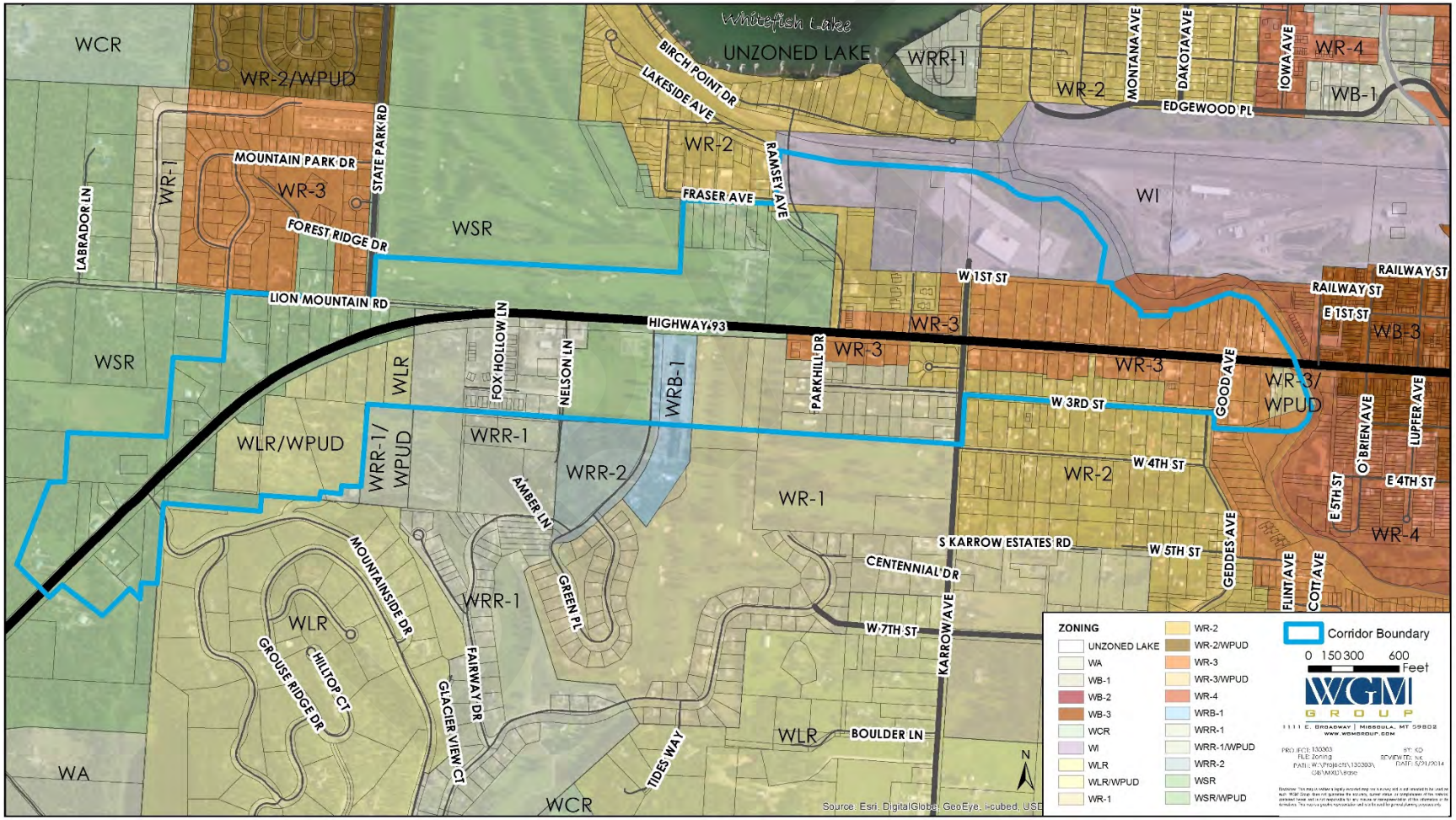
Future Land Use – 2007 City of Whitefish Growth Policy

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.



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).



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.

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.

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Building Regulations

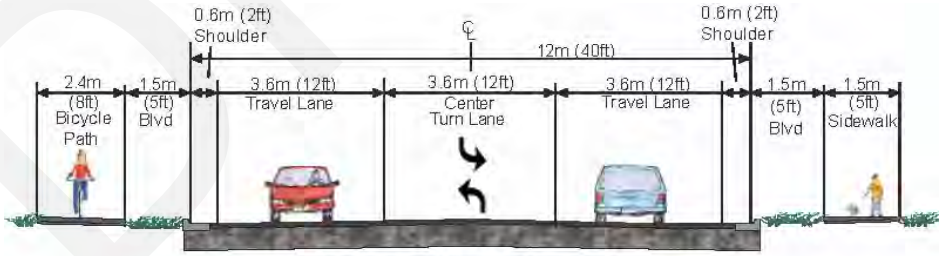
The City of Whitefish's building regulations state the current editions of the building, electrical, plumbing and mechanical codes and all accompanying appendices, amendments and modifications adopted by the Building Codes Bureau, Montana Department of Labor and Industry (or its successor), as set out 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

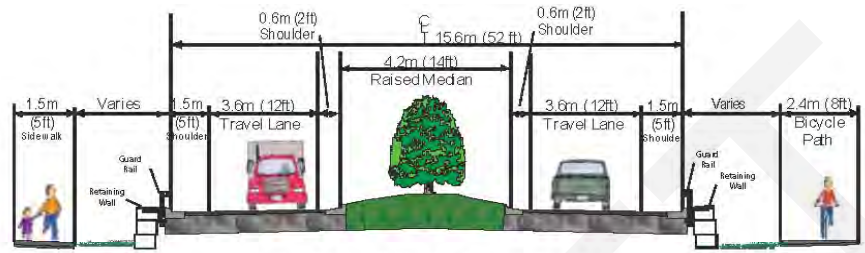
The Whitefish Downtown Business District Master Plan (to be updated in 2015) identifies opportunities to increase the vitality of the downtown business district. It builds upon existing assets and historic character, capitalizes on significant land uses and features the natural environment. The plan 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

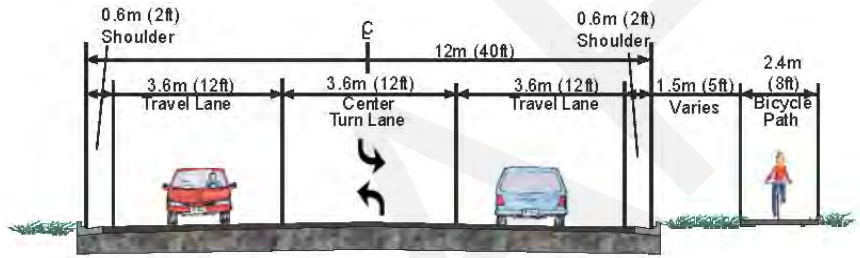
The Whitefish West Re-Evaluation updated the 1994 Environmental Impact Statement for the Somers to Whitefish West corridor. The document pertains to reconstruction of US Highway 93 West from downtown Whitefish to west of Twin Bridges Road, and spells out specific design treatments to preserve the character 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.



2nd Street Bridge to Karrow Ave.



Karrow Ave. to West of Lion Mountain Rd.



West of Lion Mountain Rd. to West of Mountainside Dr.

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 7th 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

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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.

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 3rd Street neighborhood
  - Maintain the residential character of the 3rd Street neighborhood
  - Surrounding land uses shouldn't impact the character of the 3rd Street neighborhood
- Recreation and parks
- Redevelopment of the Idaho Timber site
- Commercial uses fronting the Whitefish River
- Vehicular circulation

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				

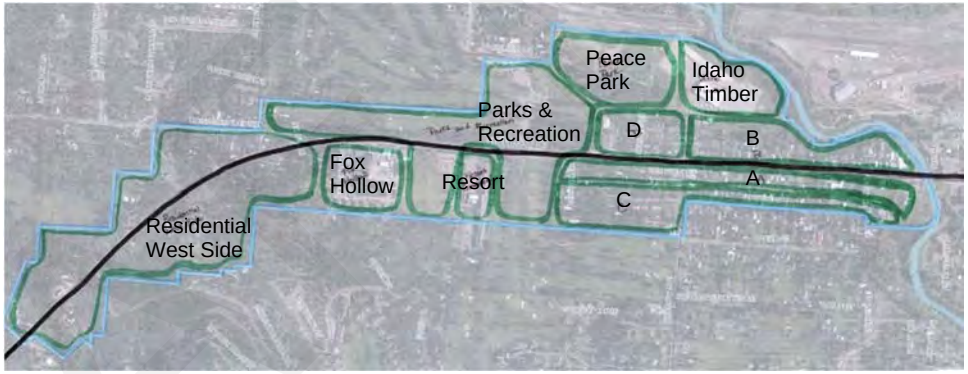
Comment

2. Residential West Side Land Use

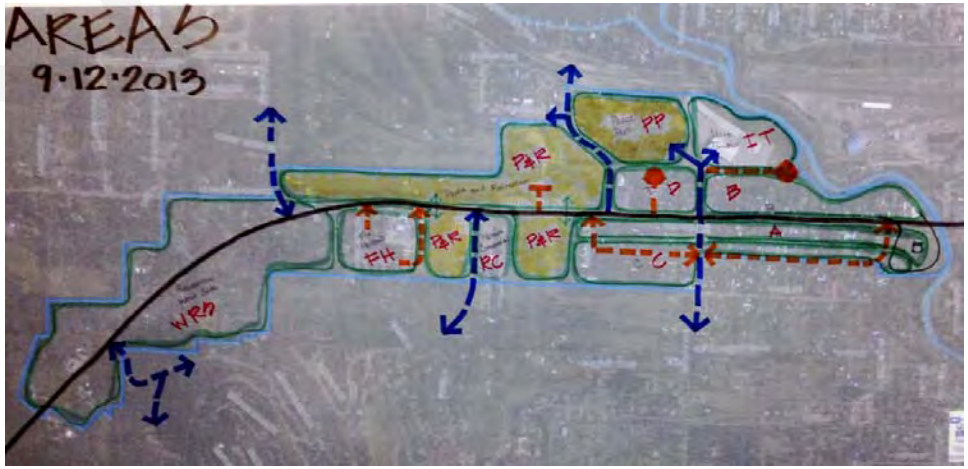
	Extremely Appropriate Use	Moderately Appropriate Use	Slightly Appropriate Use	Inappropriate Use
Single Family Residential - High				
Single Family Residential - Medium				
Single Family Residential - Low				
Single Family Residential - Rural				
Community Commercial				
Neighborhood Commercial				
Public/Quasi-Public				

Comment

Survey Page Example



Preliminary Concept Plan



Corridor Sub-District Sketch Map

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

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

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

Survey Result Example

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

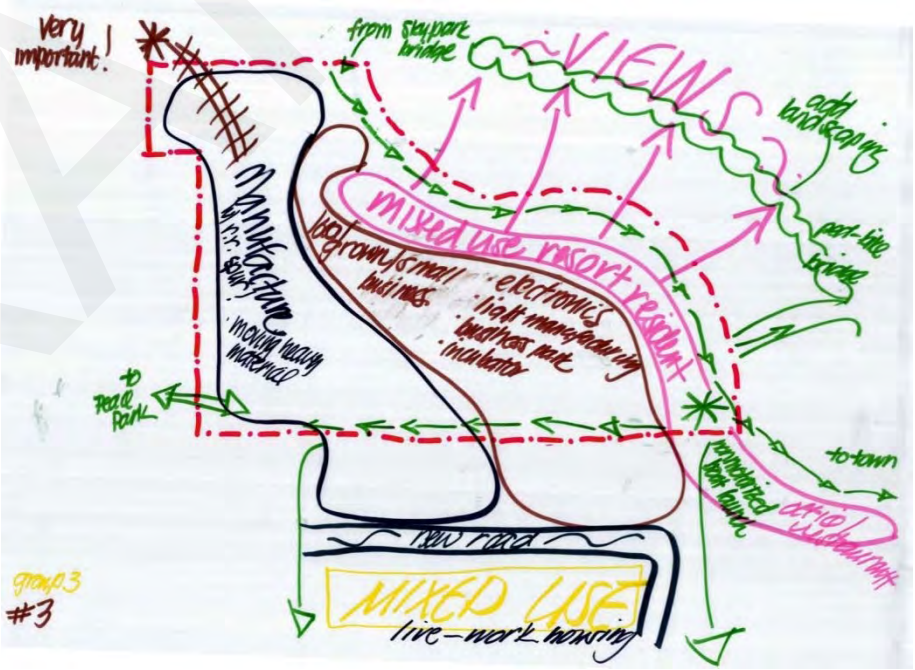
Initial Draft, Land Use Map

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.

Public Input Session #3

The third public input session was held on December 12, 2013 as a design charrette focusing on the Idaho Timber site. A charrette is a collaborative, visioning exercise that takes place in many disciplines, often in land use planning or urban planning. Charrettes have become a technique for consulting with all stakeholders and involving them in the design and planning effort. The session involved four groups of community and planning team members that generated four different scenarios for the re-development of the Idaho Timber site. The conceptual plans responded to the uses surrounding the site, the Whitefish River, railroad, housing, and the Great Northern Veterans Peace Park, and looked to incorporate a variety of uses on the site. Appendix D is a summary of the charrette.

Charrette participants presenting concept site plans



One of four concept site plans generated during the charrette

III. Visioning for the Future & Development Policy

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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.[2]

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, production of alcohol, or food processing.

[2] Sonoran Institute, RESTORE, 2014.

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.[3]

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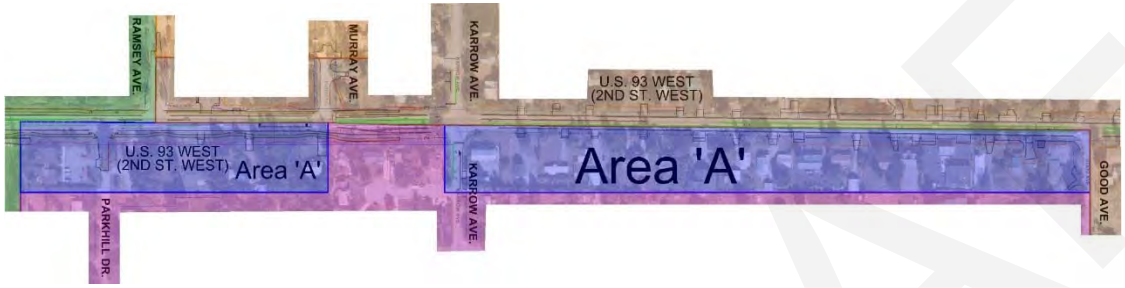
[3] Sonoran Institute, RESTORE, 2014.

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 11 acres and 4.9% 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. 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

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

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

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.

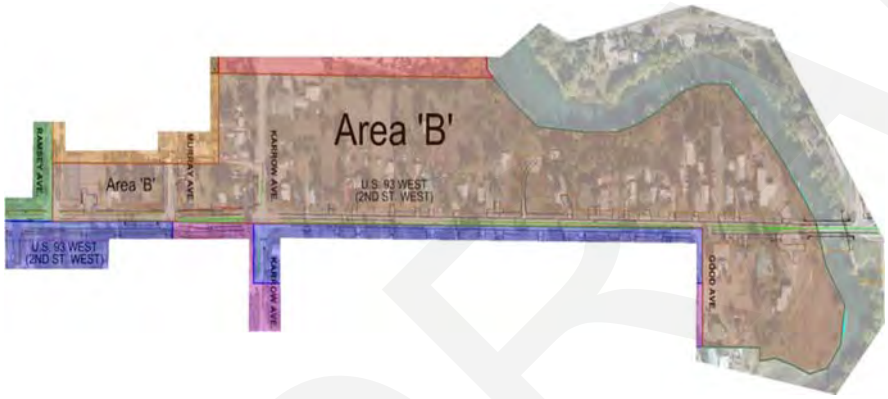
Implementation Steps

1. Guidelines can be addressed through the ARC Standards.

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

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. It also encompasses land south of US Highway 93 West between the Whitefish River and Good Avenue. Area B fronts both sides of the highway west of the Whitefish River Bridge serving as the western gateway to downtown Whitefish. 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, Murray Avenue, or the east side of Good 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 28.45 acres and 12.6% of the total area in the corridor.



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

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.

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
- Resort Residential
- Artisan Manufacturing
- Coffee Shops and Sandwich Shops

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

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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 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.

Implementation Steps

1. Adopt new Neighborhood Mixed-Use Transitional land use designation.
2. Consider new WT-3 zoning when requested by landowners.

Recommended Land Uses	Growth Policy Land Use	Zoning
Residential Uses Resort Residential Artisan Manufacturing Coffee Shops and Sandwich Shops Permitted and conditional uses allowed in the current zoning including: Professional Offices Personal Services	Current Designation: High Density Residential	Existing Zoning: WR-3, WR-3 W/PUD
	Recommended Designation: Neighborhood Mixed-Use Transitional and High Density Residential	Recommended Zoning: WT-3 and WR-3

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Area C

Character - Area C runs from Good Avenue to the Whitefish Golf Course surrounding 3rd 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-

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.

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

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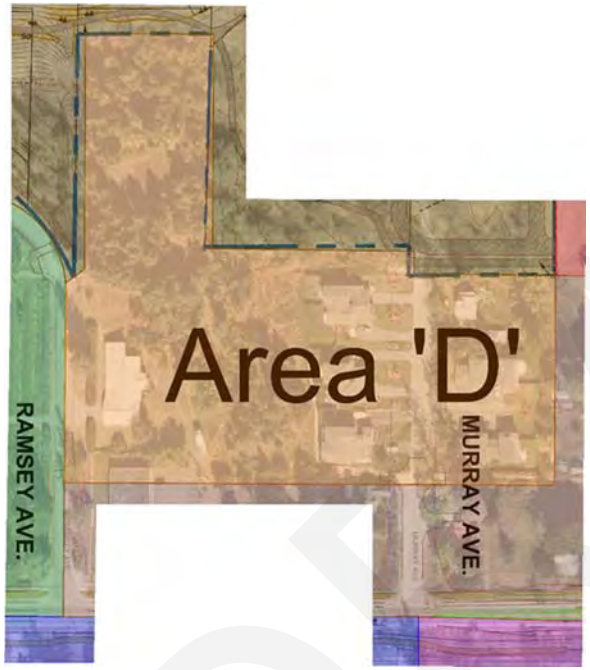
Area D

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.

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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.

Recommended Land Uses	Growth Policy Land Use	Zoning
Single Family Residential Two-Family Residential	Current Designation: Urban	Existing Zoning: WR-2
	Recommended Designation: Urban	Recommended Zoning: WR-2

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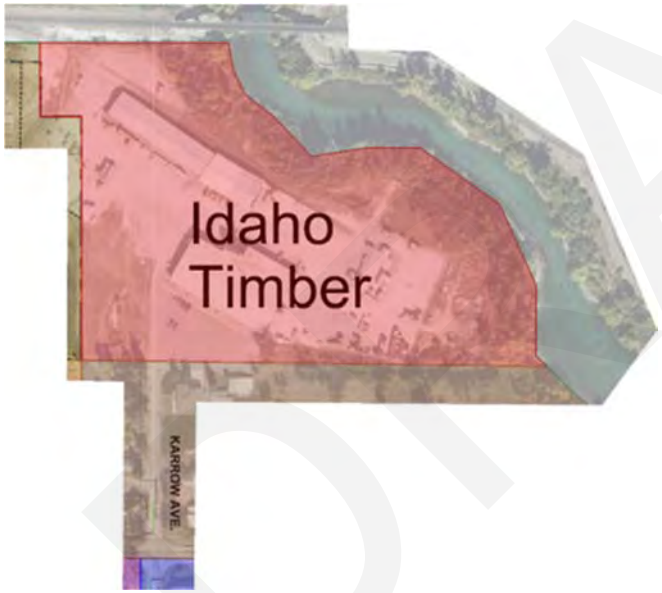
Idaho Timber Area

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

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.

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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.
- Resort Residential.

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 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. At such time that a re-zoning of the property may be appropriate, the new WT-3 or WI-T zoning could be adopted for the site to accommodate additional land uses.

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 Resort Residential	Existing Designation: Planned Industrial	Existing Zoning: WI
	Recommended Designation: Industrial Transitional & Neighborhood Mixed-Use Transitional	Recommended Zoning: WT-3 & WI-T

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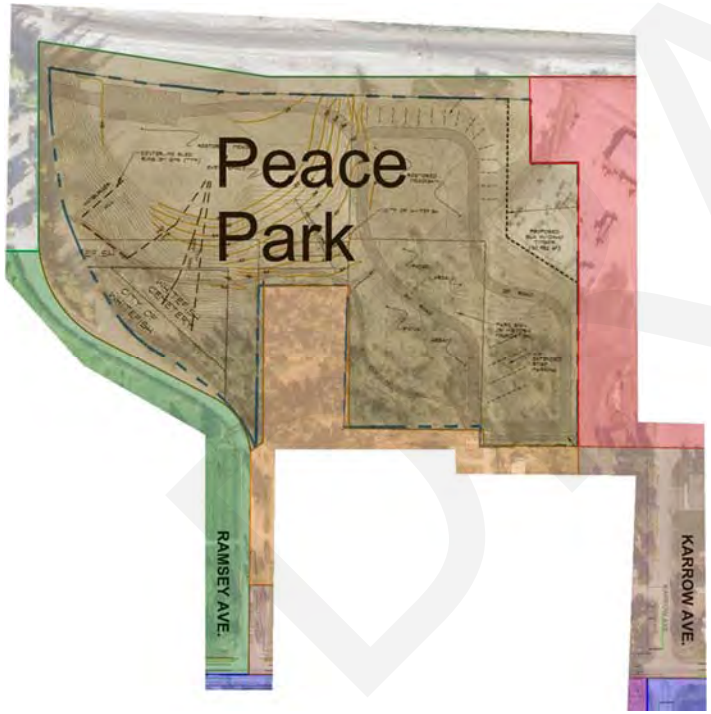
Peace Park

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

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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

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.

Recommended Land Uses	**Growth Policy Land Use**	**Zoning**
Parks/Open Space Recreational Open Space	Current Designation: Planned Industrial	Existing Zoning: WI
	Recommended Designation: Parks & Recreation	Recommended Zoning: Parks & Recreation

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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.

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.

Recommended Land Uses	Growth Policy Land Use	Zoning
Parks/Open Space	Existing Designation: Parks & Recreation	Existing Zoning: WSR
	Recommended Designation: Parks & Recreation	Recommended Zoning: Parks & Recreation

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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.

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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.

Recommended Land Uses	Growth Policy Land Use	Zoning
Resort Commercial Resort Residential	Existing Designation: Resort Residential	Existing Zoning: WRB-1
	Recommended Designation: Resort-Commercial	Recommended Zoning: WRB-1

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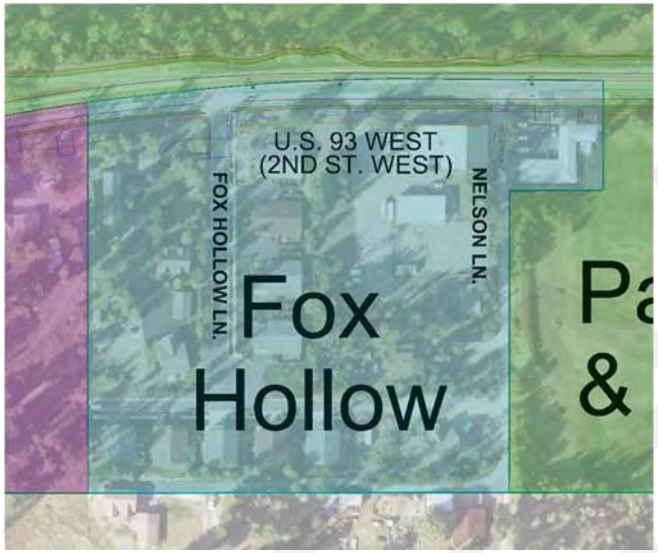
Fox Hollow

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.

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.

Recommended Land Uses	Growth Policy Land Use	Zoning
Single-Family Residential Multi-Family Residential Resort Residential	Existing Designation: Resort Residential	Existing Zoning: WRR-1
	Recommended Designation: Resort Residential	Recommended Zoning: WRR-1

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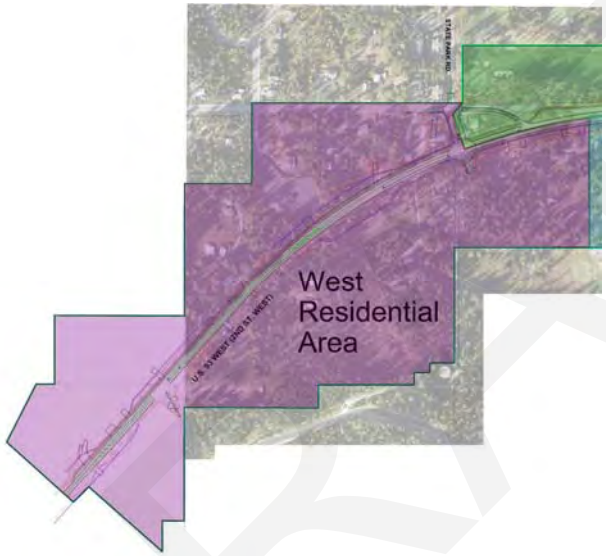
West Residential

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.

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.

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

IV. Implementation

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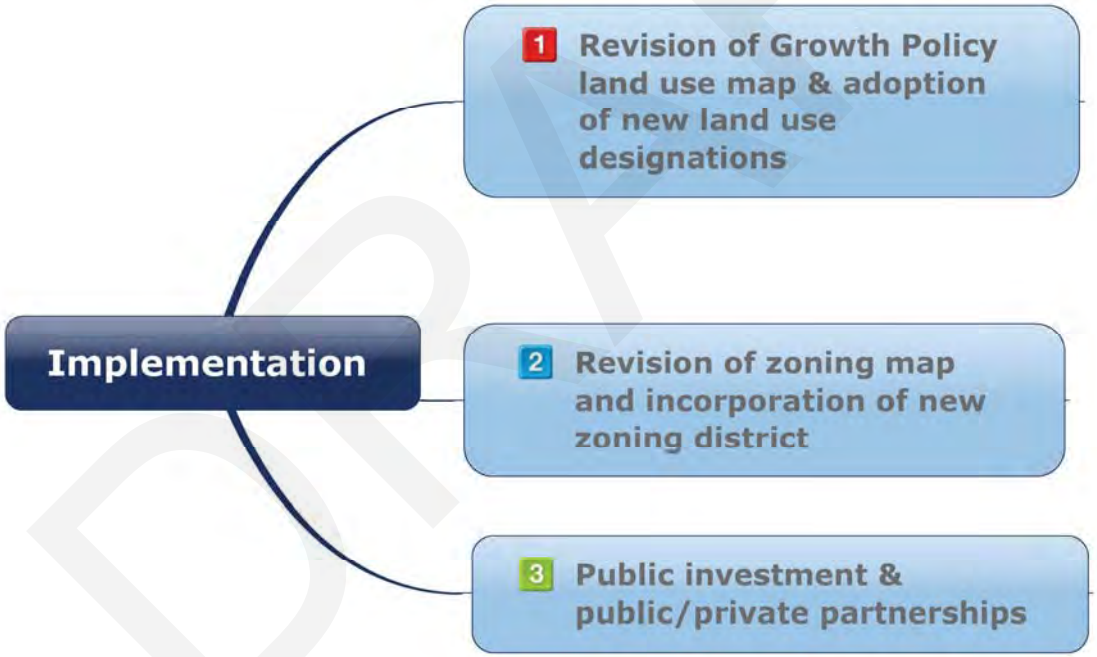
Implementation Steps

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 transition of neighborhoods. The transition will be initiated by the landowner at a suitable time to remain sensitive to existing uses.
3) Opportunity exists for future public investment and public-private partnerships.



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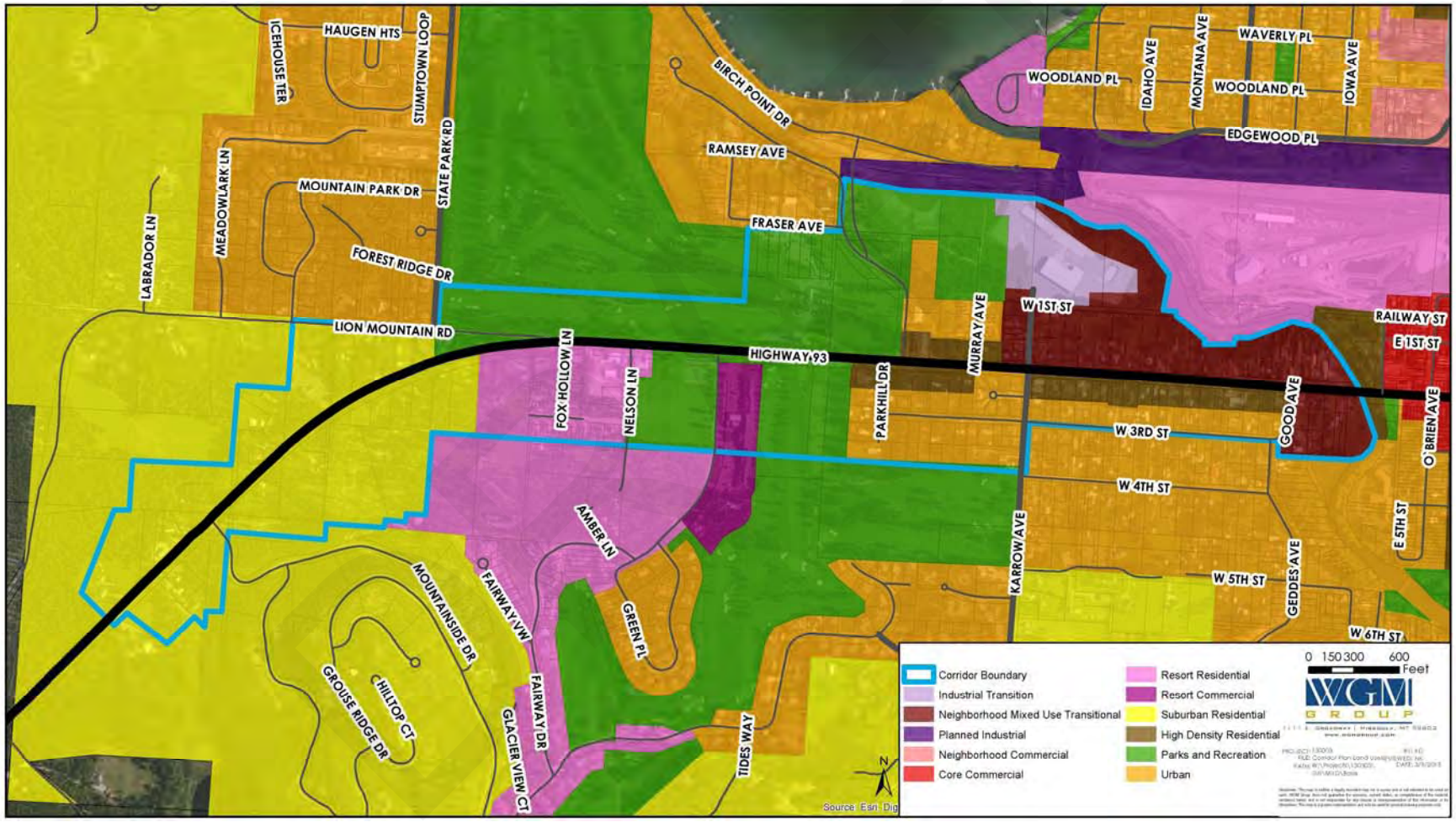
Growth Policy Land Use Designations

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.



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.

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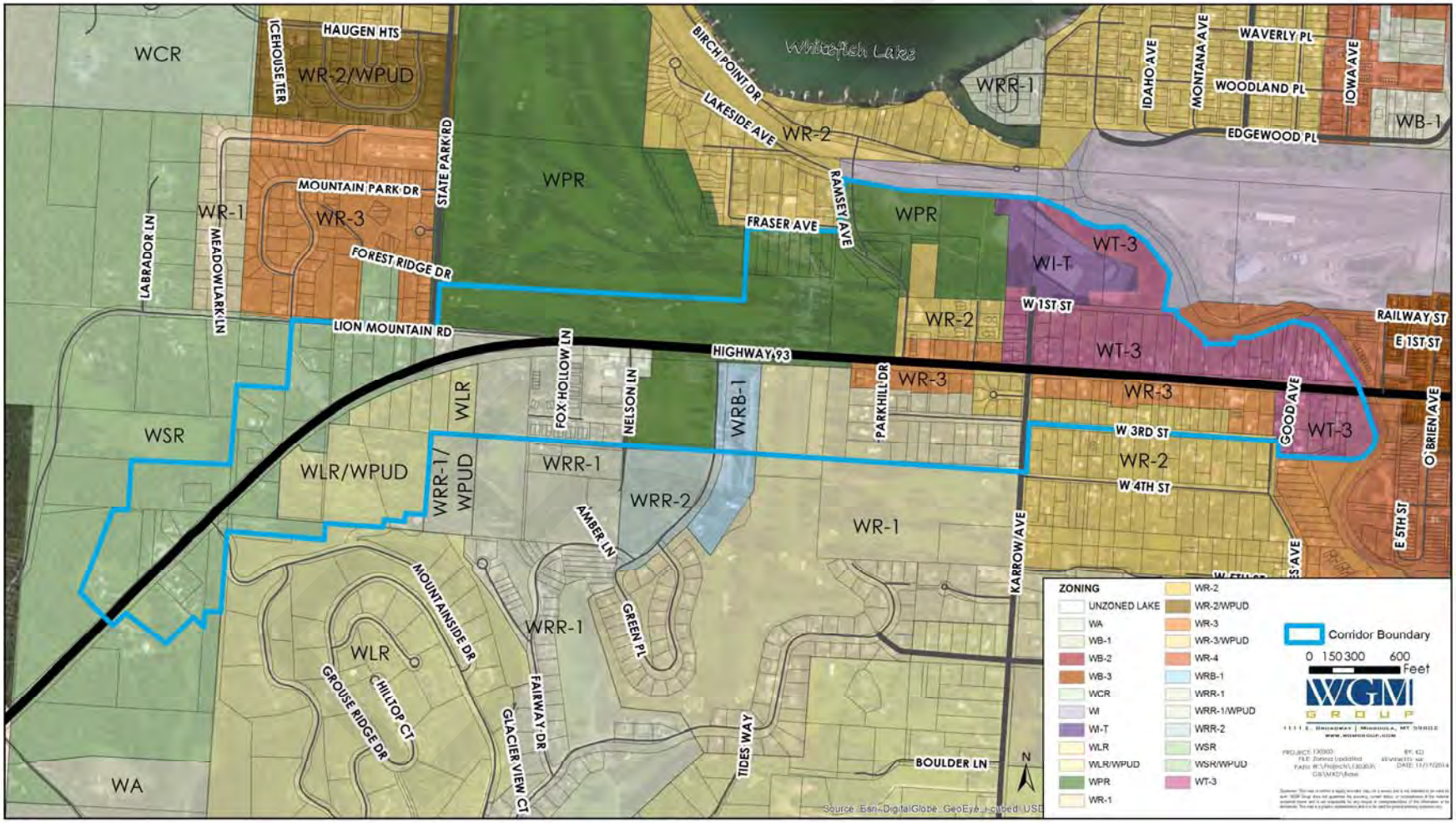
Zoning Changes

Proposed Future Zoning Map

The zoning recommendations for the Highway 93 West Corridor are shown in the Proposed Future Zoning Map below.



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 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 a recreational amenity, such as the Whitefish River, a community gateway, or adaptive use areas which are transitioning from their traditional uses.

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.

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.

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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.

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.

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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.

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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.

- 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.

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.

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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 3rd 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 3rd – 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
- 3rd 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

    - 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 2nd St.) – not a lot of permitted uses
- Maintain residential houses along corridor – still should be predominate
- South & North of W 2nd 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

<u>3rd St. Character & Concerns</u>

- Median a concern for Park Hill neighborhood. Feeling that nobody would drive up to the State Park Road turnaround
- Impact on Park Hill and 3rd due to new median diverting traffic into residential neighborhood
- 3rd 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)

- W. 3rd St. prime location for families/walk to school/kids bike riding/skateboarding/etc.
  - This is why we moved here.
- Impacts of traffic on W 3rd St. – W 3rd St. & Parkhill is quiet – low traffic now without Hwy project – State Park/Hwy 93 S zoning from s.t.r. to m.t.
- 3rd Street – Keep it the way it is, B&B quiet like they say they'll be
- W. 3rd 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. 3rd 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 3rd St. will stay residential need to protect this area
- Resident on S. 3rd 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.

<u>Recreation/Parks</u>

- 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 lists as "public" as the public doesn't have a say in the rules or management of park

<u>Idaho Timber</u>

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

WF River

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

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Appendix B: Survey Results & Summary

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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

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	Cemetary
Public/Quasi-Public	Occaisional	NA	varies	varies	varies	varies	Church/Institutional
Protection Areas	Very Low	NA	varies	varies	varies	varies	Conservation/Preservation

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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.

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AREA A - SUMMARY

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

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

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AREA B - SUMMARY

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

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

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AREA C - SUMMARY

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

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

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AREA D - SUMMARY

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

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

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SUMMARY - RESORT COMMERCIAL AREA

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

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

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SUMMARY - IDAHO TIMBER AREA

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

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SUMMARY - IDAHO TIMBER AREA

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

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SUMMARY - WEST SIDE RESIDENTIAL AREA

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

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

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SUMMARY - PEACE PARK AREA

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

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

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SUMMARY - PARKS and RECREATION

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

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

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SUMMARY - FOX HOLLOW AREA

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

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

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Appendix C: Charrette Summary

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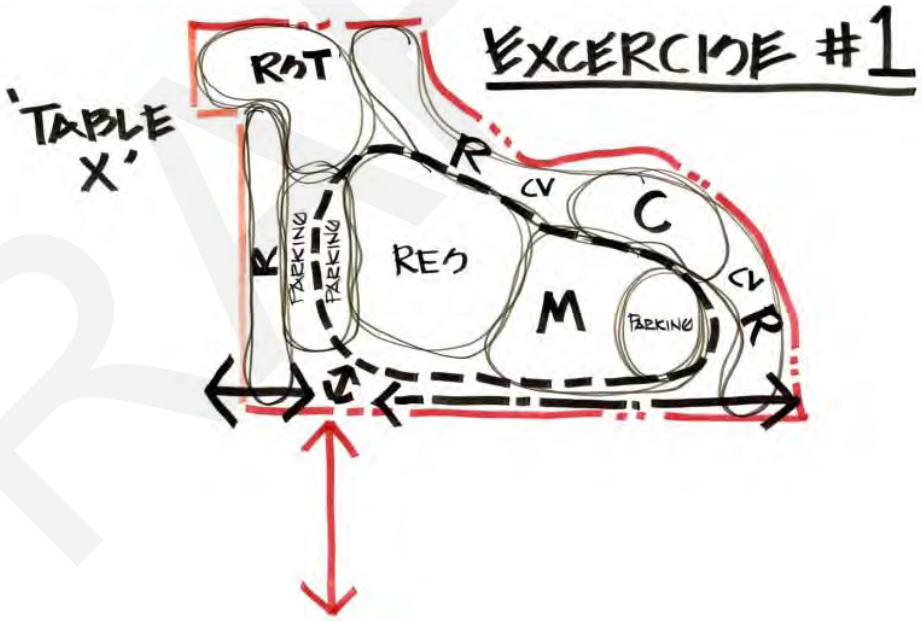
The evening began with a short review of the project including the latest edition of the land use map. Introductions of key individuals were made including representatives from Idaho Timber followed by an introduction of the intent of the charrette, clarification of existing entitlements and instructions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

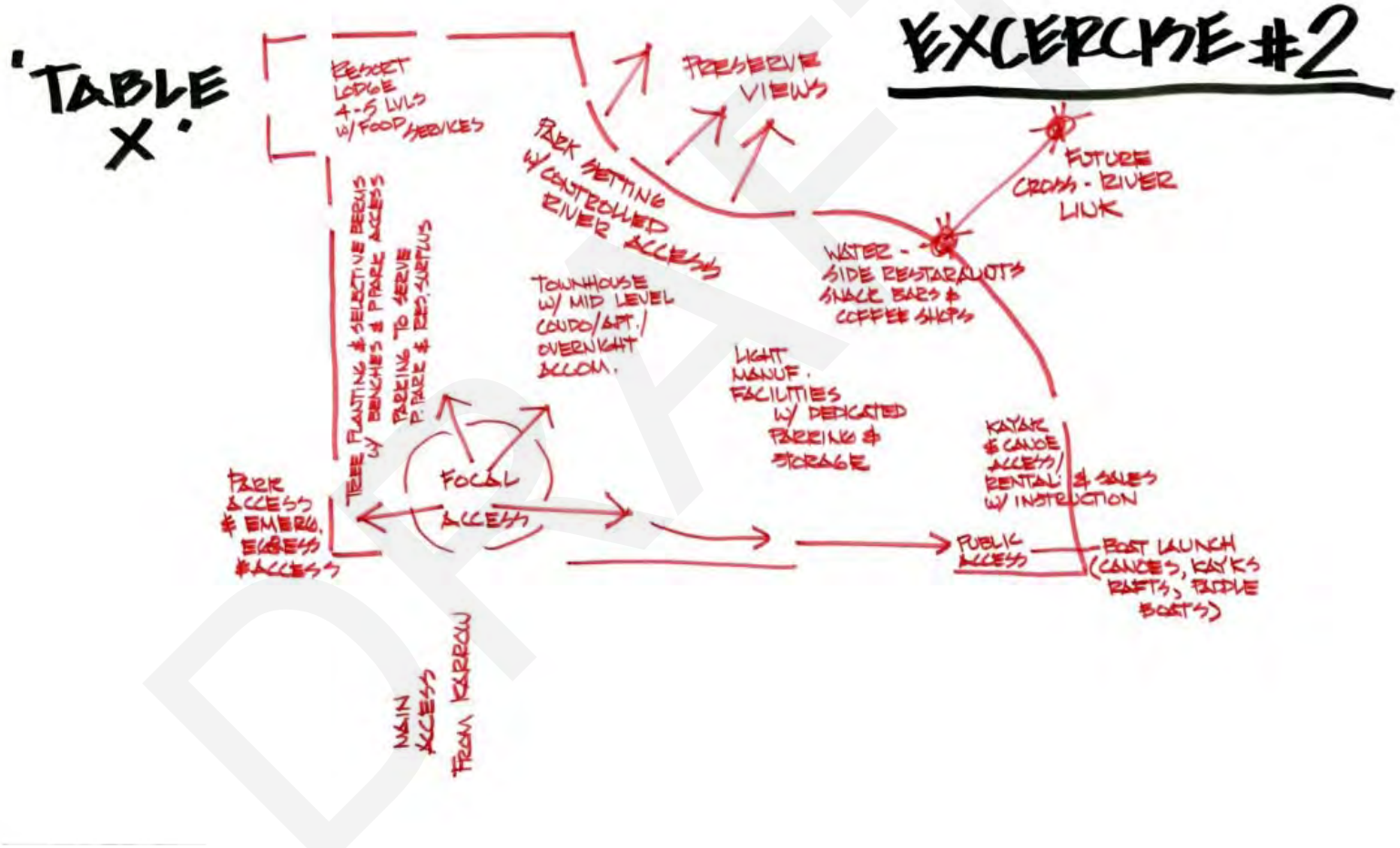
1) Categorizing the site into the following general uses using bubbles allocating the approximate area that should be devoted to each.

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



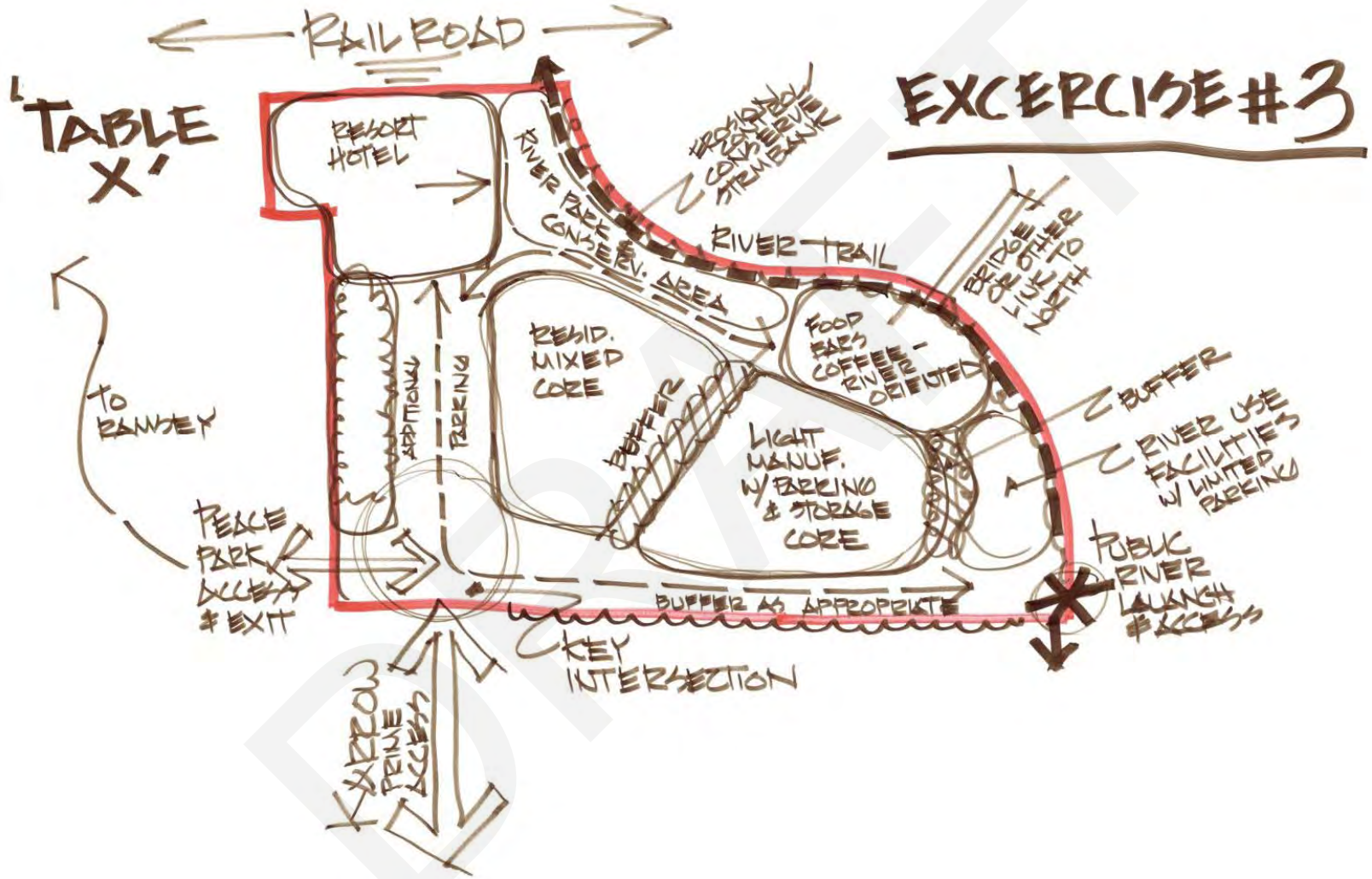
Exercise One: Categorizing site into general land uses.

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.

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.

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.

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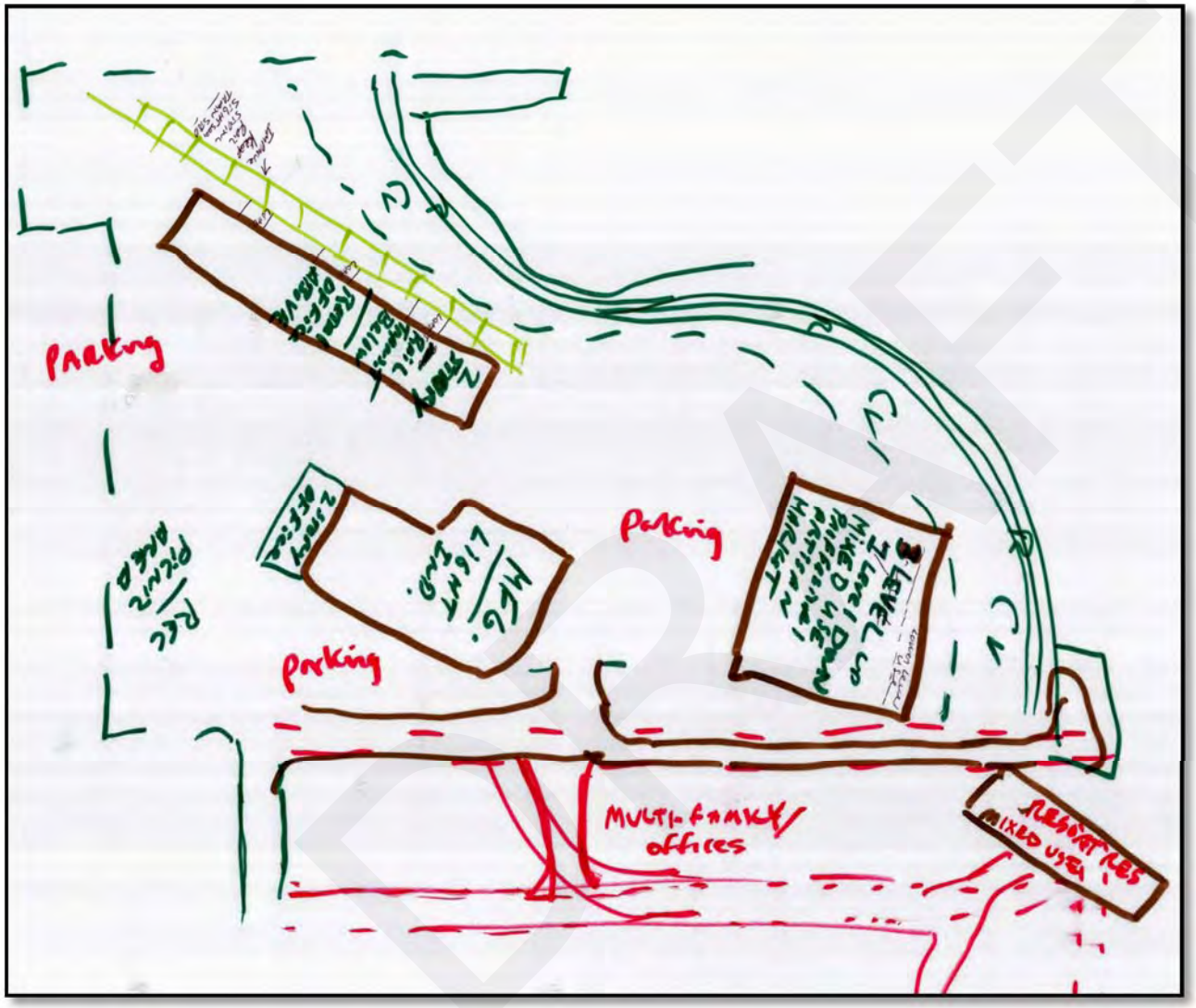
The following are the final drawings from each group that participated in the charrette.

Group 1 Concept Development Plan

Key Ideas:

- Leave existing industrial building
- Utilize rail spur
- Provide access from Karrow Avenue
- Shared parking to be used for industrial building during the day and park during the evening
- Multi-family workforce housing in the back of single-family lots
- Green belt zone by river



Group 2 Concept Development Plan

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

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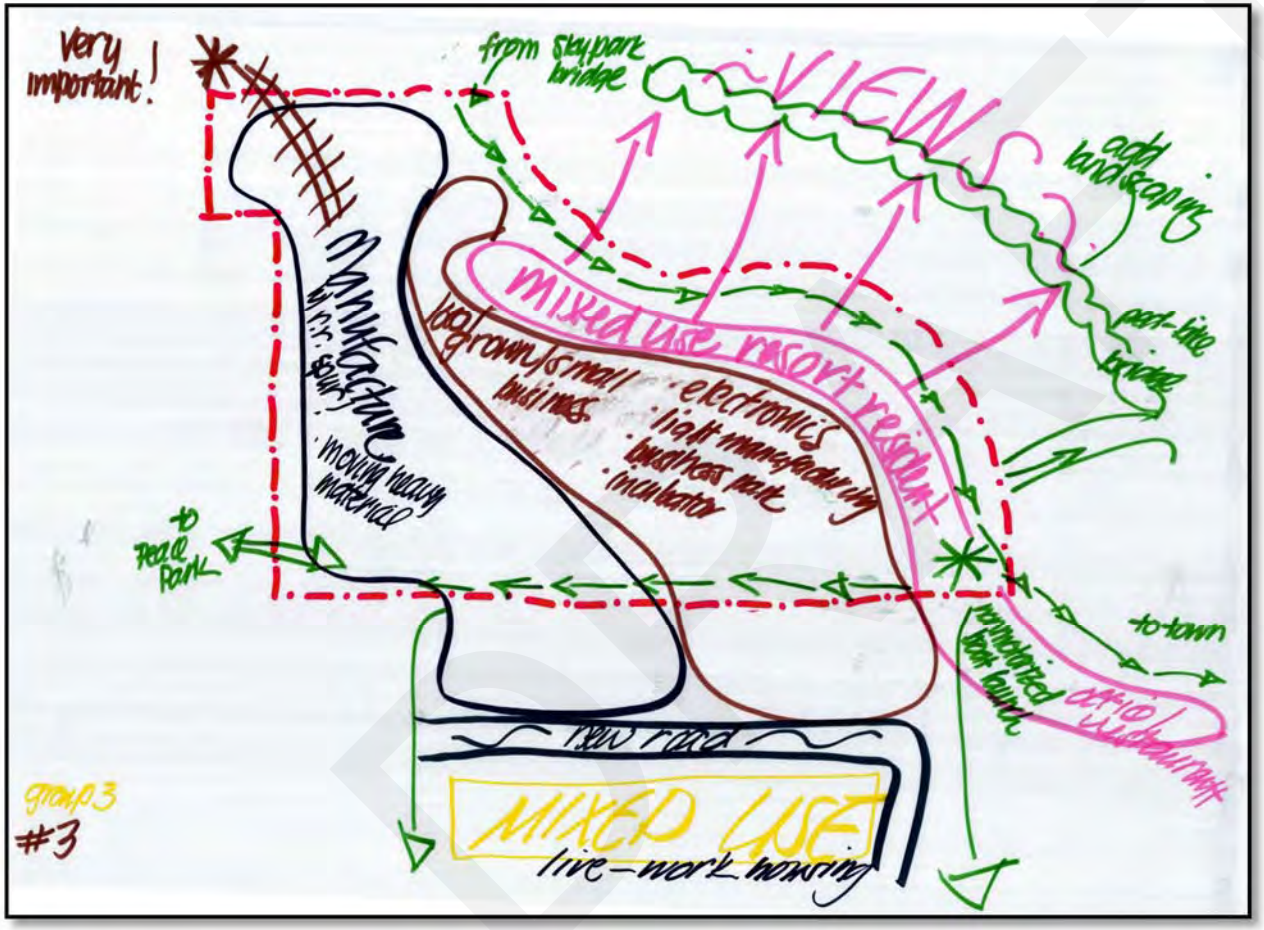
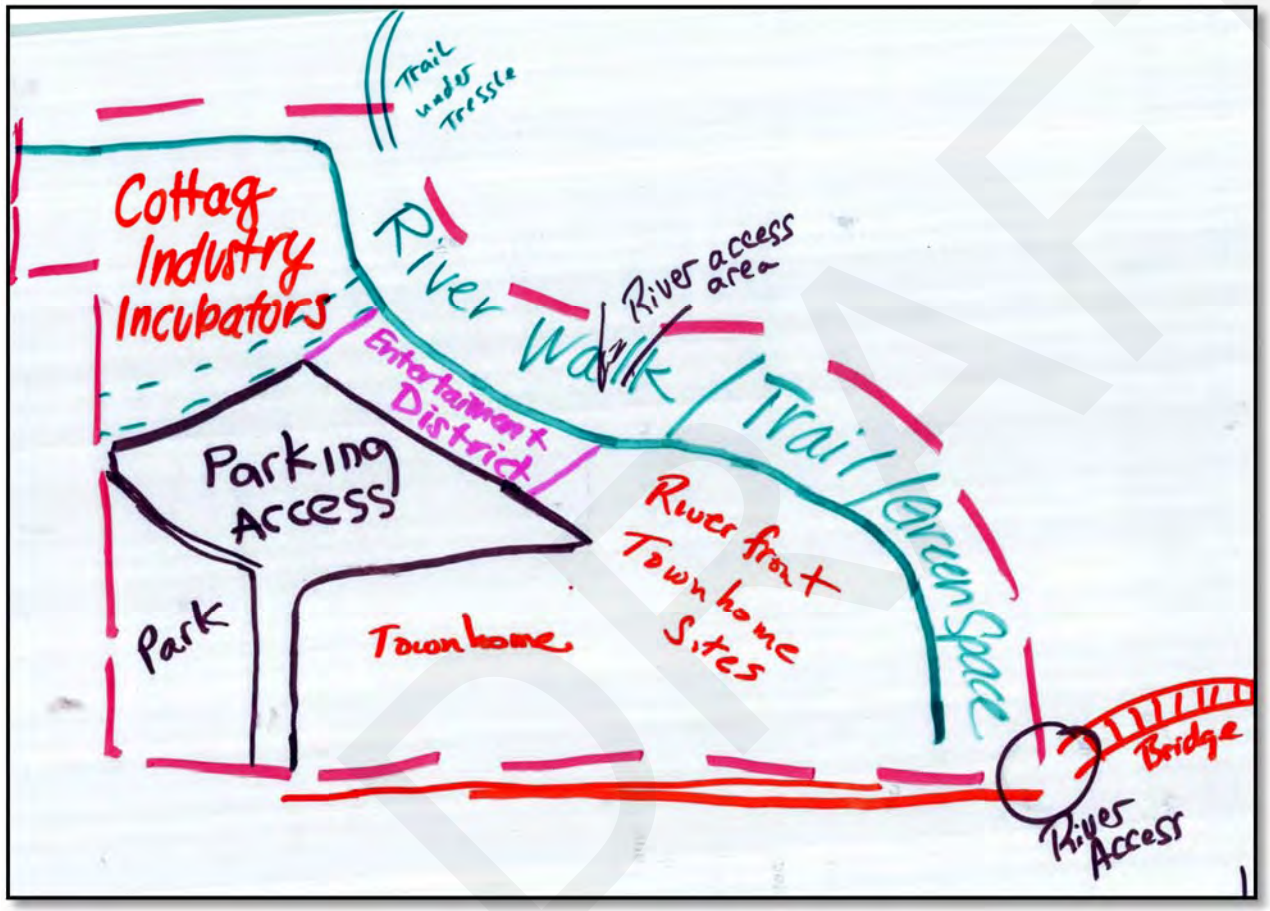


Key Ideas:

- 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



Group 4 Concept Development Plan

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

Appendix D: Proposed Zoning Districts

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Proposed New Zoning Districts

ARTICLE 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 a recreational amenity, such as the Whitefish River, a community gateway, or adaptive use areas which are transitioning from their traditional uses.

PERMITTED USES:

* Bed and breakfast establishments (see special provisions in section 11-3-4 of this title).
* 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
    - Class A manufactured homes.
    - Daycare (registered home, 5 to 12 children).
    - Guest and servant quarters.
    - Single-family through fourplex dwelling units including resort and recreational condominiums, townhouses, time sharing and interval ownership residences, vacation units or other multiple ownership arrangement residential uses, allowing overnight accommodations and ancillary services for the use of occupants and guests.
* Sublots (see Special Provisions in subsection 11-3-14C of this title).

CONDITIONAL USES:

* Accessory apartments.
* Caretaker's unit.
* Churches or similar places of worship, including parish houses, parsonages, rectories, convents and dormitories.
* Clubs, private and semiprivate recreational facilities.
* Coffee shops and sandwich shops (ground level to street level only, no “formula” businesses).
* 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).
* Public golf courses.
* Residential:
    - Boarding houses.
    - Fiveplex or larger multi-family dwelling units, including resort and recreational condominiums, townhouses, time sharing and interval ownership residences or vacation units or other multiple ownership arrangement residential uses, allowing overnight accommodations and ancillary services for the use of occupants and guests.
* 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:

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
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).

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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:	70% 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.
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).

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DEFINITIONS:

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.

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, production of alcohol, 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.

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ARTICLE 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:

* Manufacturing, Artisan (see Special Provisions in section 11-3-38 of this title).
* 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
    - 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).

CONDITIONAL USES:

* 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
    - Inside a business incubator facility, the following uses are permitted not to exceed 3,600 square feet of floor area:
        - Computer software

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- 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

* Research facilities.
* Contractors' yards.
* Petroleum products, wholesale.
* Heavy equipment sales, rental and service.
* Colleges, business and trade schools.

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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.

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.

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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.

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).

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KALISPELL 33°F 0°C
SKY IS CLEAR

Where Does Whitefish Grow From Here?

In a town where small businesses are the heart of what drives the community, merchants struggle to find infrastructure

BY TRISTAN SCOTT // MAR 31, 2015 // NEWS & FEATURES

SHOW CAPTION BEACON FILE PHOTO | BUY

When plans to open a Shopko department store in Whitefish's Mountain Mall displaced eight small businesses, a swell of orphaned merchants rippled through the community in search of a new home.

What they found – or didn't find – underscores the plight of small businesses here – although they are the heart of what drives the community, there is a dearth of affordable locations in Whitefish for small business owners to lease.

GLACIER IN SPRING
PHOTO GALLERY

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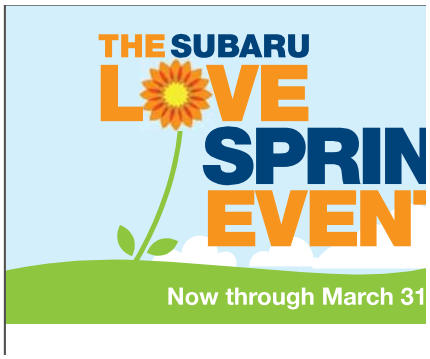
Take the Bite Out of the D

LANDMARKS
Steere Residence

VIEW STORY

Other mall retailers have stood firm, but when the department store opens in September, the business owners anticipate an increase in rent that will make it untenable.



"They'll probably bump it up out of my range," said Stu Say, owner of Montana Olive Oil Inc. and SenSAYetional Golf, both located in the mall. "Right now I'm just making rent."

Whitefish Dance Studio, the Flying Fish Kids' Gym, Nature Baby Outfitter, Taco Del Sol, Club Bed Tanning, Bonsai Brewing Project and Ben Franklin are among the other businesses affected by the construction of Shopko.

"It was an unfortunate thing," said Say, who is moving Montana Olive Oil Inc. to a Kalispell location in June. "They call this the Mall Morgue but those businesses were kicking tail. The brewery did a wonderful job, and so did Taco Del Sol."

Graham Hart opened Bonsai Brewing Project in the mall in January 2014 to tremendous fanfare. But when Hart learned he'd have to move the nascent brewery, he found his options were limited.

He was considering building or leasing a marketplace that could accommodate all of the errant businesses when, through a stroke of luck, he found his current location at 549 Wisconsin Ave., in a location he could not have afforded without the help of a family friend, who purchased the property and agreed to lease it to Hart.

"There's the demand for new small business in Whitefish. There's just not the infrastructure," Hart said recently from behind the bar of his bustling new brewery, which re-opened last month.

Flathead Beacon staff

Tweets from a list by Flathead Beacon

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@djtabish
Bird Flu Discovered in Columbia Falls Falcon flatheadbeacon.com/2015/04/01/bir...

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Lauren Oscilowski recently applied for and received a conditional use permit to open a distillery and tasting room called Spotted Bear Spirits in a location on Railway Street, across from Depot Park in downtown Whitefish. Although it costs more to lease the downtown space, she opted for the location because of the foot traffic inherent to the city center, as well as the proximity to the Whitefish Farmers Market.

"That was the balance," she said. "I looked at a number of different commercial spaces on the outskirts of town and ultimately decided to pay more per square foot to be downtown. I feel incredibly fortunate that I found this location because there weren't many options."

The shortage of real estate in Whitefish is a familiar stumbling block for the owners of Hurraw!, a vegan lip balm company.

When Neil Stuber and Corrie Colbert set their sights on expanding the home-based Whitefish business, they asked the city for property tax incentives and financial help with utility fees.

Unable to find a viable existing building for their light-manufacturing operation, city officials advised them that they could receive assistance with costs associated with building a new facility, and they've since constructed a facility in the Baker Commons business park.

"Many companies, including ours, choose to remain in Whitefish despite the lack of infrastructure and support, not because of it," Stuber said. "It becomes a personal decision as opposed to a business decision. That being said, entrepreneurial spirit thrives on possibility, not availability. We're interested in what Whitefish can become."

Conversely, Kalispell and Columbia Falls have a glut of available storefronts and open-space opportunities in prominent locations, but attracting long-term tenants has proven problematic.

The question of what Whitefish can and will become has been at the fore of discussions about how to develop the Highway 93 West corridor, particularly in a section of the corridor that extends from Ramsey Avenue to the Whitefish River Veteran's Memorial Bridge. The corridor land-use plan's steering committee identified that area for "creative future planning" to promote economic development and entrepreneurship as the area transitions.

In 2007, the city's growth policy recommended that a corridor plan be developed with specific goals and recommended actions for the area that consider land use, scale, transportation, landscaping, urban design and commercial development.

But in Whitefish, phrases like "creative future planning" draw intense scrutiny, and while much of the corridor plan does not recommend any land-use changes, one aspect recommends a zone change to a residential area north of Highway 93 and adjacent to the Idaho Timber property.

The committee didn't recommend full-scale commercial development in the area, and is sensitive to new retail that might compete with downtown. But small business opportunities such as artisan manufacturing in small buildings, allowed as conditional uses, were deemed appropriate in the plan on a case-by-case basis, as were sandwich or coffee shops. The committee also discussed the potential for a rail link, business incubators, and mixed use on the Idaho Timber site and adjacent residential area known as "Area B" that fronts the river.

"They felt that area could be an ideal complement to downtown," Whitefish Planning Director David Taylor wrote in his staff report. "Ideas such as a riverfront paddle board manufacturing business with accessory sales or rentals, an adjacent microbrewery or coffee shop with second floor residential uses were discussed as a way to better link the Whitefish River with the downtown and trail system."

But the plan has received pushback from residents who worry that any changes to the zoning will compromise the residential integrity of the area.

Anne Shaw Moran serves on the steering committee and represents the owner-occupied residential district of the corridor, and said while she agrees with 90 percent of the plan she objects to any changes to zoning.

"What's being proposed in this plan that is concerning to residents is a whole new zoning district or classification," Moran said. "Changing zoning is one of the most impactful things you can do to impact neighboring properties. People have made huge residential investments based on the current zoning. We need to take a very careful look at some of these things like artisan manufacturing and think about what they would really impose on the neighborhood."

The plan also calls for "development standards" for artisan manufacturing that would limit hours of operation, outdoor storage, the amount of retail space allowed. The Whitefish Planning Board has recommended the corridor plan for approval and the Whitefish City Council will vote on whether to adopt it later this month, but rezoning does not occur automatically with the adoption of the plan.

Nick Kaufman of the Missoula-based WGM Group is a principal consultant on the Highway 93 West plan, and said the steering committee and the planning process were tailored to Whitefish's singular qualities and characteristics.

"Whitefish is unique. And the corridor planning strategy that was used for this recognizes the uniqueness of Whitefish and so the planning process was uniquely designed for this corridor," he said. "The model zoning for Area B and Idaho Timber represents change. And Whitefish is really sensitive to change. They really are. And the three things that Whitefish is desperately protective of is downtown, its tax base and the residential character of the Highway 93 corridor. So when you introduce change to those three things then you are going to get a lot of public interest."

And while it's improbable, Idaho Timber could spring back to life at any point, imposing a stronger industrial impact on the residential integrity of the neighborhoods than small scale, light manufacturing, said realtor and steering committee member Hunter Homes, who represents the owner of the Idaho Timber property, which is zoned for industrial use.

"The owners could put in a tire recycling plant or a pig farm if they wanted, but that is not the best use for that property. It needs to be rezoned," Homes said. "Old timers hate to see progress. I got here in 1976 before McDonald's opened here and when we heard McDonald's was opening we thought Whitefish was going to go to hell in a hand basket. But it's still a great place and it will continue to progress, and it will continue to draw more and more people here."

"Idaho Timber is a 15-acre artist's palette that has not been developed. There hasn't been a picture drawn yet but whatever you can think of has the potential to go in there," Homes continued. "There is no other property like this

anywhere in Whitefish that has beautiful views of the mountains. It has 1,000 feet of river frontage. It would be a five-star op for Idaho Timber and for Whitefish."

Kaufman said the steering committee represented a diverse cross section of Whitefish, and ultimately identified the Idaho Timber site and adjacent neighborhood as the best option to accommodate growth in Whitefish at a scale that does not infringe on the community's downtown or residential integrity.

"I think they are learning from the past and preparing for the future," Kaufman said. "Can you, by looking at the community and the way it is emerging, achieve a greater value in a way that allows entrepreneurs and businesses to grow and expand in a community that has a great quality of life, at a location next to a river, right next to downtown, next to a residential neighborhood, near police and emergency services and a library? I think you can."

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CITY COUNCIL REGULAR MEETING AGENDA

The following is a summary of the items to come before the City Council at its regular session to be held on Monday, April 6, 2015, at **7:10 p.m.** at City Hall, 402 East Second Street.

Ordinance numbers start with 15-06. Resolution numbers start with 15-07

1) CALL TO ORDER

2) PLEDGE OF ALLEGIANCE

3) COMMUNICATIONS FROM THE PUBLIC – (This time is set aside for the public to comment on items that are either on the agenda, but not a public hearing or on items not on the agenda. City officials do not respond during these comments, but may respond or follow-up later on the agenda or at another time. The Mayor has the option of limiting such communications to three minutes depending on the number of citizens who want to comment and the length of the meeting agenda)

4) COMMUNICATIONS FROM VOLUNTEER BOARDS
   a) Annual review and consideration of approval for Whitefish Convention and Visitor Bureau marketing plan and lodging tax budget of $90,000.00 for FY16 (p. 153)

5) CONSENT AGENDA (The consent agenda is a means of expediting routine matters that require the Council's action. Debate does not typically occur on consent agenda items. Any member of the Council may remove any item for debate. Such items will typically be debated and acted upon prior to proceeding to the rest of the agenda. Ordinances require 4 votes for passage – Section 1-6-2 (E)(3) WCC)
   a) Minutes from the March 16, 2015 City Council regular session (p. 189)
   b) Ordinance No. 15-04; An Ordinance approving the Whitefish Crossing, fka Deer Tracks Residences Planning Unit Development, to develop a 60-unit apartment project on one parcel comprising approximately 4.493 acres of land to become a part of 6348 Highway 93 South, Whitefish (Second Reading) (p. 201)
   c) Ordinance No. 15-05; An Ordinance amending Whitefish City Code Section 2, Chapters 1, 6, 7, 8, and 11, to provide subcommittees, revise the Weed Control Advisory Board as a volunteer Weed Education Outreach Committee, and authorize members, who reside within the School District #44 area, for advisory committees to the Board of Park Commissioners (Second Reading) (p. 206)
   d) Resolution No. 15-___; A Resolution adopting amendments to the Whitefish Downtown Business District Master Plan as an amendment to the 2007 Whitefish City-County Master Plan (2007 Growth Policy) (p. 214)
   e) Consideration of approving application from McIntyre Family Trust for Whitefish Lake Lakeshore Permit (#WLP-15-W07) at 1372 W. Lakeshore Drive to Replace an existing dock with a new 'E' shaped EZ dock and gangway. The application also includes 2 EZ Max 2i ports adjacent to the proposed dock subject to 12 conditions (p. 301)
   f) Consideration of approving application from Cory Izett on behalf of Pinecone San Diego LTD for Whitefish Lake Lakeshore Permit (#WLP-15-W08) at 3500 & 3506 E. Lakeshore Drive to expand an existing dock into a shared dock subject to 14 conditions (p. 311)

g) Consideration of approving application from Paul and Deborah Biolo for Whitefish Lake Lakeshore Permit (#WLP-15-W09) at 432 Dakota Avenue to Replace an existing damaged dock with an adjacent neighbors approved dock. The neighbor recently received approval for a new dock for their property subject to 11 conditions (p. 332)

6) PUBLIC HEARINGS (Items will be considered for action after public hearings) (Resolution No. 07-33 establishes a 30 minute time limit for applicant's land use presentations. Ordinances require 4 votes for passage – Section 1-6-2 (E)(3) WCC))

None

7) COMMUNICATIONS FROM PARKS AND RECREATION DIRECTOR
   a) Discuss and give direction on recommendations for regulating commercial use activities on Whitefish Lake and in the City Beach area (p. 349)

8) COMMUNICATIONS FROM PLANNING AND BUILDING DIRECTOR
   a) Consideration of an application from Four Forty Seven LLC for a preliminary plat on a five (5) lot, 1.19 acre Minor Subdivision at 447 Karrow Avenue called Whitefish Creek Subdivision (p. 353)
   b) Consideration of a request from the Iron Horse Homeowners Association for a modification to their subdivision to permit a reconfiguration of their guardhouse on the side of Iron Horse Drive to a welcome center in a median in the center of the road (p. 427)

9) COMMUNICATIONS FROM PUBLIC WORKS DIRECTOR
   a) Presentation of West 7th Street preliminary alignment and typical sections and authorize engineers to proceed to final design (p. 496)

10) COMMUNICATIONS FROM CITY MANAGER
   a) Written report enclosed with the packet. Questions from Mayor or Council? (p. 510)
   b) Other items arising between April 1st and April 6th
   c) Review and possible adoption of FY16-20 Capital Improvement Program (p. 517)

11) COMMUNICATIONS FROM MAYOR AND CITY COUNCILORS
   a) Letter from Paul Carpenter, MD regarding safety of parking on Central Avenue (p. 569)

12) ADJOURNMENT (Resolution 08-10 establishes 11:00 p.m. as end of meeting unless extended to 11:30 by majority)

The following Principles for Civil Dialogue are adopted on 2/20/2007 for use by the City Council and by all boards, committees and personnel of the City of Whitefish:

- We provide a safe environment where individual perspectives are respected, heard, and acknowledged.

- We are responsible for respectful and courteous dialogue and participation.

- We respect diverse opinions as a means to find solutions based on common ground.

- We encourage and value broad community participation.

- We encourage creative approaches to engage public participation.

- We value informed decision-making and take personal responsibility to educate and be educated.

- We believe that respectful public dialogue fosters healthy community relationships, understanding, and problem-solving.

- We acknowledge, consider and respect the natural tensions created by collaboration, change and transition.

- We follow the rules and guidelines established for each meeting.

Adopted by Resolution 07-09
February 20, 2007

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April 1, 2015

The Honorable Mayor Muhlfeld and City Councilors
City of Whitefish
Whitefish, Montana

Mayor Muhlfeld and City Councilors:

Monday, April 6, 2015 City Council Agenda Report

There will be a work session on Tuesday at 5:00 p.m. on the Hwy 93 West Corridor Plan. Food will be provided.

The regular Council meeting will begin at 7:10 p.m.

CONSENT AGENDA (The consent agenda is a means of expediting routine matters that require the Council's action. Debate does not typically occur on consent agenda items. Any member of the Council may remove any item for debate. Such items will typically be debated and acted upon prior to proceeding to the rest of the agenda. Ordinances require 4 votes for passage – Section 1-6-2 (E)(3) WCC)

a) Minutes from the March 16, 2015 City Council regular session (p. 189)
b) Ordinance No. 15-04; An Ordinance approving the Whitefish Crossing, fka Deer Tracks Residences Planning Unit Development, to develop a 60-unit apartment project on one parcel comprising approximately 4.493 acres of land to become a part of 6348 Highway 93 South, Whitefish (Second Reading) (p. 201)
c) Ordinance No. 15-05; An Ordinance amending Whitefish City Code Section 2, Chapters 1, 6, 7, 8, and 11, to provide subcommittees, revise the Weed Control Advisory Board as a volunteer Weed Education Outreach Committee, and authorize members, who reside within the School District #44 area, for advisory committees to the Board of Park Commissioners (Second Reading) (p. 206)
d) Resolution No. 15-___; A Resolution adopting amendments to the Whitefish Downtown Business District Master Plan as an amendment to the 2007 Whitefish City-County Master Plan (2007 Growth Policy) (p. 214)
e) Consideration of approving application from McIntyre Family Trust for Whitefish Lake Lakeshore Permit (#WLP-15-W07) at 1372 W. Lakeshore Drive to Replace an existing dock with a new 'E' shaped EZ dock and gangway. The application also

includes 2 EZ Max 2i ports adjacent to the proposed dock subject to 12 conditions (p. 301)

f) Consideration of approving application from Cory Izett on behalf of Pinecone San Diego LTD for Whitefish Lake Lakeshore Permit (#WLP-15-W08) at 3500 & 3506 E. Lakeshore Drive to expand an existing dock into a shared dock subject to 14 conditions (p. 311)

g) Consideration of approving application from Paul and Deborah Biolo for Whitefish Lake Lakeshore Permit (#WLP-15-W09) at 432 Dakota Avenue to Replace an existing damaged dock with an adjacent neighbors approved dock. The neighbor recently receivedapproval for a new dock for their property subject to 11 conditions (p. 332)

RECOMMENDATION: Staff respectfully recommends the City Council approve the Consent Agenda.

Item a is an administrative matter; items b, e, f, and g are quasi-judicial matters; items c and d are legislative matters.

PUBLIC HEARINGS (Items will be considered for action after public hearings) (Resolution No. 07-33 establishes a 30 minute time limit for applicant's land use presentations. Ordinances require 4 votes for passage – Section 1-6-2 (E)(3) WCC))

None

COMMUNICATIONS FROM PARKS AND RECREATION DIRECTOR

a) Discuss and give direction on recommendations for regulating commercial use activities on Whitefish Lake and in the City Beach area (p. 349)

From Parks and Recreation Director Maria Butts' staff report:

The Whitefish City Council held work sessions on June 16, 2014 and November 3, 2014 regarding proposed regulation of commercial activities on Whitefish Lake. Discussions during both work sessions identified concerns and potential solutions for a multitude of issues, such as launching and permitting, congestion and safety, commercial vending on water, commercial vending on and around City Beach, sign permitting, educational signage, zoning, enforcement, and parking. At the conclusion of the November 3, 2014 meeting, Councilor Frandsen requested the formation of a working group made up of community members and staff to be led by the Parks and Recreation Director. The work group was to evaluate the concerns, establish potential solutions, and report these findings back to the Council.

After several planning meetings to identify community and staff representation and to establish the basis for discussions in the work group, Councilor Frandsen and I held two work group meetings with a group of members from both the community and city staff (attendance list attached). The first meeting served to identify concerns and topics for discussion. During the second meeting, work group members were placed in smaller work groups. Each work group had a topic for discussion. They were asked to identify the concerns related to the topic and

provide a list of potential solutions. The groups then reported their findings back to the larger group for further discussion. From these discussions, a spreadsheet of the issues and proposed solutions was
generated.

The general consensus of the group was that the City's ability to regulate commercial activity on Whitefish Lake could most effectively be managed through the implementation of business licensing, commercial boat launching permits, and through the City's lake access (City Beach). The committee concluded that all regulations, policies, and rules should be included in the business license and commercial boat launch permits, and the number of licenses and permits should be limited to prevent overcrowding and to regulate the types of activity taking place on the water.

RECOMMENDATION: Based on the Whitefish Lake Commercial Use Work Group's findings, staff respectfully recommends the following items and asks for direction from the City Council on what options to implement:

☐ Regulation of commercial activity on and within 200' of City Beach be established by and recommended to the Council for consideration by the Park Board of Commissioners after the April 14, 2015 Park Board meeting.

☐ Council address patrons' parking concerns by identifying locations within the City Beach neighborhood that would allow for parking spaces on both sides of the street, establishing trailer parking on Edgewood, implementing a time limit for parking at City Beach to allow for more parking availability, and seeking a partnership with a local transportation company to provide shuttling services from other parking locations within the city.

☐Address commercial parking by implementing any of the following: not allowing commercial parking, requiring fees for commercial parking and their customers, and/or requiring commercial customers to park at the business' store location and be shuttled in.

☐ In the long-term, address parking concerns by seeking property to purchase for extended parking and seek ways to extend current parking areas.

☐ Manage commercial activity on and around the water through a permitting process by establishing an added fee for land-based businesses to do business on the water, requiring both business licenses and vendor permits, capping the number of businesses permitted to do business on the water, establishing guidelines for the types of businesses permitted to do business on the water, requiring a business license for each location of the business, establish permitted hours of operation, establish how violations will be handled, and identify where businesses are permitted to vend in relation to both land as well as other businesses.

☐ Manage the regulation of signs and billboards by establishing a size limit, requiring business owners to identify the owner and business on the sign by including a business identification number, and restricting billboards and political ads.

☐ Reevaluate all launch, permitting and licensing fees and consider a resident discount for launch fees and a rate increase for all commercial operations.

☐ Manage wake zones by adding buoys and restricting vending within wake zones.

This item is a legislative matter.

COMMUNICATIONS FROM PLANNING AND BUILDING DIRECTOR

a) Consideration of an application from Four Forty Seven LLC for a preliminary plat on a five (5) lot, 1.19 acre Minor Subdivision at 447 Karrow Avenue called Whitefish Creek Subdivision (p. 353)

From Planner II Bailey Minnich's transmittal letter:

A report to the Whitefish City Council regarding a request for preliminary plat by Four Forty Seven, LLC for a five-lot Minor Subdivision. This request is scheduled before the Whitefish City Council for a public meeting Monday, April 6, 2015 in the Council Chambers at 7:10 p.m.

PROJECT SCOPE

This is a request for preliminary plat approval of a five-lot subdivision. The subject property is approximately 1.190-acres. Currently, there is an existing single family residence which will remain on Lot 5, and some accessory buildings which will be removed from the property for the proposed additional lots.

A. Owner/Applicant:

Four Forty Seven, LLC
c/o John Lystne
121 Wisconsin Ave, Ste 101
Whitefish, MT 59937

Technical Assistance:

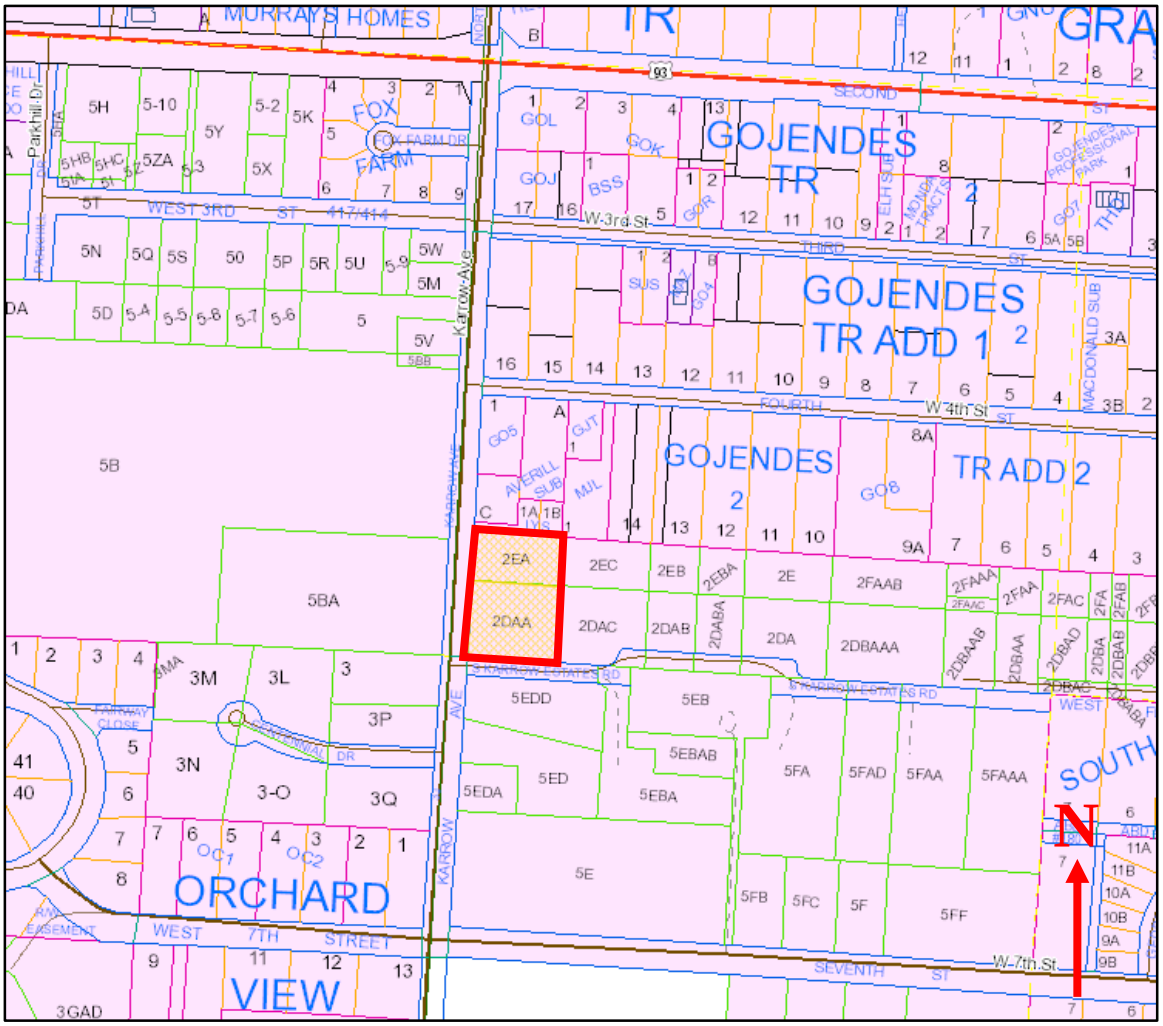
Sands Surveying, Inc
c/o Eric Mulcahy
2 Village Loop
Kalispell, MT 59901

B. Location:

The property is located on the east side of Karrow Avenue between South Karrow Estates Road and West 4th Street. (See Figure 1.) The property is addressed as 447

Karrow Avenue. The property can be legally described as Tracts 2EA and 2DAA in Section 36, Township 31N, Range 22W, P.M.M., Flathead County, Montana.

Figure 1: Location of subject property outlined in red and highlighted yellow.



C. Size:

The subject property is 1.190-acres in size and the lots range in net size from 6,376 to 13,676 square feet.

D. Existing Land Use and Zoning:

The subject property is zoned WR-2, Two-Family Residential District, intended for residential purposes to provide for one and two-family homes in an urban setting connected to all municipal facilities and services.

E. Adjacent Land Uses and Zoning:

North:	residential	WR-2
West:	residential	WR-1

South:	residential	WR-1
East:	residential	WR-2

F. Utilities/Services:

The proposed subdivision lies within the immediate service area of the City of Whitefish. Services will be provided by the following:

Sewer service:	City of Whitefish
Water service:	City of Whitefish
Solid Waste:	North Valley Refuse
Gas:	Northwest Energy
Electric:	Flathead Electric Co-op
Phone:	CenturyLink
Police:	Whitefish Police Department
Fire:	Whitefish Fire Department
Schools:	Whitefish School District #44

G. Public Notice:

A notice was mailed to adjacent land owners within 150-feet of the subject parcel on February 25, 2015. A sign was posted on the property on February 25, 2015. Advisory agencies were noticed on January 30, 2015. Staff has received four letters in opposition to the subdivision from the surrounding neighbors. Concerns raised by all four letters include the stormwater conveyance crossing Lot 4, the proposed lot line between Lots 2 and 3 making the lots irregularly shaped, the potential for townhomes to be constructed, decreases in property values, and a decrease in privacy.

There is a full staff report and other documents in the packet.

RECOMMENDATION:

Staff respectfully recommends the City Council approve an application from Four Forty Seven LLC for a preliminary plat on a five (5) lot, 1.19 acre Minor Subdivision at 447 Karrow Avenue called Whitefish Creek Subdivision subject to 17 conditions.

This item is a quasi-judicial matter.

b) Consideration of a request from the Iron Horse Homeowners Association for a modification to their subdivision to permit a reconfiguration of their guardhouse on the side of Iron Horse Drive to a welcome center in a median in the center of the road (p. 427)

Summary of Requested Action: The Iron Horse Homeowners' Association is proposing to construct remove the existing guard house and replace it with a single story welcome center in a landscape median in the center of Iron Horse Drive. This work will also include consolidating two roads on the south side of Iron Horse Drive into one road uphill and to the east of the welcome center, provide three parallel parking spaces along the south side of Iron Horse Drive and complete some utility work associated with the welcome center. The location of the project is the Iron Horse Drive right-of-way, a private road open to the public.

Planning & Building Department Recommendation: Staff recommended to not approve the reconfigured entrance and identified Findings of Fact to support the denial.

Public Hearing (City Council 2/10/15): The President of the HOA and his consultant spoke at the Council's public hearing on February 16, 2015 in support of the request and eleven members of the public also spoke; nine members in support, one not in support and one with questions. The minutes from the Council meeting are attached as part of this packet.

City Council Action (2/10/15): The City Council met on February 10, 2015 to conduct the public hearing. Following the hearing, the Council tabled the request until April 7, 2015 (4-2, Frandsen, Hildner voting in opposition). In making this request, the Council asked the applicant to address a number of items including: intent of the project, is it really just a safety issue, will the proposal accomplish their goals, staffing of the information center, and bicyclists riding shoulder to shoulder.

The Iron Horse Homeowners' Association has requested the Council continue this item until the May 4, 2015 City Council meeting. The reason for this delay is to address the Council concerns and ensure the applicant and his consultants are available for the meeting. A copy of the requested continuance is attached. Staff supports this continuance.

There is a full staff report and other documents in the packet.

RECOMMENDATION: Staff respectfully recommends the City Council continue WPP97-01A, a request to make changes to the Iron Horse entrance, until the May 4, 2015 City Council meeting.

This item is a quasi-judicial matter.

COMMUNICATIONS FROM PUBLIC WORKS DIRECTOR

a) Presentation of West 7th Street preliminary alignment and typical sections and authorize engineers to proceed to final design (p. 496)

From Interim Public Works Director Karin Hilding's staff report:

Preliminary design work for the West 7th Street Reconstruction Project is complete and Robert Peccia and Associates have begun work on the final design of the project. Our consultants have held three public meetings. The most recent public meeting was held Wednesday, March 25th. Each of the public meetings have been very well attended. Attached drawings show the preliminary design layout for the project. The consultants have incorporated staff and the public's preferences, where possible, into the design.

The project will include two construction phases. The first phase will include relocation of the gas line. This work will be done by Northwestern Energy in the fall of 2015. The second phase will include the reconstruction of the road and utilities, construction of a bicycle/pedestrian path, installation of boulevard lighting and landscaping.

At the February 16th City Council meeting, the Council gave City staff direction not to pursue undergrounding the Flathead Electric transmission lines on West 7th Street. At the March 2nd Council meeting, the Council approved an amendment to the RPA engineering contract allowing our consultants to proceed with final design.

Attached you will find drawings that illustrate the preferences of the West 7th Street neighborhood concerning the design of the project. The project includes a concrete bicycle/pedestrian path that would extend on the north side of West 7th Street from Karrow Avenue to Baker Avenue.

There is an additional section of bicycle/pedestrian path that is included in the City's Bicycle/Pedestrian Master Plan that will extend north from West 7th Street along the drainage to 6th Street. This path will not be ADA accessible, but there are alternative ADA routes available for pedestrians.

Construction costs for the West 7th Street Project, estimated at $2.39 million will be paid out of the Resort Tax account. Once the project is designed and bid it will come to the Council for their approval.

RECOMMENDATION: Staff respectfully recommends the City Council approve a West 7th Street preliminary alignment and typical sections and authorize engineers to proceed to final design.

This item is a legislative matter.

COMMUNICATIONS FROM CITY MANAGER

a) Written report enclosed with the packet. Questions from Mayor or Council? (p. 510)
b) Other items arising between April 1st and April 6th
c) Review and possible adoption of FY16-20 Capital Improvement Program (p. 517)

From Finance Director Dana Smith's staff report:

In late 2007, the Council adopted a Capital Improvement Program (CIP). The CIP is a five year plan for the construction and financing of major projects. Public Works often identifies future projects that are anticipated to occur further in the future to allow for additional planning. The CIP is a flexible plan that is updated periodically to respond to changing circumstances. It serves as a tool in the budgeting process; however actual approval of projects takes place in the final approved budget. The CIP focuses on preserving and improving the City's infrastructure while ensuring the efficient use of public funds. The CIP also functions as a communication tool with citizens, other stakeholders, and within city departments.

In order to comply with state law in regard to impact fees, the City must update and revise a budget component at a minimum of every two years (MCA 7-6-1602). The City was advised in the initial adaptation of the CIP that approving the CIP every two years fulfills this requirement.

Attached is the updated and revised CIP for fiscal years 2016 through 2020. The CIP consists of a narrative describing the funding options for capital projects by department and a detailed spreadsheet with the project descriptions, estimated costs, the year of purchase, and the available funding methods.

The CIP is 53% funded, not accounting for any anticipated debt. Therefore, as presented, the CIP is more of a wish list than a realistic plan. However, the CIP does provide the needs and wishes of each department which gives the City the ability to more clearly plan and prioritize projects, based on limited resources and changes in the City's financial condition.

Some of the least funded departments for the FY2016-FY2020 CIP include Fire/Ambulance with 6% of the requested projects funded and Stormwater with only 13% of requested projects funded. With regard to the fire vehicles and equipment, it is common for cities to finance these capital purchases through General Obligation bonds or loans voted on by the citizens. Other projects proposed throughout the City could also be funding via General Obligation bonds as well.

There are no immediate financial requirements by adopting the CIP. It is a tool used to incorporate capital improvements in the City's annual budget and plan for future improvements, but it does not provide appropriations for such projects.

RECOMMENDATION: Staff respectfully recommends the City Council approve the FY16-20 Capital Improvement Program or direct staff on changes to make prior to adoption.

This item is a legislative matter.

COMMUNICATIONS FROM MAYOR AND CITY COUNCILORS

a) Letter from Paul Carpenter, MD regarding safety of parking on Central Avenue (p. 569)

ADJOURNMENT

Sincerely,

Chuck

Chuck Stearns, City Manager

"Cheat Sheet" for Robert's Rules						
Motion	In Order When Another has the Floor?	Second Required?	Debatable?	Amendable?	Vote Required for Adoption	Can be reconsidered?
Main Motion	N	Y	Y	Y	Majority unless other spec'd by Bylaws	Y
Adjournment	N	Y	N	Y	Majority	N
Recess (no question before the body)	N	Y	N	Y	Majority	N
Recess (question before the body)	N	Y	Y	Y	Majority	N
Accept Report	N	Y	Y	Y	Majority	Y
Amend Pending Motion	N	Y	If motion to be amended is debatable	Y	Majority	Y
Amend an Amendment of Pending Motion	N	Y	See above	N	Majority	Y
Change from Agenda to Take a Matter out of Order	N	Y	N	N	Two-thirds	N
Limit Debate Previous Question / Question	N	Y	N	Y	Two-thirds	Yes, but not if vote taken on pending motion.
Limit Debate or extend limits for duration of meeting	N	Y	Y	Y	Two-thirds	Y
Division of Assembly (Roll Call)	Y	N	N	N	Demand by a single member compels division	N
Division of Ques/ Motion	N	Y	N	Y	Majority	N
Point of Information	Y	N	N	N	Vote is not taken	N
Point of Order / Procedure	Y	N	N	N	Vote is not taken	N
Lay on Table	N	Y	N	N	Majority	N
Take from Table	N	Y	N	N	Majority	N
Suspend the Rules as applied to rules of order or, take motion out of order	N	Y	N	N	Two-thirds	N
Refer (Commit)	N	Y	Y	N	Majority	Neg. vote only

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March 30, 2015

Whitefish City Council
P.O. Box 158
Whitefish, Montana 59937

Dear Mayor Muhlfeld and City Council,

I am pleased to present the Whitefish Convention and Visitors Bureau (WCVB) Fiscal Year 2016 Marketing Plan and Budget. This document must be presented to the Montana Office of Tourism by May 4, 2015 for approval by the Tourism Advisory Council. In order to receive vital Lodging Facility Use Tax Funds (Bed Tax), **the WCVB Board requests that City Council approve the WCVB FY 16 Marketing Plan and Public portion of the budget at the April 6, 2015 council meeting.**

The tourism industry in Whitefish has had a very successful year. Through December 2014, Resort Tax collections are up over 6% from the same time last year while 2014 Whitefish Bed Tax Collections increased 4% over the previous year.

The WCVB Board of Directors will be in attendance at the April 6th meeting. At that time, we will present some of the advertising and public relations highlights from the past year so you can see the types of smart and creative campaigns we have produced to bring those high-value, low-impact visitors to our town.

For your edification, we have also included information on our projected FY 16 Private Membership Funds Budget. With the increased collections we are receiving, we may adjust that portion of the budget upward prior to the July 1st fiscal year starting date.

Thank you for your consideration of this important issue. I will be available to answer questions during the council meeting. If you have questions in advance of the meeting, please contact our Executive Director, Dylan Boyle, at 406-862-3390.

Sincerely,

Erica Terrell

Erica Terrell
Chair, WCVB

WHITEFISH
MONTANA

EXPLORE WHITEFISH
WHITEFISH CONVENTION & VISITORS BUREAU
FY 16 MARKETING PLAN
July 1, 2015 to June 30, 2016

PO Box 4232
Whitefish, Montana 59937
www.EXPLOREWHITEFISH.com
phone 1.406.862.3390
contact: Dylan Boyle, *Executive Director*
dylan@explorewhitefish.com

FY 16 MARKETING PLAN EXECUTIVE SUMMARY

Whitefish, Montana is an authentic mountain town located in the northern Rockies, home to some of the world's most beautiful mountains and spectacular, unspoiled nature. Just 25 miles from Glacier National Park, Whitefish offers close access to the hanging valleys and emerald peaks of this World Heritage Site. The majority of our visitors come during the summer months of late June, July, August and early September. This seasonality presents problems for the many small businesses dependent upon non-resident travelers. As a result, we spend a large majority of our marketing budget on promoting the winter and shoulder seasons. The influx of over 2 million Glacier National Park visitors annually allows Whitefish to offer excellent dining, expansive lodging options, and exceptional recreational opportunities. Having a viable, robust Main Street is very attractive to our visitors. We are also home to Whitefish Mountain Resort, offering 3,000 acres of great skiing, abundant snow and incredible views of Glacier National Park as well as world class mountain biking in the summer months.

Whitefish aligns perfectly with the Montana Brand pillars:

- More spectacular unspoiled nature than anywhere else in the lower 48
- Vibrant and charming small towns that serve as gateways to our natural wonders
- Breathtaking experiences by day and relaxing hospitality at night

In our ads and collateral, we serve up beautiful high resolution photos of the scenic beauty, our pristine lake and the incredible nature that surrounds us. Photos of our iconic downtown are an important part of our collateral. Visitors are very attracted to our downtown and it is a primary economic driver for the town. In addition, we try to counter the preconceived notions that Montana is remote and does not have adequate facilities by showcasing the beautiful lodging and incredible dining that can be found here. **Exhilaration by day and comfort by night** truly defines us.

We have fully embraced the geotraveler concept and believe that the 55 million potential visitors who fit this profile are our customers. They enjoy our authentic town and immerse themselves in the local culture, including events, professional theatre, and arts festivals. These visitors are tech-savvy, active, spend more money and stay longer. They have flexibility in planning their travel dates and can travel during the shoulder seasons when we have capacity and the need visitors. Research from the Institute for Tourism and Recreation Research (ITRR) substantiates this investment in attracting the geotraveler.

Whitefish Mountain Resort is our most important marketing partner. In summer, if the town does well, the ski resort gets the overflow. In winter, if the ski resort does well, the town benefits. The recent addition of enhanced attractions at the resort has increased their summer offerings.

Whitefish is the busiest Amtrak stop on the Empire Builder between Minneapolis and Seattle. As a result, we participate in cooperative marketing with Amtrak. Seattle, Portland, Oregon, and Minneapolis are our primary domestic markets and these markets are supported by direct flights and Amtrak connections. Chicago and San Francisco/Oakland are important emerging markets. Alberta, Canada continues to be a key regional market, however this market can be subject to the vagaries of international currency rates and as a result we are cautious to become overly reliant on this single market.

Last year, we committed approximately 60% of our total public budget to Montana Office of Tourism cooperative marketing offerings. They have performed very well for us. We use private funds for our Website, Creative Design, Meetings, Groups, Public Relations programs and Visitor Information Fulfillment.

We measure our effectiveness in several ways. The Whitefish Resort Tax is a great indicator of how businesses are performing. A total of 2% is levied on lodging, restaurants/bars, and many retail items. The Lodging Facility Use Tax collected by accommodations in Whitefish is an indicator of overnight stays. We also compare the WCVB Tourism Promotion Assessment (TPA) year to year. This is a voluntary 1% fee that local restaurants, rental car agencies, and lodging facilities place on each guest check. The TPA accounts for most of our private funding. We also offer memberships to businesses located in town. We track the effectiveness of our campaigns through various metrics: click through rates, website sessions, travel guide requests, social media engagement, public relations audience reach, etc.

Our Public Relations Program has been incredibly effective. Travel writers, press trips, social media and various promotions bring a very desirable return on investment. Because we have an experienced and talented PR team, we are able to host many A-List writers.

We utilize many sources for our research that validates our marketing plan. The non-resident data collected by ITRR is an invaluable tool for determining where our customers come from, what they do, how much they spend, what they like and do not like. We also use data from the US Travel Association (USTA) for broad industry indicators. In addition, the information provided by MTOT regarding the effectiveness of campaigns, ad awareness, likelihood to travel, etc also determines the co-op advertising opportunities in which we participate.

Explore Whitefish is very pleased with the progress we have made in the past few years. Whitefish FY14 Resort Tax collections were up 5% over the previous year and 10% over the previous two year average. The Resort Tax is a good indicator of the state of the economy because the 2% tax is collected on lodging, restaurants/bars and many retail items. Our shoulder season efforts are also showing great success. The January – March 2014 Resort Tax collections were up 6% over the previous year. During the same period, State Lodging Tax collections for Whitefish increased 11%. Overall, 2014 State Lodging Tax collections for Whitefish increased 4% over the previous year. In 2014, approximately 613,243 nonresident travelers spent at least one night in Whitefish (See Appendix). This is about a 10% increase from 2013.

1 NARRATIVE

1.1 PURPOSE OF THIS MARKETING PLAN

The purpose of the Explore Whitefish Marketing Plan is to sustainably grow the economy of Whitefish by emphasizing its desirability as a travel and recreation destination to non-resident visitors who appreciate and respect the character of the place. Our mission is to build a high level of visibility by developing and building support for Whitefish as a premier year-round mountain town. This includes increasing the occupancy for lodging facilities in Whitefish. Established by the City of Whitefish, Explore Whitefish is the officially designated organization charged with tourism promotion and marketing of Whitefish. The organization also provides critical support for visitor information services, travel infrastructure development, market research, and public relations.

1.2 ABOUT WHITEFISH, MONTANA

Whitefish, Montana is an authentic mountain town located in the northern Rockies, home to some of the world's most beautiful mountains and spectacular, unspoiled nature. Just 25 miles from Glacier National Park, Whitefish offers close access to the hanging valleys and emerald peaks of this World Heritage Site. The summer season has historically been the busy (high season) for Whitefish, with Glacier National Park as a key draw. Whitefish Lake, at the edge of town, has also been a popular warm season draw. Research also indicates that visitors are attracted to Whitefish because of the distinctive and inviting qualities of the downtown and Central Avenue district. Increasingly, visitation includes those who come to Whitefish without any particular activity as a prime motivation, other than to spend time enjoying the various shops, restaurants and gallery options of the town's eminently walkable downtown core.

The world-class ski slopes and facilities of Whitefish Mountain Resort serve as a key driver for winter visitation to Whitefish. The relationship between the mountain resort and the town of Whitefish is symbiotic, especially as skiing-centric vacations have evolved increasingly into winter vacations where some in the traveling party are not skiing or snowboarding participants—rather, they enjoy the many other winter amenities and activities in and around Whitefish and nearby Glacier National Park. As a result, improving and enhancing the connectivity of the mountain and the town experience helps improve the economic outcomes of both and improves the overall visitor experience as well. Whitefish Mountain Resort summer activities have expanded considerably over the last several years, improving the summertime vitality of the mountain resort experience as well as enhancing the overall attraction of Whitefish as the preferred place to base a northwest Montana and Glacier National Park region vacation.

1.3 WHITEFISH, MONTANA AND THE MONTANA BRAND

Whitefish aligns perfectly with the Montana Brand pillars. In all our ads and collateral we serve up beautiful high resolution photos of the scenic beauty, our pristine lake and the incredible nature that surrounds us. Photos of our iconic downtown are an important part of our collateral. Visitors are very attracted to our downtown and it is a primary economic driver for the town. In addition, we try to counter the preconceived notions that Montana is remote and does not have adequate facilities by showcasing the beautiful lodging and incredible dining that can be found here.

While the incredible scenic and wild landscapes that surround Whitefish are a key and compelling inspiration to travel to Whitefish, these landscapes are placed in the context of hospitality. The broad majority of travelers are intimidated by wildness without the tempering possibility of civilization. Beyond the adventure of wilderness by day, they want a good place to eat and comfortable place to sleep. This context is central to the Whitefish experience and also communicated in our marketing efforts.

1.4 STRENGTHS AND CHALLENGES OF WHITEFISH RELATIVE TO OTHER DESTINATION MOUNTAIN TOWNS

STRENGTHS

- Whitefish aligns perfectly with the three Montana Brand pillars
    - More spectacular unspoiled nature than anywhere else in the lower 48
    - Vibrant and charming small towns that serve as gateways to our natural wonders
    - Breathtaking experiences by day and relaxing hospitality at night
- Proximity to Glacier National Park — Travel forecasts have predicted an increase in U.S. travelers expressing an interest in visiting a U.S. national park. In addition, the significant name recognition that Glacier National Park holds among North American and international travelers provides an advantage to "putting Whitefish on the map" for potential visitors.
- Central Avenue Whitefish and the alluring character of the town's built structures — Research indicates that visitors are attracted to the character and scale of Whitefish, especially the town's Central Avenue district. These are attributes that form the foundation of the town's appeal to visitors who stay in, or around the community, eat at the town's various restaurants, and shop at local stores. Additional amenities such as pedestrian friendly sidewalks, miles of trails and ability to see the night's sky all add to the Whitefish character.
- Access to recreational activities — A wide variety of recreational opportunities in and around Whitefish is a major draw for visitors. These include Whitefish Mountain Resort, the Whitefish Trail, Whitefish Lake, and the Whitefish River, as well as the trails, rivers and scenic roadways in and around Glacier National Park.

CHALLENGES

- Limited Transportation Infrastructure — Public transportation options and visitor infrastructure services in and around Whitefish are fewer than those provided at competitor destinations.
- Uncertain Weather — Fire, low snow levels and other natural crises affect travel patterns and willingness to travel.
- Market Perception — Research performed by the Montana Office of Tourism in key destination markets reveals that Montana is perceived to offer lower quality amenities and services to visitors. While Montanans are perceived as being friendly, it should be distinguished that this friendliness does not automatically translate into a guest's perception of a high level of service.
- Lack of Competitive Pricing for Air Access and Limited Seats — When compared to mountain communities with which Whitefish competes for destination visitors, airline seats to Glacier Park International Airport are limited, with fewer flights, limited markets and are priced higher. Within the state, nonresident arrivals at Glacier Park International Airport (225,027 in 2013) accounted for 13% of the total deboardings in the state, trailing Missoula (19%), Billings (24%), and Bozeman (27% - See Appendix).

- Highly Seasonal Visitation Patterns — Visitation patterns to Whitefish are highly seasonal with the majority of visitation occurring during the high demand months of July and August. This seasonality impacts the operating effectiveness of Whitefish businesses that must accommodate these aforementioned demand swings.
- The Going-to-the-Sun Road – The Whitefish summer tourism season is directly tied to the opening and closing dates of the Going-to-the-Sun Road in Glacier National Park.

1.5 KEY TRAVEL BUYER MOTIVATIONS FOR WHITEFISH, MONTANA

Whitefish experiences an uneven cycle of visitation with a high summer season that operates at capacity with little occupancy available. Very deep shoulder seasons include early spring and late autumn, with moderate visitor and business activity during the winter season. Higher winter activity and occupancy exists during the Christmas holiday period and also during select holiday periods throughout the ski season.

Summer occupancy is primarily driven by the town's proximity to Glacier National Park. The quality lodging opportunities, dining and nightlife possibilities coupled with the town's distinctive downtown environment have made Whitefish a preferred location to base a vacation to the Glacier National Park region. Summer visitation is also supported by the attractions of Whitefish Lake and the expanding attractions in addition to Glacier National Park including the Whitefish Trail and other mountain biking opportunities in and around town. The activities available at Whitefish Mountain Resort enhance the downtown shops, restaurants and galleries of the town itself. Many warm season festivals and events support the active and vibrant social environment of the town's core, which serves as a key visitor attraction.

Winter travel is primarily driven by the skiing and snowboarding opportunities at Whitefish Mountain Resort. However, this relationship has become increasingly symbiotic as winter visitors increasingly seek off-slope activities as part of their vacation. Winter experience in Glacier National Park, including cross-country skiing, snowshoeing, and sightseeing are examples of unique off-slope activities increasingly promoted by Explore Whitefish. Furthermore, travel groups may include those who do not ski or snowboard. Good places to eat, active nightlife, shopping, arts and other winter sport activities, attractions, and events have become an increasingly important component of the overall winter vacation product mix.

Specific motivations for spring and fall season travel are less centralized than summer or winter travel. Additional research should be focused around travel motivations for these time periods. Currently Explore Whitefish has focused its marketing efforts around extending the summer season - Summer Plus (building early autumn visitation), Secret Season (building late spring/early summer visitation), and growing winter visitation during select periods of time with historically lower business levels. Central to this effort is to communicate specific reasons for travel in these time periods, including visitation to Glacier National Park. This means communicating activities, features, and events worth experiencing during these time periods that cannot be experienced at other times of the year and are unique to our area.

1.6 THE TRAVEL DECISION FUNNEL: INSPIRATION, ORIENTATION, FACILITATION

The overall vision for Whitefish is to have integrated communication throughout the travel planning funnel:

INSPIRATION > ORIENTATION > FACILITATION

Inspiration. At the highest levels of communication, Explore Whitefish leverages the Montana branding guidelines in its selection of imagery and development of creative content, while applying its own Whitefish spin on things. We want to foster an emotional connection with this combination of imagery and creative content so that the viewer will move forward with the primary call to action, which is to visit ExploreWhitefish.com.

Orientation. Orientation to new opportunities is administered through interactive maps within the Explore Whitefish website, as well as companion maps within the Travel Guide and a printed town map available for visitors at kiosks and visitor centers. All maps have a consistent look between them. Depending on the method of communication, the location of Whitefish within the state, or its proximity to other points of interest in the region is detailed.

Facilitation. Facilitation (connecting users with stakeholder businesses) is achieved by empowering individual businesses with the capacity to create and maintain business information, specials, packages, video and events that are displayed at ExploreWhitefish.com and a companion mobile app that visitors can download for either Android or iPhone. The travel guide and locator maps are made available at local visitor information kiosks, visitor information centers and business locations throughout the town.

1.7 KEY MARKETS FOR WHITEFISH, MONTANA

Our potential visitors are targeted by geographic location, demographic characteristics, and values that distinguish a potential visitor as a "geotraveler" (as defined by research conducted by ITRR, the Travel Industry Association of America (TIA) and the National Geographic Society). The following section provides information on the distinguishing characteristics of our geotraveler along with our core and emerging geographic markets.

GEOTRAVELERS

Geotourism is defined as tourism that sustains or enhances the geographic character of the place being visited including its environment, culture, heritage, landmarks and the well-being of its residents. According to the ITRR study, *Statewide Vacationers to Montana: Are They Geotravelers*, the strong geotraveler spent the most money per day while traveling in Montana ($141.79) followed by the moderate geotraveler ($134.10) and the non geotraveler vacationer spent ($133.27). Visitors who agreed with the principles of geotourism spend more money per day while traveling in Montana than non-geotravelers.

Geotravelers are high-value, low impact visitors who appreciate the unique characteristics and natural values of the places they visit. They place a high value on authentic travel experiences that respect and support the local character of place and its environment, and are less likely to become discouraged in their travel experiences by travel distances, difficulties and variable weather.

Income — HHI of $65,000 - $150,000+ Education: Bachelors' degree+ Age: 33-55+
Source: Montana Office of Tourism, FY16 Marketing Plan

Values — Creative, curious, connected, engaged, adventurous, independent, mindful.
Source: Geotraveler Exploratory, Alexis Sanford, 2008.

Attitudes — Immerse yourself in the culture, go off the beaten trail, get out of your comfort zone, allow for spontaneity, take a risk, pay attention, go now.
Source: Geotraveler Exploratory, Alexis Sanford, 2008.

- A segment of the U.S. total travel market estimated to include over 55 million people.
- They seek authenticity in travel experiences.
- They seek out opportunities to experience businesses and activities that are locally unique.
- Travel is an important part of their "lifestyle" and they often combine learning with travel.
- They spent a disproportionate amount of their income on travel compared to other travelers.
- They are more likely to be aware of their own impact, both environmental and community, on the places they are visiting.

NON-RESIDENT WHITEFISH VISITOR CHARACTERISTICS

Source: 2014 ITRR Non-Resident Visitor Study

- 95% visited Glacier National Park
- 56% traveled as a pair (2 persons)
- Average group size was 2.36
- 66% have HHI (Household Income) above $75,000
- 51% Male, 49% Female
- 33% were first time visitors
- Average age of 54 years old
- 44% were 35-54 years old, 31% were 55-64 years old, 27% were 65-74 years old

TOP FIVE NON-RESIDENT ACTIVITIES WHILE IN MONTANA

Source: 2014 ITRR Non-Resident Visitor Study

- 76% Scenic driving
- 56% Day hiking
- 54% Nature photography
- 46% Recreational shopping
- 34% Wildlife watching

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WHERE NON-RESIDENT VISITORS TO WHITEFISH PRIMARILY COME FROM

Source: 2014 ITRR Non-Resident Visitor Study

- 17% Alberta, Canada
- 8% Washington State
- 7% Florida
- 6% North Dakota
- 5% Oregon
- 4% Minnesota, Texas, Colorado
- 3% British Columbia, Idaho, Utah, Arizona, Alaska, Alabama
- 2% California, Virginia, Wisconsin, Saskatchewan
- 18% Everywhere else in the U.S. and the world (without any regular pattern)

CORE GEOGRAPHIC MARKETS FOR FOCUS

Explore Whitefish will focus its attention during this fiscal period on potential visitors who match the geotraveler profile in the following geographic markets. It is possible that opportunities will arise in additional markets in partnership with other tourism organizations, such as the Montana Office of Tourism. In these instances, Explore Whitefish may extend its efforts beyond these core focus markets.

- Seattle, Washington (Puget Sound Area)
- Portland, Oregon
- Minneapolis, Minnesota
- Regional Drive-To (including Alberta)

EMERGING MARKETS

- Chicagoland (Chicago core and northern suburbs to Madison, Wisconsin) - The has been a target market for the Montana Office of Tourism for many years. During FY15, Explore Whitefish engaged in its first comprehensive cooperative marketing campaign with Whitefish Mountain Resort in the Chicago market. There is currently a weekly winter seasonal direct flight from Chicago O'Hare (ORD) to Glacier Park International Airport (GPIA).
- San Francisco/Oakland – Whitefish Mountain Resort began marketing efforts to this area three years ago. There is currently a bi-weekly summer seasonal direct flight as well as short airline connections to Glacier Park International Airport (GPIA).

1.8 MARKETING PLAN GOALS

- Support the brand identity and presence of Whitefish, Montana in the marketplace as a destination for active experience-seeking travelers.
- Encourage destination visitation from the core and emerging markets.
- Aggressively showcase varied winter vacations experience in and around Whitefish and Glacier National Park.
- Position special events messaging to enhance visitation during the "Secret Season" of May-June, and the "Summer Plus" season of September-October.
- Position Whitefish as the basecamp for Glacier National Park visitors with the natural, cultural, and culinary assets of Whitefish.

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- Improve “Secret Season” visitation by promoting bicycling, wildlife viewing, birding, fly fishing, golf, non-motorized water sports, horseback riding, performing arts, culinary experiences, and community events.
- Improve “Summer Plus” visitation by promoting fall foliage, wildlife viewing, hiking, birding, golf, fly fishing, bicycling, non-motorized water sports, horseback riding, performing arts, culinary experiences, and community events.
- Stimulate the publication of feature stories in national and regional publications, digital media, and broadcast media.
- Encourage corporate retreats and improve meeting and convention market with emphasis in shoulder seasons.
- Expand the pursuit of new airline markets to improve access, ease, and affordability of travel.
- Collaborate with regional and state tourism partners, including Glacier National Park, to develop and build out support for shoulder season visitation.

1.9 COOPERATIVE MARKETING OPPORTUNITIES

MTOT COOPERATIVE MARKETING

Explore Whitefish has actively participated in the past and anticipates participating in the future in a variety of cooperative marketing programs with the Montana Office of Tourism (MTOT). Explore Whitefish participation in MTOT marketing programs in the past have primarily centered around spring, fall or winter campaigns. Winter MTOT cooperative campaigns that focused on the destination ski market have been of particular interest to Explore Whitefish. Spring and Autumn cooperative campaigns that are focused on the active outdoors traveler within our core geographic markets have also been of particular interest.

OTHER COOPERATIVE MARKETING EFFORTS (AIRLINE, AMTRAK, REGIONAL SKI HILLS)

Explore Whitefish actively cooperates with Whitefish Mountain Resort (WMR) on multi-channel marketing campaigns in key markets including Portland and Chicago. Explore Whitefish also partners with WMR and other partners to create a comprehensive Whitefish presence at winter activity focused trade shows in select markets. During FY16, Explore Whitefish desires to partner with WMR and Glacier Country Regional Tourism to extend our sponsorship with Warren Miller Entertainment in order to extend our presence as the MTOT three year sponsorship has expired. Although Explore Whitefish and WMR did not participate in cooperative marketing efforts with Amtrak during FY15, an unspecified level of partnership will likely occur in FY16 due to the rescheduling of the Empire Builder.

Explore Whitefish is also interested in exploring expanded cooperative opportunities with Glacier Country Regional Tourism including media events, FAM trips, and groups marketing.

PAST COOPERATIVE MARKETING EFFORTS (SUCCESSFUL AND NOT SUCCESSFUL, WHY?)

Explore Whitefish has engaged in many cooperative marketing initiatives with the Montana Office of Tourism in the past. These initiatives have been measured separately by Explore Whitefish through independent ad tracking. We have made adjustments to future participation based on previous tracking. We have found the most success in MTOT cooperative efforts that are aligned with our primary seasonal and geographic targets, and include the opportunity to provide fulfillment on responses.

2 BUDGET OVERVIEW

2.1 PROVIDE A BUDGET AMOUNT FOR ADMINISTRATION, EACH MARKETING SEGMENT, AND EACH SEGMENT'S METHOD WHEN PROVIDING OVERALL BUDGET

FY16 PUBLIC & PRIVATE BUDGET	PUBLIC BED TAX FUNDS	PRIVATE MEMBER FUNDS	PUBLIC & PRIVATE COMBINED
MARKETING SEGMENT: CONSUMER	**$65,650**	**$184,970**	**$250,620**
CONSUMER ADVERTISING PRODUCTION		**$12,500**	**$12,500**
CONSUMER MEDIA PLANNING		**$4,500**	**$4,500**
CONSUMER SHOWS		**$14,000**	**$14,000**
CONTENT GENERATION		**$2,000**	**$2,000**
Website Content Development		$2,000	$2,000
E-NEWSLETTER		**$2,100**	**$2,100**
FACILITATION COLLATERAL		**$22,000**	**$22,000**
Collateral Design & Production		$9,000	$9,000
Travel Guide		$5,500	$5,500
Response Cards, Brochures, Posters		$1,500	$1,500
Visitor Maps		$6,000	$6,000
MOBILE WAYFINDING APP		**$500**	**$500**
ONLINE & DIGITAL ADVERTISING	**$30,325**	**$43,482**	**$73,807**
Coop Opportunities	$27,300	$13,045	$40,345
Online & Digital Placement	$3,025	$30,437	$33,462
OUT OF HOME	**$6,065**	**$7,247**	**$13,312**
PHOTOGRAPHY & VIDEO	**$5,000**	**$13,100**	**$18,100**
Photography	$5,000	$7,100	$12,100
Video		$6,000	$6,000
PRINT ADVERTISING	**$24,260**	**$21,741**	**$46,001**
PROMOTIONS		**$9,000**	**$9,000**
Athlete Sponsorships		$4,500	$4,500
Event Sponsorships		$1,500	$1,500
Promotional Materials		$3,000	$3,000
RADIO & TELEVISION ADVERTISING			
VISITOR INFORMATION SERVICES		**$13,800**	**$13,800**
Airport Rack Maintenance		$800	$800
Chamber VIC & Fulfillment		$13,000	$13,000
Kiosks/Wayfinding			
WEBSITE		**$19,000**	**$19,000**
Development		$15,000	$15,000
Hosting, Maintenance & Support		$4,000	$4,000

Budget continued on next page

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Budget continued from previous page

	PUBLIC BED TAX FUNDS	PRIVATE MEMBER FUNDS	PUBLIC & PRIVATE COMBINED
MARKETING SEGMENT: PUBLICITY		**$101,530**	**$101,530**
DATABASE & CLIPS		**$4,120**	**$4,120**
GLACIER COUNTRY MEDIA EVENTS		**$5,480**	**$5,480**
MEDIA RELATIONS		**$13,200**	**$13,200**
NEWS RELEASES		**$1,880**	**$1,880**
ONLINE MEDIA KIT		**$5,850**	**$5,850**
PLANNING/REPORTING/MEETING		**$9,080**	**$9,080**
PR EXPENSES & TRAVEL		**$11,600**	**$11,600**
PR OPPORTUNITY		**$2,440**	**$2,440**
PR PHOTOGRAPHY		**$4,440**	**$4,440**
PR PROMOTIONS		**$3,840**	**$3,840**
Promotion Coordination		$3,840	$3,840
PRESS TRIPS		**$28,640**	**$28,640**
SOCIAL MEDIA		**$10,960**	**$10,960**
MARKETING SEGMENT: GROUP MARKETING		**$14,000**	**$14,000**
FACILITATION COLLATERAL		**$1,000**	**$1,000**
FAM TRIPS		**$5,000**	**$5,000**
Winter FAM Trip			
Annual FAM			
FAM Events		$5,000	$5,000
ONLINE & DIGITAL ADVERTISING			
PRINT ADVERTISING			
TRADE SHOWS		**$8,000**	**$8,000**
Trade Shows		$5,000	$5,000
Spring Ski Group Shows		$3,000	$3,000
MARKETING SEGMENT: MARKETING SUPPORT	**$24,350**	**$127,500**	**$151,850**
ADMINISTRATION*	**$18,000**	**$82,000**	**$ 100,000**
EVENTS		**$11,000**	**$11,000**
MARKETING & PUBLICITY PERSONNEL		**$20,000**	**$20,000**
MARKETING PLAN DEVELOPMENT		**$2,000**	**$2,000**
OPPORTUNITY MARKETING	**$4,500**	**$1,000**	**$5,500**
PLANNING, REPORTING, & MEETINGS		**$6,500**	**$6,500**
Reporting, Meetings (OTC)		$6,500	$6,500
RESEARCH		**$5,000**	**$5,000**
SUPERHOST	**$350**		**$350**
TAC & GOVERNOR'S CONFERENCE MEETINGS	**$1,500**		**$1,500**
TOURISM EDUCATION & TRAINING			
TRANSPORTATION SUPPORT			
BUDGET TOTALS	**$90,000**	**$428,000**	**$518,000**

Administration Budget includes office expenses, insurance, supplies, utilities, hardware, software, director wages, etc

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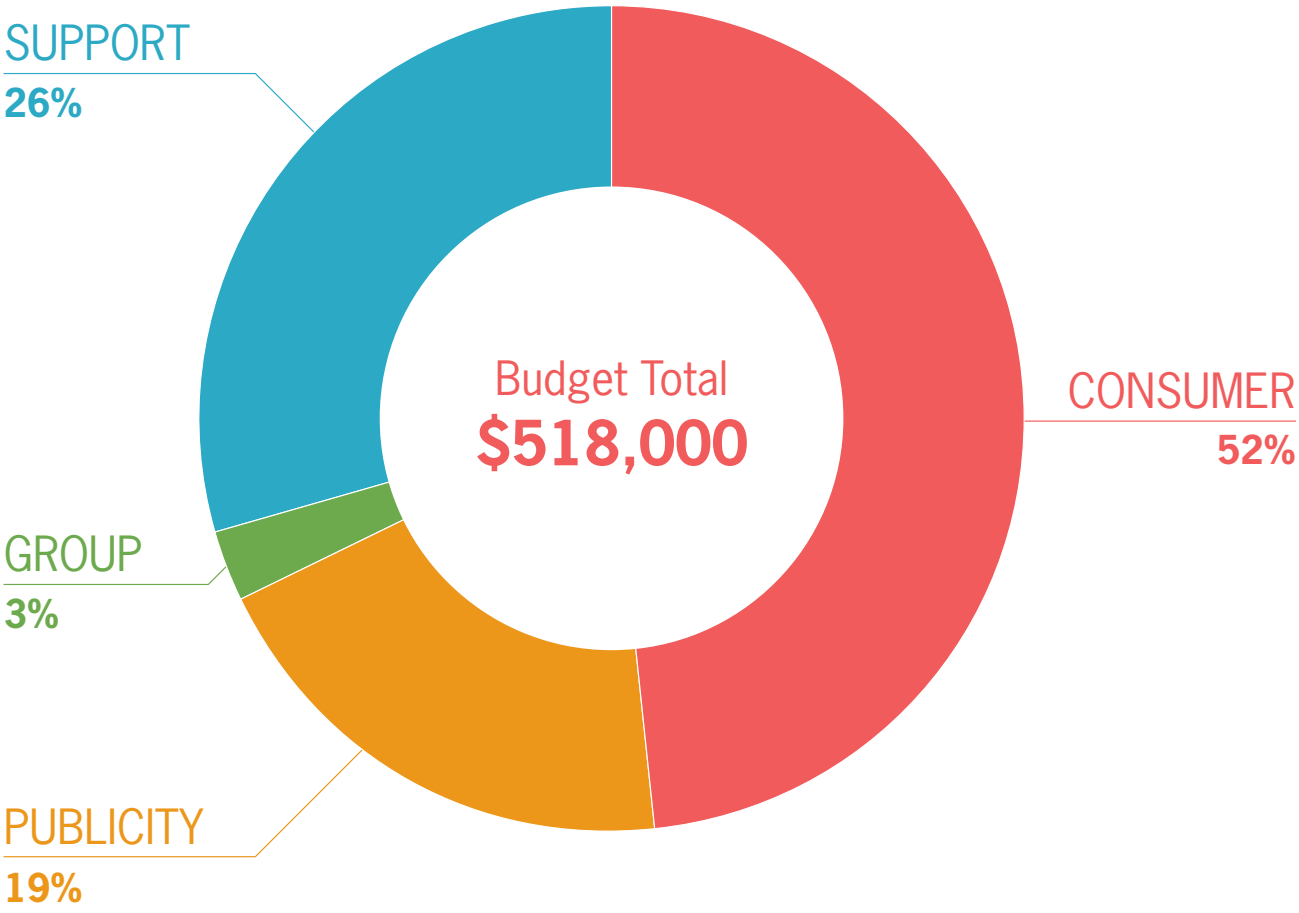
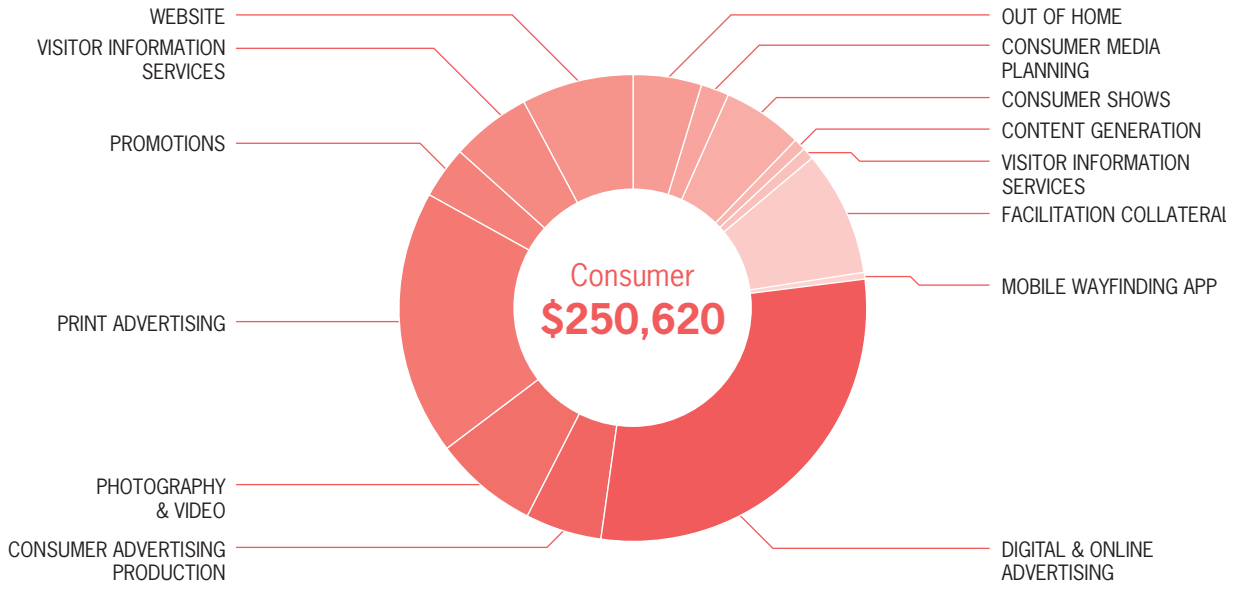
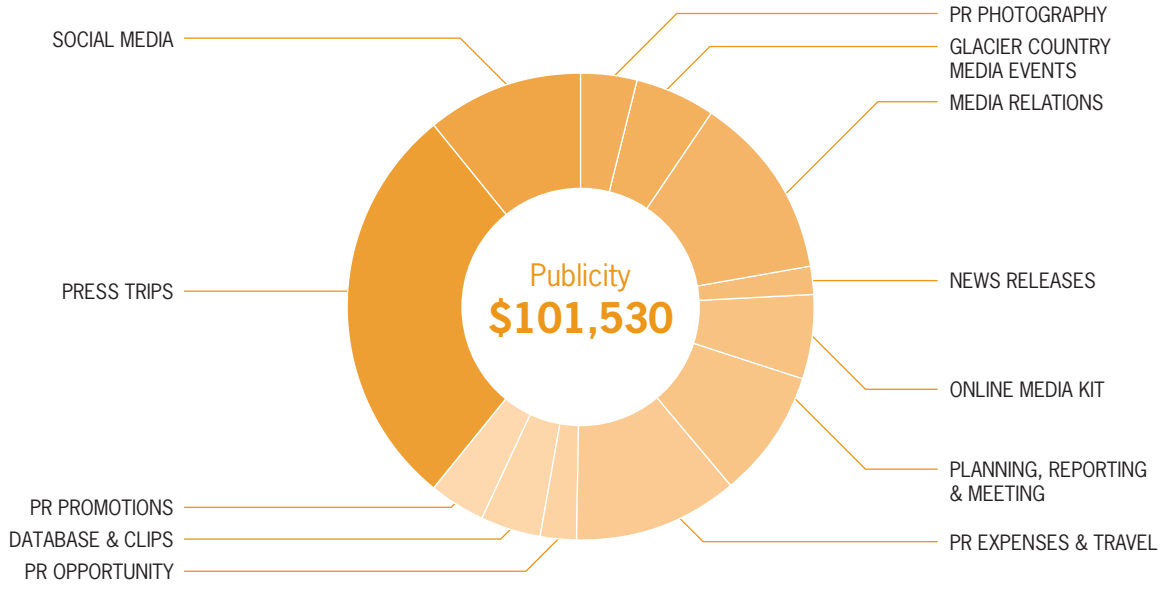
2.2 USE A PIE CHART TO ILLUSTRATE WHAT PERCENTAGE OF YOUR BUDGET IS BEING USED IN EACH MARKETING SEGMENT AND METHOD.







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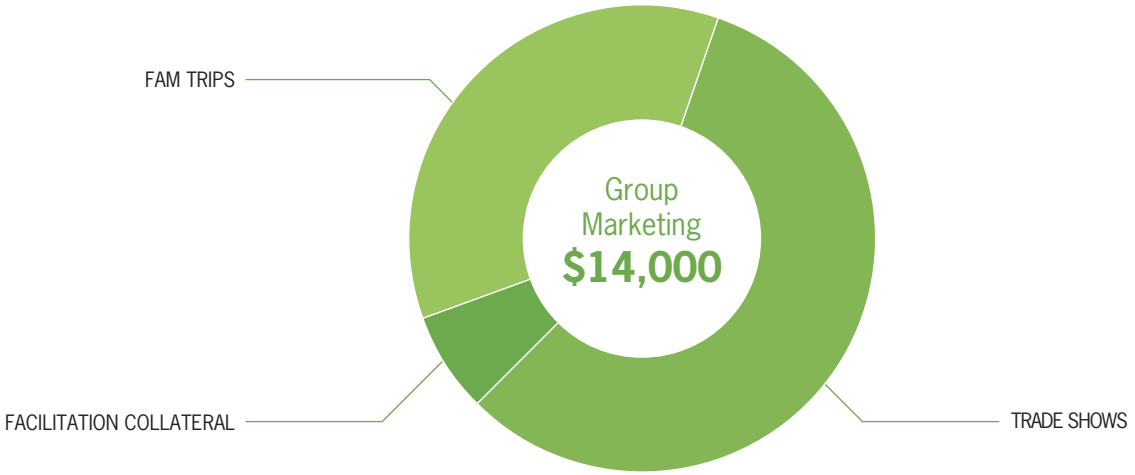
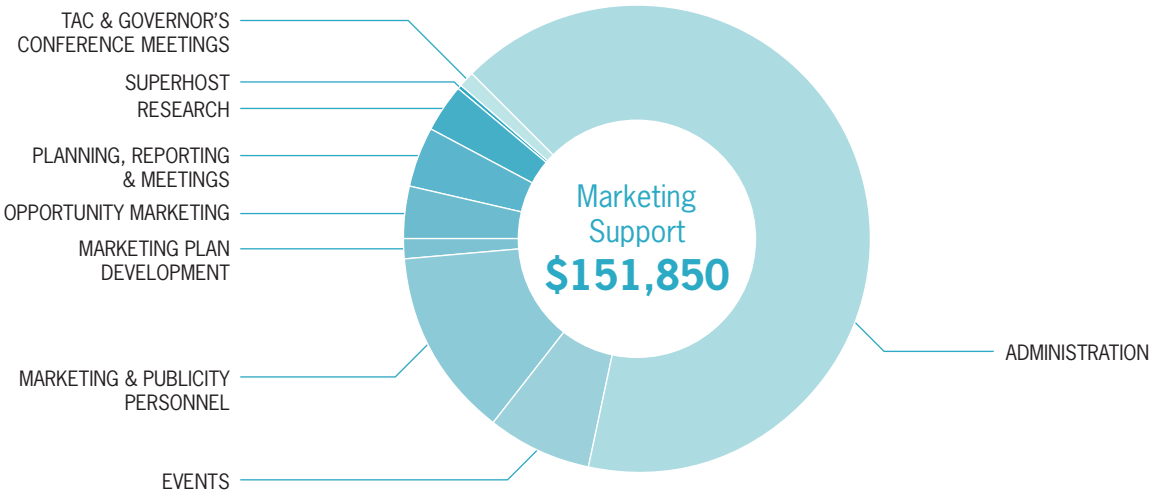

FAM TRIPS
Group
Marketing
$14,000
FACILITATION COLLATERAL
TRADE SHOWS


TAC & GOVERNOR'S
CONFERENCE MEETINGS
SUPERHOST
RESEARCH
PLANNING, REPORTING
& MEETINGS
OPPORTUNITY MARKETING
MARKETING PLAN
DEVELOPMENT
Marketing
Support
$151,850
ADMINISTRATION
MARKETING & PUBLICITY
PERSONNEL
EVENTS

3 MARKETING SEGMENTS & MARKETING METHODS

Whitefish follows the basic travel decision funnel of Inspiration (sparking an interest and inspiring a traveler to visit Whitefish) > Orientation (Helping the visitor learn about where Whitefish is, how to get here, what facilities and activities are available for their travel) > Facilitation (Helping to connect visitors with specific businesses and activities to make a reservation and solidify their travel plans into a quality experience once here).

All marketing efforts feed into this funnel and resolve to online tools (website), travel guides and a visitor information telephone line that help connect visitors from spark of inspiration to actual business transaction at the local level. These tools include the website at ExploreWhitefish.com, the Whitefish Travel Guide, visitor information kiosks and wayfinding maps throughout town and a wayfinding app for mobile devices. These tools are important to help connect visitors with local business as well as help visitors have a great experience once they are here. If we inspired a visit, did nothing for the visitor once they arrived, and were reluctant to provide tools that help the visitor discover what to do, the visitor would be more likely to miss the quality experiences that would cause them to want to return. Explore Whitefish will undertake initiatives and activities in the following key areas during FY16.

3.1 MARKETING SEGMENT: CONSUMER

STRATEGY FOR CONSUMER

Our consumer advertising is based around visitation in our shoulder seasons and our strategy is broken out into the following three categories: Summer Plus, Winter, and Secret Season. Eighty-five percent of the consumer advertising budget for each strategy is allocated to the seasonal media buying plan while fifteen percent of the advertising budget for each strategy is left open as a contingency for reactive media buys throughout the season. A new emerging niche recreation market is also discussed below as well as the Explore Whitefish strategy for visitor fulfillment.

A. Summer Plus: Occupancy history in Whitefish shows that during the period of late June through August the town is at or very near 100% capacity. From late August into early September, occupancy levels are still strong, but begin to wane. The objective is to extend the peak summer season and grow occupancy and business levels in the autumn for the time period of September to the end of October. The approach for this time period is to develop and communicate narratives for adventures, activities, fall events, and specific reasons for visiting Whitefish during this time period that cannot be experienced if Whitefish were visited during another time of year. As we continue to position Whitefish as the basecamp of Glacier National Park, the narrative will lead with fall experiences in Glacier National Park such as scenic driving, fall foliage, wildlife watching, and hiking. Explore Whitefish has allocated 20% of its overall consumer advertising budgets to Summer Plus marketing efforts.

DEMOGRAPHICS

The target audiences for this time period are those who do not currently have children in school, have adult children, or do not have children. This primarily means a target audience of 35 and older with HH income over $75,000.

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PSYCHOGRAPHICS

Travelers seeking active experiences such as scenic driving, wildlife viewing, hiking, birding, golf, fly-fishing, bicycling, non-motorized water sports, horseback riding, paddling, and hiking. Cultural and culinary experiences such as dining, shopping at local shops, attending performing arts, and community events are also considered primary autumn activities for Whitefish. This includes traveling to Whitefish primarily for the purpose of relaxing, strolling the streets and shops and trying out great dining and nightlife options.

GEOGRAPHIC AUDIENCE

Seattle and Portland, Regional Drive-To.

SUPPORTING RESEARCH & STATISTICS

Seattle and the Puget Sound area have been historically strong markets for Whitefish. Portland is now a core market as we have increased investment in the past few years. The existence of the Amtrak train route has made this connection logical, and a seasonal direct flight on Alaska Air/Horizon has increased the possibilities of this market.

MEASURING SUCCESS

Resort Tax Collections for 3rd and 4th quarters (September - October)
Lodging Tax Collections for 3rd and 4th quarters (September - October)
Click-through-rates (CTR) above industry standard (.07%) for online advertising
Increase website sessions 8-10% based upon 28,000 sessions

B. Winter: Whitefish offers a world-class ski and snowboarding experience, including unique winter events, yet destination visitation to the town is still significantly lower than the summer season. As a result, Explore Whitefish has allocated 60% of its overall consumer advertising budget to winter ski marketing efforts. These efforts also seek to focus on the winter experiences in Glacier National Park, including sightseeing, snowshoeing, and nordic skiing. The perception that Glacier National Park is closed in the winter continues to be a challenge and our increased efforts to showcase these winter experiences will hopefully help to dispel this myth.

DEMOGRAPHICS

Skiers and Snowboard activity participants with household incomes of $75,000 or greater. Overall, the percentage of the population that are active skiers or snowboarders is approximately 7% of the US population (SIA 2012 Participation Report). That means we are targeting a relatively small percentage of the population and can most efficiently reach this target through niche channels.

PSYCHOGRAPHICS

We apply largely the same geotravel profile to the ski market. While not all skiers and snowboarders fall within the geotraveler psychographic, we find that those with experiential preferences for authentic travel are more likely to appreciate and enjoy Whitefish and then return again in subsequent years. It is important that we acquire new, repeat customers, not simply attract one-time visitors who are not a good fit for the Whitefish experience and as a result will not likely return. The addition of marketing the aforementioned Glacier National Park winter experiences provide additional breathtaking experiences for a day off for skiers and snowboarders as well as those who do not alpine ski or snowboard.

GEOGRAPHIC AUDIENCE

National communication cooperative opportunities with the Montana Office of Tourism. We also focus much of our efforts within the Seattle, Portland, and Chicago metro areas. Regional drive-to markets are also a target and the addition of San Francisco/Oakland as an emerging market yields additional opportunities.

SUPPORTING RESEARCH & STATISTICS

During the winter of 2014/2015, Explore Whitefish partnered with Whitefish Mountain Resort (WMR) on a multi-channel marketing campaign (digital and out of home) in the Chicago market to promote the new winter seasonal direct flight from Chicago O'Hare to Glacier Park International Airport. As a result of this marketing campaign, WMR has seen a 30% increase in skier visits from Illinois compared to the previous season. Illinois moved from the 23rd ranked destination market for WMR to the 8th ranked market. We believe that these types of statistics show the effectiveness of our winter marketing efforts and we plan to use this multichannel cooperative approach during FY16.

MEASURING SUCCESS

Resort Tax Collections for 4th and 1st quarters (December – April)
Lodging Tax Collections for 4th and 1st quarters (December – April)
Click-through-rates (CTR) above industry standard (.07%) for online advertising
Increase website sessions 8-10% based upon 69,000 sessions

C. Secret Season: The objective is to begin the visitor season earlier and grow occupancy and business levels in the spring and early summer for the time period of May and June. The approach for this time period is to develop and communicate narratives for adventures, activities and specific reasons for visiting Whitefish during these time periods that cannot be experienced if Whitefish were visited during another time of year. As we continue to position Whitefish as the basecamp of Glacier National Park, the narrative will lead with spring experiences in Glacier National Park such as biking or hiking the Going-To-The-Sun Road and wildlife watching. Explore Whitefish has allocated 20% of its overall consumer advertising budgets to spring and early summer marketing efforts.

DEMOGRAPHICS

The target audiences for this time period are those who do not have kids in school. This primarily means dual-income, no-kids and those 45 and older with HH income over $75,000.

PSYCHOGRAPHICS

Travelers seeking active experiences such as bicycling, wildlife viewing, hiking, birding, golf, fly-fishing, non-motorized water sports, and horseback riding. Cultural and culinary experiences such as dining, shopping at local shops, attending performing arts, and community events are also considered primary spring activities for Whitefish. This includes traveling to Whitefish primarily for the purpose of relaxing, strolling the streets and shops and trying out great dining and nightlife options.

GEOGRAPHIC AUDIENCE

Seattle and Portland, Regional Drive-To.

SUPPORTING RESEARCH & STATISTICS

Seattle and the Puget Sound area have been historically strong markets for Whitefish. Portland is now a core market as we have increased investment in the past few years. The existence of the Amtrak train route has made this connection logical, as well as the initiation of a seasonal direct flight.

MEASURING SUCCESS

Resort Tax Collections for 2nd quarter (May –June)
Lodging Tax Collections for 2nd quarter (May –June)
Click-through-rates (CTR) above industry standard (.07%) for online advertising
Increase website sessions 8% based upon 33,500 sessions

D. Emerging Market - Cycling: In both the Secret Season and Summer Plus, cycling is emerging as a strong visitor activity. Road biking the Going-to-the-Sun Road before it opens to cars in the spring is a unique experience and the development of miles of mountain biking in the Whitefish area are both creating a new tourism draw. Whitefish is also located on three Adventure Cycling routes, creating a favorite stopping point for cyclists on long-distance tours. As we continue to position Whitefish as the basecamp of Glacier National Park, the narrative will lead with spring experiences in Glacier National Park such as biking or hiking the Going-To-The-Sun Road and wildlife watching. Explore Whitefish has allocated 20% of its overall consumer advertising budgets to spring and early summer marketing efforts.

DEMOGRAPHICS

Touring cyclists have a median age of 53 and over 50% have a income of $75,000-$150,000. Mountain bikers are typically 25-45 years old and predominantly male with a household income level greater than $80,000. *Source: ITRR Adventure Cycling Study*

PSYCHOGRAPHICS

Travelers are spending days cycling, and want to spend time off the bike eating good food, drinking local beer, and experiencing local night life. *Source: ITRR Adventure Cycling Study*

GEOGRAPHIC AUDIENCE

Washington and Oregon

SUPPORTING RESEARCH & STATISTICS

A study performed by ITRR and Adventure Cycling found that bicycle travelers spend an average of $75-$102 per person per day, and time spent in Montana tends to be eight days or longer. This equates to an estimated $180 additionally spent by a bicycle traveler over the average non-resident traveler in an eight day period. While this study was focused primarily on road biking, mountain bike tourism has seen significant increase and economic impact as well. Between the cross-country style of the Whitefish Trail and the downhill lift accessed trails at Whitefish Mountain Resort, serious investment has been made by the community and member businesses to appeal to local riders and visitors alike.

From general ITRR non-resident studies the past four years, over 500,000 non-residents have indicated they participated in road touring/biking in Montana while on vacation each year.

MEASURING SUCCESS

Resort Tax Collections (2nd-4th Quarters) focused on cycling-specific businesses

Usage reports collected by Whitefish Legacy Partners (Whitefish Trail) & Whitefish Mountain Resort

E. Visitor Fulfilment: In order to deliver on the orientation and facilitation portion of the travel funnel, Explore Whitefish uses a number of visitor fulfilment tools. These tools include the website and mobile wayfinding app, toll-free visitor information phone number, visitor information center, and visitor information kiosks located in town and at Glacier Park International Airport. These tools are important to help connect visitors with our Travel Guide and locator map highlighting our local business as well as helping visitors have a great experience once they are here. In FY15, Explore Whitefish printed 25,000 Whitefish Travel Guides and 30,000 Whitefish Town Maps.

DEMOGRAPHICS

35-55+ years of age with household incomes beginning at $75,000

PSYCHOGRAPHICS

Geotravelers with additional activity focus (as compared to heritage travel). This means travelers seeking active experiences such as biking, horseback riding, paddling, and hiking. Casual experiences such as dining and shopping are also considered primary autumn and spring activities for Whitefish. This means traveling to the town primarily for the purpose of relaxing, strolling the streets and shops and trying out great dining and nightlife options.

GEOGRAPHIC AUDIENCE

Travelers and potential travelers from our core and emerging target markets. However, our visitor fulfillment services are available for all travelers and potential travelers regardless of geographic market. This includes travelers at the local level once they have arrived on-site and where we direct them to the various experience that Whitefish has to offer.

MEASURING SUCCESS

Travel Guide: Distribution by channel, including digital downloads and website requests.

Kiosks: Amount of collateral distributed at the four town kiosks and the kiosk located at Glacier Park International Airport (GPIA).

Visitor Information Center: Telephone calls and email requests for information. Walk-in visitor fulfillment.

Visitor Maps: Distribution by channel.

Mobile Wayfinding App: Downloads and specific locations for downloads.

METHODS FOR CONSUMER **$65,650 PUBLIC + $184,970 PRIVATE = $250,620 COMBINED**

Consumer Advertising Production ..... $0 Public $12,500 Private

Design and execution of our consumer advertising campaigns.

Consumer Media Planning ..... $0 Public $4,500 Private

Strategic planning of our consumer advertising campaigns.

Consumer Shows ..... $0 Public $14,000 Private

Participation in fall ski consumer shows in Seattle, Portland, and Chicago metro areas.

Content Generation ..... **$0 Public** **$2,000 Private**
Copywriting and editing for consumer advertising, including website content development.

eNewsletters ..... **$0 Public** **$2,100 Private**
Eight newsletters are planned throughout the year promoting shoulder season activities and events to our consumer distribution list.

Facilitation Collateral ..... **$0 Public** **$22,000 Private**
Printed travel guides, locator maps, and inspirational collateral are developed for distribution at consumer ski shows, when visitors request information via the website or toll-free telephone, and also for distribution at local businesses and information kiosks located around Whitefish, at Glacier Park International Airport (GPIA), and the Whitefish Train Depot. Printed response postcards are used as an additional fulfilment tool for leads generated through our printed advertising.

Mobile Wayfinding App ..... **$0 Public** **$500 Private**
Our mobile application for smartphones provides our visitors with instant "on-the-go" access to our website content in an easy to use format. As the Explore Whitefish website has been updated to a responsive website, FY16 will be the final year of the mobile wayfinding app.

Online & Digital Advertising ..... **$30,325 Public** **$43,482 Private**
We advertise on websites in our stated target markets as well as nationally through cooperative opportunities with the Montana Office of Tourism. This method comprises 50% of our consumer advertising budget.

Out of Home ..... **$6,065 Public** **$7,247 Private**
We explore opportunities to advertise on digital displays and billboards, particularly with cooperative partners such as Whitefish Mountain Resort in our target markets. This method comprises 10% of our consumer advertising budget.

Photography & Video ..... **$5,000 Public** **$13,100 Private**
Purchasing the rights to photos and video content for use in our consumer advertising.

Print Advertising ..... **$24,260 Public** **$21,741 Private**
We advertise in publications within our target markets with alignment to geotraveler and other demographic profiles that have been outlined for Whitefish. Print opportunities, especially in cooperation with the Montana Office of Tourism in national active travel specific media channels, are also pursued. This method comprises 40% of our consumer advertising budget.

Promotions ..... **$0 Public** **$9,000 Private**
Aligned with specific campaigns, we participate in strategic promotions. This includes product placement, co-marketing opportunities, athlete sponsorships, and other strategic relationships.

Radio & Television Advertising ..... **$0 Public** **$0 Private**
We explore public radio sponsorship and exploration of other radio that reaches the geotraveler market our target geographic areas. Opportunities for television are approached with the same criteria.

Visitor Information Services ..... **$0 Public** **$13,800 Private**

Our strategic partnership with the Whitefish Chamber of Commerce allows us to connect potential visitors with toll-free telephone information and on the ground visitors with access to walk-in information with extended hours during our busy summer season. We also stock an information kiosk at GPIA as well as the four information kiosks located around downtown Whitefish throughout the year.

Website ..... **$0 Public** **$19,000 Private**

Our website, ExploreWhitefish.com, serves as a core fulfillment mechanism for advertisements and marketing communications. The site provides opportunities for site visitors to discover places to stay, eat, shop, and things to do.

3.2 MARKETING SEGMENT: PUBLICITY

STRATEGY FOR PUBLICITY

Positive editorial placement influences potential and return visitors to choose Whitefish as a destination to spend their discretionary travel dollars because of the credibility of an "expert" or unbiased "journalist" who has done their research and/or shares first hand experiences with their audience. Pitching ideas for unique story angles and experiences, coordinating the logistics for first hand research, as well as sharing facts, photography, and video are efforts that "earn" the publicity placement that influences travelers.

In addition to the primary focus on earned media, part of the public relations efforts this year will be the use of Explore Whitefish in lieu of the Whitefish Convention and Visitors Bureau both internally and externally. The use of Explore Whitefish more accurately conveys the organizational mission of active visitation to Whitefish and is currently the call to action in all of our advertising. Explore Whitefish is already in use as the website address and across all social media accounts, including our branded hashtag (#explorewhitefish).

SUPPORTING RESEARCH & STATISTICS

The Explore Whitefish FY14 PR Program reached audiences of over 414 million people with an advertising equivalency of nearly $2 million dollars. With a budget of approximately $106,030 for FY14, the PR program generated $18 in earned media advertising as well an increased audience reach of 3,900 people for every dollar spent.

HIGHLIGHTS FOR THE 2014 PR PROGRAM INCLUDE

"10 Best Small Towns in America," (Men's Journal, June 2014), "America's Favorite Mountain Towns," (Travel + Leisure, June 2014), "15 Northwestern Spots Will Take Your Breath Away," (Huffington Post, April 2014), "A Ski Race with Horsepower," (The New York Times, March 2014), "Best Winter Trips 2014" (National Geographic Traveler, Jan. 2014), "Secret Ski Town," (USA Today Go Escape Magazine, Winter 2014).

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MEASURING SUCCESS

A quarterly publicity report tracking story placement in newspapers, magazines, websites, radio and TV, including reach (audience or circulation) and equivalent ad space costs provide measurement of success, as well as tracking increases in website traffic, requests for more information and actual business (measured by accommodations tax, resort tax and tourism promotion assessment). Quarterly measurements of social media engagement will also be reported.

METHODS FOR PUBLICITY **$0 PUBLIC + $101,530 PRIVATE = $101,530 COMBINED**

Database & Clips ..... **$0 Public** **$4,120 Private**

Researching and cataloguing all relevant articles published throughout the year. This provides the foundation for calculating our advertising equivalencies, which provides a valuable measure of success.

Glacier Country Media Events ..... **$0 Public** **$5,480 Private**

Opportunities to jointly host press events in our core and emerging geographic markets.

Media Relations ..... **$0 Public** **$13,200 Private**

Outreach to target publications, websites, and broadcast outlets with story idea pitches, facts, trends, and photography/videography tools.

News Releases ..... **$0 Public** **$1,880 Private**

Factual information regarding events, trends, travel packages, etc. New releases are distributed to target media for editorial consideration of placement or catalyst to research more information for feature story placement.

Online Media Kit ..... **$0 Public** **$5,850 Private**

Updating our online public relations resource and hosting under ExploreWhitefish.com with facts, story ideas, events, photography, and other information for editorial needs.

Planning, Reporting & Meetings ..... **$0 Public** **$9,080 Private**

Throughout the year, our agency of record provide reports and presentations on PR related activities.

PR Expenses & Travel ..... **$0 Public** **$11,600 Private**

Expenses and travel related to executing on the publicity strategy.

PR Opportunity ..... **$0 Public** **$2,440 Private**

Throughout the year, new public relations opportunities present themselves that were not specifically budgeted for.

PR Photography ..... **$0 Public** **$4,440 Private**

Professional images provided at no cost to media outlets as a tool for story placement and aesthetics.

PR Promotions ..... **$0 Public** **$3,840 Private**

Aligned with specific campaigns, we participate in strategic promotions. This includes athlete sponsorships and coordinations of those sponsorships and related assets with media partners and outlets.

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Press Trips ..... **$0 Public** **$28,640 Private**
Coordinate onsite logistics and experiences for first hand travel story research.

Social Media ..... **$0 Public** **$10,960 Private**
Use of social media platforms, including Facebook, Twitter, and Instagram, to support marketing campaigns, publicity, and promotions.

3.3 MARKETING SEGMENTS: GROUP MARKETING

STRATEGY FOR GROUP MARKETING

Meetings and Conventions: Meetings and conventions have potential to build our shoulder seasons, particularly spring and fall. Member properties can offer lodging, meeting venues of choice, and catered meals with the area's outdoor recreational activities available at the particular time of the visit. The town of Whitefish offers additional benefits through a variety of excellent dining options, boutique shopping, art galleries, night life, and high quality performing arts venues and companies. Combined, this makes Whitefish a desirable location for a variety of meeting and convention groups.

DEMOGRAPHICS

The target audience includes small corporate meetings, incentive groups, annual association meetings, quarterly board meeting or retreats, and educational meetings that desire a scenic location with some activities available for team building and recreation.

GEOGRAPHIC AUDIENCE

Aligning with the Montana Office of Tourism, target areas including Seattle, Portland, Minneapolis and Chicago. Specific additional focus on Alberta, including but not limited to Calgary and Edmonton. Corporate group focus includes but is not be limited to Calgary, Edmonton, Seattle, Portland, Missoula, Bozeman and Spokane.

SUPPORTING RESEARCH & STATISTICS

Examples of types of organizations and meetings that have taken place during shoulder seasons in the past are Military Retreats (average $3500/retreat), University of Montana's Mansfield Foundation (average $5,000/meeting), Road Scholar Programs, American Institute of Justice (average $8,000/meeting), Western Governors' Annual Meeting, Life Center Church Annual Couples Retreat ($30,000), finance & insurance industry incentive groups ($5,000 - $25,000).

MEASURING SUCCESS

Create Explore Whitefish RFP and track the number of requests
Complete RFP's for city-wide meeting and conventions which are a fit for the capacity of Whitefish
Participate in FAM Tours and trade shows with Glacier Country Regional Tourism and follow up on generated leads
Increase website pageviews 10% to the Group Travel page based upon 2,788 pageviews (FY14)

Ski Group Marketing: The winter season ski product is a strong offering that has potential for growth. Participating properties and Whitefish Mountain Resort are cooperatively marketing winter ski trips to groups of skiers. Ski clubs contribute significant revenue in number of rooms rented and lift tickets purchased. Often they stay for seven nights although even weekend groups are significant because of the number of people. Although the main bottle neck is airfare and air seat availability, there are still a significant number of groups making trips to Whitefish every winter. Whitefish Mountain Resort ski group business has shown historical increase year to year.

SUPPORTING RESEARCH & STATISTICS

Whitefish Mountain Resort has a good indication of the volume of ski groups from their own lodging and group tickets ordered by groups staying in other properties. In addition, multiple Explore Whitefish member properties attend spring ski shows:

- Ski Councils: Texas, Crescent, Florida, Ohio Valley, and Chicago Metro Ski Council Trip Seminar
- Winter Ski & Sport VIP Reception in Chicago
- PRW Shows: DC, NJ, Philadelphia, and Minneapolis
- Far West Ski Association Annual Convention

MEASURING SUCCESS

Increase the number of ski clubs and ski councils based upon 16 club/council trips during the 14/15 season.
Increase website pageviews 10% to the Group Travel page based upon 2,788 pageviews (FY14)

METHODS FOR GROUP MARKETING **$0 PUBLIC + $14,000 PRIVATE = $14,000 COMBINED**

Facilitation Collateral.....$0 Public $1,000 Private

Create and update WCVB Groups Committee materials for distribution to prospective groups.

FAM Trips.....$0 Public $5,000 Private

Set dates for an annual familiarization (FAM) trips so that properties can invite interested meeting planners and participants to come to Whitefish and see the area, venues and activities. In most cases, airfare will be paid by the FAM participants but if a meeting planner attends the FAM that has potential to bring 200 room nights or more to the area and realizes that number of nights within a calendar year, then the FAM airfare will be reimbursed. Explore Whitefish will also support the existing Winter FAM trip sponsored by Whitefish Mountain Resort, Grouse Mountain Lodge, The Lodge at Whitefish Lake, and Kandahar.

Online & Digital Advertising.....$0 Public $0 Private

Advertise on websites in our stated target markets which also meet our target demographic.

Print Advertising.....$0 Public $0 Private

Advertise in publications within our target markets with alignment to our demographic profiles. National Ski Club Newsletter and Small Market Meetings are examples of a publications that will be considered.

Trade Shows.....$0 Public $8,000 Private

Attend fall IMEX in Las Vegas with Glacier Country Regional Tourism. In addition, support member participation in spring group ski shows, which are focused on ski clubs and ski groups that have historically stayed at a variety of lodging properties.

3.4 MARKETING SEGMENT: MARKETING SUPPORT

STRATEGY FOR MARKETING SUPPORT

In order for Explore Whitefish to effectively and strategically operate, the organization has set aside a budget to support the marketing efforts of the organization. This includes administrative and meeting costs, membership dues, strategic planning, marketing research, and funding for local, regional, and state-wide collaborative efforts that highlight and enhance our tourism economy. We believe that these types of efforts create results that we would not otherwise be capable of producing independently.

METHODS FOR MARKETING SUPPORT $24,350 PUBLIC + $127,500 PRIVATE = $151,850 COMBINED

Administration ..... $18,000 Public $82,000 Private

In order to promote Whitefish effectively and strategically, we require administrative support for staff and business expenses.

Events ..... $0 Public $11,000 Private

Explore Whitefish engages in various events with the goal to bolster the goals and objectives of the organization. This includes expenses for various media events, cooperative event sponsorship, and membership events.

Marketing & Publicity Personnel $0 Public $20,000 Private

Explore Whitefish staff is needed in order to execute the goals and objectives of the organization.

Marketing Plan Development ..... $0 Public $2,000 Private

Each year, Explore Whitefish works hand in hand with our agencies of record in order to create a comprehensive marketing plan that is the road map for coming year.

Opportunity Marketing ..... $4,500 Public $1,000 Private

Throughout the year, new marketing opportunities present themselves that were not specifically budgeted for. Money is therefore set aside to examine these opportunities and potentially act upon them if they are in line with our marketing strategy.

Planning, Reporting & Meetings ..... $0 Public $6,500 Private

Throughout the year, our creative agency of record provide reports and presentations on the status of current campaigns and future campaigns.

Research ..... $0 Public $5,000 Private

In order to gauge the effectiveness of our marketing efforts, Explore Whitefish will take part in marketing research.

Superhost ..... $350 Public $0 Private

Explore Whitefish sponsors the Montana Superhost Customer Service Program during the winter and late spring and offers training at no charge to frontline staff, managers, owners and engaged community members about the importance of customer service in delivering quality visitor experiences that not only satisfy customer needs, but instill a desire for repeat visitation.

TAC & Governor's Conference Meetings..... $1,500 Public $0 Private

Explore Whitefish is required to attend all meetings of the Tourism Advisory Council (TAC) as well as the annual Governor's Conference on Tourism and Recreation. As these meetings take place all over the state, we require support for travel and expenses to attend.

Tourism Education & Training .....$0 Public $0 Private

Explore Whitefish engages in various methods of tourism education, including Voices of Montana Tourism.

Transportation Support.....$0 Public $0 Private

Explore Whitefish recognizes that one of the biggest challenges we face is the limited transportation infrastructure in our region. Explore Whitefish is an ex-officio member and financial sponsor of Glacier AERO (Airline Enhancement and Retention Organization). The mission of this organization is to work with community partners and various airlines to increase seasonal and full-time airline routes to Glacier Park International Airport (GPIA). Explore Whitefish is also supportive of the S.N.O.W. Bus in Whitefish.

APPENDIX

This report summarizes nonresident visitors to Montana during quarter(s) 1,2,3,4,2014.These travelers spent at least one night in the following city: Whitefish. This group represents a sample of 175 survey respondents, which equates to 5.6% of all nonresident visitors, or a total of 613,243 people.

	Group Characteristics
33%	of groups with all first time visitors
51%	of groups with all repeat visitors
17%	of groups with mixed first time and repeat visitors
22%	Flew on a portion of their trip
9%	Own a 2nd property in MT
10%	Hired an outfitter
83%	Plan to return within 2 years
94%	Brought wireless technology

	Sites Visited on Trip
95%	Glacier National Park
34%	Yellowstone National Park
22%	Flathead Lake State Parks
10%	Other Montana State Parks
8%	Hot springs
7%	Virginia/Nevada City
6%	National Bison Range
6%	Lewis & Clark Interpretive Ctr, Great Falls
5%	Little Bighorn Battlefield
4%	Missouri Headwaters State Park
4%	Grizzly & Wolf Discovery Center, West Yellowstone
4%	Lolo Pass Interpretive Center
4%	Museum of the Rockies, Bozeman
3%	Bighorn Canyon Nat'l Recreation Area
3%	Lewis & Clark Caverns State Park
3%	Rocky Mountain Elk Foundation
2%	CM Russell Museum, Great Falls
1%	Ft. Peck Interpertive Center & Museum
1%	Fort Peck Lake
1%	Ghost towns
1%	Clark Canyon Reservoir
1%	MT Historical Museum, Helena
1%	C.M. Russell National Wildlife Refuge
<1%	Big Hole Battlefield
--	Bob Marshall Wilderness
--	Pompey's Pillar
--	Missouri River Breaks Nat'l Monument

	Activities in MT on This Trip
76%	Scenic driving
56%	Day hiking
54%	Nature photography
46%	Recreational shopping
34%	Wildlife watching
29%	Visiting other historical sites
15%	Visit farmers market
14%	Car / RV camping
13%	Visiting museums
9%	Visiting Lewis & Clark sites
9%	Viewing art exhibits
8%	Golfing
8%	Road / tour biking
8%	Sporting event
7%	Visiting Indian reservations
7%	Skiing / snowboarding
7%	Attending festivals or events
6%	Fishing / fly fishing
6%	Mountain biking
6%	River rafting / floating
6%	Canoeing / kayaking
6%	Motorboating
6%	Attending performing arts
5%	Gambling
5%	Backpacking
4%	Snowshoeing
3%	Horseback riding
3%	Rockhounding
2%	Cross-country skiing
1%	Birding
<1%	Follow dinosaur trail
<1%	Hunting
--	Geocaching
--	OHV / ATV
--	Snowmobiling

Reasons for Trip		
primary reason		**all reasons**
70%	Vacation/recreation/pleasure	77%
15%	Visit friends/relatives/family event	20%
7%	Business/convention/meeting	9%
7%	Just passing through	8%
1%	Other	2%
1%	Shopping	3%

	Average Length of Stay in MT 7.19 nights
	Of Nights Spent in MT
78%	of nights spent in Glacier Country
11%	of nights spent in Yellowstone Country
4%	of nights spent in Central Montana Region
3%	of nights spent in Southeast Montana Region
3%	of nights spent in Southwest Montana Region
1%	of nights spent in Missouri River Country

	Percent of Nights Spent in Each Lodging Type
47%	Hotel/motel
13%	Home of friend/relative
8%	Private campground
8%	Resort/condominium
7%	Second home/cabin/condo
7%	Rented cabin/home
5%	Public land camping
3%	Bed & Breakfast
1%	Other
1%	Guest ranch
<1%	Vehicle in parking area

	Montana Entry Points
18%	Rooseville
16%	Superior
9%	West Yellowstone
9%	Lodge Grass
7%	Culbertson/Bainville
5%	Kalispell Air
4%	Troy
3%	Missoula Air
3%	Gardiner
2%	Monida
2%	Sula
2%	Targhee Pass
2%	Fairview
2%	Alzada

If on Vacation, Attracted to Montana for...		
primary attraction		**all attractions**
44%	Glacier National Park	80%
13%	Mountains / forests	72%
10%	Yellowstone National Park	31%
9%	Family/friends	18%
8%	Open space / uncrowded areas	52%
6%	Skiing / snowboarding	13%
3%	Special events	5%
3%	Resort / guest ranch	11%
2%	Lakes	49%
1%	Wildlife	26%
1%	Fishing	13%
<1%	Rivers	39%
<1%	Hunting	3%
--	Northern great plains / badlands	8%
--	Snowmobiling	2%
--	Native american history &culture	11%
--	Other Montana history & culture	14%
--	Lewis & Clark history	8%
--	A Montana State Park	6%

	Travel Mode to Enter MT
79%	Auto/Truck
11%	Air
5%	Motorcycle
4%	RV/Trailer
1%	Train
--	Other
--	Bus

Wireless Technology Usage While in Montana					
	Never	Sometimes	Frequently	Always	Mean
Restaurants	28%	29%	35%	9%	2.24
Shopping opportunities	59%	29%	9%	3%	1.61
Attractions to visit	32%	29%	32%	7%	2.08
Activities to do	42%	23%	25%	11%	1.98
Ratings and reviews	39%	22%	29%	11%	2.01
Price comparison	61%	20%	9%	11%	1.72
Lodging availability	55%	19%	13%	13%	1.88
Camping availability	86%	3%	8%	3%	1.25
Hours of operation	40%	29%	25%	6%	1.97
Road conditions	55%	19%	14%	12%	1.82
Road opening/closing	61%	17%	12%	11%	1.71
Weather	12%	22%	35%	32%	2.85
Directions/maps	15%	16%	35%	33%	2.86

	Residency
17%	Alberta, Canada
8%	Washington
7%	Florida
6%	North Dakota
5%	Oregon
4%	Texas
4%	Colorado
4%	Minnesota
3%	Missouri
3%	Alabama
3%	British Columbia, Canada
3%	Idaho
3%	Alaska
3%	Utah
3%	Arizona
2%	California
2%	Wisconsin
2%	Virginia
2%	Saskatchewan, Canada
1%	Ohio
1%	New Mexico
1%	Nebraska
1%	Holland
1%	Iowa
1%	North Carolina
1%	Pennsylvania
1%	Illinois
1%	Wyoming
1%	Australia
1%	New Hampshire
1%	South Dakota
1%	South Carolina
1%	Guam
<1%	Massachusetts, New Jersey, Michigan, Hawaii, Indiana, Austria, New Zealand, England, Nevada, Denmark, Connecticut, Arkansas, Tennessee

	Respondent Age
22 - 84	Age range
54	Average age
57	Median age
	Respondent Gender
51%	Male
49%	Female
17%	First time visitor

	Age Groups Represented
6%	0-5 years
4%	6-10 years
6%	11-17 years
7%	18-24 years
18%	25-34 years
18%	35-44 years
26%	45-54 years
31%	55-64 years
27%	65-74 years
3%	75 and over

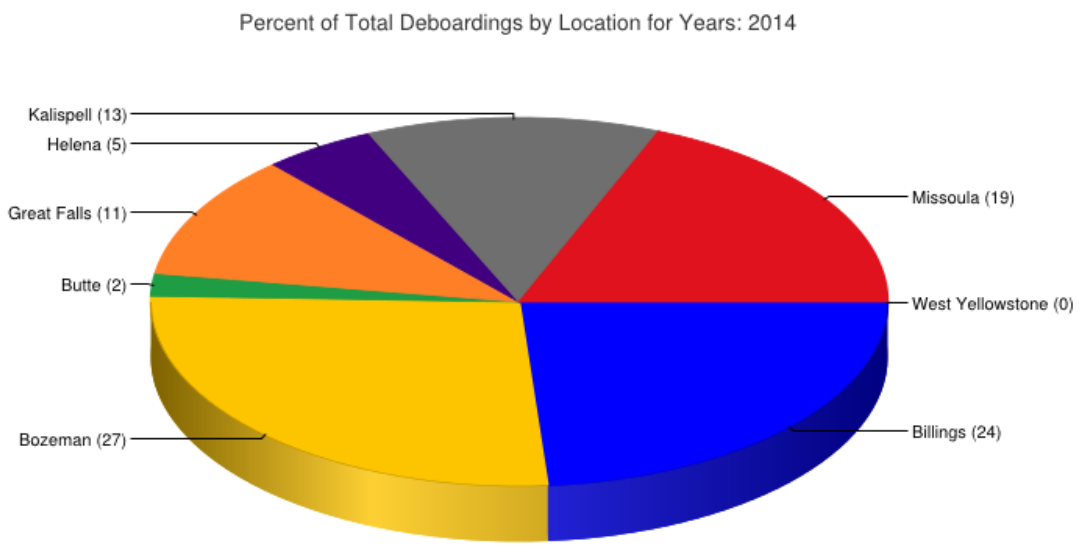
	Household Income
16%	Less than $50,000
19%	$50,000 to less than $75,000
20%	$75,000 to less than $100,000
18%	$100,000 to less than $150,000
13%	$150,000 to less than $200,000
15%	$200,000 or greater

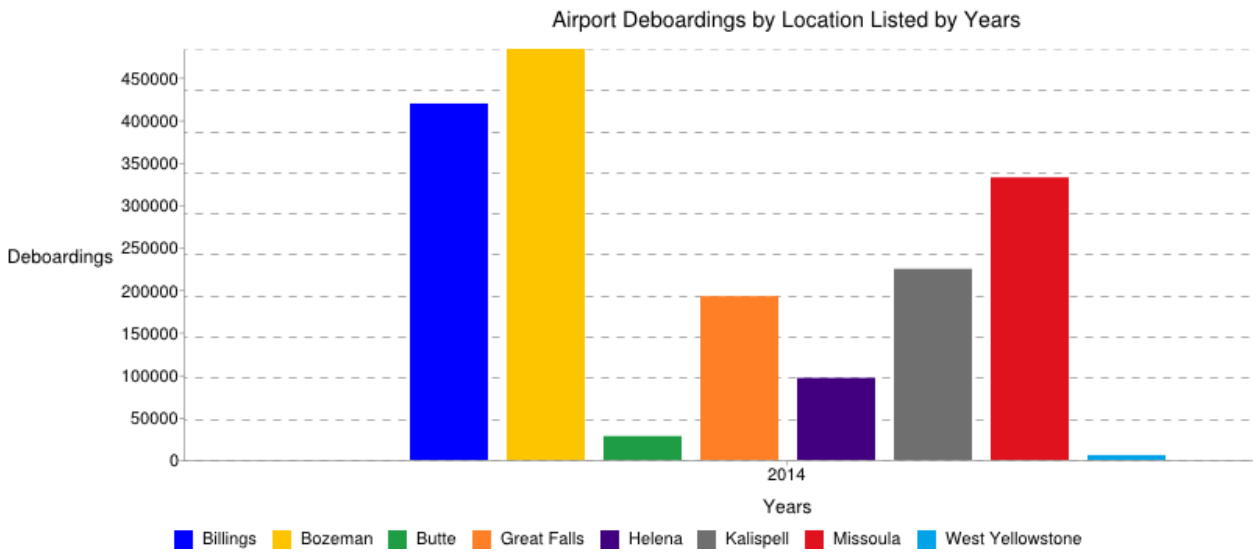
	Travel Group Type
19%	Self
51%	Couple
18%	Immediate Family
2%	Family & Friends
7%	Friends
1%	Business Associates
1%	Extended Family
--	Organized Group or Club

	Average Group Size: 2.36
	Travel Group Size
19%	1 traveler
56%	2 travelers
8%	3 travelers
11%	4 travelers
<1%	5 travelers
2%	6 travelers
1%	7 travelers
2%	8 travelers
--	9 travelers
<1%	10 travelers
--	more than 10

Info Sources Used for Trip Planning		
Most Useful		**All Used**
26%	Search Engine (i.e. Google)	51%
20%	Used no sources	21%
9%	Official MT website (VisitMT.com)	24%
8%	National Park brochure/book/website	35%
8%	Other	14%
6%	Consumer online reviews (i.e. TripAdvisor)	15%
3%	Other travel websites	19%
3%	Info. from private businesses	8%
3%	Automobile club (i.e. AAA)	9%
3%	Used a chamber/ visitor center	5%
2%	Magazine/newspaper articles	8%
2%	Social media (i.e. Facebook)	6%
2%	Guide book (i.e. Frommer's Lonely Planet)	8%
1%	Info. from special events	1%
1%	Online Video	3%
1%	Mobile apps	7%
1%	Montana advertising campaign	3%
1%	Official MT guidebook magazine	9%
1%	State Park brochure/website	5%
--	Professional online travel reviews	2%

Sources Used During Trip		
Most Useful		**All Used**
24%	Map applications (i.e. GoogleMaps)	48%
14%	Visitor information center staff	30%
14%	Consumer online reviews (i.e. TripAdvisor)	21%
13%	Motel/restaurant/gas station employee	32%
9%	Mobile apps	24%
9%	Brochure information rack	30%
6%	Official MT guidebook magazine	18%
3%	Official MT website (VisitMT.com)	12%
3%	Official highway information signs	21%
3%	Social media (i.e. Facebook)	9%
2%	Guide book (i.e. Frommer's Lonely Planet)	5%
--	Billboards	1%





*Data Source: Department of Transportation, Montana Aeronautics Division

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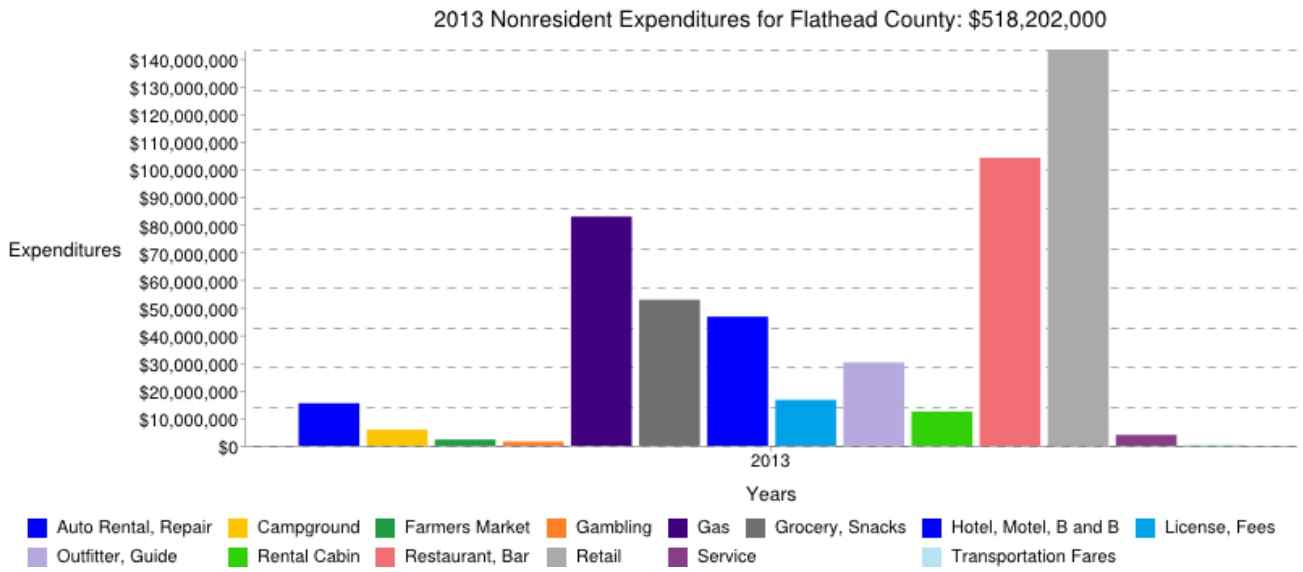
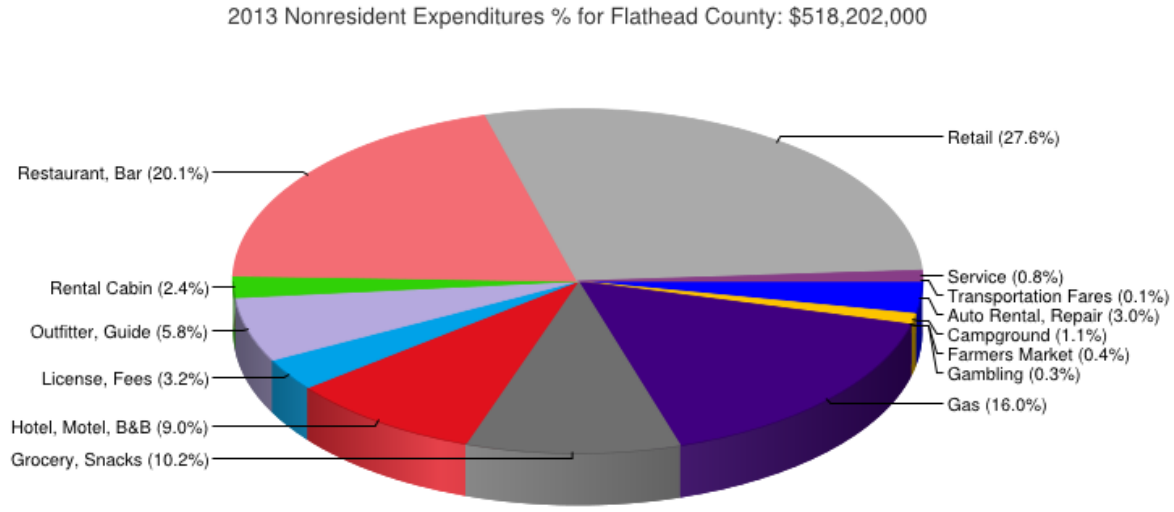
2013 Nonresident Expenditures for Flathead County			
Categories	**Expenditures**	**% of County**	**% of State**
Auto Rental, Repair	$15,390,000	3%	0.4%
Campground	$5,836,000	1.1%	0.2%
Farmers Market	$2,251,000	0.4%	0.1%
Gambling	$1,536,000	0.3%	0.0%
Gas	$82,855,000	16%	2.4%
Grocery, Snacks	$52,806,000	10.2%	1.5%
Hotel, Motel, B&B	$46,671,000	9%	1.3%
License, Fees	$16,614,000	3.2%	0.5%
Outfitter, Guide	$30,155,000	5.8%	0.9%
Rental Cabin	$12,373,000	2.4%	0.4%
Restaurant, Bar	$104,131,000	20.1%	3%
Retail	$143,266,000	27.7%	4.1%
Service	$3,942,000	0.8%	0.1%
Transportation Fares	$376,000	0.1%	0.0%
Total	**$518,202,000**	**100%**	**14.9%**





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WHITEFISH CITY COUNCIL MINUTES
March 16, 2015
7:10 P.M.

1) CALL TO ORDER

Mayor Muhlfeld called the meeting to order. Councilors present were Barberis, Frandsen, Hildner, Feury, and Sweeney. Councilor Anderson was absent. City Staff present were City Manager Stearns, City Clerk Lorang, Finance Director Smith, Planning and Building Director Taylor, Interim Public Works Director Hilding, Parks and Recreation Director Butts, Senior Planner Compton-Ring, and Planner II Minnich. Approximately 20 people were in the audience.

2) PLEDGE OF ALLEGIANCE

Mayor Muhlfeld asked County Commissioner Phil Mitchell to lead the audience in the Pledge of Allegiance.

3) COMMUNICATIONS FROM THE PUBLIC – (This time is set aside for the public to comment on items that are either on the agenda, but not a public hearing or on items not on the agenda. City officials do not respond during these comments, but may respond or follow-up later on the agenda or at another time. The Mayor has the option of limiting such communications to three minutes depending on the number of citizens who want to comment and the length of the meeting agenda)

Rebecca Norton, 530 Scott Avenue, handed two newspaper articles out to the Mayor and Council regarding bills currently pending in the State Legislature. One article is on HB 123 regarding open-record laws and particularly to executive session meetings. The other was on HB 344 which she thought might pertain to the Iron Horse gate-house issues because it addresses scanning license plates.

Mayre Flowers, representing Citizens for a Better Flathead, 35 4th Street West in Kalispell, said she had some updates on new recycling efforts by North Valley Refuse for common collection issues among the cities in Flathead County. Promotional materials are forth coming on proper sorting. She has been working with Interim Public Works Director Hilding on looking for additional and new recycling sites within the City of Whitefish. She announced the Earth Day Celebration to be held on April 25th from 10 to 2 in Depot Park put on by a coalition of groups, in the evening the Crown of the Continent Choir will perform at the O'Shaughnessy Center.

Chris Schustrom, 504 Spokane Avenue, said he was speaking for the Big Mountain Commercial Association Board where he serves as committee chair on the Snow Bus Committee. He reported the Snow Bus had 80,000 riders last year. They are working on a new project to bring on a summer transit system that will include transportation between Whitefish and Big Mountain and Whitefish to Apgar in Glacier Park, four times a day in the months of July and August. The City supports the Snow Bus each year in their budget planning, and he said they hope the City will consider increasing their annual contribution to the Snow Bus that would help towards the funding of this summer transit system. He thanked the City for its support.

Phil Mitchell, 1450 W. Lakeshore Drive, spoke in favor of the resolution on tonight's agenda wherein, if approved, the Whitefish City Council supports establishing a countywide 911 Special District. He said this is a county-wide effort to find a fair way to equally assess all in Flathead County for funding assistance to the 911 Emergency Center. He said this same resolution is in front of Kalispell and Columbia Falls as well as Whitefish tonight.

4) COMMUNICATIONS FROM VOLUNTEER BOARDS - None

5) CONSENT AGENDA (The consent agenda is a means of expediting routine matters that require the Council's action. Debate does not typically occur on consent agenda items. Any member of the Council may remove any item for debate. Such items will typically be debated and acted upon prior to proceeding to the rest of the agenda. Ordinances require 4 votes for passage – Section 1-6-2 (E)(3) WCC)

a) Minutes from the March 2, 2015 City Council regular session (p. 24)

b) Consideration of approving application from Cory Izett on behalf of Suiter Living Trust for Whitefish Lake Lakeshore Permit (#WLP-15-W04) at 2440 Birch Glen Road to replace an existing dock with a new Knight dock – the two existing shore stations with canopies will remain, subject to 11 conditions (p. 39)

Councilor Frandsen made a motion, second by Councilor Sweeney, to approve the Consent Agenda as presented. The motion passed unanimously.

6) PUBLIC HEARINGS (Items will be considered for action after public hearings) (Resolution No. 07-33 establishes a 30 minute time limit for applicant's land use presentations. Ordinances require 4 votes for passage – Section 1-6-2 (E)(3) WCC))

a) Ordinance No. 15-04; An Ordinance approving the Whitefish Crossing fka Deer Tracks Residences Planned Unit Development to develop a 60-unit apartment project on one parcel comprising approximately 4.493 acres of land to become a part of 6348 Highway 93 South, Whitefish (continuation of public hearing from November 3, 2014 and March 2, 2015) (WPUD 14-04) (First Reading) (p.62) (CD 8:58)

Senior Planner Compton-Ring gave the staff analysis of the February 24, 2015 submittal from the developers of this project. She said the zone change the Council approved for this project last November is now in effect. These latest plans moves the residential units and parking to the easterly portion of the property in a "cluster" development and leaves an open space on the westerly portion. With this revised plan the project is requesting on-street parking and an increased zoning deviation to the off-street parking requirement. In addition, and according to regulations, the Open Space must be "usable open space" and their proposal on the Open Space is not completed. Staff recommends Council considers amending the findings and possibly adding conditions of approval to address these issues. The Planning Staff met with the Public Works and Fire Departments in their review of the February 24, 2015 submittal, and have recommendations for Council's action regarding the developer's request to not have to maintain the public road to a time that Baker Avenue is extended past this property. Staff's recommendations addressing the approval of the February 24, 2015 development plan are on packet pages 69-72.

Mayor Muhlfeld opened the public hearing.

Sean Averill, Montana Development Group, spoke on the project saying again the February 24, 2015 submittal was the compromise they worked out with the neighbors in the Park Knoll subdivision; essentially moving the 5 residential buildings and 4 parking lots to the easterly portion of the project and utilizing parking on one side of the public street to help meet the parking requirements. The buildings each have dedicated carports. The road built within the project will be dedicated to the City and the developers feel it is appropriate the City will take over road maintenance with that dedication. The developers also propose that road be built only as needed for the subdivision, they would like to keep it short, save a few trees and not build it to the west boundary of their subdivision. He referred to the materials that Mayre Flowers had submitted to the Council today on the idea of changing the standards of parking requirements for projects with affordable housing which he thought had merit. Their current

proposal has two parking spaces per residential unit (total 120 spaces), instead of the required 2.3 according to City Standards. The Council had a few questions for Sean.

Mayre Flowers, representing Citizens for a Better Flathead, 35 4th Street West in Kalispell, discussed her materials that she had submitted today to the Council (appended to packet), that included information for a Parking Management Strategy from the Victoria Transport Policy Institute that she thought could be incorporated with this project. She also suggested the development should include a bus stop and bike facilities and recycling services. She disagreed with staff's recommendation regarding blending of zoning densities, but agreed with staff recommendations regarding the review of the open space, and staff recommendations regarding street construction and maintenance. She said the City should go beyond Traffic Studies and implement standards for development in major and/or other transportation corridors. She concluded her comments stating Council findings should support Council actions.

Don Spivey, 117 Park Knoll Lane, said there is a sewer line from the cleaners that goes west to the west boundary of this project, then north and connects to Baker Avenue.

Mayor Muhlfeld closed the public hearing and turned it over to Council for their consideration.

Councilor Frandsen made a motion, second by Councilor Sweeney, to approve Ordinance No. 15-04; An Ordinance approving the Whitefish Crossing fka Deer Tracks Residences Planned Unit Development to develop a 60-unit apartment project on one parcel comprising approximately 4.493 acres of land to become a part of 6348 Highway 93 South, Whitefish, Staff Report WPUD 14-04 (First Reading).

Councilor Feury made an amendment, second by Councilor Sweeney, to approve a zoning deviation to the Off-Street Parking Standards and allow two (2) parking spaces per unit including proposed on-street parking. Councilor Feury acknowledged that the report submitted today by Mayre Flowers of Citizen's for a Better Flathead may have merit but it was a lot of material, submitted after packet deadlines, and did not have staff review. **The amendment passed unanimously.**

Councilor Feury made an amendment, second by Councilor Hildner, to add Condition of Approval #16 and amending Finding #4 to read: "An overall open space and landscaping plan shall be submitted with the first building permit. Such plan shall demonstrate that it meets the usability requirement within the city regulations. The amendment passed unanimously.

Councilor Hildner made an amendment, second by Councilor Barberis, to amend Conditions of Approval #12 and #13 as recommended in the packet to read:

#12. A 60-foot right-of-way in a location identified by the Public Works Director shall be installed and dedicated to the western edge of the property, to the City of Whitefish prior to submitting a building permit application within Phase 1.

#13. A paved temporary cull de sac shall be constructed within the Baker Avenue extension right of way.

(The Staff Report notes that if the applicant does not want to construct the new street as amended in #13, the City will not maintain the street until it connects to the Baker Avenue extension). Council held discussion on this amendment.

The amendment passed unanimously.

The Mayor, Council and staff discussed Finding #1 regarding blending zoning densities.

Councilor Sweeney made an amendment, second by Councilor Feury, to amend Finding #1, as recommended by staff on packet page 93. Councilor Sweeney amended his amendment to use language from the submittal from Citizen's for a Better Flathead, for Finding #1 to read: "The proposed use and development standards are being met with the proposal both through an increased density on the WB-2 portion of the property and the inclusion of 6 affordable housing units." The second of the amendment agreed with the change. The amendment, as amended, passed unanimously.

Councilor Hildner made an amendment, second by Councilor Barberis, to add Condition of Approval #17 to read: "A bus shelter shall be installed within the development." The amendment passed unanimously.

Councilor Hildner made an amendment, second by Councilor Frandsen, to add Condition of Approval #18 to read: "To require recycling facilities within the development. A plan for such facilities shall be reviewed and approved prior to submitting a building permit for Phase 1." The amendment passed unanimously.

The vote on the original motion to approve the first reading of Ordinance 15-04 on a Planned Unit Development for Whitefish Crossing, as amended and now subject to eighteen (18) Conditions of Approval, passed unanimously.

Councilor Hildner requested a personal privilege to recognize a former student of his who is an engineer on this project, Brett Walcheck.

b) Consideration of an application for a Conditional Use Permit from Whitefish Theatre Company for an expansion to the I.A. O'Shaughnessy Performing Arts Center at 1 Central Avenue (WCUP 15-02) (p. 199) (CD 1:06:44)

Planner II Minnich gave the staff report saying that staff and the Planning Board both recommend approval of this expansion and front entrance remodel at the O'Shaughnessy Performing Arts Center (O'Shaughnessy Center), subject to seven (7) Conditions of Approval. The new addition will include a multi-purpose room, conference room, waiting area, bathrooms, and storage. The entryway remodel adds 335 square feet. Planner Minnich reviewed the seven Conditions of Approval and the required criteria for consideration of a conditional use permit.

Mayor Muhlfeld opened the public hearing.

Gayle MacLaren, Managing Director of the Whitefish Theatre Company, said they were here earlier and got approval for this expansion on the south side of their building but found the cost to move

utilities was about $100,000; so they revised their plans to add to the northwest corner of their building which was also approved by Council. Then, upon having their project reviewed by the Architectural Review Committee they found out their expansion took them to the threshold that requires a conditional use permit. They have received a $250,000 grant that they will raise money to match and proceed with the project, hopefully getting started this summer. To answer a question from Council, the conference room will hold 24 to 30 people and will be open for public use.

Ross Anderson, project architect, was in attendance but did not have anything to add.

Mayor Muhlfeld closed the public hearing and turned it over to Council for their consideration.

Councilor Hildner made a motion, second by Councilor Frandsen, to approve the request for a Conditional Use Permit from Whitefish Theatre Company for an expansion to the I.A. O'Shaughnessy Performing Arts Center at 1 Central Avenue, Staff Report WCUP 15-02, subject to seven (7) Conditions of Approval. The motion passed unanimously.

c) Consideration of an application for a Conditional Use Permit from C.J. Fullhouse LLC for a guest house at 1199 West 7th Street (WCUP 15-01) (p. 233) (CD 1:13:36)

Planner Minnich gave the staff report, explaining that the guest house will be built in the 2nd story of the existing barn, over a garage and barn space below. The owners are currently building a new home on the property as well. Planner Minnich reviewed the nine (9) Conditions of Approval as recommended by staff and the required criteria for consideration of a conditional use permit. The Planning Board held their public hearing and after considering both written and verbal public comments have recommended approval subject to eleven (11) Conditions of Approval and amending Finding #7 regarding historic landscaping and hedgerows that have been damaged by the new construction on this property.

Mayor Muhlfeld opened the public hearing.

Phil Mitchell, 1450 W. Lakeshore Drive and owner's representative, addressed the Council, saying the owner concurred with the staff report and conditions of approval. Some vegetation was cut down to repair the fence so horses could be kept again on the property and the owner is willing to replant that. He said the owner has been trying to work with the neighbors, some are against the change of the historical use of what used to be just a barn and horse pasture. Mr. Mitchell had checked with Virgil Bench, Building Official, who said when the minor plumbing issues are addressed, the project will be in compliance with the Building Department. A circular drive for the home and a three-point turn at the barn will be constructed to meet Fire Department standards.

Ken Meckel, 1129 W. 7th Street, is a neighbor to this project. He said the project was started and well into progress before the neighbors became aware of it; otherwise the vegetation issue could have been addressed earlier. He said damage had been done to 35 to 40-year old vegetation that was 12 to 15' high. He said he was a little surprised at the requirement of only paving the first 80 feet of the gravel driveway because of the community's concerns with air quality. He said otherwise, he didn't have any other problems overall with the project.

Martin Miller, lives at 822 Boulder Lane, which is adjacent and to the south of this project. He seconded Ken Meckel's remarks that this approval process should have happened before the project was built, but since this is after the fact, he hopes the applicant will restore the hedgerow and work with the neighbors.

Mayor Muhlfeld closed the public hearing and turned it over to Council for their consideration, and there was discussion among Council and Staff.

Councilor Sweeney made a motion, second by Councilor Hildner, to approve a Conditional Use Permit from C.J. Fullhouse LLC for a guest house at 1199 West 7th Street, subject to the eleven (11) Conditions of Approval, amending Condition #10 to read: "The applicant shall restore and maintain the mature hedgerow along the eastern and southern property boundary lines for the life of the project," and amended Finding of Fact #7 as recommended and approved by the Planning Board and contained in the Staff Report WCUP 15-01. Following more discussion among Council, the motion passed unanimously.

d) Resolution No. 15-05; A Resolution of Intention indicating its intention to adopt amendments to the Whitefish Downtown Business District Master Plan as an amendment to the 2007 Whitefish City-County Master Plan (2007 Growth Policy) (p. 275) (CD 1:33:04)

Planner Compton-Ring said consultants Crandall-Arambula will be giving a presentation.

Don Arambula noted the Council had a work session earlier this evening on this project, and he said he would give a quick summary at this time. The original Whitefish Downtown Business District Plan was adopted in 2006; most things in that plan have been implemented, and this 10-year update has been in the process for several years. He said there are 5 pieces to this update; (1) Transportation Framework, (2) Implementation Framework, (3) Executive Summary, (4) City Hall Design Analysis, and (5) Master Plan Document, along with a series of public meetings and meetings with committees of the community. Don Arambula highlighted the Fundamental Concept, page 10 in the Update; Capacity Diagram, page 12; Transportation Framework described starting on page 14 with specific details to downtown streets starting on page 26; Shopping Loop, pages 14-15 with street details on pages 32-35; Whitefish Promenade, pages 38-51, connecting downtown over an enhanced viaduct to retail on the north side of the viaduct. Land Use Framework summary, Retail Framework, and expansion of the Shopping Loop Retail starts, see pages 56 – 65. Implementation Framework; (1) Adopt Plan, (2) Distribute Plan, (3) Initiate 5-Year Project immediately to establish plan momentum, pages 80-83, with 7 key actions: (1) Action Plan, (2) Update Zoning Ordinance, (3) Update Architectural Review Standards, (4) City Hall Planning Structure Storefront Retail Tenant Recruitment, (5) Whitefish Promenade – North Segment, (6) Railway District – Retail Anchor Projects, (7) Central Avenue South – Retail Anchor Projects, pages 83-85. Don Arambula called out Long-term Projects. Whitefish Promenade – South Segment (down to the Mall), Whitefish Promenade Underpass, and from the 2006 Plan, the Second & Spokane Street Parking Structure; page 86.

Questions from Council: Hildner – relationship of this to Pedestrian/Bicycle Plan update; Don Arambula said you take care of the city core first, subsequent plans radiate out from this plan. George Crandall commented that 'protected bikeway concepts' are key.

Councilor Feury – typo on page 44, 4th bullet refers to First and Baker, he thinks it should be First and Spokane. Don Arambula said they have also caught a number of other typos that will be corrected in the final plan.

Mayor Muhlfeld, page 16 of the Plan. The Mayor thought the definitions of Retail and Commercial should be clarified. Don Arambula said it is confusing, and that is why they are recommending a zoning ordinance update, and he also said they could clarify some of the language on this page. Mayor Muhlfeld said on page 13, can a "P" be added to the southeast corner of 3rd and Baker; and on page 59 where Storefront Retail Frontage is indicated – the south 3rd of the block on E. 2nd Street between Baker and Lupfer Avenues does currently have storefront commercial and retail frontage not noted on the map. Don Arambula said no, because their red line indicates exclusively retail with no interruptions of commercial and he said that block includes a bank – which is not retail. George Crandall said this map indicates the continuous retail string – the consultants agreed that it is a fine line.

Councilor Frandsen said on page 61, the existing retail on the west side of that block is not shown.

Mayor Muhlfeld asked if on page 62, should the retail at the northwest corner of the new parking structure be called out? The consultants said this diagram is more a Massing Diagram – not a land use diagram. They said what the Mayor is talking about is better shown on the diagram on page 61.

Mayor Muhlfeld asked how their talks went with the Montana Department of Transportation (MDOT) regarding the tradeoff of traffic from Spokane Avenue to Baker Avenue. Don Arambula said he didn't think they agreed that it was in line with their priorities, but they do recognize the historical character of the corridor. George Crandall said that is why it is important for the City to establish their vision in an adopted Master Plan, it gives them a place to start; and Don Arambula said he felt MDOT has a policy giving cities a prerogative of what a state highway looks like through their downtown core.

Councilor Hildner asked, and noted it was outside the plan, but where do we go at the point this plan ends at the Baker Bridge over the Whitefish River, and the continuing south on Baker. Don Arambula said it is a missing link. The State will redesign that bridge; then plans need to be put together for Baker Avenue south of that.

Mayor Muhlfeld opened the public hearing.

Ian Collins, 898 Blue Herron Drive, spoke regarding his wish for more parking on Railway Street in the block by Depot Park, he felt that was too valuable to lose needed parking because of the design for the Whitefish Promenade.

Rhonda Fitzgerald, 412 Lupfer Avenue, said most of the visions of the 2006 Plan have been accomplished; and with this update there are new visions to accomplish. She thought it is exciting and said Whitefish is a lucky community, and she thanked the Mayor and Council and Crandall Arambula for working on this arduous project. For Council's information, she said that in MDT's plans, the Baker Street Bridge is a top priority, followed by reconstruction of Baker Avenue to the south – she said it will be done in phases and will be time consuming.

Mayre Flowers, representing Citizens for a Better Flathead, 35 4th Street West in Kalispell, commended the Council and all who worked on this update for keeping it front and center; it is an incredible long-term vision. She supports the recommendations to update zoning and design standards; she said that is long overdue and critical to the success of this new plan. She noted that on page 74 of the Plan, addressing Lodging, includes a bullet point about on-site parking, plus valet-serviced parking allowed off-site. She thought that was too open-ended and not appropriate for the downtown core. She agreed with the discussion during the work session as well as the public comment during tonight's public hearing regarding trying to find additional parking along Railway Street by the park.

Rebecca Norton, 530 Scott Avenue, said she likes the vision of the update. She said she has some concern about losing parking in front of her office which is located on Spokane Avenue between 4th and 5th. She really likes the idea of the protected bikeway to the mall; it is needed. She said the City should take the opportunity to buy properties, even if they are small, for parking and access to our parks and the river.

Mayor Muhlfeld closed the public hearing and turned it over to Council for their consideration.

Councilor Frandsen made a motion, second by Councilor Feury, to adopt Resolution No. 15-05; A Resolution of Intention indicating its intention to adopt amendments to the Whitefish Downtown Business District Master Plan as an amendment to the 2007 Whitefish City-County Master Plan (2007 Growth Policy)

Councilor Frandsen said several small edits had been noted earlier and she had one to add; pages 61 and 62 identify two anchors at the north end of Baker – a boutique hotel and a retail anchor. The current retail anchor has voiced concern that it shows moving his business across the street; and it has been discussed that either of those could be on either side of the street and she would like that noted in the plan. She agreed that the parking on Railway Street by the park should be reviewed, working of course with the Park Board in their Master Plan update for the park.

Councilor Hildner said page 50 in the Plan shows a new crosswalk on the viaduct to connect the two paths from the east and west of the viaduct; and he is concerned that it stops bike traffic going uphill which might cause difficulties. George Crandall said people will want to cross there so they should be provided with a safe way to do it.

Mayor Muhlfeld said he has concern of the designation for multi-family residential in the southwest neighborhood as shown on page 77 of the Plan. He said that does coincide with the underlying zoning, but in the original plan that was shown as single family residential, which is the current character of that neighborhood; his concern is the encroachment of apartment buildings, duplexes and townhomes into our traditional single family neighborhoods. The Mayor asked the consultants about the best way to address that issue if it isn't in this plan. George Crandall said they had been in a meeting during the afternoon and talked about this same issue, because it could become a downzoning issue. With proper design standards in place a duplex could be designed to fit right into the neighborhood and be fine and wouldn't devalue the area. It is a concern they have had as well, but it can't be solved in this Master Plan, other than to say it has to be looked at. It has to be dealt with by zoning/design guidelines. Don Arambula said that review is addressed in the text in the Land Use Framework; and they can transfer that to other parts of the document as well.

Councilor Sweeney commented on the parking versus the promenade design by the park on Railway Street that has come up in the conversations, and he discussed the options with the consultants. Councilor Sweeney said the Park Board is very concerned about loss of trees in the park, and also preserving the park ground as a soft space and not hardscape. So while he knows the comments about the need for more parking has value, there are complications there to be carefully considered. Councilor Feury said it is his understanding that this plan includes at least two options/alternatives for future consideration and that by adopting this plan the Council is not making that final decision at this time regarding the promenade and parking plans. It is his hope this area will be given much more review and consideration, and that those options are included in the plan; which the consultants said they would be.

Councilor Sweeney said he liked the concept presented in the plan for the viaduct to be a place rather than just for transit with 'gateway' landscaping, but he didn't think a tree in a planter would survive northwest Montana winters. The consultants said probably there are tree species that would survive; the point is there needs to be trees or shrubs, some sort of landscape separation from traffic other than a concrete barrier. They have received a lot of support for this concept and are not sure of the final outcome – but it needs to be some kind of landscaping.

City Manager Stearns said following the approval of a resolution of intent to adopt this update, the Council's next step in the procedure is final adoption and asked the consultants if their final draft would be ready by the April 6th meeting and the consultants said it would be ready.

The motion to adopt Resolution 15-05 was approved unanimously.

7) COMMUNICATIONS FROM PARKS AND RECREATION DIRECTOR

a) Ordinance No. 15-05; An Ordinance amending Whitefish City Code Section 2, Chapters 1, 6, 7, 8, and 11, to provide subcommittees, revise the Weed Control Advisory Board as a volunteer Weed Education Outreach Committee, and authorize members, who reside within the School District #44 area, for advisory committees to the Board of Park Commissioners (First Reading) (p. 455) (CD 2:36:53)

Park and Recreation Director Butts said the Ordinance has been reviewed and approved by the Park Board, requiring that the membership of the subcommittees under the Park Board including the Ice Rink Advisory Committee, the Tree Advisory Committee, the Pedestrian and Bicycle Path Advisory Committee, and the Whitefish Trail Operations Committee reside within the Whitefish High School District boundary. The Ordinance also directs each committee listed above as well as the WAG Board and the Weed Control Advisory Committee regarding agendas and meeting minutes. And the Ordinance renames the Weed Control Advisory Committee to the Weed Education Outreach Committee. Director Butts said the Weed Control Advisory Committee will meet one more time to address the revision of the Weed Management Plan. The Ordinance also sets out an application retention period for the Park Board's subcommittees.

Councilor Feury made a motion, second by Councilor Sweeney, to approve Ordinance No. 15-05; An Ordinance amending Whitefish City Code Section 2, Chapters 1, 6, 7, 8, and 11, to provide subcommittees, revise the Weed Control Advisory Board as a volunteer Weed Education Outreach Committee, and authorize members, who reside within the School District #44 area, for

advisory committees to the Board of Park Commissioners on its First Reading. The motion passed unanimously.

8) COMMUNICATIONS FROM PLANNING AND BUILDING DIRECTOR

a) Consideration of approving an application from Kurt Vomfell of Terra Designworks, LLC on behalf of Kimberly Garth and Trina Tymko for Whitefish Lake Lakeshore Variance (#WLV-15-W05) at 1722 West Lakeshore Drive for a standard permit for the placement of riprap and a new dock, in conjunction with a minor variance request for a metal stairway with a portion located higher than 2 feet above grade and the proposed diameter of the rock utilized for the riprap subject to 31 conditions (p. 466) (CD 2:42:16)

Planner Minnich gave the staff report, explaining the standard permit and variance requests. Staff finds the applicant meets the criteria for a variance and recommends the City Council approves the requested Minor Variance and lakeshore construction permit subject to thirty-one (31) Conditions of Approval. The Mayor, Council and Staff discussed and clarified Conditions #7, #8, and #20 and the rip rap.

Councilor Sweeney made a motion, second by Councilor Frandsen, to approve Whitefish Lakeshore Permit #WLV-15-W05 for Kimberly Garth & Trina Tymko at 1722 W. Lakeshore Drive. The motion passed unanimously.

9) COMMUNICATIONS FROM CITY MANAGER

a) Written report enclosed with the packet. Questions from Mayor or Council? (p. 490) – None.

b) Other items arising between March 11th and March 16th (CD 2:59:00)

City Manager Stearns said he was invited and attended the most recent Government Study Commission meeting. He gave them his recommendations regarding some housekeeping changes to the Charter. He'll send his recommendations out to the Council. He also attended the Department of Environmental Quality's (DEQ) public meeting last week. DEQ hosted this public meeting to give their update on the BN Whitefish State Superfund Facility; reporting on their recently completed work and gave an overview of the Whitefish River cleanup. They plan to begin their Human Health Risk Assessment this year, have a feasibility plan prepared by 2016 and approved by 2017 and then be ready to start construction and remediation and completion of the cleanup. The twelve to fifteen members of the public that attended the session seemed to be pleased with the reports.

c) Resolution No. 15-06; A Resolution in support of establishing a countywide 911 Special District within Flathead County through Resolution of the Flathead County Commissioners in accordance with Montana State Law at MCA § 7-11-1003 providing to the County the authorization to create Special Districts (p. 509) (CD 3:01:03)

Manager Stearns said the final copy of this resolution prepared for signatures tonight has the word "construction" correctly spelled and "Whitefish" is filled in on the blank on the second page. Manager Stearns reviewed the staff report, going over this history of this proposal. Last year a proposed creation of this 911 Special District, which was supported by Whitefish, Kalispell, Columbia Falls and Flathead County, narrowly failed (by a margin of 10 votes) during a special election that was held in November 2014. The

operations and maintenance (O and M) budget for the 911 Emergency Center is funded through City and Countywide taxes, but city residents get taxed twice because they are subject to both the County's and each City's levies that they live in. In addition, funding for capital improvements has never been established. A funding committee was created to address the current inequities of the O and M budget as well as a capital improvement budget. The Funding Committee maintains the opinion and recommendation that the special district methodology proposed by Flathead County in the 2014 ballot measure is a fundamentally more equitable system of funding the operations, maintenance, and capital replacement of the consolidated 911 system; and also to provide funding for future facilities and equipment replacement not currently funded. To raise these funds, the "District" would assess a flat fee of $25.00/year per residential unit and $50/year per commercial unit – up to a maximum of 30 commercial units. By approving this resolution, the City Council shows their support for the creation of the Special District. This same resolution is being considered by the other City Councils in Kalispell and Columbia Falls.

Councilor Barberis made a motion, second by Councilor Frandsen, to approve Resolution No. 15-06; A Resolution in support of establishing a countywide 911 Special District within Flathead County through Resolution of the Flathead County Commissioners in accordance with Montana State Law at MCA § 7-11-1003 providing to the County the authorization to create Special Districts, with corrections by staff as noted. The motion passed unanimously.

10) COMMUNICATIONS FROM MAYOR AND CITY COUNCILORS

a) Email from Kellie Harnar regarding a request for flashing crosswalk signs at Wisconsin Avenue and Woodside Lane and Colorado Avenue and East Edgewood (p. 522) (CD 3:08:15)

Interim Public Works Director Hilding said she is working with Kellie Harner on her requests for flashing crosswalk signs. The City will be putting up the middle-of-the-street crosswalk sign at the intersection of Edgewood & Colorado as was done last year; it seemed to benefit that intersection. The other site will be for the Montana Department of Transportation consideration. Manager Stearns commented that there can be a saturation of lighted crosswalks so that they become too commonplace to be noticed by vehicular traffic. Interim Director Hilding said they will also look at this issue in their Pedestrian/Bicycle Master Plan update and address it city-wide instead of on a case by case basis.

b) Consideration of doing mail ballots versus polling places for 2015 Mayor and City Council elections (p. 525) (CD 3:12:13)

Councilor Sweeney made a motion, second by Councilor Frandsen, to conduct the 2015 elections by mail. The motion passed unanimously.

c) Email and memo from Mayre Flowers regarding a "Buy Local Campaign" (p. 535) – No comments.

Council Comments:

Councilor Feury said he was sure Director Butts was aware of this and he has talked some with Steve Lull about it, he feels that by next year better management of the runoff at the Wag Dog Park needs to be addressed. He knows that some on the Wag Board and a member or two on the Park Board

are aware of this. He said it would help a lot if dog owners would pick up after their dogs and dispose of it properly, as provided for in the Park.

Councilor Hildner said he also attended the DEQ diesel plume update last Thursday, and he has requested that BN's water from their outfalls be tested, their surface water that comes off during rain events. He is following up with Jessica Smith on that.

Councilor Barberis said thanks to the Planning Department and all staff for the quick turn-around in their review of the February 24, 2015 development plan submitted for Whitefish Crossing.

11) ADJOURNMENT (Resolution 08-10 establishes 11:00 p.m. as end of meeting unless extended to 11:30 by majority)

Mayor Muhlfeld adjourned the meeting at 10:35 p.m. (CD 3:15:22)

_____
Mayor John M. Muhlfeld

Attest:

_____
Necile Lorang, Whitefish City Clerk

ORDINANCE NO. 15-04

An Ordinance of the City Council of the City of Whitefish, Montana, approving the Whitefish Crossing, fka Deer Tracks Residences Planning Unit Development, to develop a 60-unit apartment project on one parcel comprising approximately 4.493 acres of land to become a part of 6348 Highway 93 South, Whitefish.

WHEREAS, Jeff Badelt and Sean Averill of Montana Development Group (Applicant), applied to the Whitefish Planning & Building Department for a Planned Unit Development (PUD) overlay to develop 4.493 acres into a 60-unit apartment project in five buildings (12 units per building), on the real property to become a part of 6348 Highway 93 South, and described as Lot 2 of Dear Tracs Subdivision and Tract 3ABM-100 in Section 1, Township 30 North, Range 22 West, P.M.M., Flathead County, Montana; and

WHEREAS, in response to such application for PUD, the Whitefish Planning & Building Department prepared Staff Report WPUD 14-04, dated October 9, 2014, which reviewed and analyzed the proposed PUD, deviations to the zoning standards regarding building height standards and on-site parking, and recommended the proposed PUD and deviations to zoning be approved, subject to 16 conditions of approval; and

WHEREAS, following adjacent landowner notice, at a lawfully noticed public hearing on October 16, 2014, the Whitefish Planning Board considered the proposed PUD and staff report, received public input, and thereafter recommended approval of the PUD, subject to 15 conditions of approval, as amended and attached as Exhibit "A"; and

WHEREAS, the public hearing scheduled before the City Council on November 3, 2014, was postponed due to an appeal filed by the Park Knoll Homeowners' Association to the Whitefish Board of Adjustment that imposed a stay of all proceedings by MCA §67-2-326, concerning the Zoning Administrator's interpretation of WCC §11-2S, WPUD Planned Unit Development District, upon which the land use permit was submitted to allow the blending of uses and densities across a single lot with two zoning districts through a rezone to the PUD zoning overlay district; and

WHEREAS, the stay remained in place until the Park Knoll Homeowners' Association withdrew its appeal on February 17, 2015; and

WHEREAS, at a lawfully noticed public hearing on March 2, 2015, the Whitefish City Council received Staff Report WPUD 14-04 and an oral report from Planning Staff, received public input, discussed the staff report, proposed findings of fact, deviations to the zoning standards regarding building height standards and on-site parking, subject to 15 conditions of approval in favor of the PUD, the Planning Board's recommendation of approval of the PUD, the zoning deviations and amended conditions of approval, invited public comment, and following discussion, continued the public hearing until the March 16, 2015 City Council meeting, in order for Planning Staff to review the revised site plan submitted on February 24, 2015; and

WHEREAS, at a lawfully noticed public hearing on March 16, 2015, the Whitefish City Council reviewed Staff Report WPUD 14-04, and letter of transmittal dated March 10, 2015, received an oral report from Planning Staff, and invited public comment; and

WHEREAS, it will be in the best interests of the City of Whitefish, and its inhabitants, to approve the PUD, Staff Report WPUD 14-04, and two deviations to zoning, subject to the 18 conditions of approval, attached as Exhibit "A", and adopt the Findings of Fact, as amended.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Whitefish, Montana, as follows:

Section 1: All of the recitals set forth above are adopted as Findings of Fact.

Section 2: The City Council hereby approves the Whitefish Crossing (fka Deer Tracks Residences) Planned Unit Development, and two zoning deviations, subject to 18 conditions of approval, shown on Exhibit "A", Staff Report WPUD 14-04, and adopts the Findings of Fact, as amended.

Section 3: The City Council hereby approves the requested Whitefish Crossing Planned Unit Development to overlay the real property identified as Lot 2 of Dear Tracs and Tract 3ABM-100 in Section 1, Township 30 North, Range 22 West, to develop 4.493 acres into a 60-unit apartment project, subject to the conditions of approval, shown on Exhibit "A".

Section 4: The official zoning map of the City of Whitefish, Montana, be amended, altered and changed to provide that the real property identified as Lot 2 of Dear Tracs and Tract 3ABM-100 in Section 1, Township 30 North, Range 22 West, P.M.M., Flathead County, Montana, shall have a Planned Unit Development Overlay, which shall modify the requirements of the underlying WLR (One-Family Limited Residential District) and WB-2 (Secondary Business District) zones and shall be subject to all of the requirements shown on Exhibit "A".

Section 5: The Zoning Administrator is hereby authorized and directed to amend the official zoning map to conform to the terms of this Ordinance.

Section 6: In the event any word, phrase, clause, sentence, paragraph, section or other part of the Ordinance set forth herein is held invalid by a court of competent jurisdiction, such judgment shall affect only that part held invalid, and the remaining provisions thereof shall continue in full force and effect.

Section 7: This Ordinance shall take effect thirty (30) days after its adoption by the City Council of the City of Whitefish, Montana, and signing by the Mayor thereof.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF WHITEFISH, MONTANA, THIS _____ DAY OF _____, 2015.

_____
John M. Muhlfeld, Mayor

ATTEST:

_____
Necile Lorang, City Clerk

Exhibit "A"
WHITEFISH CROSSING
WPUD 14-04
Approved Zoning Deviation and
Conditions of Approval

Zoning Deviation:

- **Building Height Standards.** A maximum of 39' 6".
- **Off-Street Parking Standards.** Two (2) parking spaces per unit including proposed on-street parking.

1. Except as amended by these conditions, the development of the planned unit development shall be in substantial conformance with the approved site plan and elevations that govern the general location of buildings, landscaping, building height and improvements and labeled as "approved plans" by the City Council.

2. Prior to any ground disturbing activities, a plan shall be submitted for review and approval by the City of Whitefish Planning Department. The plan shall include, but may not necessarily be limited to, the following:
   - Dust abatement and control of fugitive dust.
   - Hours of construction activity.
   - Noise abatement.
   - Control of erosion and siltation.
   - Routing for heavy equipment, hauling, and employees, including signage to direct equipment and workers.
   - Construction office siting, staging areas for material and vehicles, and employee parking.
   - Measures to prevent soil and construction debris from being tracked onto public road, including procedures remove soil and construction debris from road as necessary.
   - Detours of vehicular, pedestrian, and bicycle traffic as necessary.
   - Notation of any street closures or need to work in public right-of-way. (Engineering Standards, Appendix K)

3. Prior to any construction, excavation, grading or other terrain disturbance, plans for all on and off-site infrastructure shall be submitted to and approved by the Whitefish Public Works Department. The improvements (water, sewer, roads, street lights, sidewalks, etc.) within the development shall be designed and constructed by a licensed engineer and in accordance with the City of Whitefish's design and construction standards. The Public Works Director shall approve the design prior to construction. Plans for grading, drainage, utilities, sidewalks and other improvements shall be submitted as a package and reviewed concurrently. No individual improvement designs shall be accepted by Public Works. (Engineering Standards, Chapter 1)

4. The site and building shall meet all Fire Department standards for hydrants, access and the building itself. (IFC) All buildings shall meet Fire Department standards include sprinkling, FDC, alarm panels and utility controls located in close proximity to each building. (IFC)

5. Prior to the first phase, a snow storage plan shall be submitted to the Public Works Department for review and approval. Such plan shall ensure storage does not impede emergency access and it is not located within storm water facilities. (Engineering Standards, Chapter 5)

6. All areas disturbed because of road and utility construction shall be re-seeded as soon as practical to inhibit erosion and spread of noxious weeds. (Engineering Standards, Chapter 7)

7. Refuse disposal areas shall be reviewed and approved by the Public Works Department and North Valley Refuse. (Engineering Standards)

8. A new approach permit shall be obtained from Montana Department of Transportation. Road plans shall be submitted to MDT for review and approval – this shall also include the drainage plan. The southern entrance into the dry cleaner shall be eliminated. (Finding 8)

9. Architectural review and approval shall be obtained prior to submitting an application for a building permit. (§11-3-3B) Strict adherence to §6.6.2., variation to multiple multi-family buildings, shall be met.

10. Due to similarities to other project names, this project shall be assigned a new project name prior to any other submittals to the City.

11. A maximum of two (2) affordable apartments shall be designated per building for a total of six (6) apartments. Apartments shall have a variety of number of bedrooms and location to serve the greatest variety of clients. The Whitefish Housing Authority will manage the apartments to ensure long-term affordability. This management agreement shall be submitted to the Planning Department prior to submitting a building permit application within Phase 1.

12. A 60-foot right-of-way in a location identified by the Public Works Director shall be installed to the western edge of the property and dedicated to the City of Whitefish prior to submitting a building permit application within Phase 1.

13. A paved temporary cul de sac shall be constructed within the Baker Avenue extension right-of-way.

14. Prior to submitting applications for building permits for each phase, a report showing how conditions of approval have been met for each phase shall be submitted to the Planning Department for review and approval and it shall include:
    - Architectural Review approval for all buildings within the phase
    - Location and design for secure bicycle parking for each building shall be reviewed and approved.
    - Detailed landscaping plan and pedestrian connection plan
    - Tree removal phasing – no tree removal shall occur in any phase until the tree removal plan is approved. All healthy long-term trees outside building envelopes, parking and vehicular access shall be retained.

- Review of approved open space plan.
- Infrastructure within each phase shall be fully capable of supporting the development within the phase. Roads shall meet the Fire Department emergency access requirements.
- Emergency access shall be approved for each building pursuant to the IFC. This includes physical access to within 150-feet of all corners of the building, FDC on each building, Knox box, no parking, and snow plowing.
- Infrastructure, including streets, water, sewer, hydrants and drainage, for each phase shall be installed and operational prior to the submittal of a building permit. Financial security for other infrastructure/improvements yet to be installed may be approved in order to obtain a building permit.
- All easements associated with the phase shall be recorded and submitted to the City.
- No more than two years shall lapse between phases.

15. This approval is valid for 3-years from the date of City Council approval. (§11-2S-9C)

16. An overall open space and landscaping plan shall be submitted with the first building permit. Such plan shall demonstrate that it meets the usability requirement within the city regulations. (Finding #4, Whitefish City Council, 3-16-15)

17. A bus shelter shall be installed within the development. (Whitefish City Council, 3-16-15)

18. To require recycling facilities within the development. A plan for such facilities shall be reviewed and approved prior to submitting a building permit for Phase 1. (Whitefish City Council, 3-16-15)

ORDINANCE NO. 15-05

An Ordinance of the City Council of the City of Whitefish, Montana, amending Whitefish City Code Section 2, Chapters 1, 6, 7, 8, and 11, to provide subcommittees, revise the Weed Control Advisory Board as a volunteer Weed Education Outreach Committee, and authorize members, who reside within the School District #44 area, for advisory committees to the Board of Park Commissioners.

WHEREAS, in 1901 the state of Montana authorized cities to create by ordinance a board of park commissioners in 1901; and

WHEREAS, in 1916, the City Council established the City Board of Park Commissioners by Ordinance No. 117, and declared that the City's parks and public places now in existence or hereafter established within the City are under the direction and control of the Board of Park Commissioners in accordance with the Ordinances of the City and the laws of the State; and

WHEREAS, Article II, Section 2.02, Paragraph 12 of the City Charter directs the City Council to create and establish a Board of Park Commissioners pursuant to and subject to state law; and

WHEREAS, the Board of Park Commissioners may acquire property and expend park funds for the operation of public recreation programs, athletic fields and civic stadiums and may levy taxes and incur debt for cultural, social and recreational facilities and programs by MCA §§7-16-4103 through 7-16-4114; and

WHEREAS, municipalities are empowered under state law to establish, alter and maintain parks and to provide for planting and protection of trees pursuant to MCA §§7-16-4101 and 7-16-4102; and

WHEREAS, the Board of Park Commissioners has broad powers and duties to manage and control all parks belonging to the City, including trees and plants located in City parks, streets, avenues, boulevards and public places in the City, and to make contracts for carrying out its park board powers and duties by WCC §§2-2-4(c) and 2-2-5; and

WHEREAS, the City Council is empowered to establish committees and appoint members to the committees with the shared power of appointment with the Mayor and City Council pursuant to WCC §2-1-3; and

WHEREAS, by Ordinance No. 14-13, the City Council transferred the Mountain Trails Ice Rink Advisory Committee, the Whitefish Tree Advisory Committee, the Pedestrian and Bicycle Path Advisory Committee, the Weed Control Advisory Committee, and the W.A.G. Board, from the City Council to the Board of Park Commissioners, with its power of appointment; and

WHEREAS, at a public hearing on January 13, 2015, the Board of Park Commissioners reviewed and considered an oral and written staff report and public input, and voted unanimously to recommend amendments to Whitefish City Code Title 2, Chapters 1, 6, 7, 8, and 11, and provide subcommittees, revise the Weed Control Advisory Committee as a volunteer Weed

Education Outreach Committee, and authorize advisory members, who reside within the School District #44 area for advisory committees to the Board of Park Commissioners; and

WHEREAS, at the public hearing held by the City Council on March 16, 2014, the City Council reviewed and considered oral and written staff reports and public input, and approved the Ordinance to amend Whitefish City Code, Title 2, Chapters 1, 6, 7, 8, and 11, and provide subcommittees, revise the Weed Control Advisory Committee as a volunteer Weed Education Outreach Committee, and authorize advisory members who reside within the School District #44 area for advisory committees to the Board of Park Commissioners, and

WHEREAS, it will be in the best interests of the City of Whitefish, and its inhabitants, to adopt the proposed amendments to the Whitefish City Code Title 2, Chapters 1, 6, 7, 8, and 11.

NOW, THEREFORE, be it ordained by the City Council of the City of Whitefish, Montana, as follows:

Section 1: Title 2, Chapters 1, 6, 7, 8, and 11, of the Whitefish City Code are hereby amended to provide as follows, with additions shown underlined and deletions shown with strikethrough:

TITLE 2
BOARDS, COMMISSIONS AND COMMITTEES

CHAPTER 1: STANDING AND AD HOC COMMITTEES

2-1-1: **DEFINITIONS:**

For the purposes of this chapter the following terms shall mean:

AD HOC COMMITTEE:	A temporary committee, commission, task force or board established for a definite period of time sufficient to address a specified scope of work.
COUNCIL SUBCOMMITTEE:	A committee with membership limited to members of the city council, which may include the mayor.
STANDING COMMITTEE:	A committee, commission, task force or board established to address specified matters on an ongoing basis.
SUBCOMMITTEE:	A committee established to address specified matters on an ongoing basis.

2-1-2: ~~SCOPE OF APPLICATION: Except for city council subcommittees, the provisions of this chapter shall apply to all committees of the city including, but not limited to, the board of adjustments, board of appeals, and the board of park commissioners, except as specific requirements of statute, the city charter or ordinance may otherwise provide. This chapter shall not apply to committees that~~

~~have members who are appointed by agencies other than the city, including, but not limited to, the city-county planning board and the lakeshore protection committee. This chapter shall not apply to the Whitefish housing authority board of directors.~~PERMANENT STANDING COMMITTEES, SUBCOMMITTEES, ADVISORY COMMITTEES OR STATUTORY BOARDS: All boards, committees or commissions shall be governed by this title, except as otherwise provided by charter, this code, statute or interlocal agreement.

A. Permanent standing committees and subcommittees are established by ordinance.

B. Ad hoc advisory committees are established by council resolution, have a specific purpose, and have a limited duration.

C. Statutory boards are established as required by state or federal law.

~~2-1-3: **AUTHORITY TO CREATE COMMITTEES:** In accordance with Montana statutes and the city charter, the city council may establish by ordinance standing and ad hoc committees as needed to facilitate city business and to advise the city council on matters of interest to the city. Ad hoc committees may also be established by resolution of the city council. Subcommittees of committees may be created only by ordinance or resolution of the city council. The power of appointment and ratification of appointments of individuals to committees is reserved to the mayor and city council, as provided by ordinance or resolution.~~

~~2-1-4: **PURPOSE, POWERS AND DUTIES:** The city council shall include in a resolution or ordinance creating a committee a clear statement of the purpose, powers and duties of the committee.~~

2-1-5: **MEMBERSHIP:**

A. ~~Appointments; Compensation:~~ Members of advisory boards, commissions and committees shall be appointed by the mayor with the consent of the city council, unless otherwise provided by federal or state law, city code, or interlocal agreement. Appointments to committees established under this chapter shall be made by a simple majority vote of the city council in attendance at a special or regular session. Committee members shall receive no compensation. Committees shall consist of a definite number of members, but in no case shall the number be fewer than three (3) nor greater than nine (9). Members of standing committees shall have regular terms of not less than two (2) years and not more than five (5) years, which terms shall also be staggered. One year terms may be used initially to establish staggered terms. An enacting ordinance or resolution may provide:

1. Specific and permanent city council or mayoral positions on committees;

2. Committee positions specified for members representing various occupations, businesses, trades and professions; and

3. Committee positions specified for members residing outside the corporate boundaries of the city.

The resolution or ordinance creating a committee shall specify the number of members, the position number of each position, and the length and termination date of each term. The city clerk shall keep an official and accurate record of committee positions according to position number, names of appointees serving in each position, appointment dates, dates of resignations, the length and termination date of each term and specific positions provided for city councilors or the mayor; occupations, businesses, trades and professions; and for members residing outside the corporate limits of the city. City councilors or the mayor may, from time to time, be appointed to regular membership on standing or ad hoc committees, provided that the total of city council and mayoral memberships do not constitute a majority of such committees. Committee members may serve successive terms provided they are reappointed by the city council.

The remainder of Title 2, Chapter 1, will be renumbered.

CHAPTER 6: MOUNTAIN TRAILS ICE RINK ADVISORY COMMITTEE

2-6-1: **COMMITTEE ESTABLISHED:** There is hereby established a Mountain Trails Ice Rink advisory committee as a committee for the city board of park commissioners, hereinafter referred to as the committee.

2-6-3: **MEMBERSHIP:**

B. Terms; Positions: Committee terms shall be two (2) years. There are hereby created positions numbered 1 through 9 inclusive of the members of the committee. The initial terms for members serving pursuant to this chapter shall begin upon appointment and terminate on the date specified below for each position:

POSITION NUMBER	POSITION SPECIFICATION	INITIAL EXPIRATION DATE
1	Mayor or Councilor	May 31, 2003
2	Open skating rep.	May 31, 2003
3	Adult hockey	May 31, 2003
4	Figure skating assn.	May 31, 2003
5	Glacier hockey assn.	May 31, 2004
6	Public member at large	May 31, 2004
7	Park board	May 31, 2004
8	Curling club rep.	May 31, 2014
9	Public member at large	May 31, 2013

Thereafter members appointed to each position shall serve for two (2) year terms; the first of such terms beginning on June 1 of the year in which the initial term for the position expires. At the discretion of the city ~~council~~ board of park commissioners, members may be appointed for more than one term.

C. Removal Of Member: A member may be removed from the committee by majority vote of the city ~~council~~ board of park commissioners for cause upon written charges and after a public hearing. Willful disregard of this chapter and the rules of procedures of the committee, or absences from three (3) consecutive meetings, including regular and special meetings, or absences from more than fifty percent (50%) of such meetings held during the calendar year, shall constitute cause for removal. Circumstances of the absences shall be considered by the city council prior to removal. Any person who knows in advance of his inability to attend a specific meeting shall notify the chair or secretary of the committee at least twenty four (24) hours prior to any scheduled meeting.

D. Vacancy: Pursuant to subsections A and B of this section, any vacancy on the committee shall be filled by the city ~~council~~ board of park commissioners acting in a regular or special session for the unexpired term of the position wherein the vacancy exists. The city council may appoint members of the city ~~council~~ board of park commissioners to temporarily fill vacant positions on the committee

CHAPTER 7: WHITEFISH TREE ADVISORY COMMITTEE

2-7-1: **COMMITTEE ESTABLISHED:** There is hereby established a Whitefish tree advisory committee for the city board of park commissioners, hereinafter referred to as the committee.

2-7-2: **PURPOSE, POWERS AND DUTIES:** The purpose and duties of the committee are to provide advice and recommendations to the city ~~council,~~ park board of commissioners and city staff on matters of pertinence and interest related to the city's urban forest. The committee shall report its advice and recommendations primarily to the park board of commissioners and city staff. The committee shall act in an advisory capacity only. Nothing in this chapter shall be construed to provide the committee with the power to authorize or prohibit the use of public funds.

2-7-3: **MEMBERSHIP:**

A. Appointment; Compensation: The committee shall have seven (7) members. Members shall be appointed by the board of park commissioners. Not less than four (4) members shall reside within the corporate limits of the city. Two (2) members may reside within the ~~Whitefish planning jurisdictional boundary~~ School District #44 area. Two (2) members who are practicing professional arborists, landscapers

and landscape architects, who also maintain a business within the Whitefish planning jurisdictional boundary, may serve without regard to residential standing. Members shall have maintained residency within specified boundary requirements for one year prior to appointment to the committee. The board of park commissioners shall appoint members according to the following representation categories: one member who is also the mayor or a city councilor; one member who is also a member of the park board of commissioners; and five (5) members who are citizen members at large. The board of park commissioners shall attempt to appoint up to two (2) members of the aforementioned five (5) members at large who are practicing professional arborists, landscapers or landscape architects. The city clerk shall make appropriate notation of a member's representation category on the official committee roster. Committee members shall receive no compensation. Contracted consultants and city staff shall not serve as members, but may assist and participate in the facilitation of committee business.

CHAPTER 8: PEDESTRIAN AND BICYCLE PATH ADVISORY COMMITTEE

2-8-2: **PURPOSE, POWERS, PROCESSES AND DUTIES:** The purpose and duties of the committee are to provide advice and recommendations to the city ~~council,~~ park board of commissioners, pedestrian and bicycle path easement negotiators (hereinafter "easement negotiators") and city staff on matters of pertinence and interest related to the development of pedestrian and bicycle trails pursuant to the Whitefish pedestrian and bicycle path master plan. The committee shall report its advice and recommendations primarily to the park board of commissioners and the easement negotiators. The committee shall act in an advisory capacity only. Nothing in this chapter shall be construed to provide the committee with the power to authorize or prohibit the use of public funds. The committee shall be entitled to conduct fundraising activities and expend any funds raised for purposes related to the city's pedestrian and bicycle paths. In conducting fundraising activities, the committee shall not be entitled to incur indebtedness that could be charged against the city.

2-8-3: **MEMBERSHIP:**

A. Appointment; Compensation: The committee shall have seven (7) members. Members shall be appointed by the city board of park commissioners. Not less than four (4) members shall reside within the corporate limits of the city. Three (3) members may reside within the ~~Whitefish planning jurisdictional boundary~~ School District #44 area. Members shall have maintained residency within specified boundary requirements for one year prior to appointment to the committee. The city board of park commissioners shall appoint members according to the following representation categories: one member who is also the mayor or a city councilor; one member who is also a member of the park board of commissioners; one member who is also a member of the resort tax

monitoring committee; and four (4) members who are citizen members at large. The city manager shall serve on the committee in an ex officio capacity. The city clerk shall make appropriate notation of a member's representation category on the official committee roster. Committee members shall receive no compensation. Contracted consultants and city staff, except as otherwise provided for by the city manager, shall not serve as members, but may assist and participate in the facilitation of committee business.

CHAPTER 11: WEED ~~CONTROL ADVISORY~~ EDUCATION OUTREACH COMMITTEE

2-11-1: **ESTABLISHED:** There is hereby established a weed ~~control advisory~~ education outreach committee (the "committee") as a ~~permanent city~~ volunteer committee to the city board of park commissioners.

2-11-2: **PURPOSE:** The mission of the committee shall be community educational outreach to ~~assist in identifying and reporting noxious weed infestations to the city's code enforcement officer, to~~ develop recommendations to the city board of park commissioners for a ~~permanent~~ weed control strategy, to educate the public to create an increased awareness and knowledge of methods of controlling noxious weeds~~, and to advise city staff regarding the need for weed control on city owned properties~~. The committee shall have no independent authority to commit or spend city funds, or to direct city staff.

2-11-3: **MEMBERSHIP: ~~TERMS:~~**

A. Appointment; Compensation: ~~The committee shall consist of seven (7) members, who shall be appointed by the city board of park commissioners, and who shall serve at the pleasure of the city board of park commissioners. One member shall be a city councilor. One member shall be a member of the city park board. One member shall be the city's code enforcement officer. Four (4) members shall be from the public and shall reside within the Whitefish zoning jurisdiction. The city clerk shall make appropriate notation of a member's category on the official committee roster. Committee members shall receive no compensation. Contracted consultants and city staff shall not serve as members, but may assist and participate in the facilitation of committee business.~~ The committee will be made up of volunteers from the community. Volunteers shall receive no compensation. City councilors, park board commissioners and city staff members will not be appointed to the committee, but may assist and participate in the facilitation of community educational outreach.

The remainder of Title 2, Chapter 11, will be deleted.

Section 2: The W.A.G. Board is established as an advisory committee to the Board of Park Commissioners.

Section 3: All other provisions of Title 2, Chapters 1, 6, 7, 8, and 11 of the Whitefish City Code shall remain unmodified.

Section 4: In the event any word, phrase, clause, sentence, paragraph, section or other part of the Ordinance set forth herein is held invalid by a court of competent jurisdiction, such judgment shall affect only that part held invalid, and the remaining provisions thereof shall continue in full force and effect.

Section 5: This Ordinance shall take effect thirty (30) days after its adoption by the City Council of the City of Whitefish, Montana, and signing by the Mayor thereof.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF WHITEFISH, MONTANA, ON THIS _____ DAY OF _____, 2015.

_____
John M. Muhlfeld, Mayor

ATTEST:

_____
Necile Lorang, City Clerk

RESOLUTION NO. 15-___

A Resolution of the City Council of the City of Whitefish, Montana, adopting amendments to the Whitefish Downtown Business District Master Plan as an amendment to the 2007 Whitefish City-County Master Plan (2007 Growth Policy).

WHEREAS, the Whitefish City-County Master Plan (Growth Policy) was adopted by the City of Whitefish by Resolution No. 96-3 on February 20, 1996; and

WHEREAS, at a lawfully notice public hearing on March 20, 2006, the Whitefish Downtown Business District Master Plan was presented to the public by Crandall Arambula, PC, public comment was solicited and received and the City Council adopted Resolution No. 06-18, a Resolution of Intention to adopt the Whitefish Downtown Business District Master Plan as an amendment to the Whitefish City-County Master Plan (Growth Policy); and

WHEREAS, at a lawfully noticed public hearing on April 3, 2006, the City Council adopted the Whitefish Downtown Business District Master Plan as an amendment to the Whitefish City-County Master Plan (Growth Policy) pursuant to Resolution No. 06-21; and

WHEREAS, the 2007 Whitefish City-County Growth Policy (2007 Growth Policy) was adopted by the City Council pursuant to Resolution No. 07-57 on November 19, 2007; and

WHEREAS, pursuant to a Consultant Agreement dated April 19, 2012, and Addendum No. 1 dated November 9, 2012, the City engaged Crandall Arambula, PC, to assist the City in updating the Downtown Master Plan; and

WHEREAS, thereafter, public meetings were conducted to receive public input regarding Downtown Business District needs and proposals; and

WHEREAS, on September 19, 2013, at a lawfully noticed public hearing, the Whitefish City-County Planning Board considered the updated Whitefish Downtown Business District Master Plan, received an oral report, reviewed Staff Report WGPA 13-02, took public comment, and thereafter voted to recommend that the Master Plan be adopted by the Whitefish City Council, with one amendment; and

WHEREAS, at a lawfully noticed public hearing on October 7, 2013, the City Council received a report from Planning Department staff concerning the dated Whitefish Downtown Business District Master Plan, solicited and received public comment, and following discussion tabled the request until after a work session could be held; and

WHEREAS, at a work session held on November 4, 2013, the Whitefish City Council requested Crandall Arambula perform additional work to complete the Plan and hold a community information session. The public hearing was left open at the November 4, 2013 meeting; and

WHEREAS, a community information forum on the Plan was held on March 12, 2014, with approximately 60-80 people attending and a number of comments and suggestions received; and

WHEREAS, on September 15, 2014, the Whitefish City Council approved a revised scope of work and new contract to finish the Plan update; and

WHEREAS, on November 14, 2014, a community information forum on the Plan was held with approximately 50 people attending and a number of comments and suggestions received; and

WHEREAS, stakeholder meetings were held on November 14 and 15, 2014, to receive comments and suggestions from City staff, Whitefish School District, Whitefish Tree Committee, Whitefish Pedestrian-Bicycle Committee and Railway Property Owner Group; and

WHEREAS, on January 14, 2015, a community information forum on the Plan was held with approximately 30-40 people attending and a number of comments and suggestions received; and

WHEREAS, stakeholder meetings were held on January 14 and 15, 2015, to receive comments and suggestions from City staff, Whitefish School District, Whitefish Park Board, Whitefish Tree Committee, Whitefish Pedestrian-Bicycle Committee, Montana Department of Transportation, Burlington Northern Santa Fe and Railway Property Owner Group; and

WHEREAS, at a lawfully noticed public hearing on January 15, 2015, the Whitefish Planning Board received an oral report, reviewed Staff Report WGPA 15-01, and thereafter voted unanimously to recommend that the updated Whitefish Downtown Business District Master Plan, with amendments suggested by the Whitefish Planning Board, be adopted as an amendment to the 2007 Growth Policy; and

WHEREAS, at a lawfully noticed public hearing on February 17, 2015, the Whitefish City Council considered the updated Whitefish Downtown Business District Master Plan, reviewed Staff Report WGPA 15-01 and the letter of transmittal, received an oral report from Planning Department staff, considered the recommendation of the Whitefish Planning Board, took public comment, and following discussion continued the public hearing until the March 16, 2015 City Council meeting in order to incorporate public comments made through the public review process; and

WHEREAS, at a lawfully noticed public hearing on March 16, 2015, the Whitefish City Council considered the updated Whitefish Downtown Business District Master Plan, reviewed Staff Report WGPA 15-01 and the March 10, 2015 letter of transmittal, received an oral report from Planning Department staff and consultants, considered the recommendation of the Whitefish Planning Board, took public comment, and thereafter adopted Resolution No. 15-05, a Resolution indicating the Council's intent to amend the 2007 Growth Policy; and

WHEREAS, it will be in the best interests of the City of Whitefish, and its inhabitants, to adopt a Resolution to approve the updated Whitefish Downtown Business District Master Plan, as amended, as an amendment to the 2007 Growth Policy.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Whitefish, Montana, as follows:

Section 1: All of the recitals set forth above are hereby adopted as Findings of Fact.

Section 2: Staff Report WGPA 15-01 dated January 8, 2015, together with the March 10, 2015 letter of transmittal from the Whitefish Planning & Building Department, are hereby adopted as Findings of Fact.

Section 3: The City Council of the City of Whitefish, Montana, hereby adopts the updated Whitefish Downtown Business District Master Plan, as amended, attached hereto and incorporated herein by reference, as an amendment to the 2007 Growth Policy.

Section 4: This Resolution shall take effect immediately upon its adoption by the City Council, and signing by the Mayor thereof.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF WHITEFISH, MONTANA, ON THIS _____ DAY OF _____, 2015.

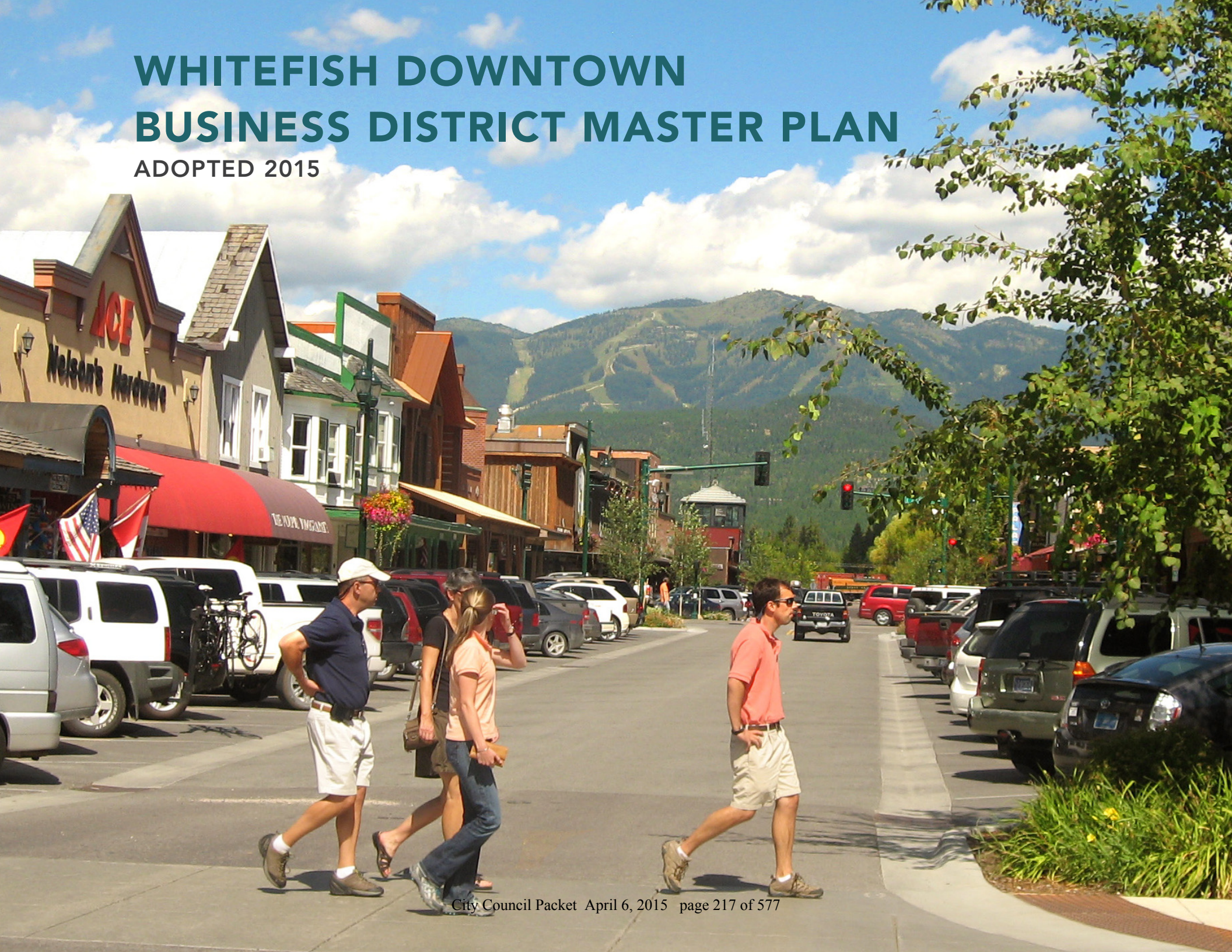
_____
John M. Muhlfeld, Mayor

ATTEST:

_____
Necile Lorang, City Clerk

WHITEFISH DOWNTOWN BUSINESS DISTRICT MASTER PLAN

ADOPTED 2015



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EXECUTIVE SUMMARY

OVERVIEW

The Whitefish Downtown Business District Master Plan identifies opportunities to increase the vitality of the downtown business district. The plan outlines the components that will make this vision a reality. It builds upon existing assets and historic character, capitalizes on significant land uses and features the natural environment. It also sets out a realistic action plan for implementation that public officials, private investors and the community can follow.

The 2015 Whitefish Downtown Business District Master Plan updates the adopted 2006 Whitefish Downtown Business District Master Plan. The intent of this plan is to:

- Build upon Central Avenue private development stimulated by considerable public investment that was prescribed in the 2006 plan
- Set forth a new implementation strategy for public projects that will stimulate significant private investment and identify project phasing for priority projects
- Emphasize the importance of providing essential retail parking
- Ensure retail tenant recruitment within the City Hall parking structure
- Address the Whitefish City-County Growth Policy and the State of Montana Growth Policy requirements
- Strengthen the connection between commercial parcels along Wisconsin Avenue and north of the railyard with the downtown core
- Provide additional design detail and phasing for the Whitefish Promenade

CONTINUING MOMENTUM

Historically, Whitefish has experienced steady growth. This growth is expected to continue over the next 20 years. The area's natural environment supports a substantial local and national tourism market. Whitefish has experienced an increase in variety and scale of retail, service and entertainment uses, as well as, a need to upgrade public facilities to meet the growing needs of the community. In addition to tourism uses, the plan fosters additional resident serving retail, commercial and housing uses. Downtown projects that have significantly contributed to continued momentum and steady growth include:

- First, Second, and Third Streetscape Improvements with above- and below-grade street utilities, sidewalk, landscape and roadway reconstruction (Baker to Spokane Avenues)
- Central Avenue Streetscape Improvements including above- and below-grade street utilities, sidewalk, landscape and roadway reconstruction (Railway to Third Streets)
- Storefront improvements and expansion through renovation or conversion to ground-floor retail use
- Numerous new buildings constructed throughout the downtown
- New public retail parking lot at the intersection of Spokane and Second Street
- Improvements to the Middle School Performing Arts Center

GUIDING PRINCIPLES

A COORDINATED EFFORT

The 2015 Master Plan Update addresses objectives developed by The City of Whitefish staff, elected officials, and the general public. The objectives are organized in the following five categories:

1) Downtown Business Vitality

- Keep existing businesses healthy
- Provide opportunities for new community-serving businesses
- Develop a strategy to strengthen downtown retail by identifying additional viable retail sites
- Create a pedestrian-friendly environment to encourage residents and visitors to utilize downtown businesses
- Better accommodate existing and future tourist industries

2) Transportation

- Ensure that Highway 93 roadway and intersection changes enhance and support downtown businesses rather than serving as merely a conduit for regional through-traffic
- Accommodate increasing traffic volumes without degrading downtown livability and the retail environment
- Locate new parking facilities to support downtown retail and commercial businesses
- Accommodate alternative transportation modes (pedestrian, bicycle, and transit) to reduce downtown congestion

3) Public Facilities

- Identify any additional appropriate public facilities and their locations to strengthen existing businesses
- Identify public improvements needed to stimulate downtown private development

4) Environment

- Connect the downtown to the natural environment
- Emphasize the natural environment as a central feature in the community's appeal to residents and visitors alike
- Highlight the unique natural environment in design concepts

5) Growth Management

- Maximize opportunities for higher-density market rate and affordable housing
- Illustrate how Downtown Whitefish can provide adequate commercial and retail capacity to meet future demand
- Address historic single family neighborhoods land use and compatibility issues as part of future zoning and Architectural Review Standards documents updates

PUBLIC PROCESS AND SCHEDULE

A PLAN CREATED BY CITIZENS

The Whitefish Downtown Business District Master Plan was created in response to the public's vision for future growth. It also serves as a tool for citizens to proactively plan for development rather than reactively respond to development pressures. The master plan brings certainty to public officials, city staff, investors, developers, architects, business people and residents by providing a clear vision of the community's goals, and a basis for development review and project approval. Creation of the plan was driven by information gathered from the following sources:

1. Stakeholder Meetings

Throughout the process, the Stakeholder Committee, comprised of local public officials, citizens and business people, reviewed plan materials and provided input either before or after public presentations.

2. Public Workshops

All public sessions were interactive and engaged the community. Each session consisted of two parts:

- Presentation – project background, issues and designs were described.
- Workshop – a "town hall" type workshop was facilitated by Crandall Arambula. Participants completed individual response sheets summarizing their issues and responding to specific plan alternatives.

3. Additional Meetings

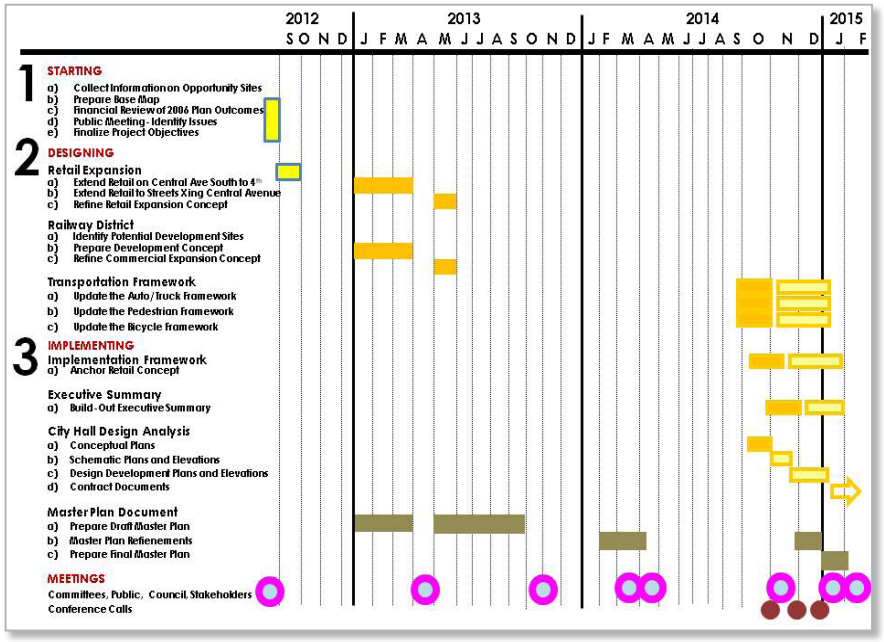
Additional meetings were held with stakeholders, including but not limited to:

- The Montana Department of Transportation.
- The Mayor and City Council.
- The Heart of Whitefish.
- City Departments and Committees.
- Whitefish School District.
- Downtown Businesses and Property Owners.

SCHEDULE

The master plan process is illustrated below.

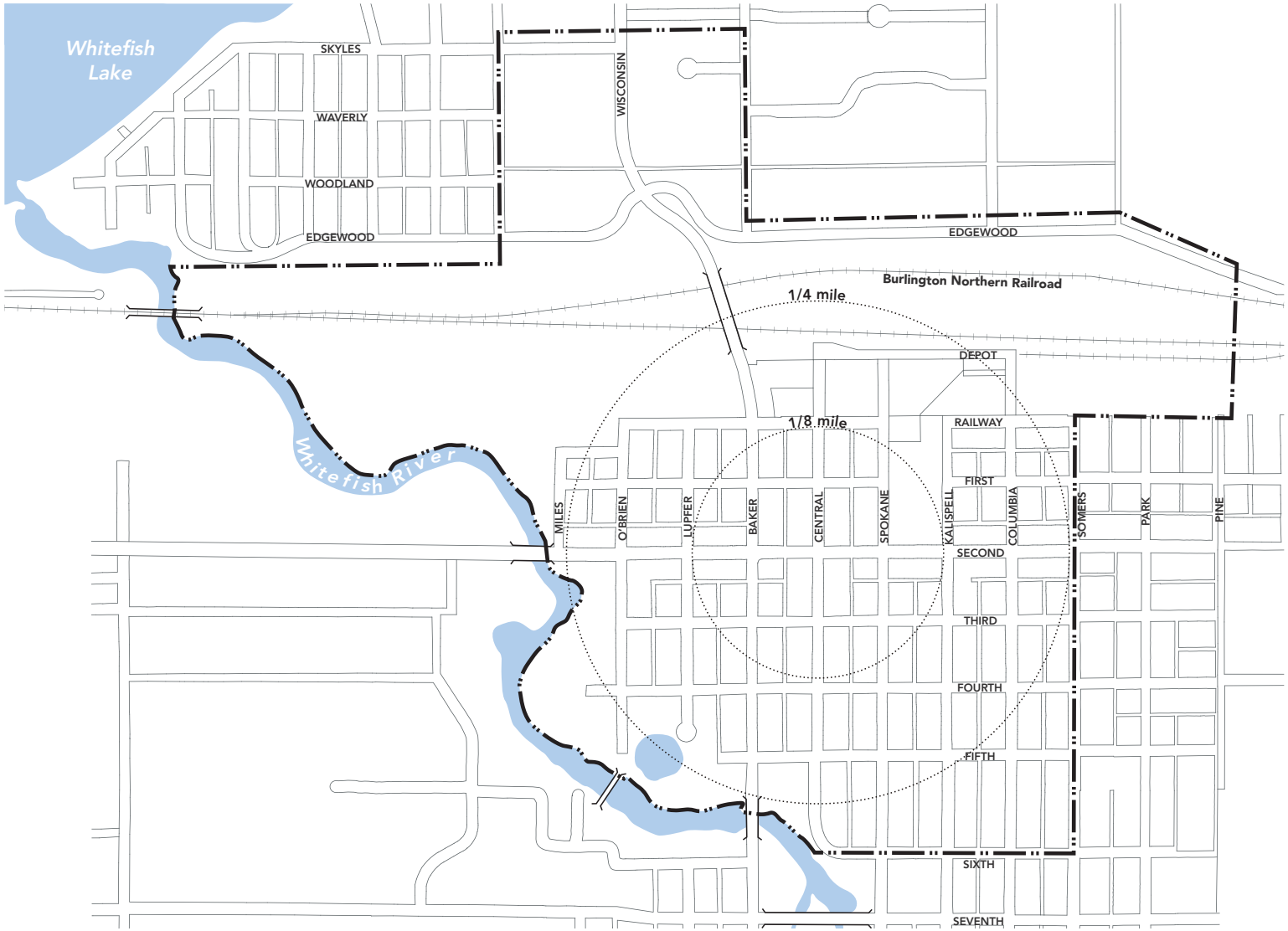
Plan Update Process and Schedule



MASTER PLAN AREA

The planning area includes the Burlington Northern/Santa Fe rail yards and corridor commercial area to the north, rail and residential areas along Somers and Pine to the east, 6th Street to the south and the Whitefish River to the west.

Master Plan Area



FUNDAMENTAL CONCEPT

The key components of the long-term vision for development, improved access for all modes, enhanced livability, and maintenance of the historic characteristics of the Whitefish Downtown Business District include:

1) A Shopping Loop

The shopping loop will expand Central Avenue retail opportunities by providing additional retail sites in the Railway District fronting along First Street and Lupfer Avenue.

2) Shopping Loop Pedestrian Enhancements

Roadway, curbside parking, sidewalk and crosswalk enhancements will extend the Central Avenue streetscape south to Fourth Street, along First Street, and Lupfer Avenue. They will include elements of the existing Central Avenue streetscape and match the character and materials.

3) Whitefish Promenade

The promenade will extend existing multi-use trails to new routes. It will provide a protected bikeway and sidewalk enhancements along Spokane Avenue. This system will encircle and connect the downtown to the Whitefish River and downtown parks and will provide connections to commercial areas and nearby residential neighborhoods over the Baker Street viaduct.

4) Parking

New public parking facilities are envisioned to serve Central Avenue and Railway District shoppers and employees.

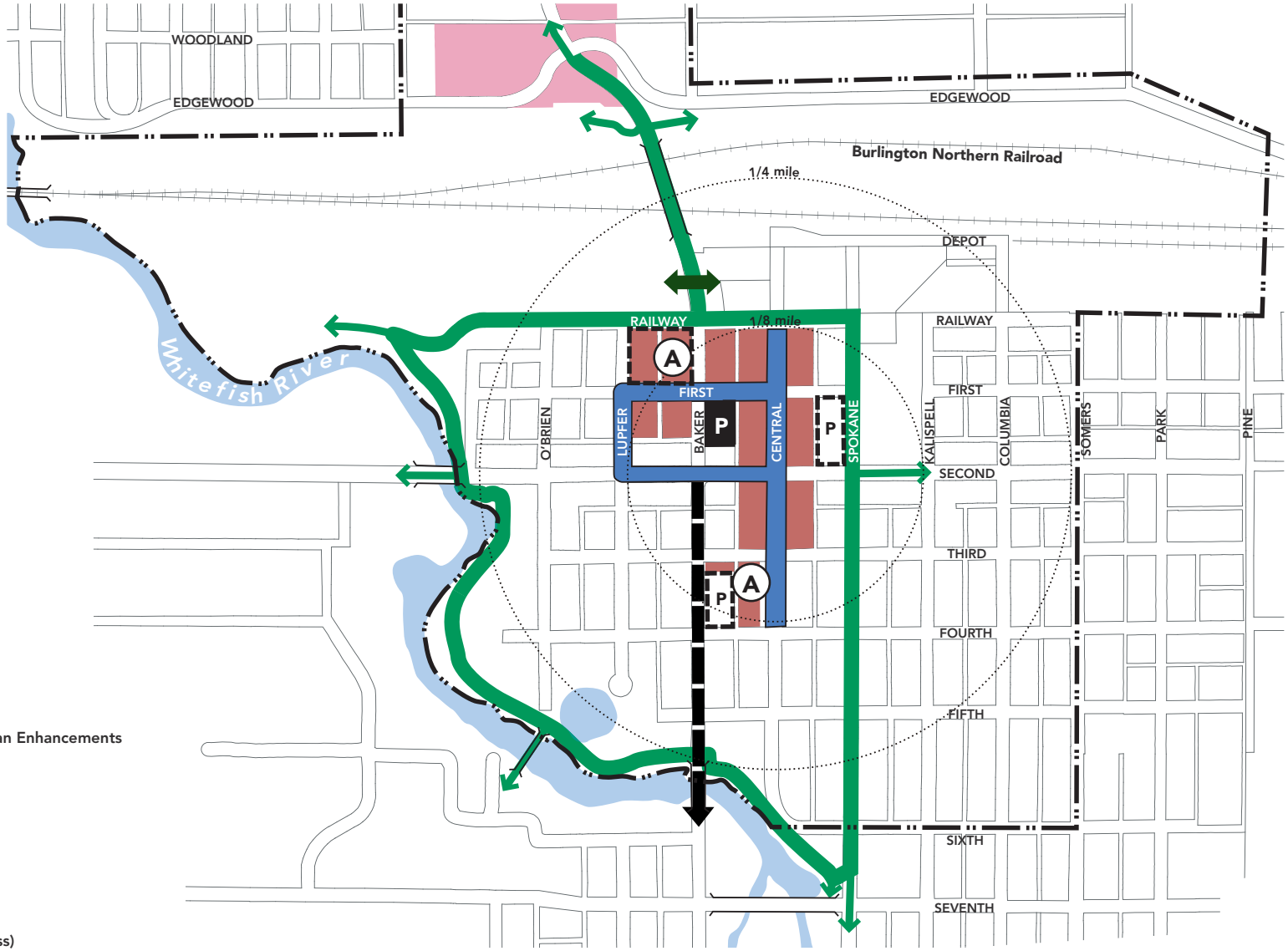
5) Baker Contra-Flow

Improvements identified in the 2010 Urban Corridor Study should be implemented to ensure the efficient flow of regional traffic through downtown, via a contra-flow lane constructed on Baker Avenue.

6) Retail Anchors

Whitefish resident-serving retail uses, rather than tourist oriented businesses should be fostered for Central Avenue south of Third Street and in the Railway District

Fundamental Concept Diagram



LEGEND

- Storefront Retail
- Wisconsin Commercial
- Shopping Loop Pedestrian Enhancements
- Whitefish Promenade
- Baker Contra-Flow
- Parking Lot/Structure
- Parking Structure
- Retail Anchor
- Multi-Use Trail (Underpass)

CAPACITY DIAGRAM

The capacity diagram is a snapshot of the character and intensity of future downtown development stimulated by new public investment.

A VISION FOR BUILD-OUT

The diagram illustrates design schemes and development intensity that are realistic and economically feasible. The diagram is based on:

- Fundamental requirements necessary to attract investors, including proximity to public amenities and availability of parking.
- The public's desire to stimulate economic development while improving community livability and preserving Whitefish's historic character.

HOW THE DIAGRAM IS USED

The diagram can be used to:

- Market the downtown to potential investors
- Illustrate the return on investment as a result of public street and open space improvements.

DEVELOPMENT CAPACITY SUMMARY

Retail:	120,000 Square Feet
Lodging:	90,000 Square Feet
Commercial:	80,000 Square Feet
Residential:	80 Units
Retail Supporting Parking:	555 Spaces

Capacity Diagram

LEGEND

- New Development
- Existing Development
- Parks/Open Space
- Retail Supporting Parking
- Whitefish Promenade
- Multi-Use Trail (Underpass)

TRANSPORTATION FRAMEWORK

The transportation framework identifies transportation elements for all modes. It establishes a comprehensive 'complete street' network of integrated and balanced pedestrian, bicycle and auto facilities that connect to and within the downtown planning area. While ensuring that essential auto and truck access are maintained, the transportation framework has a special emphasis on providing an 'active transportation' system. This system includes pedestrian and bike-friendly streets, intersections, sidewalks, and recreational trails that enhance mobility and the quality of life for those living in, working in, or visiting Downtown Whitefish.

KEY TRANSPORTATION FRAMEWORK ELEMENTS:

Auto Mobility Streets (Auto/Truck Emphasis)—Essential regional access routes to and within the downtown. A key addition is the Baker Avenue contra-flow lane suggested in the US Highway 93 Urban Corridor Study to improve regional mobility through downtown.

New Streets—Conceptual location for a new local street grid north of Railway Street. These new streets would be constructed concurrently with adjacent new development on parcels which are identified in the Land Use Framework.

Pedestrian Emphasis Streets— Key existing streets or future streets where pedestrian-friendly enhancements are needed to strengthen or stimulate new development and improve downtown access.

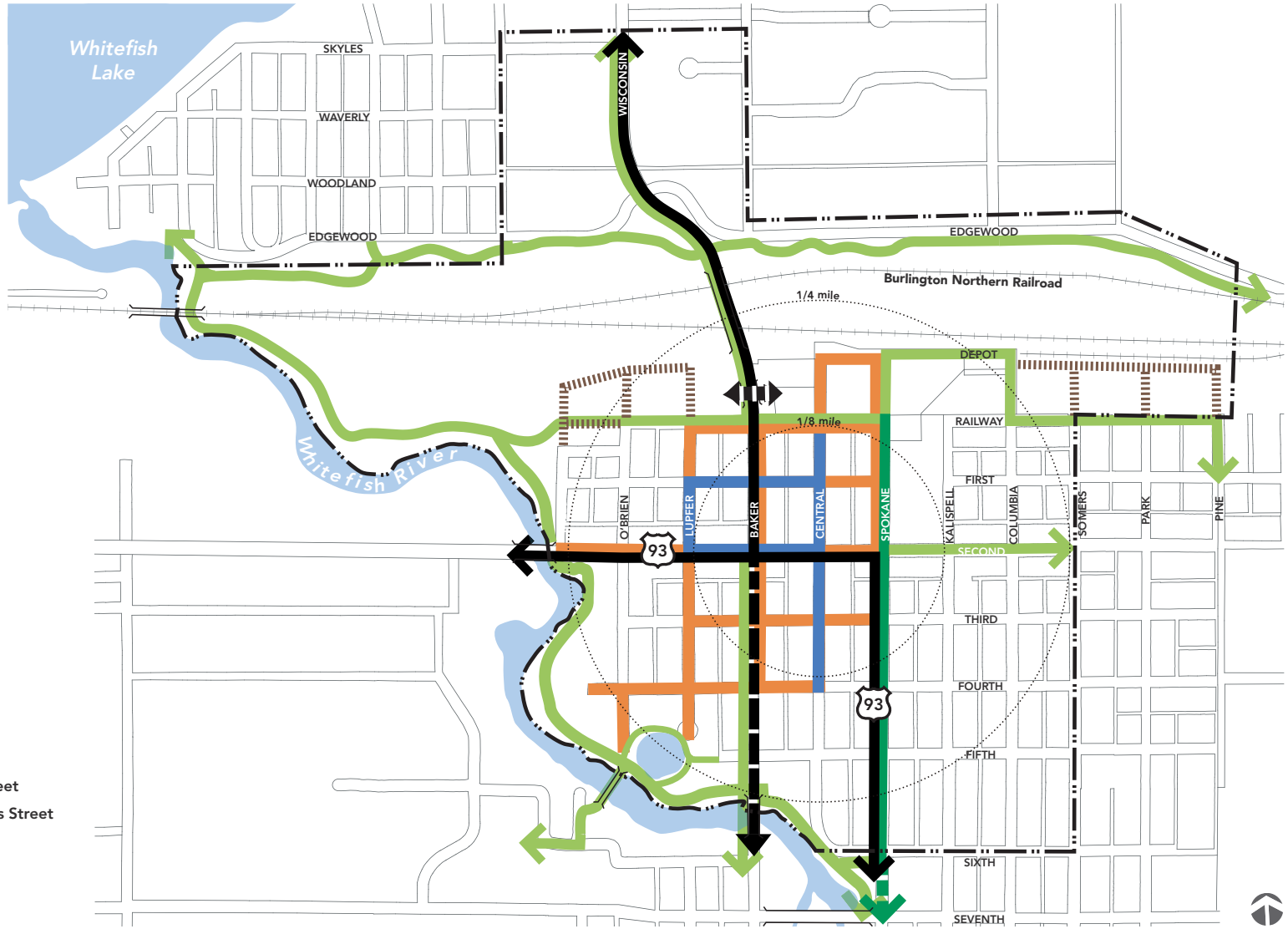
Shopping Loop Emphasis Streets—Pedestrian-oriented improvements needed to expand the retail offering on Central Avenue, link the Railway District to the Central Avenue corridor and provide an inviting setting for additional retail, commercial and housing development.

The following two elements comprise the Whitefish Promenade:

Protected Bikeways— Bicycle facilities physically separated from auto travel lanes by a landscaped barrier, curb, sidewalk, parked cars or other means. These facilities provide safe and direct access and are generally located within existing street right-of-ways.

Multi-Use Trails— Off-street, shared pedestrian and bicycle trails connecting the Downtown to adjacent neighborhoods, parks and other natural features. These integrate existing and proposed trails, including the trails suggested by *The Whitefish Bicycle and Pedestrian Master Plan*.

Transportation Framework



LEGEND

- 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 (Underpass)

LAND USE FRAMEWORK

The Land Use Framework outlines the vision for long-term development of Downtown Whitefish. It describes the location and type of existing and desirable new uses. The Land Use Framework in itself does not change existing zoning (existing permitted uses or development regulations). Where current zoning is inconsistent with this vision, future code changes by Whitefish planning staff are suggested. In all cases where rezoning may occur, existing uses should be 'grandfathered', whereby the existing uses are allowed to remain in place in perpetuity.

LAND USE CHARACTER

The Land Use Framework diagram describes the location of primary land uses and promotes (but does not require) a mix of uses, both vertically and horizontally on all sites.

New development or renovation of existing structures should be pedestrian-friendly, compatible in scale, massing, and character with existing desirable adjacent buildings. Sustainable practices for construction and habitation for all new or renovated buildings and sites should be fostered.

KEY LAND USE FRAMEWORK ELEMENTS:

Retail—The location of parcels where the sale of goods, eating, drinking, lodging or entertainment businesses currently exist. Also identified are additional sites where retail is envisioned to be required through regulatory updates.

Commercial—The location where the sale of services is appropriate.

Public Parking—Existing and proposed locations of public parking structures or lots.

Civic—Current locations of government services, churches, and schools.

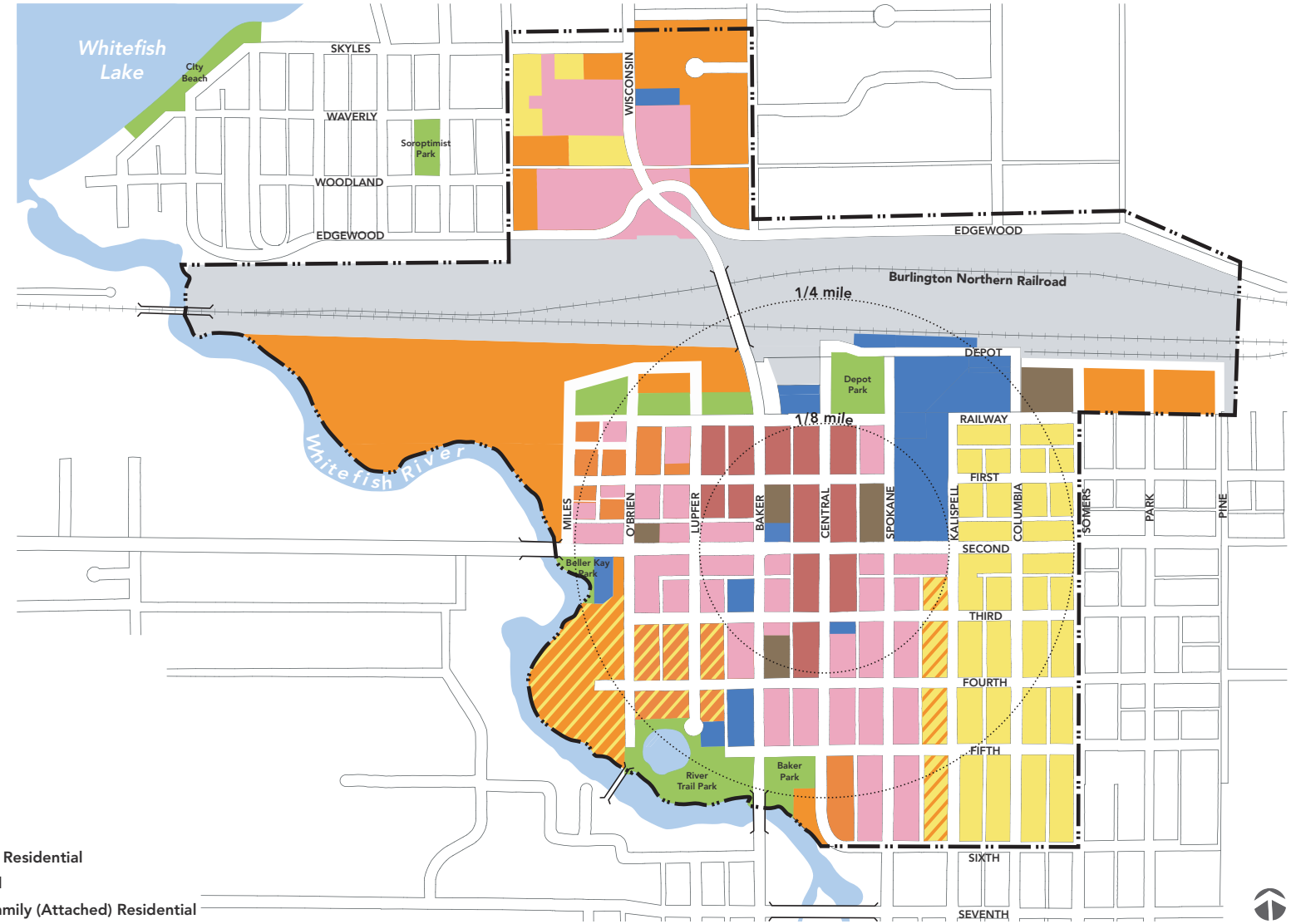
Parks— Current and proposed locations of public parks.

Multi-family (Attached) Residential—Existing or proposed locations for apartments, condominiums, townhomes or duplex residential structures.

Low Density Residential— Areas where one dwelling unit per parcel currently exists.

Industrial— The location of Burlington Northern Railway property that is envisioned to remain in its current use.

Primary Land Use Framework



Primary Use
LEGEND

- Retail
- Commercial
- Public Parking
- Civic
- Parks
- Multi-Family (Attached) Residential
- Low Density Residential
- Low Density or Multi-Family (Attached) Residential
- Industrial

IMPLEMENTATION

Three steps are necessary to transform the Whitefish Downtown Business District Master Plan from an aspiration to a development reality:

1) Adoption by City Council and distribution of the Plan by the City of Whitefish, the Heart of Whitefish or other Downtown individuals/ interest groups
2) Regulatory updates by City of Whitefish staff, consultant or other agency
3) Funding and construction of the identified projects. Additional public private-partnership projects may be added as needed.

PROJECTS

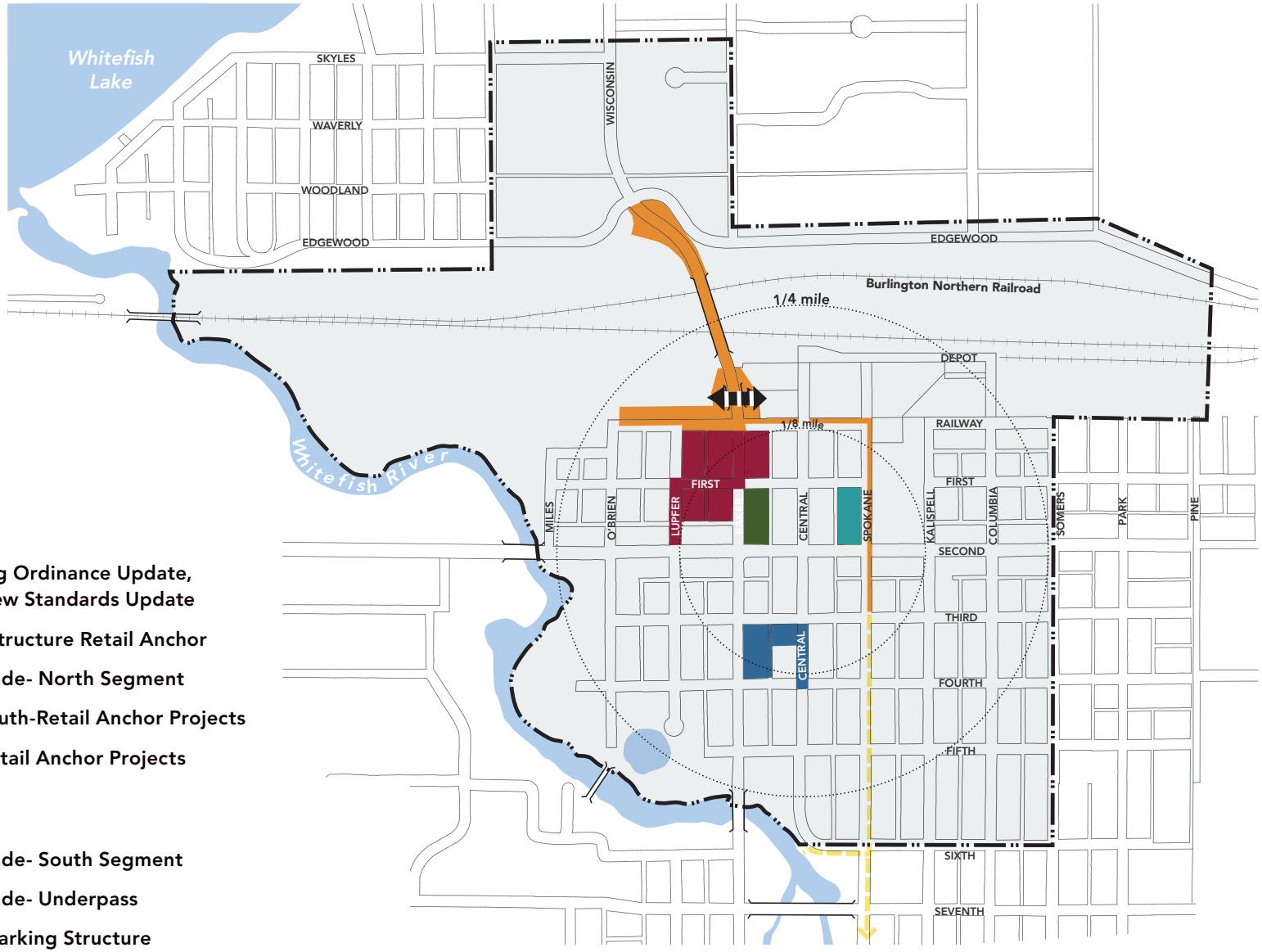
The Whitefish Downtown Business District Master Plan provides a 5-year and long-term blueprint for continuing the momentum of the 2006 Master Plan. The projects have been grouped within either a 5-year or long term timeline.

Generally, the 5-year projects stimulate the greatest amount of economic development, are time sensitive, or are necessary for the long term implementation of other desirable projects. Long term projects have been identified that address key downtown objectives but are not likely to be funded within five years or require additional planning or actions by project partners such as the Montana Department of Transportation (MDT). Projects may occur concurrently.

The Project Priorities diagram illustrates the location of:

- Necessary zoning ordinance and architectural review guidelines updates
- Strategic public investments within public right-of-ways
- Existing or potential public-private-partnership projects necessary to stimulate desirable private investment, improve multi-modal access and safety, or address critical public building needs.

Project Priorities



FIVE YEAR PROJECTS

- Action Plan, Zoning Ordinance Update, Architectural Review Standards Update
- City Hall Parking Structure Retail Anchor
- Whitefish Promenade- North Segment
- Central Avenue South-Retail Anchor Projects
- Railway District-Retail Anchor Projects

LONG TERM PROJECTS

- Whitefish Promenade- South Segment
- Whitefish Promenade- Underpass
- Spokane Avenue Parking Structure

TRANSPORTATION FRAMEWORK

OVERVIEW

Much of downtown Whitefish is within the public realm, including its roadways, sidewalks, parks, waterways and trails. The recent completion of Central Avenue and its adjacent streetscape improvements has resulted in substantial private investment, and improved livability. The Transportation Framework builds upon these projects and identifies a vision for additional improvements.

POLICY CONSISTENCY

A number of existing Whitefish Transportation Plan policies and recommendations have informed the creation of the transportation framework of the Downtown Business District Master Plan. In most instances, the Transportation Plan and the Downtown Business District Master Plan recommendations are mutually supportive. Of note, the recommendations of the Pedestrian and Bicycle Master Plan are in alignment with the Whitefish Promenade concepts. In some instances however, the Downtown Business District Master Plan may vary from the policies of the Transportation Plan. To align the two documents, future amendments of the Transportation Plan will be necessary to ensure that its policies are consistent with the Downtown Business District Master Plan transportation framework.

COMPLETE STREET NETWORK

A prime objective of the Downtown Plan is to maintain and strengthen Downtown Whitefish as a destination rather than simply a place to pass through. While essential access and mobility are identified for key routes, a bias toward the pedestrian and cyclist should be fostered for all streets in the downtown, including Auto Mobility Streets. The Transportation Framework identifies key routes for pedestrian and bicycle improvements. To implement this vision, 'active transportation' (pedestrian and bicycle) enabling policies and regulating design standards should be created.

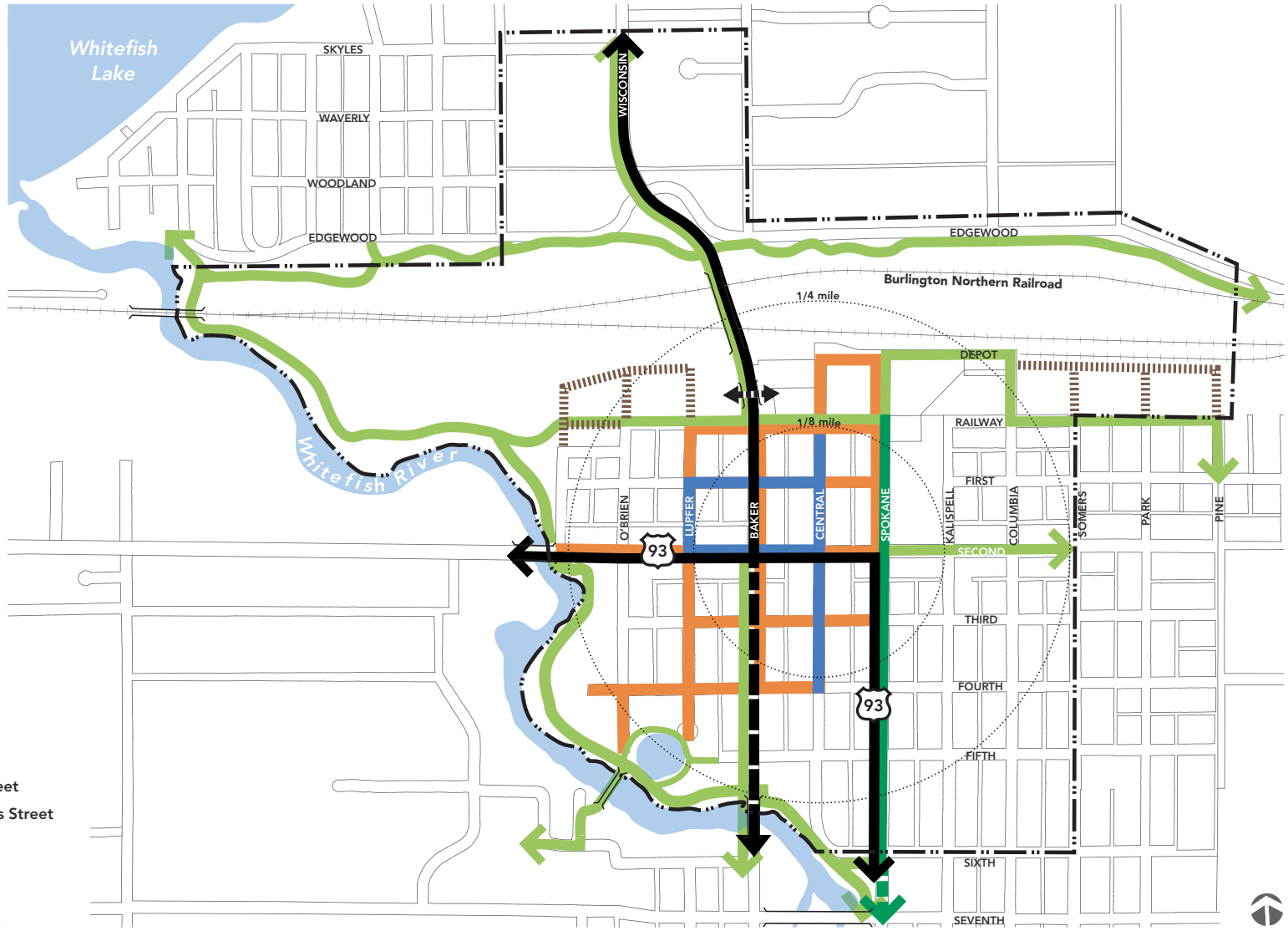
STREET FRAMEWORK

The Transportation Framework creates a network of transportation elements that complement adjacent land uses and spur additional desirable Downtown development. The Framework elements include:

- Auto Mobility Streets
- New Streets
- Pedestrian Emphasis Streets
- Shopping Loop Emphasis Streets
- Protected Bikeway Routes
- Multi-Use Trails

Provide Bicycle Parking

Transportation Framework



LEGEND

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

Whitefish Promenade

- Protected Bikeway
- Multi-Use Trail/Bike Lane
- Multi-Use Trail (Underpass)

AUTO AND TRUCK

The Auto and Truck Element identifies regional-serving urban highway, arterial and local street access routes through and within the downtown. These routes are under the jurisdiction of both the City of Whitefish and the Montana Department of Transportation (MDT). Implementation of these improvements may be led by the City or MDT.

AUTO MOBILITY STREETS

The Auto Mobility Streets framework maintains essential mobility and complements land use improvements that reinforce downtown as a regional shopping, employment, and residential destination. The framework:

- Maintains Spokane Avenue between Second and Sixth Streets as a two-lane arterial route (preserves existing trees along Spokane Avenue)
- Proposes Baker Avenue contra-flow lane improvements between Second and 13th Street
- Envisions better utilization of Baker Avenue as an additional regional mobility route

The Urban Highway and Baker arterial streets should be designed to address the unique conditions of downtown Whitefish. The design should maintain mobility while 'calming traffic', this in turn will foster downtown livability, and strengthen the private investment environment for adjacent parcels. Future improvements should include:

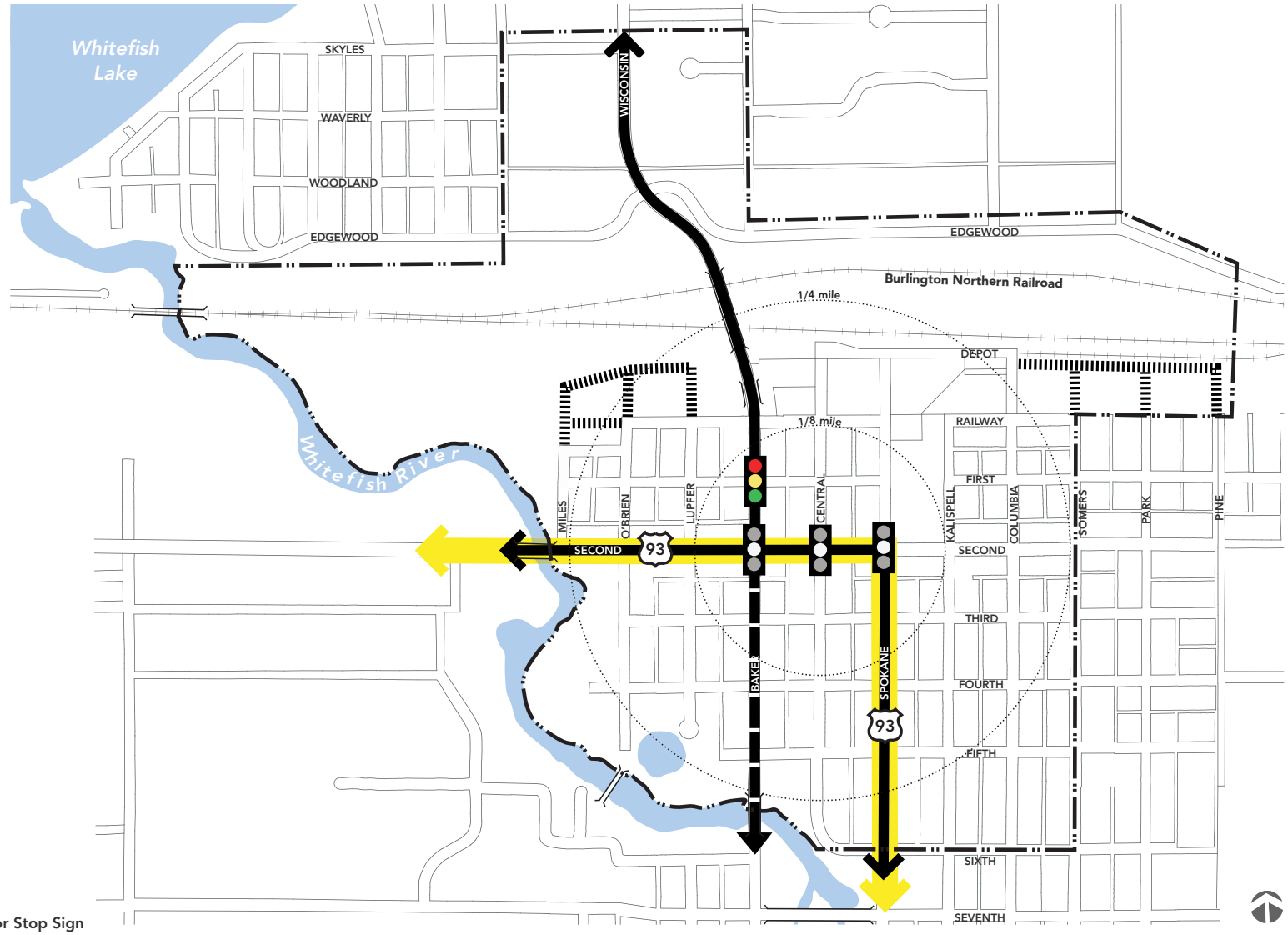
- Consideration for typical conditions rather than peak commuting hours. Level of service (LOS) or other standards that measure roadway intersection congestion should be adjusted to accept congestion levels above current requirements.
- A suggested traffic signal or four-way stop at First and Baker. The additional traffic control will improve pedestrian access between the Railway District and Central Avenue retail and commercial destinations.
- Reduction of existing large corner radii turning standards. Street intersections should be designed for a typical FedEx or similarly sized delivery vehicle that service businesses daily and accommodate occasional large semi-trailer truck turning movements by laying down curbs at key intersections.
- Maintaining curbside parking wherever possible
- Reducing speed limits to 20 mph (maximum)

NEW STREETS

Conceptual location for a street grid north of Railway Street is identified. These new local streets will provide access to new development identified in the Land Use Framework. New streets should be constructed concurrently with new development of parcels. These streets should meet existing City local street standards. Streets should include:

- Curbside parking
- Canopy street trees within a parkway between a sidewalk and curb line
- Pedestrian-scaled ornamental street lighting
- Underground utilities

Auto and Truck Elements



LEGEND

- Auto Mobility Street
- Baker Contra-Flow
- New Street
- Urban Highway
- Proposed Traffic Signal or Stop Sign
- Existing Traffic Signal

US HIGHWAY 93 URBAN CORRIDOR STUDY IMPROVEMENTS

US Highway 93 is designated as an Urban Highway through downtown Whitefish. The Montana Department of Transportation (MDT) has been considering roadway changes to improve regional traffic mobility through downtown since the late 1980s. An Environmental Impact Statement (EIS) was completed in 1995 which identified a number of through-traffic mobility 'enhancement' projects. The US Highway 93 Urban Corridor Study considered new planning information, evolving transportation conditions, updated regional growth forecasts, and provided updated concept adjustments to the 1995 EIS. The study suggested implementation of either the Contra-Flow Configuration or Modified (Offset) Alternative , based on further study. Both options include contra-flow lanes on both Baker and Spokane Avenues.

Construction of a contra-flow lane on Spokane Avenue should not occur due to:

- Impacts to existing trees between Second and Seventh
- Spatial constraints that preclude the ability to construct a protected bikeway
- Possible 'bottle-neck' traffic conditions at the intersection of Second and Spokane where two northbound lanes would merge into one westbound lane

Baker Contra-Flow–South of Second Street

The Downtown Business District Master Plan does not support Spokane Avenue widening but, does support Baker Avenue improvements that include:

- Two southbound lanes and one northbound lane from Second Street to the Whitefish River
- Maintenance of curbside parking, at a minimum, between Second and Third (East side of street)
- Adding bicycle lanes or shared bicycle and auto lane improvements (as indicated)

The Baker Avenue improvements South of Second Street to Fifth Street would include:

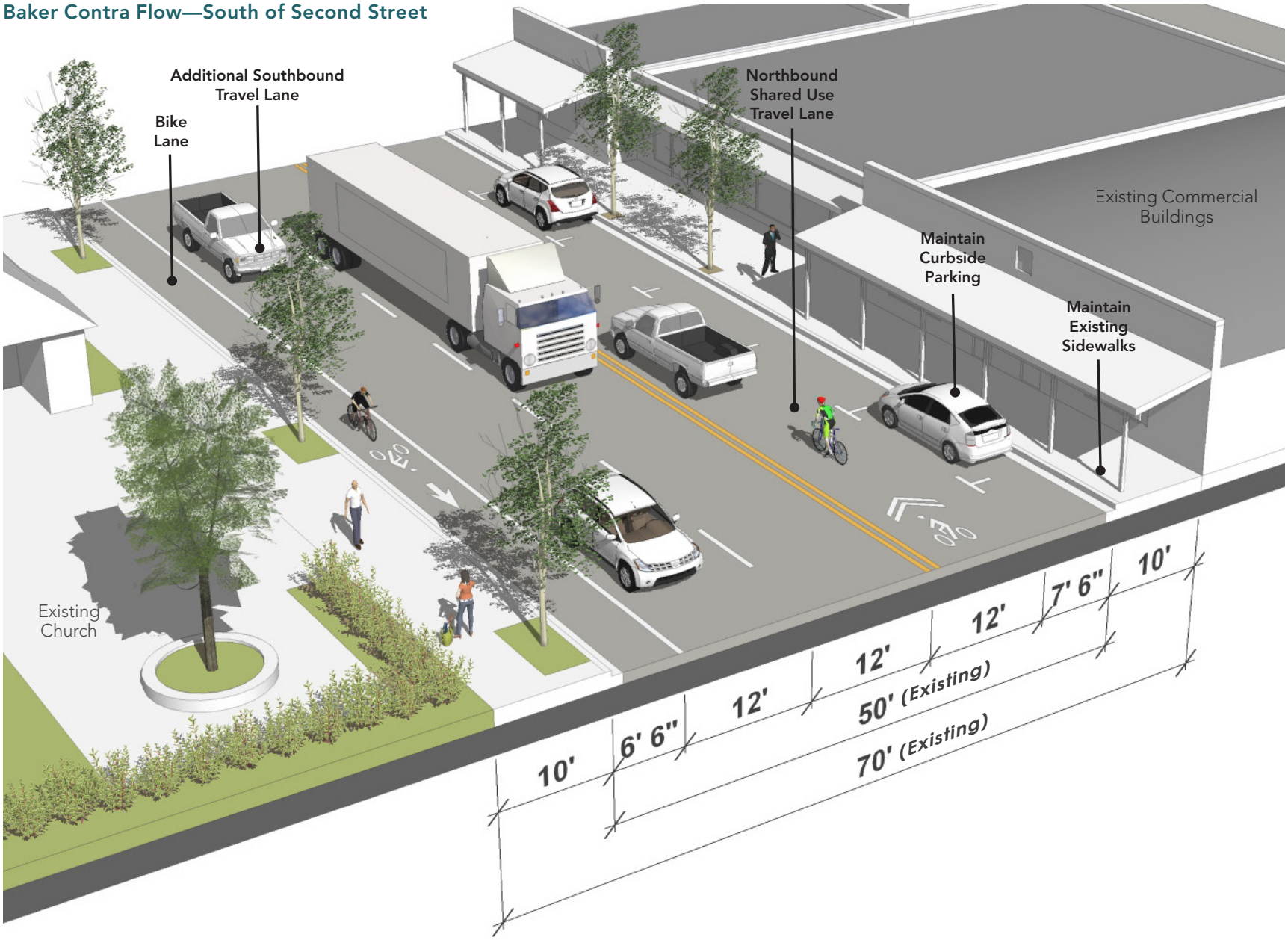
- Two southbound lanes and one northbound lane
- A 6'-6" southbound bike lane (replaces curbside parking) on the west side of the street and roadway signage and pavement markings indicating a northbound shared bike/auto lane on the east side of the street (An option South of Third Street to Fifth Street would be to remove on-street parking on both sides of the street and replace with a 6'-6" bike lane in each direction)
- Maintaining the existing curb-to-curb dimension of 50'-0"
- Maintaining the existing 10' sidewalks

Contra-Flow Configuration

Modified (Offset) Alternative C

Recommended
Not Recommended

Baker Contra Flow—South of Second Street

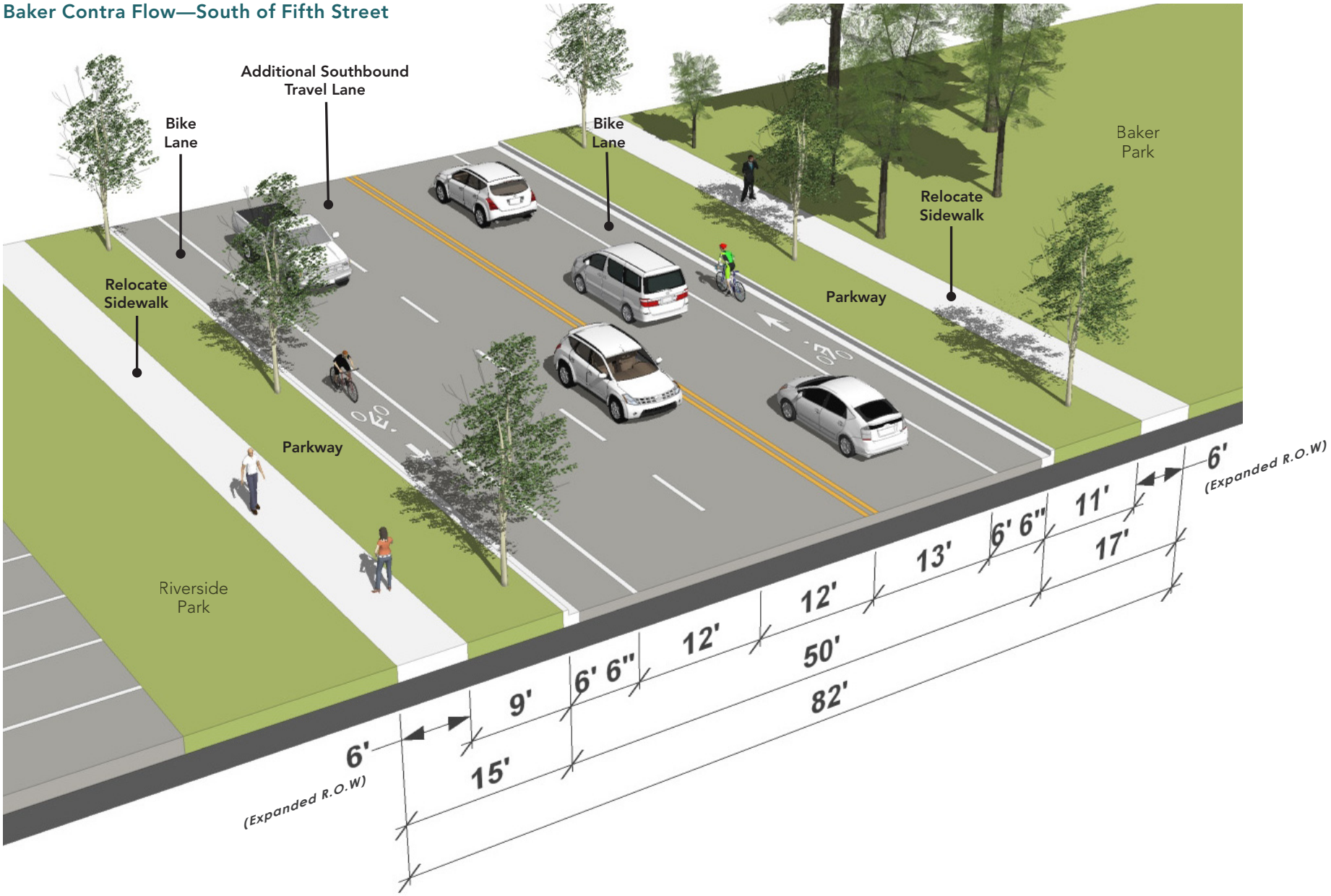


Baker Contra-Flow–South of Fifth Street

The Baker Avenue improvements South of Fifth Street to the Whitefish River would include:

- Increasing the existing right-of-way from 70′ to 82′ (6′ on each side of the existing right-of-way)
- Increasing the curb-to-curb dimension from 44′ to 50′ and matching the existing curb-to-curb dimension north of Third Street
- Provide an additional southbound lane and maintaining the existing northbound lane from Second Street to the Whitefish River
- Include 6′-6″ bike lanes on both sides of the street that would connect to existing bike lanes south of the Whitefish River
- Include new parkways on both sides of the street to provide a roadway buffer and winter snow storage
- Relocating sidewalks (6′ min.) into the existing adjacent parks

Baker Contra Flow—South of Fifth Street



PEDESTRIAN

While all streets in the downtown should be pedestrian-friendly, the Pedestrian Element identifies key access routes between neighborhoods and within Downtown. The framework includes existing improved pedestrian streets and additional streets targeted for pedestrian-friendly streetscape improvements.

PEDESTRIAN EMPHASIS STREETS

Downtown Whitefish's visitor-driven economy is dependent on creating a pedestrian oriented setting in which customers feel comfortable strolling from shop-to-shop, relaxing on comfortable benches or eating and drinking at café tables. Recent pedestrian-priority improvements include widened sidewalks, pedestrian-scaled street lights, landscaped curb extensions, 'tabled' intersections, and well-defined intersection crosswalks. These improvements have created a welcoming environment that has enhanced the downtown character, livability and most importantly, has spurred increased pedestrian activity. The Pedestrian Elements diagram identifies additional pedestrian improvements for the Downtown and include:

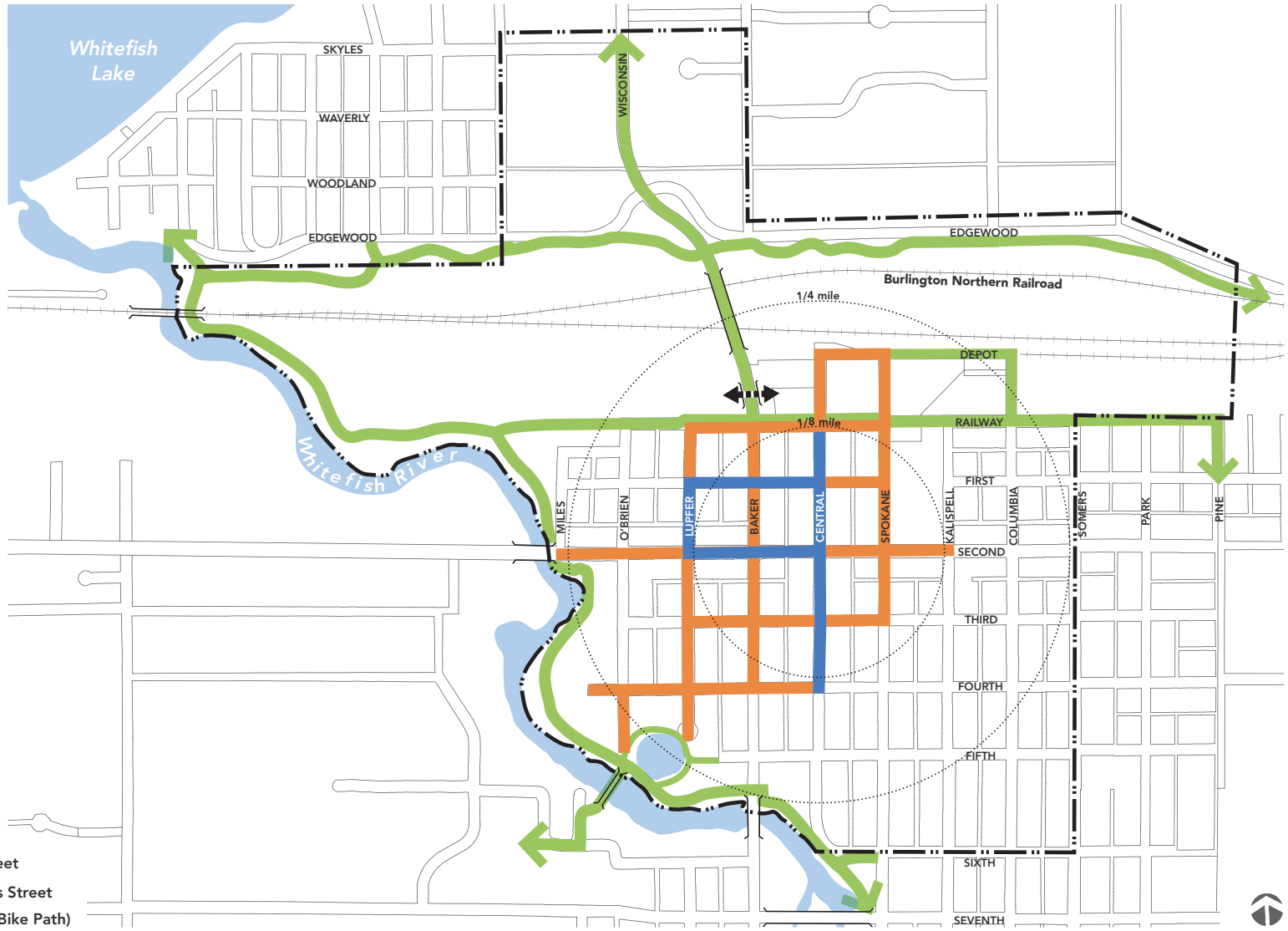
Pedestrian Emphasis Streets– sidewalk and intersection improvements provided on streets within residential areas of the downtown along with commercial-oriented streets that complement and connect with the shopping loop streets

Shopping Loop Emphasis Streets– sidewalk and intersection improvements that foster retail activity and have a consistent character with the existing Central Avenue improvements

Multi-Use Trails– pedestrian, and bicycle recreation and commuting routes that link the downtown to surrounding neighborhoods

Multi-Use Trail Underpass– a pedestrian and bicycle underpass of the Baker/Wisconsin viaduct that provides an alternative to the at-grade intersection crossing at Baker Avenue and Railway Street

Pedestrian Elements



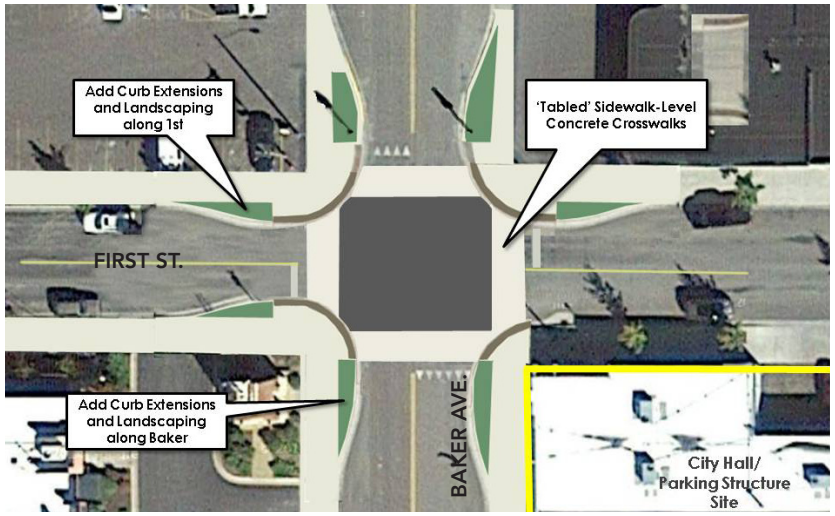
LEGEND

- Pedestrian Emphasis Street
- Shopping Loop Emphasis Street
- Multi-Use Trail (Ped and Bike Path)
- Multi-Use Trail (Underpass)

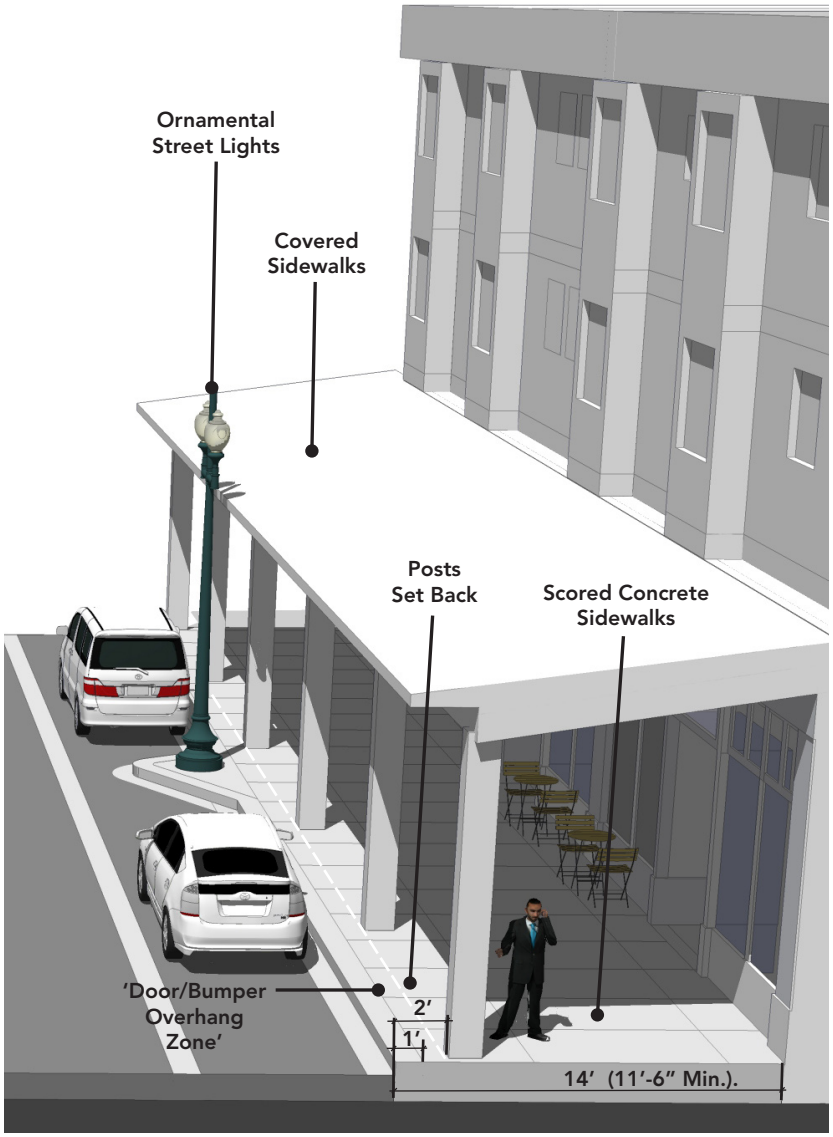
SHOPPING LOOP EMPHASIS STREETS

The Shopping Loop Emphasis streets include street segments where pedestrian-oriented improvements, combined with land use changes, expand the retail offering along Central Avenue and link the Railway District to the Central Avenue corridor. A 'common thread' of similar Central Avenue sidewalk, intersection, lighting and landscape elements are recommended and include:

- 'Tabled' sidewalk-level concrete crosswalks at all intersections
- Recommended 14-foot wide sidewalks (11'-6" wide sidewalks minimum)
- Ornamental street lights at corners and mid-block locations
- Covered sidewalks along retail frontages
- Scored concrete sidewalks (tooled rather than sawcut joints)
- One foot wide curb
- Landscaped curb extensions (Use of native and native compatible plant materials is encouraged)
- Door zone/bumper overhang zone (set back covered sidewalk posts from the curb to minimize auto impacts and damage)



First and Baker Intersection Improvements



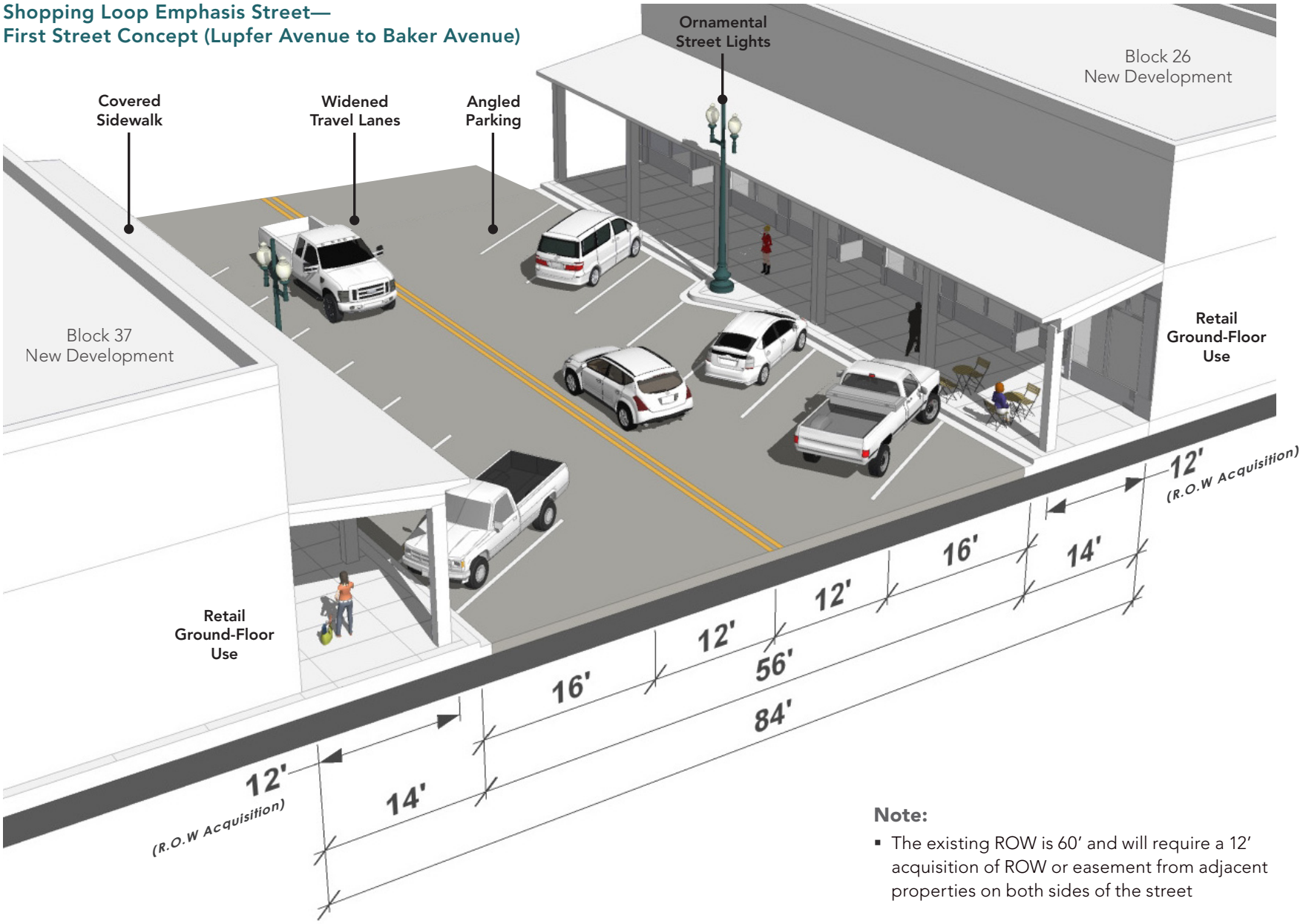
Typical Shopping Loop Sidewalk Elements

Shopping Loop Emphasis Street—First Street and Lupfer Avenue Improvements

LEGEND

- Wide Sidewalks
- Ornamental Lights/ Landscaping
- Tabled Intersection and Crosswalk
- Covered Sidewalks
- Traffic Signal or Stop Sign
- Curbside Parking (Angled or Parallel)
- SNOW Bus Stop

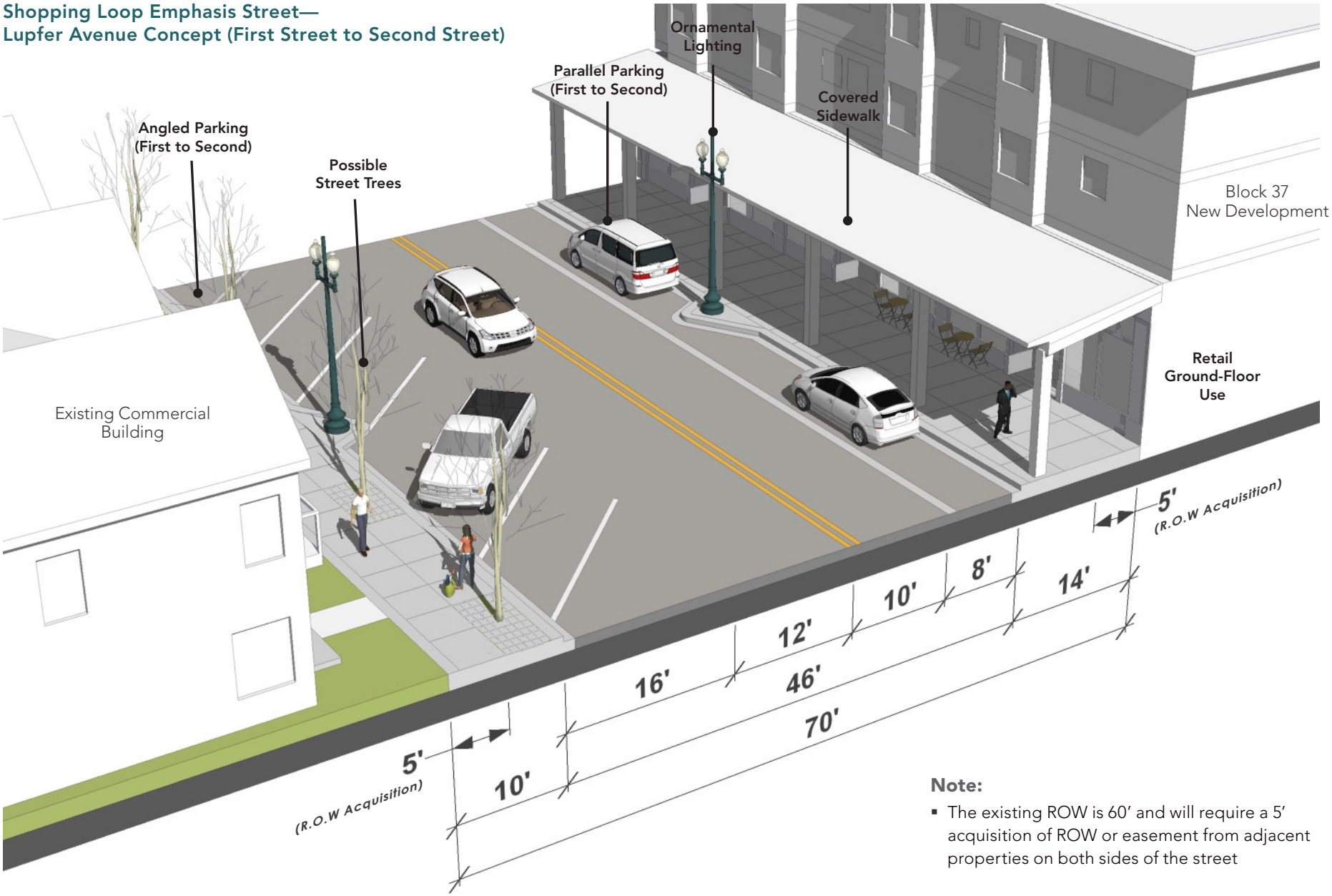
Shopping Loop Emphasis Street—
First Street Concept (Lupfer Avenue to Baker Avenue)



Note:

- The existing ROW is 60′ and will require a 12′ acquisition of ROW or easement from adjacent properties on both sides of the street

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



Note:

- The existing ROW is 60′ and will require a 5′ acquisition of ROW or easement from adjacent properties on both sides of the street

BICYCLE

The Bicycle Element establishes a network of bicycle facilities that provide safe, direct, and convenient routes suitable for daily transportation and recreation from adjacent neighborhoods and within the downtown. The primary intent of the bicycle element is to substantially increase the bicycle trips in the Downtown. When fully implemented, the benefits of a safe bicycle network can be significant. By transferring a reasonable portion of Downtown transportation trips from automobiles to bicycles, Downtown auto congestion can be lessened and demand for parking facilities reduced.

Bicycle Signal

The bikeway element includes routes identified in the Whitefish Pedestrian and Bicycle Master Plan and the Safe Routes to School Master Plan. Bicycle facilities include:

Protected Bikeways–Bi-directional, 10' wide 'Protected Bikeway' route along Spokane Avenue, as part of the Whitefish Promenade are identified. Extension of the protected bikeway south of Seventh Street to the Whitefish city limits should be fostered.

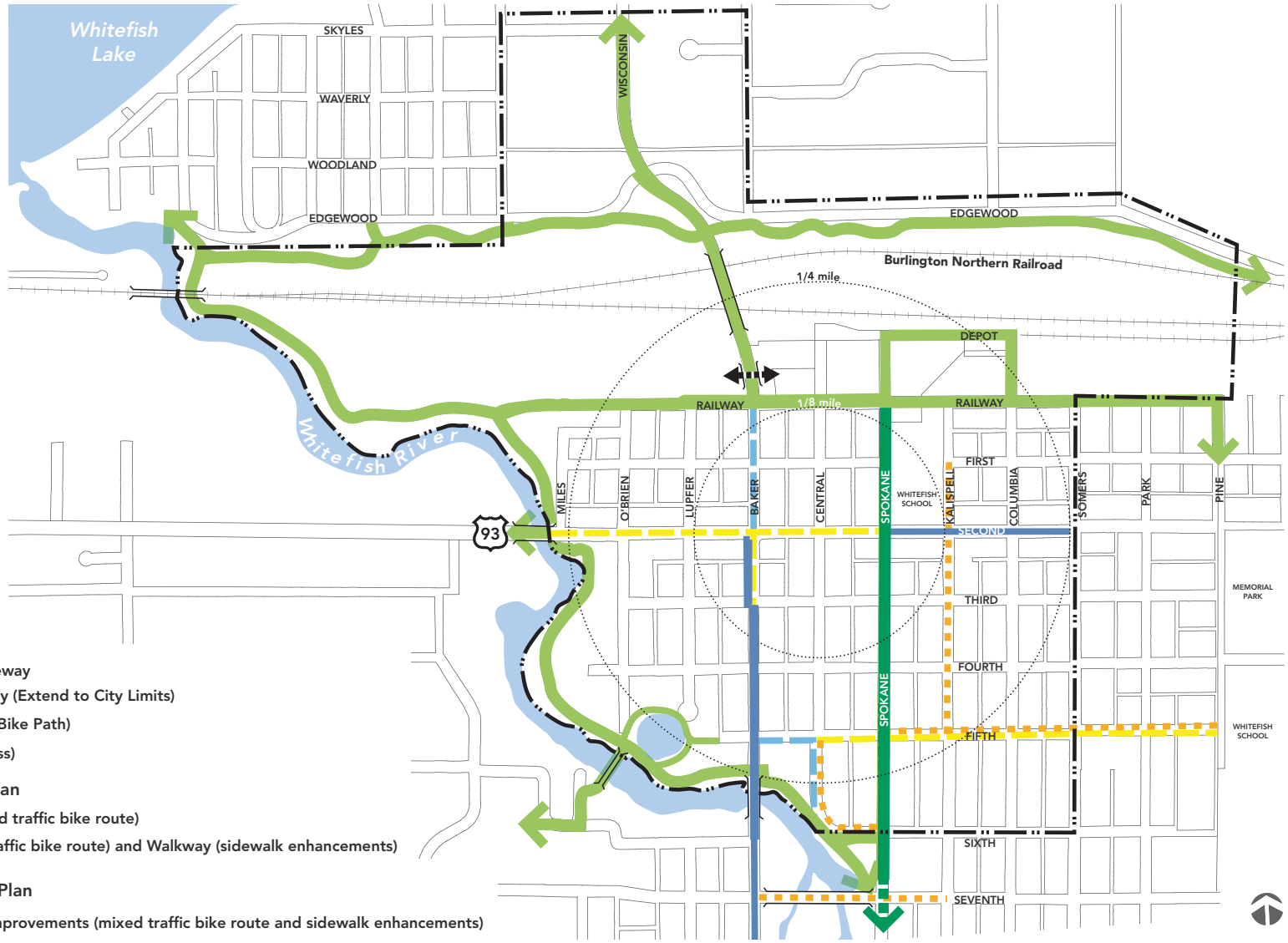
Multi-Use Trails (Shared Pedestrian and Bicycle Facility)– Existing, planned, and proposed multi-use trail routes are identified. New multi-use paths should be 12' wide (10' minimum) to accommodate both pedestrians and cyclists comfortably. To minimize conflicts, designated cyclists and pedestrians lane striping should be provided. On all routes, bicyclists should yield to pedestrian traffic and be required to ride at slow speeds when pedestrians are present.

Bicycle and Pedestrian Master Plan Facilities– On-street Bike Lanes and Walkway routes are identified. A description of the design and characteristics of these routes are provided within the Whitefish Pedestrian and Bicycle Master Plan.

Safe Routes to School Facilities–Safe Routes to School Improvements and Bike Lane routes are identified. A description of the design and characteristics of these routes are provided within the Whitefish Safe Routes to School Master Plan.

Bicycle Signal–A signal phase for north/south bi-directional bicycle movements at the intersection of Spokane Avenue and Second Street is encouraged. As part of the implementation strategy, additional traffic analysis and intersection design is identified as necessary to determine if this signal is warranted.

Bicycle Elements



LEGEND

- Proposed Protected Bikeway
- Future Protected Bikeway (Extend to City Limits)
- Multi-Use Trail (Ped and Bike Path)
- Multi-Use Trail (Underpass)

Bicycle & Pedestrian Master Plan

- Proposed Bikeway (mixed traffic bike route)
- Proposed Bike (mixed traffic bike route) and Walkway (sidewalk enhancements)

Safe Routes to School Master Plan

- Safe Routes To School Improvements (mixed traffic bike route and sidewalk enhancements)
- Bike Lanes

WHITEFISH PROMENADE

The 'Whitefish Promenade' is a transportation and recreation route within the downtown. It is comprised of pedestrian and bicycle facilities including sidewalks, multi-use trails, and protected bikeways. Except for the identified multi-use trail segments, pedestrian and bicycle facilities are separated to minimize conflicts.

Protected Bikeways

The protected bikeways are located along busy streets where Whitefish residents and visitors currently do not ride their bicycles because of auto conflict safety concerns. To attract these potential riders, the protected bikeway should be:

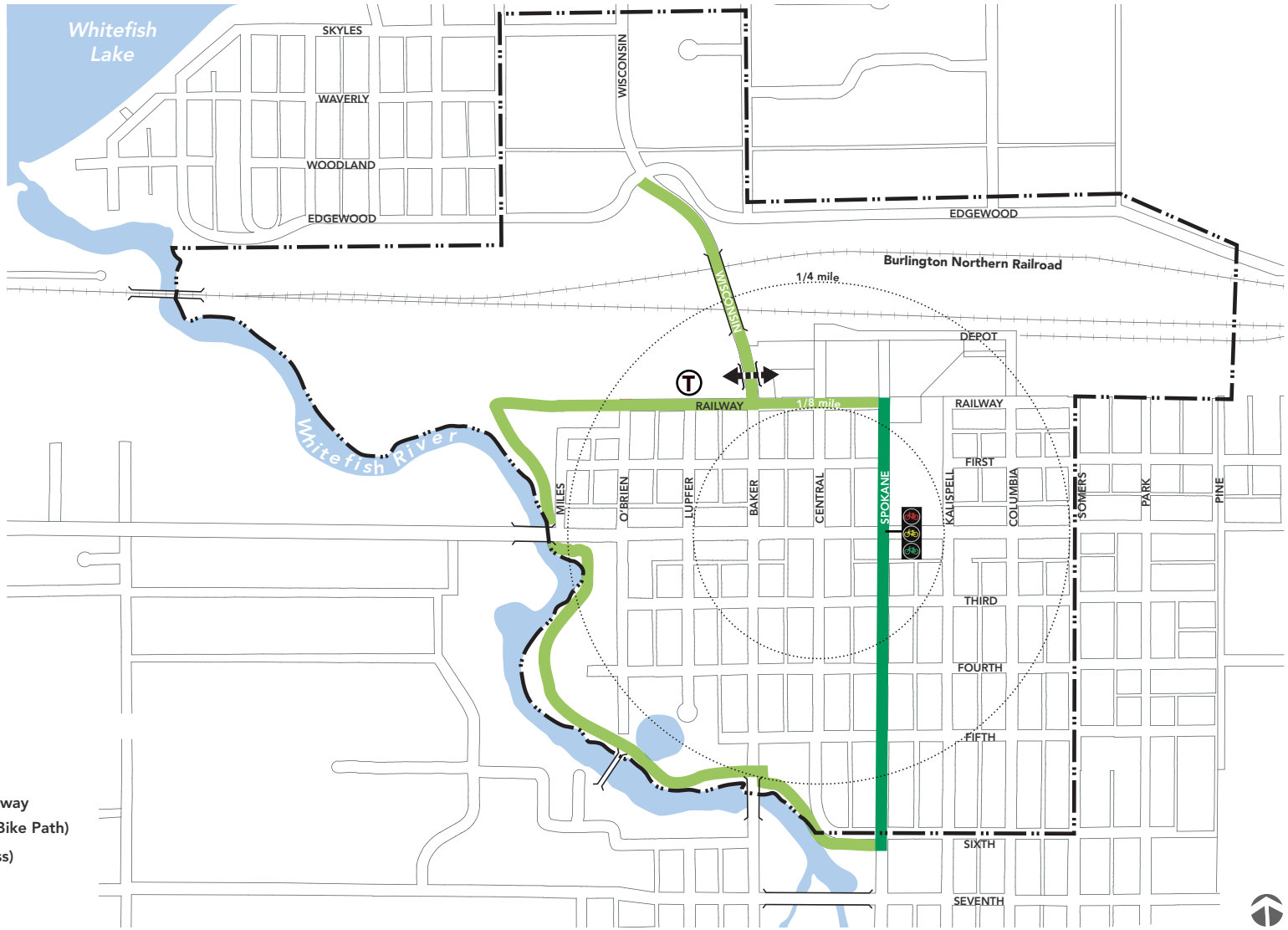
- Physically separated from auto traffic lanes by curbside parked vehicles, landscaping, a concrete curb or a combination of these elements
- Designed to provide safe cyclist crossings at intersections and driveways. Colored lane markings, special bicycle traffic signal phasing or other innovative approaches to creating safe bicycle intersection crossings should be considered.
- Designed to minimize pedestrian impacts or conflicts on adjacent sidewalks, street corners, and crosswalks. No reduction in sidewalk area should result from the construction of the protected bikeway facility
- Well maintained. Bikeways should be swept or plowed frequently to keep debris, dirt, snow, and ice off cycling surfaces. The greatest deterrent to winter cycling is not cold weather; rather it is a slippery surface. A well-maintained network will extend the cycling season well into the winter months or, for more hardy cyclists, all year.

Multi-Use Trail (Pedestrian and Bike Path)

Connections to the neighborhoods, access to recreation areas and linkages to pedestrian emphasis streets are identified. The network includes existing, planned, and proposed new facilities.

Spokane Avenue—Mature Trees to be Preserved

Whitefish Promenade



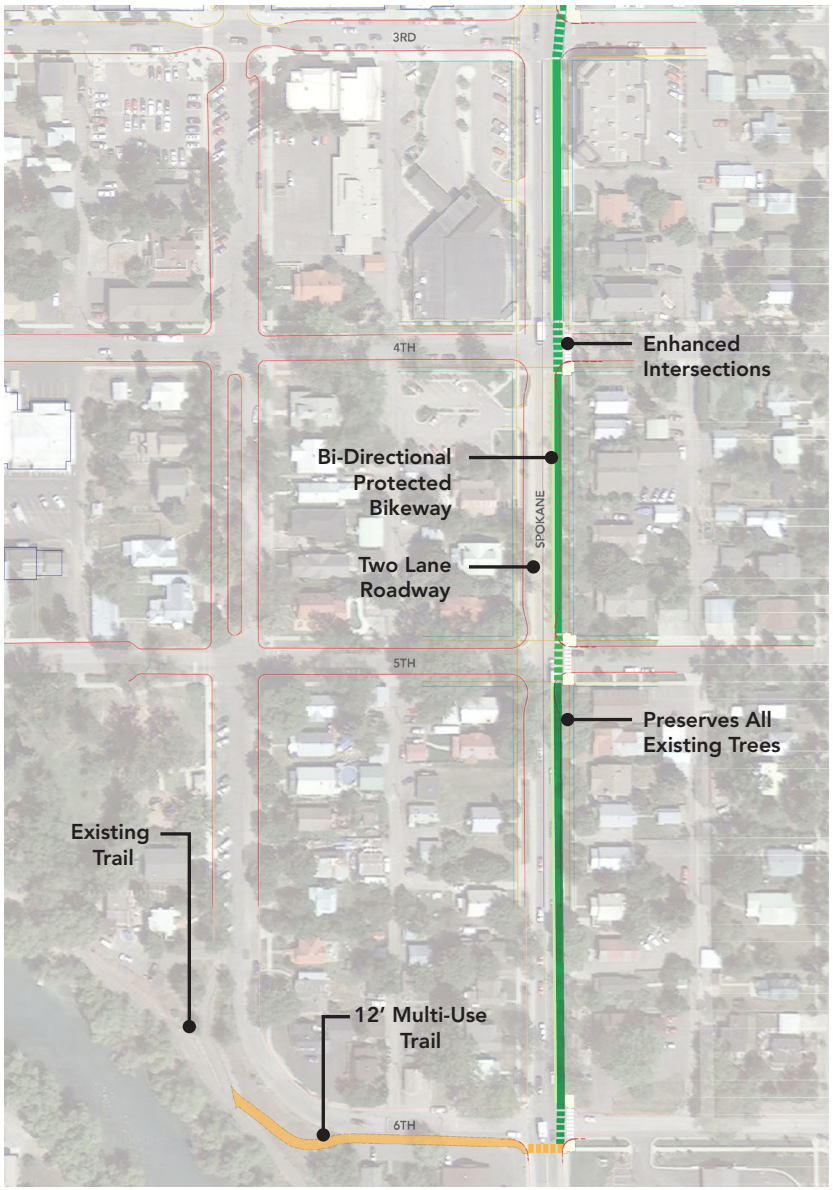
LEGEND

- Proposed Protected Bikeway
- Multi-Use Trail (Ped and Bike Path)
- Multi-Use Trail (Underpass)
- Trailhead
- Bike Signal

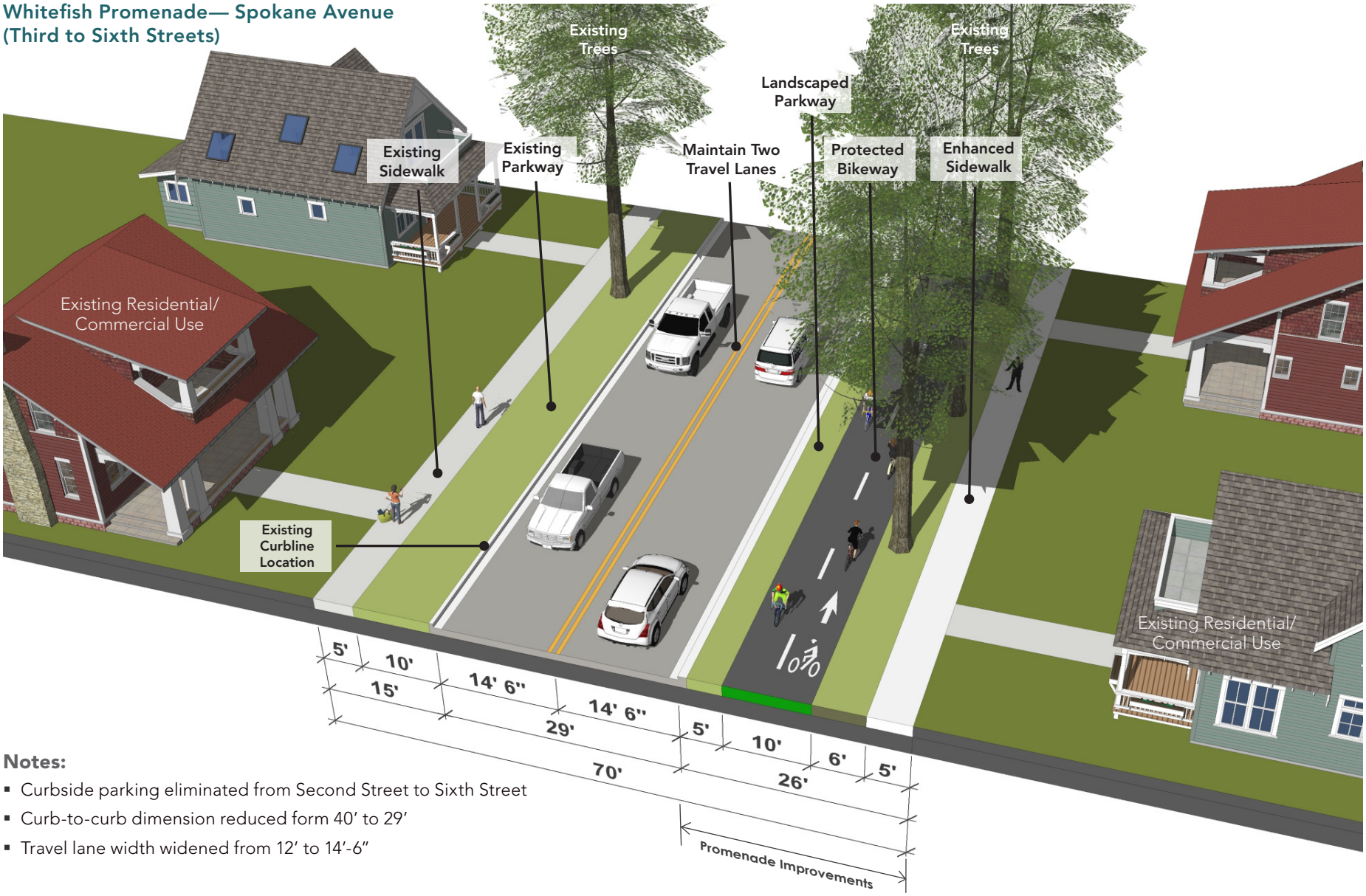
Whitefish Promenade–Spokane Avenue (Third to Sixth Street Concept)

Construction of this segment, may occur before, but is likely to occur as part of future MDT Highway 93 improvements. The concept diagram illustrates the improvements and key elements within the existing right-of-way from Third to Sixth Street. This segment includes a bi-directional protected bikeway, landscaped parkways, and enhanced sidewalks. As necessary, the location of the protected bikeway may meander to preserve existing trees, and the design concept may vary at intersections and driveways. Detailed site survey information will be required to identify the exact location of mature trees. The Whitefish promenade improvements should:

- Be constructed within the existing 70′ right-of-way
- Include a new 10′ wide bi-directional off-street asphalt protected bikeway on the east side of the roadway.
- Construct the bikeway 6″ (minimum) above the roadway surface or at a grade similar to the sidewalk.
- Maintain sidewalks in their current location and width.
- Preserves existing mature trees throughout. Mature trees should not be removed to construct any transportation improvements. Tree preservation measures such as permeable paving that minimize impacts on tree roots should be considered. New trees and additional landscaping should be added where needed.
- Provide a 5′ landscaped parkway between the bikeway and travel lanes. This area would be suitable for temporary snow storage during winter months.
- Provide a 12′ multi-use trail within the existing right-of-way along the south side of 6th Street between Spokane Avenue and the existing Whitefish Riverfront Trail. Access to existing parking lots should be maintained but configured to minimize auto and pedestrian conflicts.



Whitefish Promenade— Spokane Avenue (Third to Sixth Streets)



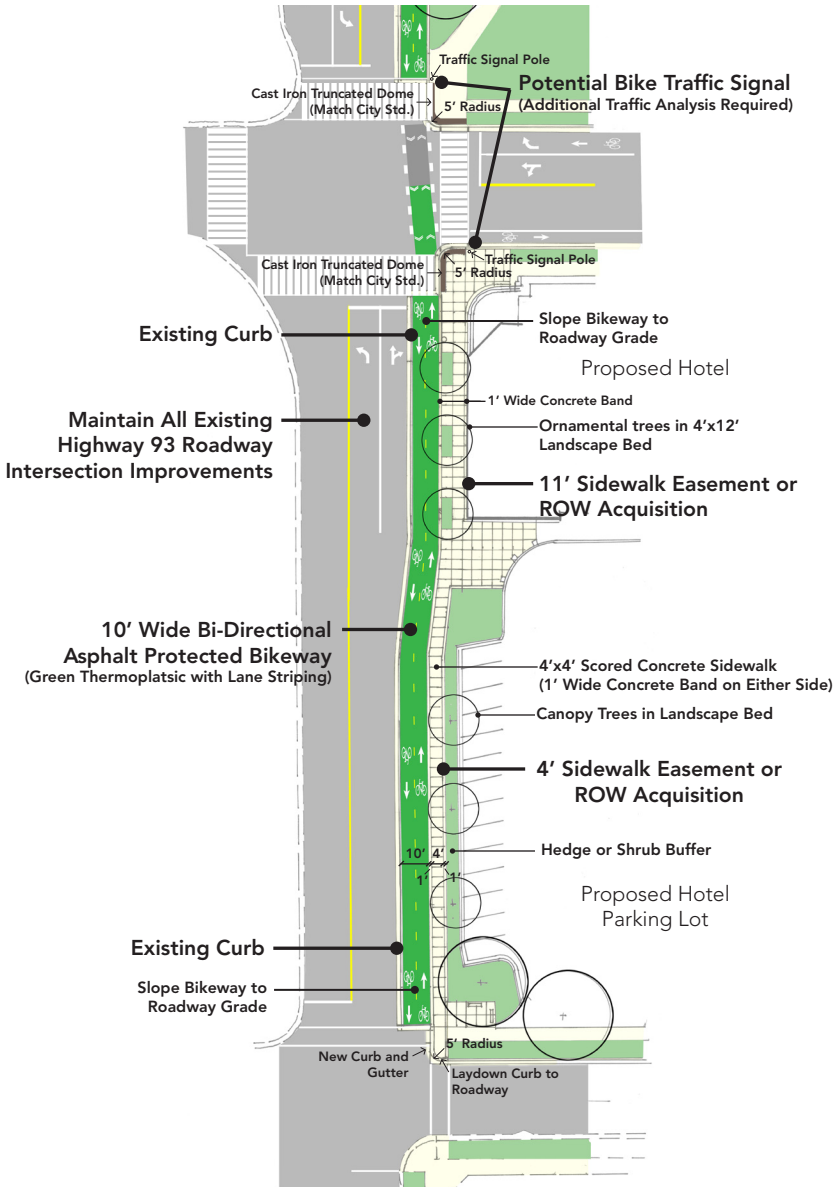
Notes:

- Curbside parking eliminated from Second Street to Sixth Street
- Curb-to-curb dimension reduced form 40′ to 29′
- Travel lane width widened from 12′ to 14′-6″

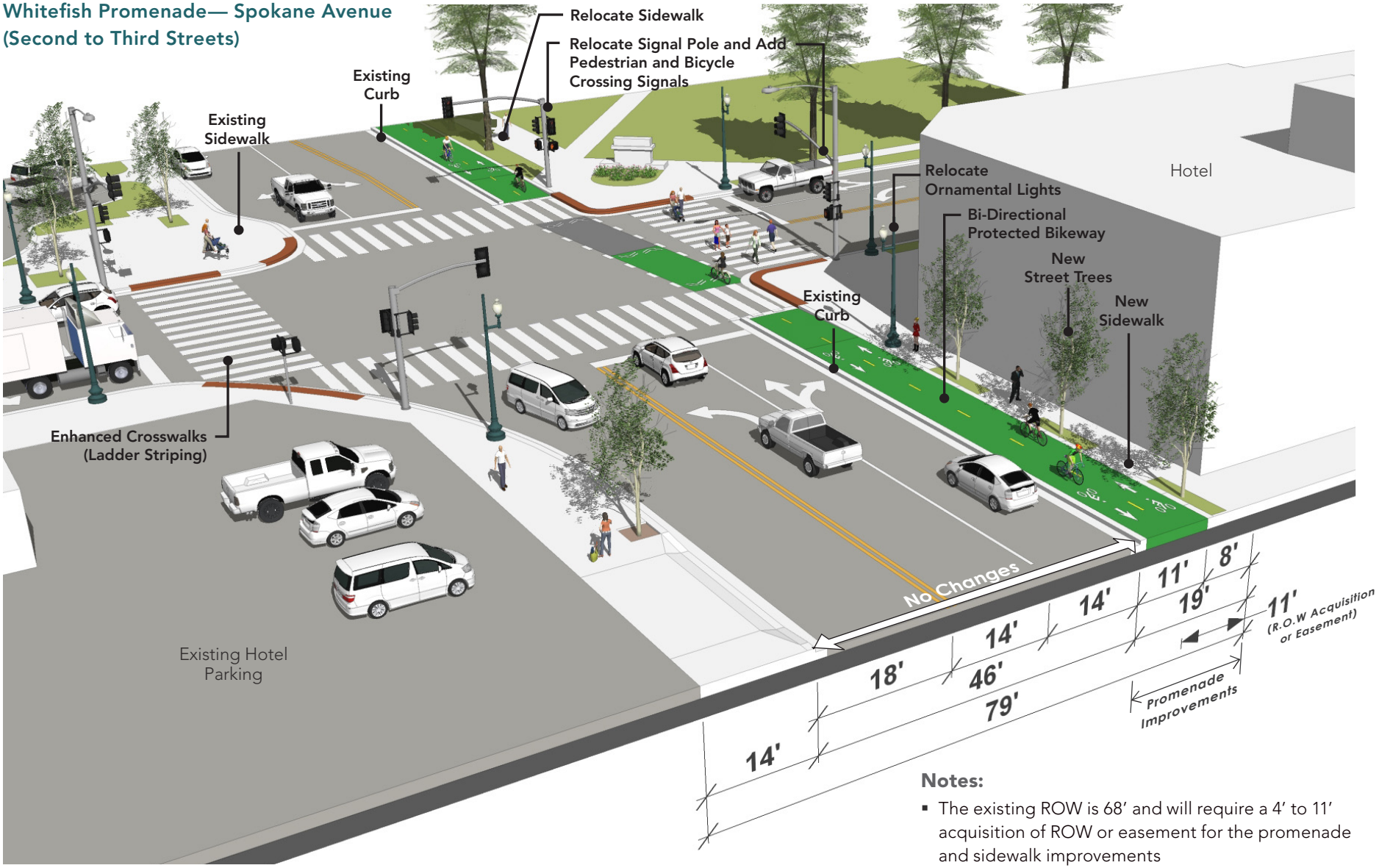
Whitefish Promenade–Spokane Avenue (Second to Third Street Concept)

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:

- Maintain 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′ from the adjacent property



Whitefish Promenade— Spokane Avenue (Second to Third Streets)



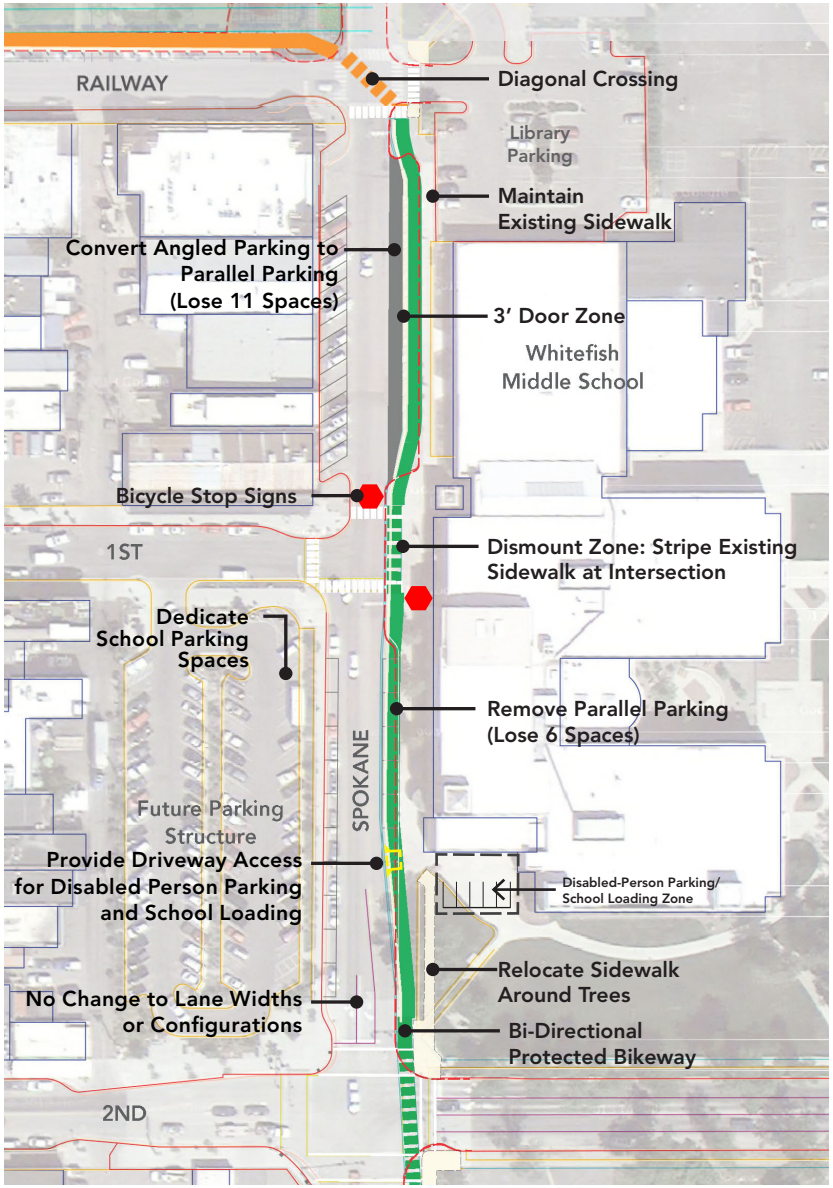
Notes:

- The existing ROW is 68' and will require a 4' to 11' acquisition of ROW or easement for the promenade and sidewalk improvements
- Additional width may be required to accommodate traffic signal poles, control boxes fire hydrants, etc.

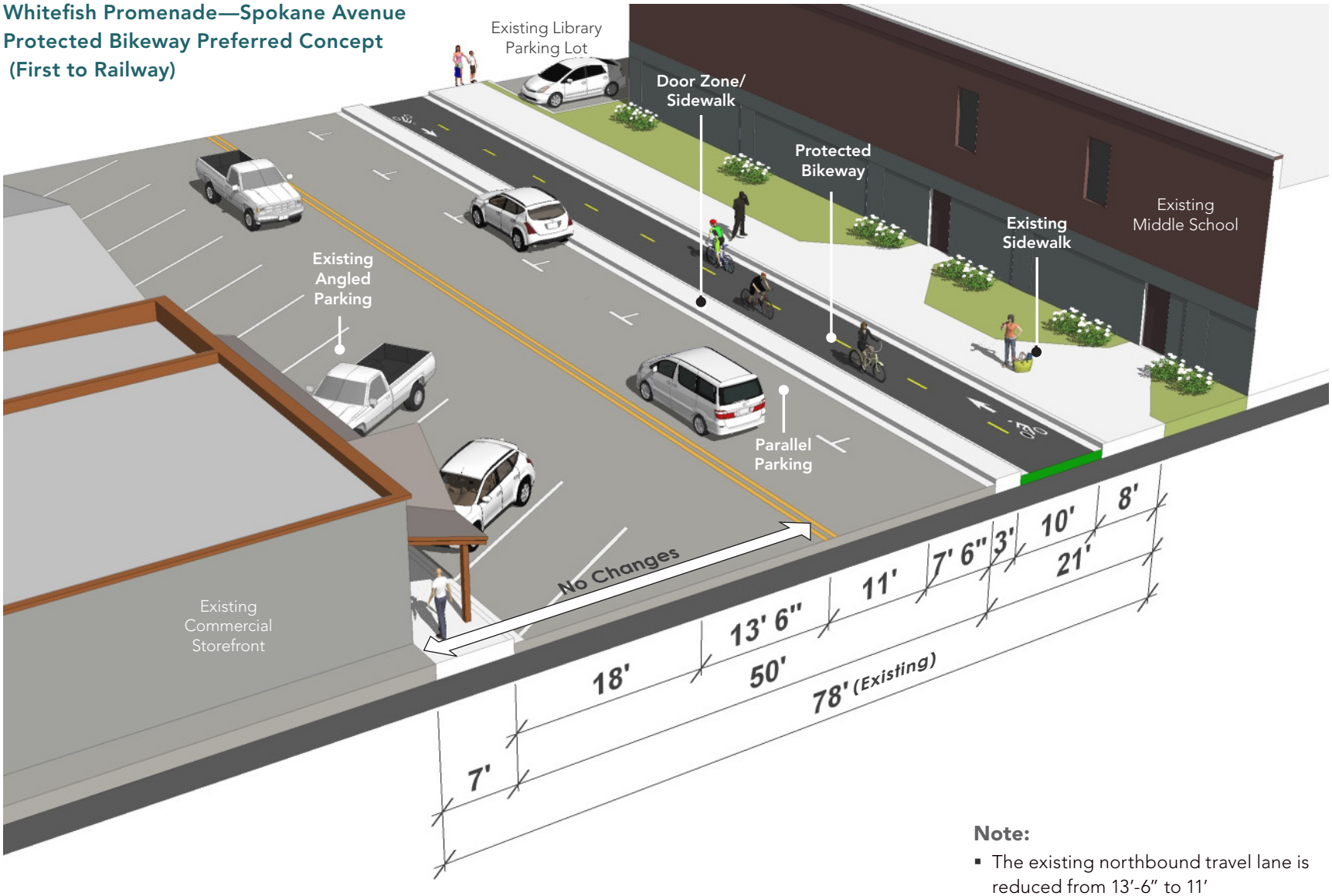
Whitefish Promenade–Spokane Avenue Protected Bikeway Preferred Concept (Second to Railway Street)

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. The preferred concept includes a bi-directional protected bikeway throughout and maintains all travel lane configurations. The design should:

- Be constructed within the existing 78′ right-of-way with the exception of relocating the sidewalk outside of the right-of-way in order to preserve existing trees in front of the Middle School.
- Provide a 10′ wide bi-directional 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
- Construct the protected bikeway either at-grade with the existing sidewalk or at-grade with the roadway
- Require a bicycle 'dismount' zone at the intersection of First and Spokane to avoid pedestrian and bicycle conflicts
- Provide driveway access to disabled-person parking and vehicle loading areas adjacent to Central School
- Include a 6″ raised door zone (3′) between the parallel parking north of First Street and the bi-directional protected bikeway
- Dedicate school parking spaces in the city parking lot



Whitefish Promenade—Spokane Avenue Protected Bikeway Preferred Concept (First to Railway)



Note:

- The existing northbound travel lane is reduced from 13'-6" to 11'

Whitefish Promenade–Spokane Avenue Multi-Use Trail/ Protected Bikeway Alternative Concept (First to Railway Street)

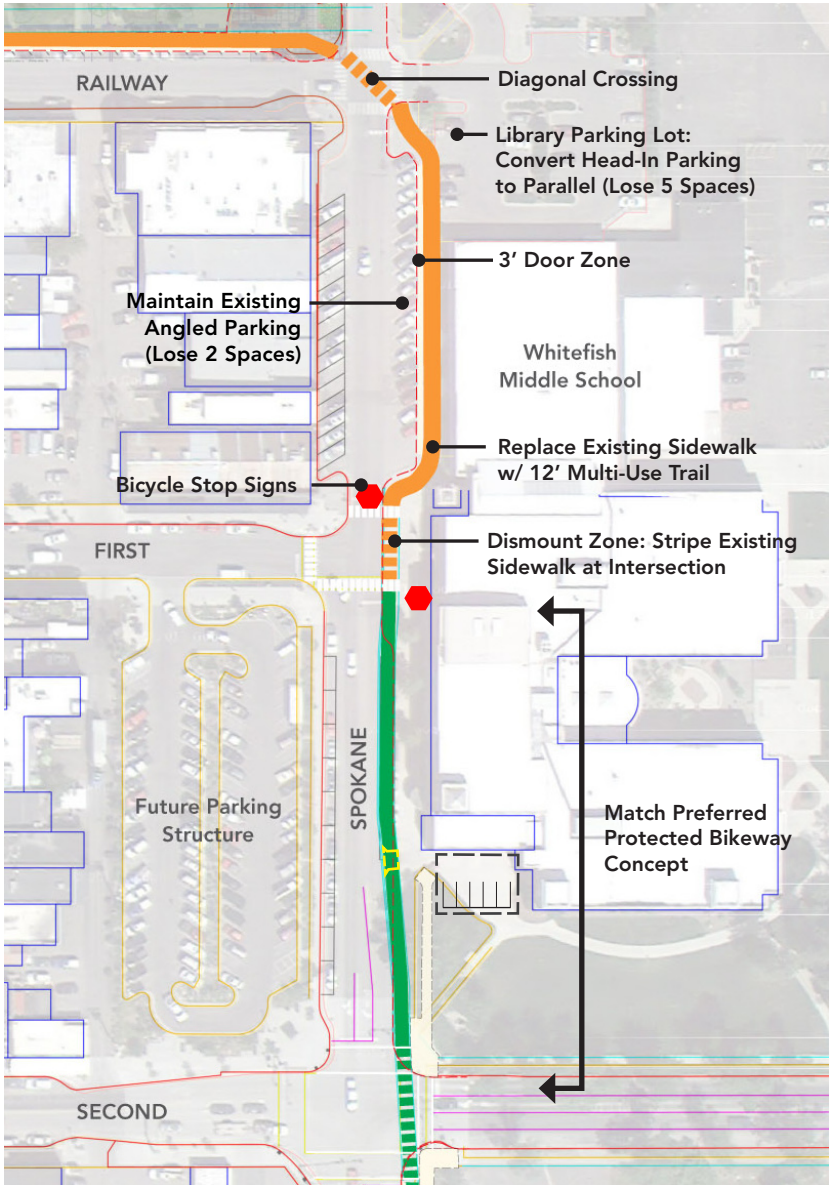
The concept diagram illustrates the improvement characteristics and locations of all key elements within the existing right-of-way for a segment of Spokane Avenue of the Whitefish Promenade, from First to Railway Street. This segment includes the combination of a multi-use trail and a bi-directional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

From Second to First:

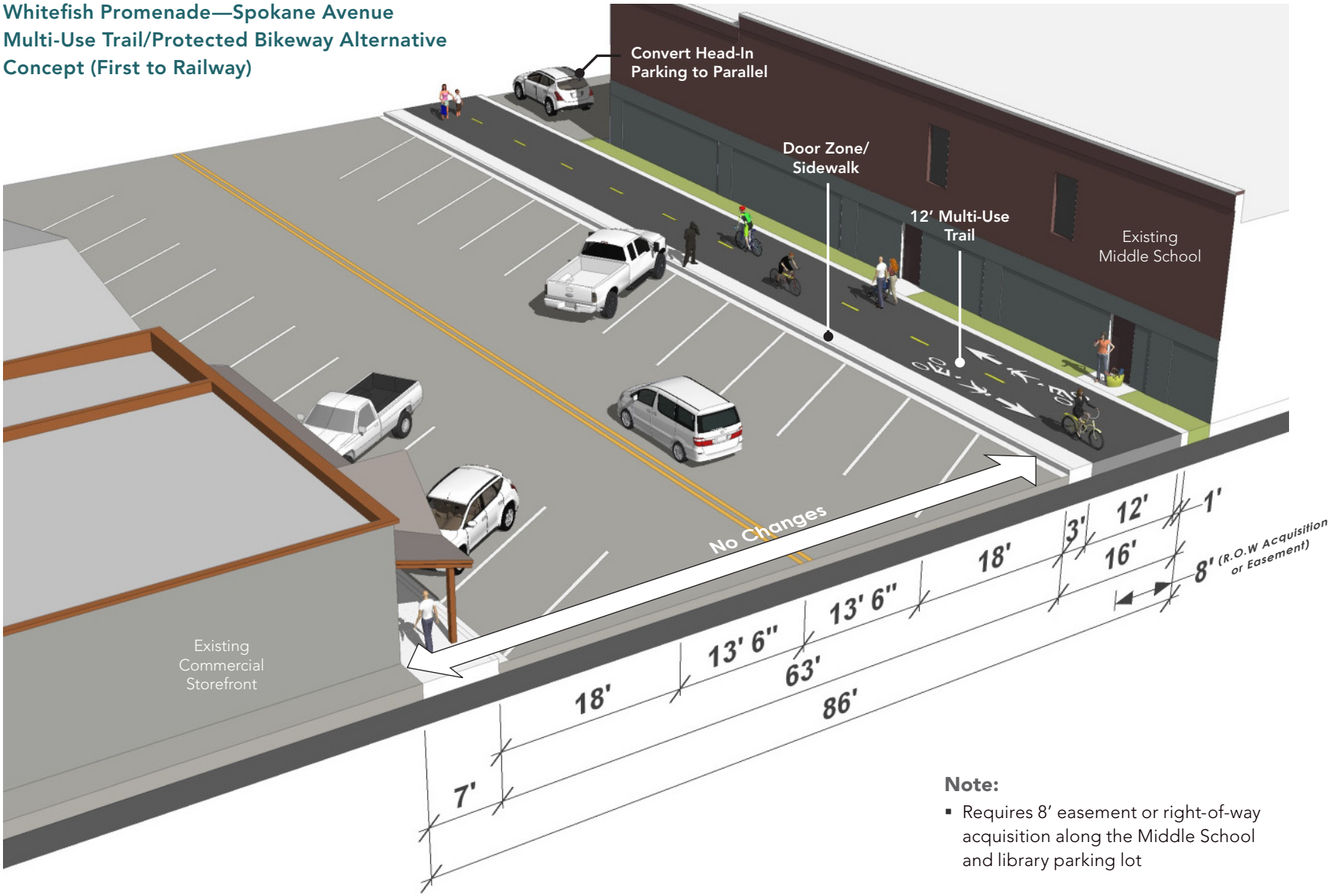
- Match the improvements identified for the preferred protected bikeway alternative concept

From First to Railway:

- Include a 12′ wide asphalt multi-use trail replacing the existing sidewalk north of First Street to Railway Street
- Maintain angled parking
- Requires an 8′ easement on the east side of the street from First to Railway from the Middle School and library parcels
- Include a 6″ raised door zone (3′) between the existing angled parking and the multi-use trail
- Maintain the existing parking, travel lanes and sidewalk conditions on the west side of the street



Whitefish Promenade—Spokane Avenue Multi-Use Trail/Protected Bikeway Alternative Concept (First to Railway)



Note:

- Requires 8′ easement or right-of-way acquisition along the Middle School and library parking lot

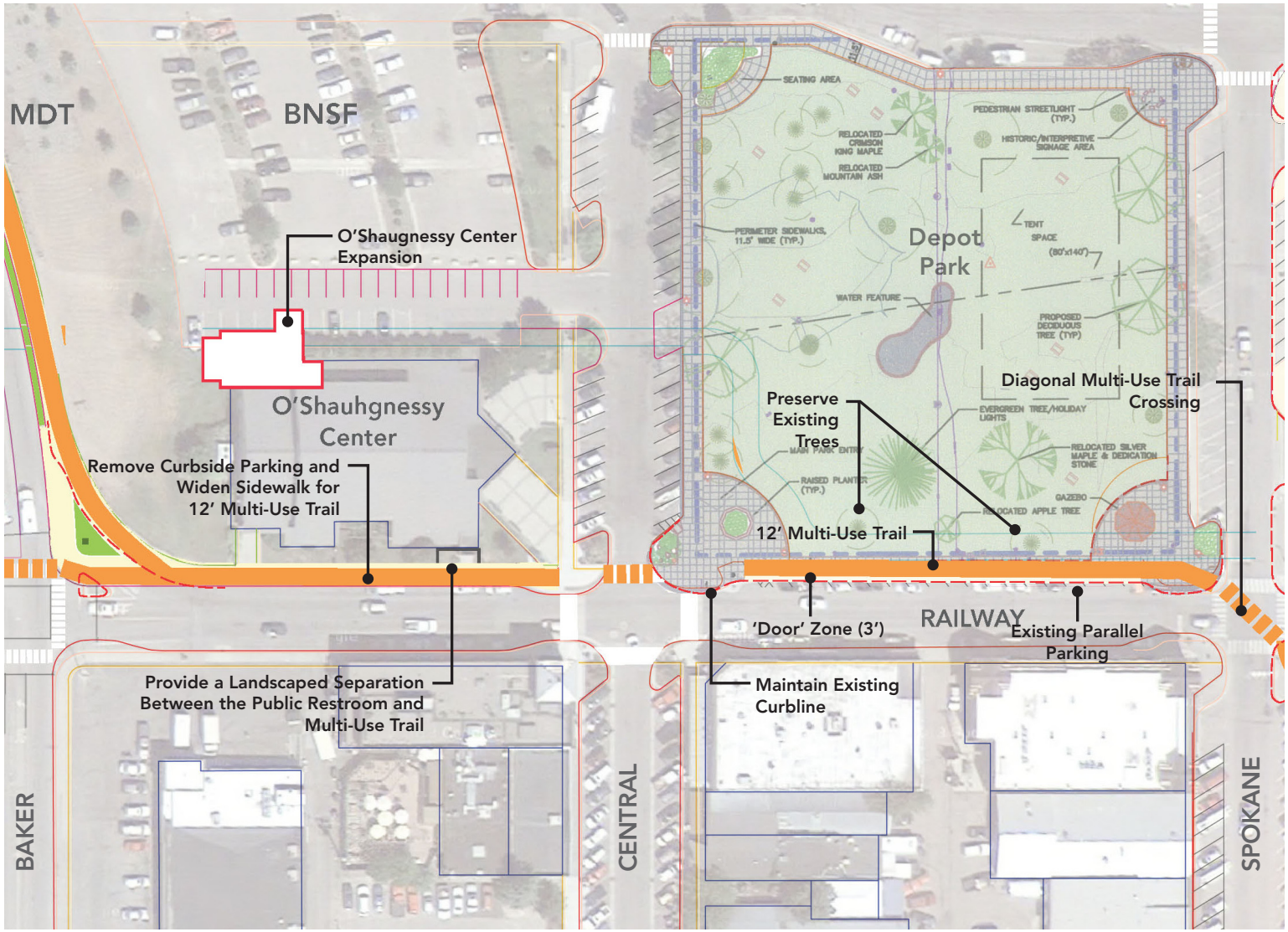
Depot Park (Spokane to Baker Avenue Concept)

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

- Include a 12′ wide multi-use trail as indicated
- Preserve existing trees within Depot Park
- Require removal of curbside parking along the O'Shaughnessy frontage
- Include a landscaped separation between the O'Shaughnessy public restroom and the multi-use trail to minimize conflicts between pedestrians and cyclists

Depot Park—Mature Trees to be Preserved

Whitefish Promenade—Depot Park Route

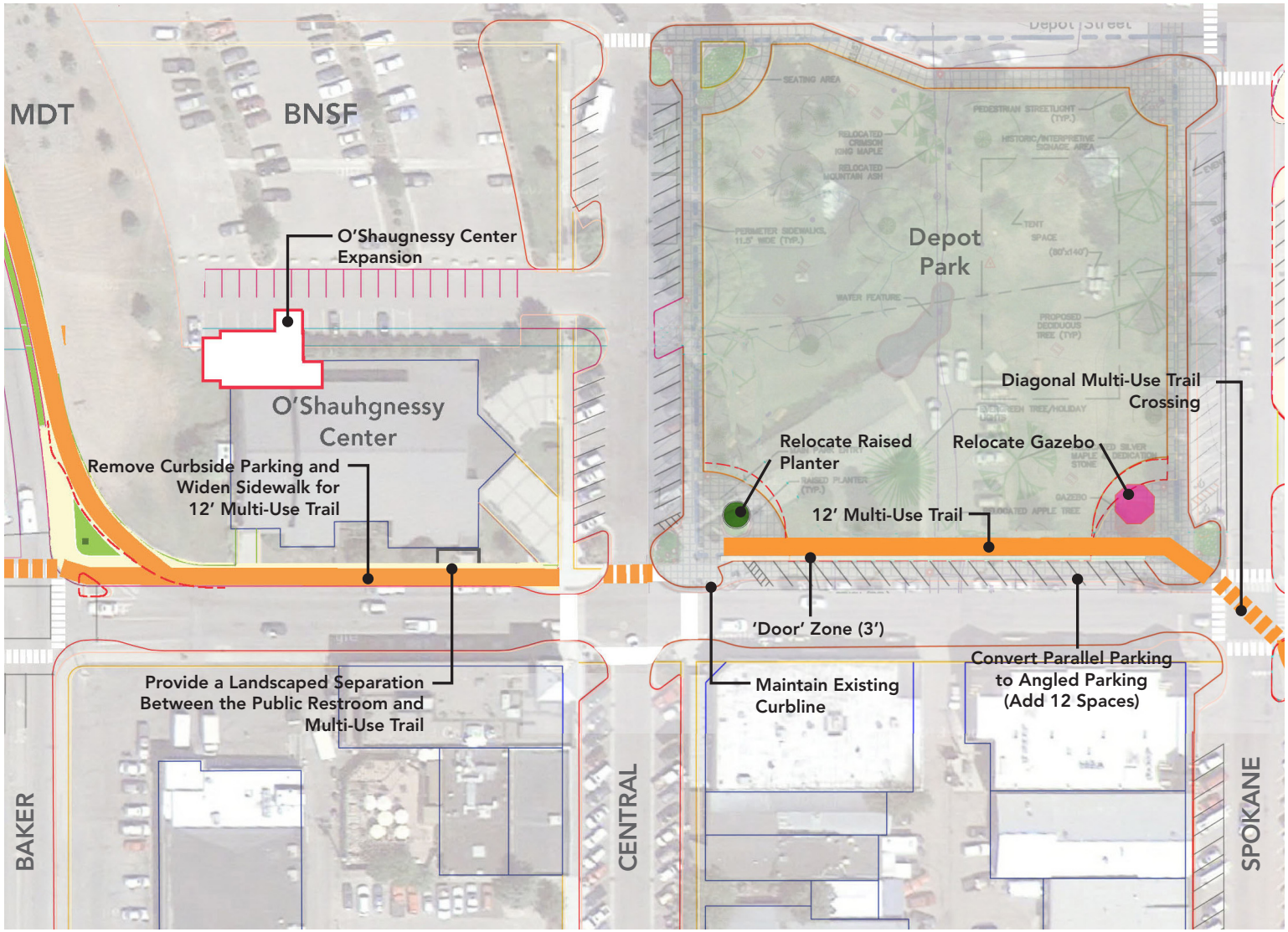


Depot Park Alternative Route (Spokane to Baker Avenue Concept)

The concept diagram illustrates improvement characteristics and locations of all key elements within public areas for an alternative route segment along Railway Street between Spokane Avenue and Baker Avenue. The design should:

- Include a 12′ wide multi-use trail as indicated
- Convert parallel parking to angled parking along the north side of Railway Street between Second and Third Avenue. This additional parking would serve downtown businesses and increase parking capacity for park events.
- Include a 6″ raised door zone (3′) between the existing angled parking and the multi-use trail.
- Require relocating the raised planter and gazebo as part of the Depot Park improvement project.
- Preserve existing trees within Depot Park where possible
- Require removal of curbside parking along the O′Shaughnessy frontage
- Include a landscaped separation between the O′Shaughnessy public restroom and the multi-use trail to minimize conflicts between pedestrians and cyclists.

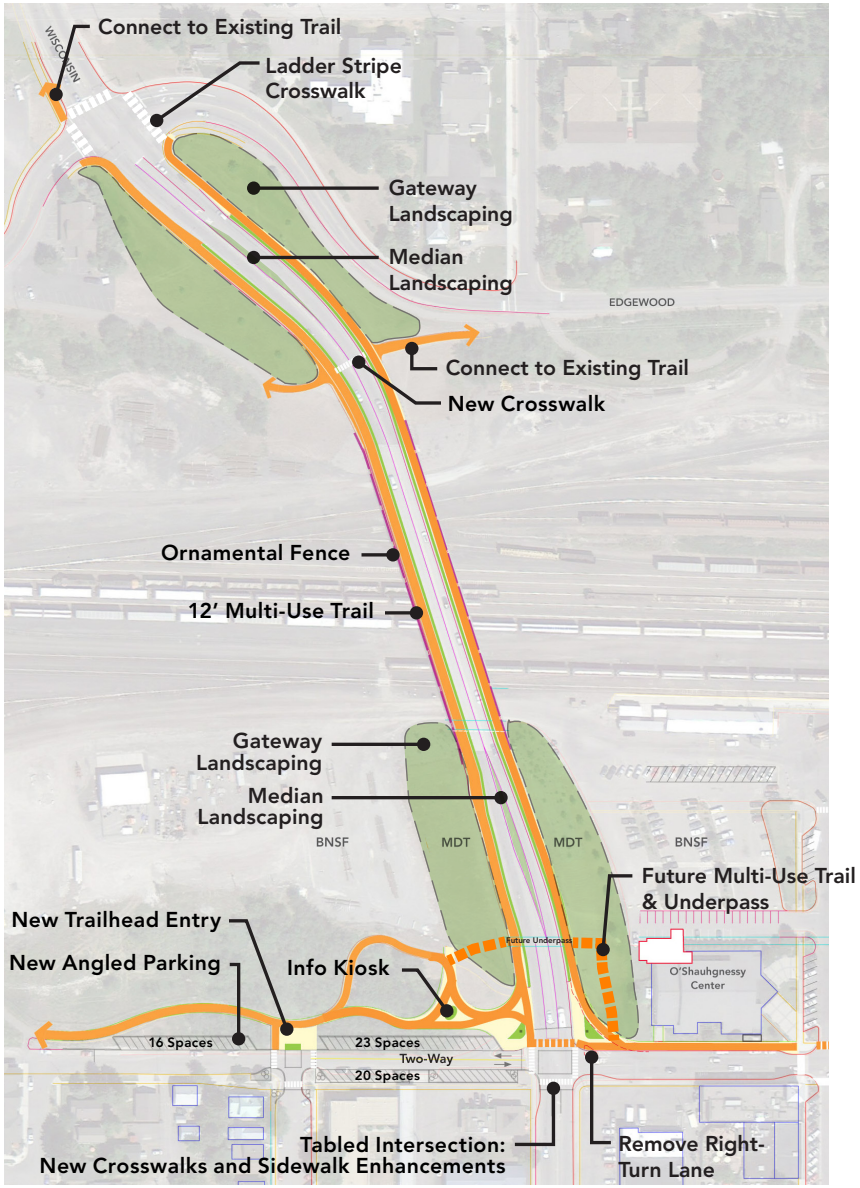
Whitefish Promenade—Depot Park Alternative Route



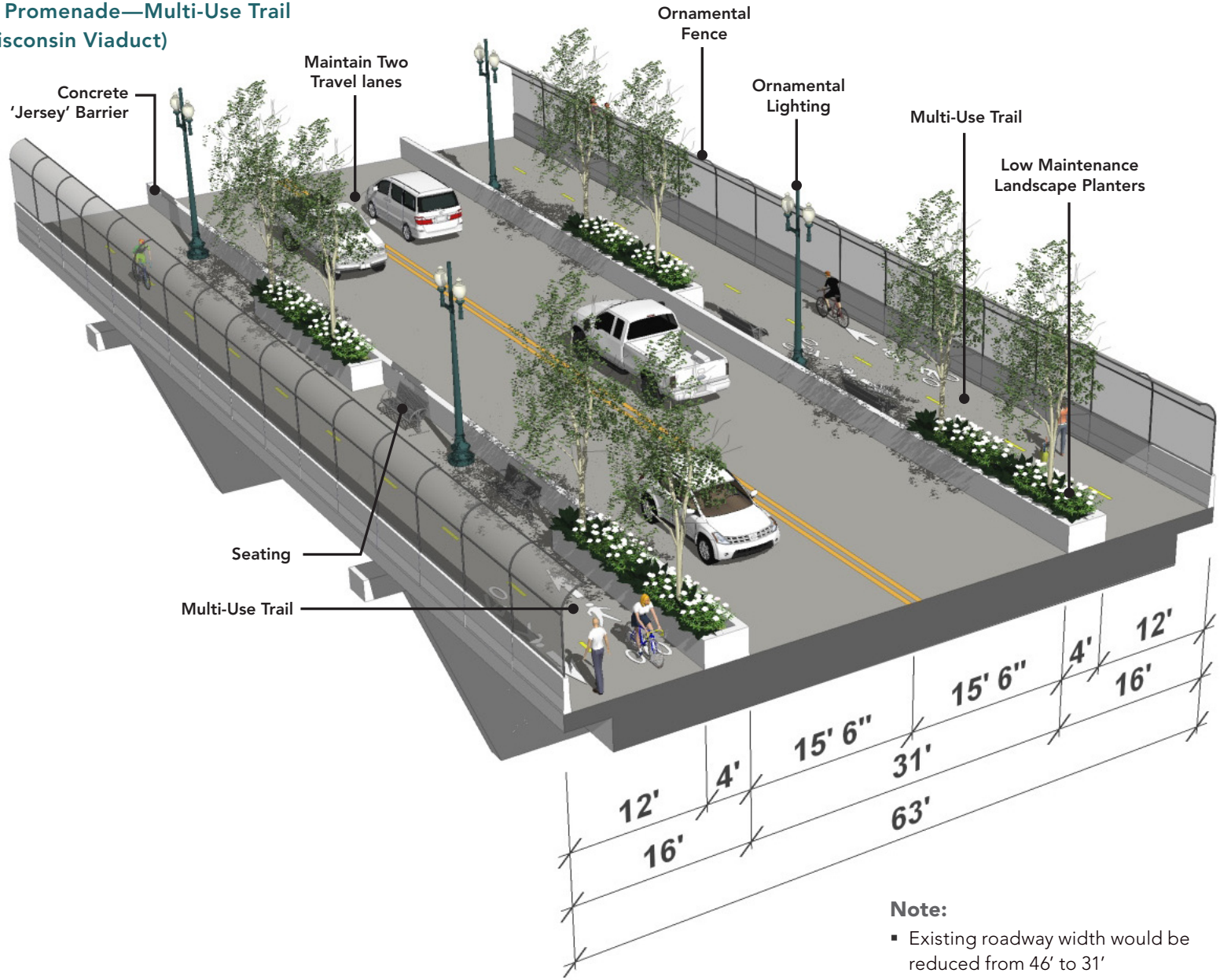
Baker/Wisconsin Viaduct
(Railway Street to Edgewood Place Concept)

The concept diagram illustrates improvement characteristics and location of key elements within the public right-of-way. The design should include:

- A 12' wide multi-use trail as indicated on both sides of the roadway
- A new ornamental wrought iron fence to replace the chainlink fence and consider integrating public art or interpretive elements into the fence design.
- 'Gateway' landscaping within roadway medians and sloped entry points at the approaches to the viaduct
- Landscaped planters along the edge of protective concrete jersey barrier walls
- Ornamental lighting and benches
- A trail head interpretive/information kiosk and map
- Pedestrian-friendly sidewalk and crosswalk improvements at the intersection of Baker Avenue and Railway Street. The crossing distance should be narrowed by removing the right-turn northbound lane. The intersection should be redesigned to be tabled with crosswalk and landscape treatments similar in design to the Second Street and Central Avenue intersection.
- Ladder style crosswalk striping at the intersection of Edgewood and Wisconsin
- A new crosswalk at the north edge of the viaduct aligned with the existing trails on either side of the roadway
- The ability to accommodate a future underpass and multi-use trail connection
- A speed limit reduction on the viaduct
- Permitting two-way travel on Railway Street west of Baker Avenue
- Adding angled parking along Railway Street, west of Baker Avenue, for recreational trail use and additional Railway District retail parking



Whitefish Promenade—Multi-Use Trail (Baker/Wisconsin Viaduct)



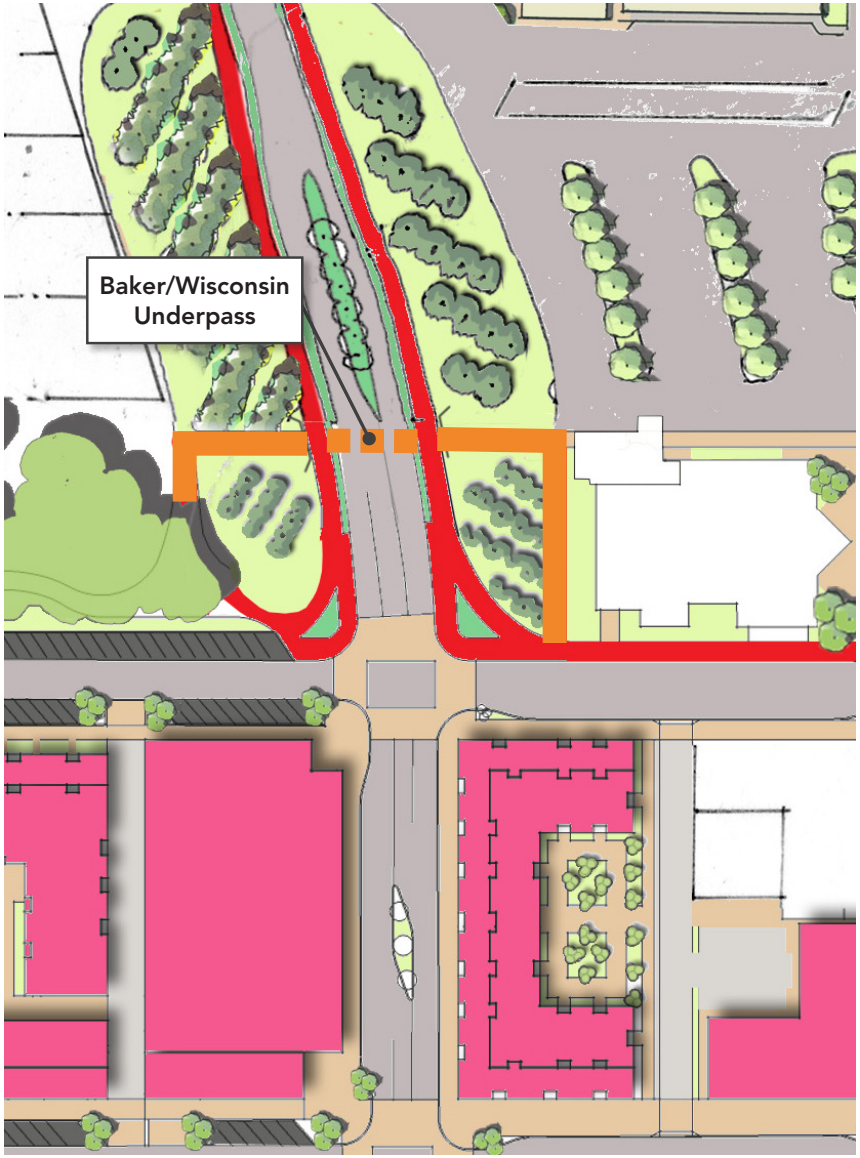
Note:

- Existing roadway width would be reduced from 46' to 31'

Baker/Wisconsin Underpass

The Baker/Wisconsin Avenue pedestrian and bike underpass is a component of the Whitefish Promenade and provides a direct linkage between the Depot Park and proposed new parks north of Railway Street. The design of the underpass should:

- Create a secure and welcoming environment that provides clear sightlines to and through the underpass. The design should not include hiding places, benches, stoops or other places where people can loiter. Bright, 24-hour lighting and security cameras linked to 24-hour surveillance should be considered.
- Be well lit. Adequate ambient day lighting, accent lighting for the walkway, and special façade lighting should be considered.
- Be easily accessible for all users. The multi-use pathway should have a minimal slope and easily meet the Americans with Disabilities Act (ADA) compliance standards for maximum slopes. The underpass should not have steps or switchbacks.
- Be airy. It should be 20' minimum width and 10' minimum height.
- Consider methods to reduce maintenance. Durable and long-lasting materials should be employed for pathway, wall, and ceiling construction. Ceilings and walls that are easily cleaned and repaired are essential.
- Offer a clean, and durable structure. Vandal resistant design elements should be incorporated throughout.
- Minimize clutter. Signs that detract from the underpass design should be prohibited.
- Minimize extrusions, ledges or other places that provide opportunities for bird nests or perches.



Underpass Example

Underpass Example

Underpass Example

Underpass Example

GATEWAYS

Special transition wayfinding elements that signal entry into the downtown should be provided.

'DOWNTOWN THRESHOLDS'

To announce the entrance into Downtown Whitefish from the major transportation corridors, the following elements should be introduced at the west and south Highway 93 and Wisconsin Avenue entry points:

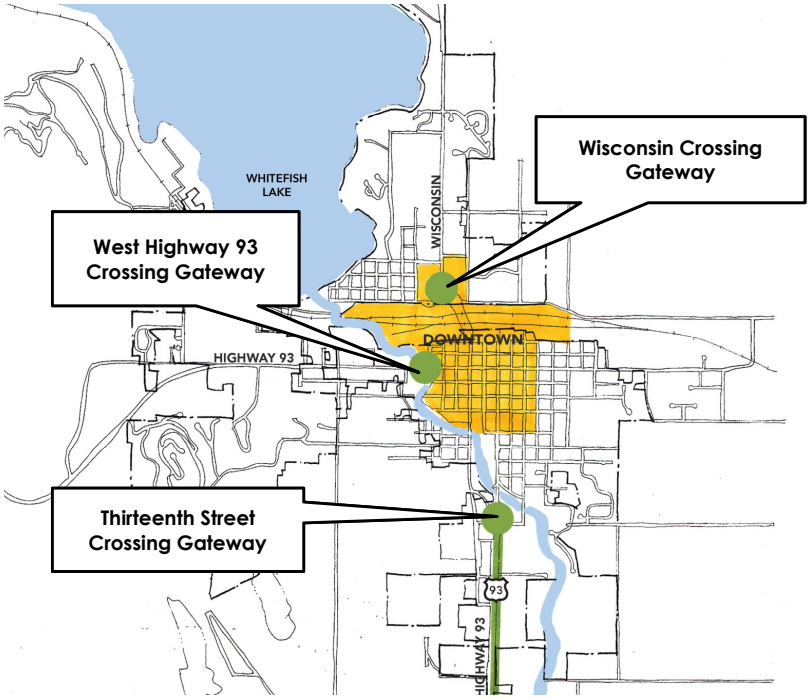
- 'Welcome to Downtown Whitefish' directional and information signing that is readable at-a-glance by moving pedestrians, motorists and cyclists alike; The signs should be constructed of high-quality, durable natural wood or metal materials and be consistently applied at all entries
- Distinctive parkway plantings of large conifer trees, native deciduous trees and shrub landscaping before and following the sign to signal a transition
- Backdrop ornamental trees, seasonal colorful flowers, grasses and evergreen landscaping
- Where necessary, evergreen landscape screening of unsightly adjacent uses
- Distinctive pole lighting and banners consistent with the downtown pedestrian street themes. Spot lighting of gateway sign and landscape elements should be considered
- Underground overhead cable and electric power lines in the vicinity of gateways
- All signage to be consistent with the established city-wide wayfinding standards

The gateways include:

Thirteenth Street Crossing– located at 13th and Spokane, this gateway is outside the downtown planning area. Additional analysis and design is required.

Wisconsin Crossing– located at the intersection of Edgewood Place and Wisconsin Avenue, improvements should be included as part of the viaduct enhancements and any improvements to private commercial parcel development north of the intersection.

Gateway Diagram



West Highway 93 Crossing– located at Second Street and the Whitefish River bridge, improvements should be included as part of the Second Street enhancements or improvements to the Whitefish Promenade.

LAND USE FRAMEWORK

OVERVIEW

The Land Use Framework provides an innovative yet practical vision for the long-term development of Downtown Whitefish. It is intended to identify the types and location of new uses while maintaining and strengthening existing desirable uses. The framework:

- Builds upon recent new development and renovation
- Ensures that Downtown Whitefish remains the community's focus for commerce, government services, civic and recreation activities
- Balances the need to provide for both visitor and local-serving uses in the downtown
- Provides opportunities for new townhome, apartment, and condominium housing to meet increasing housing demand
- Provides opportunities for new public parks to serve Downtown residents
- Ensures vital public parking is provided to adequately meet existing and future demand
- Describes development that will be consistent with the form, scale, and character of existing historic buildings and sites
- Fosters a pedestrian-oriented environment that is safe and vibrant throughout the day

MIXED-USE DEVELOPMENT

The Land Use Framework promotes a mix of uses, both vertically and horizontally. The color shown on the Primary Land Use Framework indicates the predominate use. A mix of uses is optional but not required with the exception of parcels where ground floor retail or commercial are indicated.

Character

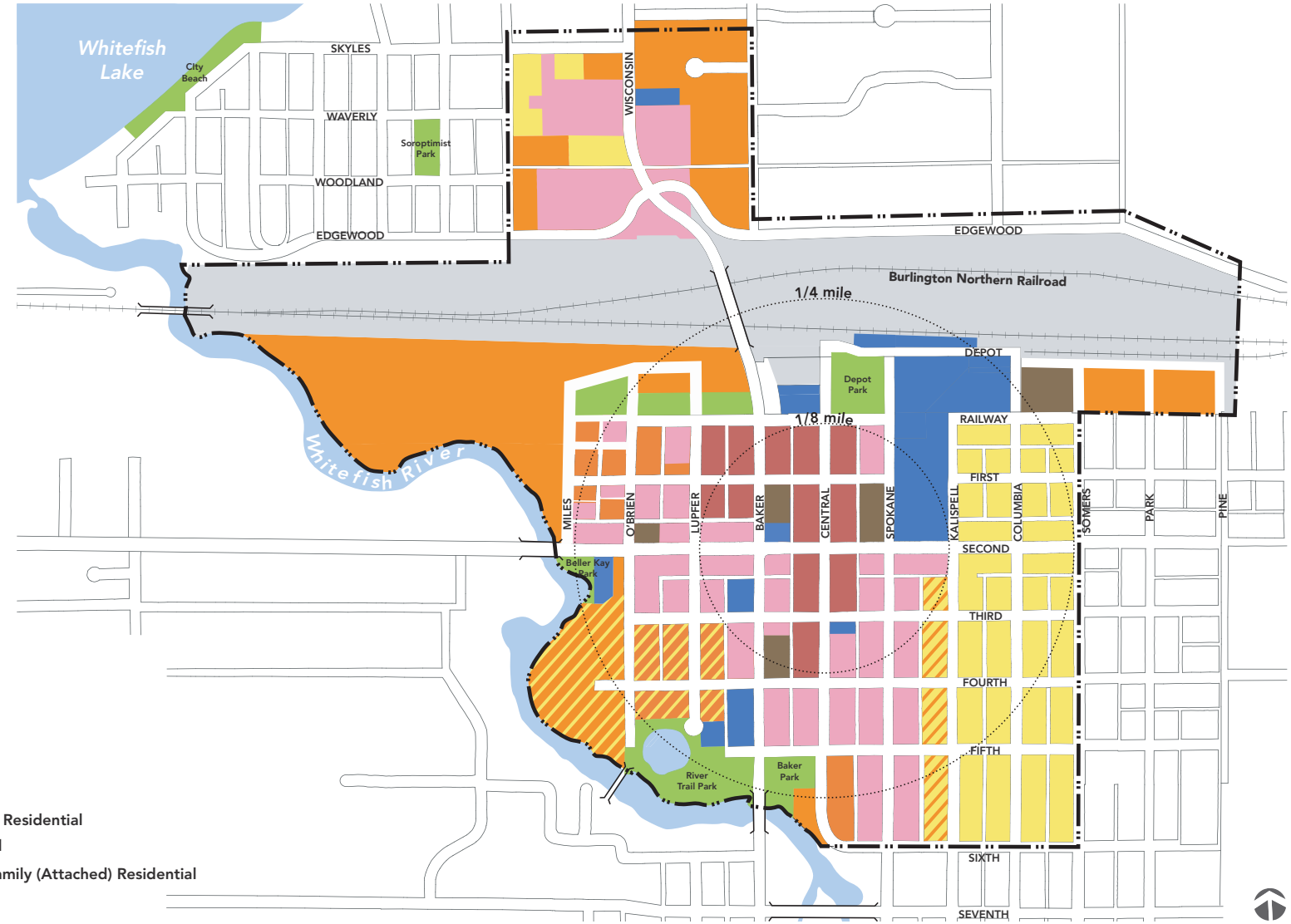
Downtown Whitefish's historic design is pedestrian-friendly and is at a scale that preserves mountain views. To be consistent with this development pattern, throughout the entirety of Downtown, all development should replicate these characteristics. New auto-oriented development that includes elements such as drive-through windows is not appropriate and should be prohibited. New development should respect historic development forms and patterns. It should be compatible with existing or adjacent building scale, massing, and building materials.

POLICY, REGULATORY AND GUIDELINE REQUIREMENTS

The framework does not in itself change the existing policies, the zoning regulations or design guidelines. Following Plan adoption, the following documents should be updated or created by city staff or consultants to ensure consistency with the Downtown Business District Master Plan:

- Whitefish Municipal Code zoning ordinances and maps–Amendments to existing regulations or creation of a new 'overlay' district should be completed where existing zoning is not aligned with this vision. Generally, Downtown parcels should be 'up-zoned' where identified. Existing uses at these sites should be 'grandfathered' to remain, be improved or sold and operated 'as-is' in perpetuity. Designated private property shown for public uses such as a park or parking facility would be zoned and operated as-is until acquired by a public entity or transferred to public use by easement, dedication or other means.
- Architectural Review–Current discretionary guidelines used to review site and building proposals will need to be updated or created. The review process should also be assessed and amended as needed.
- The City-County Growth Policy Plan–applicable maps and policies must be updated following the downtown zoning revision process.

Primary Land Use Framework



Primary Use
LEGEND

- Retail
- Commercial
- Public Parking
- Civic
- Parks
- Multi-Family (Attached) Residential
- Low Density Residential
- Low Density or Multi-Family (Attached) Residential
- Industrial

RETAIL

Successful retail is an indicator of a healthy downtown. Whitefish's primary retail street, Central Avenue, is vibrant and thriving. Storefronts along the corridor are mostly occupied and shopkeeper demand is present for additional retail storefronts. To meet this demand, viable areas for expanding retail opportunities are identified.

REGULATORY REQUIREMENTS

For ground floors of buildings identified as storefront retail frontage, amendments to current Whitefish zoning ordinances and Architectural Review Standards that regulate downtown retail use will be required. Following Plan adoption, zoning amendments should address the following:

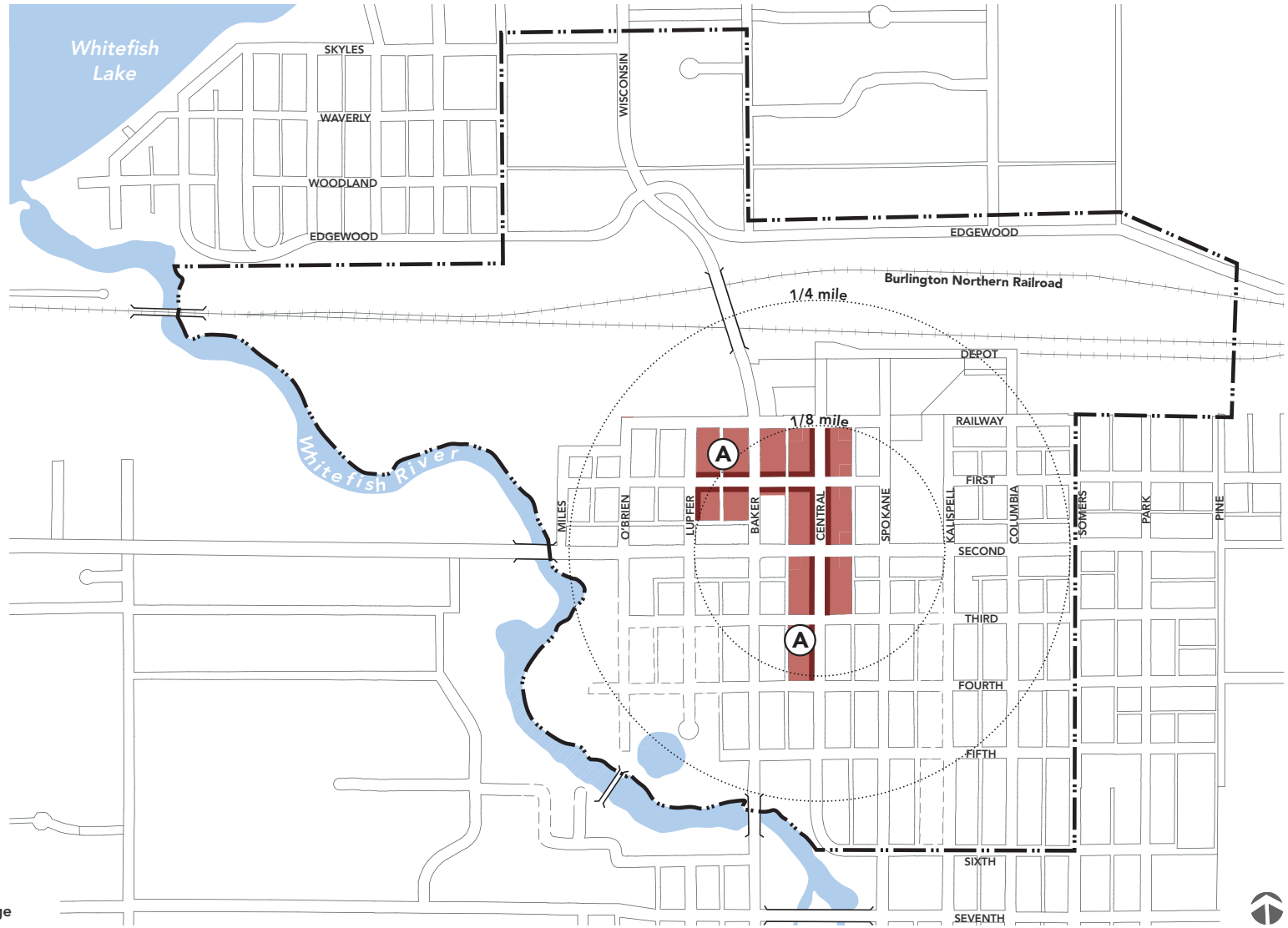
Permitted Uses—Ground floors of all indicated block frontages should be limited to retail uses exclusively. Retail uses should be defined as establishments that offer the:

- Sale of 'goods'- clothing, shoes, groceries, etc.
- Sale of food and drink- restaurants, cafes, bars, etc.
- Sale of entertainment- cinemas, night clubs, etc.

Development Standards—New or renovated retail shops should be:

- **Street-oriented–**the bulk, and massing of structures should be sited to provide continuous, edge-to-edge retail uses along identified street frontages. These frontages should be uninterrupted by parking lots or other disruptions; new Architectural Review guidelines should address form and massing elements that are compatible with the existing building character.
- **Active–**Retail storefronts should foster 18-hour uses and promote an animated atmosphere by including highly transparent ground floor windows and doors; ground floor blank walls should be prohibited for new construction or major renovations. Front doors to retail uses should be required to face the street or street-oriented courtyards.

Retail Elements



LEGEND

- Retail Block
- Storefront Retail Frontage
- (A) Retail Anchor Block

SHOPPING LOOP RETAIL EXPANSION

120,000 square feet of additional retail uses has been identified at build-out for parcels along the shopping loop. The identified development would occur within two anchor block project areas:

- Railway District Anchor Blocks—Properties that comprise this anchor area are owned by multiple entities (Blocks 26, 27, 37 and the City Hall parking structure). To maximize investment, a collaborative redevelopment approach should be fostered
- Central Avenue South Anchor Block— Properties within this anchor block are owned by both public and private entities (Existing municipal parking lot and single family residential parcels). A public-private partnership or acquisition of private property by the City of Whitefish will likely be required for implementation of this concept

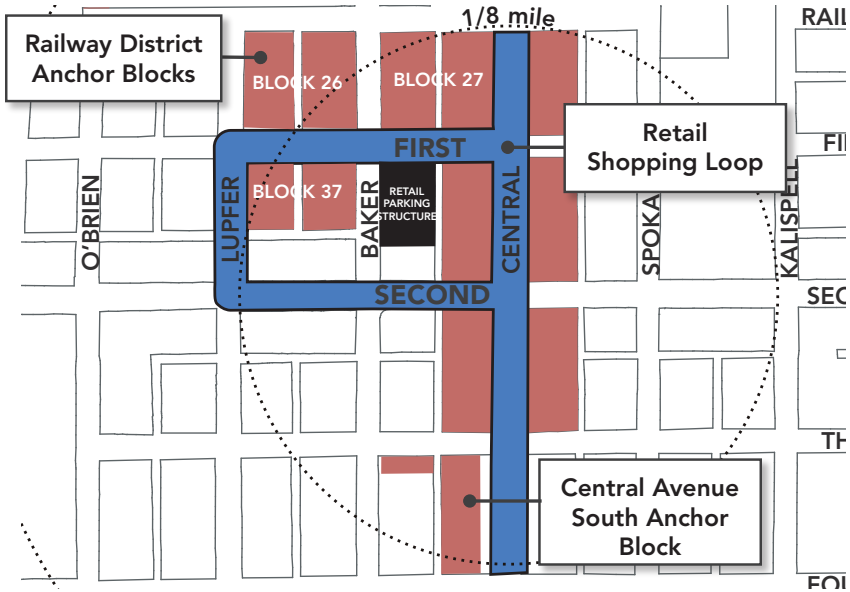
Railway District Anchor Blocks Projects

Retail storefronts are envisioned to extend westward from Central Avenue along First and Lupfer in the Railway District. Along this corridor, new development that accommodates both small and large floor plate retail establishments should be fostered. Uses that serve local residents such as a grocery or pharmacy should be recruited for these blocks, especially in the city-owned parking structure.

The retail expansion plan (opposite page) and massing diagram (Page 62) Illustrates the location of ground-floor retail storefronts, and building heights and massing that conforms to current zoning development standards. Buildings are setback from existing property lines along First and Lupfer to allow development of shopping loop street improvements.

As part of a zoning code update, the maximum size of buildings may need to be revised to permit larger uses by right rather than conditionally. The Railway District Anchor Blocks projects include:

- **Block 26–** envisions an assembled development site that includes a large Baker Avenue-oriented single story anchor along with multi-story commercial uses fronting First Street. Apartments or condominium uses are suggested as a transition and buffer between the new uses and existing uses along Lupfer. Retail and commercial-serving parking (along with possibly public parking) could be located in a basement level below the retail anchor building.



- **Block 37–** envisions smaller-scaled development on a parcel-by-parcel basis. Mixed-use buildings that include commercial, residential and ground floor retail uses are suggested. To maximize building size, parking is proposed in a shared lot behind the buildings. A shared parking development agreement between property owners and approval by the city would be required for implementation.
- **Block 27–** envisions a 'boutique' hotel, and commercial or residential development over ground floor retail fronting First Street. Development of the hotel would require relocation of the existing grocery use. Relocation of the grocery store to Block 26 should be investigated.

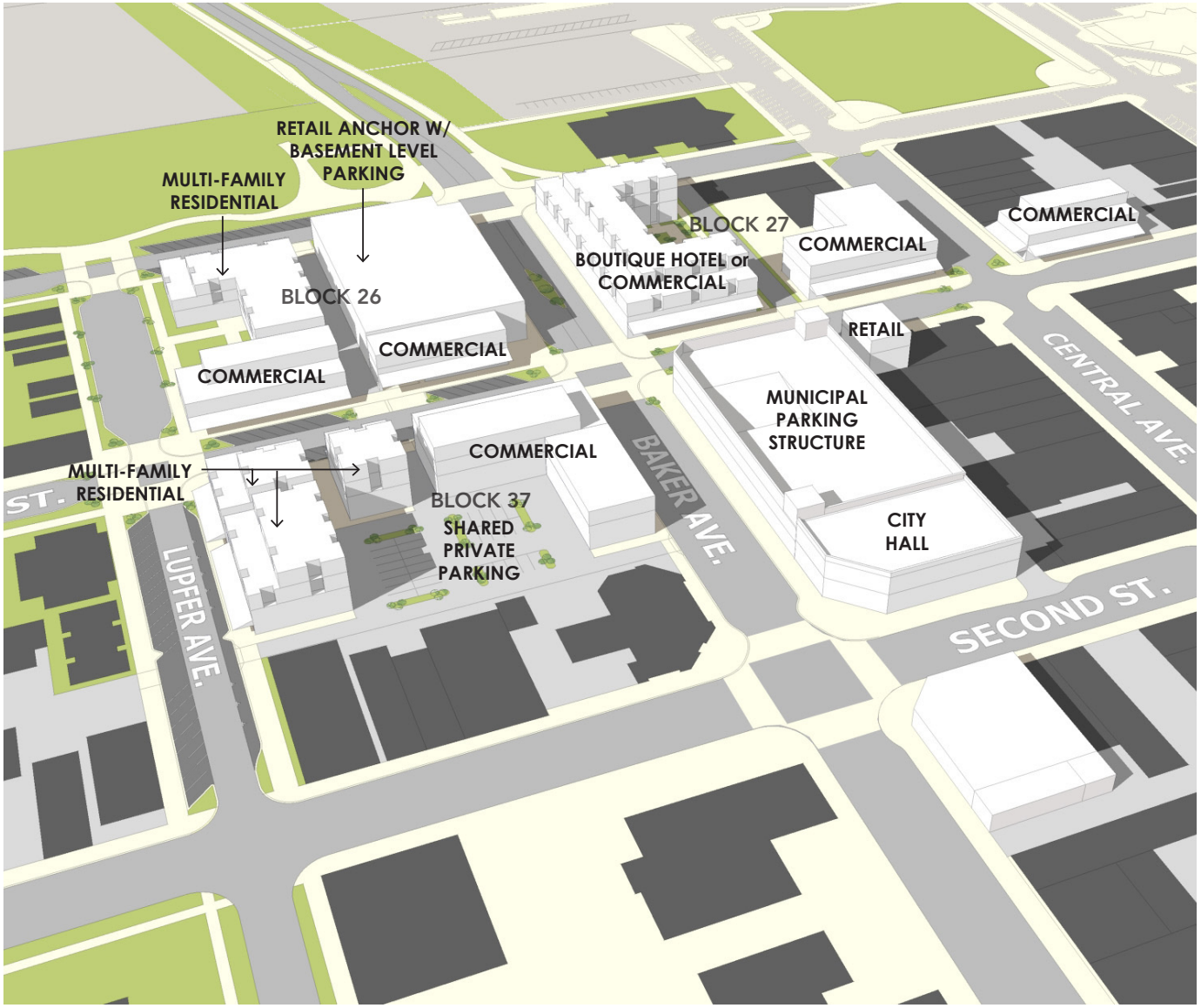
Additional redevelopment is also envisioned within the ground-floor of the City Hall parking structure (corner of First and Baker) and retail storefront infill sites along First Street and Central Avenue.

Shopping Loop Retail Expansion Plan– Railway District Anchor Blocks

LEGEND

- Ground-Floor Storefront Retail
- Existing Ground-Floor Storefront Commercial

Shopping Loop Retail Expansion Massing Diagram– Railway District Anchor Blocks



DEVELOPMENT SUMMARY

BLOCK 26

Retail (Ground-Floor)	30,000 SF
Commercial (Upper Floor)	11,000 SF
Multi-Family	40 DU
Parking	85 SP

BLOCK 27

Lodging	50,000 SF
Retail (Ground-Floor)	30,000 SF
Commercial (Upper Floor)	10,000 SF
Parking	80 SP

BLOCK 37

Retail (Ground-Floor)	30,000 SF
Commercial (Upper Floor)	20,000 SF
Multi-Family	40 DU

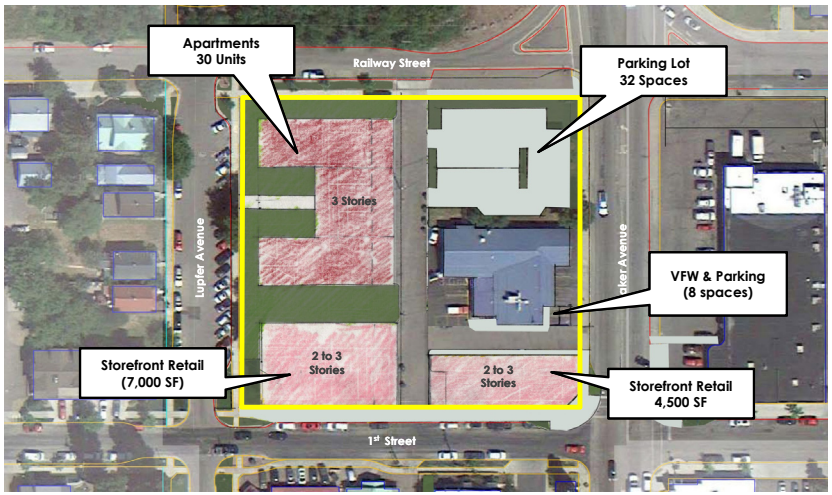
FIRST AND CENTRAL

Ground-Floor Retail	20,000 SF
Commercial (Upper Floor)	9,000 SF

BLOCK 26 'INCREMENTAL' OPTION

The previous page illustrates a preferred vision for redevelopment. However, there are a number of possible redevelopment scenarios for Block 26. The intensity of development is dependent on a number of factors such as the ability to assemble parcels (currently there are three property owners), timing of redevelopment, and the viability of possible co-development in conjunction with adjacent blocks. The scale and character of development will be determined by existing property owners and future investors. If parcel assembly is not possible the following option may also be considered:

- Preserve the existing VFW building and provide a new VFW parking lot north of the building (redevelopment of existing fast food restaurant and vacant lot)
- Include a new multi-family building fronting Lupfer Avenue
- Include commercial buildings with ground-floor retail fronting First Street

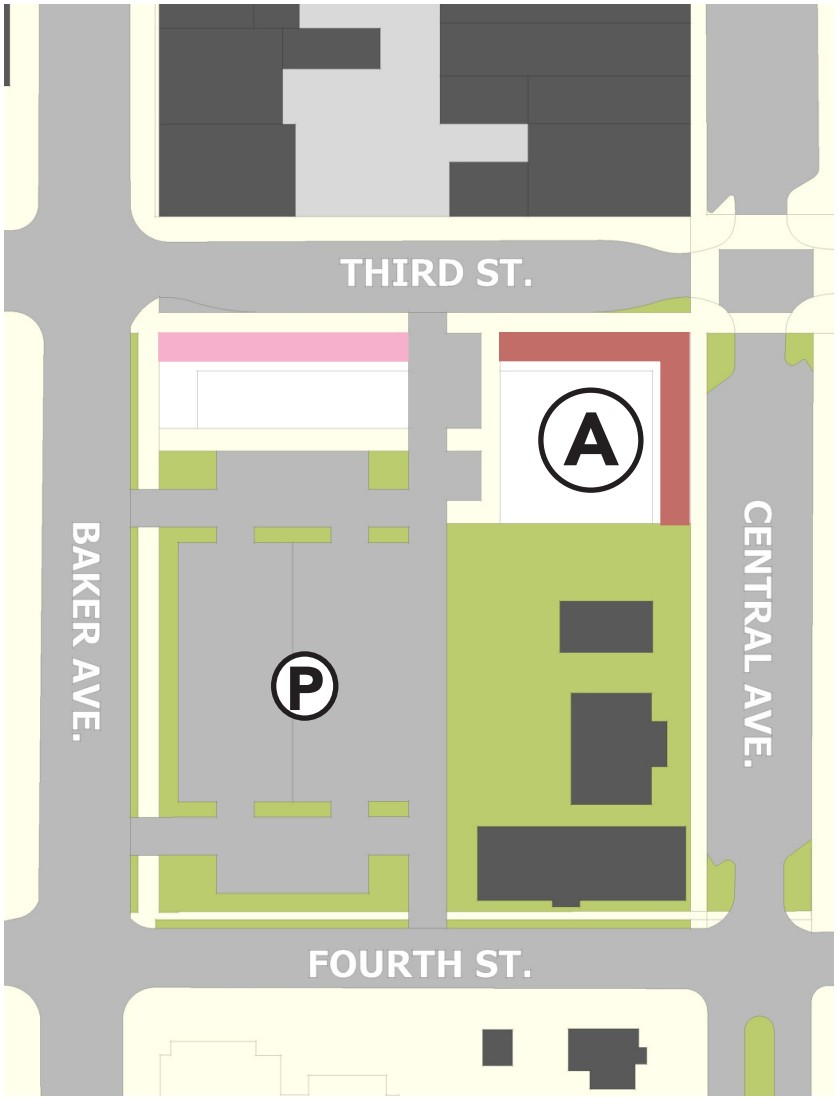


CENTRAL AVENUE SOUTH - RETAIL ANCHOR

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 long term future 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.
- Existing commercial uses fronting Third Street may remain or the parcels may be redeveloped as multi-story commercial buildings.
- The retail anchor building may be a single use or may include upper floor uses such as lodging, office, or residential uses.
- The removal of retail serving parking on the corner of Third and Central should not take place unless replacement parking is provided. Replacement parking should be relocated to serve Central Avenue retail.

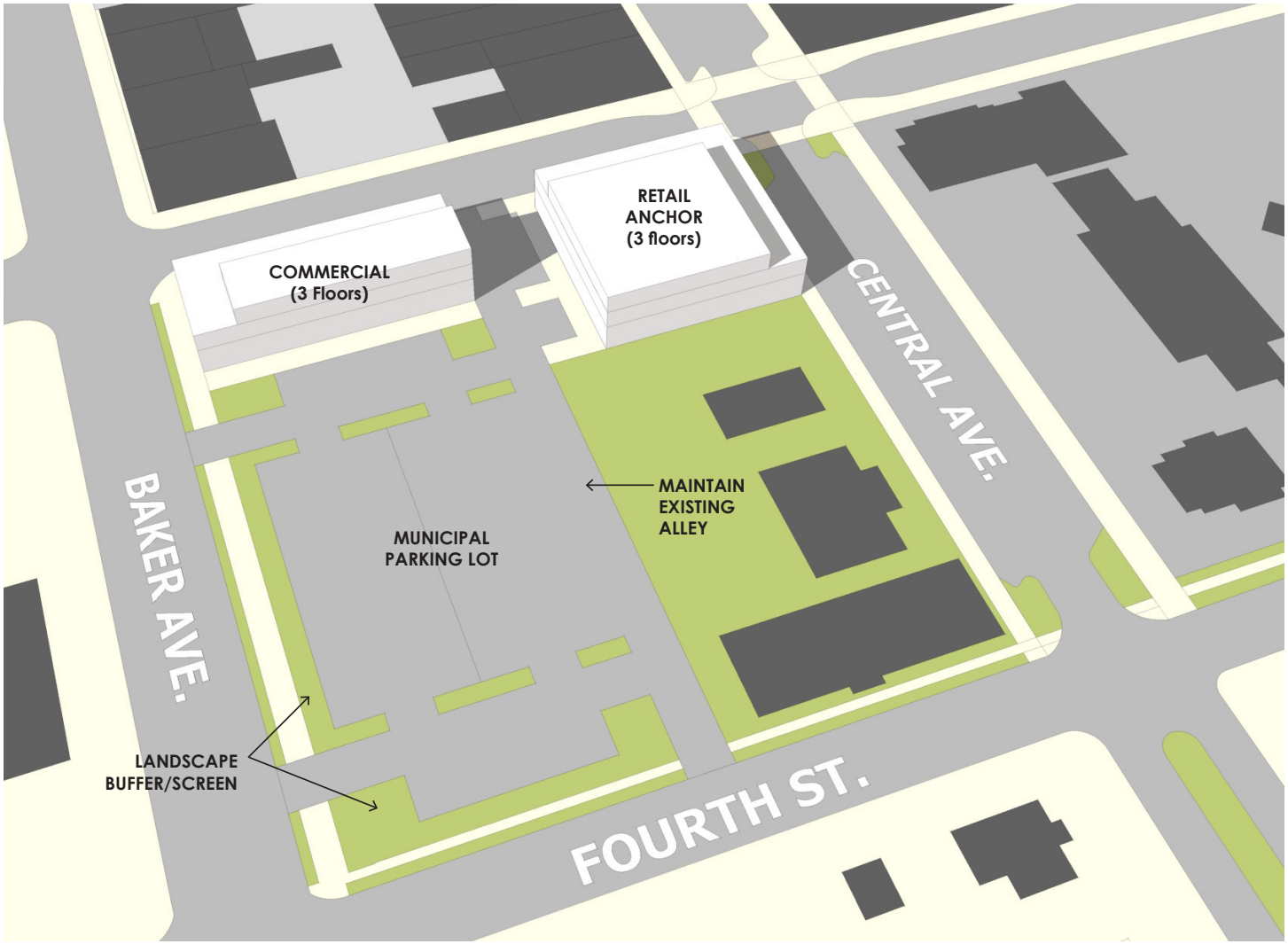
Retail Anchor & Parking Plan



LEGEND

- Ground-Floor Storefront Retail
- Ground-Floor Storefront Commercial
- (A) Retail Anchor
- (P) Public Parking

Retail Anchor & Parking Massing Diagram



THIRD AND CENTRAL

Retail/Commercial (ground-floor)	10,000 SF
Commercial (upper-floor)	30,000 SF
Public Parking	80 SP

COMMERCIAL

The Commercial Element identifies a significant amount of new development opportunities throughout the downtown. Providing opportunities for commercial growth ensures that the Downtown remains Whitefish's heart of commerce rather than outlying areas along US Highway 93. The framework envisions growth in three key areas:

- **Shopping Loop –**Commercial development extending along First Street in the Railway District and along Lupfer Avenue and connecting to Second Avenue as part of the pedestrian enhanced street 'shopping loop;'
- **Railway District –** Commercial development emphasis along Second Avenue; throughout the district, redevelopment of vacant and under utilized parcels should be fostered.
- **Spokane and Baker Avenue Corridors –** Commercial development that adaptively reuses existing residential structures along Spokane Avenue and redevelopment of vacant parcels and parking lots along Baker Avenue should be fostered. Additional auto-oriented uses such drive through bank facilities should be prohibited.

Residential-Compatible Commercial

REGULATORY REQUIREMENTS

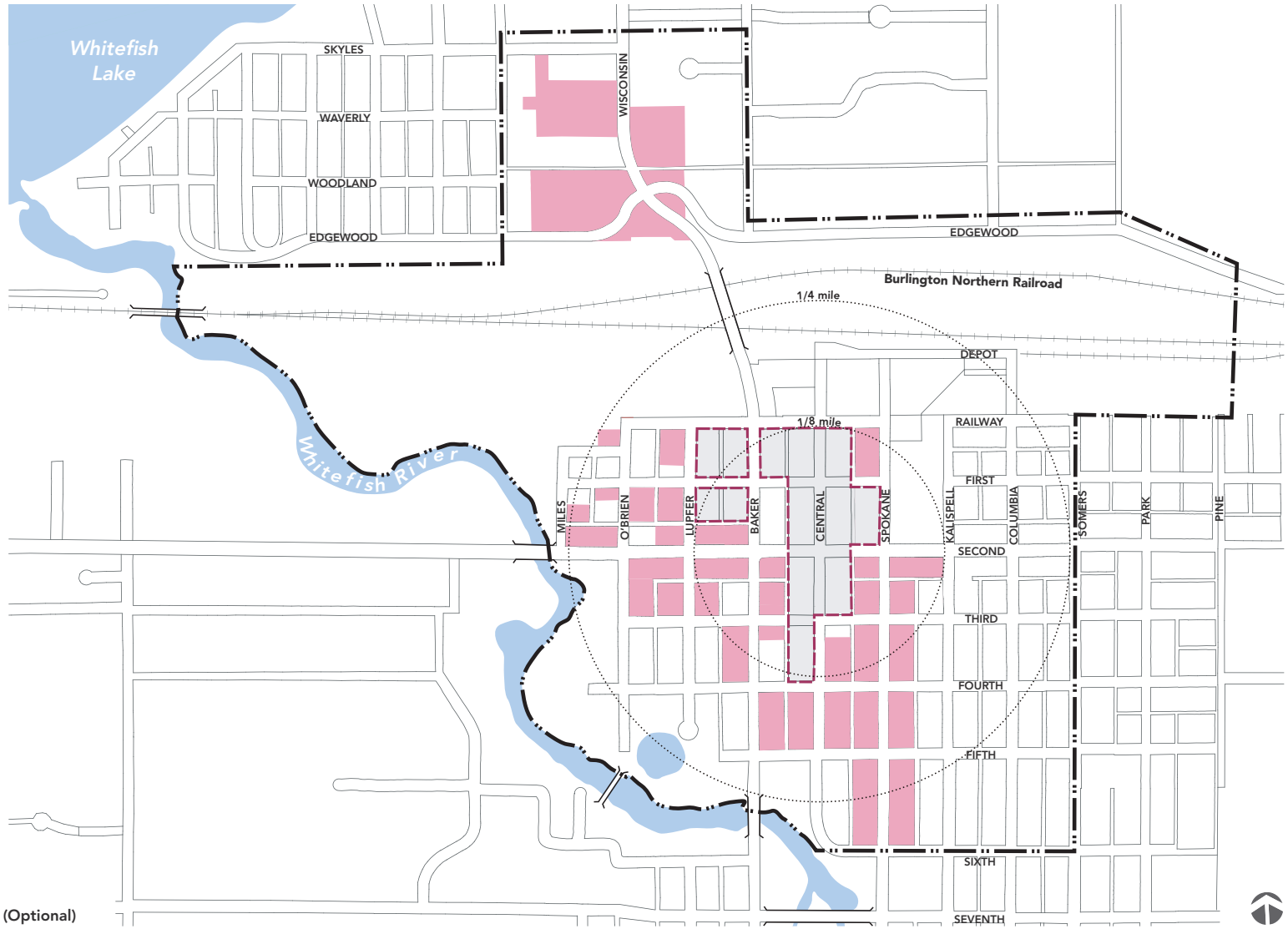
Following Plan adoption, zoning amendments should address the following:

Permitted Uses—Future zoning ordinance updates should limit permitted uses to professional offices, services and similar uses that are compatible with adjacent residential uses.

Development Standards—Site development standards should limit or prohibit street fronting parking, drive-thru facilities or similar auto-oriented development.

Development Standards— An update to the Architectural Review Standards should address commercial development compatibility with existing historic uses.

Commercial Elements



LEGEND

- Commercial
- Commercial Upper-Floor (Optional)

PUBLIC PARKING

A downtown parking facility often serves as a Downtown's 'front door,' leaving either a lasting positive or negative impression on visitors and residents alike. It is simply good business practice to provide well-located, safe, and easy-to-use public parking that welcomes the shopper and supports other uses.

Providing adequate downtown parking requires that strategically located parking facilities meet the following key objectives; 1) ensure a competitive shopping environment with outlying highway commercial areas; 2) provide adequate spaces to meet future demand for employees, visitors, and those seeking government services.

PARKING STRUCTURES

Parking structures are expensive and due to their massing and scale, have a potential to negatively impact the pedestrian environment and architectural character of the downtown. With these concerns in mind, they must be sited and designed correctly. They should be located where they will be utilized most effectively by retail customers and their form and scale can be visually mitigated. The sites should be large enough for structures to be constructed efficiently, and located along major access routes. The parking structure sites include:

City Hall Retail Structure–The structure should be constructed to serve City Hall, but have a primary function of serving downtown retail and commercial customers. Internal vehicle circulation should be designed to avoid conflicts (one-way preferable); vertical circulation (grouped elevators and stairs) should be provided at both the north and south ends of the structure; ground-floor retail space should be designed to accommodate retail uses that will serve local residents.

Spokane Avenue and Second Street Parking Lot (Long Term Structure)– Over time, structured parking should replace the current City parking lot. As part of the structure, ground-floor commercial storefronts should be located along the Second Street and Spokane Avenue frontages.

South Retail Anchor– This parking facility would replace parking lost as a result of constructing a retail anchor at the current Central Avenue municipal lot (Central and Third). Initially this site would be a parking lot and would transition to a structure over time.

Block 26 Public/Private Parking Structure– A public or private parking structure, as demand warrants, may be included as part of the Block 26 redevelopment.

PARKING LOTS

Surface lots provide additional parking where there is a lower retail parking demand that can be met by a lot rather than a structure. Additionally, outlying lots can function as employee parking facilities. All parking lots should be constructed with adequate landscape screening from streets and sidewalks. The parking lot locations include:

Central Avenue Municipal Lot– Relocated to the half block west between Third and Fourth when a retail anchor is constructed at this site.

O'Brien Avenue Lot– Located north of Second Street, this site would serve retail and commercial uses and employee parking needs in the Railway District.

Snow Storage Lot–Located northeast of Railway Street and Columbia Avenue this site would provide parking during summer seasons for school, downtown activities, and employee use

Public Parking Elements

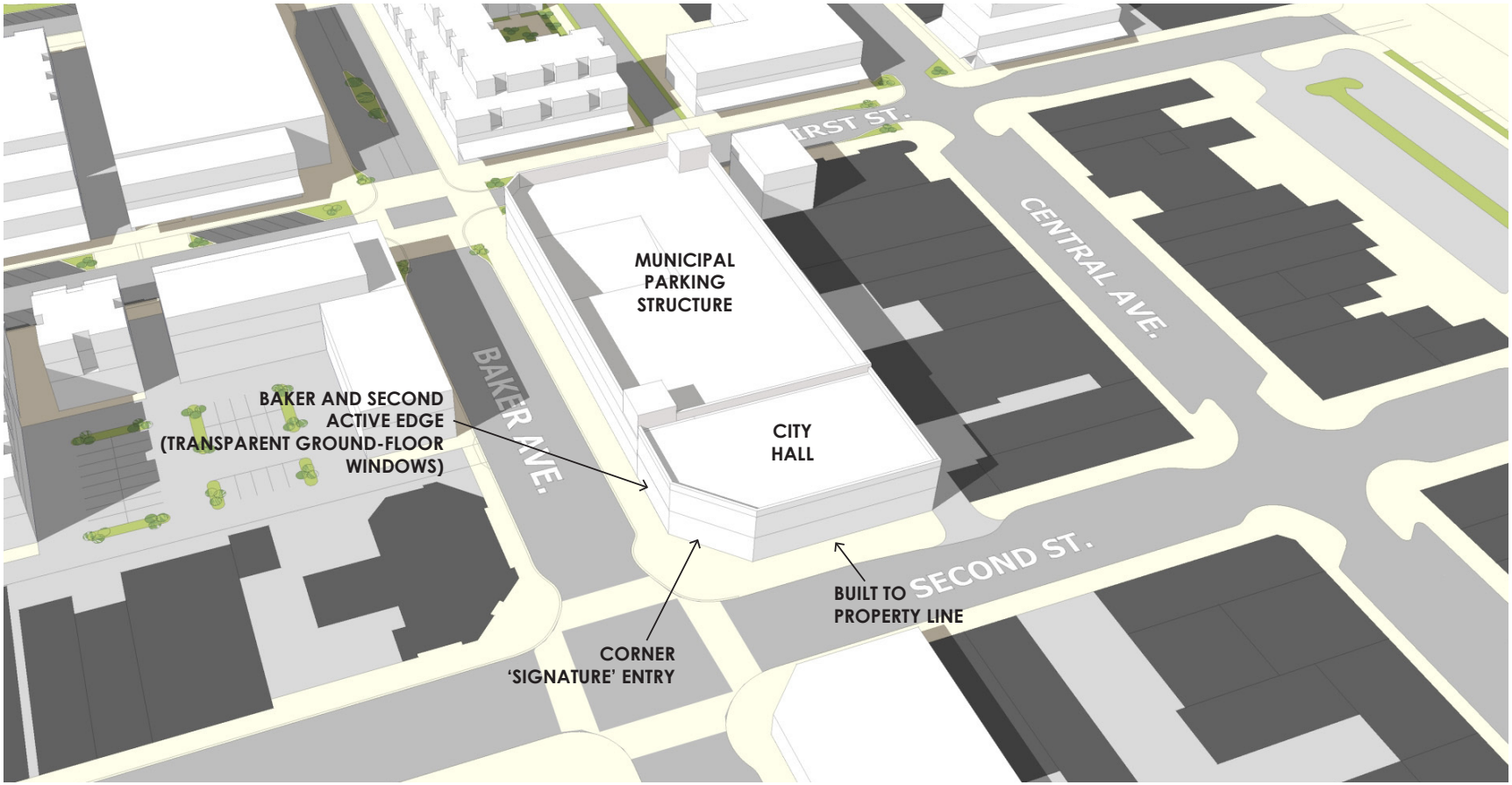
LEGEND

- Parking Structure
- Parking Lot
- Parking Lot (Long Term Structure)
- Public/Private Structure

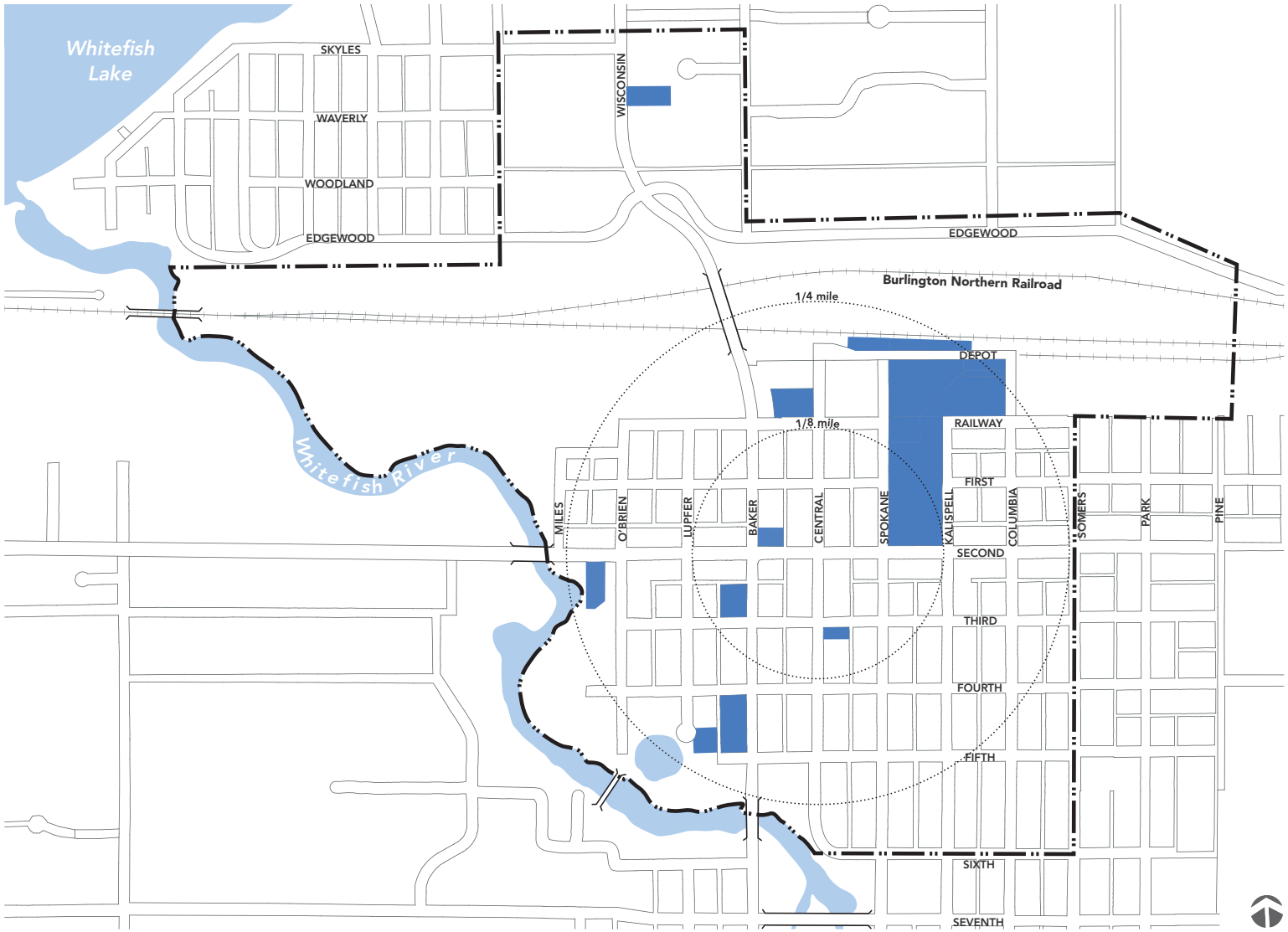
CIVIC

The Civic Element identifies locations for government services, school, arts facilities, and places of worship. The Plan envisions that civic, institutional, educational or cultural uses will be a permanent part of Downtown thereby signaling to the community that Downtown is the community's destination for civic assembly.

City Hall Massing Diagram



Civic Elements



LEGEND

Civic

PARKS AND OPEN SPACE

Downtown will be more vibrant and beautiful when it consists of a variety of active and passive open spaces. Currently there are limited green space opportunities to kick a ball with a child or quietly sit in a park setting with a loved one. To attract new development and improve the quality of life for existing residents, employees and visitors, it is essential to construct new parks within the downtown. Improving existing green spaces and linking these areas to recreation attractions outside of the Downtown, such as the Whitefish Lake, will also improve quality of life.

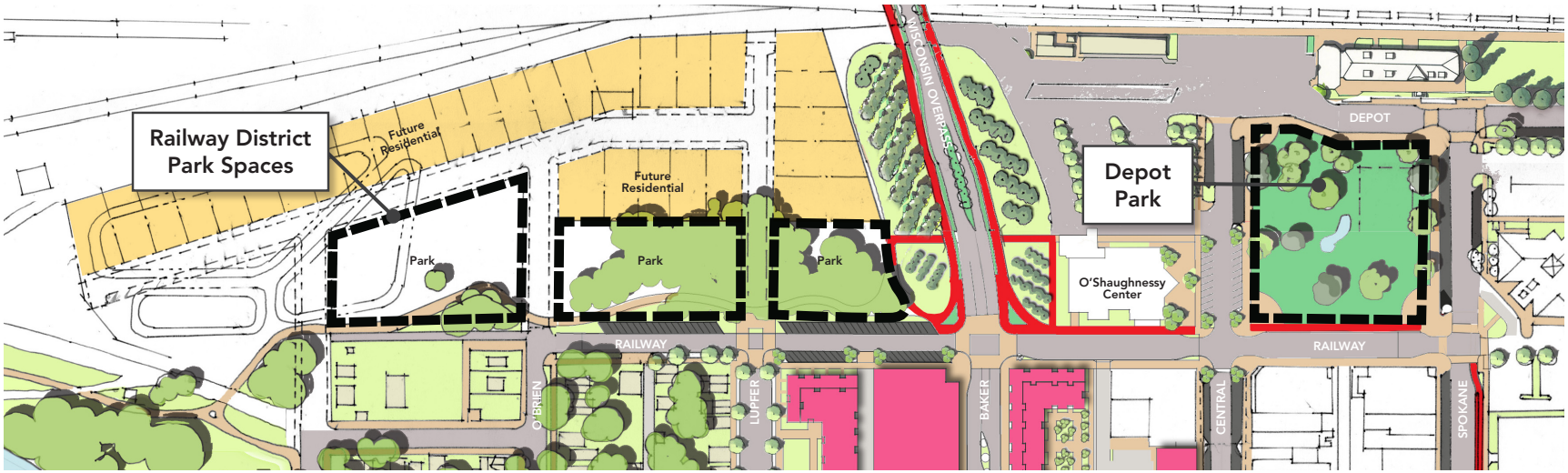
DEPOT PARK

Improvements to the existing park space should be constructed as described in the adopted Depot Park Master Plan with the addition of design modifications to the south side of the park along Railway Street from Spokane Avenue to Central Avenue that include the Whitefish Promenade (12' multi-use trail and 3' door zone) and possible angled parking.

NEW RAILWAY DISTRICT PARK SPACE

Currently, the Railway District lacks a green area for recreation activities and a trail head. A series of new green 'park blocks' are envisioned north of Railway Street within the boundary of the BNSF rail yard. The new park space:

- Would need to be acquired by the City through direct purchase from BNSF or as part of a joint development with a future housing development that may occur adjacent to the parks.
- May require assessment and mitigation of possible environmental contaminants of the site.
- Might include lawn areas appropriate for informal recreation activities and playground structures. A small covered area and public restrooms should be considered for these parks.
- Should route multi-purpose pathway facilities through these park open spaces.
- Should include Trailhead parking along Railway Street (West of Baker Avenue)



Parks and Open Space Elements

LEGEND

- Future Park/Open Space
- Existing Parks

LODGING

Whitefish has a strong tourist economy and thousands of visitors spend numerous nights in hotels, motels and bed-and-breakfast establishments within and surrounding the downtown. The Lodging Element offers sites for urban lodging experiences within the retail and commercial core for those who desire easy access to shopping, civic activities, or businesses.

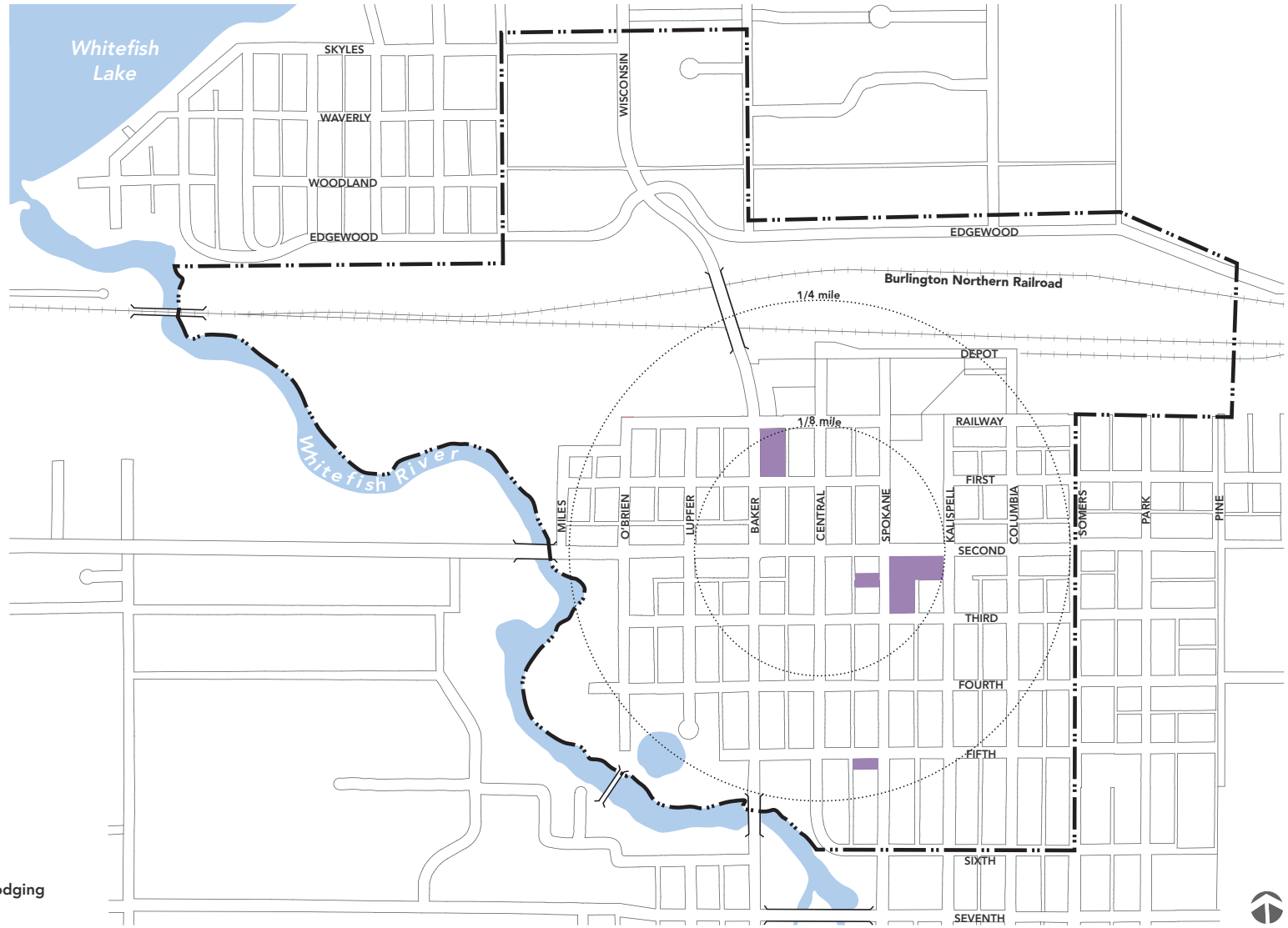
LODGING CHARACTERISTICS

Sites identified can accommodate a variety of lodging types ranging from boutique hotels to extended-stay suites. New lodging should:

- Be designed to be in scale and character with surrounding architecture.
- Consider surrounding uses as part of the visitor experience, especially existing night life activities that can be viewed as either a benefit or detraction depending on the lodging type.
- Offer street-oriented lobbies and restaurants.
- Not impact the supply of retail and commercial parking. New lodging establishments should include parking on-site for services and guests. Valet-serviced parking may be offered off-site.
- Not include auto-oriented characteristics such as lobby-serving auto pull-out driveways or motel-styled porte-cochere covered driveways along pedestrian-oriented street frontages.

Boutique Hotel Diagram

Lodging Elements



LEGEND

Potential and Existing Lodging

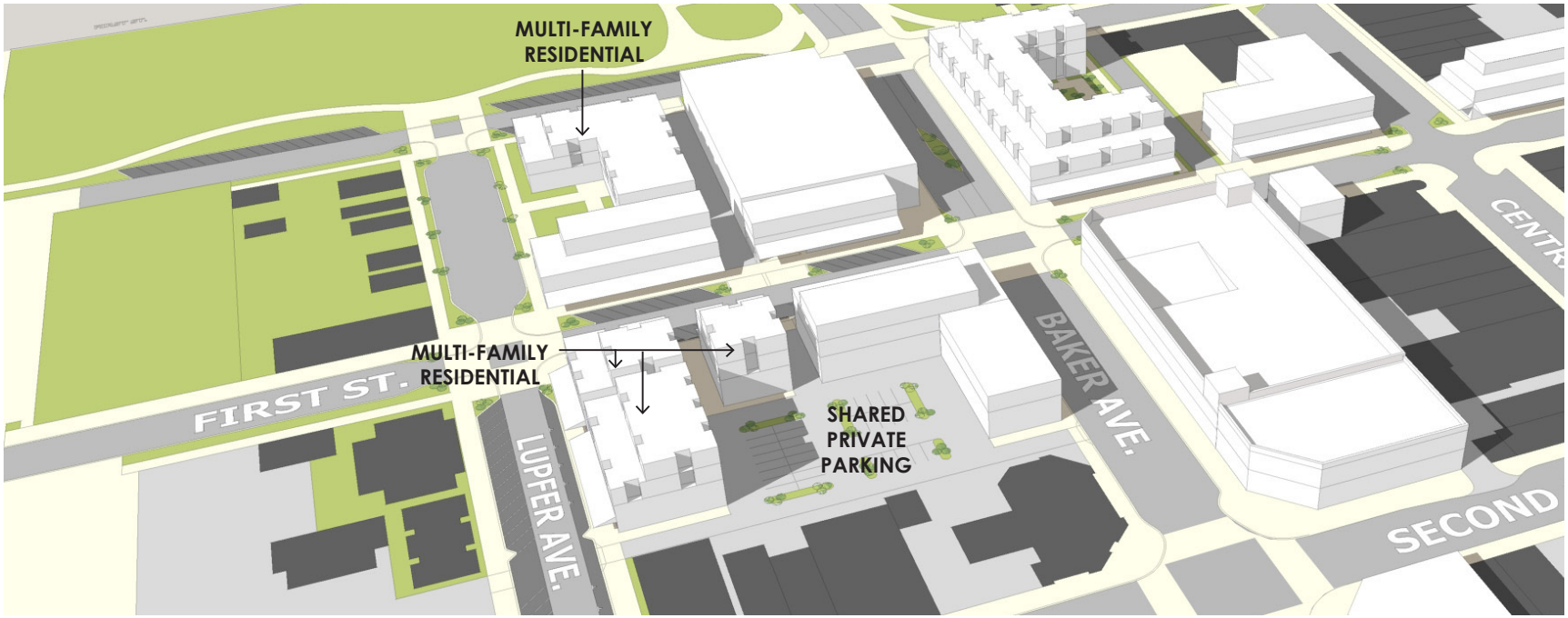
RESIDENTIAL

Downtown housing is an essential component to a healthy downtown and there is considerable growing demand for urban housing in Whitefish. Housing provides a pool of residents that help support downtown businesses and help animate and increase safety of the downtown environment by providing a 24-hour presence. Furthermore, downtown residents can access jobs, retail establishments, and services by foot or bicycle thereby lessening auto congestion and reducing the parking demand.

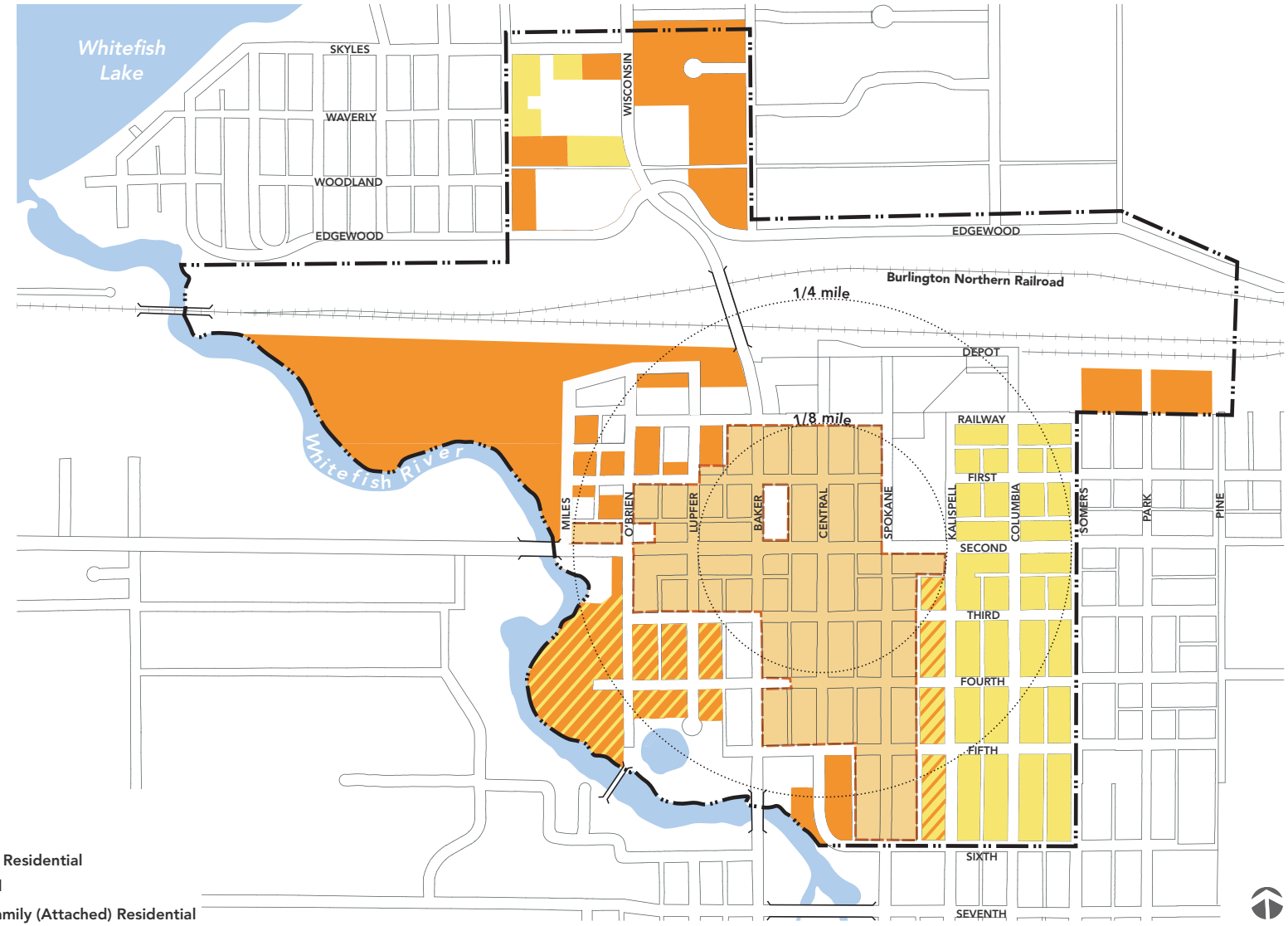
The Residential Element envisions:

- As part of a future zoning ordinance update, designated hatched multi-family/low density parcels, may be limited to single-family or duplex housing building types
- Attached apartments, condominiums, duplexes or townhouses where multi-family residential housing is indicated.
- Existing or new low density detached housing only where identified.
- Multi-family residential over retail, or commercial development.
- Buildings constructed to a maximum height of three stories.
- Prohibiting auto-oriented uses and development, including residential development surrounded by suburban-styled parking lots or townhomes with street-oriented garage doors.
- Providing a range of housing opportunities for a variety of incomes and ages.
- Providing both for-rent apartments and for-sale options.
- Affordable housing for those making less than 100% median family income should be provided.
- Fostering development that is oriented toward families by providing larger units with two or more bedrooms.
- Providing adequate parking for residents. All new development should provide at least one space per unit on-site parking. Where this is not physically possible, off-site parking for residents should be identified.

Lupfer Housing Massing Diagram



Residential Elements



LEGEND

- Multi-Family (Attached) Residential
- Low Density Residential
- Low Density or Multi-Family (Attached) Residential
- Multi-Family Upper-Floor Residential (Optional)

IMPLEMENTATION FRAMEWORK

OVERVIEW

The Whitefish Downtown Business District Master Plan provides a 5-year and long-term blueprint for continuing the momentum of the 2006 Master Plan. The primary objective of the implementation strategy is to identify public sector improvements and public-private partnerships that will spur additional economic development. Moreover, the implementation strategy identifies issues and objectives that were not fully addressed or have emerged since the completion of the 2006 master plan. These include:

- The need to refine existing policies, regulations and guidelines that maintain downtown architectural character, scale, form and massing; regulations that address preservation of existing single family homes while maximizing opportunities for additional affordable, higher density housing residences; permitted use and map amendments that provide additional commercial sites that in turn, ensure that downtown has adequate development capacity to meet future demand
- Clarification and streamlining of the development approval process to increase approval process predictability for both the private and public sector and certainty that the Downtown build out occurs as envisioned
- Construction of street, open space and pathway improvements that will foster additional commercial and retail uses that serve local residents; additional safe and direct pedestrian and bicycle access routes within downtown that link new and existing development effectively, especially those areas north of the viaduct; increased roadway capacity along Baker to reduce peak hour congestion and minimize traffic impacts on Spokane Avenue
- Strengthening of existing retail and commercial uses by providing additional parking at strategic locations
- Inclusion and design refinement of concurrent planning projects

PRIORITY PROJECTS— Stimulating Downtown Investment

Priority projects include planning actions and physical infrastructure improvement projects that support the land use and transportation elements. Identified projects are achievable within a reasonable timeframe (5-10 years) and are economically prudent. The list includes:

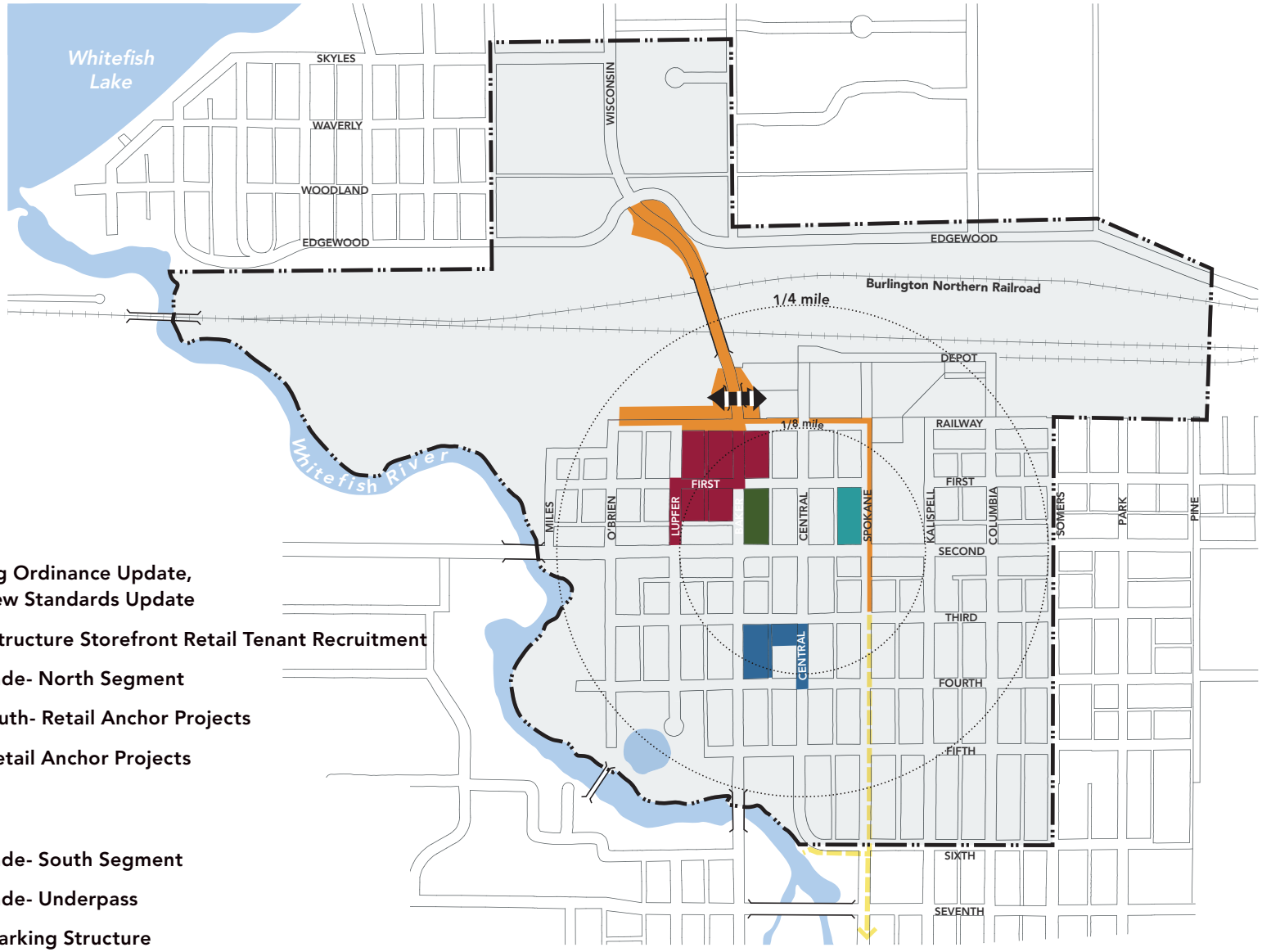
- Individual projects such as the Whitefish Promenade and associated improvements such as landscaping or parking remediation.
- Anchor project areas where multiple public infrastructure improvement and private parcel development projects have been grouped because implementation is reliant upon or improved by actions taken by adjoining projects

PRELIMINARY PROJECT SCHEDULE

The projects have been grouped within either a 5-year or long term timeline.

- Generally, the 5-year projects stimulate the greatest amount of economic development, are time sensitive, or are necessary for the long term implementation of other desirable projects
- Long term projects have been identified that address key downtown objectives but are not likely to be funded within five years or require additional planning or actions by project partners such as MDT
- Projects may occur concurrently. Following adoption of the plan, the schedule should be refined as part of the Action Plan work task.

Priority Projects



FIVE YEAR PROJECTS

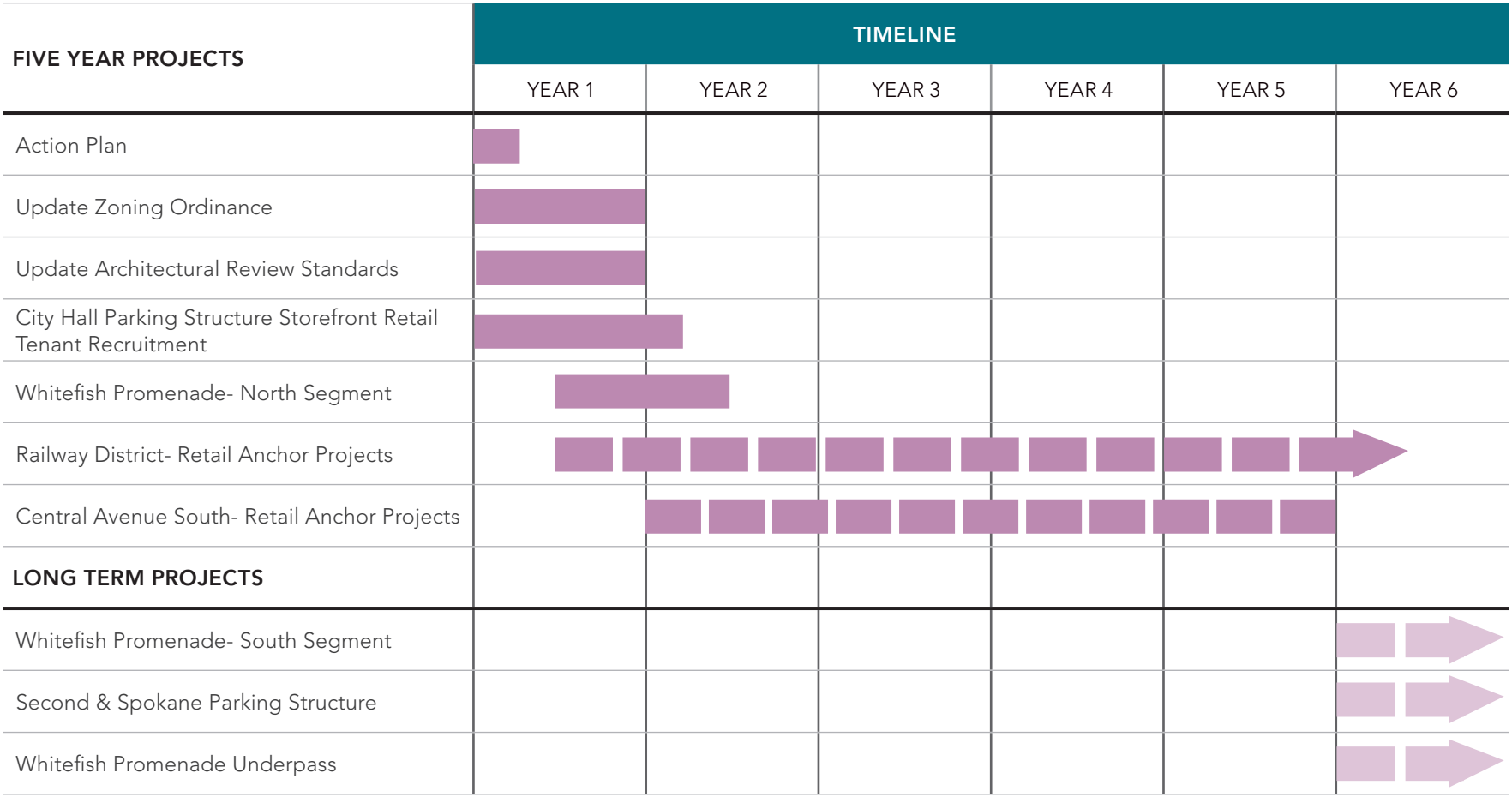
- Action Plan, Zoning Ordinance Update, Architectural Review Standards Update
- City Hall Parking Structure Storefront Retail Tenant Recruitment
- Whitefish Promenade- North Segment
- Central Avenue South- Retail Anchor Projects
- Railway District- Retail Anchor Projects

LONG TERM PROJECTS

- Whitefish Promenade- South Segment
- Whitefish Promenade- Underpass
- Spokane Avenue Parking Structure

PRELIMINARY SCHEDULE

The schedule calls for action on all projects to ensure that Plan momentum is established.



PHASING

FIVE YEAR PROJECTS

Physical improvement projects identified are conceptual. In most instances they will require:

- Additional technical analysis, design refinement, and construction document preparation
- Identification of a 'business case' for funding of projects using resort tax or other public financing.
- Further public outreach, public involvement, and review and input from stakeholders.

Action Plan

The Action Plan should identify all:

- Additional staff and/or consultant expertise needed to prepare project materials
- Actions to be taken by either the public or private sectors, and/or partnerships
- Timelines for analysis, design and construction
- Responsibilities, including project lead and partners
- Preliminary cost estimates and identification of potential funding sources

The Action Plan should also identify an 'Implementation Steering Committee' that would be responsible for ensuring downtown project momentum is maintained. The Committee should:

- Be comprised of City staff, stakeholder, and citizen-at-large representatives
- Meet regularly (bi-annual minimum) to review the status of the implementation strategy
- Provide updates to City Council annually concerning the implementation status and any recommendations for adjustments or improvements to the implementation strategy

Update Zoning Ordinance

Rather than amend existing zoning permitted uses, site and development standards for each regulating downtown zoning category, an 'overlay district' should be created for the entire downtown planning area. The intent of the overlay is to change only what is essential and leave as much of the underlying relevant existing zoning in place. The overlay district:

- Should be directed by City planning staff and legal counsel. A steering committee comprised of stakeholders and citizens-at-large should review all changes
- Would require consultant services to facilitate the process and provide a draft document for refinement and finalization by city staff
- Should include downtown specific, targeted land use categories, maps, permitted use tables, site and building development standards
- Would supersede existing zoning. Where regulations are required but not provided by the overlay, existing underlying zoning regulations would apply.
- Would incorporate a streamlined development review process

All regulatory changes should be adopted within a year (maximum) of the adoption of the Downtown Plan (March 2016).

Following overlay adoption, changes to existing Whitefish policy documents such as the city's transportation plan, should be made to ensure alignment and consistency with the Downtown overlay.

Update Architectural Review Standards

The intent of an update would be to better inform the community, developers, and their design consultants what the fundamental design characteristics of downtown include, thereby ensuring that all new development is a 'good neighbor' with adjacent historic buildings. The update:

- Should be directed by City planning and include involvement from public works and parks staff
- Should include input from a steering committee comprised of stakeholders and citizens-at-large
- Would require consultant services to facilitate the process and provide a draft document for refinement and finalization by city staff
- Should apply to all development parcels in the downtown. The guidelines would be applied for all new development or building improvements that pass a threshold of minimum size (building square footage) or monetary investment (amount to be determined)
- Should include new guidelines for the development of projects within the public realm— streets , parks and open space
- Should include a new development review process that better defines the timelines, and appropriate use of the guidelines and review procedures
- Should support and supplement the overlay zoning ordinance. Linkages to parallel/ applicable regulations of the zoning overlay should be provided

The updated document should be adopted within a year (maximum) of the adoption of the Downtown Plan.

City Hall Parking Structure Storefront Retail Tenant Recruitment

During the design and construction of the City Hall parking structure, efforts should be made to recruit a tenant for the storefront retail space at the intersection of First and Baker. Recruitment efforts:

- Should prioritize tenants that provide services that are needed by Whitefish residents
- Should be directed by the City Manager and City Council. A steering committee comprised of stakeholders and citizens-at-large should review all potential tenants and terms of occupancy
- Should retain a local commercial real estate broker to lead efforts to identify and recruit potential tenants and advise the City during tenant negotiations

Tenant improvements and certificate of occupancy should occur by the opening date of the City Hall.

Whitefish Promenade- North Segment

Further refinement of the Whitefish Promenade conceptual plans and section drawings are required. The refinement process should:

- Be directed by City public works and parks staff
- Include input from a steering committee comprised of stakeholders, including representatives of the Middle School , Depot Park advocates, downtown businesspeople, and citizens-at-large
- Reflect consultation with MDT
- Reflect consultation with Whitefish Pedestrian & Bicycle and other committees
- Include a consultant hired to facilitate the process, provide a preliminary design, and cost estimate document for review and adoption by City Council
- Be informed by additional traffic assessment and analysis at key segments along Spokane and intersections –Spokane and Second and Baker and Railway, at a minimum
- Identify traffic mitigation proposals such as new pedestrian-bicycle signals/phases
- Refine parking mitigation concepts
- Locate possible right-of-way acquisition and initiate negotiation with property owners
- Further address and resolve handicap parking, truck loading zone, and school drop-off issues
- Identify a phasing plan for construction of the Depot Park and Hotel segments
- Illustrate key segments (3-D visual simulation drawings and other graphics should be provided)

Following adoption, cost estimates should be refined and final construction documentation should be initiated and completed. Phases of the North segment may be constructed as part of the Depot Park or Hotel projects.

The entire north segment should be substantially completed within 5 years of Downtown Plan adoption (March 2020)

Railway District- Retail Anchor Projects

To implement the shopping loop concept, the following projects will be need to be constructed:

- Lupfer Avenue and First Street streetscape improvements within an expanded public right-of-way. Improvements should be designed and constructed to utilize recently completed subsurface utility improvements
- Redevelopment of the Blocks 26, 27 and 29. A collaborative effort between property owners and possible investors will be required. As an initial first step, a consultant should conduct a one day workshop to further educate property owners of existing proposals, review existing development plans, and discuss programmatic requirements. Recruitment of potential tenants should be discussed. Development preference should be for a local merchants and or housing serving local residents. Recruitment advice might be discussed with the City Hall parking structure commercial broker consultant.

Further refinement of plans and sections of the Lupfer and First concepts are required. The refinement process should:

- Be directed by City public works staff.
- Include input from a steering committee comprised of stakeholders, including representatives of the Railway District businesses and citizens-at-large
- Reflect input from an engineer and urban design team of consultants, hired to provide a preliminary concept refinement and cost estimates

A consultant should be hired to coordinate and assist in the development and execution of a possible public-private partnership and developer offering for the project area

Central Avenue South- Retail Anchor Projects

The removal of retail serving parking on the corner of Third and Central should not take place unless replacement parking is provided. Replacement parking should be located to serve Central Avenue retail.

To expand and strengthen the Central Avenue retail framework, the following projects will be needed to be constructed:

- Central Avenue streetscape improvements within the public right-of-way between Third and Fourth (including the intersection). Improvements should be designed and constructed concurrently with planned subsurface utility improvements scheduled for construction by 2016.
- Redevelopment of the municipal parking lot at the southwest corner of Central Avenue and Third Street as a retail/mixed use 'anchor' building. Development preference should be for a local merchant. Recruitment of this anchor use may occur concurrently and be conducted by the City Hall parking structure commercial broker consultant.
- Replacement retail parking on the east half of the block along Baker bounded by Third Street and Fourth Street. Initiation of development of this site would be triggered by construction at the existing parking facility

Further refinement of plans and sections of the Central Avenue South anchor area concepts will be required. The refinement process should:

- Be co-directed by City public works staff , for street and infrastructure projects, and by the City Manger for the redevelopment of the municipal parking lot and development of replacement parking
- Include input from a steering committee comprised of stakeholders, including representatives of the downtown businesses and citizens-at-large
- Reflect input from an architect, engineer and landscape architecture team of consultants, hired to provide a preliminary concept refinement and cost estimates for all areas

Parking lot parcels will need to be acquired by the city or private entities interested in development as a public-private partnership.

LONG TERM INVESTMENT

Whitefish Promenade- South Segment

Further refinement of plans and sections of the Whitefish Promenade conceptual plans and section drawings along Spokane Avenue south of Third Street are required. The refinement process should:

- Be directed by City public works and parks staff
- Include input from a steering committee comprised of stakeholders, including representatives of Spokane Avenue businesspeople, residents and citizens-at-large
- Provide consultation with MDT
- Provide consultation with the City arborist and Tree committee
- Provide consultation with the Whitefish Pedestrian & Bicycle committee and other committees
- Include a consultant hired to facilitate the process, provide a preliminary design refinement, and cost estimate document for review and adoption by City Council
- Be informed by additional traffic assessment and analysis

Whitefish Promenade Underpass

Further refinement of the viaduct underpass conceptual plans and section drawings are required. The refinement process should:

- Be directed by City public works and parks staff
- Include input from a steering committee comprised of stakeholders, including representatives of the O'Shaughnessy Center, downtown businesspeople, and citizens-at-large
- Provide consultation with MDT
- Provide consultation with the Whitefish Pedestrian & Bicycle committee and other committees
- Include a consultant hired to facilitate the process, provide a preliminary design, and cost estimate document for review and adoption by City Council

Second and Spokane Street Parking Structure

Over time, additional retail parking will be required and parking mitigation will be required for loss of existing on-street parking for implementation of pedestrian and bicycle improvements. The 2006 Master Plan identified the Second and Spokane site as a key location for parking and was reaffirmed as the best site for a future parking structure during the planning process of the Downtown Master Plan.

Consultants should be hired to refine the parking structure concepts and develop cost estimates for a mixed use parking structure. Construction should be initiated within 10 years of adoption of the Downtown Master Plan (March 2025)

NEXT STEPS

The Master Plan should be formally adopted–Approval by elected officials ensures that the Plan is recognized as the official 'road map' for future development. Adoption ensures that the Plan is considered in all future land use, transportation and economic development planning efforts. In particular, adoption of the plan provides a formal directive for policy and regulatory updates and expenditure of City financial resources for revitalization projects in the downtown study area.

The Master Plan should be easily accessible–The Plan should be publicly available online and in print. The plan should serve as a 'marketing tool' for those who are interested in seeking investment in the downtown. It should be easily accessible to elected officials, city staff, the general public, the Heart of Whitefish, developers, builders and their design consultants.

MCINTYRE
WHITEFISH LAKE LAKESHORE PERMIT
STAFF REPORT #WLP-15-W07
APRIL 6, 2015

Property Owner:	McIntyre Family Trust c/o Curt McIntyre
Mailing Address:	1372 W. Lakeshore Drive Whitefish, MT 59937
Telephone Number:	406.249.8173
Contractor:	None Specified
Property Legal Description:	Tract 4D in Section 26, Township 31 North, Range 22 West
Property Address:	1372 W. Lakeshore Drive
Lake:	Whitefish Lake
Lake Frontage:	76' per CAMA data
Project Description:	Replace an existing dock with a new 'E' shaped EZ dock and gangway. The application also includes 2 EZ Max 2i ports adjacent to the proposed dock.

Proposal: The applicant is proposing to replace an existing dock with a new 'E' shaped EZ dock. The property has included a dock since it was initially permitted in 1995, however it was updated to the current size under WLP-04-W20. The applicant is proposing to reconfigure the dock into a new shape with an attached gangway. The main portion of the dock will be a 'L' shaped, with two side wings creating an 'E' shape. The main portion of the dock will be approximately 36 feet long by 6.5 feet wide, with the main breakwater wing approximately 22.7 feet long by 6.5 feet wide. The wings will each be approximately 10 feet long by 3 feet wide. The dock will be connected to the shoreline by a gangway 24 feet long by 3 feet wide. The dock and gangway will extend 60 feet out into the lake, and will be placed as close as possible to the middle of the property. The applicant is also proposing 2 Max 2i Ports attached to the dock. Each port is approximately 14 feet long by 4.5 feet wide. The current design shows the ports adjacent to each of the proposed wings. However, this design would not comply with §13-3-1(M)(6) of the Lakeshore Regulations, which states *"when a floating boat lift is installed in conjunction with a dock, no section shall result in an overall dock surface width exceeding eight (8) feet."* The width of one proposed wing and one proposed port is approximately 8 feet. Therefore, as a condition of approval, a space needs to be provided between the two ports so that the entire dock surface does not exceed 8 feet in width. The entire dock, gangway, and ports will equal 604.94 square feet of constructed area.

The proposed constructed area for the dock and ports is 604.94 square feet. There is no additional constructed area currently located on the subject property. The total amount of constructed area proposed for the subject property would be 604.94 square feet.

Frontage and allowable constructed area: The subject property has 76 feet of lakeshore frontage, and is eligible for 608 square feet of constructed area.

Existing Constructed Area: Staff has located multiple approved lakeshore permits for the subject property. The permits relating to the dock include City95-3 which approved the original dock and a shorestation, City99-W9 for the gangway, and WLP-04-W19 and WLP-04-W20 for modifications to the dock. The property also has multiple other permits for riprap, tree removal, etc. According to the submitted application, there is no additional constructed area within the Lakeshore Protection Zone.

Conclusion: The proposed work complies with all requirements, most specifically Section 13-3-1, General Construction Standards of the Whitefish Lake and Lakeshore Regulations.

Recommendation: Staff recommends that the Whitefish City Council approve the requested lakeshore construction permit subject to the following conditions:

Recommended Conditions of Approval:

1. This permit is valid for a period of one year from the date of issuance. Upon completion of the work, please contact the Planning Department at 406-863-2410 for final inspection.
2. The Lakeshore Protection Zone shall be defined as the lake, lakeshore and all land within 20 horizontal feet of the average high water line at elevation 3,000.79'.
3. The proposed dock dimensions specified on the application project drawing shall not be exceeded unless modified by conditions of the approved permit. Changes or modifications to increase any dimension or change configuration must be approved through a permit amendment.
4. Temporary storage of vehicles, trailers, equipment, or construction materials in the lakeshore protection zone is prohibited.
5. The natural protective armament of the lakeshore and lakebed must be preserved whenever possible. Following installation, the lakeshore and lakebed shall be returned to its condition prior to construction.

Dock

6. Only one dock is permitted per property ownership. The existing dock shall be removed from the lakeshore and the subject property prior to the installation of the new dock.
7. The dock shall be placed as close to the middle of the subject property as possible, as outlined on the approved site plan.
8. In order to comply with §13-3-1(M)(6) of the Lakeshore Protection Regulations, no portion of the floating boat lifts (ports) shall be installed so the overall dock surface when combined with the proposed dock wings shall exceed 8 feet in width. A minimum space of approximately 1 foot shall be left between the 2 proposed ports.
9. Any wood used in construction of the new dock shall be untreated and left in its natural state. Use of a wood polymer composite (i.e. TREX) is strongly encouraged. Use of painted material, plywood, particle board or other glued composite board is not allowed.
10. If foam logs or similar easily damaged flotation systems are incorporated into the dock design, said material shall be completely encased in solid wood or a suitable impervious, non-corrosive material such as a synthetic, aluminum or galvanized sheet metal to avoid the breakup or scattering of materials. Boards may be spaced up to one-half inch (1/2") apart on

the bottom or drain holes may be incorporated into other materials to aid in drainage. All foam encased floating docks shall be maintained according to these standards or else be immediately and completely removed from the Lakeshore Protection Zone. All foam shall be extruded closed-cell polystyrene (blue or pink logs) unless encased in synthetic "rotomolded" floats.

11. The dock shall be constructed outside of the Lakeshore Protection Zone. Upon completion the components may be brought to the lakeshore area and launched.

12. The floating dock shall be suitably anchored to the lake bottom to avoid drift. Anchoring methods for the dock are limited to cable; galvanized chain or nylon or polypropylene rope attached to a suitable clean weight such as solid clean concrete, rock or steel blocks.

Report by: Bailey Minnich

City of Whitefish
Planning & Building Department
PO Box 158
510 Railway Street
Whitefish, MT 59937
Phone: 406-863-2410 Fax: 406-863-2409

File #: WLP-15-W07
Date: 3/16/2015
Intake Staff: BM
Date Complete: _____

LAKESHORE CONSTRUCTION PERMIT APPLICATION

WHITEFISH, BLANCHARD, LOST COON LAKE

FEE ATTACHED $ _____

A permit is required for any work, construction, demolition, dock/shorestation/buoy installation, and landscaping or shoreline modification in the lake and lakeshore protection zone – an area extending 20 horizontal fee landward from mean high water of:

- 3,000.79' msl (NAVD 1988) for Whitefish Lake
- 3,144.80' msl (NAVD 1988) for Blanchard Lake
- 3,104' msl (NAVD 1988) for Lost Coon Lake

INSTRUCTIONS:

☐ Submit the application fee, completed application and appropriate attachments to the Whitefish Planning & Building Department a minimum of **three (3) weeks prior** to the Lakeshore Protection Committee meeting at which this application will be heard.

☐ The regularly scheduled meeting of the Lakeshore Protection Committee is the second Wednesday of each month at 6:00PM in the Planning & Building Department Meeting Room.

☐ After the Lakeshore Protection Committee meeting, the application is forwarded with the Committee's recommendation to the next available City Council meeting for final action, unless it is a committee approved permit.

☐ All work will be inspected for conformity with permit. Permits are valid for one year from date of approval and can be renewed by the governing body upon request.

A. LEGAL DESCRIPTION OF PROPERTY:

Street Address 1372 W LAKESHORE DR

How many feet of the lake frontage do you own? 76'

Assessor's Tract No.(s) 4D, SECTION 26 T31N, R. 22W Lot No(s) _____

Block # _____ Subdivision Name _____

1/4 Sec _____ Section 26 Township 31N Range 22W

I hereby certify that the information contained or accompanied in this application is true and correct to the best of my knowledge. The signing of this application signifies approval for the Whitefish Staff to be present on the property for routine monitoring and inspection during the approval and development process.

Owner's Signature[1] _____ Date 3.14.15

CURT MCINTYRE
Print Name

[1] May be signed by the applicant or representative, authorization letter from owner must be attached. If there are multiple owners, a letter authorizing one owner to be the authorized representative for all must be included

Revised 12-31-13

00 27 3015 A10:57 03-16-2015

Applicant's Signature _____ Date 3.14.15

Print Name CURT MCINTYRE

Representative's Signature _____ Date _____

Print Name _____

APPLICATION CONTENTS:

Attached	ALL ITEMS MUST BE INCLUDED - INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED
X	Lakeshore Construction Permit Application
X	Written description how the project meets the criteria in Sections C-F
N/A	Site Plan drawn to scale PREVIOUSLY SUBMITTED
X	Project Drawing that is drawn to scale
N/A	Vicinity Map PREVIOUSLY SUBMITTED
N/A	Minimum of three (3) photos: 1 photo of property from lake; 2 photos showing lakeshore protection zoning from property boundary toward the other property boundary (e.g., from the north property line across property to the south) and photos of each existing structure or constructed area within the lakeshore protection zone (dock, boathouse, stairs, etc.) PREVIOUSLY SUBMITTED

B. OWNER(S) OF RECORD:

Name: McIntyre Family Trust Phone: 249-8173 (Curt)

Mailing Address: 1372 W. Lakeshore Drive

City, State, Zip: Whitefish, MT 59937

Email: _____

APPLICANT (if different than above):

Name: _____ Phone: _____

Mailing Address: _____

City, State, Zip: _____

Email: _____

CONTRACTOR:

Name: _____ Phone: _____

Mailing Address: _____

City, State, Zip: _____

Email: _____

Revised 12-31-13

C. NATURE OF THE PROPOSED WORK: (describe what you propose to build, demolish or install. Give dimensions, material and list heavy equipment, if any to be used.)

- THIS IS A REPLACEMENT DOCK FOR AN ALREADY PERMITTED DOCK IN PLACE
- NEW DOCK IS PROPOSED TO HAVE 'L' SHAPE, NECESSITATING A NEW PERMIT, AS I UNDERSTAND.
- SEE ATTACHED FOR PROPOSED SIZE, NOTE: I AM REQUESTING MORE SQUARE FOOTAGE (608 ft²) SO FUTURE EXPANSION IS POSSIBLE WITH 1 TO 2 MORE SECTIONS TO GET TO DEEPER WATER.

D. Describe any Environmental Impacts (e.g. impacts on water quality or fish and wildlife habitat, increased sedimentation, etc.). Explain what measures will be taken to alleviate these impacts.

NONE. ENVIRONMENTAL IMPACT RISK IS DECREASED DUE TO NEW DOCK'S SUPERIOR CONSTRUCTION TECHNIQUES

E. Describe existing improvements on the property within the lakeshore protection zone along with the square footage of each such as an existing dock, stairs, deck or patio and when they were constructed, if known, or the permit number.

DEPENDING ON THE DEPTH AT THE END, THE GANGWAY MAY EITHER GO TO THE ROCK WALL OR BEACH. IF BEACH, I'LL USE SOME OF THE BIG STONES TO MAKE A FEW STEPS DOWN FROM THE ROCK WALL.

F. If a variance is requested in addition to this permit, specify the reasons or conditions which require or warrant the variance on a separate variance form. An additional fee is required for a variance request. What is the variance proposal?

NO VARIANCE REQUIRED

- MOST RECENT PERMIT: WLP-04-W19 24 SEP '04
- SEE ALSO WLP-08-W38 10 DEC 08 APPROVED 5 JAN 09
- SEE ALSO WLP-99-W9
- ORIGINAL APPROVAL FOR DOCK AND SHORE STATION WLP 95-3

FLATHEAD COUNTY GIS
KALISPELL, MONTANA

General Parcel Data

Tract Id:	3122X26-XXX-4D
Assessor:	0895600
Geocode:	07429226302050000
Approximate Acres:	0.2
City:	WHITEFISH
Subdivision Name:	NA
Owner:	MC INTYRE TRUST, WINOGENE N
Address:	(M) 1372 W LAKESHORE DR WHITEFISH MT 59937
Owner:	MC INTYRE FAMILY TRUST
Address:	(M) 1372 W LAKESHORE DR WHITEFISH MT 59937
Owner:	MC INTYRE TRUST, WINOGENE N
Address:	(P) 1372 W LAKESHORE DR WHITEFISH MT 59937
Owner:	MC INTYRE FAMILY TRUST
Address:	(P) 1372 W LAKESHORE DR WHITEFISH MT 59937

Certificates of Survey

Tract Land:	None available
Subdivision RTMT/BLA:	None available

Subdivision Plats

None available

School Data

School District Name:	WHITEFISH
School District Number:	44
High School District:	WHITEFISH
Kalispell Elementary District:	NA

Congressional Data

Precinct Number:	45
House District:	5
Senate District:	3
Kalispell Ward Number:	NA

Water, Sewer and Fire Data

Fire District:	NA
Water & Sewer District:	NA

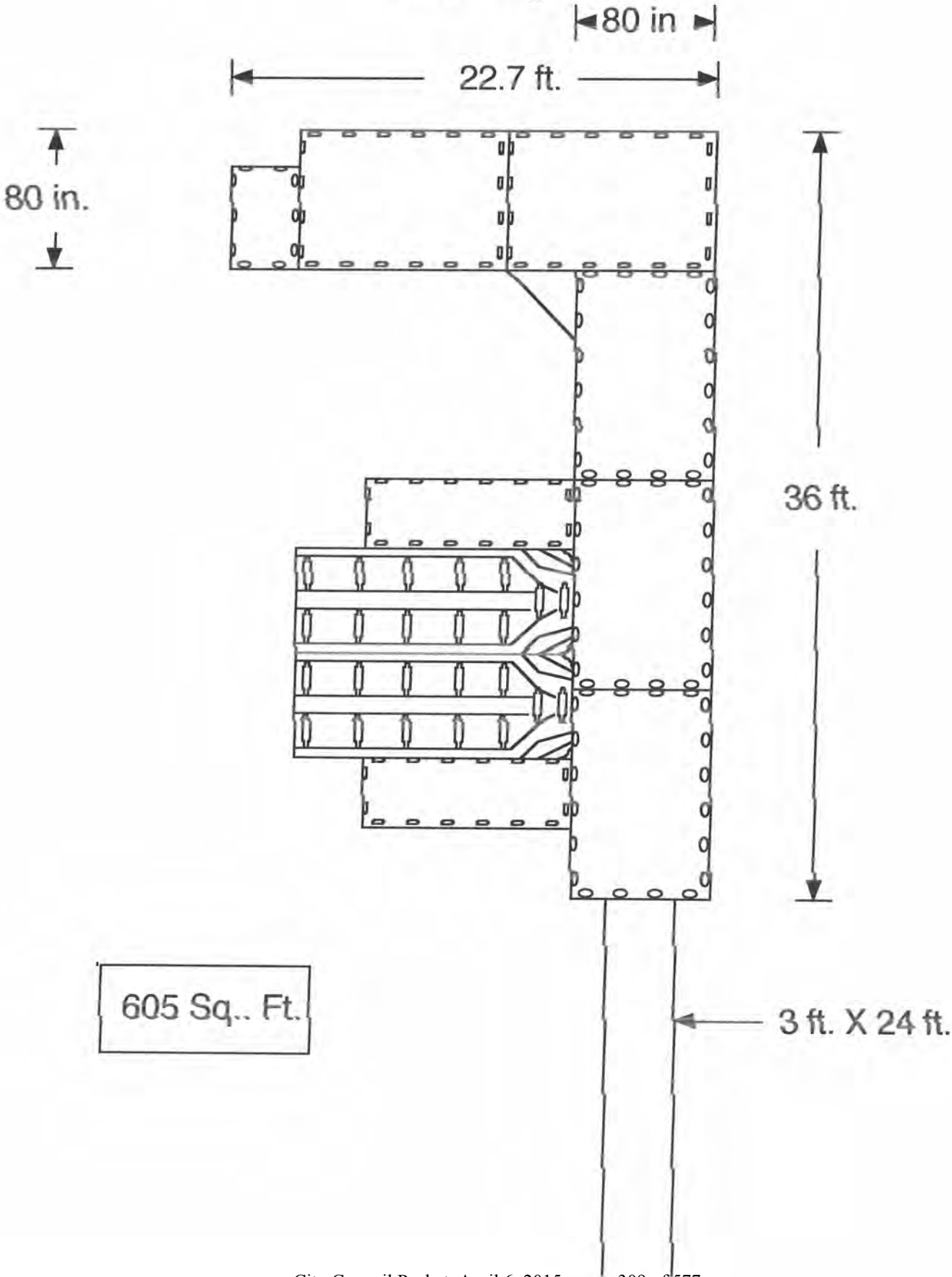
Zoning Data

Neighborhood Plan:	NA
County Zoning District:	NA
County Zoning Use:	NA

Whitefish Zoning:	WR-1
Kalispell Zoning:	NA
Columbia Falls Zoning:	NA

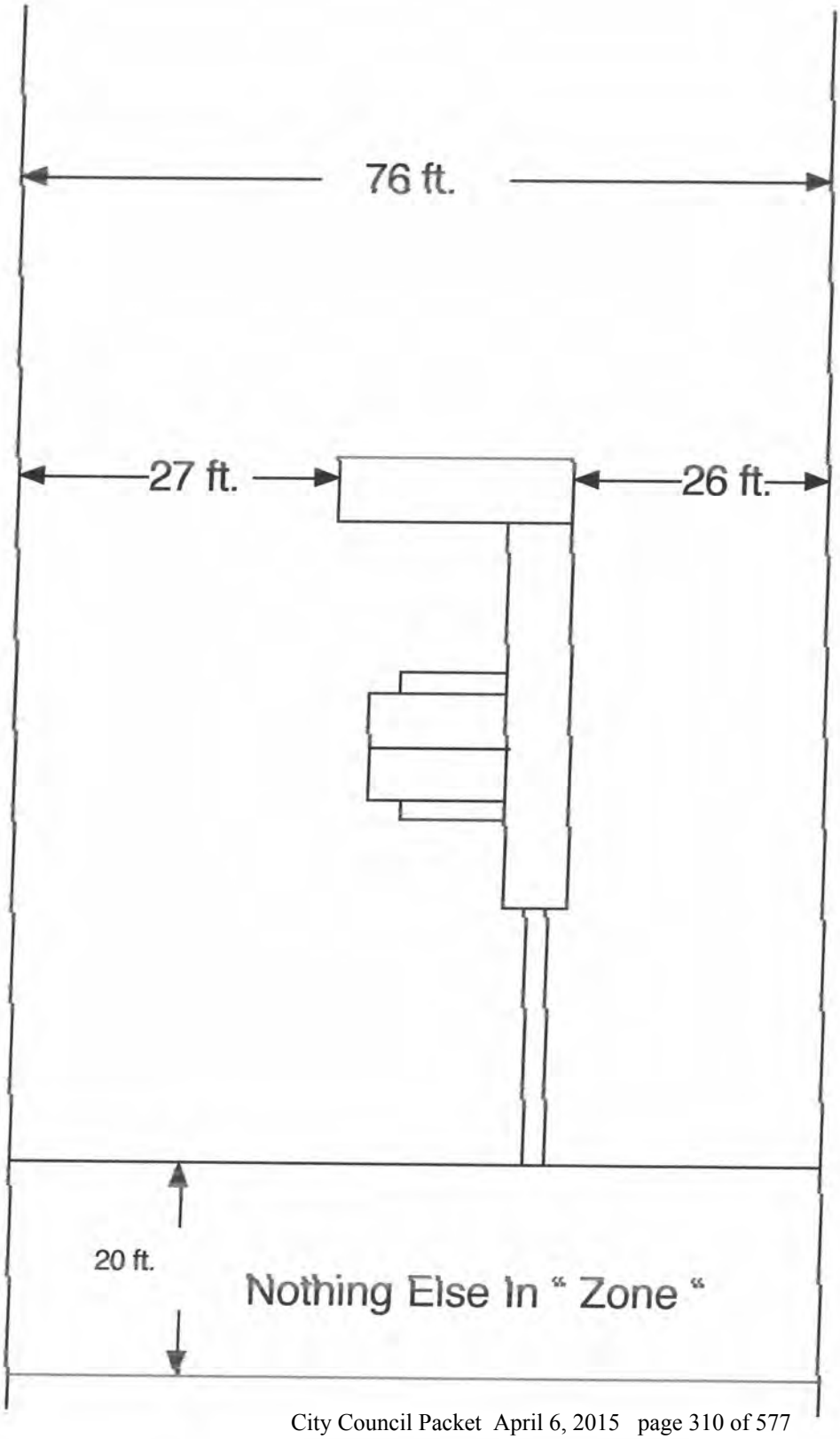
E Z Dock Design #10 For :

McIntyre



Site Plan For :

McIntyre



SAN DIEGO PINECONE, LTD
WHITEFISH LAKE LAKESHORE PERMIT
STAFF REPORT #WLP-15-W08
APRIL 6, 2015

Property Owner:	San Diego Pinecone Ltd.
Mailing Address:	12526 High Bluff Drive, Ste. 210 San Diego, CA 92130-2066
Applicant	Cory Izett
Mailing Address:	14 Scullers Way Whitefish, MT 59937
Telephone Number:	406.250.2342
Contractor:	Whitefish Lake Services
Mailing Address:	P.O. Box 5521 Whitefish, MT 59937
Telephone Number:	406.471.5723
Property Legal Description:	Lot 35A of Britells Point of Pines Amd L35 Subdivision and Lot 34 of Britells Point of Pines Subdivision in Section 4, Township 31 North, Range 22 West
Property Address:	3500 & 3506 E. Lakeshore Drive
Lake:	Whitefish Lake
Lake Frontage:	203' per CAMA data
Project Description:	Expand an existing dock into a shared dock.

Proposal: The applicant is proposing to expand an existing residential dock into a shared dock under §13-3-1(K)(14) of the Lakeshore Protection Regulations. The existing dock was permitted under WLP-04-04. The applicant is proposing to reconfigure the dock into a new shared dock with an attached gangway. Under the shared dock standards outlined in the Lakeshore Regulations, the subject property does comply with the minimum lakeshore frontage required for approval of a shared dock. The main portion of the dock will be an 'E' shaped, which is the current dock configuration. The applicant is proposing to install an 'L' shaped addition to the current dock to create the shared dock. The main portion of the dock will be approximately 42 feet in length, with the total breakwater wing length of 59.9 feet. No portion of dock shall exceed 8 feet in width. The application includes 2 Max 2i ports which were approved with the existing dock. However, this design would not comply with §13-3-1(M)(6) of the Lakeshore Regulations, which states *"when a floating boat lift is installed in conjunction with a dock, no section shall result in an overall dock surface width exceeding eight (8) feet."* The width of an adjacent proposed wing and one proposed port is approximately 8 feet. Therefore, as a condition of approval, a space needs to be provided between the two ports so that the entire dock surface does not exceed 8 feet in width. The dock will be connected to the shoreline by a gangway 18 feet long by 3 feet wide. The dock and gangway will extend 60 feet out into the lake, and will be placed in the middle of the 2 subject properties. Per the shared dock standards, a minimum setback of 40 feet is required between the dock and the side riparian boundaries. The current design shows the dock setback 50 feet on one side and 93 feet on the other side, complying with the requirements. The entire dock, gangway, and ports will equal 1374.7 square feet of constructed area.

The proposed constructed area for the shared dock and ports is 1374.7 square feet. The existing constructed area located on the subject property is 159 square feet. The total amount of constructed area proposed for the subject property would be 1,533.7 square feet.

Frontage and allowable constructed area: The two subject properties combined have 203 feet of lakeshore frontage, and is eligible for 1,624 square feet of constructed area.

Existing Constructed Area: Staff was able to locate one approved permit (WLP-04-04) for the subject properties, which was for the existing permitted dock. However, there is currently a portion of an existing boathouse and some stairs located within the Lakeshore Protection Zone. The boathouse and stairs equal approximately 159 square feet of constructed area within the Lakeshore Protection Zone.

Conclusion: The proposed work complies with all requirements, most specifically Section 13-3-1, General Construction Standards of the Whitefish Lake and Lakeshore Regulations.

Recommendation: Staff recommends that the Whitefish City Council approve the requested lakeshore construction permit subject to the following conditions:

Recommended Conditions of Approval:

1. This permit is valid for a period of one year from the date of issuance. Upon completion of the work, please contact the Planning Department at 406-863-2410 for final inspection.
2. The Lakeshore Protection Zone shall be defined as the lake, lakeshore and all land within 20 horizontal feet of the average high water line at elevation 3,000.79'.
3. The proposed dock dimensions specified on the application project drawing shall not be exceeded unless modified by conditions of the approved permit. Changes or modifications to increase any dimension or change configuration must be approved through a permit amendment.
4. Temporary storage of vehicles, trailers, equipment, or construction materials in the lakeshore protection zone is prohibited.
5. The natural protective armament of the lakeshore and lakebed must be preserved whenever possible. Following installation, the lakeshore and lakebed shall be returned to its condition prior to construction.

Dock

6. Only one dock is permitted per property ownership. The existing dock shall be removed from the lakeshore and the subject property prior to the installation of the new dock.
7. The dock shall be placed as close to the middle of the subject property as possible, as outlined on the approved site plan.
8. In order to comply with §13-3-1(M)(6) of the Lakeshore Protection Regulations, no portion of the floating boat lifts (ports) shall be installed so the overall dock surface when combined with the proposed dock wings shall exceed 8 feet in width. A minimum space of approximately 1 foot shall be left between the 2 proposed ports.

9. Any wood used in construction of the new dock shall be untreated and left in its natural state. Use of a wood polymer composite (i.e. TREX) is strongly encouraged. Use of painted material, plywood, particle board or other glued composite board is not allowed.

10. If foam logs or similar easily damaged flotation systems are incorporated into the dock design, said material shall be completely encased in solid wood or a suitable impervious, non-corrosive material such as a synthetic, aluminum or galvanized sheet metal to avoid the breakup or scattering of materials. Boards may be spaced up to one-half inch (1/2") apart on the bottom or drain holes may be incorporated into other materials to aid in drainage. All foam encased floating docks shall be maintained according to these standards or else be immediately and completely removed from the Lakeshore Protection Zone. All foam shall be extruded closed-cell polystyrene (blue or pink logs) unless encased in synthetic "rotomolded" floats.

11. The dock shall be constructed outside of the Lakeshore Protection Zone. Upon completion the components may be brought to the lakeshore area and launched.

12. The floating dock shall be suitably anchored to the lake bottom to avoid drift. Anchoring methods for the dock are limited to cable; galvanized chain or nylon or polypropylene rope attached to a suitable clean weight such as solid clean concrete, rock or steel blocks.

Shared Dock Standards

13. The total wing length of a shared dock shall not exceed sixty (60) feet, regardless of configuration.

14. A minimum setback of forty (40) feet is required between both riparian boundaries and any portion of a shared dock that exceeds thirty (30) feet in total width.

Report by: Bailey Minnich

File #: WLP-15-W08
Date: 3/16/2015
Intake Staff: BM
Date Complete: _____

City of Whitefish
Planning & Building Department
PO Box 158
510 Railway Street
Whitefish, MT 59937
Phone: 406-863-2410 Fax: 406-863-2409

LAKESHORE CONSTRUCTION PERMIT APPLICATION

WHITEFISH, BLANCHARD, LOST COON LAKE

FEE ATTACHED $ _____

A permit is required for any work, construction, demolition, dock/shorestation/buoy installation, and landscaping or shoreline modification in the lake and lakeshore protection zone – an area extending 20 horizontal fee landward from mean high water of:

- 3,000.79' msl (NAVD 1988) for Whitefish Lake
- 3,144.80' msl (NAVD 1988) for Blanchard Lake
- 3,104' msl (NAVD 1988) for Lost Coon Lake

INSTRUCTIONS:

☐ Submit the application fee, completed application and appropriate attachments to the Whitefish Planning & Building Department a minimum of **three (3) weeks prior** to the Lakeshore Protection Committee meeting at which this application will be heard.

☐ The regularly scheduled meeting of the Lakeshore Protection Committee is the second Wednesday of each month at 6:00PM in the Planning & Building Department Meeting Room.

☐ After the Lakeshore Protection Committee meeting, the application is forwarded with the Committee's recommendation to the next available City Council meeting for final action, unless it is a committee approved permit.

☐ All work will be inspected for conformity with permit. Permits are valid for one year from date of approval and can be renewed by the governing body upon request.

A. LEGAL DESCRIPTION OF PROPERTY:

Street Address 3500 E Lakeshore

How many feet of the lake frontage do you own? 203

Assessor's Tract No.(s) See Attached Lot No(s) _____

Block # _____ Subdivision Name _____

1/4 Sec _____ Section _____ Township _____ Range _____

I hereby certify that the information contained or accompanied in this application is true and correct to the best of my knowledge. The signing of this application signifies approval for the Whitefish Staff to be present on the property for routine monitoring and inspection during the approval and development process.

Owner's Signature[1] _____ Date 3-15-15

Cary Izett
Print Name

[1] May be signed by the applicant or representative, authorization letter from owner must be attached. If there are multiple owners, a letter authorizing one owner to be the authorized representative for all must be included

Applicant's Signature _____ Date 3-15-15

Print Name Cory Izett

Representative's Signature _____ Date 3-15-15

Print Name Cory Izett

APPLICATION CONTENTS:

Attached **ALL ITEMS MUST BE INCLUDED - INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

____ Lakeshore Construction Permit Application

____ Written description how the project meets the criteria in Sections C-F

____ Site Plan drawn to scale

____ Project Drawing that is drawn to scale

____ Vicinity Map

____ Minimum of three (3) photos: 1 photo of property from lake; 2 photos showing lakeshore protection zoning from property boundary toward the other property boundary (e.g., from the north property line across property to the south) and photos of each existing structure or constructed area within the lakeshore protection zone (dock, boathouse, stairs, etc.)

B. OWNER(S) OF RECORD:

Name: San Diego Pine Cone LTD Phone: _____

Mailing Address: 12526 High Bluff Dr. STE 210

City, State, Zip: San Diego Co. 92130-2066

Email: randyperkins@san.rr.com

APPLICANT (if different than above):

Name: Cory Izett Phone: 862-7332

Mailing Address: 14 Scullers Way

City, State, Zip: Whitefish Mt. 59937

Email: cnizett@hotmail.com

CONTRACTOR:

Name: Whitefish Lake Services Phone: 471-5723

Mailing Address: Box 5521

City, State, Zip: Whitefish Mt. 59937

Email: dave@whitefishlakeservices.com

C. NATURE OF THE PROPOSED WORK: (describe what you propose to build, demolish or install. Give dimensions, material and list heavy equipment, if any to be used.)

Expand existing EZ dock. See attached

D. Describe any Environmental Impacts (e.g. impacts on water quality or fish and wildlife habitat, increased sedimentation, etc.). Explain what measures will be taken to alleviate these impacts.

No impacts

E. Describe existing improvements on the property within the lakeshore protection zone along with the square footage of each such as an existing dock, stairs, deck or patio and when they were constructed, if known, or the permit number.

current dock = 879 Sq ft.
stone Pavers 38.7 Sq ft.
stone wall 56.1 Sq ft
wood stairs 64.3 Sq ft
} = 159.1

F. If a variance is requested in addition to this permit, specify the reasons or conditions which require or warrant the variance on a separate variance form. An additional fee is required for a variance request. What is the variance proposal?

Property Record Card
Tax Year 2015
Print

Summary

Primary Information

Property Category: RP
Subcategory: Real Property
Geocode: 07-4292-04-2-04-05-0000
Assessment Code: 0000978049
Primary Owner:
SAN DIEGO PINECONE LTD
12526 HIGH BLUFF DR STE 210
SAN DIEGO, CA 92130-2066
PropertyAddress: 3500 E LAKESHORE DR
WHITEFISH, MT 59937
COS Parcel:
NOTE: See the Owner tab for all owner information
Certificate of Survey:
Subdivision: BRITELLS POINT OF PINES AMD L35
Legal Description:
BRITELLS POINT OF PINES AMD L35, S04, T31 N, R22 W, Lot 35A
Last Modified: 3/14/2015 4:58:48 AM

General Property Information

Neighborhood: 250.0
Property Type: RR - Residential Rural
Living Units: 2
Levy District: 07-133408-44 - L
Zoning: 1
Ownership %: 100
Linked Property:
No linked properties exist for this property
Exemptions:
No exemptions exist for this property
Condo Ownership:
General: 0
Limited: 0

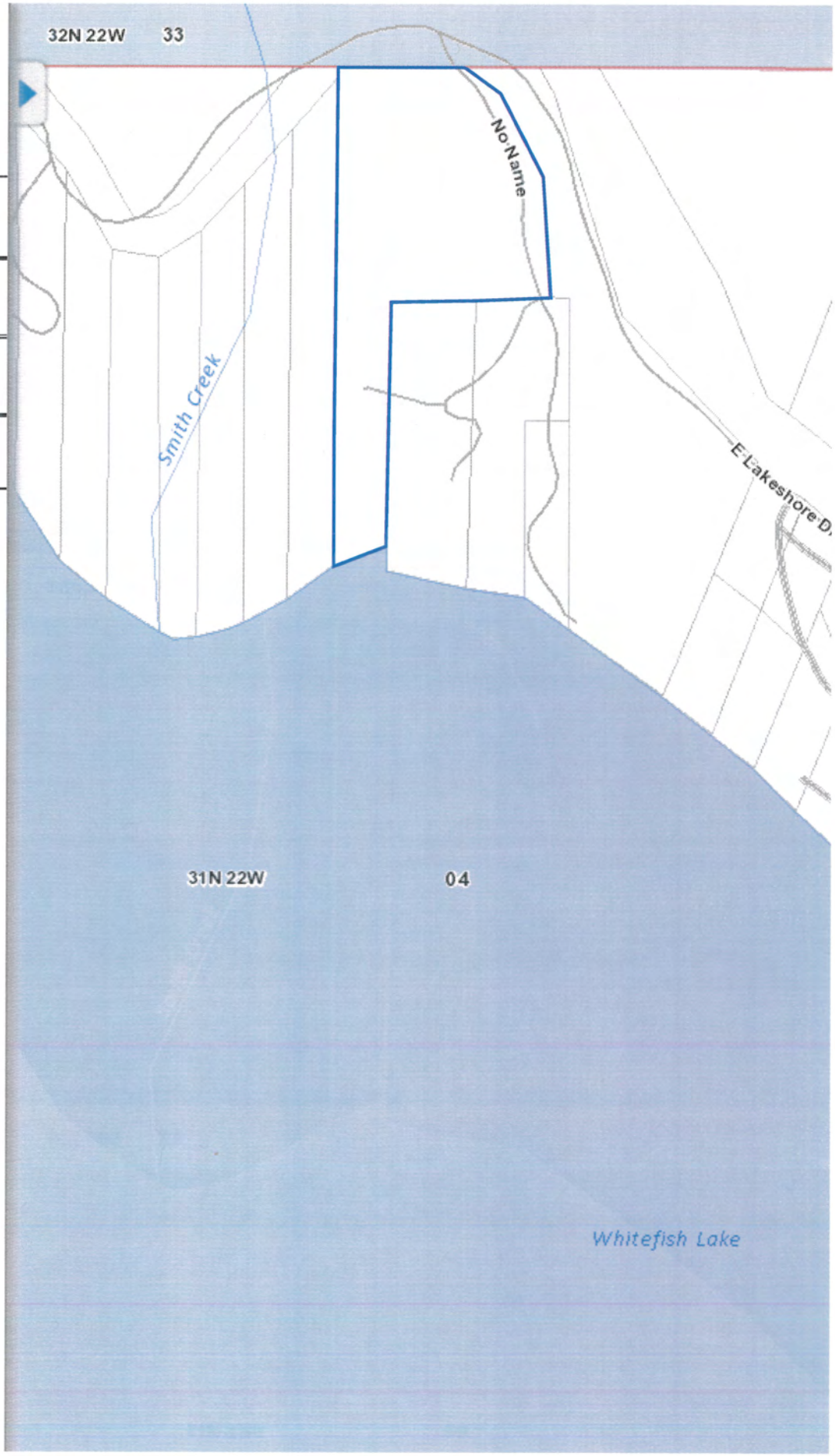
Property Factors

Topography: 1
Fronting: 4 - Residential Street
Utilities: 5, 8
Parking Type:
Access: 1
Parking Quantity:
Location: 0 - Rural Land
Parking Proximity:

Land Summary

Land Type	Acres	Value
Grazing	0.000	00.00
Fallow	0.000	00.00
Irrigated	0.000	00.00
Continuous Crop	0.000	00.00
Wild Hay	0.000	00.00
Farmsite	0.000	00.00
ROW	0.000	00.00
NonQual Land	0.000	00.00
Total Ag Land	0.000	00.00
Total Forest Land	0.000	00.00
Total Market Land	3.170	00.00

Owners


32N 22W
33
No Name
Smith Creek
E Lakeshore D
31N 22W
04
Whitefish Lake

Property Record Card
Tax Year 2015
Print

Summary

Owners

Appraisals

Market Land Info

Market Land Item #1

Method: Acre
Type: 3 - Residual
Width:
Depth:
Square Feet: 00
Acres: 3.17

Valuation

Class Code: 2101
Value:

Market Land Item #2

Method: Frontage and Depth
Type: FR1 - Fronting Category 1
Width: 107
Depth: 300
Square Feet: 00
Acres:

Valuation

Class Code: 2101
Value:

Property Record Card
Tax Year 2015
Print

Summary

Primary Information

Property Category: RP
Subcategory: Real Property
Geocode: 07-4292-04-2-04-01-0000
Assessment Code: 0000845900
Primary Owner:
SAN DIEGO PINECONE LTD
12526 HIGH BLUFF DR STE 210
SAN DIEGO, CA 92130-2066
PropertyAddress: 3506 E LAKESHORE DR
WHITEFISH, MT 59937
COS Parcel:
NOTE: See the Owner tab for all owner information
Certificate of Survey:
Subdivision: BRITELLS POINT OF PINES
Legal Description:
BRITELLS POINT OF PINES, S05, T31 N, R22 W, Lot 034
Last Modified: 3/14/2015 5:05:57 AM

General Property Information

Neighborhood: 250.0
Property Type: VR - Vacant Land Rural
Living Units: 0
Levy District: 07-133408-44 - L
Zoning: 1
Ownership %: 100
Linked Property:
No linked properties exist for this property
Exemptions:
No exemptions exist for this property
Condo Ownership:
General: 0
Limited: 0

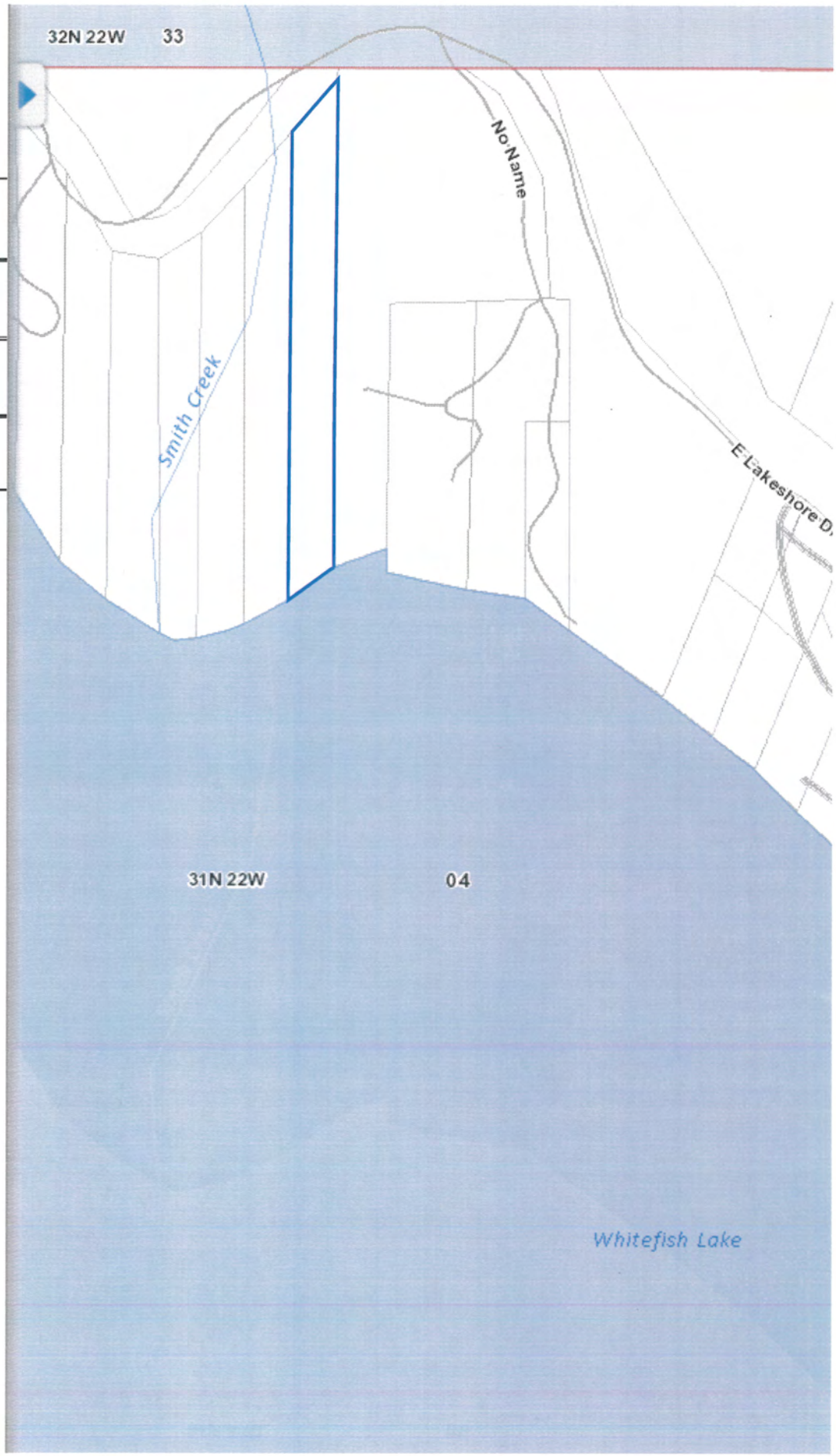
Property Factors

Topography: 1
Fronting: 4 - Residential Street
Utilities: 5, 8
Parking Type:
Access: 1
Parking Quantity:
Location: 0 - Rural Land
Parking Proximity:

Land Summary

Land Type	Acres	Value
Grazing	0.000	00.00
Fallow	0.000	00.00
Irrigated	0.000	00.00
Continuous Crop	0.000	00.00
Wild Hay	0.000	00.00
Farmsite	0.000	00.00
ROW	0.000	00.00
NonQual Land	0.000	00.00
Total Ag Land	0.000	00.00
Total Forest Land	0.000	00.00
Total Market Land	0.760	00.00

Owners


32N 22W
33
No Name
Smith Creek
E Lakeshore D
31N 22W
04
Whitefish Lake

Property Record Card
Tax Year 2015
Print

Summary

Owners

Appraisals

Market Land Info

Market Land Item #1

Method: Acre
Type: 3 - Residual
Width:
Depth:
Square Feet: 00
Acres: 0.76

Valuation

Class Code: 2101
Value:

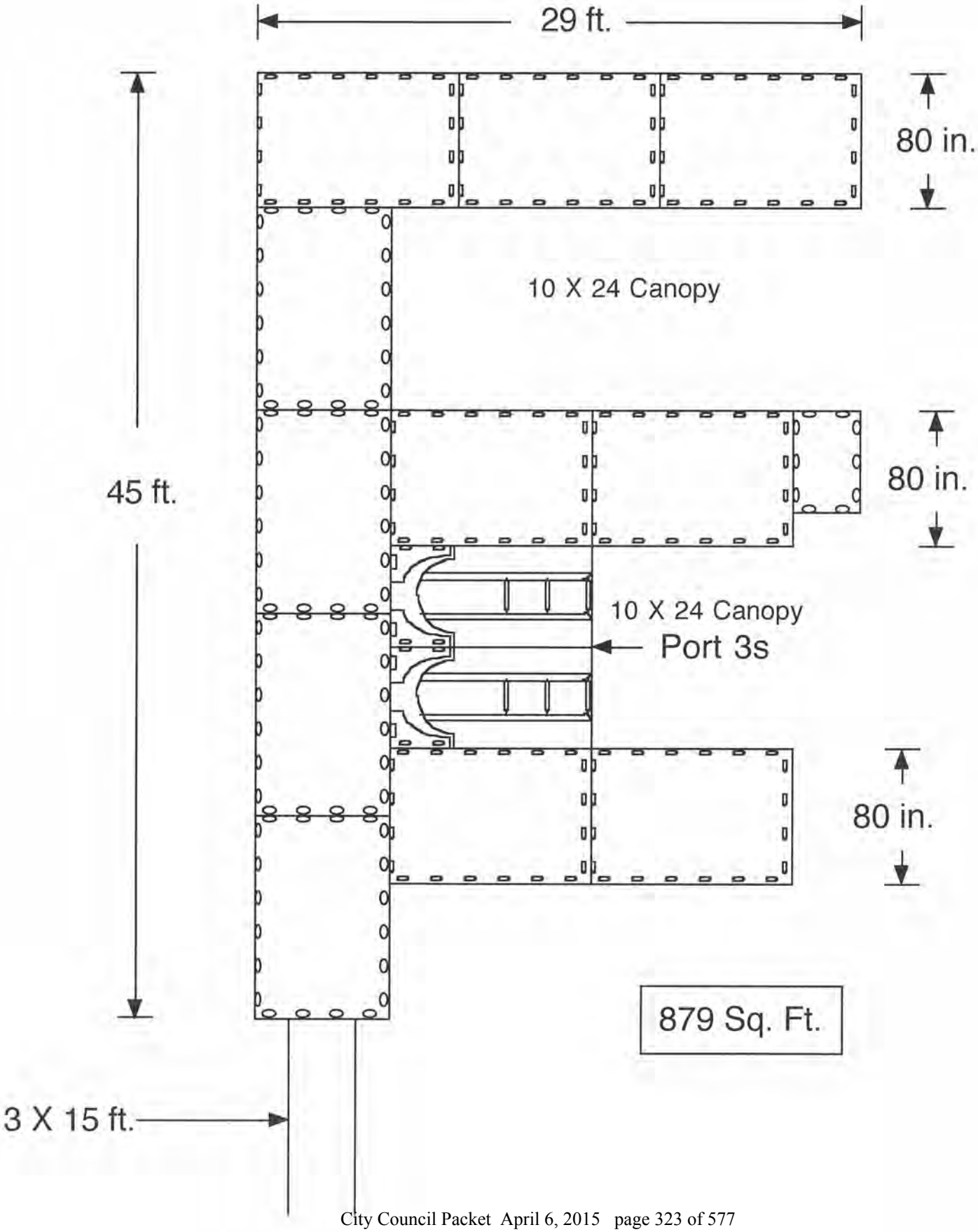
Market Land Item #2

Method: Frontage and Depth
Type: FR1 - Fronting Category 1
Width: 96
Depth: 300
Square Feet: 00
Acres:

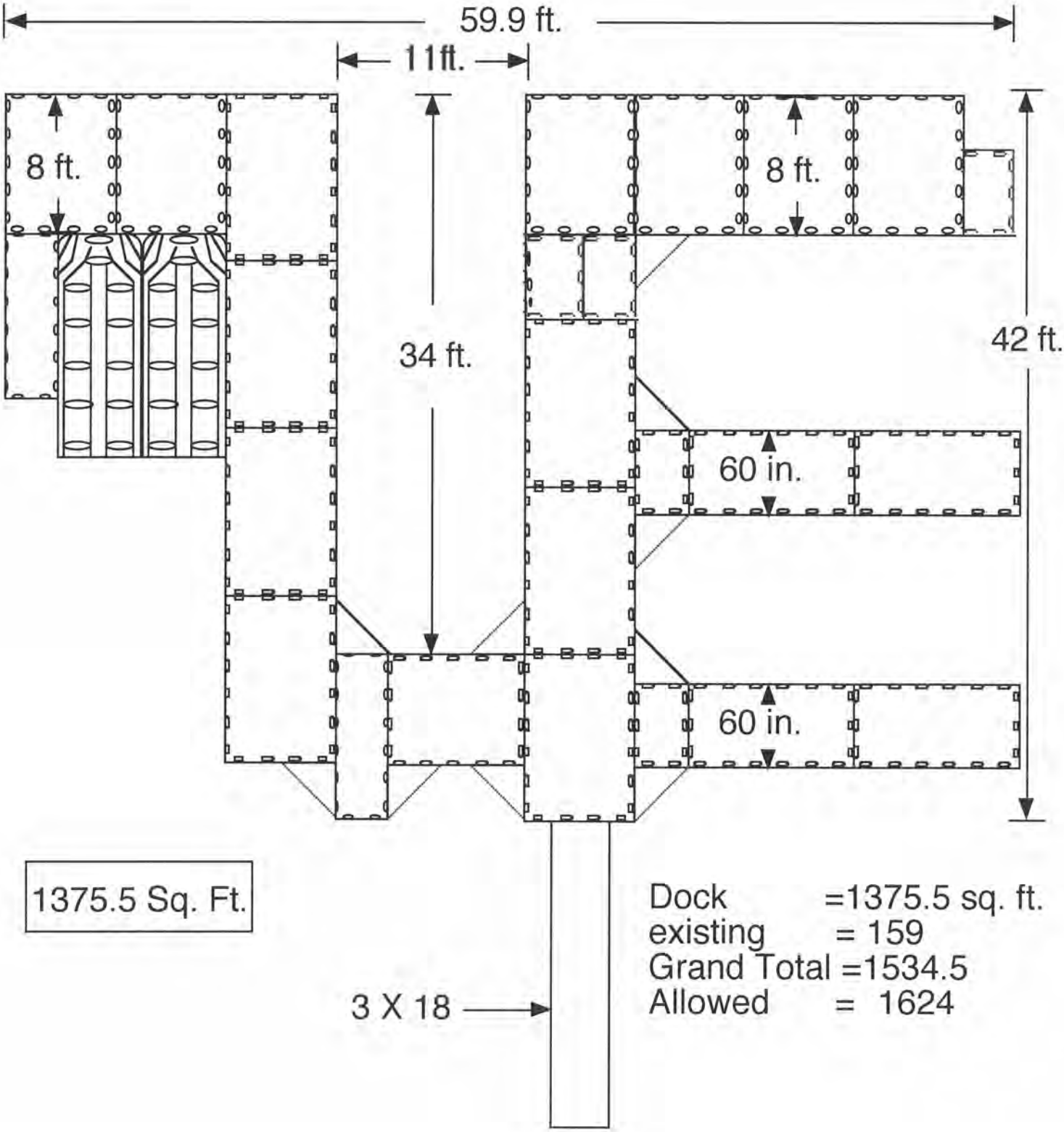
Valuation

Class Code: 2101
Value:

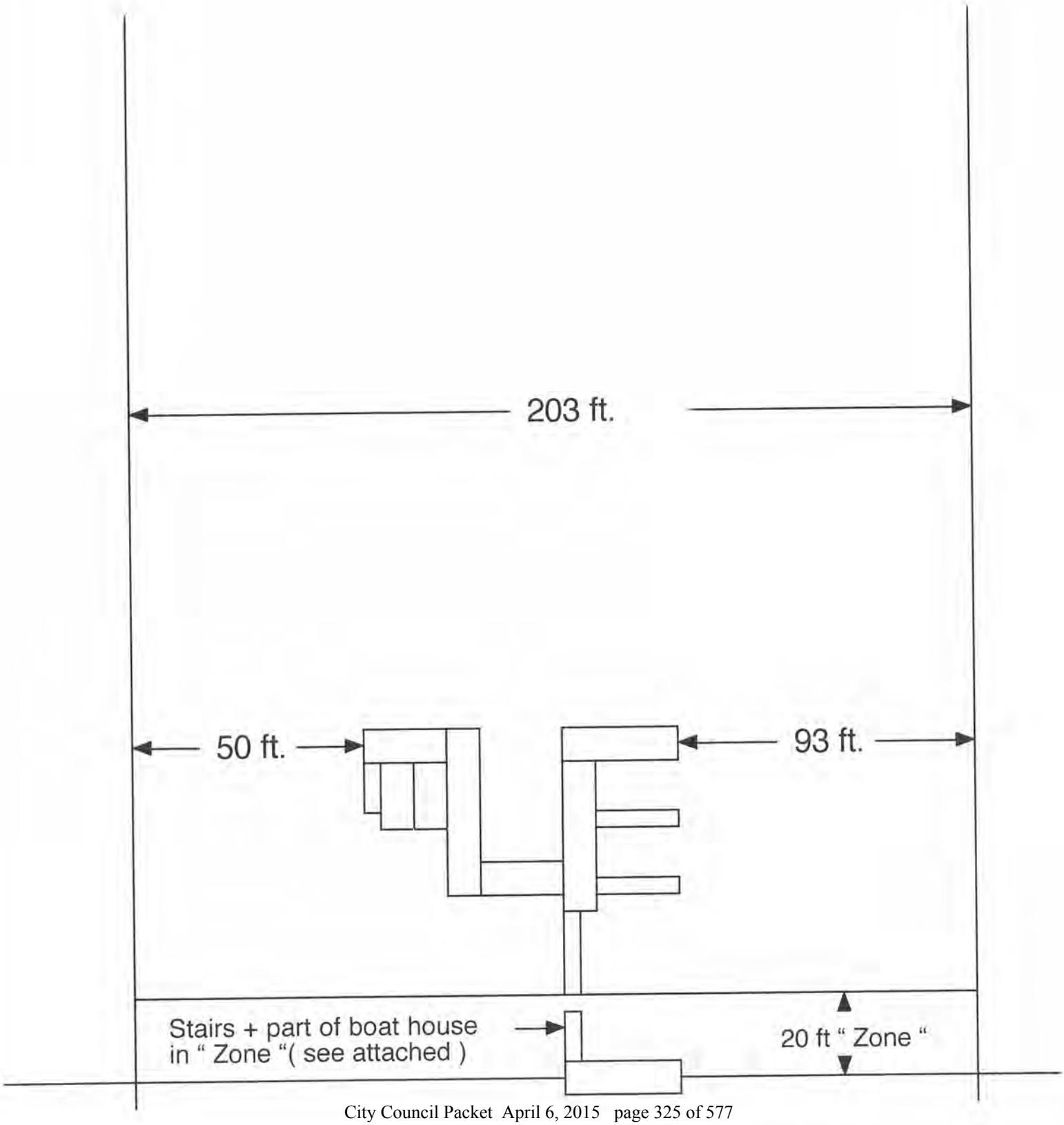
Current E Z Dock Design For : Perkins



E Z Dock Design #11 For :
Perkins



Site Plan For:
San Diego Pinecone LTD



FLATHEAD COUNTY
LAKE AND LAKESHORE CONSTRUCTION PERMIT

Date:	March 10, 2015
Permit No.:	FWLP-15-01
Owner:	San Diego Pinecone Ltd.
Mailing Address:	12526 High Bluff Dr. STE #210 San Diego, CA 92130-2066
Telephone No.:	(858) 309-2665
Applicant:	Cory Izett
Mailing Address:	14 Scullers Way Whitefish, MT 59937
Telephone No.:	(406) 862-7332
Contractor:	Whitefish Lake Services
Mailing Address:	PO Box 5521 Whitefish, MT 59937
Telephone No.:	(406) 471-5723
Property Legal:	Lots 34 and 35A of Britells Point of Pines in Section 04, T31N, R22W
Geocode:	07429204204010000 & 07429204204050000
Assessor No.:	0845900 & 0978049
Project Address:	3500 East Lakeshore Dr. Whitefish, MT 59937
Lake:	Whitefish
Shoreline:	203 feet

ORIGINAL

Project Description:

The applicant is proposing to install a floating 'h' dock with several breakwater wings and a floating shore station within the Lakeshore Protection Zone (LPZ) that will extend over the water of Whitefish Lake. Currently within the LPZ there is a cabin structure partially extending into the LPZ and a set of steps extending down to high water. The proposed 'h' dock will be built in the center of the properties no closer than 50 feet from the riparian boundary line of the adjacent neighboring lot to the east. The dock and gangway will measure 60 total feet in length, with a total width span of 59.9 feet and will consist of an 'h' dock with three breakwater wings oriented to the west and one breakwater wing to the east, along with a 3 feet by 18 feet long gangway (see attached Figure 1). The floating shore station consists of a double personal watercraft floating ramp and will be oriented on the east side of the dock. Impervious cover for the dock and shore station would be 1375 square feet, which including the other structures located in the LPZ is within the 1624 square feet of impervious cover allowed for the two tracts. The proposed dock and adjacent shore station will be constructed out of floating plastic EZ dock sections.

All debris will be removed from, and no construction materials will be stockpiled or stored within the Lakeshore Protection Zone.

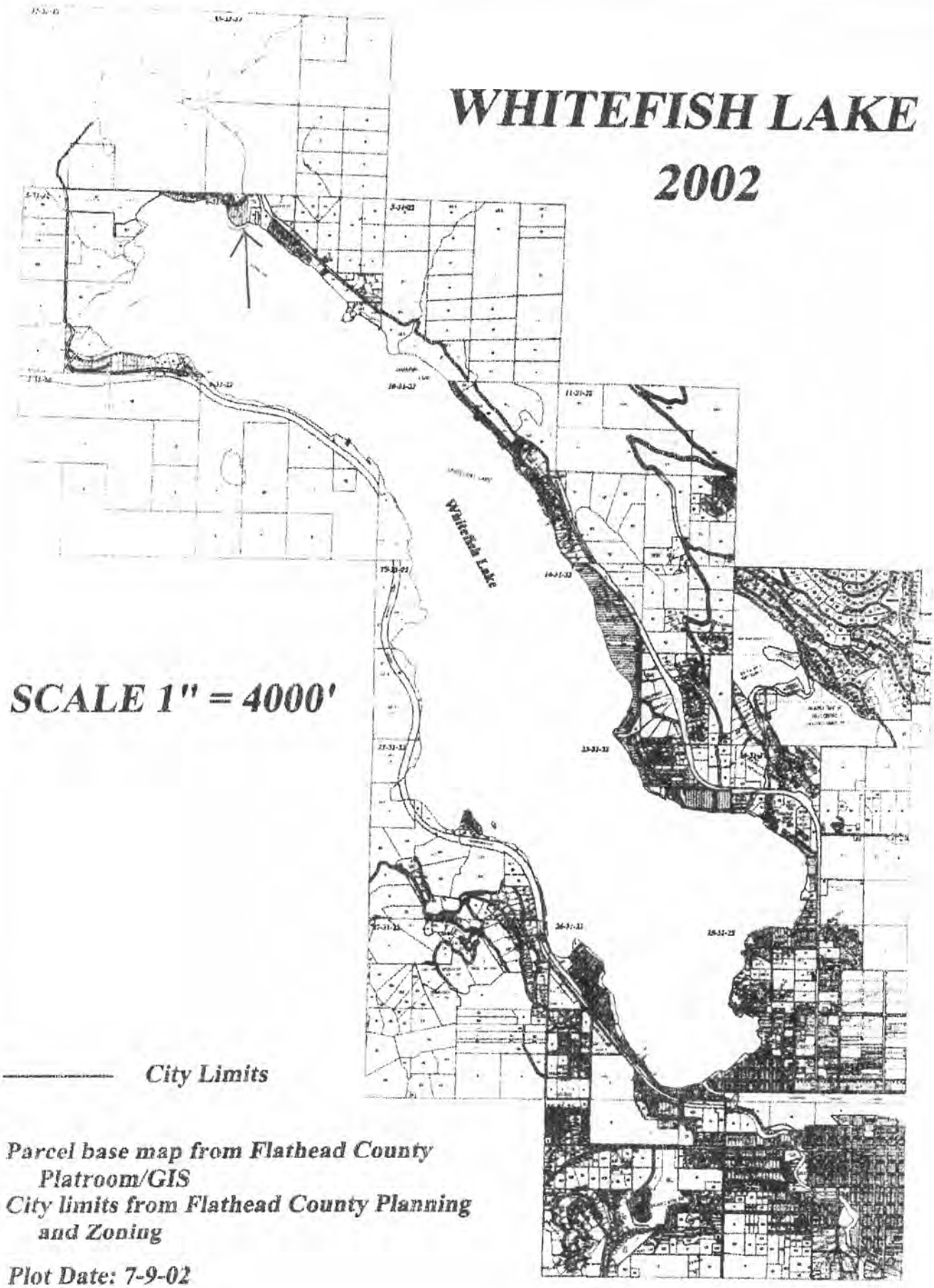
Compliance with Policy Criteria:

This request is found to be in compliance with Section 4.1 Policy Criteria for Issuance of a Permit, because it adheres to Section 5.1(D) Constructed Area, Section 5.2(A) Docks and Section 5.2(C)

From: Randy Perkins <randyperkins@san.rr.com>
Subject: **Re: <no subject>**
Date: February 10, 2015 2:23:51 PM MST
To: Cory Izett <cnizett@hotmail.com>

I am giving Cory Izett my authority to apply for a dock permit. Randy Perkins

WHITEFISH LAKE
2002

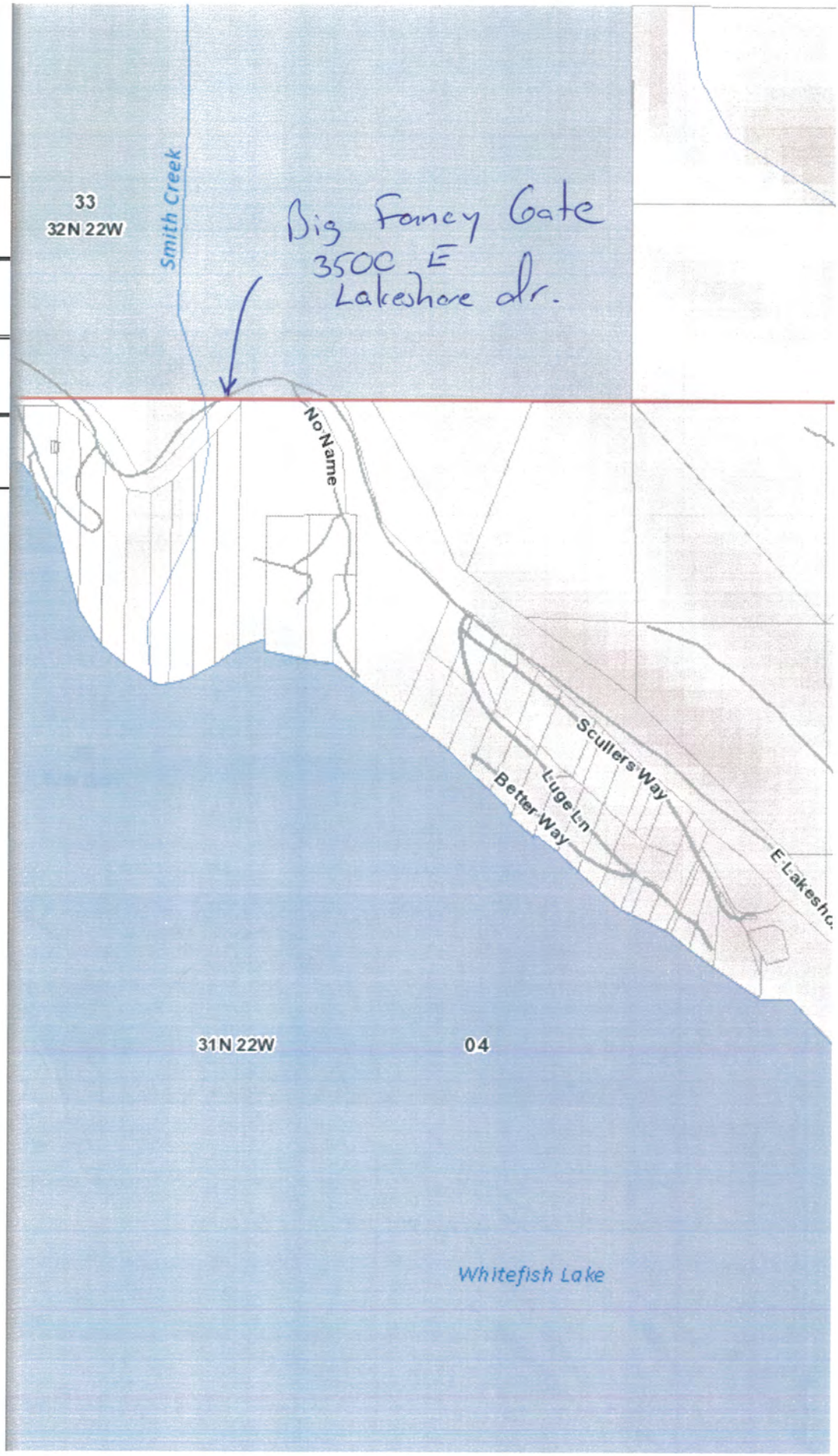


SCALE 1" = 4000'

——— City Limits

Parcel base map from Flathead County Platroom/GIS
City limits from Flathead County Planning and Zoning

Plot Date: 7-9-02


33
32N 22W
Smith Creek
Big Fancy Gate
3500 E
Lakeshore dr.
No Name
Scullers Way
Luge Ln
Better Way
E Lakeshore
31N 22W
04
Whitefish Lake

PAUL & DEBORAH BIOLO
WHITEFISH LAKE LAKESHORE PERMIT
STAFF REPORT #WLP-15-W09
APRIL 6, 2015

Property Owner:	Paul & Deborah Biolo
Mailing Address:	432 Dakota Avenue Whitefish, MT 59937
Telephone Number:	406.471.8907
Contractor:	None Specified
Property Legal Description:	Lot 2 of Whitefish TSTE CO 5 AC TR ADD 1 Amd L18&19 BLK8 Subdivision in Section 25, Township 31 North, Range 22 West
Property Address:	432 Dakota Avenue
Lake:	Whitefish Lake
Lake Frontage:	108.8' per recorded plat
Project Description:	Replace an existing damaged dock with an adjacent neighbors approved dock. The neighbor recently received approved for a new dock for their property.

Proposal: The applicant is proposing to replace an existing grandfathered dock with an adjacent neighbors approved dock. The neighboring property owner's dock was originally approved under WLP-10-W25 for an 'I' shaped dock 8 feet wide by 85 feet long. The neighbor has recently been approved for a new dock under WLP-15-W02, and are proposing to sell their previous dock to the applicant. The applicant's current dock was destroyed by ice movement this past winter. The 'new' dock with be a total length of 85 feet with an attached gangway, with an overall width of 8 feet. The dock will be placed in the middle of the subject property. The entire dock and gangway will equal 660 square feet of constructed area.

The Whitefish Lake and Lakeshore Protection Regulations state that docks may be permitted to exceed 60 feet in length, *"if the water depth at 60 feet from low water is less than 4 feet in depth, and cannot be moved to a location on the property to achieve 4 feet depth, then the total dock length may be increased to the point at which water depth equals 4 feet, but not to exceed 100 feet in maximum length, including gangway."* (§13-3-1(K)(5)(a) WLLPR) The applicant has submitted a depth profile for the subject property which demonstrates that at 100 feet from the shoreline, the water depth is 3 feet 9 inches. Therefore, the dock could be permitted to extend to the maximum 100 feet in length.

The proposed constructed area for the dock is 660 square feet. No other constructed area is currently located with the Lakeshore Protection Zone. The total amount of constructed area proposed for the subject property would be 660 square feet.

Frontage and allowable constructed area: The subject property has 108.8 feet of lakeshore frontage, and is eligible for 870.4 square feet of constructed area.

Existing Constructed Area: No other lakeshore permits are on file for the subject property. Additionally, there is no constructed area located within the property's lakeshore protection zone.

Conclusion: The proposed work complies with all requirements, most specifically Section 13-3-1, General Construction Standards of the Whitefish Lake and Lakeshore Regulations.

Recommendation: Staff recommends that the Whitefish City Council approve the requested lakeshore construction permit subject to the following conditions:

Recommended Conditions of Approval:

1. This permit is valid for a period of one year from the date of issuance. Upon completion of the work, please contact the Planning Department at 406-863-2410 for final inspection.
2. The Lakeshore Protection Zone shall be defined as the lake, lakeshore and all land within 20 horizontal feet of the average high water line at elevation 3,000.79'.
3. The proposed dock dimensions specified on the application project drawing shall not be exceeded unless modified by conditions of the approved permit. Changes or modifications to increase any dimension or change configuration must be approved through a permit amendment.
4. Temporary storage of vehicles, trailers, equipment, or construction materials in the lakeshore protection zone is prohibited.
5. The natural protective armament of the lakeshore and lakebed must be preserved whenever possible. Following installation, the lakeshore and lakebed shall be returned to its condition prior to construction.

Dock

6. Only one dock is permitted per property ownership. The existing dock shall be removed from the lakeshore and the subject property prior to the installation of the new dock.
7. The dock shall be placed in the middle of the subject property as outlined on the submitted site plan.
8. Any wood used in construction of the new dock shall be untreated and left in its natural state. Use of a wood polymer composite (i.e. TREX) is strongly encouraged. Use of painted material, plywood, particle board or other glued composite board is not allowed.
9. If foam logs or similar easily damaged flotation systems are incorporated into the dock design, said material shall be completely encased in solid wood or a suitable impervious, non-corrosive material such as a synthetic, aluminum or galvanized sheet metal to avoid the breakup or scattering of materials. Boards may be spaced up to one-half inch (1/2") apart on the bottom or drain holes may be incorporated into other materials to aid in drainage. All foam encased floating docks shall be maintained according to these standards or else be immediately and completely removed from the Lakeshore Protection Zone. All foam shall be extruded closed-cell polystyrene (blue or pink logs) unless encased in synthetic "rotomolded" floats.
10. The dock shall be constructed outside of the Lakeshore Protection Zone. Upon completion the components may be brought to the lakeshore area and launched.

11. The floating dock shall be suitably anchored to the lake bottom to avoid drift. Anchoring methods for the dock are limited to cable; galvanized chain or nylon or polypropylene rope attached to a suitable clean weight such as solid clean concrete, rock or steel blocks.

Report by: Bailey Minnich

City of Whitefish
Planning & Building Department
PO Box 158
510 Railway Street
Whitefish, MT 59937
Phone: 406-863-2410 Fax: 406-863-2409

File #: WLP-15-W09
Date: 3/20/2015
Intake Staff: BM
Date Complete: _____

LAKESHORE CONSTRUCTION PERMIT APPLICATION

WHITEFISH, BLANCHARD, LOST COON LAKE

FEE ATTACHED $ 255.00

A permit is required for any work, construction, demolition, dock/shorestation/buoy installation, and landscaping or shoreline modification in the lake and lakeshore protection zone – an area extending 20 horizontal fee landward from mean high water of:

- 3,000.79' msl (NAVD 1988) for Whitefish Lake
- 3,104' msl (NAVD 1988) for Lost Coon Lake

INSTRUCTIONS:

☐ Submit the application fee, completed application and appropriate attachments to the Whitefish Planning & Building Department a minimum of **three (3) weeks prior** to the City Council meeting at which this application will be heard.

☐ The application will be forwarded along with Staff's recommendation to the next available City Council meeting for final action. APRIL 6

☐ All work will be inspected for conformity with permit. Permits are valid for one year from date of approval and can be renewed by the governing body upon request.

A. LEGAL DESCRIPTION OF PROPERTY:

Street Address 432 DAKOTA WHITEFISH, MT 59937

How many feet of the lake frontage do you own? 108.80

Assessor's Tract No.(s) 0977140 Lot No(s) 2 OF L18 & 19 AMD

Block # 8 Subdivision Name WFSH TSTE CO 5 AC TR ADD / L18 & 19 AMD

1/4 Sec NE Qtr SW Qtr Govt 4 Section 25 Township 31 Range 22

I hereby certify that the information contained or accompanied in this application is true and correct to the best of my knowledge. The signing of this application signifies approval for the Whitefish Staff to be present on the property for routine monitoring and inspection during the approval and development process.

Owner's Signature[1] _____ Date 3-15-2015

Print Name DEBORAH BIOLO

Applicant's Signature _____ Date 3-15-2015

Print Name DEBORAH BIOLO

[1] May be signed by the applicant or representative, authorization letter from owner must be attached. If there are multiple owners, a letter authorizing one owner to be the authorized representative for all must be included

03-20-2015

Representative's Signature _____ Date _____

Print Name _____

APPLICATION CONTENTS:

Attached **ALL ITEMS MUST BE INCLUDED - INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

- ( ) Lakeshore Construction Permit Application
- ( ) Written description how the project meets the criteria in Sections C-F
- ( ) Site Plan drawn to scale
- ( ) Project Drawing that is drawn to scale
- ( ) Vicinity Map
- ( ) Minimum of three (3) photos: 1 photo of property from lake; 2 photos showing lakeshore protection zoning from property boundary toward the other property boundary (e.g., from the north property line across property to the south) and photos of each existing structure or constructed area within the lakeshore protection zone (dock, boathouse, stairs, etc.)

B. OWNER(S) OF RECORD:

Name: PAUL A & DEBORAH T. BIOLO Phone: 471-8907 *

Mailing Address: 432 DAKOTA AVE

City, State, Zip: WHITEFISH, MT 59937

Email: debbieski@yahoo.com

APPLICANT (if different than above):

Name: _____ Phone: _____

Mailing Address: _____

City, State, Zip: _____

Email: _____

CONTRACTOR:

Name: _____ Phone: _____

Mailing Address: _____

City, State, Zip: _____

Email: _____

C. NATURE OF THE PROPOSED WORK: (describe what you propose to build, demolish or install. Give dimensions, material and list heavy equipment, if any to be used.) 85' x 8' FLOAT OVER AND ANCHOR

I PROPOSE TO PURCHASE MY NEIGHBOR'S DOCK, CAROL & RICHARD ATKINSON, AS THEY REPLACING IT WITH A NEW DOCK. THEIR DOCK WOULD BE A MAJOR UPGRADE TO MY VERY OLD, AND NOW ICE DAMAGED WOOD DOCK. THEIR DOCK HAS BLACK MOLDED FLOATATION WHICH WILL BE AN IMPROVEMENT TO OURS WITH FOAM LOGS.

D. Describe any Environmental Impacts (e.g. impacts on water quality or fish and wildlife habitat, increased sedimentation, etc.). Explain what measures will be taken to alleviate these impacts.

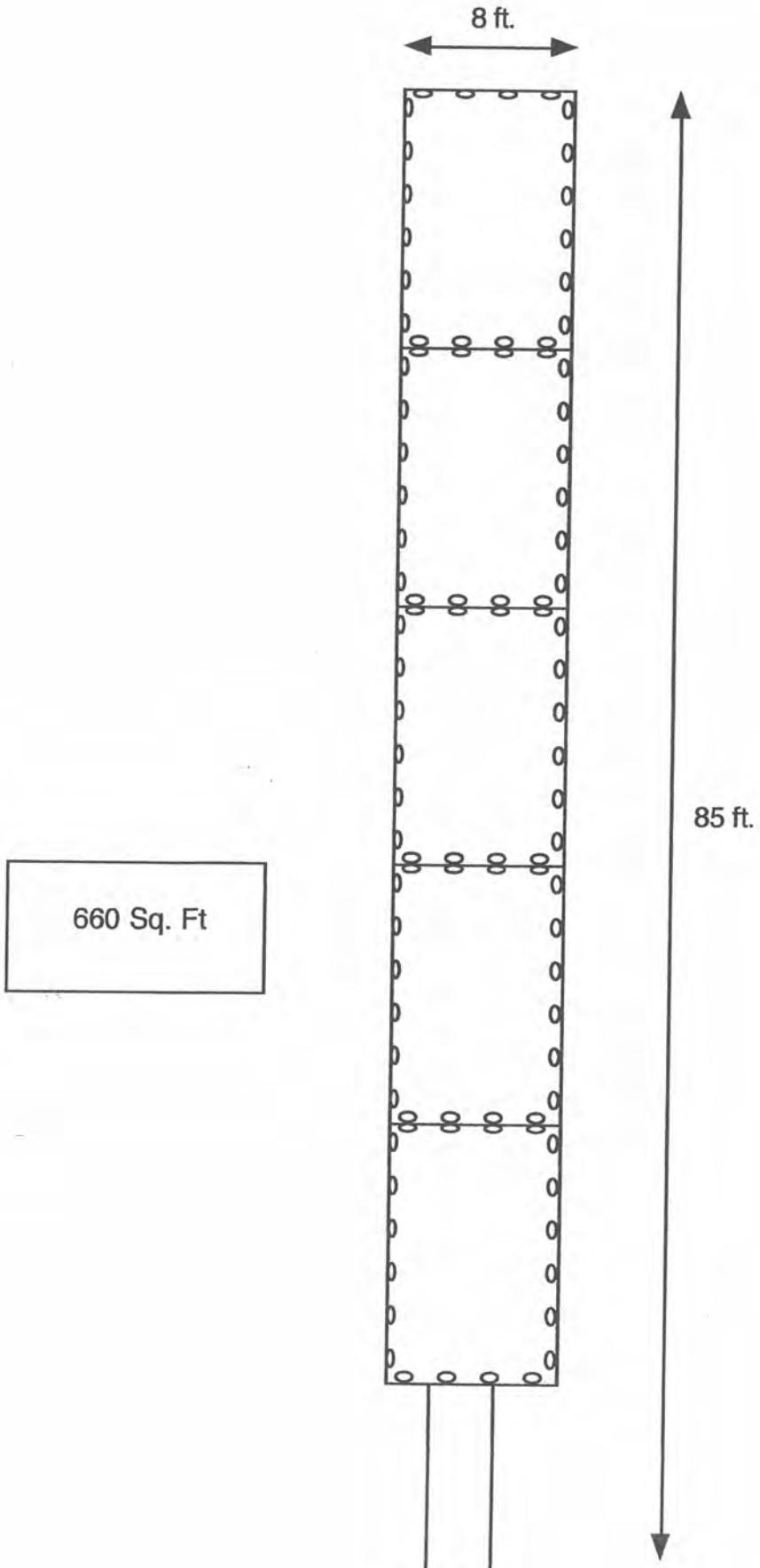
ENVIROMENTAL CONCERNS WILL IMPROVE WITH THE ELIMINATION OF THE OLD EASILY DAMAGED FOAM & STYROFOAM FLOATATION THAS HAS BEEN RECENTLY EXPOSED BY ICE DAMAGE. ALL MATERIALS FROM OUR OLD DOCK WILL BE REMOVED FROM LAKE AND HAULED TO LANDFILL.

E. Describe existing improvements on the property within the lakeshore protection zone along with the square footage of each such as an existing dock, stairs, deck or patio and when they were constructed, if known, or the permit number. NONE EXISTING

F. If a variance is requested in addition to this permit, specify the reasons or conditions which require or warrant the variance on a separate variance form. An additional fee is required for a variance request. What is the variance proposal?

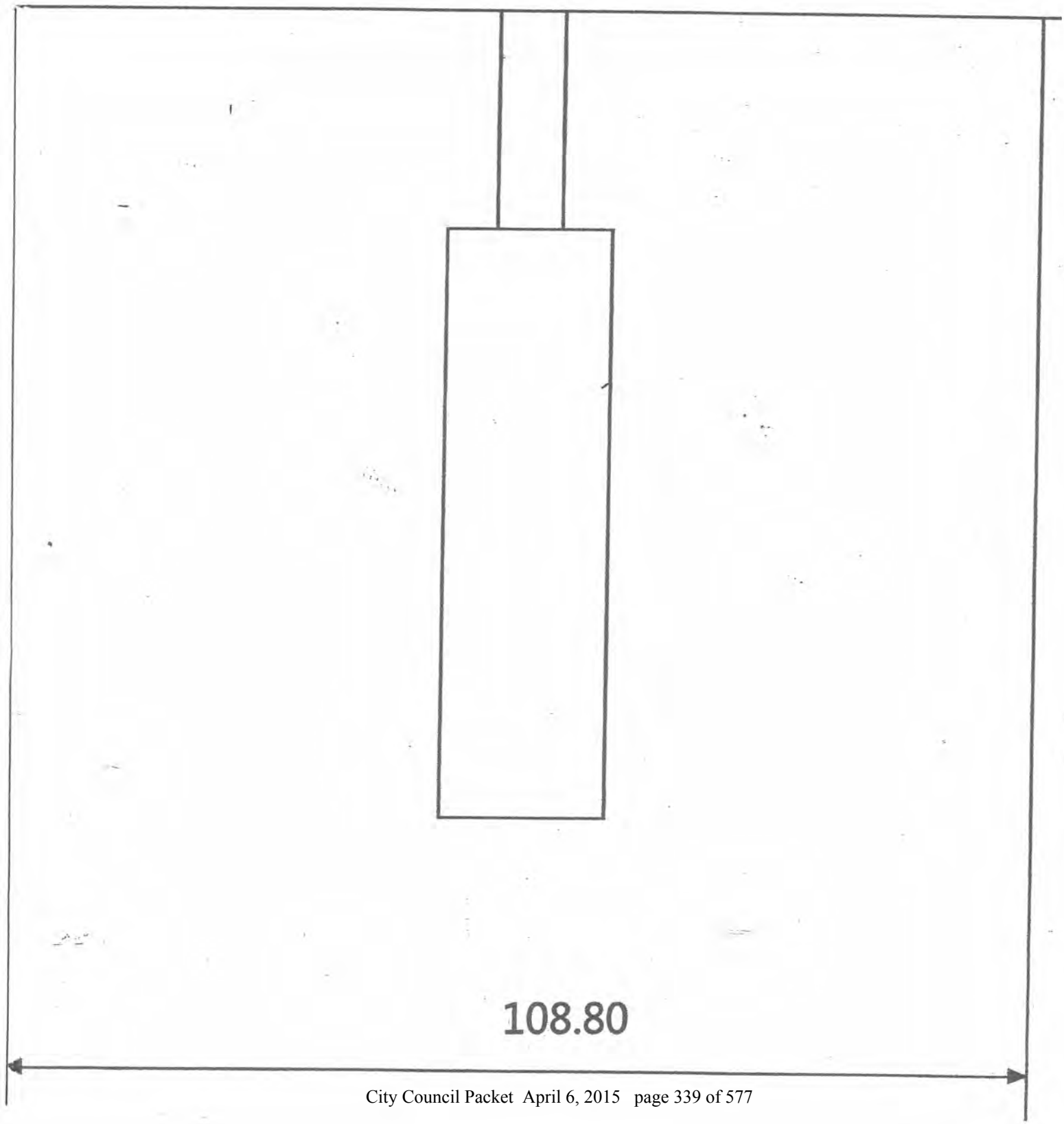
NA

DOCK DRAWING FOR BIOLO
432 DAKOTA AVE

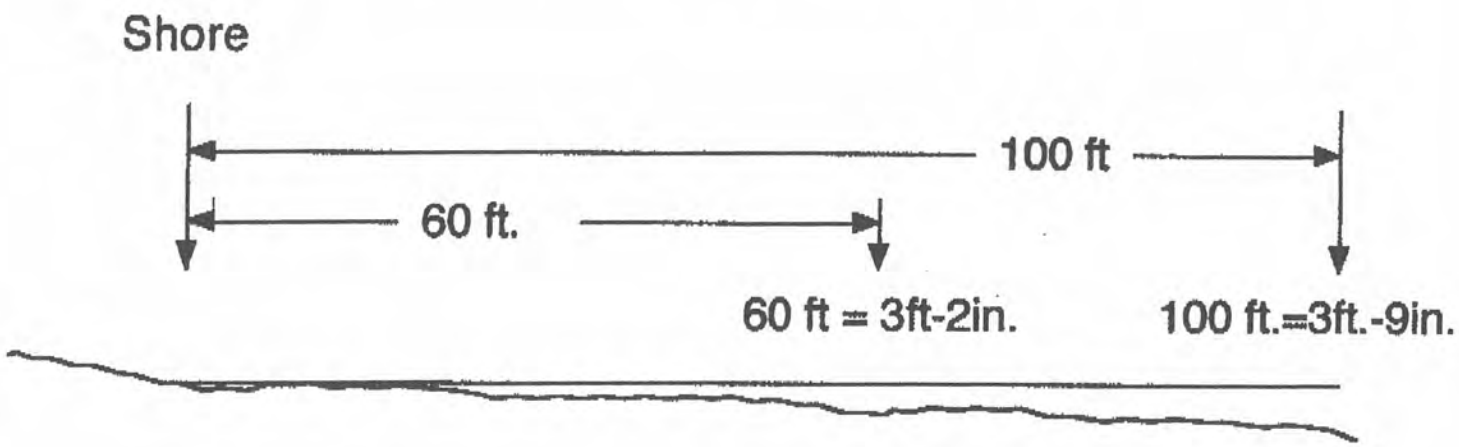


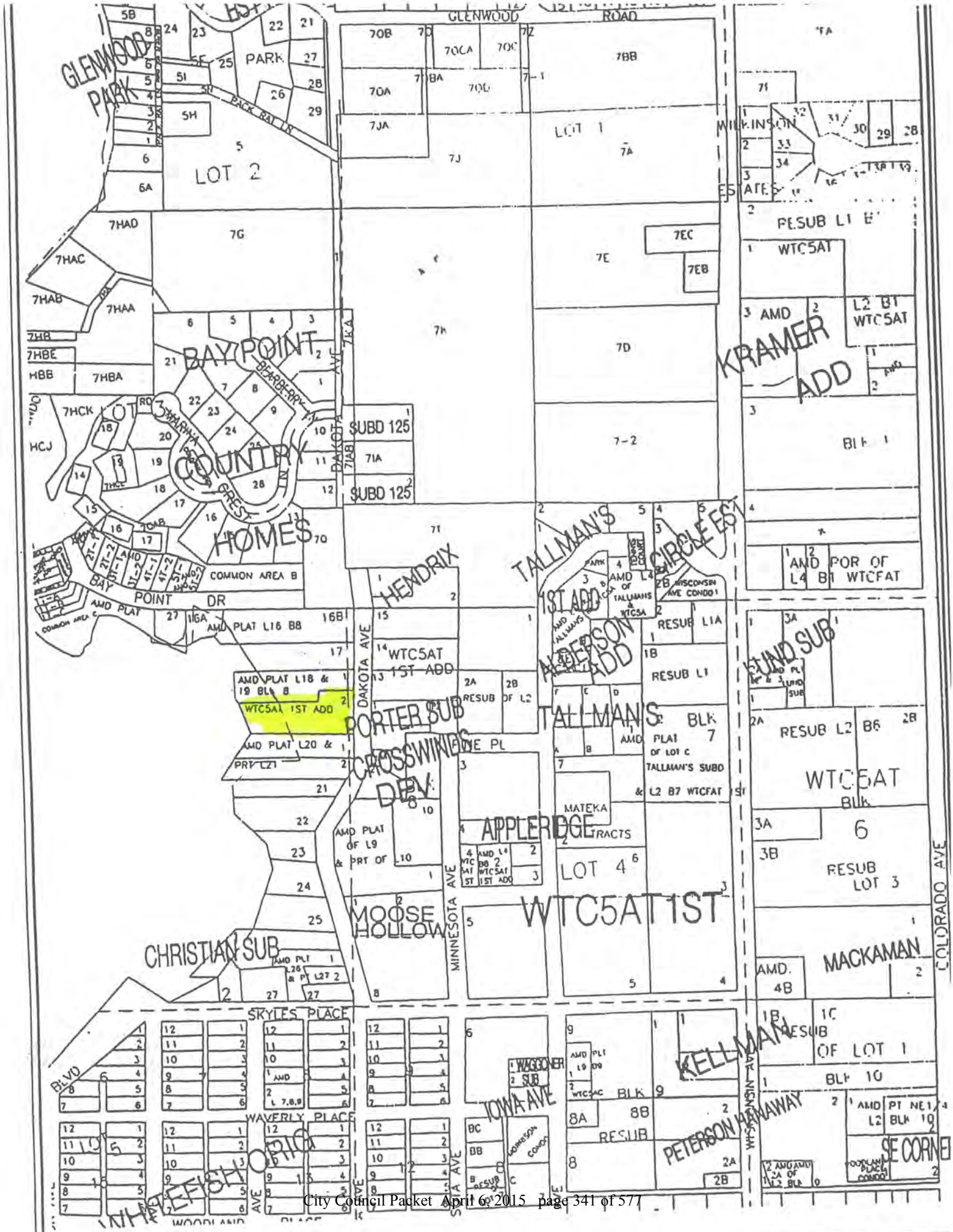
SITE PLAN FOR BIOLO
432 DAKOTA
3-16-2015

Nothing in the Protection Zone



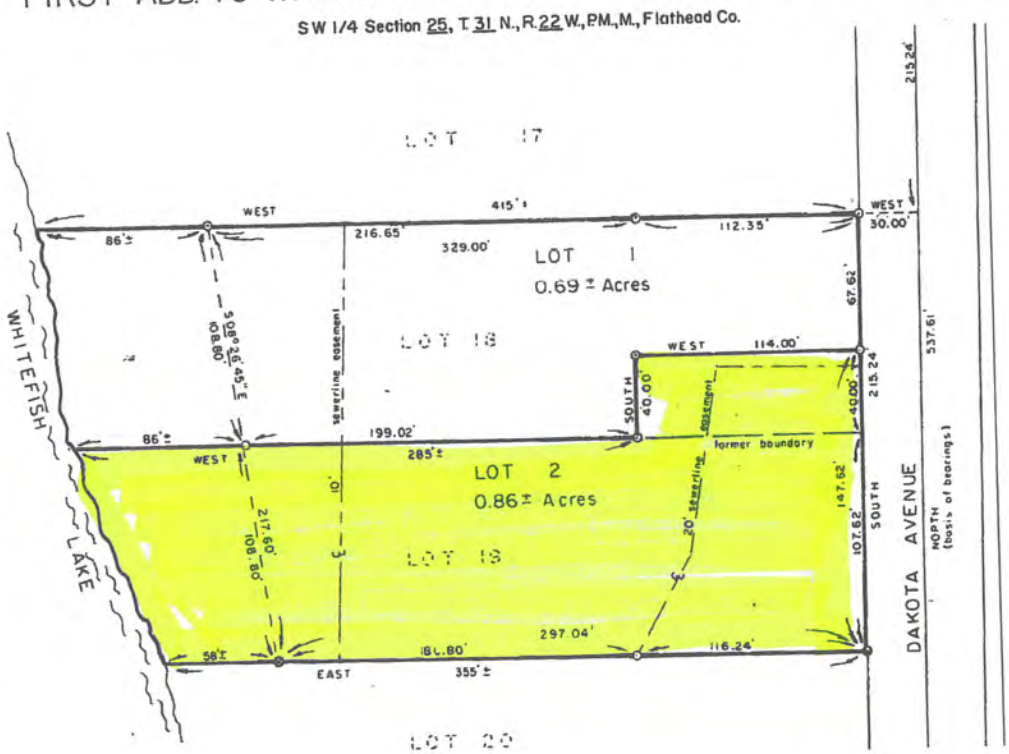
DEPTH PROFILE BIOLO



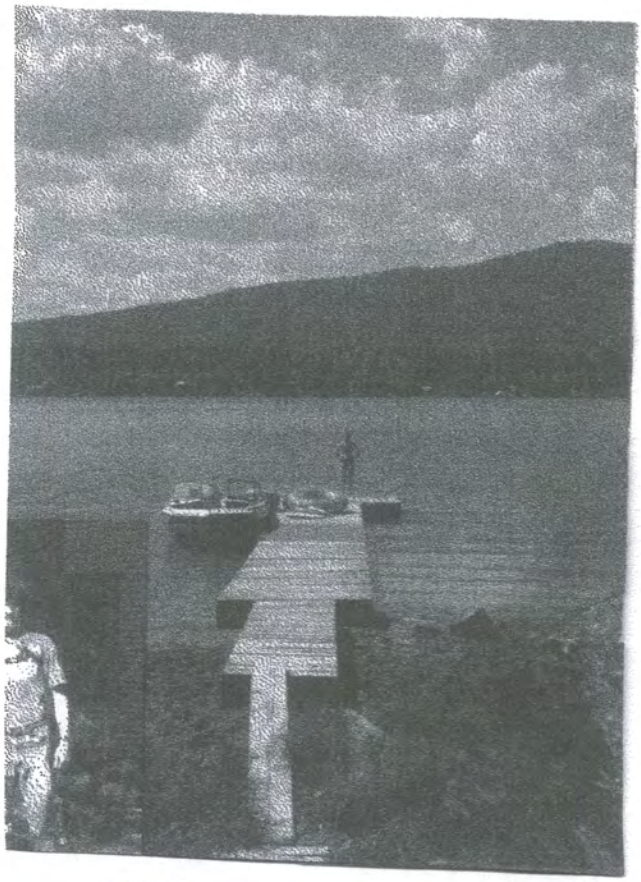

GLENWOOD ROAD
GLENWOOD PARK
PARK
BACK BAY DR
LOT 2
LOT 1
BAY POINT COUNTRY HOMES
BAY POINT DR
COMMON AREA B
AMD PLAT
AMD PLAT L16 B8
SUBD 125
DAKOTA AVE
HENDRIX
TALLMAN'S 1ST ADD
TALLMAN'S CIRCLE EST
ANDERSON ADD
KRAMER ADD
WILKINSON
RESUB L1
WTC5AT
WTC5AT 1ST ADD
AMD PLAT L18 & 19 BLK 8
PORTER SUB
CROSSWINDS DEV.
APPLEBRIDGE
MATEKA TRACTS
LOT 4
WTC5AT1ST
MOOSE HOLLOW
MINNESOTA AVE
CHRISTIAN SUB
SKYLES PLACE
WAVERLY PLACE
IOWA AVE
KELLMAN
PETERSON HEWAWAY
WISCONSIN AVE
COLORADO AVE
MACKAMAN
RESUB LOT 3
WTC5AT
BLK 6
RESUB L2 B6
RESUB OF LOT 1
BLK 10
SE CORNER
WOODLAND PLACE

AMENDED PLAT
LOT 18 AND LOT 19 OF BLOCK 8
FIRST ADD. TO WHITEFISH TOWNSITE CO. FIVE ACRE TRACTS

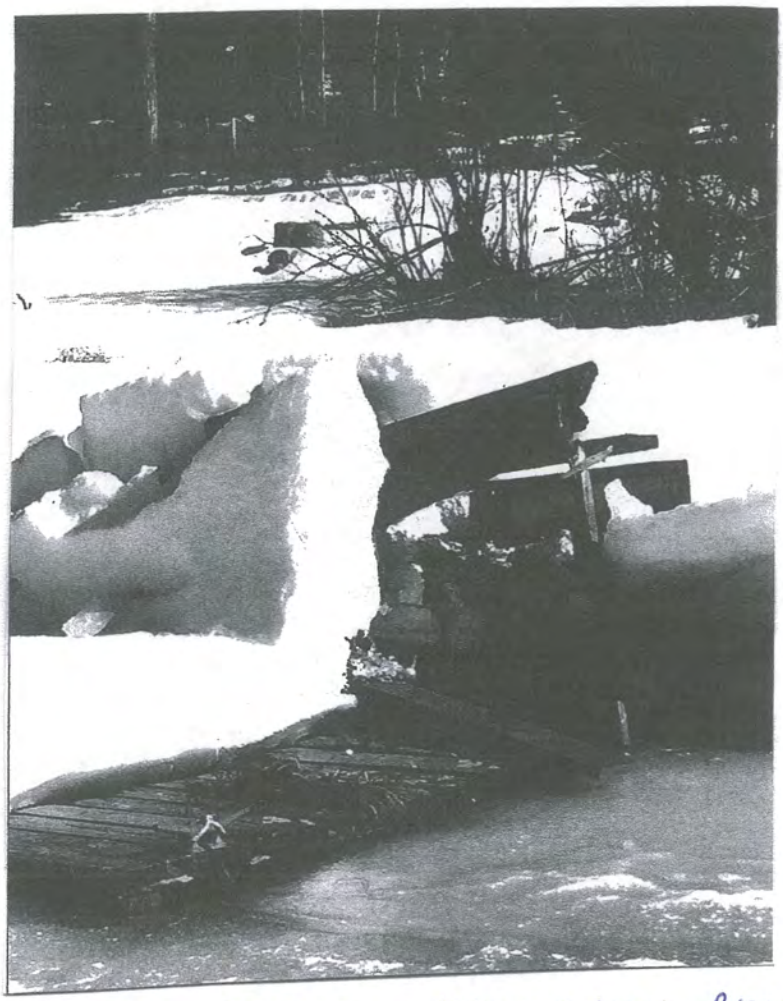
SW 1/4 Section 25, T. 31 N., R. 22 W., P.M., M., Flathead Co.



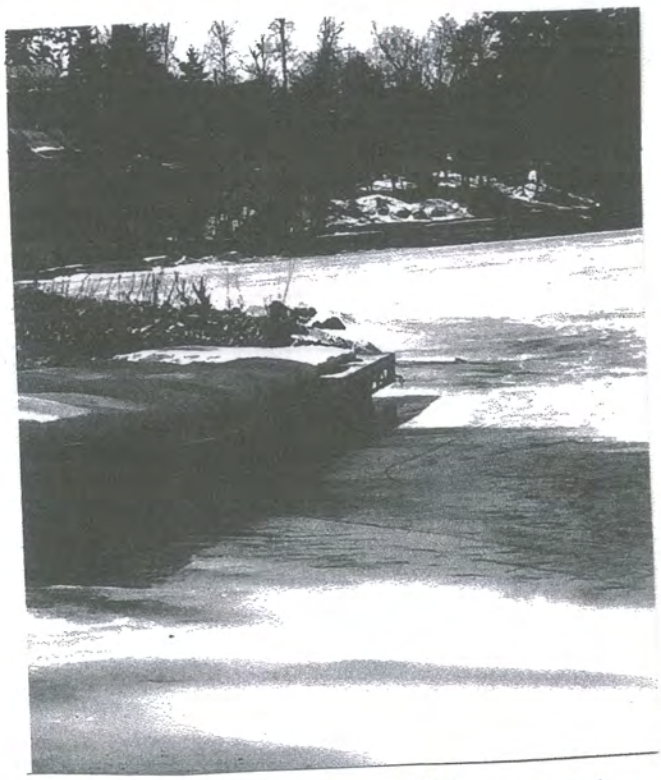
Produced by ClickFORMS Software 800-622-8727



EXISTING DOCK BIOLO



ICE DAMAGE - EXISTING DOCK BIOLO



ATKINSON OLD DOCK - WHICH
I PROPOSE TO PURCHASE TO
REPLACE MY EXISTING
DAMAGED DOCK - FLOAT OVER

PROPERTY FROM LAKE BIOLO

PLANNING & BUILDING DEPARTMENT
510 Railway Street; PO Box 158, Whitefish, MT 59937
(406) 863-2410 Fax (406) 863-2409

City of Whitefish

September 27, 2010

Richard Atkinson
PO Box 370
Whitefish, MT 59937

Re: WHITEFISH LAKE LAKESHORE CONSTRUCTION PERMIT #WLP-10-W25

This letter is to inform you that the Whitefish City Council has approved the Lakeshore Permit to replace your existing dock in the Lakeshore Protection Zone at their meeting of September 20, 2010 for the property at 404 Dakota Avenue with the conditions noted in the attached report.

The work associated with this permit must adhere to the approved site plans and detailed project plan and is subject to the attached conditions. **Please review these conditions carefully as they may include requirements not referenced in your original application.**

This permit is issued under the provisions of the Lake and Lakeshore Protection Regulations, Title 13, Whitefish City Code. Work done that is not in conformance the approved plans and conditions listed on this permit is in violation of the regulations and is subject to prosecution. If you have any questions regarding your permit, please don't hesitate to contact me at 406-863-2410.

Sincerely,

David Taylor, AICP
Director

APPROVED PERMIT

ATKINSON
WHITEFISH LAKE LAKESHORE PERMIT
STAFF REPORT #WLP-10-W25
SEPTEMBER 21, 2010

Property Owner:	Richard Atkinson
Mailing Address.:	PO Box 370 Whitefish, MT 59937
Telephone Number:	406-862-7591
Applicant & Contractor:	Whitefish Lake Services
Mailing Address:	PO Box 5521 Whitefish, MT 59937
Telephone Number:	406-471-5723
Property Legal Description:	Lots 21 & 22 of Whitefish Townsite Company Five Acre Tracts Addition 1 in Section 25, T.31N., R.22W
Property Address:	404 Dakota Avenue
Lake:	Whitefish Lake
Lake Frontage:	Approximately 111 feet
Project Description:	Reconfiguration of an existing dock from "L" to "I" shape, extend length from 68' to 85'.

Discussion:

Proposal: The applicant has requested to reconfigure an existing 788 square foot T-shaped dock to a 660 square foot I-shaped dock. They are proposing to increase the overall length from 69' to 85'. Dock width is proposed to remain at 8'. The overall length includes the 4' x 6' gangway. Docks over 60' must go to the City Council for final approval.

Frontage and allowable constructed area: The property is eligible for 888 square feet of constructed area based on the lake frontage.

Existing Constructed Area: The property currently has a 788 square foot EZ dock. The proposed dock expansion request would decrease the constructed area to 660 square feet.

Background: Apparently the "L" wing was torn off in a recent storm, and the applicant wished to reconfigure it in a more robust "I" shape.

This property has had several previous Lakeshore Permits. The last previous permit application for this particular dock was WLV 00-W05. That variance application (see attached) to increase the dock from 68 feet in overall length to 88 feet due to excessive weeds was denied by the Lakeshore Protection

Committee in April of 2000 due to concern that the water depth was 50" at the end of the 68' dock. However, that was measured in the spring, and there was a memo in the file from July 25, 2001 from planner Eric Mulcahy that stated he measured the water depth of the lake from the end of the existing 68' dock on that day and found it to be four feet deep, and the since the lake was not yet at low water, a longer dock could probably be approved. A new bottom profile submitted by Whitefish Lake Services for the current permit shows a depth of 42" at 70' and 4' at 100'. Dave Stephens reconfirmed those numbers at the site on September 1, 2010.

Conclusion: The proposed work complies with Sections 13-3-1 and 13-3-2, Design and Construction Standards of the Whitefish Lake and Lakeshore Protection Regulations.

Approval: The Whitefish City Council approved this permit subject to the following conditions:

Conditions of Approval:

1. The Lakeshore Protection Zone shall be defined as the lake, lakeshore and all land within 20 horizontal feet of the average high water line at elevation 3,000.79'.

2. The proposed dimensions specified on the revised application project drawing approved by the Lakeshore Committee shall not be exceeded. Changes or modifications to increase any dimension or change configuration must be approved through a permit amendment.

Dock Conditions:

3. Any wood used in construction of the new dock shall be untreated and left in its natural state. Use of a wood polymer composite (i.e. TREX) is strongly encouraged. Use of painted material, plywood, particle board or other glued composite board is not allowed.

4. If foam logs or similar easily damaged flotation systems are incorporated into the dock design, said material shall be completely encased in solid wood or a suitable impervious, non-corrosive material such as a synthetic, aluminum or galvanized sheet metal to avoid the breakup or scattering of materials. Boards may be spaced up to one-half inch (1/2") apart on the bottom or drain holes may be incorporated into other materials to aid in drainage. All foam encased floating docks shall be maintained according to these standards or else be immediately and completely removed from the Lakeshore Protection Zone. All foam shall be extruded closed-cell polystyrene (blue or pink logs) unless encased in synthetic "rotomolded" floats.

5. The dock shall be constructed outside of the Lakeshore Protection Zone. Upon completion the components may be brought to the lakeshore area and launched.

6. The floating dock shall be suitably anchored to the lake bottom to avoid drift. Anchoring methods for the dock are limited to cable; galvanized chain or nylon or polypropylene rope attached to a suitable clean weight such as solid clean concrete, rock or steel blocks.

7. The dock shall be placed in the middle of the property ownership. Under no circumstances shall the dock be located closer than twenty (20) feet from the riparian property lines.

8. Only one lakeshore dock is permitted per property ownership.

Prepared by:
David Taylor, AICP

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March 25, 2015

Mayor Muhlfeld and Whitefish City Council
City of Whitefish
Whitefish, Montana

Mayor Muhlfeld and Members of Whitefish City Council,

Recommendation to Address Increased Commercial Use on Whitefish Lake

Introduction/History

The Whitefish City Council held work sessions on June 16, 2014 and November 3, 2014 regarding proposed regulation of commercial activities on Whitefish Lake. Discussions during both work sessions identified concerns and potential solutions for a multitude of issues, such as launching and permitting, congestion and safety, commercial vending on water, commercial vending on and around City Beach, sign permitting, educational signage, zoning, enforcement, and parking. At the conclusion of the November 3, 2014 meeting, Councilor Frandsen requested the formation of a working group made up of community members and staff to be led by the Parks and Recreation Director. The work group was to evaluate the concerns, establish potential solutions, and report these findings back to the Council.

After several planning meetings to identify community and staff representation and to establish the basis for discussions in the work group, Councilor Frandsen and I held two work group meetings with a group of members from both the community and city staff (attendance list attached). The first meeting served to identify concerns and topics for discussion. During the second meeting, work group members were placed in smaller work groups. Each work group had a topic for discussion. They were asked to identify the concerns related to the topic and provide a list of potential solutions. The groups then reported their findings back to the larger group for further discussion. From these discussions, a spreadsheet of the issues and proposed solutions was generated.

Current Report

The general consensus of the group was that the City's ability to regulate commercial activity on Whitefish Lake could most effectively be managed through the implementation of business licensing, commercial boat launching permits, and through the City's lake access (City Beach). The committee concluded that all regulations, policies, and rules should be included in the business license and commercial boat launch permits, and the number of licenses and permits should be limited to prevent overcrowding and to regulate the types of activity taking place on the water.

Financial Requirement

There is no financial requirement at this time.

Recommendation

Based on the Whitefish Lake Commercial Use Work Group's findings, staff respectfully recommends the following:

- Regulation of commercial activity on and within 200' of City Beach be established by and recommended to the Council for consideration by the Park Board of Commissioners after the April 14, 2015 Park Board meeting.
- Council address patrons' parking concerns by identifying locations within the City Beach neighborhood that would allow for parking spaces on both sides of the street, establishing trailer parking on Edgewood, implementing a time limit for parking at City Beach to allow for more parking availability,

and seeking a partnership with a local transportation company to provide shuttling services from other parking locations within the city.

- Address commercial parking by implementing any of the following: not allowing commercial parking, requiring fees for commercial parking and their customers, and/or requiring commercial customers to park at the business' store location and be shuttled in.
- In the long-term, address parking concerns by seeking property to purchase for extended parking and seek ways to extend current parking areas.
- Manage commercial activity on and around the water through a permitting process by establishing an added fee for land-based businesses to do business on the water, requiring both business licenses and vendor permits, capping the number of businesses permitted to do business on the water, establishing guidelines for the types of businesses permitted to do business on the water, requiring a business license for each location of the business, establish permitted hours of operation, establish how violations will be handled, and identify where businesses are permitted to vend in relation to both land as well as other businesses.
- Manage the regulation of signs and billboards by establishing a size limit, requiring business owners to identify the owner and business on the sign by including a business identification number, and restricting billboards and political ads.
- Reevaluate all launch, permitting and licensing fees and consider a resident discount for launch fees and a rate increase for all commercial operations.
- Manage wake zones by adding buoys and restricting vending within wake zones.

Sincerely,

Maria Butts, Parks and Recreation Director

Whitefish Lake Commercial Use Work Group

NAME	AFFILIATION
Maria Butts	Parks and Recreation
Jen Frandsen	City Council
Bailey Minnich	Planning
Kevin Gartland	Chamber
Jim DeHerrera	Park Board
Anne Moran	DNRC Kalispell Unit
Christy Hollenbeck	DNRC Navigable Waters
David Landstrom	FWP
Shannon Holmes	Parks and Recreation (City Beach Manager)
Chief Dial	Police
Mike Koppel	Whitefish Lake Institute
Jamie Moore	Neighborhood
Charlie Abell	Neighborhood
Shawna Moore	Neighborhood

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WHITEFISH CREEK
STAFF REPORT WPP 15-01
MARCH 31, 2015

A report to the Whitefish City Council regarding a request for preliminary plat by Four Forty Seven, LLC for a five-lot Minor Subdivision. This request is scheduled before the Whitefish City Council for a public meeting Monday, April 6, 2015 in the Council Chambers at 7:10 p.m.

PROJECT SCOPE

This is a request for preliminary plat approval of a five-lot subdivision. The subject property is approximately 1.190-acres. Currently, there is an existing single family residence which will remain on Lot 5, and some accessory buildings which will be removed from the property for the proposed additional lots.

A. Owner/Applicant:

Four Forty Seven, LLC
c/o John Lystne
121 Wisconsin Ave, Ste 101
Whitefish, MT 59937

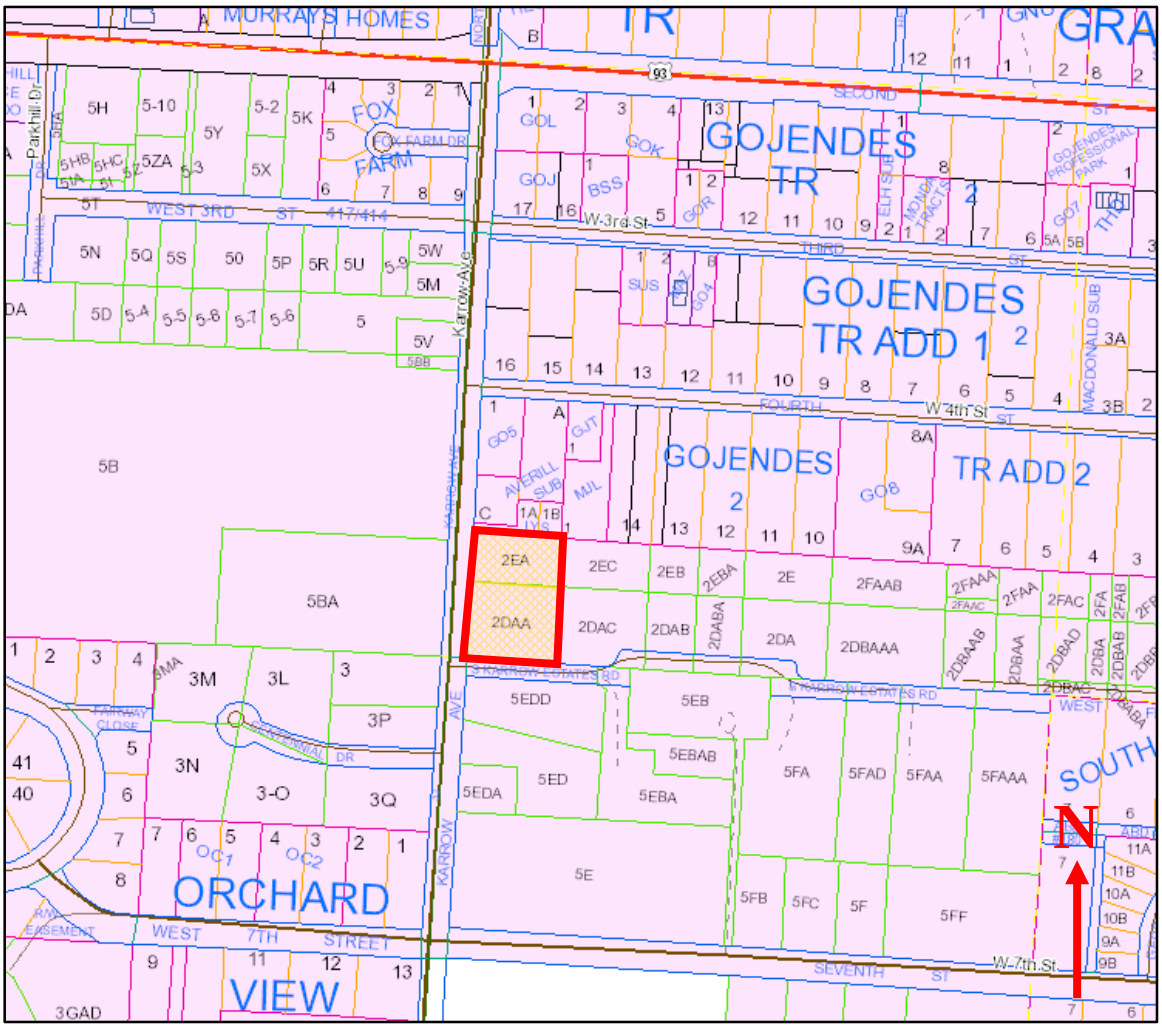
Technical Assistance:

Sands Surveying, Inc
c/o Eric Mulcahy
2 Village Loop
Kalispell, MT 59901

B. Location:

The property is located on the east side of Karrow Avenue between South Karrow Estates Road and West 4th Street. (See Figure 1.) The property is addressed as 447 Karrow Avenue. The property can be legally described as Tracts 2EA and 2DAA in Section 36, Township 31N, Range 22W, P.M.M., Flathead County, Montana.

Figure 1: Location of subject property outlined in red and highlighted yellow.



C. Size:

The subject property is 1.190-acres in size and the lots range in net size from 6,376 to 13,676 square feet.

D. Existing Land Use and Zoning:

The subject property is zoned WR-2, Two-Family Residential District, intended for residential purposes to provide for one and two-family homes in an urban setting connected to all municipal facilities and services.

E. Adjacent Land Uses and Zoning:

North:	residential	WR-2
West:	residential	WR-1
South:	residential	WR-1
East:	residential	WR-2

F. Utilities/Services:

The proposed subdivision lies within the immediate service area of the City of Whitefish. Services will be provided by the following:

Sewer service:	City of Whitefish
Water service:	City of Whitefish
Solid Waste:	North Valley Refuse
Gas:	Northwest Energy
Electric:	Flathead Electric Co-op
Phone:	CenturyLink
Police:	Whitefish Police Department
Fire:	Whitefish Fire Department
Schools:	Whitefish School District #44

G. Public Notice:

A notice was mailed to adjacent land owners within 150-feet of the subject parcel on February 25, 2015. A sign was posted on the property on February 25, 2015. Advisory agencies were noticed on January 30, 2015. Staff has received four letters in opposition to the subdivision from the surrounding neighbors. Concerns raised by all four letters include the stormwater conveyance crossing Lot 4, the proposed lot line between Lots 2 and 3 making the lots irregularly shaped, the potential for townhomes to be constructed, decreases in property values, and a decrease in privacy.

REVIEW AND FINDINGS OF FACT

This application is reviewed as a minor subdivision in accordance with the Whitefish Subdivision Regulations.

A. Effects on Health and Safety:

Fire: The Whitefish Fire Marshal reviewed the proposed project and has determined they have adequate access to the proposed lots. No hammerhead or cul-de-sac is required at the end of the proposed private road due to the overall length of the roadway. However, as a condition of approval, the private road will be required to have a minimum paved travel surface width of 20 feet and the applicant shall be required to install “Fire Lane/No Parking” signs on one side of the private road.

Flooding: Pursuant to the FEMA flood insurance rate map, community panel 30029 1090 G, the property is outside the 100-year floodplain and is located within Zone X – areas determined to be outside the 0.2% annual chance floodplain.

Access: The proposed preliminary plat will have a 50 foot wide private internal subdivision road and utility easement for access to lots 1 through 4. Lot 5 currently has an existing driveway accessing off Karrow Avenue. The applicant is proposing to maintain the existing driveway with the existing residential structure. As a condition of approval, the private road shall have a minimum paved travel surface of 20 feet and the existing driveway shall be paved prior to final plat per the zoning regulations.

Finding 1: The proposed subdivision will not have a negative effect on public health and safety. The fire department has reviewed the proposal for conformance with fire code; the property is not located within a mapped floodplain; access is proposed to

be off a new private road onto an existing city street which will be required to be paved; and the amount of traffic generated will not have an adverse effect on the local streets.

B. Effects on Wildlife and Wildlife Habitat:

The site is located entirely within the urban confines of the City of Whitefish. The area is not mapped by the Montana Department of Fish, Wildlife and Parks as important winter range for big game; however, deer and other animals most likely use the site.

Finding 2: The proposed subdivision is within the urban area and is not mapped as a winter range for big game therefore the subdivision should not have a negative effect on wildlife or wildlife habitat.

C. Effects on the Natural Environment:

Surface and groundwater: Municipal water and sewer facilities will serve the proposed lots. Currently there is an existing critical stormwater conveyance which accesses the subject property in the southwest corner under Karrow Avenue, follows the southern property line until the proposed lot line between Lot 4 and Lot 5, then meanders across the middle/rear of the proposed Lot 4 until it exits the property near the northeastern corner of the proposed Lot 4. The Water Quality Protection standards under §11-3-29 of the Whitefish Zoning Regulations includes a section on critical stormwater conveyance systems. It requires a 15 foot setback from the designed stormwater conveyance for all new structures or terrain disturbances.

The proposed preliminary plat designated a 15 foot setback from the centerline of the stormwater conveyance. Staff went on-site on March 16, 2015 to photograph the conveyance in spring runoff characteristics, and observed that the conveyance was much wider than anticipated. The standards under §11-3-29(E)(3) of the zoning regulations state that the precise location of the conveyance boundaries shall be determined on a site by site basis by the director of Public Works based on estimated flows for a 25 year storm. Staff met with the applicant's technical representative, engineer and the Whitefish Public Works Department on March 26, 2015 to discuss the potential boundaries of the conveyance, the proposed building envelope, and the impacts the boundary may have on Lot 4. Staff informed the applicant's technical representative that Lot 4 must be able to demonstrate a building pad compliant with all required setbacks in order to propose the creation of the lot. It was determined during the meeting that the applicant will work with the Public Works Department to comply with the Water Quality Protection Regulations outlined in §11-3-29(E) of the Whitefish Zoning Regulations, in order to identify the boundaries of the critical stormwater conveyance based on the 25-year storm flow as determined by a qualified professional. If the requirements of the Water Quality Protection Regulations cannot be met, then Lot 4 would be required to be eliminated from the preliminary plat, and the remaining lots reconfigured.

Figure 2: Existing stormwater conveyance on March 16, 2015. Photo taken from approximately the middle of the proposed building envelope on Lot 4, facing the eastern/southeastern subject property line.

Figure 3: Middle of the subject property, near northern Lot 4 lot line, facing east.

Figure 4: Middle of the Lot 4 building envelope, facing northeast, where the conveyance leaves the subject property.

Drainage: An engineered stormwater drainage plan may be required by the Whitefish Public Works Department if the impervious surfaces will result in more than 5,000 square feet. If required, the plan should include a long-term maintenance plan for implementation by the Homeowners' Association.

Slopes: The subject property is relatively flat, except at the rear of the property on the proposed Lot 4. However, all slopes on the property are less than 10%.

Finding 3: While the proposed subdivision does contain a critical stormwater conveyance identified by the City of Whitefish Public Works Department, the proposed subdivision will not have any effect on the natural environment because there are no steep slopes on the subject property, an engineered storm water plan may be required by the city if more than 5,000 square feet of impervious area will be created, and the applicant shall submit an engineered stormwater conveyance plan which shall be approved by the City of Whitefish Public Works Department to either deepen or realign the existing conveyance, or the proposed Lot 4 shall be eliminated.

D. Effects on Local Services:

Water and Sewer: City water and sewer mains are currently located within Karrow Avenue. The applicant is proposing individual service connections for the proposed lots as requested by the Public Works Department. All water and sewer locations will be review by the Public Works Department and Montana Department of Environmental Quality prior to construction and final plat.

Roads: The proposed lots will be served by an internal private roadway off Karrow Avenue. Lot 5 will continue to be served by an existing driveway located off Karrow Avenue.

Schools: The property is within the Whitefish School District and this subdivision will not have a significant impact on the school district.

Parks and Open Space: Parkland dedication is a requirement for this subdivision. Pursuant to §12-4-11A, this subdivision is required to dedicate 0.03 acres/proposed lots. Therefore the parkland dedication is 0.15 acres in either land or cash in lieu of the land dedication. As the parkland will be less than one acre, the City will request cash in lieu of land. This fee will be calculated and paid at the time of final plat. The fee is based on the value of the unimproved land. The applicant indicated on their application submittal a market value of $120,000. The current state of Montana's CAMA (Computer Assisted Mass Appraisal) Parcel Details Report gives a land-only value of $133,234.00 for the 2014 tax year. For the purpose of this report, staff will utilize the state of Montana's tax data, which would estimate a parkland dedication of: $16,794.20 due at the time of final plat. This is calculated by using a ratio formula:

$$\frac{\text{Acres of lot}}{\text{Value of lot}} = \frac{\text{Acres of parkland dedication}}{\text{x (value of parkland dedication)}}$$

$$\frac{1.190}{\$133{,}234.00} = \frac{0.15}{x}$$

$$0.15(133{,}234) = 1.190(x)$$

$$x = \frac{0.15(133{,}234)}{1.190}$$

x = **$16,794.20**

Police: This property is currently inside the city limits of Whitefish and would therefore be served by the City of Whitefish Police. The proposed development is not anticipated to impact the current level of service.

Fire Protection: This property is currently served by the Whitefish Fire Department. The proposed development is not anticipated to impact the current level of service.

Solid Waste: Solid waste will be handled by the North Valley Refuse and taken to the Flathead County Landfill. There is sufficient capacity within the landfill to accommodate the additional solid waste generated from this subdivision.

Medical Services: Ambulance service is available from the fire department and ALERT helicopter service. North Valley Hospital is approximately 3 miles from the subdivision site.

Finding 4: The proposed subdivision does not appear to have any negative effects on local services and facilities because additional services such as police and schools are not anticipated to be affected; a fee in lieu of parkland dedication shall be paid at the time of final plat; and all water and sewer locations shall be review by the Public Works Department and Montana Department of Environmental Quality prior to construction.

E. Effects on Agriculture and Agricultural Water User Facilities:
The property is within the City limits and is not agricultural land.

Finding 5: No effects are anticipated upon agriculture and agricultural water user facilities since the subdivision is located within city limits and will utilize the city water system.

F. Compliance with Growth Policy:
The Whitefish City Growth Policy designates this area as Urban.

> **Urban**: This is generally a residential designation that defines the traditional neighborhoods near downtown Whitefish, but it has also been applied to 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 town homes 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. Zoning includes WLR, WR-1, and WR-2.

Finding 6: The density and zoning of the subject property falls within the guidelines for the Urban designation according to the Whitefish Growth Policy.

G. Compliance with Zoning

Finding 7: With the imposition of conditions, the proposed subdivision meets the requirements of the zoning regulations contained within Section 11 of the Whitefish City Code.

H. Compliance with the Whitefish Subdivision Regulations:

Finding 8: With the imposition of conditions, the proposed subdivision complies with the requirements of the subdivision regulations contained within Section 12 of Whitefish City Code.

Variance Request Analysis:

In order for the applicant to construct the subdivision in its current design, the applicant has requested a variance to the internal sidewalk standards that includes the following:

- *Unless approved by the city council, sidewalks are required on both sides of the street in all residential and commercial subdivisions.* [§12-4-17(B) Subdivision Regulations]

The subdivision regulations require the Council to review the following criteria before any variance to the subdivision standards be granted. No variance shall be granted unless the criterion can be met or are not applicable §12-2-5(C):

1. <u>The granting of the variance will not be detrimental to the public health, safety, or general welfare or injurious to other adjoining properties;</u>

   The variance request will not be detrimental to public health, safety, or general welfare because the required sidewalks would only benefit the five single family homes within the proposed subdivision. As the private internal road is only a maximum of approximately 115 feet long, and the Public Works Department has determined that they would prefer cash-in-lieu of sidewalks along Karrow Avenue, sidewalks installed within the proposed subdivision would effectively be unusable.

2. <u>Due to the physical surroundings, shape, or topographical conditions of the property involved, strict compliance with the regulations will impose an undue hardship on the owner;</u>

   The request for removal of the internal sidewalks is due to no connectivity outside of the proposed subdivision. The Public Works Department has determined that cash-in-lieu of sidewalks along Karrow Avenue would be more beneficial than installing sidewalks, as there are currently no sidewalks located along Karrow Avenue. Therefore, if the applicant were to install sidewalks within the proposed subdivision the sidewalks would only benefit the five single family lots, create long term maintenance commitments for the future homeowners, and provide no connectivity from the subdivision to other pedestrian pathways.

3. <u>Undue hardship is not based exclusively on a personal or financial hardship, or any hardship that is self-imposed;</u>

   The applicant is not claiming a personal or financial hardship.

4. <u>The variance will not cause a substantial increase in public costs; and</u>

   The variance request for the elimination of sidewalks along the internal roadway will not cause an increase in public costs as the maintenance of the proposed private road will be the responsibility of the homeowners in the subdivision, for both short and long term maintenance. If upgrades to the privately maintained road are required in the future, it will be the responsibility of the homeowners at that time.

5. <u>The variance will not place the subdivision in nonconformance with any adopted zoning regulations, growth policy or other adopted policies or regulations.</u>

   The variance request will not place the subdivision in nonconformance with any other city regulations or policies.

Finding 9: The variance criteria for the requested variance to not install sidewalks within the proposed Whitefish Creek subdivision are met because the request will not be detrimental to public health or safety, strict compliance would impose a hardship on the owner, the hardship is not financial, the request will not cause a substantial increase in public costs, and the request will not place the subdivision in nonconformance with any adopted city code or policy.

I. Compliance with the Montana Subdivision and Platting Act:

Staff has reviewed the proposal for compliance with the Montana Subdivision and Platting Act and found that the requirements have been met.

Finding 10: The proposed subdivision complies with the Montana Subdivision and Platting Act, MCA 76-3.

<u>RECOMMENDATION</u>

It is recommended that the Whitefish City Council adopt the findings of fact within staff report #WPP 15-01 and **approve** the preliminary plat for Whitefish Creek, as submitted by the applicant, subject to the following conditions:

1. The subdivision shall comply with Title 12 (Subdivision Regulations) and Title 11 (Zoning Regulations) and all other applicable requirements of the Whitefish City Code, except as amended by these conditions.

2. Except as amended by these conditions, the development of the subdivision shall be in substantial conformance with the approved preliminary plat, site plan and elevations that govern the general location of lots, roadways, parking, landscaping, and improvements and labeled as 'approved plans' by the City Council.

3. The private roadway shall be paved to a minimum of 20-feet wide prior to final plat. All existing and proposed driveways are required to be paved. (Whitefish Zoning Regulations, §11-6-3-1D; Staff Report, Finding 1)

4. The applicant shall submit a site specific drainage plan that shows how runoff water from the impervious surfaces will be retained on site. This plan shall include a strategy for long-term maintenance. (Engineering Standards, Chapter 5; Staff Report, Finding 3)

5. The applicant shall work with the City of Whitefish Public Works Department to comply with the Water Quality Protection Regulations outlined in §11-3-29(E) of the Whitefish Zoning Regulations, in order to identify the boundaries of the critical stormwater conveyance based on the 25-year storm flow as determined by a qualified professional. The required 15 foot setback for all structures or terrain disturbances that would interfere with the stormwater flow shall be from the edge of the stormwater

conveyance. If the requirements of the Water Quality Protection Regulations cannot be met, then Lot 4 shall be eliminated from the preliminary plat, and the remaining lots reconfigured. (Whitefish Zoning Regulations §11-3-29; Staff Report, Finding 3)

6. The Montana Department of Environmental Quality and the Whitefish Public Works Department shall approve the water and sewer facilities. A separate water and sewer service shall be provided to each lot in accordance with the City of Whitefish's policies and design standards (Whitefish Engineering Standards, Section 4; Whitefish Subdivision Regulations, Appendix C, Finding 4)

7. All areas disturbed because of road and utility construction shall be re-seeded as soon as practical to inhibit erosion and spread of noxious weeds. All noxious weeds, as described by the Whitefish City Code, shall be removed throughout the life of the development by the recorded property owner or homeowners' association. (Whitefish Subdivision Regulations, §12-4-30)

8. That a common off-street mail facility shall be provided by the developer and approved by the local post office. (Whitefish Subdivision Regulations, §12-4-24)

9. A fee in lieu of installing sidewalks shall be paid prior to final plat. The fee shall be based on a 5-foot wide sidewalk for the Karrow Avenue frontage at $6.00 per square foot. (Whitefish Subdivision Regulations, §12-4-17(C))

10. A fee in lieu of parkland dedication shall be made payable to the City of Whitefish in the amount of 0.03 acres per lot (0.15 acres total) based on the fair market value of the undivided, unimproved land at the time of final plat submittal. Based off the current state CAMA data, the fee shall be $16,794.20. (Whitefish Subdivision Regulations §12-4-11(A), Finding 4)

11. The private internal road/emergency access and any required hydrants shall be installed and approved by the Fire Marshal prior to final plat. The private road/emergency access shall be signed for 'Fire Lane' and 'No Parking' on at least one side and kept clear at all times. (Whitefish Subdivision Regulations, §12-4-20, UFC, Finding 1)

12. Lot 1 shall be addressed 444 Karrow Avenue; Lot 2 shall be addressed as 446 Karrow Avenue; Lot 3 shall be addressed as 448 Karrow Avenue; Lot 4 shall be addressed as 449 Karrow Avenue; and Lot 5 shall be addressed as 447 Karrow Avenue.

13. The following notes shall be placed on the final plat:

    - That house numbers shall be posted on the house in a clearly visible location and shall conform to the current Fire Code, as adopted by the City Council.
    - Garbage shall be stored in a secure location until the day of pick up or in a bear proof container pursuant to Whitefish City Code §4-2-4A.
    - All noxious weeds, as described by the Whitefish City Code, shall be removed throughout the life of the development by the recorded property owner.

    (Whitefish Subdivision Regulations, Appendix D)

14. A Road Owners' Agreement shall be required, signed by all users and recorded with the Flathead County Clerk and Recorders Office, indicating all owners shall be responsible for the long-term maintenance of the shared private roadway including snow removal. (Staff Report, Finding 1)

15. Prior to approval of the final plat, the applicant shall produce a copy of the proposed Covenants, Conditions, and Restrictions (CC&Rs) for Whitefish Creek Subdivision Homeowners' Association (HOA) providing for:
    - Long-term maintenance of the private internal roadway including snow removal;
    - Long-term weed management plan. The weed management plan shall be submitted to the Planning Department for review and approval prior to final plat; and
    - Long-term maintenance for any drainage and stormwater management facilities.

    (Whitefish Subdivision Regulations §12-4-30, Staff Report, Findings 1 and 3, City Engineering Standards, 2009)

16. Identify refuse disposal areas on the plat. These locations shall be reviewed and approved by the Public Works Department and North Valley Refuse. (Whitefish Subdivision Regulations, §12-4-21)

17. The preliminary plat is valid for a period of three years from the date of approval and shall expire on April 6, 2018. (Whitefish Subdivision Regulations, §12-3-8)

Sufficiency Review
Preliminary Plat Application

RE: Sufficiency Review for: WPP-15-01 Whitefish Creek Subdivision

Pursuant to MCA 76-3-604(2)(a) and Whitefish Subdivision Regulations Section 12-3-4(B) we have determined your application:

☑ Contains sufficient detail to commence review of the application. Your application will be scheduled for Planning Board on n/a and City Council on April 6, 2015.

☐ Is lacking required detail in the following Elements:

Until the above-mentioned items are submitted, no further review will occur on your project.

Bailey Minn

Staff Signature

February 24, 2015

Date

Element Review
Preliminary Plat Application

RE: Element Review for: WPP-15-01 Whitefish Creek

Pursuant to MCA 76-3604(1)(a) and Whitefish Subdivision Regulations Section 12-3-4(A) we have determined your application:

- [x] Contains all the required Elements to begin a Sufficiency Review
- [ ] Is missing the following Elements:

Until the above-mentioned items are submitted, no further review will occur on your project.

Staff Signature

2-3-2015

Date

P:\Files\Admin\Forms\Element Review_letter to applicant.docx

Planning & Building Department (406) 863-2410 Fax (406) 863-2409
510 Railway Street
PO Box 158
Whitefish, MT 59937

Date: February 3, 2015

To: Maria Butts, Parks and Recreation Director

From: Bailey Minnich, AICP, CFM, Planner II

Subject: Whitefish Creek Subdivision – Parkland Cash-in-Lieu

BACKGROUND

Our office has received a request for a new subdivision titled Whitefish Creek, located at 447 Karrow Avenue, adjacent to S. Karrow Estates Road. The proposal is for a minor subdivision with 5 lots, ranging in size from approximately 6,300 square feet up to 13,600 square feet. The Montana State Subdivision and Platting Act and the Whitefish Subdivision Regulations require parkland dedications for subdivisions in either in the form of land, cash in lieu of land or a combination of the two. According to §12-4-11(A)(1) of the Whitefish Subdivision Regulations, *"in subdivisions that have an average lot size of 10,000 square feet or less, the subdivider shall provide a cash or land dedication equal to 0.03 acres per lot."* For the proposed subdivision, this equates to 0.15 acres of parkland dedication or cash equivalent.

ROLE OF WHITEFISH PARK BOARD

Parkland Dedication
The Park Board is identified in both the Whitefish Subdivision Regulations (§12-4-11B) and the Montana Subdivision and Platting Act (M.C.A., 76-3-621(4)) as providing recommendations on parkland dedications to the governing body.

The preliminary application submitted to staff indicates the applicant is proposing cash in lieu of parkland dedication. This request is consistent with §12-4-11(D)(4) which states that *"if the required park land dedication is less than 10,000 square feet, unless the land is immediately adjacent to an existing or planned future park area, it shall be considered an inappropriate size and the city shall request cash in lieu of park land dedication."* Planning staff has identified a discrepancy with the actual cash amount proposed by the applicant in the initial application, which they claim is based on recent comparables of neighboring land sales. However, at this time they have not provided the comparables to our office. For the purposes of cash in lieu of parkland, the fair market value is the value of the undivided, unimproved land at the time of final plat submittal. Until a final plat application is submitted to our office, the actual cash amount equivalent to the required 0.15 acres could vary.

The final decision as to whether the parkland is a land donation, cash donation or a combination of both rests with the City Council. Our office's initial finding is that the proposed cash in lieu of parkland would be acceptable in this situation due to the size of parkland required. However, we feel that any required parkland dedication or cash in lieu proposal should be brought to the attention of the Park Board for your consideration.

Therefore, the Park Board should offer a recommendation which will be forwarded to both the Planning Board and City Council.

Bailey Minnich

From: Bailey Minnich <bminnich@cityofwhitefish.org>
Sent: Friday, January 30, 2015 10:20 AM
To: 'Sherri Baccaro'; 'Karin Hilding'; 'Randy Reynolds'; 'Greg Acton'; 'Tom Kennelly'; 'Maria Butts'
Subject: Whitefish Creek - Minor Subdivision
Attachments: minutes 08-07-14.docx

Hello All,
The official application for the Whitefish Creek subdivision was submitted to our office earlier this week. This project went to Site Review on August 7, 2014 and then again with a revised plan on November 13, 2014. Attached are the August minutes. Sherri, could you please forward out the November minutes to everyone? Thanks!

I'll put a paper copy of the application in Fire's box at City Hall (unless anyone else would like a paper copy as well – just let me know), and I've included a link to my Dropbox folder with the application electronically. Please check to make sure all the information you need to start your review is included. State law allows us 5 working days to complete element review – ends **Tuesday February 3rd**. Then we have 15 working days to make sure the information is adequately detailed for your review of the proposal which is called sufficiency review – ends **Tuesday February 24th**. Of course, if we need more information during those review periods, the clock stops and we start the element/sufficiency review all over.

Maria – would you like to schedule this project before your Park Board in February? They are proposing cash-in-lieu of parkland dedication. If you would like me to write something up for the Park Board let me know. Also if the applicant's technical representative needs to be there, let me know and I can contact them.

This project will *not* be going to the Planning Board since it is a Minor Subdivision (5 lots or less). Once sufficiency is approved, we have 35 working days to review the proposal and City Council to hold a public meeting (not a public hearing). If the submitted information looks sufficient for review, that would potentially put the application on the April 6th City Council meeting. (The 35 day deadline is April 14th.) I will review the comments included in the site review notes, but anything else I would need to me no later than **Wednesday March 25th** to be included in my staff report.

https://www.dropbox.com/sh/sti3yogoiyl9fsx/AABYyDIE5LUicSHtxlcsCpoUa?dl=0

Please contact me if you have any questions or find you need additional information. Have a great weekend!

Bailey

Bailey Minnich, AICP, CFM
Planner II
City of Whitefish
510 Railway Street
P.O. Box 158
Whitefish, MT 59937
(406) 863-2410

Planning & Building Department
PO Box 158
510 Railway Street
Whitefish, MT 59937
(406) 863-2410 Fax (406) 863-2409

Public Notice of Proposed Land Use Action

The City of Whitefish would like to inform you that Four Forty Seven, LLC, with technical assistance from Sands Surveying, Inc. is proposing to subdivide a property into five parcels. The property has an existing house which will remain on one of the proposed lots and is proposing the remaining lots as single-family. The property is zoned WR-2 (Two-Family Residential District). The property is located at 447 Karrow Avenue and can be legally described as Tract 2DAA and 2EA in Section 36, Township 31N, Range 22W.

You are welcome to provide comments on the project. Comments can be in written or email format. The City Council will hold a public meeting for the proposed project request on:

Monday, April 6, 2015
7:10 p.m.
Whitefish City Council Chambers, City Hall
402 E. Second Street, Whitefish MT 59937

On the back of this flyer is a site plan of the project. Additional information on this proposal can be obtained at the Whitefish Planning Department located at 510 Railway Street. The public is encouraged to comment on the above proposals and attend the hearing. Please send comments to the Whitefish Planning Department, PO Box 158, Whitefish, MT 59937, or by phone (406) 863-2410, fax (406) 863-2409 or email at *bminnich@cityofwhitefish.org*. Comments received by the close of business on Friday, March 20, 2015, will be included in the packet to the Councilors. Comments received after the deadline will be summarized to the Councilors at the public hearing.

PLEASE SHARE THIS NOTICE WITH YOUR NEIGHBORS Mailed 2/25/15

February 25, 2015

Wendy Compton-Ring

From: Matt Lawrance <mlawrance@mt-creative.com>
Sent: Wednesday, March 18, 2015 5:41 PM
To: Wendy Compton-Ring (wcompton-ring@cityofwhitefish.org)
Subject: FW: 447 Karrow Avenue
Attachments: Photos.docx

Wendy,

I heard Baily was out of the office and I wanted to make sure Jill's letter made it through the council members reviewing the project at 447 Karrow Ave.

Thanks,

Matthew Lawrance, AIT
Montana Creative
architecture + design

Matt@MT-Creative.com
158 Railway Street - Whitefish, MT 59937
- 406.862.8152 office
- 406.862.8153 fax
-406.471-9602 cell

From: Jillian Lawrance
Sent: Wednesday, March 18, 2015 2:52 PM
To: Bailey Minnich
Cc: Matt Lawrance; Garth Boksich
Subject: RE: 447 Karrow Avenue

Dear planners/council members,

My name is Jillian Lawrance and I reside at 503 west 4th street, which is the property directly located to the north east of this proposed subdivision. I have two concerns with this proposed subdivision.

Upon review, I am mainly concerned with the proposed lot on the south east corner of the development. I believe it is called out in the proposal to be LOT #4. My concerns with this lot relates to the high water level in the late winter/early spring. See attached photos for conditions of property as it appeared on 3/18/2015. In my opinion, I believe that this is an undevelopable lot based on the volume of water this area holds during those seasons. The required building envelope that would result from the proper "water quality protection" setbacks/buffers would make designing and building an adequate sized home quite difficult. Therefore, making it an undesirable lot for potential buyers, designers,

builders, and neighbors. Also, another challenging aspect to this lot include the slope of the terrain. Some areas appear to exceed 30% and is therefore unsuitable for development (city ordinance 12-4-4).

My other concern rests with the proposed property boundaries for lots 2 and 3 being fairy irregular in shape. Especially, the driveway access to individual lots. These building envelopes will promote the design of these homes to be "snout" houses, with their garages being located in front of the main body of the home for access. This type of design does not lend itself well to a welcoming neighborhood look and feel. The way this subdivision is proposed will encourage this sort of design and therefore be perhaps unsightly. Perhaps lots 2 and 3 could be adjoined as one eliminating this possibility.

I understand this subdivision meets the city guidelines, aside from the potential issues mentioned above. However, I believe the number of lots proposed (5) is too dense for the unique nature of this property. Overall, I believe it will compromise environmental functions, the privacy of adjacent neighbors, and drastically change the unique character of this neighborhood. I ask that the developer please consider these effects of this subdivision and resubmit a more conservative proposal for PUD approval.

Sincerely,
Jillian Lawrance

From: Bailey Minnich [mailto:bminnich@cityofwhitefish.org]
Sent: Monday, March 02, 2015 11:33 AM
To: Jillian Lawrance
Subject: 447 Karrow Avenue

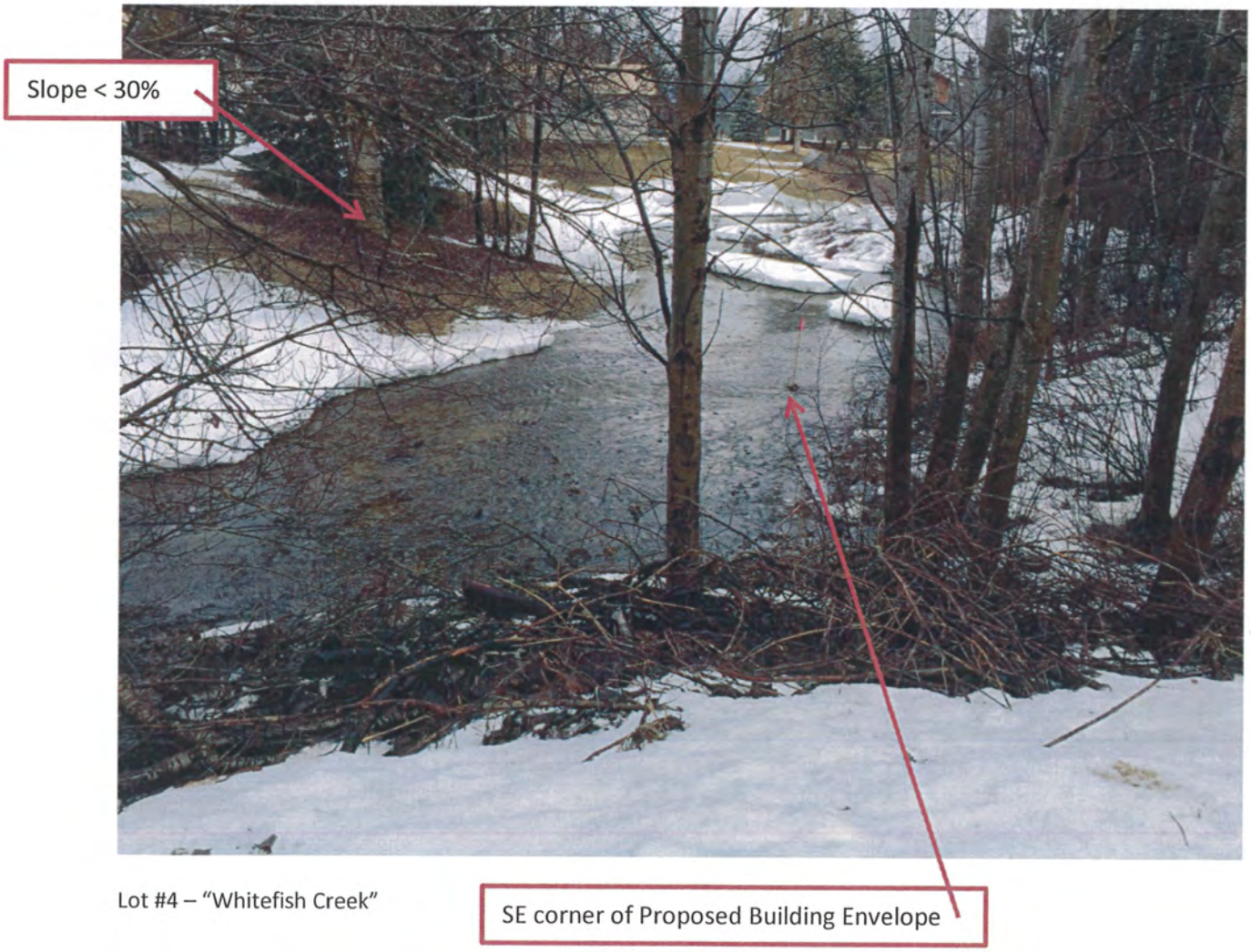
Hey Jill,
So here are some of the documents from the file on the 447 Karrow Avenue proposed subdivision. I attached the adjoiners notice which you should be getting in the mail here soon. I mailed it out on February 25th. I wouldn't think it would take that long for it to go to Missoula and back but you never know anymore. If you have additional questions, please let me know.

Bailey

Bailey Minnich, AICP, CFM
Planner II
City of Whitefish
510 Railway Street
P.O. Box 158
Whitefish, MT 59937
(406) 863-2410

SW Corner of Proposed Subdivision – showing WF Creek drainage

Lot #4 – "Whitefish Creek"



Lot #4 – "Whitefish Creek"

3/16/15

03-18-2015 POM:31

Dear Councilors,

I am writing in regard to the proposed subdivision at 447 Karrow Ave. We have owned the house directly south east of 447 for 7 years and are just finishing up an extensive remodel on this property. Having recently invested a considerable amount of money into our property, we are hoping raise our children here and live in our house for the rest our lives. Before we started this remodel we did extensive research into whether or not our investment would be worth it based on the location of the house and comparable properties, a big determining factor in moving forward was that all of the properties around us are bigger lots, most 1 or 1.5 acres with single family homes. It is a quiet neighborhood that feels rural despite the close proximity to town. Subdividing this small property into 5 lots would compromise the integrity of the neighborhood and decrease property values for all of the surrounding properties. This is a huge concern for us after investing as much as we have into remodeling our house.

The fact that the developer is the same developer that built the townhomes adjacent to this property is of additional concern, it seems obvious that this is an attempt to make some quick cash and move on to the next development. If the developer succeeds in getting this small property divided into 5 lots will he then build townhomes with high renter turn around or small spec homes that are built poorly with only short term profit in mind? This would be a stark contrast to all of the other homeowners in this neighborhood, most of them have lived here for over 20 years and have all invested a considerable amount into their homes over the years, remodeling and landscaping to continually better their property and the neighborhood.

Another concern with this proposal is the drainage that runs through this property, I have witnessed it swell to many times it size in big run off years, the surrounding area on either side that normally looks like grass and underbrush sitting under water for months. The whole area would flood if the drainage was not there. Even without any obstructions to this stream, if we have a wet spring at least five feet on either side does flood. This natural wetland provides an important wildlife habitat for ducks, grouse and other birds, squirrels, deer, and other animals that I would hate to see destroyed.

In conclusion allowing this proposal to pass would only decrease surrounding property values; destroy a quiet, beautiful neighborhood and wildlife habitat. The only one who would benefit from this would be the developer, certainly not the neighborhood or the city of Whitefish. Thank you for your consideration in this matter.

Sincerely,

Brittan and Lauren Ellingson
529 S Karrow Estates Rd

Bailey Minnich

From: Barb <bjacree@centurytel.net>
Sent: Sunday, March 08, 2015 7:41 PM
To: bminnich@cityofwhitefish.org
Cc: bjacree@centurytel.net; Doug Hegland
Subject: Protest Four Forty Seven (447) Karrow Ave. Property to be subdivided into five additional parcels.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council Members,

We would like to inform the City of Whitefish that we STRONGLY PROTEST Four Forty Seven, LLC proposal to subdivide property 447 Karrow Ave. into five additional parcels on which is planned single family dwellings.

Please do not allow this proposal, to subdivide 447 Karrow Ave as it would be a total diaster for the surrounding home owners, such as decrease our property values, take away our privacy. These are a few of the reasons why we bought homes in this neighborhood. Not for some developer to come along and cram buildings such as the existing townhouses, 441 & 443 Karrow Ave., (Lystine Estates) on top of homeowners. This will cause more problems to existing ones, dog waste, adults using the homeowners private property due to the small acreage for these units.

I hope and pray the City of Whitefish, Council Members, think the city is in need of more revenue for the city by allowing developers to do what Four Forty Seven, LLC is proposing to do to our nice little neighborhood.

Sincerely,
Alfred & Barbara Acree
469 South Karrow Estates Road
Whitefish, MT 59937

Mailing Add: P. O. Box 1688
Whitefish, MT 59937

406-862-3021

This email is free from viruses and malware because avast! Antivirus protection is active.

Bailey Minnich

From: Doug Hegland <dbhegland@charter.net>
Sent: Friday, February 27, 2015 12:31 PM
To: bminnich@cityofwhitefish.org; 'David Taylor'; 'Wendy Compton-Ring'
Subject: Whitefish Creek Proposed Subdivision

Addition to previous e-mail in protest on 9/28/2014 all to be submitted to the Whitefish City Council

To: City of Whitefish

Protest of **Whitefish Creek** proposed subdivision of **447 Karrow Ave.**

As in the e-mail below from myself (Doug Hegland/Rita Hegland) owners residing directly behind this property @ 459 S. Karrow Est. Rd., I am very much against this project(Whitefish Creek) as you can read below. I was told earlier as homeowners living adjacent to this property we would receive notice of this subdivision of Four Forty Seven, LLC. Today, in a walk I find the announcement posted in front of the property so I grab a flyer, I would hope to see more from the city by mail on this proposed subdivision in a residential area where most lots in our subdivision are an acre and half. To subdivide this into 5 lots will do nothing but devalue the property values of my property and others. I submit this again as my letter of protest to this change ! Unfortunately, I may have to miss this meeting as we plan to be out of town, but if any way possible I will try to be back – if not this is my 2nd. submission against the subdividing of 447 Karrow Ave. into 5 lots.

I would also request an electronic version of this posting that I may e-mail to my neighbors(the proposed plat drawing is so small it is not readable).

Respectively submitted,

Doug Hegland
459 S. Karrow Ext. Rd.
Whitefish

862-3061

Previous protest e-mail to submit to the Whitefish City Council dated 9/28/2014:

9/28/2014

Dear Sir.

My name is Doug Hegland and I reside at 459 S. Karrow Est. Road directly behind (east) of 447 Karrow Ave. We have lived here for 22 years and all the homes in the area other than the townhouses(Lystine Estates) are a half to 1 ¼ acre lots residing in the city limits of Whitefish. Until the two townhouses were built at 441 and 443 Karrow Ave. it was a very peaceful and quiet area to live. With the building of the 2 townhouses and then them going through renter after renter we have had nothing but problems with their dogs/children and adults feeling that our property is public parkland, and have had many, many altercations with many renters over this. Plus dogs barking and using our lawn for a public restroom. It has been a very uncomfortable relationship to say the least. Prior to buying the 447 Karrow property I had one run in with the new owner while he was walking on our property to view his new property line, once he told me what he was doing I let it go. He was not at all friendly and again had no problem walking on my property.

The new owner of 447 Karrow buying the property from the Snyder estate is the developer whom also built the townhouses I refer to above. I am hearing that he may be planning to build 4-6 townhouses on this property depending on what he can get approved by the city of Whitefish. I **strongly protest** such a move, and would hate to see that type of density on such a small acreage and something that has always been a one home residence. What is the advantage to the city of Whitefish other than some tax base in approving such a project and to alter a nice neighborhood and that will greatly decrease our property values?

The Southern and back portion of that property is drainage for Grouse Mtn, the golf course and Coon Lake and must be kept as such to prevent flooding as it all drains through many properties as winter runoff runs to the Whitefish River.

Any project approved for said property should be required to build an 8 foot fence protecting their property as well as ours.

Would you please advise me on any progress on this property, also what the present zoning is on this property and with-out zoning change what can presently be built on this property at 447 Karrow Ave. Thank-you very much.

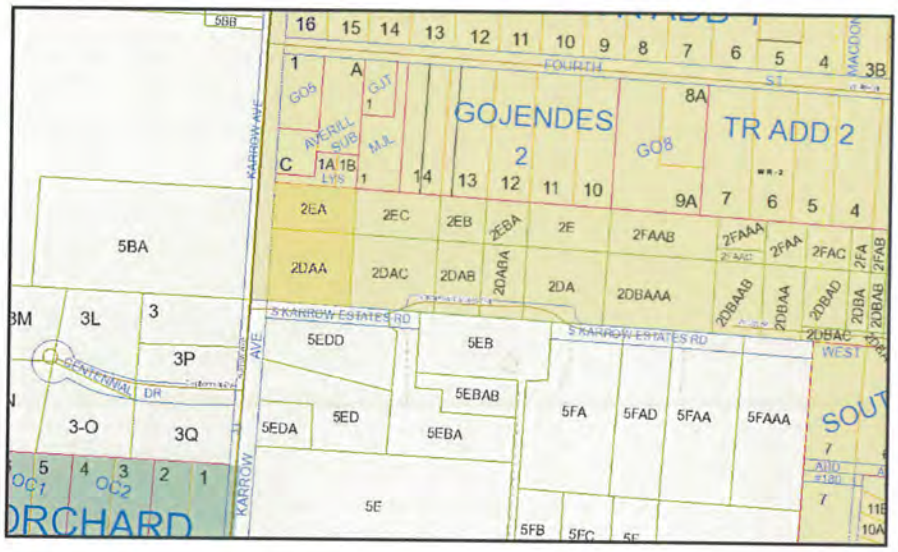
Sincerely,

Doug/Rita Hegland

Doug and Rita Hegland
459 S. Karrow Estates Road
Whitefish, MT 59937
406-862-3061

dFrom: Wendy Compton-Ring [mailto:wcompton-ring@cityofwhitefish.org]
Sent: Monday, September 29, 2014 10:14 AM
To: dbhegland@charter.net
Subject: FW: 447 Karrow Ave.

Thank you for your comments. I would reiterate what Dave said below, that any subdivision will require adjacent landowner notice.



The developer is aware of the drainage area. We have discussed the required setbacks and that no impediments are constructed to ensure it continues to flow at the designated rate.

Finally, city standards limit fences to 6.5 feet (§11-3-11). It would be unlikely that an 8-foot tall fence could be a requirement – this would require a variance from the city standards.

As Dave mentioned, the zoning is WR-2 which permits duplex/townhouses on lots with a minimum lot size of 7,200 square feet and/or single family houses on a 6,000 square foot minimum lot size. See the attached map. I have highlighted the subject parcels 2EA and 2DAA. The darker yellow is WR-2 and the lighter yellow color (to the south) is WR-1 – only single family zoning. The subdivision needs to meet the city design standards. The design that was presented to us a few months ago didn't meet all of our standards. We understand he was going to go back and redesign his plan, but we haven't seen anything yet.

I'll hang onto your comments, as I have a file started for this project. If you have any further questions or would like to review the regulations, please let me know. I'd be happy to visit with you further.

Wendy
863-2418

From: David Taylor [mailto:dtaylor@cityofwhitefish.org]
Sent: Monday, September 29, 2014 9:05 AM
To: 'Doug Hegland'
Cc: 'Wendy Compton-Ring'
Subject: RE: 447 Karrow Ave.

Mr. Hegland,
Your neighbor did bring a very preliminary subdivision design to our city site review, but was told it needed professional design to even be accepted for submittal as it did not meet city standards. The zoning is WR-2, which allows duplexes and townhomes. He could put one duplex on there with just a building permit, but more will require subdivision. With the size of the lot at 0.8 acres, he could potentially divide that into six lots. However, such a subdivision would require a public process and hearings before the Planning Board and City Council. As a neighbor, you will be notified if such hearings are scheduled and you would have an opportunity to review the plan and submit written comments and participate at the public hearings. I cc'd Senior Planner Wendy Compton-Ring with this email, as she reviewed preliminary plans with your neighbor, and I asked her to review your comments.
Dave

From: Doug Hegland [mailto:dbhegland@charter.net]
Sent: Sunday, September 28, 2014 2:39 PM
To: dtaylor@cityofwhitefish.org
Subject: 447 Karrow Ave.

To: **David Taylor**, AICP, Director
City of Whitefish

9/28/2014

Dear Sir.

My name is Doug Hegland and I reside at 459 S. Karrow Est. Road directly behind (east) of 447 Karrow Ave. We have lived here for 22 years and all the homes in the area other than the townhouses(Lystine Estates) are a half to 1 ¼ acre lots residing in the city limits of Whitefish. Until the two townhouses were built at 441 and 443 Karrow Ave. it was a very peaceful and quiet area to live. With the building of the 2 townhouses and then them going through renter after renter we have had nothing but problems with their dogs/children and adults feeling that our property is public parkland, and have had many, many altercations with many renters over this. Plus dogs barking and using our lawn for a public restroom. It has been a very uncomfortable relationship to say the least. Prior to buying the 447 Karrow property I had one run in with the new owner while he was walking on our property to view his new property line, once he told me what he was doing I let it go. He was not at all friendly and again had no problem walking on my property.

The new owner of 447 Karrow buying the property from the Snyder estate is the developer whom also built the townhouses I refer to above. I am hearing that he may be planning to build 4-6 townhouses on this property depending on what he can get approved by the city of Whitefish. I **strongly protest** such a move, and would hate to see that type of density on such a small acreage and something that has always been a one home residence. What is the advantage to the city of Whitefish other than some tax base in approving such a project and to alter a nice neighborhood and that will greatly decrease our property values?

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Any project approved for said property should be required to build an 8 foot fence protecting their property as well as ours.

Would you please advise me on any progress on this property, also what the present zoning is on this property and with-out zoning change what can presently be built on this property at 447 Karrow Ave. Thank-you very much.

Sincerely,

Doug/Rita Hegland

Doug and Rita Hegland
459 S. Karrow Estates Road
Whitefish, MT 59937
406-862-3061

Bailey Minnich

From: Doug Hegland <dbhegland@charter.net>
Sent: Monday, March 16, 2015 12:20 PM
To: bminnich@cityofwhitefish.org; 'David Taylor'; 'Wendy Compton-Ring'
Subject: 447 Karrow Ave: Whitefish Creek Proposed Subdivision

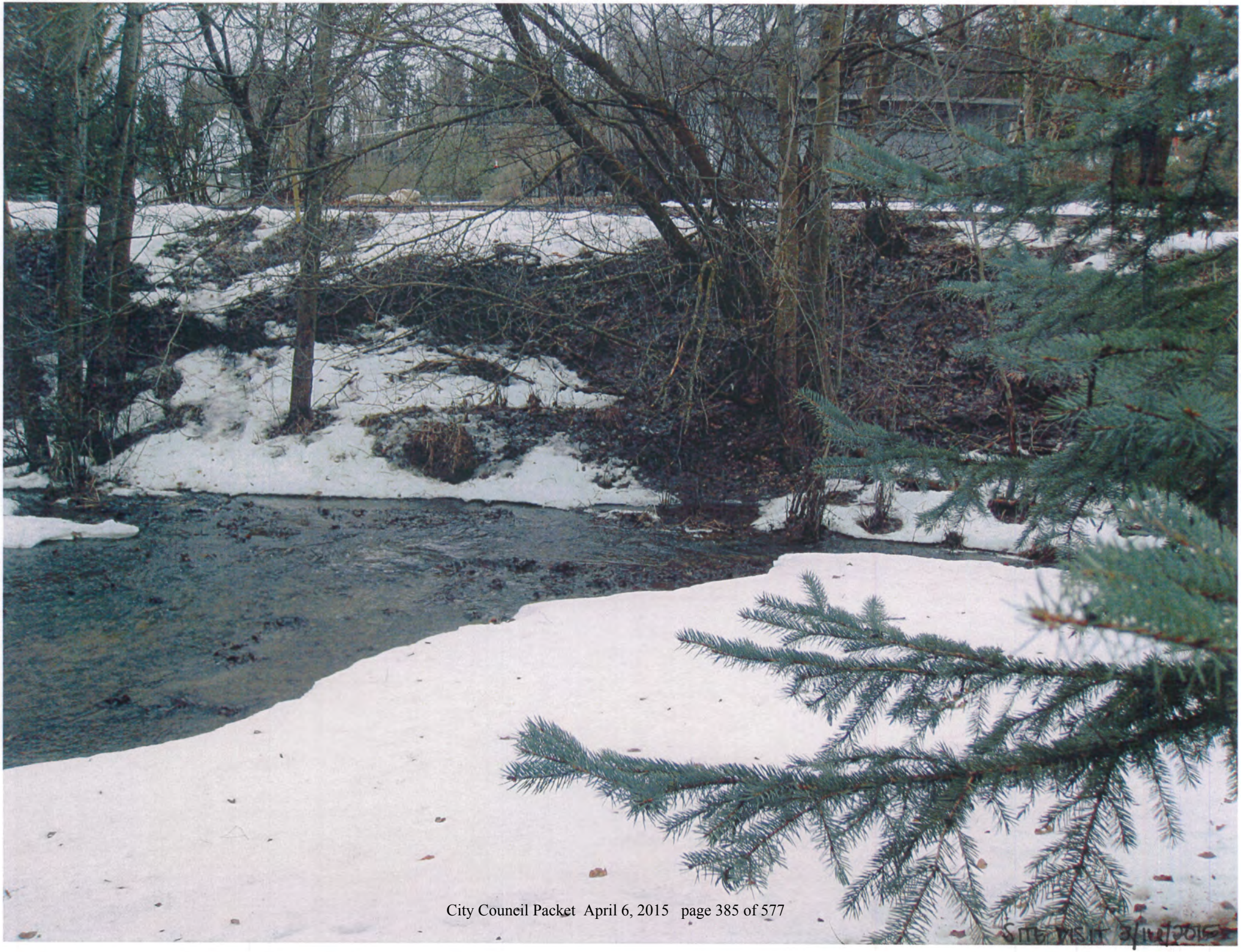
Anyone from the City interested in the drainage of the property at 447 Karrow Ave - Whitefish Creek Proposed Subdivision should take a drive by and see the water presently running out of Lost Coon Lake/Grouse Mtn /Golf Course and through the property where one house is proposed in this proposed subdivision. I would add this is minimal compared to some years, but with-out the snow in the bottom it would be even wider than it presently is. To put the proposed house between the water flow/back flow and the existing house minus the deck is unbelievable. I certainly would not want a house in that swamp. Take time to come take a look.

Sincerely and Thank-you,

Doug Hegland
459 S. Karrow Estates Rd.
862-3061

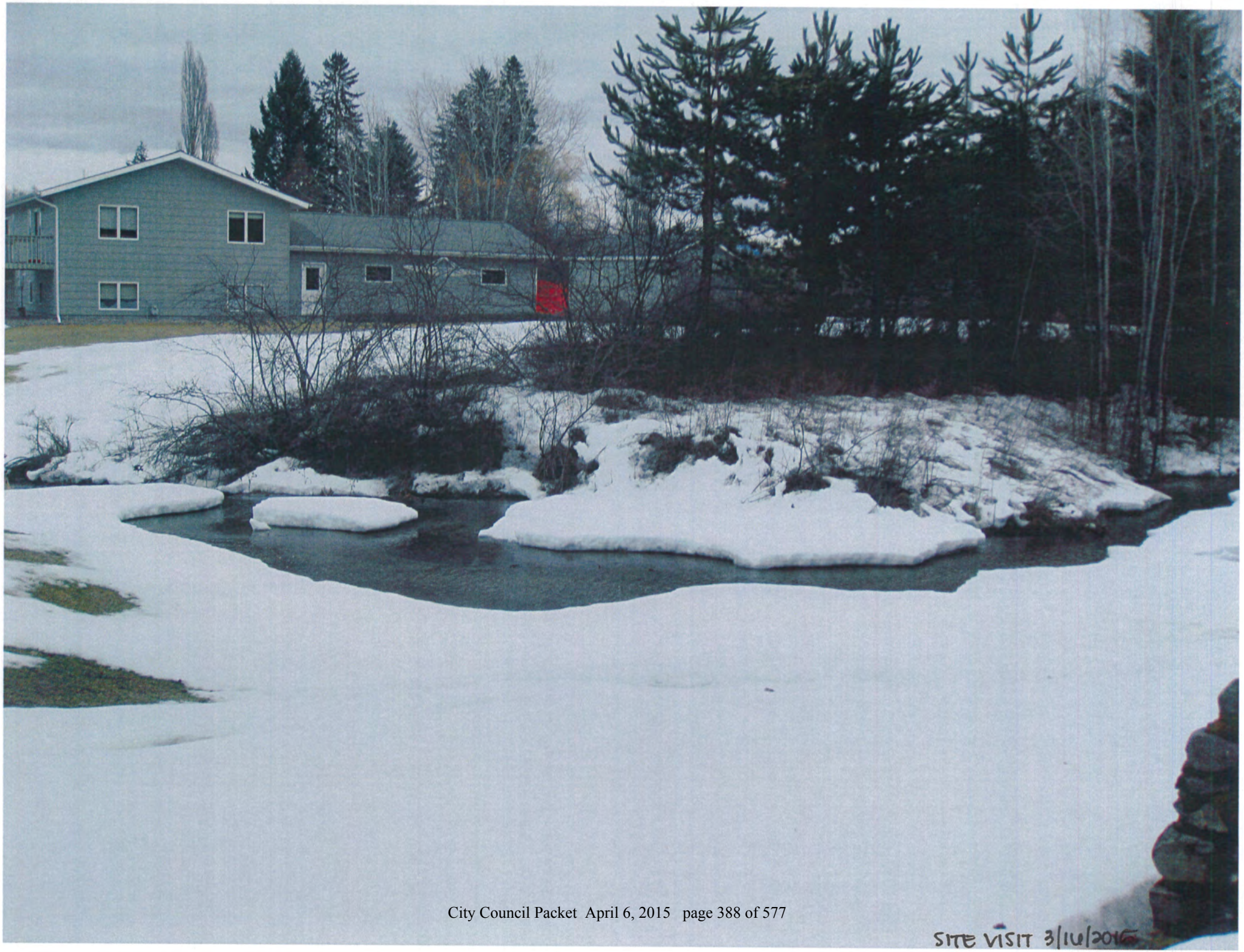
Site Visit 3/10/2016

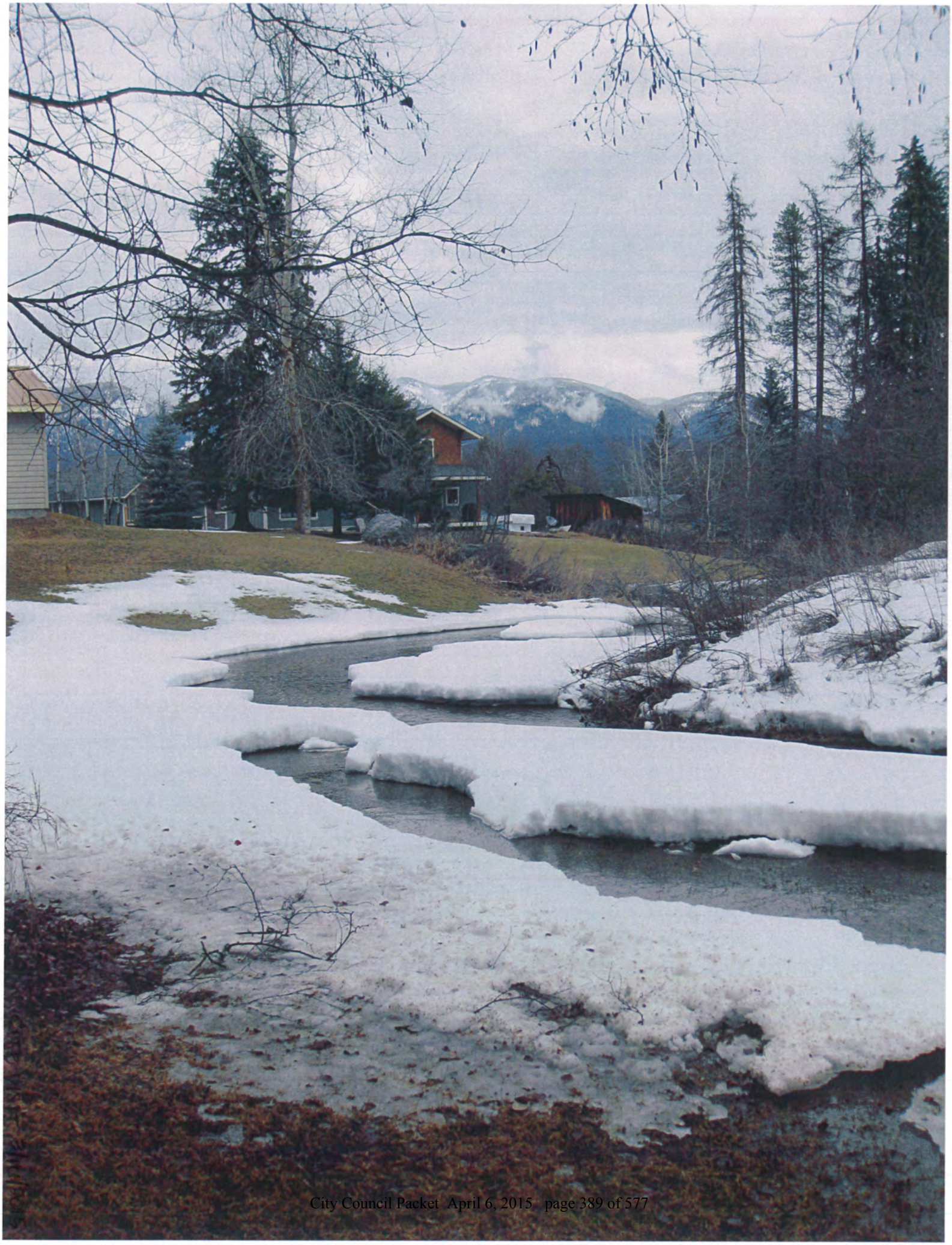
site visit 3/10/2016


Site visit 3/11/2015

Site visit 3/11/2016

site visit 3/10/2015


SITE VISIT 3/10/2015



SITE VISIT 3/10/15

SITE VISIT 3/14/2015

Property Record Card

Summary

Primary Information

Property Category: RP
Subcategory: Real Property
Geocode: 07-4292-36-2-30-01-0000
Assessment Code: 0000810116
Primary Owner:
FOUR FORTY SEVEN LLC
121 WISCONSIN AVE STE 101
WHITEFISH, MT 59937-2304
PropertyAddress: 447 KARROW AVE
WHITEFISH, MT 59937
COS Parcel:

NOTE: See the Owner tab for all owner information

Certificate of Survey:
Subdivision:
Legal Description:
S36, T31 N, R22 W, TR 2EA & TR 2DAA IN SW4NW4
Last Modified: 1/25/2015 3:58:09 AM

General Property Information

Neighborhood: 246.0
Property Type: RR - Residential Rural
Living Units: 1
Levy District: 07-0334-74 - MAIN
Zoning: 1
Ownership %: 100
Linked Property:

No linked properties exist for this property

Exemptions:

No exemptions exist for this property

Condo Ownership:
General: 0
Limited: 0

Property Factors

Topography: 1
Fronting: 4 - Residential Street
Utilities: 1
Parking Type: 1 - Off Street
Access: 1
Parking Quantity: 2 - Adequate
Location: 5 - Neighborhood or Spot
Parking Proximity: 3 - On Site

Land Summary

Land Type	Acres	Value
Grazing	0.000	00.00
Fallow	0.000	00.00
Irrigated	0.000	00.00
Continuous Crop	0.000	00.00
Wild Hay	0.000	00.00
Farmsite	0.000	00.00
ROW	0.000	00.00
NonQual Land	0.000	00.00
Total Ag Land	0.000	00.00
Total Forest Land	0.000	00.00
Total Market Land	1.190	00.00

Deed Information:

Deed Date	Book	Page	Recorded Date	Document Number	Document Type
7/1/2014			7/1/2014	201400011666	Personal Representative or Executor's Deed of Distribution

Owners

Party #1

Default Information: FOUR FORTY SEVEN LLC
121 WISCONSIN AVE STE 101

Ownership %: 100

Primary Owner: "Yes"

Interest Type: Conversion

Last Modified: 9/4/2014 2:48:01 PM

Other Names

Name **Type**

Other Addresses

Appraisals

Appraisal History

Tax Year	Land Value	Building Value	Total Value	Method
2014	133234	123366	256600	MKT
2013	133234	123366	256600	MKT

Market Land

Market Land Item #1

Method: Acre

Type: V1 - View Category 1

Width:

Depth:

Square Feet: 00

Acres: 1.19

Valuation

Class Code: 2201

Value:

Dwellings

Existing Dwellings

Dwelling Type	Style	Year Built
SFR	03 - Ranch	1977

Dwelling Information

Residential Type: SFR
Year Built: 1977
Effective Year: 1985
Story Height: 1.0
Grade: 5
Class Code: 3501
Year Remodeled: 0

Style: 03 - Ranch
Roof Material: 5 - Metal
Roof Type: 3 - Gable
Attic Type: 0
Exterior Walls: 1 - Frame
Exterior Wall Finish: 6 - Wood Siding or Sheathing
Degree Remodeled:

Mobile Home Details

Manufacturer:
Model:

Serial #:

Width: 0
Length: 0

Basement Information

Foundation: 2 - Concrete
Basement Type: 2 - Part
Finished Area: 660
Quality: 2 - Fair
Daylight: Y

Heating/Cooling Information

Type: Central
Fuel Type: 3 - Gas
System Type: 5 - Forced Air
Heated Area: 2292

Living Accomodations

Bedrooms: 3
Family Rooms: 0
Full Baths: 3
Half Baths: 0
Addl Fixtures: 3

Additional Information

Fireplaces:
Garage Capacity: 0
% Complete: 0
Stacks: 0
Openings: 0
Cost & Design: 0
Description:
Stories:
Prefab/Stove: 1
Flat Add: 0
Description:

Dwelling Amenities

View:
Access:

Area Used In Cost

Basement: 1320
First Floor: 1632
Second Floor: 0
Additional Floors: 0
Half Story: 0
Attic: 0
Unfinished Area: 0
SFLA: 1632

Depreciation Information

CDU: Good (8)
Desirability:
Physical Condition: Average (7)
Property: Good (8)
Location: Good (8)
Utility: Average (7)

Depreciation Calculation

Age: 29
Pct Good: 0.78
RCNLD: 0

Additions / Other Features

Additions

Lower	First	Second	Third	Area	Year	Cost
	33 - Deck, Wood			492	0	0
	11 - Porch, Frame, Open			168	0	0

Other Features

Quantity	Type	Value
15	MS - Miscellaneous Built-ins	0

Other Buildings/Improvements

Outbuilding/Yard Improvement #1

Type: Residential
Description: RRG3 - Garage, frame, detached, unfinished
Quantity: 1
Year Built: 1986
Grade: 5
Condition:
Functional:
Class Code: 3501

Dimensions

Width/Diameter: 24
Length: 36
Size/Area: 864
Height:
Bushels:
Circumference:

Outbuilding/Yard Improvement #2

Type: Residential
Description: AAL1 - Lean-to, 1 story, pole frame
Quantity: 1
Year Built: 2012
Grade: A
Condition:
Functional:
Class Code: 3501

Dimensions

Width/Diameter: 11
Length: 16
Size/Area: 176

Height: **Bushels:** **Circumference:**

Commercial

Existing Commercial Buildings

No commercial buildings exist for this parcel

Ag/Forest Land

Ag/Forest Land

No ag/forest land exists for this parcel

City of Whitefish
Planning & Building Department
PO Box 158
510 Railway Street
Whitefish, MT 59937
Phone: 406-863-2410 Fax: 406-863-2409

File #: MPP15-01
Date: _____
Intake Staff: _____
Element Review: _____
Sufficiency Review: _____

MINOR PRELIMINARY PLAT APPLICATION

FEE ATTACHED$ 1990.00
(See current fee schedule)
+$390.00 for variance request

INSTRUCTIONS:

☐ A Site Review Meeting with city staff is required. Date of Site Review Meeting: 11/13/14

☐ Submit the application fee, completed application and appropriate attachments to the Whitefish Planning & Building Department. The City recommends complete applications be submitted a minimum of **sixty (60) days prior** to the City Council meeting at which this application will be heard.

☐ Schedule a Date and Time with City Staff to Submit the Application: _____(Date/Time)

☐ The regularly scheduled meeting of the City Council is the first and third Mondays of each month at 7:10PM in the Council Chambers at 402 E 2nd Street.

A. PROJECT INFORMATION:

Project /Subdivision Name: Whitefish Creek Subdivision
Street Address 447 Karrow Avenue, Whitefish

Assessor's Tract No.(s) 2EA and 2DAA Lot No(s) _____
Block # _____ Subdivision Name _____
1/4 Sec SW1/4NW1/4 Section 36 Township 31N Range 22W

I hereby certify that the information contained or accompanied in this application is true and correct to the best of my knowledge. The signing of this application signifies approval for the Whitefish staff to be present on the property for routine monitoring and inspection during the approval and development process.

Owner's Signature[1] — Date 1-7-15
Print Name JOH S. Lystne
Applicant's Signature — Date
Print Name
Representative's Signature — Date
Print Name

[1] May be signed by the applicant or representative, authorization letter from owner must be attached. If there are multiple owners, a letter authorizing one owner to be the authorized representative for all must be included

Revised 12-31-13

Application Contents:
All applicable items required by *Appendix B: Preliminary Plat Submittal Requirements* of the Whitefish Subdivision Regulations must be submitted to the Whitefish Planning & Building Department with the application for preliminary plat, including the following:

Attached

____ Preliminary Plat Application

____ 11 copies of the preliminary plat

____ One reduced copy of the preliminary plat not to exceed 11" x 17"

____ Electronic version of plat such as .pdf

____ One reproducible set of supplemental information.

____ Certified adjacent owners list for properties within 150-feet of subject site

____ Deed and Encumbrance Report (aka 'title report') no more than 90 days old

____ Environmental Assessment (unless a 1st minor from a tract of record)

____ Applicable items from Appendix B of the Whitefish Subdivision Regulations (can be found *at: www.cityofwhitefish.org*)

____ Any additional information requested during the pre-application process

____ Documentation from public records demonstrating the subdivision is a minor

____ Fair Market Appraised Value

____ Recommendation from the Parks Board – unless exempt 12-4-10(C)

____ $100.00 deposit for sign to be posted on-site during the duration of the public process (submit a separate check, which will be returned to you after you return the sign to the Planning Office)

When all application materials are submitted to the Planning & Building Department, and the staff finds the application is complete, the staff will schedule the subdivision for a public meeting before the City Council. The Council must act within 60 working days once an application is determined to be complete pursuant to §12-3-5 of the Subdivision Regulations.

I understand I am responsible for maintaining the public notice sign on the subject property during the entire public process. I understand I will forfeit my $100.00 deposit, if I do not return the public notice sign to the Planning & Building Department in good condition after the public review.

Applicant _____ Date 1-7-15

B. OWNER(S) OF RECORD:

Name: Four Forty Seven, LLC, Attn: Jon Lystne Phone: (406) 249-9919

Mailing Address: 121 Wisconsin Ave, Ste 101

City, State, Zip: Whitefish, MT 59937

Email: jslystne@gmail.com

APPLICANT (if different than above):

Name: Same Phone: _____

Mailing Address: _____

City, State, Zip: _____

Email: _____

TECHNICAL/PROFESSIONAL:

Name: Sands Surveying, Inc. Attn: Eric H. Mulcahy Phone: (406) 755-6481

Mailing Address: 2 Village Loop

City, State, Zip: Kalispell, MT 59901

Email: eric@sandssurveying.com

Name: _____ Phone: _____

Mailing Address: _____

City, State, Zip: _____

Email: _____

C. GENERAL DESCRIPTION OF SUBDIVISION:

X Initial Preliminary Plat
☐ Amendment to an Approved Preliminary Plat
☐ Change a Condition of Approval to an Approved Preliminary Plat (attach a narrative explaining which condition you are requesting to be changed and why the condition is no longer valid or warranted)
☐ Re-file of an Expired Preliminary Plat; date preliminary plat expired: _____

ZONING DESIGNATION: WR-2 (Two Family Residential)

If proposing to change the underlying zoning, proposed zoning: N/A

LOTS AND ACREAGE:

Total Acreage in Subdivision: 1.190 ac Number of Lots or Rental Spaces: 5

Maximum Size of Lots or Spaces: 13,676 s.f. Minimum Size of Lots or Spaces: 6,376 s.f.

Total Acreage in Lots: 1.058 Ac Total Acreage in Streets or Roads: 0.132 ac or 5750 s.f.

PROPOSED USE(S) AND NUMBER OF ASSOCIATED LOTS/SPACES:

Single Family: X Townhouse: __ Mobile Home Park: _____ Duplex: ___ Apartment: _____

Recreational Vehicle Park: _____ Commercial: _____ Industrial: _____

Planned Unit Development: _____ Condominium: _____ Multi-Family: _____ Other: _____

CRITICAL AREAS ON-SITE OR NEARBY:

☐ Lake ☐ Wetlands ☐ Streams X Stormwater Conveyance ☐ High Groundwater ☐ Slopes 10-30%
☐ Slopes 30%+ ☐ Floodplain

PARKLAND/OPEN SPACE PROPOSAL: The following information is required to show how the project meets the parkland dedication requirements of the subdivision regulations (Section 12-4-10). A recommendation from the Park Board is required to be submitted along with the application, unless exempted under the subdivision regulations 12-4-10(C).

- Date of Parks Board Meeting (prior to submitting an application): _____
- Market Value before Improvements: $120,000.00

- Total Acreage in Parks, Open Spaces and/or Common Areas: Propose cash-in-lieu of Parkland. The parkland dedication figure is 5 lots x 0.03 ac/lot = 0.15 acres. Based on most recent comparables of neighboring land sales, the applicant has determined the following value: $20,000 per undeveloped/unsubdivided acre. The estimated cash-in-lieu of parkland figure is $20,000 per acre x 0.15 acres = $3,000.00. The cash-in-lieu amount will be paid at the time of final plat using land values at that time so the amount may be higher than what is predicted here.

IMPROVEMENTS TO BE PROVIDED:

Roads: ☐ Gravel x Paved x Curb x Gutter ☐ Sidewalks ☐ Alleys ☐ Other (explain): _____

Water System: ☐ Individual ☐ Multiple User ☐ Neighborhood x Public ☐ Other (explain): _____

Sewer System: ☐ Individual ☐ Multiple User ☐ Neighborhood x Public ☐ Other (explain): _____

Other Utilities: x Cable TV x Telephone x Electric ☐ Gas ☐ Other (explain): _____

Solid Waste: ☐ Home Pick Up ☐ Central Storage x Contract Hauler ☐ Owner Haul

Mail Delivery: x Central ☐ Individual

Fire Protection: x Hydrants ☐ Tanker Recharge

Drainage System: On-Site

D. VARIANCES:

ARE ANY VARIANCES TO THE SUBDIVISION REGULATIONS BEING REQUESTED? Yes
If yes, please complete the Variance Section (attached) and submit the applicable fee.

VARIANCE REQUEST

Completely address each of the following items, if requesting a variance to the Subdivision Regulations. The Council will use the information provided to evaluate the variance request – all criteria need to be met or found not applicable in order for the Council to grant the variance.

SECTION OF REGULATION CREATING HARDSHIP: 12-4-17.B. (SIDEWALKS ON BOTH SIDES OF THE STREET IN A RESIDENTIAL SUBDIVISION

EXPLAIN THE UNDUE HARDSHIP CREATED WITH STRICT COMPLIANCE OF THESE REGULATIONS:

The applicant is proposing a minor subdivision on a property where no sidewalks exist in the neighborhood. The subdivision is only creating four new home sites as a house already exists on Lot 5. The proposed access street will be privately built and maintained in perpetuity and is only 115 feet long. This private street will have very little traffic and will provide safe pedestrian access to Karrow Avenue which currently has no pedestrian facilities on it currently. The applicant will pay the City a cash-in-lieu of sidewalk for the Karrow Avenue frontage as required in the subdivision as constructing a small sidewalk segment on Karrow Avenue at present would not be in the best interests of the City as Karrow would most likely be widened and drainage facilities installed when the City eventually upgrades this section of street.

PROPOSED ALTERNATIVE(S) TO STRICT COMPLIANCES WITH ABOVE REGULATIONS: PLEASE

We propose no sidewalk on the private internal street as the four new lots will generate a very small volume of vehicles and safe pedestrian access is available on the proposed new street.

ANSWER THE FOLLOWING QUESTIONS IN THE SPACES PROVIDED BELOW:

1. Will the granting of the variance be detrimental to the public health, safety or general welfare or injurious to other adjoining properties? Explain.

A variance to this section of the Zoning Code will not be detrimental to the health and safety of the future residents as the proposed subdivision road will only serve four homes and the length of the proposed street is on 115 feet long. The proposed street functions more like a shared driveway than a street. The proposed street can easily share slow moving vehicles and pedestrians at the same time.

2. How is the physical surrounding, shape or topographical conditions of the property limiting the ability to fully comply with the Regulations?

The proposed subdivision is an infill development. Designing the lots around the existing home limits the area available for a large street cross section. With only four lots ever accessing the proposed street sidewalks on both sides of said street would be seldom used but would create a long term maintenance commitment from the lot owners of this small subdivision.

3. Is the hardship solely a financial hardship or a hardship that has been self-imposed? Explain.

The hardship is not solely economical. The hardship is based on the very limited need or usefulness of sidewalks on a street that is only 115 feet long serving four homes. Requiring sidewalks along such a street would be analogous to requiring sidewalks along an alleyway.

4. Will the variance cause a substantial increase in public costs? Explain.

As the proposed private street will be the sole responsibility of the homeowners of the subdivision to provide short term and long term maintenance, the City and the tax payers will never have to pay for adding sidewalks in the future. Any maintenance or upgrades to the private streets will be the responsibility of this subdivision HOA.

5. Will the variance cause the subdivision to be in nonconformance with any adopted zoning regulations, growth policy or adopted policies or regulations? Explain.

The proposed subdivision is in compliance with the zoning regulations and growth policy. The lot sizes and configuration complies with the zoning. The Whitefish Growth Policy encourages infill development over conversion of lands at the edges of the City.

SANDS SURVEYING, INC.
2 Village Loop Road
Kalispell, MT 59901
406-755-6481
Fax 406-755-6488

The following information is a supplement to the Whitefish Creek Subdivision proposed by Four Forty Seven, LLC.

COMMUNITY IMPACT REPORT

As required per Whitefish Subdivision Regulations, Appendix B(I)(R)

Part III - Community Impact Report

Provide a community impact report containing a statement of estimated number of people coming into the area as a result of the subdivision, anticipated needs of the proposed subdivision for public facilities and services, the increased capital and operating cost to each affected unit of local government. Provide responses to each of the following questions and provide reference materials as required.

1. Water, Sewage, and Solid Waste Facilities

a. Briefly describe the water supply and sewage treatment systems to be used in serving the proposed subdivision (e.g. methods, capacities, locations).

Water service to the proposed lots will be provided by a public water supply system owned, operated and maintained by the City of Whitefish. There is an existing 12" water main in Karrow Avenue. The lots will connect to the existing main by individual service connections.

Sewer service to the proposed lots will be provided by a public wastewater collection and treatment system owned, operated and maintained by the City of Whitefish. There is an existing 8" sewer main in Karrow Avenue. The lots will connect to the sewer main through individual service lines as requested by the Whitefish Public Works Department.

All water and sewer service locations will be reviewed by the City Public Works Department and the MDEQ prior to construction.

b. Provide information on estimated cost of the system, who will bear the costs, and how the system will be financed.

The owners/developers will be responsible for installing the water system and sewer system connections. The cost of water system improvements is estimated to be $18,000. The cost of sewer system improvements is estimated to be $15,200.

c. Where hook-up to an existing system is proposed, describe estimated impacts on the existing system, and show evidence that permission has been granted to hook up to the existing system.

Plans for service connection to City's public water and sewer systems, necessary to serve the lots being proposed in Whitefish Creek Subdivision will be reviewed and approved by the City of Whitefish and the Department of Environmental Quality. In the City's review of the plans for water and sewer system improvements, impacts on the respective systems will be addressed. However it is our understanding that sufficient capacity is available to serve the proposed lots.

Permission to connect to the City's water supply and sewage collection systems cannot be granted until detailed plans and specification have been reviewed and approved by the City and the Montana Department of Environmental Quality

d. All water supply and sewage treatment plans and specifications will be reviewed and approved by the Department of Environmental Quality (DEQ) and should be submitted using the appropriate DEQ application form.

This is actually a statement of fact rather than a question. The sewer, water, and stormwater drainage will be reviewed by the City and the MDEQ. However, the applicants cannot submit plans for review by the City and MDEQ until the Whitefish City Council approves the preliminary plat as the signed approval statement is a required element of the City's and MDEQ submittal process.

e. Describe the proposed method of collecting and disposing of solid waste from the development.

Solid Waste will be collected and disposed of by North Valley Refuse. Each lot will have a refuse container and will be responsible for taking it out on the day(s) of pick-up and putting it back that evening per the City's Code.

f. If use of an existing collection system or disposal facility is proposed indicate the name and location of the facility.

North Valley Refuse is located approximately two miles south of the City of Whitefish on Highway 93 and the Flathead County Land Fill is located approximately five miles south of the City off of Highway 93.

2. Roads and Maintenance

a. Estimate how much daily traffic the subdivision, when fully occupied will generate on existing streets and arterials.

The Whitefish Creek Subdivision, when fully developed and occupied, will generate 40 additional vehicle trips per day as Lot five already has an existing residence. Because the traffic volumes are less than 200 vehicle trips per day, the Whitefish Subdivision Regulations do not require a Traffic Impact Study. Karrow Avenue is more than capable of handling the additional traffic.

b. Describe the capability of existing and proposed roads to safely accommodate this increased traffic.

The primary access to the subdivision is via Karrow Avenue, which according to the City's Transportation Plan is classified as a Collector street system is classified as a collector on the City's Transportation Plan. The Transportation plan further identifies that optimal traffic volumes on a two-lane should be less than 12,000 average daily trips. Traffic counts provided by the Flathead County Road Department for 2012, the last date of published records, indicates the Karrow Avenue, north of Blanchard Lake Road, receives 1,292 average daily trips per day. The proposed subdivision would add approximately 3% to the daily trip generation.

c. Describe increased maintenance problems and increased cost due to this increase in volume.

The new streets are designed to meet the City's design standards; there should not be maintenance problems associated with the streets. Traffic volumes were generally anticipated in the development of the adjacent streets.

d. Describe proposed new public or private access roads including:

i. Measures for disposing of storm run-off from streets and roads.
ii. Type of road surface and provisions to be made for dust.
iii. Facilities for streams or drainage crossing (e.g. culverts, bridges).
iv. Seeding of disturbed areas.

The private roadway within the subdivision will be paved to provide longevity of the roadways and to reduce or eliminate dust from vehicle traffic.

The paved roads within the subdivision will be crowned to sheet flow the stormwater to the paralleling curb and gutters. The curb and gutters will direct the flows to either catch basins or dry wells. The dry wells will function in the capacity of attenuating both low and high flow storm events. Low flows are anticipated to immediately be dissipated by the structure and if required high flows will be distributed by the overflow conveyance pipe to the next series of drywells. Excessive flows from large storm events would be overflowed to the existing adjacent ditch/conveyance swale

There will be no stream or drainage crossings that would require a bridge or culvert; however, catch basins and pipes will be installed to collect and convey runoff water across roadways

All areas outside of roadways that are disturbed during construction will be graded, covered with topsoil, and will then be raked and hydroseeded.

e. Describe the closing or modification of any existing roads.

The proposed subdivision will not close or modify any existing streets. .

f. Explain why road access was not provided within the subdivision, if access to any individual lot is directly from arterial streets or roads.

All of the lots are accessed from the internal, private subdivision street

g. Is year-round access by conventional automobile over legal rights-of-way available to the subdivision and to all lots and common facilities within the subdivision? Identify the owners of any private property over which access to the subdivision will be provided.

All access is provided by conventional means through legal road and utility easement that is privately owned and maintained. The residence on Lot 5 will keep its existing driveway onto Karrow Avenue. Currently the subject property does not provide access to any neighboring properties. The proposed subdivision also does not provide access to any properties outside the subdivision.

h. Estimate the cost and completion date of the system, and indicate who will pay the cost of installation, maintenance and snow removal.

The street system will be constructed by the developer and dedicated to the future lots owners for long term maintenance including snow removal. The subdivision will be developed in a single phase. The cost of constructing the new roadways, along with curb & gutter, is estimated to be $16,100.

3. Fire, Police Protection and Emergency Services

a. Describe the fire, police protection and emergency services available to the residents of the proposed subdivision including number of personnel and number of vehicles or type of facilities for:

i Fire protection -- is the proposed subdivision in an existing fire district? If not, will one be formed or extended? Describe what fire protection procedures are planned?

The proposed subdivision is located within the Whitefish Fire Service Area and the City limits of Whitefish. The subdivision was reviewed by the City Fire Chief and Fire Marshall through the City's Site Review process. Because the subdivision is small in area and the subdivision access street is only 115 feet long, the Fire Department did not require an emergency vehicle turn-around at the end of the street and the City Public Works Department did not want to extend a water main into the short reach of street because of long term maintenance costs. As a result no fire hydrants can be constructed at the end of the street as the only water facilities will be from individual service lines.

Whitefish has a full time fire staff available 24 hours a day, seven days a week. The City recently completed construction of the emergency services building located off Baker Avenue. The new building provides modern facilities for both equipment and personnel. The site also provides a much better location for entering and exiting the Fire Hall than the old facility.

ii Law enforcement protection – Is the proposed subdivision within the jurisdiction of a County Sheriff or municipal policy department?

Whitefish City Police Department serves the site. The City provides a full service police department. As with Fire, the Police department recently moved into the new Emergency Services building which provides state of the art facilities for the force.

b. Can the fire and police protection service needs of the proposed subdivision be met by present personnel and facilities? If not, describe the additional expenses that would be necessary to make these services adequate, and who would pay the costs?

Police and Fire Services can be met through the existing personnel and facilities. The City of Whitefish has established impact fees to help off-set or mitigate the impact of new development on the City's service providers.

4. Education and Busing

a. Describe the available educational facilities which would serve this subdivision.

The Subdivision is located within the Whitefish School District #44. The Whitefish School District provides elementary, middle school and High School facilities. The School District completed an extensive remodel of Central School in the last ten years and is just finishing up a major remodel of the High School. Both remodel projects were completed through bond initiatives approved by the voters in the School District.

b. Estimate the number of school children that will be added by the proposed subdivision. Provide a statement from the administrator of the affected school system indicating whether the increased enrollment can be accommodated by the present personnel and facilities and by the existing school bus system. If not, estimate the increased expenditures that would be necessary to do so.

Using County wide average of 0.31 school aged children per residence. (There were 14,753 students recorded with the Flathead County Superintendent of Schools Office including public, private and home schooled children at the beginning of the 2011 school year. The US Census Bureau 2010 counted 46,963 housing units in Flathead County – 14,753 students / 46,963 housing units = 0.31 students per unit), the 4 new residences would generate two students in the schools system.

The Whitefish School District #44 serves the site. In reviewing the Flathead Statistical Report for Schools 2012 put out by the Flathead Superintendents of Schools office, the Whitefish Elementary School has dropped enrollment by 90 students or 8% over the past 10 years. The Whitefish High School has seen a drop of enrollment of 195 students or 29% over the last 10 years. Given that the enrollment is trending downward and the facilities are greatly improved the proposed subdivision will not negatively impact the school system.

5. Payment for extension of Capital Facilities

Indicate how the subdivider will pay for the cost of extending capital facilities resulting from expected impacts directly attributable to the subdivision.

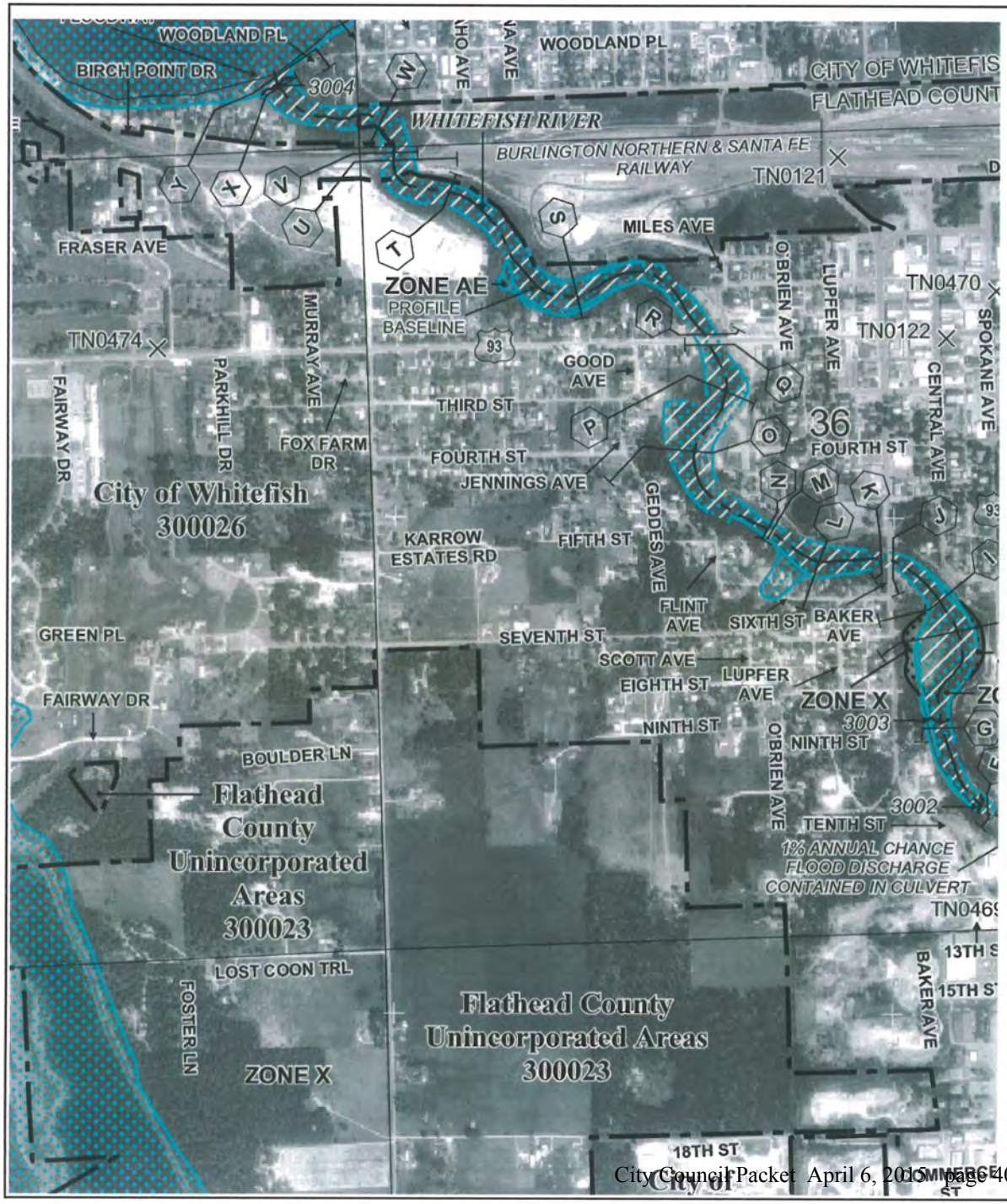
The developer will use a combination of investors and construction loans form lending institutions to raise the capital to build the infrastructure required for the subdivision.

Prepared By: Eric H. Mulcahy Date: 1/14/15

Eric H. Mulcahy AICP
Sands Surveying, Inc.
2 Village Loop
Kalispell, MT 59901
(406) 755-6481

Applicant: Date: 1·7·15

Four Forty Seven, LLC
121 Wisconsin Avenue
Whitefish, MT 59937
(406) 249-9919



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

00 0 300 600 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1090G

FIRM

FLOOD INSURANCE RATE MAP

FLATHEAD COUNTY, MONTANA

AND INCORPORATED AREAS

PANEL 1090 OF 3525

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
FLATHEAD COUNTY	300023	1090	G
WHITEFISH, CITY OF	300026	1090	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
30029C1090G

EFFECTIVE DATE

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using FIRMette - Desktop version 3.0. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. Further information about National Flood Insurance Program flood hazard maps is available at http://www.msc.fema.gov/.

Guarantee (CLTA Form) Rev. 6-6-92

GUARANTEE

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE LIMITS OF LIABILITY AND OTHER PROVISIONS OF THE CONDITIONS AND STIPULATIONS HERETO ANNEXED AND MADE A PART OF THIS GUARANTEE, AND SUBJECT TO THE FURTHER EXCLUSION AND LIMITATION THAT NO GUARANTEE IS GIVEN NOR LIABILITY ASSUMED WITH RESPECT TO THE IDENTITY OF ANY PARTY NAMED OR REFERRED TO IN SCHEDULE A OR WITH RESPECT TO THE VALIDITY, LEGAL EFFECT OR PRIORITY OF ANY MATTER SHOWN THEREIN.

ISSUED BY

STEWART TITLE GUARANTY COMPANY

a corporation, herein called the Company,
GUARANTEES

the Assured named in Schedule A against actual monetary loss or damage not exceeding the liability amount stated in Schedule A which the Assured shall sustain by reason of any incorrectness in the assurances set forth in Schedule A.

Countersigned by:

Authorized Countersignature

Main Office
211 South Main Street
Kalispell, MT 59901
Agent ID: 260052

stewart
title guaranty company

STEWART TITLE GUARANTY CO. INCORPORATED 1908 TEXAS

Matt Morris
President and CEO

Denise Carraux
Secretary

Page 1 of
Serial No. G-2222-000065187

GUARANTEE CONDITIONS AND STIPULATIONS

1. **Definition of Terms** – The following terms when used in this Guarantee mean:
   (a) "the Assured": the party or parties named as the Assured in this Guarantee, or on a supplemental writing executed by the Company.
   (b) "land": the land described or referred to in Schedule (A)(C) or in Part 2, and improvements affixed thereto which by law constitute real property. The term "land" does not include any property beyond the lines of the area described or referred to in Schedule (A)(C) or in Part 2, nor any right, title, interest, estate or easement in abutting streets, roads, avenues, alleys, lanes, ways or waterways.
   (c) "mortgage": mortgage, deed of trust, trust deed, or other security instrument.
   (d) "public records": records established under state statutes at Date of Guarantee for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without knowledge.
   (e) "date": the effective date;
2. **Exclusions from Coverage of this Guarantee** – The Company assumes no liability for loss or damage by reason of the following:
   (a) Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
   (b) (1) Unpatented mining claims; (2) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (3) water rights, claims or title to water: whether or not the matters excluded by (1), (2) or (3) are shown by the public records.
   (c) Assurances to title to any property beyond the lines of the land expressly described in the description set forth in Schedule (A)(C) or in Part 2 of this Guarantee, or title to streets, roads, avenues, lanes, ways or waterways on which such land abuts, or the right to maintain therein vaults, tunnels, ramps or any other structure or improvement; or any rights or easements therein unless such property, rights or easements are expressly and specifically set forth in said description.
   (d) (1) Defects, liens, encumbrances, or adverse claims against the title, if assurances are provided as to such title, and as limited by such assurances. (2) Defects, liens, encumbrances, adverse claims or other matters (a) whether or not shown by the public records, and which are created, suffered, assumed or agreed to by one or more of the Assureds; (b) which result in no loss to the Assured; or (c) which do not result in the invalidity or potential invalidity of any judicial or non-judicial proceeding which is within the scope and purpose of assurances provided.
3. **Notice of Claims to be Given by Assured Claimant** – An Assured shall notify the Company promptly in writing in case knowledge shall come to an Assured hereunder of any claim of title or interest which is adverse to the title to the estate or interest, as stated herein, and which might cause loss or damage for which the Company may be liable by virtue of this Guarantee. If prompt notice shall not be given to the Company, then all liability of the Company shall terminate with regard to the matter or matters for which prompt notice is required, provided, however, that failure to notify the Company shall in no case prejudice the rights of any Assured under this Guarantee unless the Company shall be prejudiced by the failure and then only to the extent of the prejudice.
4. **No Duty to Defend or Prosecute** – The Company shall have no duty to defend or prosecute any action or proceeding to which the Assured is a party, notwithstanding the nature of any allegation in such action or proceeding.
5. **Company's Option to Defend or Prosecute Actions; Duty of Assured Claimant to Cooperate** – Even though the Company has no duty to defend or prosecute as set forth in Paragraph 4 above:
   (a) The Company shall have the right, at its sole option and cost, to institute and prosecute any action or proceeding, interpose a defense, as limited in (b), or to do any other act which in its opinion may be necessary or desirable to establish the title to the estate or interest as stated herein, or to establish the lien rights of the Assured, or to prevent or reduce loss or damage to the Assured. The Company may take any appropriate action under the terms of this Guarantee, whether or not it shall be liable hereunder, and shall not thereby concede liability or waive any provision of this Guarantee. If the Company shall exercise its rights under this paragraph, it shall do so diligently.
   (b) If the Company elects to exercise its options as stated in Paragraph 5(a) the Company shall have the right to select counsel of its choice (subject to the right of such Assured to object for reasonable cause) to represent the Assured and shall not be liable for and will not pay the fees of any other counsel, nor will the Company pay any fees, costs or expenses incurred by an Assured in the defense of those causes of action which allege matters not covered by this Guarantee.
   (c) Whenever the Company shall have brought an action or interposed a defense as permitted by the provisions of this Guarantee, the Company may pursue any litigation to final determination by a court of competent jurisdiction and expressly reserves the right, in its sole discretion, to appeal from an adverse judgment or order.
   (d) In all cases where this Guarantee permits the Company to prosecute or provide for the defense of any action or proceeding, an Assured shall secure to the Company the right to so prosecute or provide for the defense of any action or proceeding, and all appeals therein, and permit the Company to use, at its option, the name of such Assured for this purpose. Whenever requested by the Company, an Assured, at the Company's expense, shall give the Company all reasonable aid in any action or proceeding, securing evidence, obtaining witnesses, prosecuting or defending the action or lawful act which in the opinion of the Company may be necessary or desirable to establish the title to the estate or interest as stated herein, or to establish the lien rights of the Assured. If the Company is prejudiced by the failure of the Assured to furnish the required cooperation, the Company's obligations to the Assured under the Guarantee shall terminate.
6. **Proof of Loss or Damage** – In addition to and after the notices required under Section 3 of these Conditions and Stipulations have been provided to the Company, a proof of loss or damage signed and sworn to by the Assured shall be furnished to the Company within ninety (90) days after the Assured shall ascertain the facts giving rise to the loss or damage. The proof of loss or damage shall describe the matters covered by this Guarantee which constitute the basis of loss or damage and shall state, to the extent possible, the basis of calculating the amount of the loss or damage. If the Company is prejudiced by the failure of the Assured to provide the required proof of loss or damage, the Company's obligation to such Assured under the Guarantee shall terminate. In addition, the Assured may reasonably be required to submit to examination under oath by any authorized representative of the Company and shall produce for examination, inspection and copying, at such reasonable times and places as may be designated by any authorized representative of the Company, all records, books, ledgers, checks, correspondence and memoranda, whether bearing a date before or after Date of Guarantee, which reasonably pertain to the loss or damage. Further, if requested by any authorized representative of the Company, the Assured shall grant its permission, in writing, for any authorized representative of the Company to examine, inspect and copy all records, books, ledgers, checks, correspondence and memoranda in the custody or control of a third party, which reasonably pertain to the loss or damage. All information designated as confidential by the Assured provided to the Company pursuant to this Section shall not be disclosed to others unless, in the reasonable judgment of the Company, it is necessary in the administration of the claim. Failure of the Assured to submit for examination under oath, produce other reasonably requested information or grant permission to secure reasonably necessary information from third parties as required in the above paragraph, unless prohibited by law or governmental regulation, shall terminate any liability of the Company under this Guarantee to the Assured for that claim.
7. **Options to Pay or Otherwise Settle Claims; Termination of Liability** – In case of a claim under this Guarantee, the Company shall have the following additional options:
   (a) To Pay or Tender Payment of the Amount of Liability or to Purchase the Indebtedness.

The Company shall have the option to pay or settle or compromise for or in the name of the Assured any claim which could result in loss to the Assured within the coverage of this Guarantee, or to pay the full amount of this Guarantee or, if this Guarantee is issued for the benefit of a holder of a mortgage or a lienholder, the Company shall have the option to purchase the indebtedness secured by said mortgage or said lien for the amount owing thereon, together with any costs, reasonable attorneys' fees and expenses incurred by the Assured claimant which were authorized by the Company up to the time of purchase.

Such Purchase, payment or tender of payment of the full amount of the Guarantee shall terminate all liability of the Company hereunder. In the event after notice of claim has been given to the Company by the Assured the Company offers to purchase said indebtedness, the owner of the indebtedness shall transfer and assign said indebtedness, together with any collateral security, to the Company upon payment of the purchase price.

Upon the exercise by the Company of the option provided for in Paragraph (a) the Company's obligation to the Assured under this Guarantee for the claimed loss or damage, other than to make the payment required in that paragraph, shall terminate, including any obligation to continue the defense or prosecution of any litigation for which the Company has exercised its option under Paragraph 5, and the Guarantee shall be surrendered to the Company for cancellation.

(b) To Pay or Otherwise Settle With Parties Other Than the Assured or With the Assured Claimant.

To Pay or otherwise settle with other parties for or in the name of an Assured claimant any claim assured against under this Guarantee, together with any costs, attorneys' fees and expenses incurred by the Assured claimant which were authorized by the Company up to the time of payment and which the Company is obligated to pay.

Upon the exercise by the Company of the option provided for in Paragraph (b) the Company's obligation to the Assured under this Guarantee for the claimed loss or damage, other than to make the payment required in that paragraph, shall terminate, including any obligation to continue the defense or prosecution of any litigation for which the Company has exercised its options under Paragraph 5.

8. **Determination and Extent of Liability –** This Guarantee is a contract of Indemnity against actual monetary loss or damage sustained or incurred by the Assured claimant who has suffered loss or damage by reason of reliance upon the assurances set forth in this Guarantee and only to the extent herein described, and subject to the exclusions stated in Paragraph 2.

The liability of the Company under this Guarantee to the Assured shall not exceed the least of:

(a) the amount of liability stated in Schedule A;

(b) the amount of the unpaid principal indebtedness secured by the mortgage of an Assured mortgagee, as limited or provided under Section 7 of these Conditions and Stipulations or as reduced under Section 10 of these Conditions and Stipulations, at the time the loss or damage assured against by this Guarantee occurs, together with interest thereon; or

(c) the difference between the value of the estate or interest covered hereby as sated herein and the value of the estate or interest subject to any defect, lien or encumbrance assured against by this Guarantee.

9. **Limitation of Liability –**

(a) If the Company establishes the title or removes the alleged defect, lien or encumbrance, or cures any other matter assured against by this Guarantee in a reasonably diligent manner by any method, including litigation and the completion of any appeals therefrom, it shall have fully performed its obligations with respect to that matter and shall not be liable for any loss or damage caused thereby.

(b) In the event of any litigation by the Company or with the Company's consent, the Company shall have no liability for loss or damage until there has been a final determination by a court of competent jurisdiction, and disposition of all appeals therefrom, adverse to the title, as stated herein.

(c) The Company shall not be liable for loss or damage to any Assured for liability voluntarily assumed by the Assured in settling any claim or suit without the prior written consent of the Company.

10. **Reduction of Liability or Termination of Liability –** All payments under this Guarantee, except payments made for costs, attorneys' fees and expenses pursuant to Paragraph 5 shall reduce the amount of liability pro tanto.

11. **Payment of Loss**

(a) No payment shall be made without producing this Guarantee for endorsement of the payment unless the Guarantee has been lost or destroyed, in which case proof of loss or destruction shall be furnished to the satisfaction of the Company.

(b) When liability and the extent of loss or damage has been definitely fixed in accordance with these Conditions and Stipulations, the loss or damage shall be payable within thirty (30) days thereafter.

12. **Subrogation Upon Payment or Settlement –** Whenever the Company shall have settled and paid a claim under this Guarantee, all right of subrogation shall vest in the Company unaffected by any act of the Assured claimant.

The Company shall be subrogated to and be entitled to all rights and remedies which the Assured would have had against any person or property in respect to the claim had this Guarantee not been issued. If requested by the Company, the Assured shall transfer to the Company all rights and remedies against any person or property necessary in order to perfect this right of subrogation. The Assured shall permit the Company to sue, compromise or settle in the name of the Assured and to use the name of the assured in any transaction or litigation involving these rights or remedies.

If a payment on account of a claim does not fully cover the loss of the Assured the Company shall be subrogated to all rights and remedies of the Assured after the Assured shall have recovered its principal, interest and costs of collection.

13. **Arbitration –** Unless prohibited by applicable law, either the Company or the Assured may demand arbitration pursuant to the Title Insurance Arbitration Rules of the American Arbitration Association. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the Assured arising out of or relating to this Guarantee, any service of the Company in connection with its issuance or the breach of a Guarantee provision or other obligation. All arbitrable matters when the Amount of Liability is $1,000,000 or less shall be arbitrated at the option of either the Company or the Assured. All arbitrable matters when the amount of liability is in excess of $1,000,000 shall be arbitrated only when agreed to by both the Company and the Assured. The Rules in effect at Date of Guarantee shall be binding upon the parties. The award may include attorneys' fees only if the laws of the state in which the land is located permits a court to award attorneys' fees to a prevailing party. Judgment upon the award rendered by the Arbitrator(s) may be entered in any court having jurisdiction thereof. The law of the situs of the land shall apply to an aribitration under the Title Insurance Arbitration Rules. A copy of the Rules may be obtained from the Company upon request.

14. **Liability Limited to This Guarantee; Guarantee Entire Contract –**

(a) This Guarantee together with all endorsements, if any, attached hereto by the Company is the entire Guarantee and contract between the Assured and the Company. In interpreting any provision of this Guarantee, this Guarantee shall be construed as a whole.

(b) Any claim of loss or damage, whether or not based on negligence, or any action asserting such claim, shall be restricted to this Guarantee.

(c) No amendment of or endorsement to this Guarantee can be made except by a writing endorsed hereon or attached hereto signed by either the President, a Vice President, the Secretary, an Assistant Secretary, or validating officer or authorized signatory of the Company.

15. **Notices, Where Sent –** All notices required to be given the Company and any statement in writing required to be furnished the Company shall include the number of this Guarantee and shall be addressed to the Company at P.O. Box 2029, Houston, Texas 77252-2029.

SUBDIVISION GUARANTEE
SCHEDULE A

File No.: 61558 **Guarantee No.:** G-2222-000065187

Date of Guarantee: November 24, 2014 at 5:00 P.M.

Liability: $1,000.00 **Premium:** $125.00

A. Assured:

Sands Surveying, Inc,.

B. Assurances:

1. Description of the land:

   A tract of land, situated, lying and being in the Southwest Quarter of the Northwest Quarter, Section 36, Township 31 North, Range 22 West, P.M.M., Flathead County, Montana, and more particularly described as follows to wit:
   Commencing at the West ¼ corner of the SW¼NW¼ of Section 36, Township 31 North, Range 22 West, P.M.M., Flathead County, Montana, which is a found brass cap; thence
   South 89°59'46" East 30.10 feet to a found iron pin on the Easterly Right of Way of Karrow Avenue, a 60 foot county road and the True Point of Beginning of the tract of land herein described; thence along said Right of Way
   North 00°00'24" East 274.24 feet to a found iron pin, thence leaving said Right of Way
   South 89°26'53" East 189.67 feet to a found iron pin; thence
   South 00°03'17" East 272.06 feet to a found iron pin; thence
   South 89°53'27 " West 189.95 feet to the Point of Beginning.

2. Name of Proposed Subdivision Plat or Condominium Map:

   Whitefish Creek

3. That the only hereafter named parties appear to have an interest showing in the public records affecting the land necessitating their execution of the name proposed plat or map area as follows:

   Forty Four Seven, LLC

STEWART TITLE
GUARANTY COMPANY

File No.: 61558 **Guarantee No.:** G-2222-000065187

SUBJECT TO:

1. Real estate taxes or special assessments imposed on the Title for the year(s) 2014, that are due or payable, but unpaid.

2. For informational purposes only, do not rely upon for a tax payment. Flathead County records indicate the taxes for the year 2014 are:
   FIRST HALF: $1,216.15 NOT PAID
   SECOND HALF: $1,216.11 NOT PAID
   TOTAL : $2,432.26
   Assessor No.: 74-0810116
   Tax Roll No. : 44609

3. Delinquent water and sewer charges of the City of Whitefish, if any.

4. Taxes, charges, and assessments of Whitefish Water District, payable with the general taxes

5. Resolutions contained in Fiscal Year 2012-2013 Resolutions recorded August 23, 2012 as Document #201200019417, records of Flathead County, Montana.

Survey/Plat, when recorded, must be in compliance with the provisions of the Montana Subdivision and Platting Act, 1973, (Sections 76-3-101 M.C.A. through 76-3-614 M.C.A.) and the regulations adopted pursuant thereto.

Easements, conditions and restrictions as disclosed or to be disclosed on proposed Survey/Plat to be recorded prior to or as part of this transaction.

STG Privacy Notice
Stewart Title Companies

WHAT DO THE STEWART TITLE COMPANIES DO WITH YOUR PERSONAL INFORMATION?

Federal and applicable state law and regulations give consumers the right to limit some but not all sharing. Federal and applicable state law regulations also require us to tell you how we collect, share, and protect your personal information. Please read this notice carefully to understand how we use your personal information. This privacy notice is distributed on behalf of the Stewart Title Guaranty Company and its title affiliates (the Stewart Title Companies), pursuant to Title V of the Gramm-Leach-Bliley Act (GLBA).

The types of personal information we collect and share depend on the product or service that you have sought through us. This information can include social security numbers and driver's license number.

All financial companies, such as the Stewart Title Companies, need to share customers' personal information to run their everyday business—to process transactions and maintain customer accounts. In the section below, we list the reasons that we can share customers' personal information; the reasons that we choose to share; and whether you can limit this sharing.

Reasons we can share your personal information.	Do we share	Can you limit this sharing?
For our everyday business purposes— to process your transactions and maintain your account. This may include running the business and managing customer accounts, such as processing transactions, mailing, and auditing services, and responding to court orders and legal investigations.	Yes	No
For our marketing purposes— to offer our products and services to you.	Yes	No
For joint marketing with other financial companies	No	We don't share
For our affiliates' everyday business purposes— information about your transactions and experiences. Affiliates are companies related by common ownership or control. They can be financial and non-financial companies. *Our affiliates may include companies with a Stewart name; financial companies, such as Stewart Title Company*	Yes	No
For our affiliates' everyday business purposes— information about your creditworthiness.	No	We don't share
For our affiliates to market to you — For your convenience, Stewart has developed a means for you to opt out from its affiliates marketing even though such mechanism is not legally required.	Yes	Yes, send your first and last name, the email address used in your transaction, your Stewart file number and the Stewart office location that is handling your transaction by email to optout@stewart.com or fax to 1-800-335-9591.
For non-affiliates to market to you. Non-affiliates are companies not related by common ownership or control. They can be financial and non-financial companies.	No	We don't share

We may disclose your personal information to our affiliates or to non-affiliates as permitted by law. If you request a transaction with a non-affiliate, such as a third party insurance company, we will disclose your personal information to that non-affiliate. [We do not control their subsequent use of information, and suggest you refer to their privacy notices.]

SHARING PRACTICES

How often do the Stewart Title Companies notify me about their practices?	We must notify you about our sharing practices when you request a transaction.
How do the Stewart Title Companies protect my personal information?	To protect your personal information from unauthorized access and use, we use security measures that comply with federal law. These measures include computer, file, and building safeguards.
How do the Stewart Title Companies collect my personal information?	We collect your personal information, for example, when you ▪ request insurance-related services ▪ provide such information to us We also collect your personal information from others, such as the real estate agent or lender involved in your transaction, credit reporting agencies, affiliates or other companies.
What sharing can I limit?	Although federal and state law give you the right to limit sharing (e.g., opt out) in certain instances, we do not share your personal information in those instances.

Contact us: If you have any questions about this privacy notice, please contact us at: **Stewart Title Guaranty Company, 1980 Post Oak Blvd., Privacy Officer, Houston, Texas 77056**

STG Privacy Notice 2 (Rev 01/26/09) Independent Agencies and Unaffiliated Escrow Agents

WHAT DO/DOES THE Sterling Title Services - Kalispell Branch (Main) DO WITH YOUR PERSONAL INFORMATION?

Federal and applicable state law and regulations give consumers the right to limit some but not all sharing. Federal and applicable state law regulations also require us to tell you how we collect, share, and protect your personal information. Please read this notice carefully to understand how we use your personal information. This privacy notice is distributed on behalf of Sterling Title Services - Kalispell Branch (Main), and its affiliates (" N/A "), pursuant to Title V of the Gramm-Leach-Bliley Act (GLBA).

The types of personal information we collect and share depend on the product or service that you have sought through us. This information can include social security numbers and driver's license number.

All financial companies, such as Sterling Title Services - Kalispell Branch (Main), need to share customers' personal information to run their everyday business—to process transactions and maintain customer accounts. In the section below, we list the reasons that we can share customers' personal information; the reasons that we choose to share; and whether you can limit this sharing.

Reasons we can share your personal information	Do we share?	Can you limit this sharing?
For our everyday business purposes— to process your transactions and maintain your account. This may include running the business and managing customer accounts, such as processing transactions, mailing, and auditing services, and responding to court orders and legal investigations.	Yes	No
For our marketing purposes— to offer our products and services to you.	Yes	No
For joint marketing with other financial companies	No	We don't share
For our affiliates' everyday business purposes— information about your transactions and experiences. Affiliates are companies related by common ownership or control. They can be financial and non-financial companies.	Yes	No
For our affiliates' everyday business purposes— information about your creditworthiness.	No	We don't share
For our affiliates to market to you	Yes	No
For non-affiliates to market to you. Non-affiliates are companies not related by common ownership or control. They can be financial and non-financial companies.	No	We don't share

We may disclose your personal information to our affiliates or to non-affiliates as permitted by law. If you request a transaction with a non-affiliate, such as a third party insurance company, we will disclose your personal information to that non-affiliate. [We do not control their subsequent use of information, and suggest you refer to their privacy notices.]

Sharing practices

How often do/does Sterling Title Services - Kalispell Branch (Main) notify me about their practices?	We must notify you about our sharing practices when you request a transaction.
How do/does Sterling Title Services - Kalispell Branch (Main) protect my personal information?	To protect your personal information from unauthorized access and use, we use security measures that comply with federal and state law. These measures include computer, file, and building safeguards.
How do/does Sterling Title Services - Kalispell Branch (Main) collect my personal information?	We collect your personal information, for example, when you • request insurance-related services • provide such information to us We also collect your personal information from others, such as the real estate agent or lender involved in your transaction, credit reporting agencies, affiliates or other companies.
What sharing can I limit?	Although federal and state law give you the right to limit sharing (e.g., opt out) in certain instances, we do not share your personal information in those instances.

Contact Us	If you have any questions about this privacy notice, please contact us at: Sterling Title Services - Kalispell Branch (Main), 211 South Main Street, Kalispell, MT 59901

Forty Seven LLC
32 Domingo #5
Berkley CA 94705

201400011666
Page: 1 of 3
Fees: $31.00
7/1/2014 11:06 AM
Paula Robinson, Flathead County MT by DD

PERSONAL REPRESENTATIVE'S DEED

505441

THIS INDENTURE IS MADE ON THE 26 DAY OF JUNE, 2014 between, Nancy M. Bredell and Barbara Jo Volkman, as the duly appointed, qualified and acting Co-Personal Representatives for the Estate of Richard Snyder, deceased, DP-14-035A, Flathead County, Montana, with mailing address of 1344 Woodspice Trail, Lebanon, MO 65536 ("Grantor"), party of the first part, and Four Forty Seven, LLC, 121 Wisconsin Avenue, Suite 101, Whitefish, MT 59937 (Grantee), the party of the second part. The party of the first part is appointed in the estate proceedings appearing as Probate Number, DP-14-035A, in the District Court of the Eleventh Judicial District, Flathead County, Montana.

WITNESSETH, that the said party of the first part, for and in consideration of the sum of ten dollars ($10.00) and other good and valuable consideration, in hand paid by the said party of the second part, the receipt of which is hereby acknowledged, does hereby GRANT, BARGAIN, SELL, TRANSFER AND CONVEY unto the said party of the second part and to Grantee's heirs and assigns forever, all the right, title and interest that the estate or the heirs or devisees of said deceased, at the time of his death, and also all right, title and interest that the estate or the heirs or devisees of said deceased, by operation of law or otherwise, may have acquired, other or further than or in addition to that held by the deceased at the time of his death, in and to the real property in Flathead County, State of Montana, described as follows:

A PORTION OF THE SOUTHWEST QUARTER NORTHWEST QUARTER (SW¼NW¼), SECTION 36, TOWNSHIP 31 NORTH, RANGE 22 WEST, P.M.M., FLATHEAD COUNTY, MONTANA, KNOW AS:

CERTIFICATE OF SURVEY NO. 2206.

EXCEPTING THEREFROM A 30 FOOT STRIP ALONG THE WEST BOUNDARY WITHIN THE RIGHTS OF WAY OF KARROW AVENUE.

Commonly Known as: 447 Karrow Avenue, Whitefish, MT 59937.
Geocode: 07-4292-36-2-30-01-0000. Assessment Code: 0000810116.

Approved 7/1/14 0810116

TOGETHER WITH all improvements, water rights, hereditaments and appurtenances, including any and all mineral rights owned and held by Grantor in the herein described real property.

TOGETHER WITH all the tenements, hereditaments, and appurtenances thereto belonging, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, property, possession, claim and demand whatsoever as well in law as in equity, of the said party of the first part, or those claiming thereunder, of, in or to the said premises and every part and parcel thereof.

TO HAVE AND TO HOLD, all and singular the said premises, with the appurtenances unto the said party of the second part Grantee's, heirs and assigns forever.

SUBJECT TO easements, reservations and restrictions, apparent or of record.

IN WITNESS WHEREOF, the said party of the first part has executed this deed the day and year first above written.

_____
Nancy M. Bredell
Co-PR of the Estate of Richard Snyder

STATE OF _____)
: ss.
County of _____)

This instrument was acknowledged before me on June _____, 2014 by Nancy M. Bredell.

_____
Signature

(SEAL)

_____
Printed Name
Notary Public for the State of _____
Residing at: _____
My Commission Expires: _____, 20__

Barbara Jo Volkman
Barbara Jo Volkman
Co-PR of the Estate of Richard Snyder

STATE OF Montana)
: ss.
County of Flathead)

This instrument was acknowledged before me on June 26, 2014 by Barbara Jo Volkman

RENEÉ OLSON
NOTARY PUBLIC for the
State of Montana
Residing at Kalispell, Montana
My Commission Expires
April 12, 2016

Renée Olson
Signature
Renée Olson
Printed Name
Notary Public for the State of Montana
Residing at: Kalispell
My Commission Expires: 4/12, 2016

SUBJECT TO easements, reservations and restrictions, apparent or of record.

IN WITNESS WHEREOF, the said party of the first part has executed this deed the day and year first above written.

Nancy M Bredell

Nancy M. Bredell
Co-PR of the Estate of Richard Snyder

STATE OF Missouri)
: ss.
County of Laclede)

This instrument was acknowledged before me on June 26, 2014 by Nancy M. Bredell.

Delores J Johnson

Signature
Delores J Johnson
Printed Name
Notary Public for the State of Missouri
Residing at: Laclede Co
My Commission Expires: 6-9, 2017

DELORES J. JOHNSON
Notary Public
Laclede County
My Commission Expires
June 9, 2017
Commission # 13416932

Barbara Jo Volkman
Co-PR of the Estate of Richard Snyder

STATE OF Montana)
: ss.
County of Flathead)

This instrument was acknowledged before me on June ____, 2014 by Barbara Jo Volkman

(SEAL)

Signature

Printed Name
Notary Public for the State of Montana
Residing at: _____
My Commission Expires: _____, 20__

CERTIFICATE OF SURVEY

SW¼ NW¼, SEC. 36, T. 31 N., R. 22 W., M.P.M.,
FLATHEAD COUNTY, MONTANA

SCALE

SURVEYED

SEPTEMBER, 1975

CLIENT

MR. DOCK WEBB
ELMO, MONTANA

PURPOSE OF SURVEY

Tract to be deeded as a gift to a member of the immediate family

DESCRIPTION

A portion of the SW¼NW¼, Section 36, T 31N, R 22 W, M.P.M. Flathead County, Montana
Beginning at the West ¼ Corner of said Section 36, thence N 0° 18' W 295.00 feet, thence S 89° 34' E 220.00 feet thence S 0° 18' E 272.00 feet, thence S 89° 34' W 220.00 feet to the point of beginning. Excepting therefrom a 30 foot strip along the West boundary within the rights of ways of Karrow Ave.

SURVEYOR'S CERTIFICATION

I hereby certify this plat which is a true representation of a survey made by me and the information shown hereon is true and correct to the best of my knowledge and belief

Harry P. Medland
Montana R.L.S. No. 8235
REGISTERED LAND SURVEYOR

HARRY P. MEDLAND
Box 663
Polson, Mont.

THIS MAP IS FURNISHED FOR INFORMATION PURPOSES ONLY TO ASSIST IN PROPERTY LOCATION WITH REFERENCE TO STREETS AND OTHER PARCELS. NO REPRESENTATION IS MADE AS TO ACCURACY AND SURVEYING TITLE SERVICES ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE THEREON

¼	SEC	T-N	R-W

APPROVED

Oct. 3, 1975
R. V. Taylor
Examining Montana R.L.S. No. 3816-S

STATE OF MONTANA
COUNTY OF FLATHEAD
Filed on the 3rd day of October 1975
at 1:30 o'clock PM
Elsie R. Smith
County Clerk and Recorder
By Lorraine Odlum Deputy

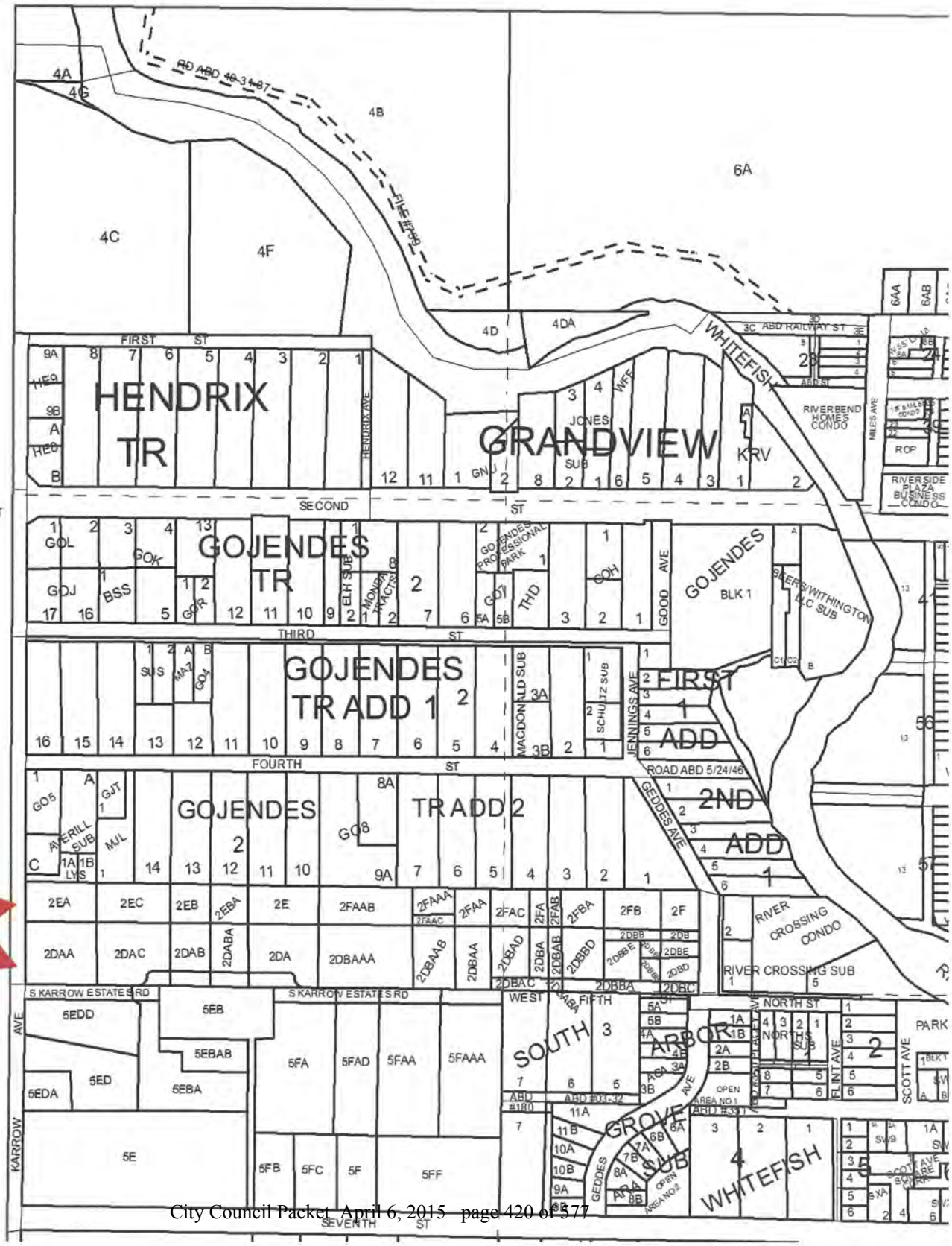
Deed Book _____ Page _____
Instrument Rec. No. 9114
CERTIFICATE OF SURVEY No. 2206

THIS MAP IS FURNISHED FOR INFORMATION PURPOSES ONLY TO ASSIST IN PROPERTY LOCATION WITH REFERENCE TO STREETS AND OTHER PARCELS. NO REPRESENTATION IS MADE AS TO ACCURACY AND STERLING TITLE SERVICES ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE THEREON.

36-31-22
Not to Scale

19633= WFSH LAND CO ADD 1 L1, B3 RTMT
19866= KLUNDT RIVER SUB L1 RTMT
19690= WFSH L16 B25 RTMT
19732= GRANDVIEW ADD AMD L9,10 L2 RTMT
19733= WHITEFISH LAND CO AD 1 L6 B4 RTMT
19843= WFSH L1-3, PT ABD ALLEY B41 RTMT

SI 1160= RIVERVIEW ADD WFSH
SI 1161= GOJENDES TRS L2 B2
SI 1196= W 4TH ST & GEDDES
SI 1197= W 3RD ST & JENNINGS
SI 1198= GOJENDES TR ADD 2 L
SI 1199= GOJENDES TR ADD 2 L



THIS MAP IS FURNISHED FOR INFORMATION PURPOSES ONLY TO ASSIST IN PROPERTY LOCATION WITH REFERENCE TO STREETS AND OTHER PARCELS. NO REPRESENTATION IS MADE AS TO ACCURACY AND STERLING TITLE SERVICES ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE THEREON.

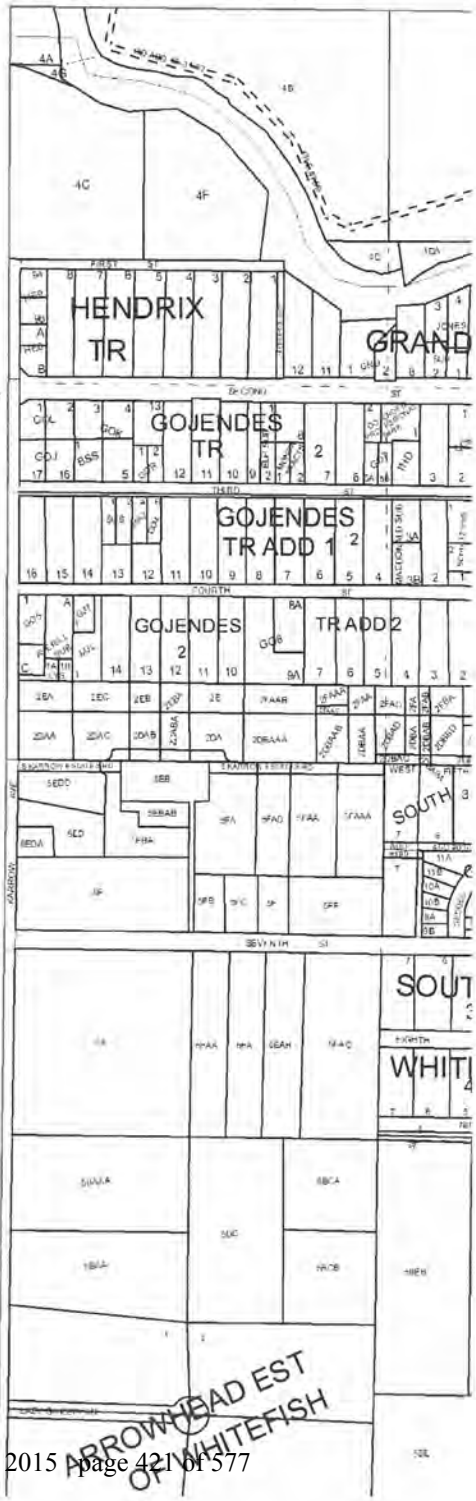
36-31-22
Not to Scale

36 31 2

THIS MAP IS PREPARED ONLY FOR THE ADMINISTRATIVE USE OF FL
REPRESENTATION OF THE LOCATION OR EXISTENCE OF TRACTS OI

INFORMATION
SUBDIVISION: ADDS
SECTION: 04-09
ALL NE NW: 40.00

SURVEYS OF RECORD



Vicinity Map Of

#########

Located In:

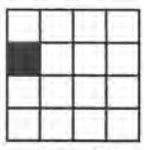
SW1/4NW1/4 SEC. 36, T.31N., R.22W., P.M.,M., FLATHEAD COUNTY, MONTANA

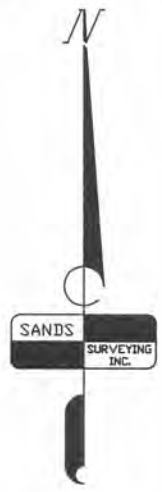
SCALE : 1" = 200'

200' 100' 0 200' 400'

By: **SANDS SURVEYING, Inc.**
2 Village Loop
Kalispell, MT 59901
(406) 755-6481

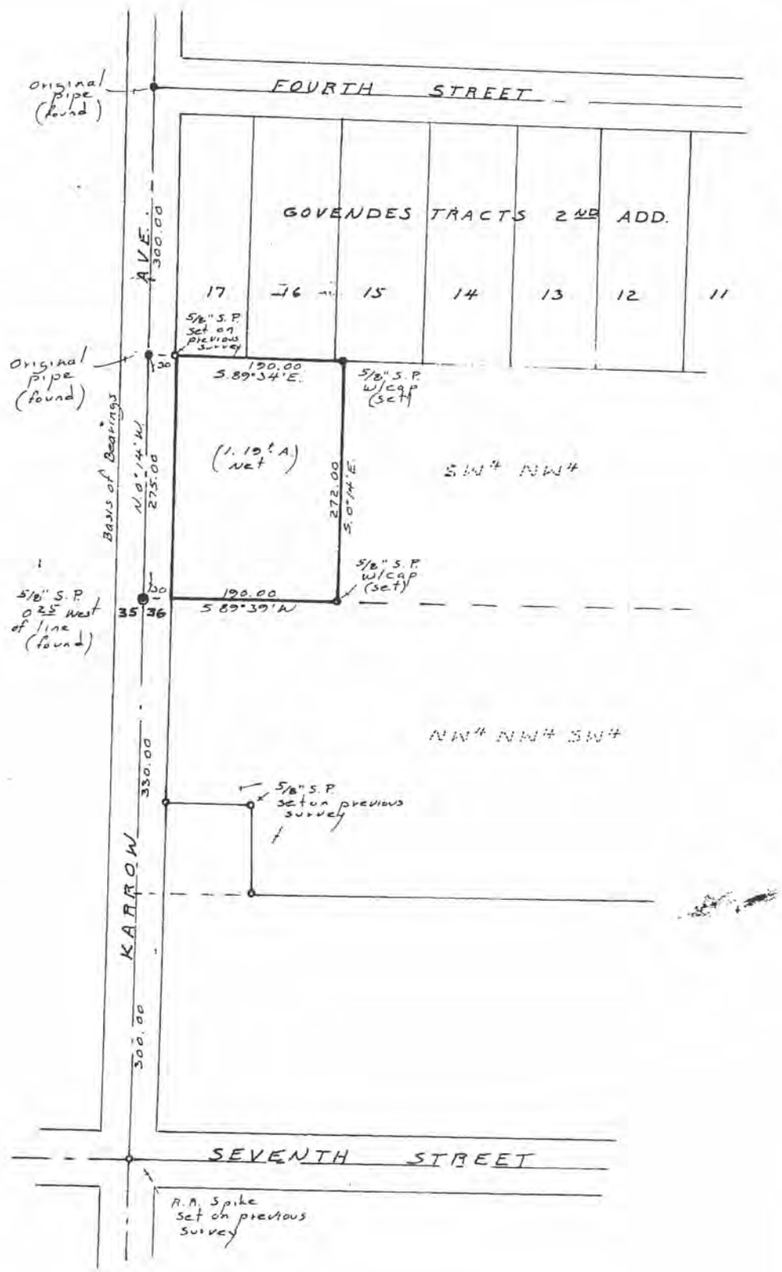
JOB NO: 423101
DATE: October 23, 2014
FOR: JOHN LYSTNE
OWNERS: FOUR FORTY SEVEN, LLC.





CERTIFICATE OF SURVEY

SW¼ NW¼, SEC. 36, T. 31 N., R. 22 W., M.P.M.,
FLATHEAD COUNTY, MONTANA



SCALE 100 0 50 100 200

SURVEYED

SEPTEMBER, 1975

CLIENT

MR. DOCK WEBB
ELMO, MONTANA

N

PURPOSE OF SURVEY

Tract to be deeded as a gift to a member of the immediate family.

DESCRIPTION

A portion of the SW¼NW¼, Section 36, T. 31N., R. 22 W., M.P.M. Flathead County, Montana.
Beginning at the West ¼ Corner of said Section 36, thence N.0°14'W. 275.00 feet; thence S.89°34'E. 220.00 feet; thence S.0°14'E. 272.00 feet, thence S.89°39'W. 220.00 feet to the point of beginning. Excepting therefrom a 30 foot strip along the west boundary within the rights of ways of Karrow Ave.

SURVEYOR'S CERTIFICATION

I hereby certify this plat which is a true representation of a survey made by me and the information shown hereon is true and correct to the best of my knowledge and belief.

Harry P. Medland
MONTANA R.L.S. No. 22295
REGISTERED LAND SURVEYOR

HARRY P. MEDLAND
BOX 663
POLSON, MONT.

APPROVED

Oct. 3, 1975
C. V. Gayle
Examining Montana R.L.S. No. 2516-S

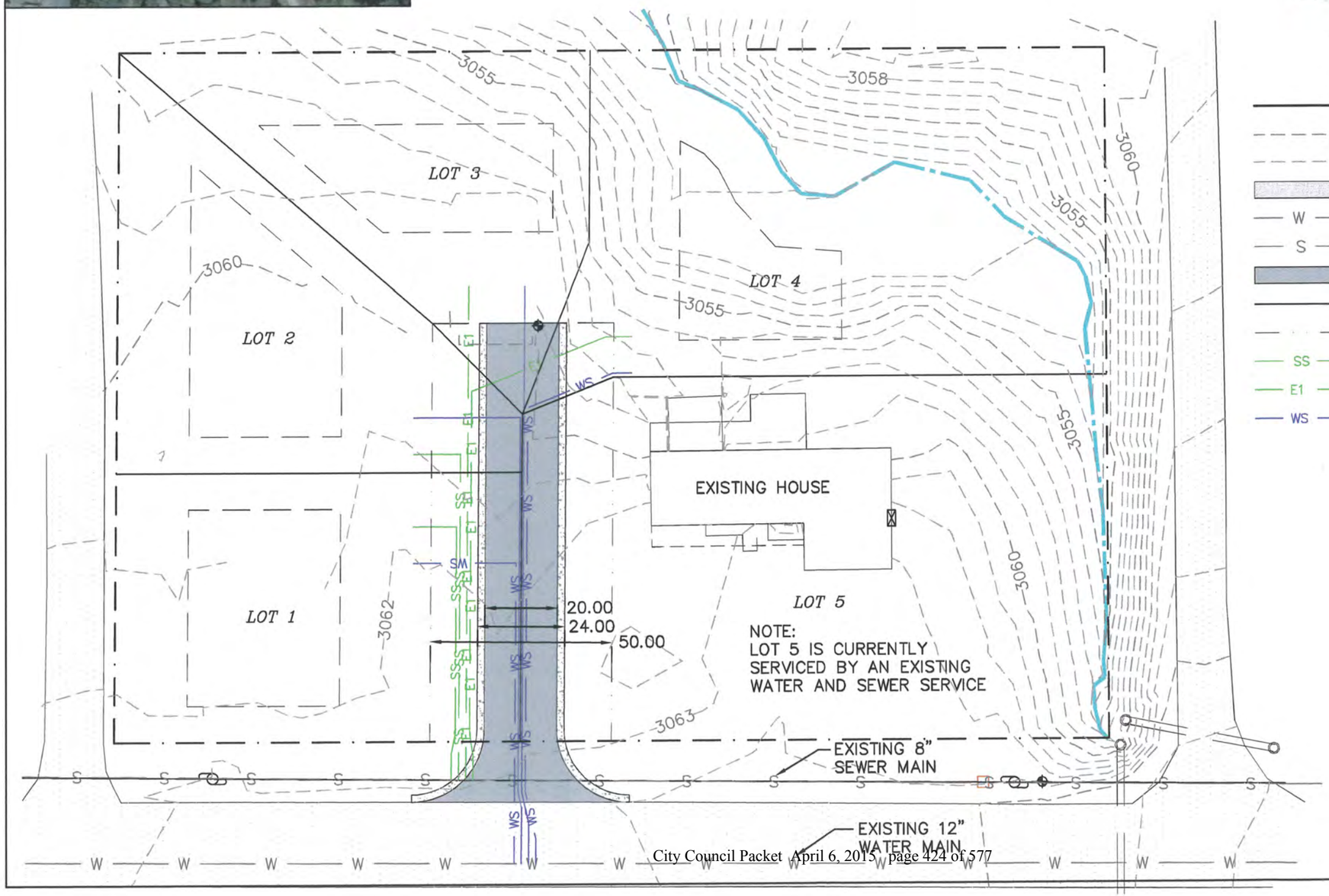
STATE OF MONTANA
COUNTY OF FLATHEAD
Filed on the 3rd day of October 1975
at 1:54 o'clock P.M.
Ethel B. Smith
County Clerk and Recorder
By Donna Oldham
Deputy

Deed Book _____ Page _____
Instrument Rec. No. 9194
CERTIFICATE OF SURVEY No. 2206

¼	SEC.	T-N	R-W
X			

WHITEFISH CREEK
PRELIMINARY ROAD & UTILITY PLAN

LEGAL DESCRIPTION
SW 1/4, SW 1/4, SEC 36, TOWNSHIP 31N, RANGE 22W



GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.

LEGEND

- PROPERTY BOUNDARY
- EX-MAJOR CONTOUR
- EX-MINOR CONTOUR
- EX-PAVEMENT
- W — EX-WATERLINE
- S — EX-SEWER LINE
- P-PAVEMENT
- P-LOT LINE
- P-EASEMENT
- SS — P-GRAVITY SEW. SERVICE
- E1 — P-E1 FORCE MAIN
- WS — P-WATER SERVICE

48 NORTH p.c.
Civil Engineering Services
151 BUSINESS CENTER LOOP, SUITE A
KALISPELL, MT 59901 406/756.4848

SEAL

SUBCONSULTANT

WHITEFISH CREEK
PRE-ROAD & UTILITY PLAN
WHITEFISH, MONTANA

DRAWING SET DATE
ISSUES\REVISIONS 1 = ISSUE △ = REVISION

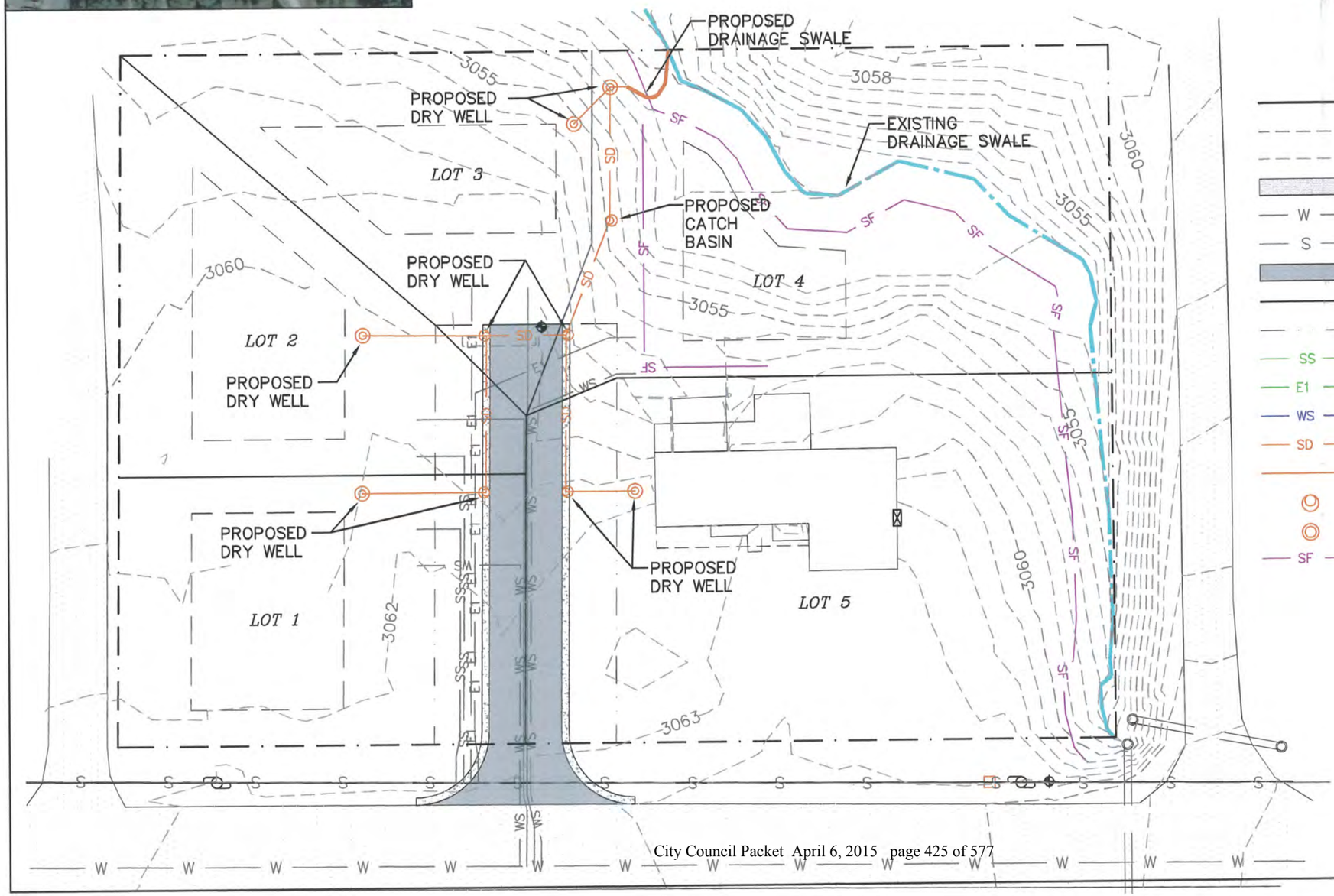
No.	Date	Purpose	By	Check

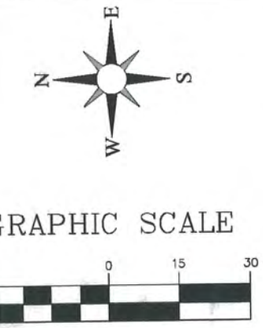
PROJECT NUMBER
SHEET TITLE
FILE No.
BOOK PAGE
DRAWN BY:

SHEET No. 1 OF 2

WHITEFISH CREEK
PRELIMINARY STORMWATER PLAN

LEGAL DESCRIPTION
SW 1/4, SW 1/4, SEC 36, TOWNSHIP 31N, RANGE 22W





LEGEND

- PROPERTY BOUNDARY
- EX-MAJOR CONTOUR
- EX-MINOR CONTOUR
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- P-LOT LINE
- P-EASEMENT
- SS — P-GRAVITY SEW. SERVICE
- E1 — P-E1 FORCE MAIN
- WS — P-WATER SERVICE
- SD — P-STORM MAIN
- P-STORM SERVICE
- P-STORM CATCH BASIN
- P-STORM DRYWELL
- SF — P-SILTFENCE

48 NORTH p.c.
Civil Engineering Services
151 BUSINESS CENTER LOOP, SUITE A
KALISPELL, MT 59901 406/756.4848

SEAL

SUBCONSULTANT

WHITEFISH CREEK
PRE-STORMWATER PLAN
WHITEFISH, MONTANA

DRAWING SET DATE
ISSUES\REVISIONS 1 = ISSUE △ = REVISION

No.	Date	Purpose	By	Check

PROJECT NUMBER
SHEET TITLE
FILE No.
BOOK PAGE
DRAWN BY:

SHEET No. 2 OF 2

By: SANDS SURVEYING, Inc.
2 Village Loop
Kalispell, MT 59901
(406) 755-6481

JOB NO: 423101
DATE: October 23, 2014
COMPLETED DATE: / /
FOR: JOHN LYSTINE
OWNERS: FOUR FORTY SEVEN, LLC.

Preliminary Plat Of
WHITEFISH CREEK
Located In:
SW1/4NW1/4 SEC. 36, T.31N., R.22W., P.M.,M., FLATHEAD COUNTY, MONTANA

SCALE : 1" = 20'
20' 10' 0 20' 40'

Sec. 36

N

LEGEND:
- 1/4 Corner (as noted)
- Found 5/8" Rebar
- Found 5/8" Rebar & Cap (25163)
- Found 5/8" Rebar & Cap (20055)

Hatched Area indicates Proposed Pavement

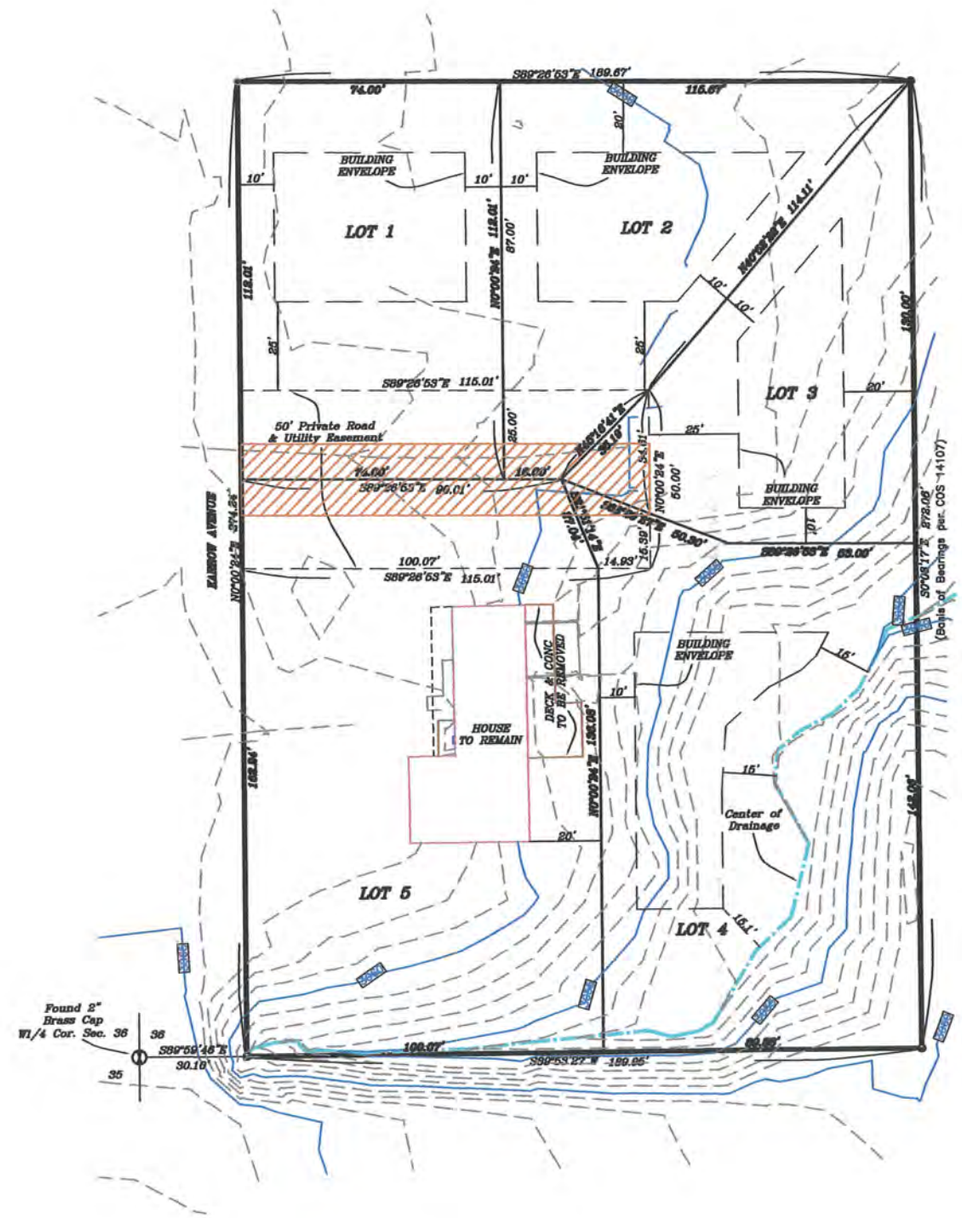
Acreage Table:

Lots:	Gross Size: (Acres)	Gross Size: (Sq.Ft.)	Net Size: (Sq.Ft.)
Lot 1	0.160	6968	6458
Lot 2	0.169	7326	6815
Lot 3	0.160	6968	6376
Lot 4	0.302	13170	12781
Lot 5	0.369	16063	15576
Road:			6750
Total:	1.190	51846	51846

DESCRIPTION:

A TRACT OF LAND, SITUATED, LYING AND BEING IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER 36, TOWNSHIP 31 NORTH, RANGE 22 WEST, P.M.M., FLATHEAD COUNTY, MONTANA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS TO WIT:

Commencing at the West 1/4 corner of the SW1/4 NW1/4 of Section 36, Township 31 North, Range 22 West, P.M.M., Flathead County, Montana, which is a found brass cap; Thence S89°59'46"E 30.10 feet to a found iron pin on the easterly R/W of Karrow Avenue, a 60 foot county road and **THE TRUE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED:** Thence along said R/W N00°00'24"E 274.24 feet to a found iron pin; Thence leaving said R/W S89°26'53"E 189.67 feet to a found iron pin; Thence S00°03'17"E 272.06 feet to a found iron pin; Thence S89°53'27"W 189.95 feet the point of beginning and containing 1.190 ACRES; Subject to and together with all appurtenant easements of record.



PLANNING & BUILDING DEPARTMENT
510 Railway Street, PO Box 158, Whitefish, MT 59937
(406) 863-2410 Fax (406) 863-2409

March 26, 2015

Mayor and City Council
City of Whitefish
PO Box 158
Whitefish MT 59937

RE: Iron Horse Entrance Modification; (WPP 97-01A)

Honorable Mayor and Council:

Summary of Requested Action: The Iron Horse Homeowners' Association is proposing to construct remove the existing guard house and replace it with a single story welcome center in a landscape median in the center of Iron Horse Drive. This work will also include consolidating two roads on the south side of Iron Horse Drive into one road uphill and to the east of the welcome center, provide three parallel parking spaces along the south side of Iron Horse Drive and complete some utility work associated with the welcome center. The location of the project is the Iron Horse Drive right-of-way, a private road open to the public.

Planning & Building Department Recommendation: Staff recommended to not approve the reconfigured entrance and identified Findings of Fact to support the denial.

Public Hearing (City Council 2/10/15): The President of the HOA and his consultant spoke at the Council's public hearing on February 16, 2015 in support of the request and eleven members of the public also spoke; nine members in support, one not in support and one with questions. The minutes from the Council meeting are attached as part of this packet.

City Council Action (2/10/15): The City Council met on February 10, 2015 to conduct the public hearing. Following the hearing, the Council tabled the request until April 7, 2015 (4-2, Frandsen, Hildner voting in opposition). In making this request, the Council asked the applicant to address a number of items including: intent of the project, is it really just a safety issue, will the proposal accomplish their goals, staffing of the information center, and bicyclists riding shoulder to shoulder.

The Iron Horse Homeowners' Association has requested the Council continue this item until the May 4, 2015 City Council meeting. The reason for this delay is to address the Council concerns and ensure the applicant and his consultants are available for the

meeting. A copy of the requested continuance is attached. Staff supports this continuance.

Proposed Motion:

- I move to continue WPP97-01A, a request to make changes to the Iron Horse entrance, until the May 4, 2015 City Council meeting.

This item has been placed on the agenda for your regularly scheduled meeting on April 7, 2015. Should Council have questions or need further information on this matter, please contact the Planning Board or the Planning & Building Department.

Respectfully,

Wendy Compton-Ring, AICP
Senior Planner

Att: Letter, Iron Horse HOA, 3-26-15
Minutes, City Council, 2-10-15
Letter to Council, Planning Department, 2-10-15
Minutes, Planning Board, 1-15-15

Exhibits from 1-15-15 Staff Packet

1. Staff Report – WPP 97-01A, 1-8-15
2. Neighborhood Plan, Transportation Chapter, 9-16-1996
3. Conditions of Approval, 7-21-1997
4. Plat Maps, Phase 2-4 & 6
5. City Council Minutes, 6-5-00
6. Letter, Former City Manager Gary Marks, 10-5-04
7. Letter, Former City Attorney John Phelps, 8-29-07
8. Adjacent Landowner Notice, 12-18-14
9. Advisory Agency Notice, 12-23-14
10. Email, Warning, 12-23-14
11. Letter, Aronson, 12-29-14
12. Email, Hannon, 12-30-14
13. Email, Parker, 1-2-15
14. Email, Hoadley, 1-3-15
15. Email, Horn, 1-3-15
16. Email, Mayo, 1-4-15
17. Email, Shennan, 1-4-15
18. Email, Kelton, 1-5-15
19. Email, Burke, 1-5-15
20. Email, Wessels, 1-5-15
21. Email, Miller, 1-5-15
22. Email, Fuller, 1-5-15

23. Email, Moshier, 1-5-15
24. Email, Baur, 1-5-15
25. Email, Grant, 1-5-15
26. Email, Hetzer, 1-5-15
27. Email, Voyles, 1-5-15
28. Email, Yerger, 1-5-15
29. Email, Rhemann, 1-5-15
30. Email, Warrick, 1-5-15
31. Email, Bayer, 1-5-15
32. Email, Neuman, 1-7-15

The following were submitted by the applicant:

33. Letter and Drawings, Iron Horse Homeowners' Association, 12-31-14

Additional Public Comment Received After Planning Board Packets Were Mailed:

34. Email, Witt, 1-9-15

c: w/att Necile Lorang, City Clerk

c: w/o att Michele Irelan, Iron Horse HOA 2150 Iron Horse Dr Whitefish, MT 59937
Andrew Moshier, President, Iron Horse HOA 2150 Iron Horse Dr Whitefish, MT 59937

26 March, 2015

Honorable Mayor and City Council of Whitefish, Montana

We have been working diligently to address your concerns with our recent proposal to modify the entryway into the Iron Horse subdivision. We have hired additional professionals to assist us with this process. However, due to the time necessary to do this process justice, and the schedules of key people involved, we are unable to complete this task by the 6 April City Council meeting.

We therefore respectively request that the Council postpone our presentation until the 4 May, 2015 City Council meeting.

Respectively,

Andrew Moshier, President, Iron Horse Homeowners Association

Councilor Sweeney made a motion, second by Councilor Anderson, to approve the consent agenda as presented. The motion passed unanimously.

6) **PUBLIC HEARINGS** (Items will be considered for action after public hearings) (Resolution No. 07-33 establishes a 30 minute time limit for applicant's land use presentations. Ordinances require 4 votes for passage – Section 1-6-2 (E)(3) WCC))

a) **Consideration of a request from the Iron Horse Homeowners Association for a modification to their subdivision to permit a reconfiguration of their guardhouse on the side of Iron Horse Drive to a welcome center in a median in the center of the road (WPP 97-01A) (p. 83)** (CD 48:16)

Senior Planner Compton-Ring gave the staff report for the application from the Iron Horse Homeowners Association's proposal to remove the existing guard house and replace it with a single story welcome center in a landscape median in the center of Iron Horse Drive. The entrance to the subdivision is not gated, it will remain open to the public. They proposed it as a traffic calming measure in an area that is congested with auto traffic, pedestrians, bicyclists and golf carts; and will be a more attractive entrance to their subdivision. This is coming to the Council because it is called for in the subdivision regulations when there is a significant and material change proposed. Staff's review of the request and history of the Iron Horse project is in the staff report along with the staff's recommendation to deny the request. Among other findings, Finding 4 states "Concern over the years has been raised by the public and Council over the guard house and its use to deter public access to the roads". Staff is concerned that by placing a staffed building in the center of the road it could be construed as limiting access or be used for that purpose and may cause more congestion if it appears to drivers that traffic should stop. Finding 6 states "A staffed structure in the center of the road gives the appearance that the roads are not open to the public and is a deterrent to public use.....in conflict with the neighborhood plan and the preliminary plat approval condition #20." Staff is supportive of safety measures to calm speeding traffic. The Planning Board held a Public Hearing on January 15, 2015; and following the public hearing the Board passed a motion to not approve the entrance modifications, adopting the staff's report and findings.

Mayor Muhlfeld opened the Public Hearing.

Ken Wessels, 300 Sugarbowl Circle, said he was a full time resident in that subdivision. He said this is being proposed for safety reasons. This is a busy intersection, and busier with construction traffic now that since 2009 about 10 to 12 new homes have been constructed each year. The reconfiguration will improve the sight lines. He said he was aware of earlier conflicts that the developer caused with public access to their private roads, but said he thinks those conflicts haven't existed since the development is overseen by the Homeowners Association. They do not stop public traffic on their private roads, and if required they will sign the area welcoming the public; they do not want a gated community he said. He said their plans are safety oriented.

Applicant Andy Moshier, President of the Homeowners Association (HOA), said the change is proposed to manage a traffic situation safely. There are 314 lots in the subdivision and it is 50% built out; all those are accessed by this one entrance. As has been mentioned before, this intersection is a congruence of vehicular traffic, pedestrians, bicyclists, and golf carts, and golf course construction equipment; and it is worse in the summertime. It is not their intent to intimidate or restrict non-resident traffic. They hired professional planners and engineers who have come up with this plan to mitigate the

circumstances. He said they buy in to the 100% non-gated subdivision, 100% public access, and 100% with the Planning Staff's recommendation for signage. He said having the building in the middle of the road is part of the traffic calming process; and they don't want traffic to stop, they want it to move on up or down the hill in a calm and safe manner. He said specifically, the building should be a traffic calming for the downhill traffic; uphill traffic usually flows at a calm speed, downhill traffic travels sometimes at increased speeds. A person in that building can see the downhill traffic coming and if they are speeding, the live person can lean their head out or stand out, catch the eye of the driver – and give them a "slow-down" wave. He noted to the Council that their private roads are completely open to the public, the only restrictions are that there is no parking on any of the roads; and the public is restricted from private property. He said public means you can drive, walk, bike, anywhere anytime, on the road, on the path, and they are 100% behind it. He said he had a supplemental letter he sent after the Planning Board public hearing (packet page 141), wherein he discussed the difference in how the HOA's management practices differ from those of the original developer; and the HOA is in complete support of the spirit of the Iron Horse conditions of (their) approval with the City of Whitefish; a gate-free and obstacle-free subdivision. The HOA strives to be a good and respectful neighbor and provide safe roads for all.

Linda Engh-Grady, 785 Northwoods Drive, spoke in support of the building in the center of the road. She said as a community member she is on those roads often, for public and Iron Horse-related events and she has always felt very welcome on the roads. She also bikes up there and has always felt welcome; and she said it is fun to bike up there because the roads are so well maintained. She said the residents of Iron Horse are getting involved in community events, are good stewards of the community, and are good neighbors. She feels it is their intention to make the road safer, it is a congested area, and not that they are trying to close their community.

Carol Atkinson, 404 Dakota Avenue, spoke in support of the HOA's proposal, and agreed they are trying to address a congested area. She said she has been part of the Iron Horse community for fifteen years, and sees them, as Linda just said, good stewards of the community; and she doesn't believe that moving the shack to the middle of the road will change any of that.

Rebecca Norton, 530 Scott Avenue. She was on the Planning Board at the time of the public hearing on this application and decided to follow us with more research so she walked up in Iron Horse last weekend, and stopped at the guard (or security) shack and talked to the person inside who was wearing guard clothing. She said he was very nice and answered her questions. They video and make notes on all incoming traffic and follow traffic that is suspicious and stop them to inquire what they are doing. She agreed the roads are well maintained, they are beautiful. She understood the guard to tell her the public needed to stay on the main roads painted with the yellow centerline but later found out from Michele Irelan, from the Iron Horse staff, that the yellow line is a no-passing line. She spoke against moving the shack to the center of the road and then to be possibly followed as well; she thinks it intimidates public traffic. She suggested the City take over those private roads and provide parking for those who want to access trails into the Haskill Creek Area. She handed a printout of an article to the Council entitled "Know Your Rights: Street Harassment and the Law" (appended to the packet).

Turner Askew, 3 Ridgecrest Court, said he is a next door neighbor to Iron Horse. He said he is on the Homeowners Association for Suncrest and they work closely with the Iron Horse HOA, they have been great to work with. He spoke in support of the HOA's proposal. He said he attended the Planning Board's public hearing on this issue and many comments made during that hearing were just not true. To clarify – the No Parking and Do No Enter signs that are posted are at the boundary line

between Iron Horse and Stoltze Lands. The current HOA is comprised of local people now who are trying to do what is best for their community and the city; they need to solve a speeding problem.

Tom Cowan, 153 Ridgeview Drive in Kalispell, and is the Civil Engineer and Consultant for Iron Horse on this project. He agrees with others who have previously spoken in support of this project, it is a safety issue. He said he has been involved with this development from its beginning, it was first called Kinnikinnik, and he said that intersection should have been better designed from the beginning but the current impact was unknown at that time. They have considered the options, they need to control speeds down to 20-25 mph. The placement of the proposed median and shack best fits the topography, road line and sight distances and traffic controls.

Ken Stein, 44 Fairway View, spoke in support of the project. He travels that road often and has never been stopped by anyone. He asked the Council to approve it.

Nan Askew, 3 Ridgecrest Court, spoke in favor of the HOA's proposal. She said walking on the paths in Iron Horse is a privilege not to be taken for granted, and those who walk them can appreciate spectacular views. There is parking at the base of the trails on Wisconsin Avenue. The information center is staffed with greeters, one of them is Laura who greets walkers and their dogs by name, and warns them if there is bear in the area. The HOA's proposal is to address their safety concerns, which she thanks them for. She said she goes up there all the time and has never been followed.

Laurie DeShazer, said she lives in Columbia Falls and has been the guard at Iron Horse for 15 years. She said they greet visitors and moving the guard house will make it safer for everyone.

Paul McCann, 340 Somers Avenue, asked for clarification about whether there was any parking on the roads. Andy Moshier said no one, not even the residents, can park on the roads.

Scott Elden, Montana Creative, spoke in support of the proposal, and said the phrase "closing to public access" does not appear to be the intent here. If it is a concern of the Council's that the appearance of a building might be intimidating or give the public the perception that they are closing to public access – leave it up to Architectural Review to make sure that doesn't happen.

Jeff Bayer, 157 S. Shooting Star Circle, and on the Board of Directors of the HOA. The Board's direction to Laurie on a regular basis is - do not hassle people, do not follow them, the information shack is just that – it is there to give out information. Currently there are 15 houses under construction within the development and that means hundreds of contractors, and building supplies, and along with residents and visitors – there is a speed problem and this proposal is their solution to maintain safety. The building on the side and the standards placed in the middle have helped a little but not enough. He asked for Council's support on this proposal.

Mayor Muhlfeld closed the Public Hearing and turned the matter over to the Council for their consideration.

The Council and the Mayor had several questions for Tom Cowan and Andy Moshier regarding options, travel lanes, passing lanes, parking, architectural design, rerouting golf carts, traffic calming devices, staffing of the information center, intent of the project – is it really just a safety issue, traffic management? Will the proposal accomplish their goals? What about bicyclists riding downhill at high speeds riding shoulder to shoulder?

Councilor Hildner made a motion to not approve the changes to the Iron Horse entrance and adopt the Findings of Fact in staff report WPP 97-01A, as recommended by the Whitefish Planning Board. The motion died for a lack of a second.

Councilor Anderson made a motion, second by Councilor Barberis, to postpone and table to the first meeting in April, 2015. The motion passed on a vote of 4 to 2; Councilors Frandsen and Hildner voting in opposition.

Mayor Muhlfeld called for a recess from 9:05 p.m. to 9:20 p.m.

b) **Resolution No. 15-04; A Resolution submitting to the qualified electors of the City of Whitefish, Montana, the question of whether, To protect and preserve water quality and quantity, including the source drinking water supply for the municipal water system of the City of Whitefish, through the acquisition of a conservation easement or other interests in and around Haskill Basin, shall the existing Resort Tax rate be amended from 2% to 3% effective July 1, 2015 and ending on January 31, 2025, with Resort Tax revenues resulting from the 1% rate increase to be used as follows: (i) 25% for property tax relief that is in addition to the existing property tax relief; (ii) 70% to secure and be pledged to the repayment of a loan or a bond to finance a portion of the costs of, or to otherwise pay for, the acquisition of the conservation easement or other interests, except that if such portion of Resort Tax revenues received in a fiscal year is more than is needed in that fiscal year for such loan or bond, the excess will be applied to additional property tax relief in the next fiscal year; and (iii) 5% for merchants' costs of administration. (p. 144)** (CD 1:48:56)

Mayor Muhlfeld read the proposed resolution. City Manager Stearns gave an overview of his staff report that included background and history of this project. City officials have had discussions back to at least 2009, and likely before then, with the F.H. Stoltze Land and Lumber Company (FHSLLC) regarding ways to preserve their timberlands in the Haskill Basin watershed for our water supply and for their timber management purposes. The outcome was a proposed conservation easement from FHSLLC; but the cost for the city to purchase an easement on as much as 3,024 acres of land was large, seemingly unattainable. The Trust for Public Land (TPL) became interested in this project in 2013 as they had recent success in efforts at protecting timberlands in the Swan/Blackfoot area and in Lincoln County. The proposed resolution is a culmination of the process of TPL negotiating with FHSLLC for the public purchase of a conservation easement; followed by TPL administering a feasibility study for amassing funds to complete the transaction. TPL negotiated an option for the purchase of a Conservation Easement for a net estimated cost of $17,000,000.00 for 3,024 acres. Through cooperative efforts TPL and the Montana Department of Fish, Wildlife, and Parks, $9 million in grants have been secured; leaving an estimated $8 million of the total $17 million cost remaining to be funded in the local area of Whitefish. TPL presented their findings for local funding options at the September 15, 2014 City Council Meeting. A copy of their report is included in tonight's Council Packet. The option expires December 31, 2015. There have been several workshops and public meetings on this subject. The Council and TPL again met in a work session on February 2nd, regarding funding options, and at the end of the February 2, 2015 regular City Council meeting the Council directed staff to bring forward a resolution calling for a special election on April 28th to ask the voters to increase the Resort Tax by one percentage point to help with the funding of this Conservation Easement to preserve water quality and water supply in the Haskill Basin watershed, for their consideration. Other

PLANNING & BUILDING DEPARTMENT
510 Railway Street, PO Box 158, Whitefish, MT 59937
(406) 863-2410 Fax (406) 863-2409

February 10, 2015

Mayor and City Council
City of Whitefish
PO Box 158
Whitefish MT 59937

RE: Iron Horse Entrance Modification; (WPP 97-01A)

Honorable Mayor and Council:

Summary of Requested Action: The Iron Horse Homeowners' Association is proposing to construct remove the existing guard house and replace it with a single story welcome center in a landscape median in the center of Iron Horse Drive. This work will also include consolidating two roads on the south side of Iron Horse Drive into one road uphill and to the east of the welcome center, provide three parallel parking spaces along the south side of Iron Horse Drive and complete some utility work associated with the welcome center. The location of the project is the Iron Horse Drive right-of-way, a private road open to the public.

Planning & Building Department Recommendation: Staff recommended to not approve the reconfigured entrance and identified Findings of Fact to support the denial.

Public Hearing: The President of the HOA spoke at the public hearing on January 15, 2015 in support of the request and three members of the public also spoke in support of the request. One member of the public spoke not in support of the request and felt it may be construed as not welcoming the public, which was an important aspect of the project. The draft minutes for this item are attached as part of this packet.

Planning Board Action: The Whitefish Planning Board met on January 15, 2015 to conduct the public hearing. Following the hearing, the Planning Board recommend to not approve the entrance modifications as recommended in the staff report and adopted the staff report as findings of fact (4-3, Stein, Laidlaw, Ellis voting in opposition).

Proposed Motion:

- I move to not approve the changes to the Iron Horse entrance and adopt the Findings of Fact in staff report WPP 97-01A, as recommended by the Whitefish Planning Board.

This item has been placed on the agenda for your regularly scheduled meeting on February 17, 2015. Should Council have questions or need further information on this matter, please contact the Planning Board or the Planning & Building Department.

Respectfully,

Wendy Compton-Ring, AICP
Senior Planner

Att: Draft Minutes, Planning Board, 1-15-15

Exhibits from 1-15-15 Staff Packet

1. Staff Report – WPP 97-01A, 1-8-15
2. Neighborhood Plan, Transportation Chapter, 9-16-1996
3. Conditions of Approval, 7-21-1997
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6. Letter, Former City Manager Gary Marks, 10-5-04
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8. Adjacent Landowner Notice, 12-18-14
9. Advisory Agency Notice, 12-23-14
10. Email, Warning, 12-23-14
11. Letter, Aronson, 12-29-14
12. Email, Hannon, 12-30-14
13. Email, Parker, 1-2-15
14. Email, Hoadley, 1-3-15
15. Email, Horn, 1-3-15
16. Email, Mayo, 1-4-15
17. Email, Shennan, 1-4-15
18. Email, Kelton, 1-5-15
19. Email, Burke, 1-5-15
20. Email, Wessels, 1-5-15
21. Email, Miller, 1-5-15
22. Email, Fuller, 1-5-15
23. Email, Moshier, 1-5-15
24. Email, Baur, 1-5-15
25. Email, Grant, 1-5-15
26. Email, Hetzer, 1-5-15
27. Email, Voyles, 1-5-15
28. Email, Yerger, 1-5-15
29. Email, Rhemann, 1-5-15
30. Email, Warrick, 1-5-15
31. Email, Bayer, 1-5-15
32. Email, Neuman, 1-7-15

The following were submitted by the applicant:
33. Letter and Drawings, Iron Horse Homeowners' Association, 12-31-14

Additional Public Comment Received After Planning Board Packets Were Mailed:
34. Email, Witt, 1-9-15

c: w/att Necile Lorang, City Clerk

c: w/o att Michele Irelan, Iron Horse HOA 2150 Iron Horse Dr Whitefish, MT 59937
Andrew Moshier, President, Iron Horse HOA 2150 Iron Horse Dr Whitefish, MT 59937

Jim called for the question. In favor of the motion to deny the project (2-5) (Richard, Ken S., Melissa, Jim and Ken M voting in opposition).

BOARD DISCUSSION

Ken S. made a motion to approve WCUP 14-11 along with Findings of Fact and the 20 Conditions as presented. Melissa seconded. Ken S. made an amendment to Condition No. 11 that City staff and the applicant work together to review the landscaping to retain the proposed 15 spaces on the west side of the parking lot and include 5' landscaping areas within the parking lot. John E. seconded. Ken S. reminded the Board that they are an advisory board and thinks it's appropriate to pass baton to other groups who have more expertise. Unanimous vote in favor of amendment.

Richard said when this goes to the ARC, some of the historic elements will receive a great deal of scrutiny and the franchising issue, and exactly what will be located inside and who it will be controlled or operated by, will be major concerns that will be well addressed by the Council. Melissa suggested adding a Condition about residential permits, but Wendy said only group who can restrict parking is Council, but that could be added to her staff report, and Ken M. would also like the Council to look at the rooftop patio issue as he has heard people complain about the noise from Casey's.

VOTE

Ken M. called for question on motion. The motion passed with five voting in favor (Richard, Ken S. Melissa, Jim and Ken M.), and two opposed (Rebecca and John). The matter is scheduled to go before the Council on February 2, 2015.

PUBLIC HEARING 1: IRON HORSE HOMEOWNERS' ASSOCIATION REQUEST TO RECONFIGURE THE ENTRYWAY

A request by the Iron Horse Homeowners' Association to reconfigure the entryway by installing a center landscape median that will include a single story welcome center. The project will be located on Iron Horse Drive in the vicinity of the existing guard house which will be removed.

STAFF REPORT WPP-97-01A (Compton-Ring)

Senior Planner Compton-Ring reviewed her staff report and findings. They are asking to reconfigure the entryway, not gate it, so it does meet the requirements of the Engineering Standards and Subdivision regulations that prohibit gating. The Neighborhood Plan, approved in 1996, and the PUD of Phase II, say the roads will be privately owned and maintained but will be open to the public with the same rights of usage as owners and residents.

Staff recommended the Planning Board recommend to the Council to **not approve** the request to develop a welcome center in the center of Iron Horse Drive. If the Planning Board or Council disagrees, Findings of Fact No. 6 will need to be changed within staff report WPP-97-01A.

BOARD QUESTIONS OF STAFF

Richard asked whether the proposed spot for the welcome center is level and Wendy said yes, it is the flattest spot.

Melissa asked how many letters Wendy said she sent out and Wendy said all residents and within 300' of the subdivision, so about 450 notices.

Jim asked if it will it be staffed and Wendy said that would be a good question for HOA/applicant. Melissa asked about year-round occupancy versus vacation homes and Wendy again said good question for the HOA/applicant.

APPLICANT / AGENCIES

Andrew Moshier, 132 Woodlandstar Circle, President of Iron Horse HOA said the Iron Horse Golf Club was turned over to the residents in 2008 and the HOA wasn't turned over until 2011. At that time the HOA talked to the security staff and told them the roads were open for public access, and to be nice and friendly to everyone. They don't want a gate and they don't feel they could even handle a gate. Iron Horse has 314 homes and all the residents go in and out of one road. They want to reconfigure this area to minimize the traffic problems and maximize the safety issue. There are 15 homes under construction, and there is a lot of traffic with golf equipment crossing, cyclers, hikers, walkers with dogs, etc. They are trying to slow people down and improve line of sight. They want to have signage at the entrance that's welcoming, but reminds people to drive slowly.

John asked if the golf cart path would still go across the road and Andrew said yes, but would be moved further uphill for a better line of sight. Rebecca said she thought Iron Horse was the only subdivision that has a guard and asked why. Andrew said it started during construction and the "guard" spends about half their time in the guard station and half the time driving around, or helping with questions or emergencies. Residents rely on that person for many different situations.

Richard asked about the proposed location of the golf cart crossing and Andrew showed the difference between the current and proposed. Richard asked if the welcome center would have non-reflective glass, and Andrew said it wouldn't be mirrored. Richard liked the island to address getting traffic to slow down,

but thought the golf cart crossing should go through island, and Andrews said that was considered, but they felt it was better where proposed for better line of site.

Melissa asked percentage of folks who live there fulltime and Michele Irelan from Iron Horse said there are 23 full-time residents. Melissa asked about the security person maybe having an office somewhere else instead of a welcome center. Andrew answered the area is flat and there are utilities there.

PUBLIC COMMENT

Nan Askew, 3 Ridgecrest Court, Suncrest Subdivision, said Iron Horse is the best neighbors you could ever have, and she feels the Board should help them out.

Turner Askew, 3 Ridgecrest Court, thought the welcome center would be fine in the middle of the road, and feels Iron Horse is a wonderful neighbor.

Judah Gersh, 166 South Shooting Star Circle, felt this should be viewed as an information booth, rather than a security station. The security staff act more like a neighborhood assistant, even jump starting cars. He estimated there are probably ten houses under construction at any time so an information/direction giving person is needed for contractors and subcontractors. No "For Sale" signs are allowed in Iron Horse so information person helps with issues like that, and GPS doesn't work well in Iron Horse. He feels staff is being overly sensitive.

Rhonda Fitzgerald, 412 Lupfer Avenue, spoke and said she was involved at the time, and that the development was very controversial in the community and a lot of negotiation was required. She feels guard shack could have gone away following the initial, major construction, should have gone away and that it is perceived as meant to deter public use. She thinks the road should be rebuilt but doesn't feel a building needs to be included as a welcome center.

Ken M. said he went up there last summer to hike and tried to access Haskill, and found signs that say your vehicle will be towed away if you park there. The group he was with felt the signs were made to make people feel unwelcome, and they also felt that way when they talked to the security staff.

MOTION

Rebecca made a motion to adopt staff report WPP-97-01A which would deny Iron Horse their request to develop a welcome center in the center of Iron Horse Drive; Melissa seconded.

BOARD DISCUSSION

Rebecca understands that people who live up there have beautiful houses and want a lot of privacy, and feels this is a great place to walk. She felt if the true intention of the applicants is to do traffic management, they could have a reception area or front office, but not a guard house/welcome center. Melissa felt this is a really big change versus some of the issues the board has addressed. Ken S. said not very many subdivisions would be able to staff an information center or welcome center, and was against the motion as presented. He asked if the HOA can they come back with another plan, and Wendy said yes.

VOTE

The motion passed by a vote of four (Richard, Melissa, Rebecca, Ken M.) to three (Ken S., Jim and John). The matter is scheduled to go before the Council on February 17, 2015.

PUBLIC HEARING 2 (on agenda but moved to 3 at meeting): REVIEW OF DOWNTOWN MASTER PLAN

A request by the City of Whitefish for review of the updated Downtown Master Plan. The Downtown Plan is a portion of the Whitefish City-County Growth Policy.

Jim wanted to know why the Board is reviewing this Plan as he went to the meeting last night and doesn't feel this Plan is finished, but rather still a work in progress. Wendy said the Planning Board passed the Downtown Master Plan in the fall of 2013, but because there are a lot of new Board members, this was really a courtesy review before the Plan goes to the Council on February 17th. John suggested the audience be polled to see how many are here for the Downtown Master Plan and how many for the Highway 93 Corridor Plan. No one was here for the Downtown Master Plan, so Richard made a motion that we consider the 93 West Corridor Plan ahead of the Downtown Master Plan on the agenda. John seconded, and the vote was unanimous.

PUBLIC HEARING 3 (on agenda but moved to 2 at meeting): REVIEW OF THE HIGHWAY 93 WEST CORRIDOR PLAN

A request by the City of Whitefish to review the Highway 93 West Corridor Plan as a new neighborhood plan for the Whitefish City-County Growth Policy.

STAFF REPORT WGPA 15-02 (Taylor)

Staff recommended adoption of the findings of fact within staff report WGPA 15-02 and for **approval** to the Whitefish City Council.

APPLICANT / AGENCIES

Bruce Lutz, Sitescape Associates, introduced Nick Kaufman, land use planner with WGM Group and Kate Dinsmore, who helped with landscape and mapping portion. There was also a Steering Committee chaired by Doug Reed, which included three of the

PLANNING & BUILDING DEPARTMENT
510 Railway Street, PO Box 158 Whitefish, MT 59937
(406) 863-2410 Fax (406) 863-2409

Date: January 8, 2014

To: Honorable Mayor and Council

C: Whitefish Planning Board; Iron Horse HOA

From: Wendy Compton-Ring, AICP, Senior Planner

Subject: Iron Horse Entrance Changes; WPP 97-01A

Request:
The Iron Horse Homeowners' Association (HOA) would like to remove their guardhouse, located along the south side of Iron Horse Drive, and replace it with a welcome center in a center of the road landscaped median in Iron Horse Drive near the current guardhouse. As part of this project, the HOA will consolidate two roads on the south side of Iron Horse Drive into one road uphill and east of the welcome center, provide three parallel parking spaces along the south side of Iron Horse Drive and complete some utility work associated with the new structure.

The landscaped median will be approximately 19-feet wide and approximately 80-feet long. The median will have 20-foot paved clearance on each side of the structure for emergency services access. The structure itself will be a 400 square foot single story building with a design that compliments the structures within the neighborhood.

According to the letter from the HOA, the purpose of the request is to:

1) Provide traffic calming in an area with a number of activities occurring including vehicles, pedestrians, bicyclists and golf carts; and

2) Complete the entrance into the neighborhood in an aesthetically pleasing manner.

Applicable Whitefish Regulations:
§12-3-13B of the Whitefish Subdivision regulations identify when a subdivision needs to be re-reviewed through the public hearing process. Subsection (3) identifies 'significant and material changes' as one of the thresholds. The subdivision administrator determined the proposed change to the entrance of Iron Horse is a 'significant and material change' warranting public review through the public hearing process.

The HOA is not currently proposing to gate the subdivision, but will continue to maintain the roads as open to the public; therefore, this request is in compliance with the no gating standards found in the subdivision regulations (§12-4-14E) and the engineering standards (§1.3 and 1.5, adopted by Resolution 14-46).

Background – planning and permitting:
There was considerable planning and public review of the Iron Horse neighborhood – mostly in the late-1990s. The project was a complicated series of neighborhood plans (and amendments), rezones, annexations, planned unit development permits and preliminary plats. After review of the boxes of files, the following is a summary of the applicable approvals related to the roads and access:

Iron Horse Neighborhood Plan.
Iron Horse Neighborhood Plan (file #91-1B) was approved by the Whitefish City Council by Resolution 96-34 on September 16, 1996[1]. The Transportation Chapter (§IV.B.5.) states that the roads will be privately owned and maintained but 'open to public use.'

Iron Horse Preliminary Plat/Planned Unit Development – Phase II.
This preliminary plat/planned unit development approval (WPP 97-01) included all the residential components of the Iron Horse neighborhood, with the exception of the condominium/cabins in the golf course area which has its own approval. Phase II was approved by the Whitefish City Council on July 21, 1997 subject to a number of conditions of approval, including the following pertinent condition:

Condition #20 states: "All streets in the project will be built by the developer to City of Whitefish standards with a 60-foot right-of-way, and will be private, and will be open to public use. Public use means that the general public will have the same rights of usage as owners and residents of the project. The HOA shall be responsible for providing maintenance, repairs and depreciation for the streets, and for snow removal. The city of

[1] Interestingly, this neighborhood plan and the preliminary plat were also approved by Flathead County, as portion of the subdivision was located in the County. The City and County coordinated review by using the City-County Planning Board and each governing body approved the project.

Whitefish shall have the right to convert the streets to public streets at its discretion and at no cost to the City." (emphasis added.)

Iron Horse Final Plats – notes.
There are notes on all residential phases of the final plats indicating the roads are open to the public. The note states: "Use of (list of streets within the phase) shall be open to the public in accordance with the Planned Unit Development and subsequent agreements with the City Council."

Background – guard house:
A guard house was not part of the original neighborhood plan nor was it contemplated during the various phases of the approval. The larger concern during the entire review process was to ensure the roads were open to the public and were not gated off from public use. In review of the files, there was interest originally to have this subdivision be a gated community.

Over the years the guard house has been a source of concern for both the public and the City. According to letters found within the files, the structure has been located in the center of the road and on the side of the road, where it currently is located[2]. It appears the guard house was originally installed to direct contractors to job sites and discourage the public from entering locations with active roadway construction. In fact, in 2000, the Iron Horse developers were before the Council to review a subdivision matter (minutes attached) and the applicant stated the guard house was temporary and would only be in place while the roads and utilities were under construction. There was concern on behalf of the Council that it might be in place for 20 years or more.

However, over the years the guard house has remained and the role of the security staff has evolved into monitoring the coming and going of visitors and providing information to the public. Both the public and the City have encountered security staff stopping vehicles, inquiring as to the driver's purpose at Iron Horse and, on occasion, being persuaded to leave. There are letters from the City to Iron Horse identifying the staffed guard house as limiting access to the subdivision and causing the roads to not be truly 'open to the public'. These letters direct Iron Horse to not impede the flow of traffic or discourage the public from entering the subdivision. (These letters are attached.)

Staff has not heard of any recent incidences of people being discouraged from entering the subdivision.

In 2008, prior to the HOA ownership, the developers approached the City to request the guard house be moved to the center of the road. At that time, we discouraged them from pursuing this request as there were some site plan challenges at the selected location that included utilities constraints and the grade of road. Staff made it clear that the change was significant enough to warrant re-review by the Council and public

[2] It's unclear from the correspondence whether the City compelled Iron Horse to move the structure to the side of the road or if they moved it on their own.

through the public hearing process. The Iron Horse developer did not pursue this further.

Staff Analysis:
Staff is supportive of the safety measures to calm speeding traffic through the installation of a center landscaped median and the consolidation of roads for safer access to Iron Horse Drive. There is a lot happening in this one area with golf paths, cars, pedestrians, bicyclists and vehicles.

However, staff is concerned with moving the security building to the center of the road. By placing a staffed building in the center of the road, it could be construed as limiting access or be used for that purpose.

The community has a long history of supporting open access to all neighborhoods. Closing off subdivisions by gates or otherwise preventing access is not the kind of community Whitefish has historically wanted.

As currently configured, staff is not in support of this request.

If there was no structure or if the structure itself was located off to the side, near the proposed parallel parking spaces, staff would be less concerned with the proposal, as the public would not feel the need to stop. In addition, the building would be closer to the parallel parking spaces designated for those wishing to obtain more information. By placing the building in the center of the road, it gives the appearance that the roads and the subdivision are not open to the building.

At a minimum, if the location of the building is non-negotiable, the site needs to be well signed welcoming the public and directing them to proceed with caution – no stopping necessary.

Public Comment:
A notice was mailed to adjacent land owners within 300-feet of the Iron Horse subdivision and within the subdivision on December 18, 2014. A notice of the public hearing was published in the *Whitefish Pilot* on December 31, 2014 and notice was sent to Advisory Agencies on December 23, 2014. As of the writing of this report, we received 22 letters – 21 in support and one wondering how the request aligns with the approval for the subdivision.

Recommendation:
Staff recommends the Planning Board recommend to the Council to **not approve** the request to develop a welcome center in the center of Iron Horse Drive:

Staff makes this recommendation based on the following findings of fact:

Finding 1: The preliminary plat/planned unit development was approved by the Council on July 21, 1997. Final plat of the various phases took place over the next four years.

Finding 2: A legal notice was placed in the *Whitefish Pilot* on December 31, 2014, public notice was mailed to property owners within 300-feet of the subdivision and within the subdivision on December 18, 2014 and advisory agencies were noticed on December 23, 2014. As of the writing of this report, 22 letters have been received.

Finding 3: This request does not materially change the approval granted in 2007; therefore, all findings of fact and conditions from the approval will remain in place and unchanged.

Finding 4: Concern over the years has been raised by the public and Council over the guard house and it use to deter public access to the roads.

Finding 5: During the 2006-07 public outreach and visioning to create the Growth Policy, Whitefish citizens expressed their sentiments that there be no gated communities in Whitefish and identified gated communities and subdivisions as a threat to Whitefish's small town feel and neighborhood character.

Finding 6: A staffed structure in the center of the road gives the appearance that the roads are not open to the public and is a deterrent to public use. This is in conflict with the neighborhood plan and the preliminary plat approval condition #20.

However, if Planning Board or Council disagrees with staff, Findings of Fact #6 will need to be changed. In addition, there are other options the Planning Board and Council could consider:

1. *Location of the Building.* If the building itself was located to the side of the road, perhaps near the three parallel parking spaces and not in the center of the road the welcome center would not have the effect of requiring people to stop at the building. As indicated by the applicant, the purpose of the parking spaces is to have a place for one to park and walk over to the welcome center to obtain information. If the parking spaces were next to the information building, people would not have to cross a lane of traffic in order to get to the welcome center.

2. *Signage.* The applicant has indicated they do not want people stopping in the road and causing traffic problems, perhaps if the landscaped median was well signed to direct traffic through this may help with the appearance that the neighborhood is closed to the public.

With either of these design options, staff would recommend the following condition of approval:

1. The applicant shall obtain Architectural Review approval prior to obtaining a building permit. (§11-3-3)

2. Prior to the start of any road work, the applicant shall submit engineering plans to the Public Works Department for review and approval. (Whitefish Engineering Standards, 2009)

Sincerely,

Wendy Compton-Ring, AICP
Senior Planner

RESOLUTION NO. 96- 34

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WHITEFISH, MONTANA, ADOPTING AN AMENDMENT TO THE WHITEFISH CITY-COUNTY MASTER PLAN, RELATING TO THE IRON HORSE (KINNIKINNIK) NEIGHBORHOOD PLAN.

WHEREAS, pursuant to Resolution No. 96-3, the City Council of the City of Whitefish adopted a Plan update to the Whitefish City-County Master Plan, known as the Whitefish City-County Master Plan Year 2020; and

WHEREAS, included within the Whitefish City-County Master Plan Year 2020 is the Kinnikinnik Resort Neighborhood Plan; and

WHEREAS, the developer of Kinnikinnik has renamed its proposed development "Iron Horse" and it shall hereafter be referred to as Iron Horse; and

WHEREAS, the developer of Iron Horse has proposed amendments to the Iron Horse Resort Neighborhood Plan; and

WHEREAS, the City-County Planning Board held a public hearing, pursuant to law, on the proposed amendments, and made a recommendation to the Whitefish City Council; and

WHEREAS, the City Council of the City of Whitefish held a public hearing on the proposed amendments; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Whitefish, Montana, as follows:

Section 1: That the City Council hereby adopts the Iron Horse Resort Neighborhood Plan No. 91-1B, a copy of which is attached hereto as Exhibit "A" and incorporated herein by reference.

Section 2: That with respect to the Iron Horse Resort Neighborhood Plan No. 91-1B, the City Council hereby amends the Whitefish City-County Master Plan Year 2020 Map to designate the area as the Iron Horse Neighborhood Plan.

Section 3: That the City Council hereby adopts findings that an extraordinary change in circumstances warrants the Map amendment; that the Map amendment would substantially conform with the Master Plan overall, that the Map amendment would encourage the most appropriate use of land throughout the planning jurisdiction; and that the amendment would not benefit one or a few property owners to the significant disadvantage of other property owners in the planning jurisdiction. The facts supporting these findings are as follows: circumstances that warrant approval of the proposed Neighborhood Plan and amendments to the Master Plan Map are the reduction of project density, reduced impact on municipal surfaces, a better relationship of the development to site conditions, and

EXHIBIT 2

the provision of a significant public-access trail system.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF WHITEFISH, MONTANA, ON THIS 16th DAY OF September, 1996.

Mayor

ATTEST:

City Clerk

4. A third primary access point is encouraged and should be developed in cooperation with adjoining properties located to the north and/or east of the project site.

5. All streets in the project will be built by the developer to City of Whitefish standards with a 60 foot right-of-way and will be private, maintained by the homeowners association, and would be open to public use. The city shall have the right to convert the streets to public streets at its discretion and at no cost to the city. Council policy 96-4 concerning sparsely developed subdivision infrastructure costs shall apply to future road maintenance rate decisions.

6. Murdock Lane to the clubhouse site will be built to a 28 foot paved width with thickened shoulders to inhibit breakup. In addition, two foot wide gravel shoulders shall be constructed on each side.

7. All other streets shall, at a minimum, be constructed to meet City standards.

8. Murdock Lane serves as a Collector Street and the road shall be constructed to not exceed 8% slope.

9. All other local roads shall be designed not to exceed 9% slope.

10. Secondary access right-of-way to serve Ridge Crest Drive shall be provided. A 60' easement is in place for Suncrest First Addition. No additional easements are contemplated.

11. Murdock Lane, as it accesses onto East Lakeshore Drive, shall be designed with three lanes to incorporate left and right turns for traffic exiting Kinnikinnik and one lane for entering traffic. This shall be the responsibility of the developer.

12. The developer shall incorporate into East Lakeshore Drive deceleration lanes onto Murdock Lane as required by the Montana Department of Transportation.

13. As school bus services are not provided within a three mile radius of the schools, a bus stop may not be required on East Lakeshore Drive. However, if bus service is provided, an area well off the paved travel lanes and shoulders of East Lakeshore Drive shall be provided for school age children to wait for school busses.

14. All local roads shall intersect into Murdock Lane as close to *a* right angle as possible.

15. Every sub-phase of development will be fully and adequately serviced by underground electricity, telephone, CATV, and natural gas utilities. All utility companies have been apprised of the scope of development, and each extension will factor in the long-range development of the entire project.

16. All disturbed areas shall be re-vegetated in accordance with a plan approved by the City of Whitefish. Said plan shall conform to the submitted statement of landscape philosophy. The natural landscape shall be disturbed as little as possible, and where disturbance is necessary, such areas shall be re-vegetated with suitable types of vegetation common to the Flathead and Montana.

17. Fire hydrants shall be installed as approved by the City of Whitefish. Prior to the construction of any residential structures, streets adequate to accommodate fire trucks and hydrants shall be installed.

18. All cul-de-sacs shall be designed with a 110 foot diameter right-of-way with 50 foot radius of improvement. Permanent cul-de-sacs shall be paved improvements, temporary cul-de-sacs shall be gravel all weather surfaces and maintained the same as secondary access roads. The design of temporary cul-de-sacs shall be approved by the City of Whitefish.

19. Annexation of each sub-phase of development shall occur at or prior to filing of Final Plat.

20. All streets in the project will be built by the developer to City of Whitefish standards with a 60 foot right-of-way, and will be private, and will be open to public use. Public use means that the general public will have the same rights of usage as owners and residents of the project. The Homeowners Association shall be responsible for providing maintenance, repairs, and depreciation for the streets, and for snow removal. The City of Whitefish shall have the right to convert the streets to public streets at its discretion and at no cost to the City.

21. Access to the individual phases would be required to be installed in accordance with the Whitefish Subdivision Regulations and provide temporary cul-de-sac turn around areas at the end of the paved roads. Each sub-phase of development shall provide a primary and a secondary or emergency ingress/egress from that phase or sub-phase.

22. The primary access and all internal streets serving a phase or sub-phase shall be paved.

23. The secondary access street serving a phase or sub-phase may be gravel surface, unless it transects or adjoins a previously developed sub-phase, in which case it will be paved.

EXHIBIT 3

BY: SHANS SURVEYING, INC.
1995 THIRD AVENUE EAST
KALISPELL, MT 59901
PH. (406) 755-6481

JOB NO: 168712
DWG NO: 8180
JOB FILE: 13923

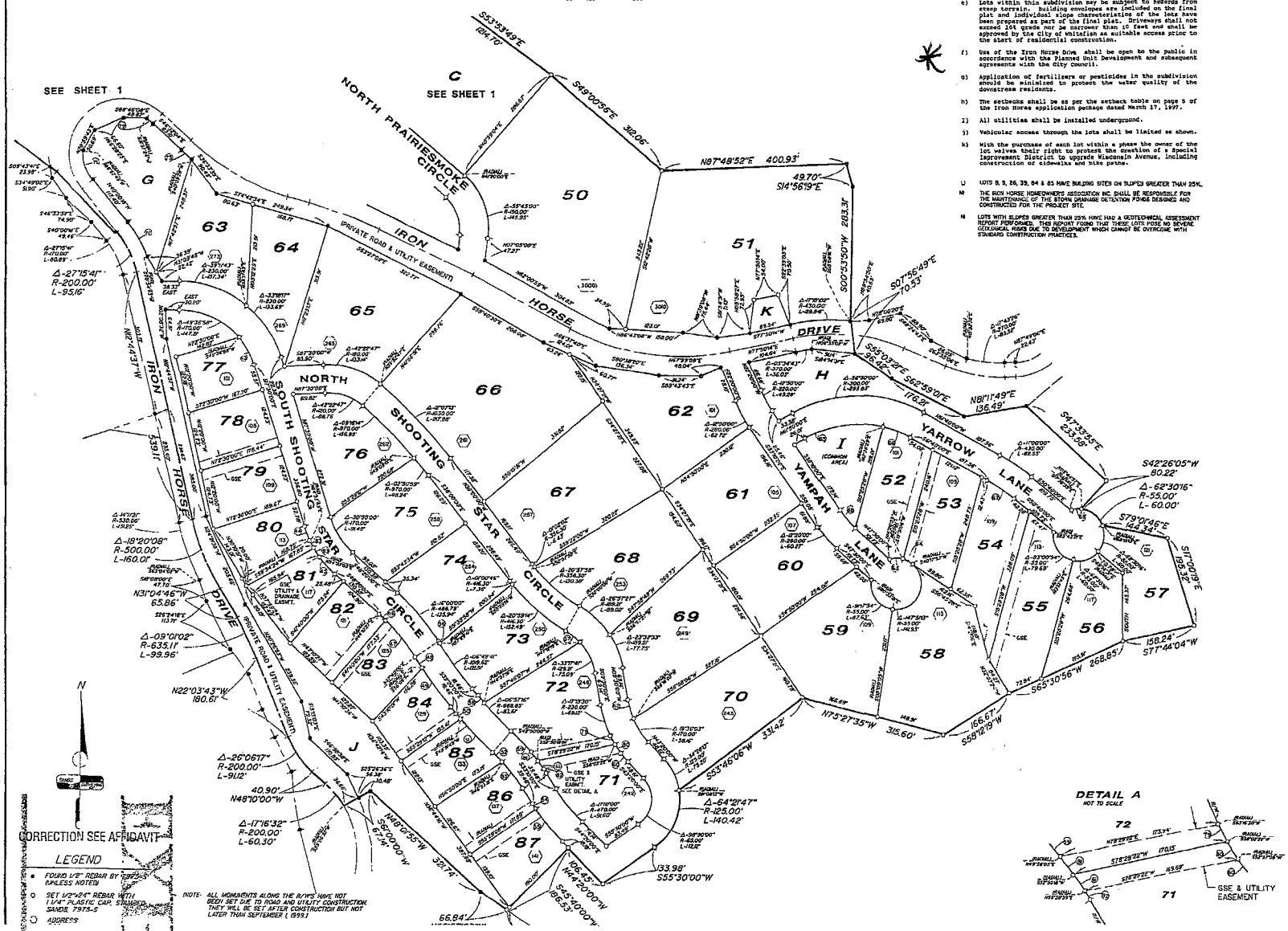
FOR: PAT DONOVAN
OWNERS: IRON HORSE AT WHITEFISH, LLC

PLAT OF
IRON HORSE, PHASE 2

A SUBDIVISION

IN SEC. 13, T.31N., R.22W., P.M.M., FLATHEAD COUNTY, MONTANA

SCALE: 1" = 100'



According to the preliminary plat conditions of approval, the following statements are to appear on this final plat:

a) All house numbers shall be visible from the road, either on the building or at the driveway entrance.

b) Construction shall utilize only Class A or B fire resistant roofing materials, as rated by the National Fire Protection Association.

c) Defensible Space fire breaks shall be provided and maintained around each structure, as indicated in Whitefish Subdivision Regulations.

d) Cul-de-sacs shall be kept unobstructed at all times.

e) Lots within this subdivision may be subject to hazards from steep terrain. Building envelopes are included on the final plat and individual slope characteristics of the lots have been prepared as part of the final plat. Driveways shall not exceed 10% grade nor be narrower than 10 feet and shall be approved by the City of Whitefish as suitable access prior to the start of residential construction.

f) Use of the Iron Horse Drive shall be open to the public in accordance with the Planned Unit Development and subsequent agreements with the City Council.

g) Application of fertilizers or pesticides in the subdivision should be minimized to protect the water quality of the downstream residents.

h) The setbacks shall be as per the setback table on page 5 of the Iron Horse application package dated March 17, 1997.

I) All utilities shall be installed underground.

j) Vehicular access through the lots shall be limited as shown.

k) With the purchase of each lot within a phase the owner of the lot waives their right to protest the creation of a Special Improvement District to upgrade Wisconsin Avenue, including construction of sidewalks and bike paths.

L) LOTS 8, 9, 26, 39, 84 & 85 HAVE BUILDING SITES ON SLOPES GREATER THAN 25%.

M) THE IRON HORSE HOMEOWNERS ASSOCIATION INC. SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE STORM DRAINAGE DETENTION PONDS DESIGNED AND CONSTRUCTED FOR THE PROJECT SITE.

N) LOTS WITH SLOPES GREATER THAN 25% HAVE HAD A GEOTECHNICAL ASSESSMENT REPORT PERFORMED. THIS REPORT FOUND THAT THESE LOTS POSE NO SEVERE GEOLOGICAL RISKS DUE TO DEVELOPMENT WHICH CANNOT BE OVERCOME WITH STANDARD CONSTRUCTION PRACTICES.

AREAS

LOT NO.	SIZE (ACRES)	SIZE GROSS (ACRES)
1	0.439	0.8513
2	0.616	1.0083
3	0.604	0.9963
4	0.554	0.9463
5	0.639	1.0313
6	0.824	1.2164
7	0.708	1.1003
8	0.498	0.8903
9	0.512	0.9043
10	0.506	0.8983
11	0.512	0.9043
12	0.630	0.9223
13	0.536	0.9283
14	0.493	0.8853
15	0.453	0.8453
16	0.556	0.9483
17	0.628	1.0204
18	0.569	0.9613
19	0.556	0.9483
20	1.210	1.6024
21	1.631	2.0234
22	1.324	1.7164
23	1.321	1.7134
24	1.100	1.4924
25	1.484	1.8764
26	0.940	1.3324
27	0.516	0.9083
28	1.356	1.7484
29	1.090	1.4824
30	0.489	0.8813
31	0.640	1.0324
32	0.602	0.9943
33	0.374	0.7663
34	0.334	0.7263
35	0.343	0.7353
36	0.340	0.7323
37	0.423	0.8153
38	0.553	0.9453
39	0.484	0.8763
40	0.481	0.8733
41	0.903	1.2954
42	0.422	0.8143
43	0.393	0.7853
44	0.386	0.7783
45	0.441	0.8333
46	0.987	1.3594
47	1.121	1.5134
48	1.045	1.4374
49	1.089	1.4814
50	3.171	3.5624
51	2.401	2.7934
52	0.691	1.0434
53	0.660	1.0524
54	0.732	1.1244
55	0.872	1.2644
56	0.669	1.0614
57	0.702	1.0944
58	1.415	1.8074
59	1.266	1.6584
60	0.986	1.3784
61	1.042	1.4344
62	1.217	1.5094
63	0.855	1.2474
64	0.794	1.1864
65	1.617	2.0094
66	2.510	2.9024
67	1.501	1.8934
68	1.235	1.6274
69	1.328	1.7204
70	1.267	1.6594
71	0.706	1.0983
72	0.917	1.3094
73	0.868	1.2603
74	0.785	1.1773
75	0.930	1.3223
76	0.863	1.2553
77	0.445	0.8273
78	0.493	0.8853
79	0.525	0.9173
80	0.495	0.8873
81	0.480	0.8723
82	0.501	0.8933
83	0.484	0.8763
84	0.422	0.8143
85	0.464	0.8563
86	0.498	0.8903
87	0.494	0.8863
TOTAL (87)	72.826	106.959

Common Area A	0.595
Common Area B	1.778
Common Area C	6.280
Common Area D	0.131
Common Area E	0.030
Common Area F	0.914
Common Area G	0.949
Common Area H	1.517
Common Area I	0.501
Common Area J	1.712
Common Area K (well site)	0.114
	14.521
Private Roads	19.612
	106.959 AC.
TOTAL	106.959 AC.

NOTE: GROSS ACREAGE FOR TAX PURPOSES: add 1/87th of 34.133 AC. Common Areas and Private Roads acreage per lot. (0.3923 +/- AC per lot)

CORRECTION SEE AFFIDAVIT

CORRECTION SEE AFFIDAVIT

LEGEND

- FOUND 1/2" REBAR BY CDPS (UNLESS NOTED)
- SET 1/2"x24" REBAR WITH 1 1/4" PLASTIC CAP, STAMPED SANDS 7975-S
- ADDRESS

NOTE: ALL MONUMENTS ALONG THE R/W'S HAVE NOT BEEN SET DUE TO ROAD AND UTILITY CONSTRUCTION. THEY WILL BE SET AFTER CONSTRUCTION BUT NOT LATER THAN SEPTEMBER (1999)

1995 THIRD AVENUE EAST
KALISPELL, MT. 59901
PH: (406) 755-6481

JOB NO: 168768
DWG NO: 81801
JOB FILE: 13923

DATE: SEPTEMBER 16, 1999

FOR: PAT DONOVAN
OWNERS: IRON HORSE AT WHITEFISH, LLC

PLAT OF
IRON HORSE, PHASE 3

A SUBDIVISION

IN GOV'T. LOT 3, SEC. 18, T.31N., R.21W., P.M.,M., & IN SEC. 13, T.31N., R.22W., P.M.,M., FLATHEAD COUNTY, MONTANA

CERTIFICATE OF DEDICATION

WE, THE UNDERSIGNED PROPERTY OWNERS, DO HEREBY CERTIFY THAT WE HAVE CAUSED TO BE SURVEYED AND PLATTED INTO LOTS ALL THE FOLLOWING DESCRIBED PROPERTY AS DESCRIBED IN THE CERTIFICATE OF DEDICATION, AND SHOWN BY THE ANNEXED PLAT OR MAP AND SITUATED IN FLATHEAD COUNTY, MONTANA:

A TRACT OF LAND, SITUATED, LYING, AND BEING IN GOVERNMENT LOT 3 OF SECTION 18, TOWNSHIP 31 NORTH, RANGE 21 WEST, AND IN SECTION 13, TOWNSHIP 31 NORTH, RANGE 22 WEST, P.M.,M., FLATHEAD COUNTY, MONTANA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS TO WIT:

Commencing at the northwest corner of Section 13, Township 31 North, Range 22 West, P.M.,M., Flathead County, Montana, which is a found brass cap; Thence along the north boundary of said Section 13, S89°41'42"E 516.83 feet to a found iron pin and THE TRUE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED: Thence continuing along said north boundary S89°41'42"E 794.88 feet to a found iron pin and the northwest corner of the Northeast Quarter of the Northwest Quarter of said Section 13; Thence along the north boundary of said NE1/4NW1/4 S89°44'04"E 642.92 feet to a set iron pin; Thence S44°30'32"E 1202.76 feet to a set iron pin; Thence S48°03'05"W 214.18 feet to a set iron pin; Thence S53°25'16"E 519.06 feet to a set iron pin; Thence S72°18'07"E 277.98 feet to a set iron pin; Thence S85°15'38"E 266.03 feet to a set iron pin; Thence S88°50'42"E 372.54 feet to a set iron pin; Thence N76°20'05"E 675.01 feet to a set iron pin on a 208.00 foot radius curve, concave northwesterly (radial bearing S76°20'05"W); Thence southeasterly and southwesterly along said curve through a central angle of 43°33'48" an arc length of 158.15 feet to a set iron pin; Thence S29°53'53"W 29.08 feet to a set iron pin and the P.C. of a 205.00 foot radius curve, concave northwesterly, having a central angle of 49°27'36"; Thence along an arc length of 176.96 feet to a set iron pin; Thence S79°21'29"W 10.91 feet to a set iron pin and the P.C. of a 92.81 foot radius curve, concave southeasterly, having a central angle of 55°03'16"; Thence along an arc length of 89.18 feet to a set iron pin and the P.C.C. of a 115.00 foot radius compound curve, concave northeasterly (radial bearing S65°41'47"E); Thence southwesterly and southeasterly along said curve through a central angle of 78°14'35" an arc length of 157.04 feet to a set iron pin; Thence S53°56'22"E 91.76 feet to a set iron pin and the P.C. of a 470.00 foot radius curve, concave northeasterly, having a central angle of 11°49'31"; Thence along an arc length of 97.00 feet to a set iron pin and the P.R.C. of a 280.00 foot radius reverse curve, concave southwesterly (radial bearing S24°14'07"W); Thence southeasterly along said curve through a central angle of 24°03'12" an arc length of 117.55 feet to a set iron pin; Thence S41°42'41"E 304.66 feet to a set iron pin and the P.C. of a 220.00 foot radius curve, concave northeasterly, having a central angle of 63°13'11"; Thence along an arc length of 242.75 feet to a set iron pin; Thence S14°55'52"E 60.00 feet to a set iron pin; Thence S06°25'59"E 24.90 feet to a set iron pin and the P.C. of a 470.00 foot radius curve, concave northeasterly, having a central angle of 24°47'35"; Thence along an arc length of 203.38 feet to a set iron pin; Thence S31°13'34"E 195.24 feet to a set iron pin and the P.C. of a 280.00 foot radius curve, concave southwesterly, having a central angle of 37°49'08"; Thence along an arc length of 184.82 feet to a set iron pin; Thence S06°35'34"W 328.61 feet to a set iron pin and the P.C. of a 270.00 foot radius curve, concave northeasterly, having a central angle of 39°31'49"; Thence along an arc length of 186.28 feet to a set iron pin; Thence S32°56'15"E 102.59 feet to a set iron pin and the P.C. of a 175.80 foot radius curve, concave northwesterly, having a central angle of 113°49'30"; Thence along an arc length of 349.25 feet to a set iron pin; Thence S02°07'44"W 119.75 feet to a set iron pin and the P.C. of a 170.00 foot radius curve, concave northeasterly, having a central angle of 34°06'43"; Thence along an arc length of 101.21 feet to a set iron pin and the P.R.C. of a 55.00 foot radius reverse curve, concave southwesterly, (radial bearing S24°10'58"W); Thence southeasterly and southwesterly along said curve through a central angle of 101°35'05" an arc length of 97.51 feet to a set iron pin; Thence S89°35'44"E 17.42 feet to a found iron pin on the east boundary of said Section 13; Thence along said east boundary S00°09'50"E 471.82 feet to a found iron pin; Thence S89°59'12"W 1178.45 feet to a found iron pin; Thence S87°20'58"W 139.34 feet to a found iron pin; Thence N68°41'09"W 120.51 feet to a found iron pin; Thence N66°54'31"W 100.97 feet to a found iron pin; Thence N59°43'45"W 128.79 feet to a found iron pin; Thence N46°16'51"W 128.79 feet to a found iron pin; Thence N36°06'43"W 104.27 feet to a found iron pin; Thence N41°15'50"W 84.59 feet to a found iron pin; Thence N48°43'33"W 84.59 feet to a found iron pin; Thence N56°12'12"W 189.44 feet to a found iron pin; Thence N55°57'03"W 623.75 feet to a found iron pin on the easterly boundary of the Plat of IRON HORSE, PHASE 2 (records of Flathead County, Montana); Thence along said boundary N45°40'00"E 186.53 feet to a found iron pin; Thence S44°20'00"E 106.45 feet to a found iron pin; Thence N55°30'00"E 133.98 feet to a found iron pin and the P.C. of a 125.00 foot radius curve, concave northwesterly, having a central angle of 64°21'47"; Thence along an arc length of 140.42 feet to a found iron pin; Thence N53°46'06"E 331.42 feet to a found iron pin; Thence S75°27'35"E 315.60 feet to a found iron pin; Thence N58°12'18"E 166.67 feet to a found iron pin; Thence N65°30'56"E 268.85 feet to a found iron pin; Thence N77°44'04"E 158.24 feet to a found iron pin; Thence N17°00'19"W 195.32 feet to a found iron pin; Thence N79°01'46"W 144.34 feet to a found iron pin on a 55.00 foot radius curve, concave southwesterly, (radial bearing S68°15'13"W); Thence northwesterly along said curve through a central angle of 62°30'16" an arc length of 60.00 feet to a found iron pin; Thence N42°26'05"E 80.22 feet to a found iron pin; Thence N47°33'55"W 233.58 feet to a found iron pin; Thence S81°11'49"W 136.49 feet to a found iron pin; Thence N62°59'01"W 176.21 feet to a found iron pin; Thence N55°03'21"W 96.42 feet to a found iron pin; Thence N07°56'49"W 70.53 feet to a found iron pin; Thence N00°53'50"E 283.31 feet to a found iron pin; Thence N14°56'19"W 49.70 feet to a found iron pin; Thence S87°48'52"W 400.93 feet to a found iron pin; Thence N49°00'56"W 312.06 feet to a found iron pin; Thence N53°53'49"W 1214.70 feet to a found iron pin; Thence N44°30'00"W 910.05 feet to a found iron pin; Thence S80°00'00"W 214.79 feet to a found iron pin on a 970.00 foot radius curve, concave northeasterly (radial bearing N42°35'38"E); Thence northwesterly along said curve through a central angle of 00°19'22" an arc length of 5.47 feet to a found iron pin; Thence N47°05'00"W 94.71 feet to a found iron pin and the P.C. of a 1030.00 foot radius curve, concave southwesterly, having a central angle of 14°10'00"; Thence along an arc length of 254.67 feet to a found iron pin; Thence N61°15'00"W 8.75 feet to a found iron pin; Thence N11°34'45"E 138.19 feet to a found iron pin; Thence N68°34'38"W 144.77 feet to a found iron pin; Thence N49°42'35"W 92.29 feet to the point of beginning and containing 160.759 ACRES; Subject to and together with all appurtenant easements of record.

The above described tract of land shall hereafter be known as: IRON HORSE, PHASE 3

CERTIFICATE OF PRIVATE ROADWAYS

THE ROADWAYS SHOWN ON THIS PLAT AS SHOWN ARE INTENDED TO BE PRIVATE IN ALL RESPECTS. THEY ARE HEREBY DEDICATED FOREVER TO BE FOR THE USE OF THE OWNERS (AND THEIR SUCCESSORS IN INTEREST) OF THE LOTS DESCRIBED ON THIS PLAT AND ALL PHASES OF IRON HORSE SUBDIVISIONS. THE OWNERS (AND THEIR SUCCESSORS IN INTEREST) OF THE LOTS DESCRIBED ON THIS PLAT WILL PROVIDE FOR THE ALL-SEASON MAINTENANCE OF THE PRIVATE ROADWAY BY THE CREATION OF A CORPORATION OR HOMEOWNERS ASSOCIATION TO ADMINISTER AND FUND THE MAINTENANCE. IT IS UNDERSTOOD AND AGREED THAT THE VALUE OF EACH LOT DESCRIBED ON THIS PLAT IS ENHANCED BY THE PRIVATE, NATURE OF SAID ROADWAY. EXCEPTING AND RESERVING THE RIGHT TO USE ALL SAID PRIVATE ROADS BY THE OWNERS OF THE LOTS IN ALL PHASES OF IRON HORSE SUBDIVISIONS. BY ORDER OF THE CITY COUNCIL, THESE ROADS ARE OPEN TO THE PUBLIC.

UTILITY EASEMENT CERTIFICATE

The undersigned hereby grants unto each and every person, firm, or corporation, whether public or private, providing or offering to provide telephone, telegraph, electric power, gas, cable television, water or sewer service to the public, the right to the joint use of an easement for the construction, maintenance, repair, and removal of their lines and other facilities, in, over, under and across each area designated on this plat as "UTILITY EASEMENT" to have and to hold forever.

In witness whereof, we have caused our hands to be this 22nd day of NOVEMBER, 1999.

[signature]
PATRICK E. DONOVAN
IRON HORSE AT WHITEFISH LLC
ATTORNEY IN FACT

STATE OF MONTANA)
SS
COUNTY OF FLATHEAD)

On this 22nd day of November, 1999 before me a Notary Public for the State of Montana, personally appeared PATRICK E. DONOVAN ATTORNEY IN FACT FOR IRON HORSE AT WHITEFISH LLC and known to me to be the person(s) whose name(s) are subscribed to the foregoing instrument and acknowledged to me that they executed the same.

[signature]
Notary Public for the State of Montana
Residing at Whitefish, MT
My commission expires 8/11/2002

CERTIFICATE OF CITY COUNCIL

We, Michael Jenson, Mayor for the City of Whitefish, and Kay Bailey, City Clerk of the City of Whitefish, Montana do hereby certify that the accompanying plat was duly examined and approved by the City Council of the City of Whitefish at its regular meeting held on the 20th day of December, 1999.

[signature] Mayor of Whitefish, Montana
[signature] City Clerk of Whitefish, Montana

CERTIFICATE OF CITY ENGINEER

I, John Wilson, City Engineer for the City of Whitefish, Montana, do hereby certify that the accompanying plat conforms to the adjoining additions or plats in the City of Whitefish, Montana, which are already platted, as near as circumstances will permit.

[signature]
City Engineer, City of Whitefish

CERTIFICATE OF CITY ATTORNEY

I, John M Phelps, City Attorney for the City of Whitefish, Montana, do hereby certify that I have examined the Certificate of Title by a licensed title company on the land described in the Certificate of Dedication on the annexed Plat of IRON HORSE, Phase 3, and find that Iron Horse at Whitefish, LLC are the owners in fee simple of the land so platted. Dated this 6th day of January, 2000.

[signature]
City Attorney for the City of Whitefish

According to the preliminary plat conditions of approval, the following statements are to appear on this final plat:

a) All house numbers shall be visible from the road, either on the building or at the driveway entrance.

b) Construction shall utilize only Class A or B fire resistant roofing materials, as rated by the National Fire Protection Association.

c) Defensible Space fire breaks shall be provided and maintained around each structure, as indicated in Whitefish Subdivision Regulations.

d) Cul-de-sacs shall be kept unobstructed at all times.

e) Lots with this subdivision may be subject to hazards form steep terrain. Building envelopes are submitted with the final plat and individual slope characteristics of the lots have been prepared as part of the final plat. Driveways shall not exceed 10% grade nor be narrower than 10 feet and shall be approved by the City of Whitefish as suitable access prior to the start of residential construction.

* f) Use of Iron Horse Dr., Whitefish Lookout Rd., Lookout Lane, Huckleberry Lane, Woodlandstar Dr., South Shooting Star Circle & Arrowhead Dr. shall be open to the public in accordance with the Planned Unit Development and subsequent agreements with the City Council.

g) Application of fertilizers or pesticides in the subdivision should be minimized to protect the water quality of the downstream residents.

h) The setbacks shall be as per the setback table of page 5 of the Iron Horse application package dated March 17, 1997.

i) All utilities shall be installed underground.

j) Vehicular access through the lots shall be limited as shown.

k) With the purchase of each lot within a phase the owner of the lot waives their right to protest the creation of a Special Improvement District to upgrade Wisconsin Ave. & East Lakeshore Dr., including construction of sidewalks, bike paths, and storm sewer improvements.

l) The Iron Horse Homeowner's Association Inc. shall be responsible for the maintenance of the storm drainage detention ponds designed and constructed for the project site.

m) Lots with slopes greater than 25% have had a geotechnical assessment report performed. This report found that these lots pose no severe geological risks due to development which cannot be overcome with standard construction practices.

n) Natural drainage routes across lots shall be preserved. Diversions or filling of channels is not allowed.

NOTE:
A PORTION OF THESE LOTS ABUT LANDS OWNED BY F.H. STOLTZE LAND AND LUMBER. COMMERCIAL FORESTRY ACTIVITIES MAY OCCASIONALLY OCCUR ON THAT PROPERTY WHICH MAY PRODUCE TRUCK TRAFFIC, DUST, NOISE, SMOKE AND OTHER IMPACTS THAT MAY BE PERCEIVED AS INCOMPATIBLE WITH TYPICAL RESIDENTIAL USE.

SETBACK TABLE
Per Page 5 of March 14, 1997 application

AREA	WRR-1	IHR	WSR	IHR	WCR	IHR	Loop	IHR
	Ord.	PUD II	Ord.	PUD II	Ord.	PUD II	Ord.	PUD II
Front	15'	15'	25'		50'	25'	50'	25'
Side	10'		15'	10'	20'	10'	20'	10'
Rear	20'		25'		20'		20'	10'
Side Road							25'	

NOTE:
ALL MONUMENTS HAVE NOT BEEN SET DUE TO ROAD AND UTILITY CONSTRUCTION. THEY WILL BE SET AFTER CONSTRUCTION BUT NOT LATER THAN MAY 1, 2000.

AREAS

LOT NO.	SIZE (ACRES)	SIZE GROSS (ACRES)
88	0.516	1.085
89	0.549	1.118
90	0.621	1.190
91	0.662	1.231
92	0.629	1.198
93	0.668	1.237
94	0.776	1.345
95	0.638	1.207
96	0.536	1.105
97	0.513	1.082
98	0.552	1.121
99	0.854	1.423
100	0.584	1.153
101	0.724	1.293
102	1.009	1.578
103	0.962	1.531
104	0.873	1.442
105	0.807	1.376
106	1.692	2.261
107	1.170	1.739
108	1.943	2.512
109	1.409	1.978
110	1.522	2.091
111	2.058	2.627
112	1.958	2.527
113	2.390	2.959
114	2.000	2.569
115	2.379	2.948
116	2.668	3.237
117	2.536	3.105
118	2.172	2.741
119	1.936	2.505
120	1.498	2.067
121	2.213	2.782
122	2.712	3.281
123	1.043	1.612
124	0.943	1.512
125	1.108	1.677
126	1.738	2.307
127	1.239	1.808
128	0.883	1.452
129	1.027	1.596
130	1.245	1.814
131	1.333	1.902
132	1.692	2.261
133	1.360	1.929
134	1.615	2.184
135	0.904	1.473
136	0.730	1.299
137	0.631	1.200
138	0.670	1.239
139	0.731	1.300
140	0.653	1.222
141	0.734	1.303
142	0.888	1.457
143	0.996	1.565
144	1.509	2.078
145	1.319	1.888
146	1.157	1.726
147	0.681	1.250
148	2.127	2.696
149	1.656	2.225
150	0.895	1.464
151	0.521	1.090
152	0.532	1.101
153	0.608	1.177
154	0.687	1.256
155	0.756	1.325
156	1.253	1.822
157	2.304	2.873
158	2.218	2.787
159	3.256	3.825
160	3.549	4.117
161	3.749	4.317
162	2.684	3.253
163	2.440	3.009
164	3.062	3.631
165	2.442	3.011
166	1.672	2.241
167	2.235	2.804
168	2.468	3.037
TOTAL (81)	114.672	160.759

Common Area L	4.046
Common Area M	2.146
Common Area N	0.320
Common Area O	0.135
Common Area P	14.598
Common Area Q	1.700
Common Area R	0.566
Common Area S	0.564
	24.075
Private Roads	22.012
TOTAL	160.759 AC.

NOTE: GROSS ACREAGE FOR TAX PURPOSES: add 1/81th of 46.087 AC. Common Areas and Private Roads acreage per lot. (0.569 +/- AC per lot)

CERTIFICATE OF SURVEYOR
[signature]
THOMAS E. SANDS 7876-S

APPROVED: 11/1, 1999
[signature]
Examining Land Surveyor 5428-S

STATE OF MONTANA)
SS
COUNTY OF FLATHEAD)

$49.50

8-11-37
Abstract
1468

Filed for record this 7 day of Jan 2000, at 11:04 o'clock A.M.
Susan W. Haverfield
Flathead County Clerk and Recorder
By: Char Terry
Instrument Record No. 200000711040

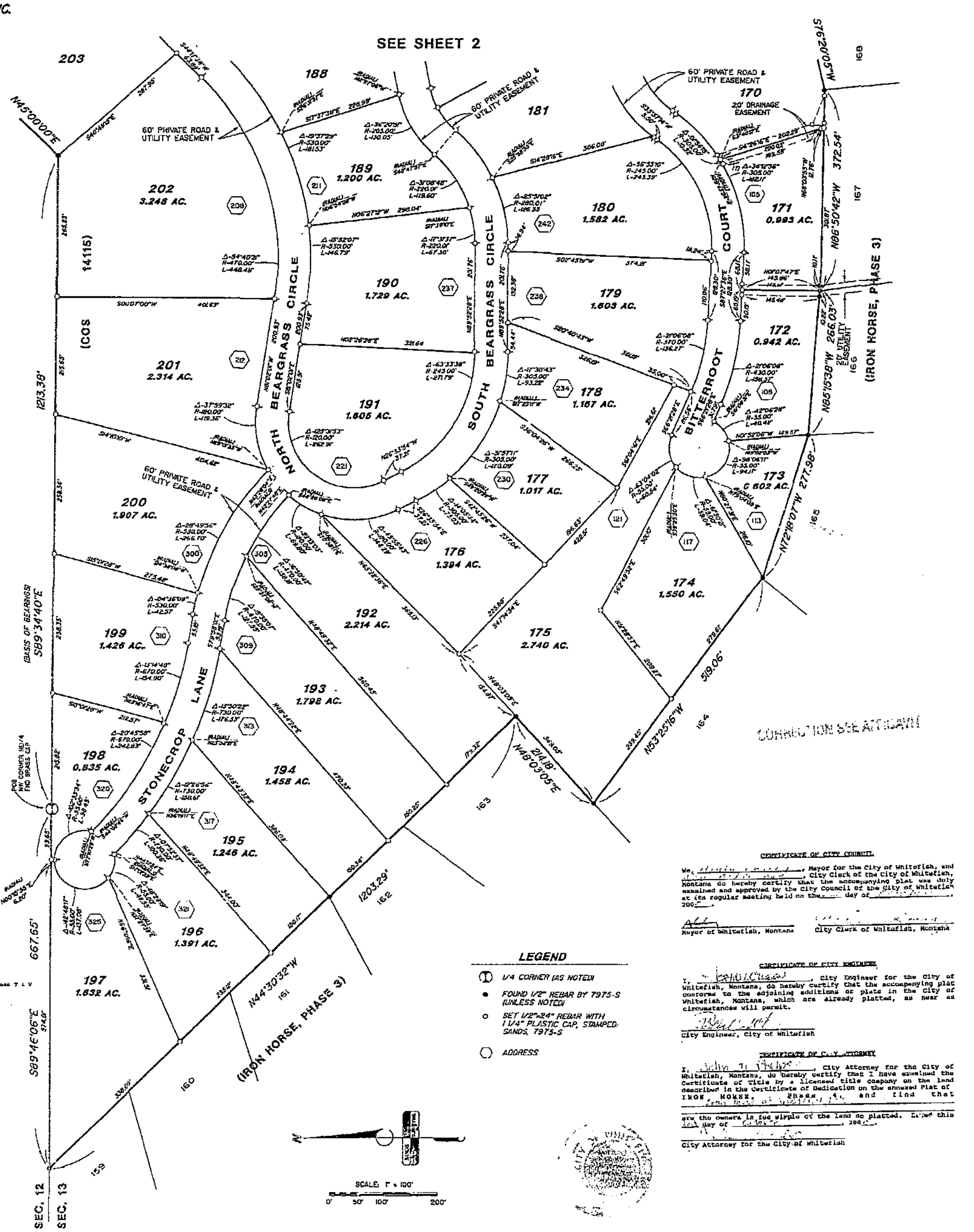
SHEET 1 OF 4 SHEETS

BY: SANDS SURVEYING, INC.
1995 THIRD AVENUE EAST
KALISPELL, MT 59901
PH: (406) 755-6481

JOB NO: 168788
DWG NO: 8180I
JOB FILE: 13923
DATE: MARCH 13, 2000

FOR: PAT DONOVAN
OWNER: IRON HORSE AT WHITEFISH LLC

PLAT OF
IRON HORSE, PHASE 4
A SUBDIVISION
IN SECTIONS 12 & 13, T.31N., R.22W., and IN SECTIONS 7, 17 & 18, T.31N., R.21W., P.M.,M., FLATHEAD CO., MONTANA



LOT NO.	AREA NET (ACRES)	SIZE GROSS (ACRES)
169	2.073	2.4085
170	1.904	2.2395
171	0.993	1.3285
172	0.942	1.2775
173	0.602	0.9375
174	1.550	1.8855
175	2.740	3.0755
176	1.394	1.7295
177	1.017	1.3525
178	1.167	1.5025
179	1.603	1.9385
180	1.582	1.9175
181	1.310	1.6455
182	1.998	2.3335
183	1.657	1.9925
184	1.115	1.4505
185	1.320	1.6555
186	1.875	[illegible]
187	1.542	1.8775
188	1.461	1.7965
189	1.200	1.5355
190	1.729	2.0645
191	1.605	1.9405
192	2.214	2.5495
193	1.798	2.1335
194	1.458	1.7935
195	1.246	1.5815
196	1.391	1.7265
197	1.832	2.1675
198	0.835	1.1705
199	1.426	1.7615
200	1.907	2.2425
201	2.314	2.6495
202	3.248	3.5835
203	2.616	2.9515
204	2.247	2.5825
205	3.932	4.2675
206	1.742	2.0775
207	2.134	2.4695
208	3.542	3.8775
209	1.724	2.0595
210	2.593	2.9285
211	7.022	7.3575
212	7.137	7.4725
213	11.957	12.2925
214	9.971	10.3065
215	5.611	5.9465
216	12.850	13.1875
217	8.979	9.3145
218	6.342	6.6775
219	4.898	5.2335
220	1.838	2.1735
221	2.232	2.5675
222	1.604	1.9395
223	1.837	2.1725
224	2.481	2.8165
225	2.166	2.5015
226	2.522	2.8575
227	1.471	1.8065
228	1.179	1.5145
229	1.275	1.6105
230	0.966	1.3015
231	0.727	1.0625
232	0.608	0.9435
233	0.658	0.9935
234	0.682	1.0175
235	0.807	1.1425
236	0.865	1.2005
237	0.813	1.1485
238	0.854	1.1895
239	0.668	1.0035
240	0.603	0.9385
241	0.466	0.8015
242	0.646	0.9815
243	0.580	0.9155
244	0.610	0.9455
245	0.804	1.1395
246	0.852	1.1875
247	0.738	1.0735
248	0.744	1.0795
249	0.729	1.0645
250	0.618	0.9535
251	0.719	1.0545
252	0.819	1.1545
TOTAL (84)	184.843	213.025
Club Parcel D	11.994	11.994
Common Area T	0.213	
Common Area V	9.945	
Private Roads	17.828	
Total	224.823	224.823

NOTE: GROSS ACREAGE FOR TAX PURPOSES: add 1/84th of 28.186 AC. Common Areas T V and Private Roads acreage per lot. (0.3355 +/- AC per lot)

CERTIFICATE OF DEDICATION

WE, THE UNDERSIGNED PROPERTY OWNERS, DO HEREBY CERTIFY THAT WE HAVE CAUSED TO BE SURVEYED AND PLATTED INTO LOTS ALL THE FOLLOWING DESCRIBED PROPERTY AS DESCRIBED IN THE CERTIFICATE OF DEDICATION, AND SHOWN BY THE ANNEXED PLAT OR MAP AND SITUATED IN FLATHEAD COUNTY, MONTANA:

A TRACT OF LAND, SITUATED, LYING, AND BEING IN SECTIONS 7, 17 and 18, TOWNSHIP 31 NORTH, RANGE 21 WEST, AND IN SECTIONS 12 and 13, TOWNSHIP 31 NORTH, RANGE 22 WEST, P.M.,M., FLATHEAD COUNTY, MONTANA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS TO WIT:

BEGINNING at the northwest corner of the Northeast Quarter of Section 13, Township 31 North Range 22 West, P.M.,M., Flathead County, Montana, which is a found brass cap; Thence along the north boundary of said NE1/4, S89°34'40"E 1213.38 feet to a found iron pin; Thence N45°00'00"E 564.87 feet to a found iron pin; Thence S89°34'00"E 1273.39 feet to a found iron pin; Thence S00°10'51"E 1723.65 feet to a found iron pin; Thence S89°35'44"E 1490.08 feet to a found iron pin; Thence S00°10'08"E 2635.13 feet to a found iron pin; Thence N89°35'44"W 1732.65 feet to a found iron pin and the P.C. of a 55.00 foot radius curve, concave southwesterly (radial bearing N54°13'57"W); Thence northeasterly and northwesterly along said curve through a central angle of 101°35'05" an arc length of 97.51 feet to a found iron pin and the P.R.C. of a 170.00 foot radius reverse curve, concave northeasterly (radial bearing N58°01'02"E); Thence northwesterly and northeasterly along said curve through a central angle of 34°06'43" an arc length of 101.21 feet to a found iron pin; Thence N02°07'44"E 129.75 feet to a found iron pin on a 175.80 foot radius curve, concave northwesterly (radial bearing N09°08'44"W); Thence northeasterly and northwesterly along said curve through a central angle of 113°49'30" an arc length of 349.25 feet to a found iron pin; Thence N32°56'15"W 102.59 feet to a found iron pin and the P.C. of a 270.00 foot radius curve, concave northeasterly, having a central angle of 39°31'49"; Thence along an arc length of 186.28 feet to a found iron pin; Thence N06°35'34"E 328.61 feet to a found iron pin and the P.C. of a 280.00 foot radius curve, concave southwesterly, having a central angle of 37°49'08"; Thence along an arc length of 184.82 feet to a found iron pin; Thence N31°13'34"W 195.24 feet to the P.C. of a 470.00 foot radius curve, concave northeasterly, having a central angle of 24°47'35"; Thence along an arc length of 203.38 feet to a found iron pin; Thence N06°25'59"W 24.90 feet to a found iron pin; Thence N14°55'52"W 60.00 feet to a found iron pin on a 220.00 foot radius curve, concave northeasterly (radial bearing N14°55'52"W); Thence southwesterly and northwesterly along said curve through a central angle of 63°13'11" an arc length of 242.75 feet to a found iron pin; Thence N41°42'41"W 304.66 feet to a found iron pin and the P.C. of a 280.00 foot radius curve, concave southwesterly, having a central angle of 24°03'12"; Thence along an arc length of 117.55 feet to a found iron pin and the P.R.C. of a 470.00 foot radius reverse curve, concave northeasterly (radial bearing N24°14'07"E); Thence northwesterly along said curve through a central angle of 11°49'31" an arc length of 97.00 feet to a found iron pin; Thence N51°56'22"W 91.76 feet to the P.C. of a 115.00 foot radius curve, concave northeasterly, having a central angle of 78°14'35"; Thence along an arc length of 157.04 feet to a found iron pin and the P.C.C. of a 92.81 foot radius compound curve, concave southeasterly (radial bearing S65°41'47"E); Thence northeasterly along said curve through a central angle of 55°03'16" an arc length of 89.18 feet to a found iron pin; Thence N79°21'29"E 10.91 feet to the P.C. of a 205.00 foot radius curve, concave northwesterly, having a central angle of 49°27'36"; Thence along an arc length of 176.96 feet to a found iron pin; Thence N29°53'53"E 29.08 feet to the P.C. of a 208.00 foot radius curve, concave northwesterly, having a central angle of 43°33'48"; Thence along an arc length of 158.15 feet to a found iron pin; Thence S76°20'05"W 679.01 feet to a found iron pin; Thence N88°50'42"W 372.54 feet to a found iron pin; Thence N85°15'38"W 266.03 feet to a found iron pin; Thence N72°18'07"W 277.98 feet to a found iron pin; Thence N53°25'16"W 519.06 feet to a found iron pin; Thence N48°03'05"E 214.18 feet to a found iron pin; Thence N44°30'32"W 1203.29 feet to a found iron pin on the north boundary of said Section 13; Thence along said north boundary S89°46'06"E 667.65 feet to the point of beginning and containing 224.823 ACRES; Subject to and together with all appurtenant easements of record.

The above described tract of land shall hereafter be known as: IRON HORSE, PHASE 4

CERTIFICATE OF PRIVATE ROADWAYS

THE ROADWAYS SHOWN ON THIS PLAT AS SHOWN ARE INTENDED TO BE PRIVATE THEY ARE HEREBY DEDICATED FOREVER TO BE FOR THE USE OF THE OWNERS (AND THEIR SUCCESSORS IN INTEREST) OF THE LOTS DESCRIBED ON THIS PLAT AND ALL PHASES OF IRON HORSE SUBDIVISIONS. THE OWNERS (AND THEIR SUCCESSORS IN INTEREST) OF THE LOTS DESCRIBED ON THIS PLAT WILL PROVIDE FOR THE ALL-SEASON MAINTENANCE OF THE PRIVATE ROADWAY BY THE CREATION OF A CORPORATION OR HOMEOWNERS ASSOCIATION TO ADMINISTER AND FUND THE MAINTENANCE. IT IS UNDERSTOOD AND AGREED THAT THE VALUE OF EACH LOT DESCRIBED ON THIS PLAT IS ENHANCED BY THE PRIVATE, NATURE OF SAID ROADWAY. EXCEPTING AND RESERVING THE RIGHT TO USE ALL SAID PRIVATE ROADS BY THE OWNERS OF THE LOTS IN ALL PHASES OF IRON HORSE SUBDIVISIONS. BY ORDER OF THE CITY COUNCIL, THESE ROADS ARE OPEN TO THE PUBLIC.

UTILITY EASEMENT CERTIFICATE

The undersigned hereby grants unto each and every person, firm, or corporation, whether public or private, providing or offering to provide telephone, telegraph, electric power, gas, cable television, water or sewer service to the public, the right to the joint use of an easement for the construction, maintenance, repair, and removal of their lines and other facilities, in, over, under and across each area designated on this plat as "UTILITY EASEMENT" to have and to hold forever.

In witness whereof, we have caused our hands to be this ____ day of ________, 200__.

PATRICK E. DONOVAN, IRON HORSE AT WHITEFISH LLC, ATTORNEY IN FACT

STATE OF MONTANA)
ss
COUNTY OF FLATHEAD)

On this ____ day of ________, 200__, before me a Notary Public for the State of Montana, personally appeared ________ and known to me to be the person(s) whose name(s) are subscribed to the foregoing instrument and acknowledged to me that they executed the same.

Notary Public for the State of Montana
Residing at ________
My commission expires ________

CERTIFICATE OF CITY COUNCIL

We, ________, Mayor for the City of Whitefish, and ________, City Clerk of the City of Whitefish, Montana do hereby certify that the accompanying plat was duly examined and approved by the City Council of the City of Whitefish at its regular meeting held on the ____ day of ________, 200__.

Mayor of Whitefish, Montana
City Clerk of Whitefish, Montana

CERTIFICATE OF CITY ENGINEER

I, ________, City Engineer for the City of Whitefish, Montana, do hereby certify that the accompanying plat conforms to the adjoining additions or plats in the City of Whitefish, Montana, which are already platted, as near as circumstances will permit.

City Engineer, City of Whitefish

CERTIFICATE OF CITY ATTORNEY

I, ________, City Attorney for the City of Whitefish, Montana, do hereby certify that I have examined the Certificate of Title by a licensed title company on the land described in the Certificate of Dedication on the annexed Plat of IRON HORSE, Phase 4, and find that ________ are the owners in fee simple of the land so platted. Dated this ____ day of ________, 200__.

City Attorney for the City of Whitefish

According to the preliminary plat conditions of approval, the following statements are to appear on this final plat:

a) All house numbers shall be visible from the road, either on the building or at the driveway entrance.
b) Construction shall utilize only Class A or B fire resistant roofing materials, as rated by the National Fire Protection Association.
c) Defensible Space fire breaks shall be provided and maintained around each structure, as indicated in Whitefish Subdivision Regulations.
d) Cul-de-sacs shall be kept unobstructed at all times.
e) Lots with this subdivision may be subject to hazards form steep terrain. Building envelopes are submitted with the final plat and individual slope characteristics of the lots have been prepared as part of the final plat. Driveways shall not exceed 10% grade nor be narrower than 10 feet and shall be approved by the City of Whitefish as suitable access prior to the start of residential construction.
f) Use of Stonecrop Lane, North Beargrass Circle, South Beargrass Circle, Bitterroot Court, Woodlandstar Circle and Sugarbowl Circle shall be open to the public in accordance with the Planned Unit Development and subsequent agreements with the City Council. This shall apply to the Iron Horse Hiking Trail as well.
g) Application of fertilizers or pesticides in the subdivision should be minimized to protect the water quality of the downstream residents.
h) The setbacks shall be as per the setback table of page 5 of the Iron Horse application package dated March 17, 1997.
i) All utilities shall be installed underground.
j) Vehicular access through the lots shall be limited as shown.
k) With the purchase of each lot within a phase the owner of the lot waives their right to protest the creation of a Special Improvement District to upgrade Wisconsin Avenue and East Lakeshore Drive, including construction of sidewalks, bike paths and storm sewer improvements.
l) The Iron Horse Homeowner's Association Inc. shall be responsible for the maintenance of the storm drainage detention ponds designed and constructed for the project site.
m) Lots with slopes greater than 25% have had a geotechnical assessment report performed. This report found that these lots pose no severe geological risks due to development which cannot be overcome with standard construction practices.
n) Natural drainage routes across lots shall be preserved. Diversions or filling of channels is not allowed.

SETBACK TABLE
Per Page 5 of March 14, 1997 application

AREA	WRR-1 Ord.	IHR PUD II	WSR Ord.	IHR PUD II	WCR Ord	IHR PUD II	Loop Ord	IHR PUD II
Front	15'	15'	25'		50'	25'	50'	25'
Side	10'		15'	10'	20'	10'	20'	10'
Rear	20'		25'		20'		20'	10'
Side Road							25'	

NOTE:

A PORTION OF THESE LOTS ABUT LANDS OWNED BY F.H. STOLTZE LAND AND LUMBER. COMMERCIAL FORESTRY ACTIVITIES MAY OCCASIONALLY OCCUR ON THAT PROPERTY WHICH MAY PRODUCE TRUCK TRAFFIC, DUST, NOISE, SMOKE AND OTHER IMPACTS THAT MAY BE PERCEIVED AS INCOMPATIBLE WITH TYPICAL RESIDENTIAL USE.

All monuments have not been set due to road and utility construction. They will be set after construction but not later than May 1, 2001.

CORRECTION SEE AFFIDAVIT

CERTIFICATE OF SURVEYOR

THOMAS E. SANDS 7975-S

APPROVED: 9/26, 2000

Examining Land Surveyor ____-S

STATE OF MONTANA)
SS
COUNTY OF FLATHEAD)

Filed for record this 5 day of Oct, 2000, at ____ o'clock __M

Flathead County Clerk & Recorder
By: ________
Instrument Record No. 2000277116220

SHEET 1 OF 3 SHEETS

BY: [illegible]
1995 THIRD AVENUE EAST
KALISPELL, MT 59901
PH: (406) 755-6481

JOB NO: 168777, DWG NO: 81801
JOB FILE NO: 13923

DATE: FEBRUARY 9, 2000

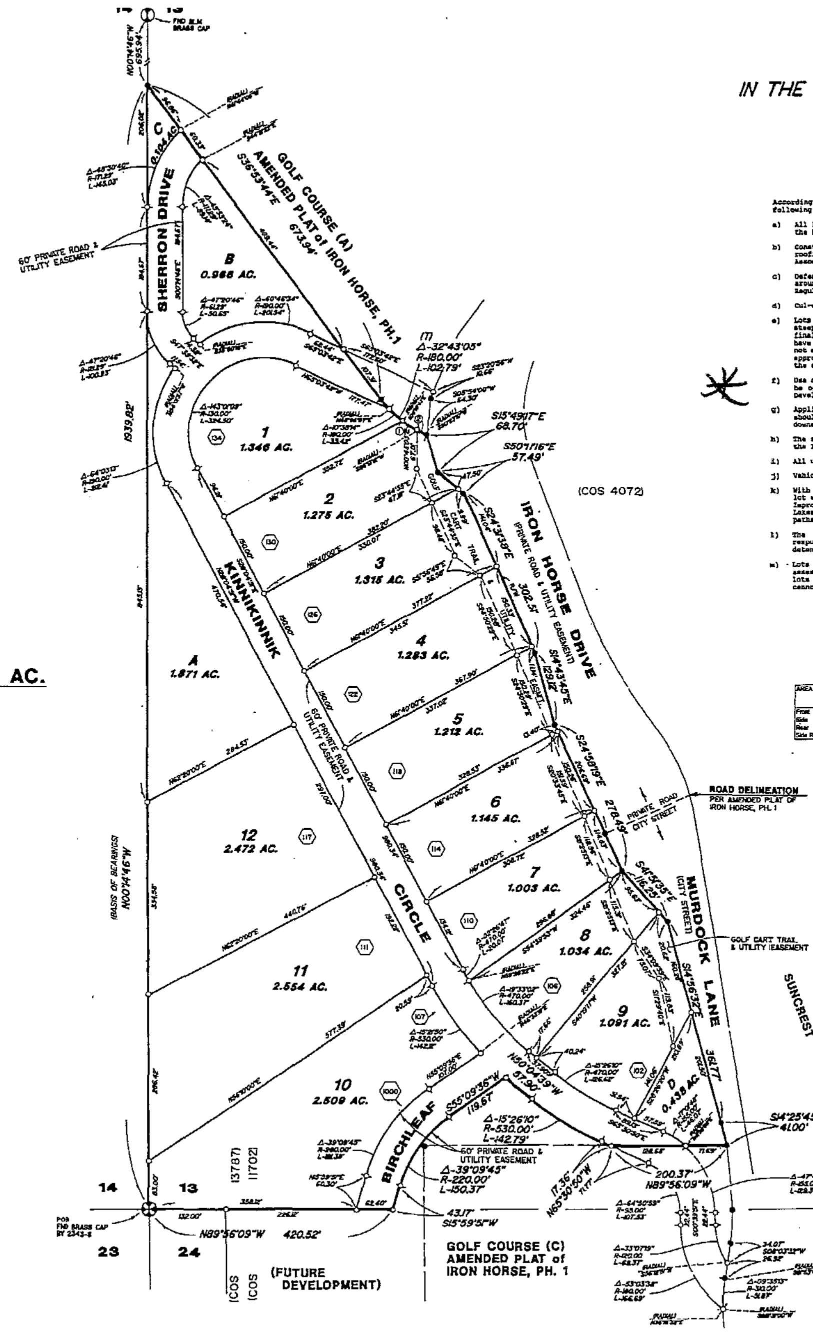
FOR: PAT DONOVAN
OWNER: IRON HORSE AT WHITEFISH LLC

PLAT OF IRON HORSE, PHASE 6

A SUBDIVISION IN THE W1/2SW1/4 SEC. 13, T.31N., R.22W., P.M.,M., FLATHEAD COUNTY, MONTANA

SCALE: 1" = 100'

0' 50' 100' 200'



LEGEND

- SECTION CORNER (AS NOTED)
- 1/4 CORNER (AS NOTED)
- FOUND 1/2" REBAR BY 7975-S (UNLESS NOTED)
- SET 1/2"x24" REBAR WITH 1 1/4" PLASTIC CAP, STAMPED: SANDS, 7975-S
- ADDRESS

TOTAL AREA: 25.319 AC.

AREAS

LOT NO.	SIZE (ACRES)	SIZE GROSS (ACRES)
1	1.346	1.936
2	1.275	1.865
3	1.315	1.905
4	1.283	1.873
5	1.212	1.802
6	1.145	1.735
7	1.003	1.593
8	1.034	1.624
9	1.091	1.681
10	2.509	3.099
11	2.554	3.144
12	2.472	3.062
TOTAL (12)	18.239	25.319

Common Area A	1.871
Common Area B	0.966
Common Area C	0.104
Common Area D	0.438
	3.379
Private Roads	3.701
TOTAL	25.319 AC.

NOTE: GROSS ACREAGE FOR TAX PURPOSES: add 1/12th of 7.080 AC. Common Areas and Private Roads acreage per lot. (0.590 +/- AC per lot)

CURVE TABLE

NO.	DELTA	RADIUS	LENGTH
1	09°05'31"	180.00'	28.56'
2	05°50'02"	180.00'	18.33'

According to the preliminary plat conditions of approval, the following statements are to appear on this final plat:

a) All house numbers shall be visible from the road, either on the building or at the driveway entrance.

b) Construction shall utilize only Class A or B fire resistant roofing materials, as rated by the National Fire Protection Association.

c) Defensible Space fire breaks shall be provided and maintained around each structure, as indicated in Whitefish Subdivision Regulations.

d) Cul-de-sacs shall be kept unobstructed at all times.

e) Lots with this subdivision may be subject to hazards form steep terrain. Building envelopes are submitted with the final plat and individual slope characteristics of the lots have been prepared as part of the final plat. Driveways shall not exceed 10% grade nor be narrower than 10 feet and shall be approved by the City of Whitefish as suitable access prior to the start of residential construction.

f) Use of Kinnikinnik Circle, Sherron Drive and Birchleaf shall be open to the public in accordance with the Planned Unit Development and subsequent agreements with the City Council.

g) Application of fertilizers or pesticides in the subdivision should be minimized to protect the water quality of the downstream residents.

h) The setbacks shall be as per the setback table of page 5 of the Iron Horse application package dated March 17, 1997.

i) All utilities shall be installed underground.

j) Vehicular access through the lots shall be limited as shown.

k) With the purchase of each lot within a phase the owner of the lot waives their right to protest the creation of a Special Improvement District to upgrade Wisconsin Avenue and East Lakeshore Drive, including construction of sidewalks, bike paths and storm sewer improvements.

l) The Iron Horse Homeowner's Association Inc. shall be responsible for the maintenance of the storm drainage detention ponds designed and constructed for the project site.

m) - Lots with slopes greater than 25% have had a geotechnical assessment report performed. This report found that these lots pose no severe geological risks due to development which cannot be overcome with standard construction practices.

SETBACK TABLE
Per Page 5 of March 14, 1997 application

AREA	WRR-1 Ord.	IHR PUD II	WRR Ord.	IHR PUD II	WCR Ord.	IHR PUD II	Loop Ord.	IHR PUD II
Front	15'	15'	25'		50'	25'	60'	25'
Side	10'		15'	10'	20'	10'	20'	10'
Rear	20'		25'		20'		20'	10'
Side Road							25'	

CERTIFICATE OF DEDICATION

WE, THE UNDERSIGNED PROPERTY OWNERS, DO HEREBY CERTIFY THAT WE HAVE CAUSED TO BE SURVEYED AND PLATTED INTO LOTS ALL THE FOLLOWING DESCRIBED PROPERTY AS DESCRIBED IN THE CERTIFICATE OF DEDICATION, AND SHOWN BY THE ANNEXED PLAT OR MAP AND SITUATED IN FLATHEAD COUNTY, MONTANA:

A TRACT OF LAND, SITUATED, LYING, AND BEING IN THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 13, TOWNSHIP 31 NORTH, RANGE 22 WEST, P.M.,M., FLATHEAD COUNTY, MONTANA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS TO WIT:

BEGINNING at the southwest corner of Section 13, Township 31 North, Range 22 West, P.M.,M., Flathead County, Montana, which is a found brass cap; Thence along the west boundary of said Section 13, N00°14'46"W 1939.82 feet to a found iron pin; Thence S36°53'44"E 673.94 feet to a found iron pin and the P.C. of a 180.00 foot radius curve, concave northeasterly, having a central angle of 32°43'05"; Thence along an arc length of 102.79 feet to a found iron pin on the westerly R/W of Iron Horse Drive; Thence along said R/W S15°49'17"E 68.70 feet to a found iron pin; Thence S50°11'16"E 57.49 feet to a found iron pin; Thence S24°31'38"E 302.51 feet to a found iron pin; Thence S14°43'45"E 129.12 feet to a found iron pin; Thence S24°58'19"E 278.49 feet to a found iron pin on the westerly R/W of Murdock Lane; Thence continuing along said R/W S41°51'35"E 116.35 feet to a found iron pin; Thence S14°56'32"E 361.77 feet to a found iron pin; Thence S14°25'45"E 41.00 feet to a found iron pin on the north boundary of Golf Course (C) of the Amended Plat of Iron Horse, Phase 1 (records of Flathead County, Montana); Thence leaving said R/W and along said north boundary N89°56'09"W 200.37 feet to a set iron pin on the southwesterly R/W of a 60 foot private road and utility easement known as Kinnikinnik Circle; Thence along said R/W N65°38'50"W 17.54 feet to a set iron pin and the P.C. of a 530.00 foot radius curve, concave northeasterly, having a central angle of 15°26'10"; Thence along an arc length of 142.79 feet to a set iron pin; Thence N50°04'39"W 57.90 feet to a set iron pin on the easterly R/W of a 60 foot private road and utility easement known as Birchleaf; Thence along said R/W S55°09'36"W 119.67 feet to a set iron pin and the P.C. of a 220.00 foot radius curve, concave southeasterly, having a central angle of 39°09'45"; Thence along an arc length of 150.37 feet to a set iron pin; Thence S15°59'51"W 43.17 feet to a set iron pin on the south boundary of said Section 13; Thence leaving said R/W N89°56'09"W and along said south boundary 420.52 feet to the point of beginning and containing 25.319 ACRES; Subject to and together with all appurtenant easements of record.

The above described tract of land shall hereafter be known as: IRON HORSE, PHASE 6

CERTIFICATE OF PRIVATE ROADWAYS

THE ROADWAYS SHOWN ON THIS PLAT AS SHOWN ARE INTENDED TO BE PRIVATE . THEY ARE HEREBY DEDICATED FOREVER TO BE FOR THE USE OF THE OWNERS (AND THEIR SUCCESSORS IN INTEREST) OF THE LOTS DESCRIBED ON THIS PLAT AND ALL PHASES OF IRON HORSE SUBDIVISIONS. THE OWNERS (AND THEIR SUCCESSORS IN INTEREST) OF THE LOTS DESCRIBED ON THIS PLAT WILL PROVIDE FOR THE ALL-SEASON MAINTENANCE OF THE PRIVATE ROADWAY BY THE CREATION OF A CORPORATION OR HOMEOWNERS ASSOCIATION TO ADMINISTER AND FUND THE MAINTENANCE. IT IS UNDERSTOOD AND AGREED THAT THE VALUE OF EACH LOT DESCRIBED ON THIS PLAT IS ENHANCED BY THE PRIVATE, NATURE OF SAID ROADWAY. EXCEPTING AND RESERVING THE RIGHT TO USE ALL SAID PRIVATE ROADS BY THE OWNERS OF THE LOTS IN ALL PHASES OF IRON HORSE SUBDIVISIONS. BY ORDER OF THE CITY COUNCIL, THESE ROADS ARE OPEN TO THE PUBLIC.

UTILITY EASEMENT CERTIFICATE

The undersigned hereby grants unto each and every person, firm, or corporation, whether public or private, providing or offering to provide telephone, telegraph, electric power, gas, cable television, water or sewer service to the public, the right to the joint use of an easement for the construction, maintenance, repair, and removal of their lines and other facilities, in, over, under and across each area designated on this plat as "UTILITY EASEMENT" to have and to hold forever.

In witness whereof, we have caused our hands to be this 1st day of July, 2000.

[signature]
Patrick E. Donovan - IRON HORSE AT WHITEFISH LLC
Attorney in Fact

STATE OF MONTANA)
SS
COUNTY OF FLATHEAD)

On this 1st, day of June, 2000, before me a Notary Public for the State of Montana, personally appeared Patrick E. Donovan, Attorney in Fact for IRON HORSE AT WHITEFISH LLC. and known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that they executed the same.

[signature]
Notary Public for the State of Montana
Residing at Whitefish, MT
My commission expires [illegible]

CERTIFICATE OF CITY COUNCIL

We, Andy Feury, Mayor for the City of Whitefish, and [illegible], City Clerk of the City of Whitefish, Montana do hereby certify that the accompanying plat was duly examined and approved by the City Council of the City of Whitefish at its regular meeting held on the 19th day of June, 2000.

[signature] Mayor of Whitefish, Montana

[signature] City Clerk of Whitefish, Montana

CERTIFICATE OF CITY ENGINEER

I, John C. Wilson, City Engineer for the City of Whitefish, Montana, do hereby certify that the accompanying plat conforms to the adjoining additions or plats in the City of Whitefish, Montana, which are already platted, as near as circumstances will permit.

[signature]
City Engineer, City of Whitefish

CERTIFICATE OF CITY ATTORNEY

I, John M. Phelps, City Attorney for the City of Whitefish, Montana, do hereby certify that I have examined the Certificate of Title by a licensed title company on the land described in the Certificate of Dedication on the annexed Plat of IRON HORSE, Phase 6, and find that Iron Horse at Whitefish LLC are the owners in fee simple of the land so platted. Dated this 1st day of August, 2000.

[signature]
City Attorney for the City of Whitefish

CERTIFICATE OF SURVEYOR

[signature]
THOMAS E. SANDS 7975-S

APPROVED: 5/30, 2000

[signature]
Examining Land Surveyor 5008 -S

STATE OF MONTANA)
SS $12.00
COUNTY OF FLATHEAD)

Filed for record this 29 day of Aug, 2000, at 3:48 o'clock PM
Susan W. Haverfield
Flathead County Clerk & Recorder
By: [signature]
Instrument Record No. 200024215440

File #1503
11-5-33

SHEET 1 OF 1 SHEET

passage that the homeowners and guests also enjoyed up there. There is a gate and a guard there, so the Mayor wanted to make sure we're all very clear on that issue. Jerry Hanson said the streets are private and maintained by the Homeowners Association and based on the approvals for each phase of development the streets are open to the public. There is a guard shack on the street right now during construction. He reminded the Council that there had been some problems during earlier construction so it seems prudent to monitor who goes in and out. Below that guard shack a gate is constructed but it is bolted open and cannot be closed and there is no intention to close and lock that gate or make Iron Horse a gated community. The pedestrian pathway will also be open to the public.

Councilor Gwiazdon made a motion, seconded by Councilor Askew, to approve the revised preliminary for Iron Horse Condominiums Phase 1.

Councilor Hope did have some discussion. He noted to the Mayor that he was going to ask the same question the Mayor did about Iron Horse being a gated community. He said he has seen it in print more than once that it is a gated community. The perception of the general public has is that it is a gated community. But Councilor Hope remembered as well as the Mayor did that during the approval process of each phase of Iron Horse that the roads and pedestrian paths would be accessible to the public. Councilor Hope tried to drive through last night to inspect the condominium site for tonight's meeting and was prevented from entering by the guard at the shack. Then he sought out the pedestrian path and found a sign that said "Pedestrian Access Closed Due to Logging Activity". Jerry Hanson asked if he could address that and Councilor Hope recognized him. Jerry Hanson said it is an 800-acre construction site. He said only a couple homes are completed and being lived in – the rest is under active construction. When the construction is completed you'll find the guard will be gone. By contacting the main office or the guard shack earlier in the day, Councilor Hope would have probably been allowed to enter. Councilor Hope said he was concerned that with the number of phases that will be built will the guard and shack have to be there for the next twenty years; keeping the public accesses closed for twenty years? Jerry Hanson said probably by the end of next summer if not sooner the guard shack will be relocated further up into the development when the road construction and water and sewer construction is completed in the lower part. He said it is not a permanent condition by any means. He said timewise, the upper portion is Phase 4 and it does cover a lot of acres; but he thinks that the active construction in the phase will also be completed by the end of next summer. He said by then all the roads will be paved and all the water and sewer will be in place and the whole nature of the development will be changed. He said the developers of Iron Horse have every intention of living up to all conditions of approval of the development including public access.

Councilor Gwiazdon said he has been up there during the day and he agreed that it would be a hazardous situation to have bicyclists and pedestrians going through there with the amount of construction going on. He has had conversations with Pat Donovan about the same subject and Pat has always assured Councilor Gwiazdon the same that has been said tonight.

EXHIBIT
5

Mayor Feury said he didn't mean to steer the Council off on a tangent unrelated to this approval but felt the air needed to be cleared. He did encourage Iron Horse to move the shack and guard up as soon as possible when construction allows. He thought it would be in Iron Horse's best interest to do so. The Mayor said if there is no further discussion he would call for a vote on the motion on the floor.

The vote on the motion to approve the Revised Preliminary Plat for Iron Horse Condominiums Phase 1 was unanimous.

c) **Request for approval of final plat for Colorado Mountain Tracts; Bill Hileman**

Eric Mulcahy, FRDO gave the staff report. He said the preliminary plat of the Colorado Mountain Tracts was approved with 10 conditions, all of them except #2 have been address to the satisfaction of the Planning Staff. Condition #2 covers construction of infrastructure and the developer has provided the City with a subdivision improvement agreement with a bond for $19,625.00. Regulations require the bond to be held should be for 125% of anticipated costs. Eric Mulcahy said he notified the City Attorney of the shortfall and the City Attorney met with the developer and the developer has said the remainder of the required bond will be forthcoming. He advised the Council could make the approval contingent upon receiving the additional bond. Eric Mulcahy also noted Condition #9 referred to the Colorado/Texas SID and John Wilson, Public Works Director, stated that he preferred to secure the SID fee at the building permit phase when the proposed use is finalized; so essentially Condition #9 is being allowed to not be met at this time.

Councilor Askew made a motion, seconded by Councilor Gwiazdon, to approve the Final Plat for Colorado Mountain Tracts subject to the Conditions of Approval attached within the letter of transmittal from the City County Planning Board and FRDO Staff Report WF/99/Wfp 00-2. The motion passed unanimously.

d) **Lakeshore Construction Permit WLP-00-W7; Scott**
e) **Lakeshore Construction Permit WLP-00-W8; Hinman**
f) **Lakeshore Construction Permit WLP-00-W9;McIlvane**
g) **Lakeshore Construction Permit WLP-00-W11; Lacosta and Hileman**

Councilor Hope made a motion, seconded by Councilor Gwiazdon, to approve Lakeshore Construction Permits WLP-00-W7, WLP-00-W8, and WLP-00-W11, with the Conditions of Approval as recommended by the Whitefish Lake and Lakeshore Protection Committee.

Councilor Hope complimented the Lake and Lakeshore Protection Committee on the tremendous amount of work they do for each application. They deserve a lot of credit.

October 5, 2004

Jim Campbell, General Manager
Iron Horse
2150 Iron Horse Drive
Whitefish, MT 59937-8178

RE: Request for City Enforcement of Traffic Laws

Dear Mr. Campbell:

I am writing in response to your request, conveyed to Police Chief Dial and our City Attorneys, that the City take over enforcement of traffic laws within the Iron Horse Subdivision. The City Attorney has informed me that the City could lawfully do so, although it would require action by the Whitefish City Council. Before I can take this issue to the City Council, however, several matters must first be cleared up. I will discuss them below.

As you know, the streets within Iron Horse are privately owned and maintained, but based on a requirement imposed by the City Council at the time of subdivision approval, all of the Iron Horse streets are open to the public. For various reasons, however, over the years Iron Horse has imposed restrictions on the public's use of its streets. These restrictions have sometimes taken the following forms:

1. Iron Horse has sometimes used a kiosk at the entrance to the subdivision to stop vehicles and inquire concerning the driver's purpose in entering Iron Horse. At times this kiosk has been manned and set in the center of Iron Horse Drive, forcing drivers to stop. At other times the kiosk has been moved to the side, where drivers, if sufficiently bold, could ignore it. I do not know the current state of the kiosk, but it would have to be permanently eliminated in order for the City to enforce traffic laws. A street is not truly "open to the public" if drivers are compelled to stop and explain themselves before traveling on.

2. Depending on the particular security company involved, drivers on Iron Horse streets have been stopped and asked to explain their purpose within Iron Horse. I have personally been stopped when I was driving my family and visitors through Iron Horse, and the experience was unpleasant. Again, streets are not truly "open to the public" if travelers may be stopped at any time and asked to explain what they are doing. Before the City could undertake traffic enforcement, such treatment of motorists would have to permanently cease.

EXHIBIT

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3. Not only are the Iron Horse streets open to the public, but the pedestrian path is also open to the public. Over the years many Whitefish residents, including several City employees, have been stopped from using the pedestrian path. Such interference with the public's right to use the pedestrian path would have to permanently cease in order for the City to consider taking over traffic enforcement.

4. In order for Whitefish residents to enjoy the pedestrian path, or to walk or bicycle on the streets that are open to the public, there must be some convenient parking available for them. However, it appears that Iron Horse has prohibited parking on its streets. Recently a resident of Whitefish, who parked on an Iron Horse street, was given the enclosed notice, indicating that her vehicle would be towed. Streets are commonly used not only for travel but for parking, and there is certainly sufficient right-of-way on many of Iron Horse's street to accommodate parking. In order for the City to consider traffic enforcement, Iron Horse would have to permanently cease preventing all parking on its streets. The City has no objection to limiting parking at specific points where streets are too narrow or where other factors create hazards. The City's Public Works staff could work with Iron Horse in order to identify such areas.

* * * * *

In addition to the issues discussed above, the stop signs and other traffic signs in Iron Horse do not all comply with State law and City traffic regulations. Before the City could begin actual traffic enforcement, some new signage would need to be installed at Iron Horse's expense. Our Public Works department could work with Iron Horse to identify the specific signs that need to be enlarged or altered.

I would be happy to meet with you concerning your request that the City enforce traffic laws within the Iron Horse Subdivision. It may be some of the problems discussed above are entirely in the past. If not, however, these matters need to be corrected whether or not the City undertakes traffic enforcement on Iron Horse's streets. It is important to the City that public access to Iron Horse's streets, which past City Councils required, becomes a reality.

I look forward to hearing from you.

Very truly yours,

Gary B. Marks
City Manager

Enclosure

August 29, 2007

Rick Tramontin, General Manager
Iron Horse
2150 Iron Horse Drive
Whitefish, MT 59937-8178

RE: Public Access to Iron Horse

Dear Mr. Tramontin:

In years past the City has received occasional complaints from members of the public who were stopped at the entrance to Iron Horse and discouraged from entering the subdivision. The City has previously notified Iron Horse of its objection to this, and it has been several years since I received a complaint from a member of the public. However, this past week the City was informed that several members of the public were stopped in their vehicle at the entrance to Iron Horse, questioned regarding their business at Iron Horse, and then persuaded to leave. I do not know the actual content of the conversation, but it is clear that their access to Iron Horse was impeded.

I know that you are aware that Iron Horse streets are open to the public, and the City construes that to prohibit any interference with the right of citizens to walk or drive freely within Iron Horse. Certainly questioning members of the public as to their business is an interference with their access. The public cannot be required to justify their presence on Iron Horse streets.

I believe that the management at Iron Horse understands the City's position, and I expect that this recent incident arises from overzealousness on the part of the Iron Horse security personnel. Could you please make sure that the security personnel understand that they may not question citizens as to their business in Iron Horse, or otherwise interfere with their access? Certainly if someone behaves in a suspicious manner, an inquiry from security personnel might be appropriate. But otherwise our citizens have a right to travel freely on Iron Horse streets.

Thank you for your attention to this matter.

Very truly yours,

John M. Phelps

JMP/klh

cc: Gary B. Marks, Manager

EXHIBIT

7

PLANNING & BUILDING DEPARTMENT
PO Box 158
510 Railway Street
Whitefish, MT 59937
(406) 863-2410 Fax (406) 863-2409

Date: January 1, 2015

To: Advisory Agencies & Interested Parties

From: Whitefish Planning & Building Department

The regular meeting of the Whitefish Planning Board will be held on Thursday, January 15, 2015 at 6:00 pm. During the meeting, the Board will hold public hearings on the items listed below. Upon receipt of the recommendation by the Planning Board, the Whitefish City Council will also hold subsequent public hearing on items 3-5 on Monday, February 2, 2015 and items 1-2 on Tuesday, February 17, 2015. City Council meetings start at 7:10 pm. Planning Board and City Council meetings are held in the Whitefish City Council Chambers, Whitefish, Montana.

1. A request by the Iron Horse Homeowners' Association to reconfigure the entryway by installing a center landscape median that will include a single story welcome center. The project will be located on Iron Horse Drive in the vicinity of the existing guard shack which will be removed. WPP-97-01A (Compton-Ring)

2. A request by the city of Whitefish for review of the updated Downtown Master Plan. The Downtown Plan is a portion of the Whitefish City-County Growth Policy. WGPA 15-01 (Compton-Ring)

3. A request by the city of Whitefish to review the Highway 93 West Corridor Plan as a new neighborhood plan for the Whitefish City-County Growth Policy. WGPA 15-02 (Taylor)

4. A request by the City of Whitefish for an amendment to Section 11-2S, WPUD, Planned Unit Development District, to clarify the blending of uses and density where a PUD overlays multiple underlying zones. WZTA 15-01 (Taylor)

5. Continuation of a request by Whitefish Hotel Group LLC for a Conditional Use Permit to construct a hotel that exceeds 7,500 square foot per §11-2L-4 of the WB-3 zoning district. The property is located at 204 Spokane Avenue and can be legally described as Lots 1-11 and 19-25 in Block 46 of Whitefish Original Townsite in S36-T31N-R22W. WCUP 14-11 (Compton-Ring)

Documents pertaining to these agenda items are available for review at the Whitefish Planning & Building Department, 510 Railway Street during regular business hours. Inquiries are welcomed. Interested parties are invited to attend the hearing and make known their views and concerns. Comments in writing may be forwarded to the Whitefish Planning & Building Department at the above address

prior to the hearing or via email: *dtaylor@cityofwhitefish.org*. For questions or further information regarding these proposals, phone 406-863-2410.

Planning & Building Department
PO Box 158
510 Railway Street
Whitefish, MT 59937
(406) 863-2410 Fax (406) 863-2409

Public Notice of Proposed Land Use Action

The City of Whitefish would like to inform you that the Iron Horse Homeowners' Association is proposing to develop a single story welcoming station located in a center landscape median on Iron Horse Drive in the vicinity of the existing guard shack which will be removed.

You are welcome to provide comments on the project. Comments can be in written or email format. The Whitefish Planning Board will hold a public hearing for the proposed project request on:

Thursday, January 15, 2015
6:00 p.m.
Whitefish City Council Chambers, City Hall
402 E. Second Street, Whitefish MT 59937

The Whitefish Planning Board will make a recommendation to the City Council, who will then hold a public hearing and take final action on Tuesday, February 17, 2015 at 7:10 p.m., also in the Whitefish City Council Chambers.

On the back of this flyer is a site plan of the project. Additional information on this proposal can be obtained at the Whitefish Planning Department located at 510 Railway Street. The public is encouraged to comment on the above proposals and attend the hearings. Please send comments to the Whitefish Planning Department, PO Box 158, Whitefish, MT 59937, or by phone (406) 863-2410, fax (406) 863-2409 or email at *wcompton-ring@cityofwhitefish.org*. Comments received by the close of business on Monday, January 5, 2015, will be included in the packets to the Planning Board members. Comments received after the deadline will be summarized to the Planning Board members at the public hearing.

PLEASE SHARE THIS NOTICE WITH YOUR NEIGHBORS

Wendy Compton-Ring

From: MIKE WARNING <mike_warning@msn.com>
Sent: Tuesday, December 23, 2014 4:22 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse Welcome Station

To: Whitefish Planning Board

Subject: Proposed Welcoming Station on Iron Horse Drive

My wife and I would like to offer our support for the proposed improvement. We feel the change will help manage the speed on Iron Horse Drive making it safer for walkers, cyclists, strollers, pets and golfers without burdening the city with financial costs. The new Welcoming Station and its landscaping would enhance the appearance while maintaining open and free access for all. Seems like a very positive improvement for all concerned. We think approval by the Planning Board and the Whitefish City Council is in the best interest of safety for all the residents.

Thank you.

Leslie & Mike Warning
Whitefish, MT

EXHIBIT

10

December 29, 2014

12-31-2014 P03:40

Planning and Building Department
P.O. Box 158
Whitefish, Montana 59937

RE: Iron Horse Welcoming Station

Dear Planning and Building Department:

Iron Horse wishes to construct a "welcoming station" on Iron Horse Drive near the current guard shack, which would be eliminated. What purpose is served by the new structure that isn't being accomplished now? Given the recent publicity about gated subdivisions in Whitefish, how does this proposal compare and what related conditions were attached to Iron Horse when initially approved by the city that may now be modified?

Sincerely,

Bruce Aronson
6 Ridge Crest Court
Whitefish
Telephone: 863-9794

EXHIBIT
11

Wendy Compton-Ring

From: Murph Hannon <murphhannon@gmail.com>
Sent: Tuesday, December 30, 2014 9:25 AM
To: wcompton-ring@cityofwhitefish.org
Cc: Michele Ireland
Subject: Welcome Station Iron Horse

Hi Wendy
I am writing this email in support of the proposal submitted by Iron Horse Association to create a Welcome Center at the current Security Guard location on Iron Horse Drive As a resident of Iron Horse I would confirm that there is a definite safety issue that exists at that location.
The proposed location of the center would enable control of the speed of the vehicle traffic traveling through that area which would help balance the golf cart, bicycle and pedestrian traffic In addition given the amount of construction traffic and resident guests looking for addresses within Iron Horse a Welcome Center located in a center median would help address the current deficiency of helping with directions I also feel that the center is a welcome addition to the overall feel and quality of Iron Horse without resorting to a gated feel which this is not intended to be nor would I support I would appreciate it if you would add my support as part of your recommendation to Planning Board and City Council meeting

Murph Hannon
Murcon Development Inc

Sent from my iPhone

EXHIBIT
12

Wendy Compton-Ring

From: William Parker <rett.parker@icloud.com>
Sent: Friday, January 02, 2015 1:29 PM
To: wcompton-ring@cityofwhitefish.org
Subject: IH Welcome Center

Hello Wendy:

Please accept this email as my notice of support for the proposed Iron Horse Welcome Center. I have been a permanent resident of this neighborhood for 10 years and have witnessed a dramatic increase in traffic.

The proposed project will have a positive influence on the neighborhood and improve safety by;

1. Reducing vehicle speed through the area.
2. Separate motorized and non-motorized traffic (I have seen numerous traffic conflicts here).
3. Minimize the safety concerns of a blind curve by improving the vertical alignment of the existing travel way.

I fully support the proposed roadway improvement project and welcome station. Further, I request both the planning board and city council to support/approve the project.

Thank you,

William M. (Rett) Parker
192 Woodland Star Circle
Whitefish, MT 59937

Sent from my iPhone

EXHIBIT

13

Wendy Compton-Ring

From: BHoadley12@comcast.net
Sent: Saturday, January 03, 2015 1:52 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse welcoming center

As an Iron Horse resident, I fully support this project. The present arrangement presents a traffic congestion problem with limited sight distances. With ever increasing traffic into and out of Iron Horse, there is an ever increasing chance for collisions with bicycles, golf carts, passenger cars, construction vehicles, hikers, etc. By widening and straightening the line of sight from the welcome center, as well as for those on the paths and roadways, the new arrangement will greatly reduce the chances for injuries. In addition to the visual enhancement, it will (importantly) slow traffic through that area.

Please support this safety enhancement project.

Thank you,
Bill Hoadley & DJ Wilson

EXHIBIT

14

Wendy Compton-Ring

From: Jerry Horn <jerryhorn2@gmail.com>
Sent: Saturday, January 03, 2015 5:52 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse welcome station

I, as a resident of Iron Horse, am in favor of this plan, as I think it will cause a slow down in traffic, therefore be safer. It will also be helpful to guests finding the residence they are looking for. Thank you. Jerry Horn, 104 Lookout Lane,Whitefish, Mt

EXHIBIT

15

Wendy Compton-Ring

From: Jan Mayo <nhmayo@gmail.com>
Sent: Sunday, January 04, 2015 6:49 PM
To: wcompton-ring@cityofwhitefish.org
Cc: Andrew Moshier
Subject: Welcome Center, Iron Horse Dr.

As a resident living on Silverberry Lane I, without reservation, approve the plan to build the Welcome Center on Iron Horse Drive. Turning left onto Iron Horse Dr. from Silverberry Lane can be most difficult as we are crossing traffic coming uphill and around a blind corner.

Slowing down traffic slightly to go around the guard shack while separating the golf carts, maintenance vehicles, and cars will greatly enhance the safety of that congested area.

Thank you for your consideration.

Janet Mayo
2067 Silverberry Lane, Whitefish

EXHIBIT

16

Wendy Compton-Ring

From: Jamie Shennan <Jamie@trinityventures.com>
Sent: Sunday, January 04, 2015 1:15 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse Welcoming Station

My wife and I are Montana residents who live full time in the Iron Horse community.
Over the past 8+ years, we have seen the speeds with which cars, trucks and bicyclists travel our streets increase dramatically. Frankly, we are clearly multiple accidents waiting to happen. We fully support the construction of a Welcome Station near the entrance to Iron Horse. Our belief is that the station will have an important impact on the safety of our streets. As it is right now, our employees in the current security shack have no chance of helping out, as they cannot see speeding vehicles or bicyclists approaching.
Cordially, Janna and Jamie Shennan

EXHIBIT 17

Wendy Compton-Ring

From: Kelton, David J. <david.kelton@credit-suisse.com>
Sent: Monday, January 05, 2015 1:39 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse Welcome Center

As an owner in Iron Horse I'm in favor of the new plans for the Welcome Center. I live in the cabins just off the side from the proposed site, and I believe that the new building will enhance the entrance to the community by making it more welcoming to everyone.

Most of all, I believe the safety of all who travel on the road – drivers, golf carts, bicyclists and pedestrians - will be improved by rerouting some of the walkways and paths.

My family and I just returned from two weeks in town over the Christmas break. We love the community in Whitefish and look forward to being there for many years to come.

Thanks,
David

David J Kelton
CREDIT SUISSE
CREDIT SUISSE | PB NorthAm Dallas, SAEL 2
200 Crescent Court | 75201 Dallas | Americas
Phone +1 214 979 4061
david.kelton@credit-suisse.com | www.credit-suisse.com

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EXHIBIT 10

Wendy Compton-Ring

From: Ryan Burke <Ryan.Burke@ey.com>
Sent: Monday, January 05, 2015 1:43 PM
To: wcompton-ring@cityofwhitefish.org
Cc: mirelan@ironhorsemt.com
Subject: Iron Horse Welcome Center

To whom it may concern:

I am writing as a cabin and homeowner in Iron Horse (2104 Iron Horse Drive). My family and I have had this residence for 6 years. We have two small boys, ages 9 and 11. We also happen to likely be one of the closest homes/cabins next to the current shack and the proposed Welcome Center. As such, I hope our comments are welcomed by the planning committee.

The current configuration and confluence of roads near the shack is both dangerous and not helpful for traffic flow. Cars typically drive extremely fast on that up hill and down hill portion. Given the intersections of golf carts, children playing, the Silverberry street and the maintenance, there is no natural way for cars to slow down and notice the "activity" in that particular spot as they round either the up hill or down hill portion of this street. The proposed welcome center appears to be a dramatic improvement to the safety and chaos of the current structure.

My two boys, who play outdoors in summer and winter non-stop are now of the age that they are comfortable within a 100-200 yard radius of our home with the clear exception of the Iron Horse Drive area under consideration given the cars, speeding and golf cart traffic. I really believe that the proposed Welcome Center will allow for a natural slow down and ability for oversight of the congestion that occurs on busy and non-busy days alike. Our big fear are the large trucks coming up and down the hill that can not see children playing and walking across the street.

I hope this helps. While I am currently out of the country, I wish I could be at the meeting in person. In any event, I would be happy to speak live or clarify any comments if needed.

Thank you

Ryan Burke
Ernst & Young Partner
ryan.burke@ey.com
2104 Iron Horse Drive
Whitefish, MT 59937

EXHIBIT
19

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Wendy Compton-Ring

From: kenneth wessels <kjwessels@mac.com>
Sent: Monday, January 05, 2015 1:53 PM
To: wcompton-ring@cityofwhitefish.org
Cc: Ken Wessels
Subject: Iron Horse HOA Submissiion

Thank you for allowing me to comment on the Iron Horse HOA proposal. I am a resident of Whitefish, MT and reside in the Iron Horse community.

I am in full support of the HOA proposal. Presently the area addressed is subject to various safety issues.

Slower, safer traffic flow and much improved sight lines are an important improvements to this area.

The porposal will reduce interaction between cars golf carts, walkers, bikers and others and will substantially improve the safety for all concerned. This improvement will welcome all to this community.

Thank you.

Ken Wessels

EXHIBIT

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Wendy Compton-Ring

From: Richard Miller <rmiller@transtar.com>
Sent: Monday, January 05, 2015 2:18 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Welcome Center Iron Horse

Planning Committee,

We are the owners of 173 S. Shooting Star at Iron Horse. We are very excited about the proposed Welcome Center for a number of reasons. The main reason we are excited is about safety. We like to ride bikes and also play golf. The merging of the golf cart path (crossing the street) and the variety of vehicles at that location make both bike riding and driving a challenge. The other reason we are in favor of it is that many people get lost up at Iron Horse. Having someone to assist people would add to the friendly feeling that characterizes Whitefish. Our current location looks like a guard house rather than a place to help people.

Thank you for considering a change that will make us safer and will upgrade our security spot to one of Welcome!

Dick Miller

Richard A. Miller

949-760-4010 (direct)
rmiller@transtar.com
www.transtar.com

EXHIBIT

21

Wendy Compton-Ring

From: Daniel Fuller <dfuller@theretailconnection.net>
Sent: Monday, January 05, 2015 2:23 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Proposed Welcome Station @ Iron Horse Drive, Whitefish, MT

To Whom it May Concern,

I support the proposed Welcome Station on Iron Horse Drive.

The area in question can be quite confusing at peak times of use, with pedestrians, cyclists, and golf carts competing with vehicular traffic for right-of-way.

If approved, I believe the new Welcome Station will provide an important safety measure to what is currently an unsafe condition, and enhance the appearance of Iron Horse Drive for all who use it.

Thank you for considering my input.

Respectfully,

Daniel A. Fuller, Jr.
Executive Vice President
Connected Development Services

THE retail CONNECTION

2525 McKinnon Street
Suite 700
Dallas, TX 75201

214-572-8442 | direct
214-572-0009 | fax
dfuller@theretailconnection.net
www.theretailconnection.net

EXHIBIT
22

Wendy Compton-Ring

From: Andrew Moshier <amoshier@gmail.com>
Sent: Monday, January 05, 2015 2:24 PM
To: Wendy Compton-Ring
Subject: Iron Horse Welcome Center Proposal

City of WF Planning Committee --

I am a full time resident of the Iron Horse community, having had a home here for 10 years.

I have seen firsthand the dramatic increase in traffic on the road, as homes are completed and construction traffic has increased. This community needs some natural traffic calming to help prevent what will certainly be a major accident in the near future. Safety should be first and foremost for our roads and our community. As our roads are private, the burden is on our community to provide safety improvements, and I urge you to support this proposal.

The proposed design, with a median in the middle of Iron Horse Drive, provides the same safety features as the new median on US-93 in front of the WF Lake Golf Course (built by the State of MT) and the bulbouts in downtown WF (built for the City of WF). A simple, clean, naturally safe traffic calming measure, meant to be simultaneously welcoming to the overall WF community.

Regards --

Andrew Moshier
132 Woodland Star Circle

EXHIBIT
23

Wendy Compton-Ring

From: Tee Baur <etbaur@baurproperties.net>
Sent: Monday, January 05, 2015 2:25 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse Welcome Center

Wendy,

Please include my following comments in the upcoming hearing on the proposed Iron Horse Welcome Center:

1. The proposed landscaping for the project and the attractive building will make an enhanced 'sense of arrival' for all members and guests.
2. The inviting nature of the Center will help visitors get proper directions.
3. The complex will slow both incoming & outgoing traffic.
4. The new plan will simplify a very busy area with normal vehicular traffic, golf course service vehicles, golf carts & pedestrians.

I applaud the Iron Horse HOA for developing and submitting this project to the City for approval, and I hope that the City will expedite it through the normal approval process.
Respectfully submitted,

Tee Baur
305 Kings Town Dr.
Naples, Fl. 34102
Home: 239-434-6584
Mobile: 314-706-9008

EXHIBIT

24

Wendy Compton-Ring

From: Peter Grant <peter.grant@anchormarck.com>
Sent: Monday, January 05, 2015 2:31 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse Proposed Welcome Center

As a property owner in the Iron Horse community for 15 years, and as a homeowner for 10 of those 15 years, I would like to express my support for the proposal from the IHHOA that you are evaluating.
Over the years of our residency we have always harbored some concern over the possibility of an accident occurring in the immediate vicinity of the proposed siting. The confluence of drive-through, recreational, maintenance, and construction vehicles has created a set of conditions that are well-addressed in this proposal. This proposal. if approved, will contribute to a safer community approach, where there is a visual cue for traffic to slow and take account of the adjacent roadways. I am personally encouraged by the possibility of a safer approach and welcome area to Iron Horse, that maintains the open feel of the community.
I fully support the proposal.

--
Peter M. Grant II
Anchormarck, LLC
310 4th Street N.E.
Suite 102
Charlottesville, VA 22902
Office: (434)995-5835
Mobile: (612)991-5130

EXHIBIT
25

Wendy Compton-Ring

From: gregory.hetzer@wellsfargoadvisors.com
Sent: Monday, January 05, 2015 2:31 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Re Welcome Center in Iron Horse

Regarding the Welcome Center. As a new home owner in the Whitefish community we were very impressed with the design and concept of the welcome center. We are all concerned with our public safety. This is a very well thought out plan to slow down motorist coming down Iron House as it is a pretty steep decline. It also will be an information facility assisting all motorists. To us this is a Win Win for the Whitefish community.

Best Regards

Gregory J. Hetzer
Senior Vice President - Investments
Senior PIM Portfolio Manager
CA Insurance License #0A72594

Wells Fargo Advisors, LLC
501 Deep Valley Drive, 4th Floor
Rolling Hills Estates, CA 90274
Telephone: 310-265-5417
Fax: 310-377-7872

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EXHIBIT

26

Wendy Compton-Ring

From: Robb Voyles <robbvoy@sbcglobal.net>
Sent: Monday, January 05, 2015 2:31 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Proposed Welcome Center at Iron Horse

We own a home at 2063 Silverberry in Whitefish. We strongly support the proposed Welcome Center and encourage its prompt approval. Since we purchased our home in 2007, we have been concerned about the safety of the left turn from Silverberry Road onto Iron Horse Drive. The visibility is very limited, especially given the amount of construction traffic and the speed at which vehicles drive up and down Iron Horse Road. There have been several near misses over the years. The welcome center, coupled with the widening of the road and the relocation of Silverberry Road, will alleviate this concern. It will also increase safety for those walkers and golf carts crossing the roads and the numerous bikers that travers Iron Horse Drive for recreaction. Generally, the Welcome Center will provide a slower, mo re organized and safer traffic flow for all. Please approve the proposal.

Robb and Lori Voyles

EXHIBIT

27

Wendy Compton-Ring

From: Linda Yerger <linda@cavaliergrp.com>
Sent: Monday, January 05, 2015 3:35 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Welcome Center at Iron Horse

Dear Sirs:
As a homeowner in Iron Horse, I would be so pleased if the City Council would approve the proposed Welcome Center. The traffic flow in this highly congested area would be divided, and some diverted, to provide a much safer area for all types of traffic...pedestrian, cyclist, golf and car traffic. Thank you for your attention to this matter. We all want the safety of others to be uppermost in this neighborhood!
Sincerely,
Linda Yerger
150 South Prairiesmoke Circle
Whitefish, MT. 59937
Sent from my iPhone

EXHIBIT
28

Wendy Compton-Ring

From: Joe Rhemann <joe@rhemann.com>
Sent: Monday, January 05, 2015 3:56 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse Welcome Center

Sensitivity: Confidential

Dear Whitefish Planning Committee,

Thank you for your service to the people of Whitefish. We appreciate the time and energy you dedicate on our behalf. Time spent serving on boards, committees, and other such activities teaches us to appreciate how much time is given so generously by so many.

Please register my support for the planned Iron Horse welcome center. It will provide prudent enhancements to traffic safety and a welcome aesthetic improvement.

According to the concept and drawings, it will be tastefully in line with the desire of the Iron Horse community to maintain a thoughtfully understated, rustically beautiful, high-quality persona that adds to the good value of Whitefish overall.

Affected homeowners have been waiting patiently for the Iron Horse Home Owners Association to address expected functional and aesthetic improvements to welcome areas. As the community association is now far enough along in its maturity, and as the amount of traffic on Iron Horse roads has increased dramatically over the last several years (and will remain on a general increasing trend), this seems like the right time to address these improvements. Delaying improvements will allow a growing traffic safety issue to exacerbate and result in increased time, cost, and inconvenience for the community.

Thank you all again for your time and thoughtfulness, and happy new year.

Joe

Joe Rhemann

Private, proprietary, confidential. All rights reserved.

EXHIBIT

29

Wendy Compton-Ring

From: Alan Warrick <afwarrick@gmail.com>
Sent: Monday, January 05, 2015 3:44 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Proposed Welcome Center Ironhorse

To: Planning committee
Fr: Alan Warrick

Respectfully as a Ironhorse home owner and member of the Ironhorse HOA I would like to submit a few comments regarding the proposed Welcome Center.

1. The most important point to make is Safety, Safety , Safety
2. Our children and grandchildren are the prime concern for all of us in the community
3. Reducing the speeds of all vehicles will greatly help protect walkers, bikers, golf carts ect
4. The general flow of traffic will be greatly enhanced with traffic spread out and line of sight much improved

And of course a very welcome feeling for all that enter Ironhorse and enjoy the area.

I greatly appreciate your consideration of the project.

Respectfully submitted
Alan Warrick
113 Huckleberry Ln
Whitefish, MT 59937

--
Alan F Warrick
1921 Country Club LN
Little Rock, Ark. 72207
501-664-0777
Cell 501-258-5649
afwarrick@gmail.com

EXHIBIT

30

Wendy Compton-Ring

From: Jeff Bayer <jbayer@cdc-usa.com>
Sent: Monday, January 05, 2015 3:46 PM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse Welcome Center

Dear City of Whitefish Planning Committee,

My wife Chris and I were recently made aware of the proposed Welcome Center on Iron Horse Drive. We saw drawings of the proposed roadway and new building and believe this would contribute greatly towards overall safety in this area. Specifically in the summer months when there is significant pedestrian, bicycle, golf cart and vehicular traffic all converging within this particular zone. We are very much in favor of this proposal and support it fully.

Please include our preference at the upcoming Planning Committee meeting.

Thank you and best regards,

Jeff and Chris Bayer
214 926 3579

EXHIBIT

31

Wendy Compton-Ring

From: Valery Neuman <valeryneuman@yahoo.com>
Sent: Wednesday, January 07, 2015 9:01 AM
To: wcompton-ring@cityofwhitefish.org
Subject: Ironhorse Welcome Center

Dear Whitefish Planning Department,

This letter is in regards to the proposed Welcome Center for Ironhorse Golf Club. My wife and I are in favor of the proposal for a myriad of reasons, primarily safety comes to mind. The current guard building is in a blind area and we have consistently observed trucks and cars racing through at high speeds. The area is a traffic area for children, golfers, bicyclists, pedestrians, etc.

It would be a more professional entrance and would be a friendly way to "slow things down" and welcome people into the area...

We thank you for your service in the beautiful town of Whitefish, Montana.

Respectfully,

Don and Valery Neuman
350 Sugarbowl Circle
Whitefish, Montana,
59937

Cell 760.861.1176

EXHIBIT

32

IRON HORSE
HOMEOWNERS ASSOCIATION

Date: December 31, 2014

To: City of Whitefish Planning Committee

From: Andrew Moshier, President, Iron Horse Home Owners Association

Re: Completion of Entryway to the Iron Horse Community

Whitefish Planning Committee,

This application is a request to approve a one-story Welcome Center building, along with the required sewer and other utility permits, to complete the entryway into the Iron Horse community.

The purpose of this project is twofold;

1. Provide for traffic calming in a road area that is incomplete and poorly designed, leaving it prone to a dense collections of vehicles, golf carts, and pedestrians
2. Complete an aesthetically pleasing look at this entryway site, left incomplete at turnover from the developer.

Background. The Iron Horse HOA was turned over from declarant control to an independently elected Board of Directors in 2011. Completing the entryway was the top request of property owners. However, given insufficient reserves and other service requirements, the HOA opted to defer this effort to a future date. The summer of 2014 saw vastly increased traffic and an improvement in HOA financials, bringing this project back to the top of priority list.

EXHIBIT

33

2150 Iron Horse Drive
Whitefish, Montana 59937
Phone: 406-863-3042 · 877-612-5900
Fax: 406-863-3043

Iron Horse Entryway Project

Currently a basic guardhouse is located to the side of a cross traffic nightmare. In the summertime, traffic includes regular vehicle flow, ingress/egress to Silverberry Lane, heavy home construction equipment (including dump trucks), golf carts, golf course construction equipment, cyclists, and some foot traffic. Uphill and downhill speeds compound the flow rate challenge through a narrow roadway.

Completion of the entryway design will accomplish several safety goals;

- Split the uphill and downhill roadway with a median section and widen each main lane to 20'. Curve the uphill roadway for natural traffic calming
- Consolidate Silverberry Lane with the golf course maintenance road, physically separate from golf cart ingress/egress points (exact re-routing being discussed with affected homeowners)
- Slow traffic to 15 mph, but encourage continuous traffic flow
- Build a new Welcoming Station in the median to create natural awareness of the entryway, 'fill in' the expanded roadway, and allow clear viewing of road crossing golf carts
- Add a separate pull over lane on the uphill portion for vehicles needing assistance

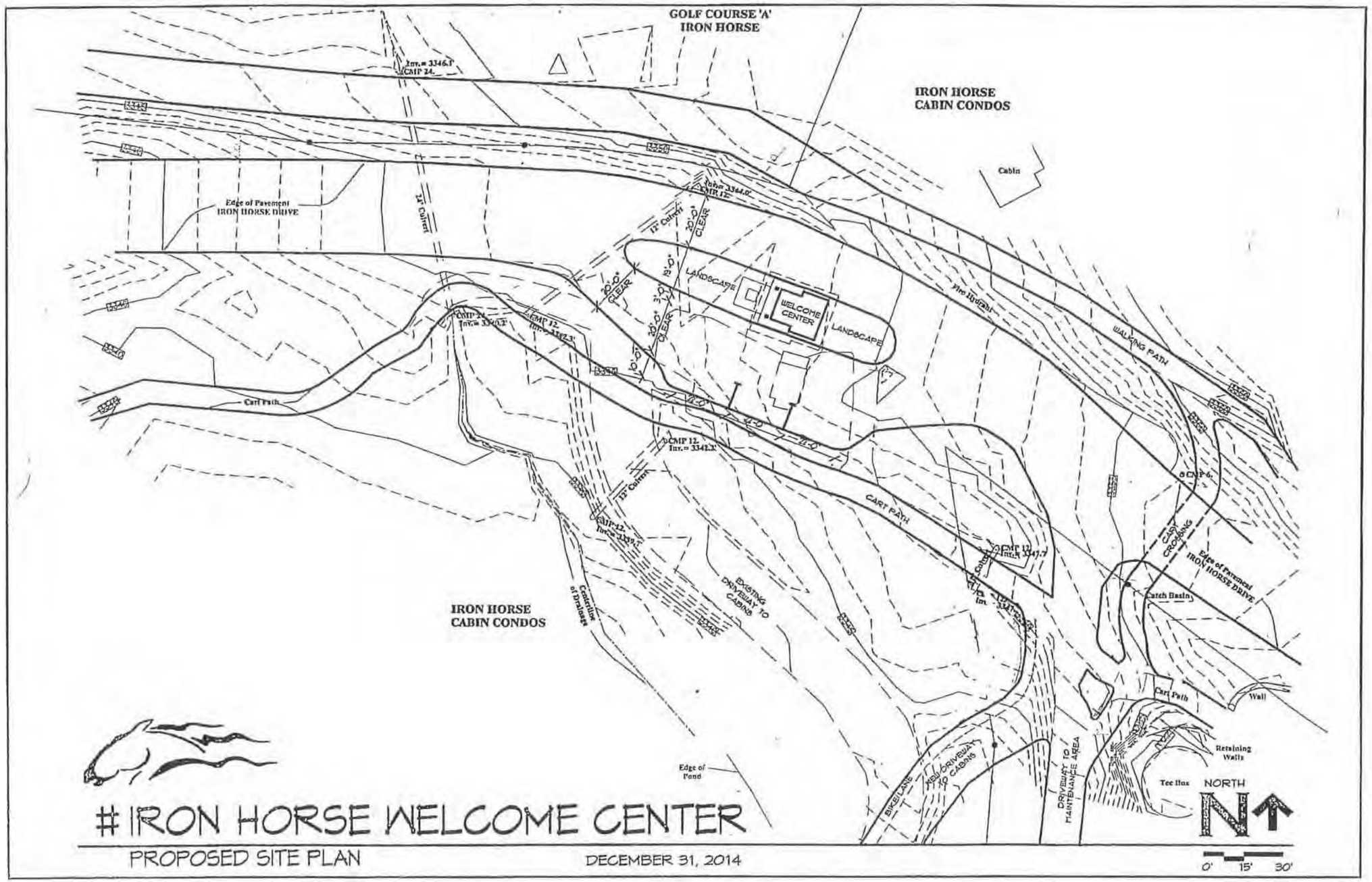
A secondary aesthetic goal is to create a pleasing, GNP-themed entryway color scheme that promotes a relaxing and welcoming feel to residents, their guests, and other visitors. This would tie in to a concurrent project to replace all Iron Horse road signs with similar GNP-themed versions (the current WF street signs are the basis for the style and materials to be used).

Project timing: Move forward with professional design and City of WF planning requirements ASAP. Start construction late March, 2015,

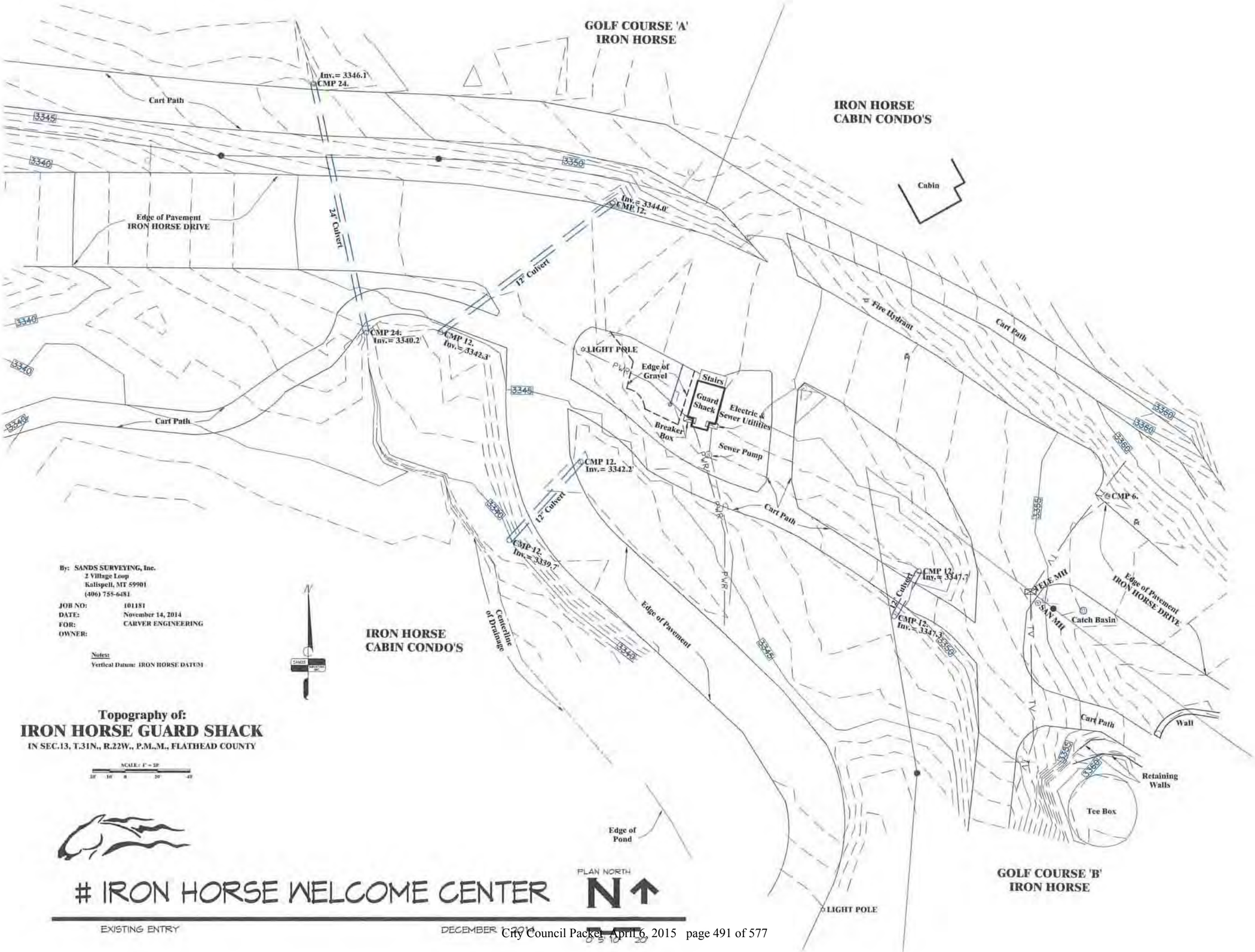
12/1/14 v4

#IRON HORSE WELCOME CENTER

DECEMBER 20, 2014


GOLF COURSE 'A'
IRON HORSE
IRON HORSE
CABIN CONDOS
Cabin
Edge of Pavement
IRON HORSE DRIVE
24" Culvert
12" Culvert
20'-0" CLEAR
LANDSCAPE
WELCOME CENTER
Fire Hydrant
WALKING PATH
Cart Path
CART PATH
CMP 12
Inv.= 3342.3'
EXISTING DRIVEWAY TO CABINS
IRON HORSE
CABIN CONDOS
Centerline of Drainage
CLAY CROSSING
Edge of Pavement
IRON HORSE DRIVE
Catch Basin
Cart Path
Wall
Retaining Walls
Tee Box
NORTH
Edge of Pond
BIKE LANE
NEW DRIVEWAY TO CABINS
DRIVEWAY TO MAINTENANCE AREA
IRON HORSE WELCOME CENTER
PROPOSED SITE PLAN
DECEMBER 31, 2014
0'
15'
30'

SHEET ONE


GOLF COURSE 'A'
IRON HORSE
IRON HORSE
CABIN CONDO'S
Cabin
Inv.= 3346.1'
CMP 24.
Cart Path
3345
3340
3350
Edge of Pavement
IRON HORSE DRIVE
24" Culvert
Inv.= 3344.0'
CMP 12.
12" Culvert
Fire Hydrant
Cart Path
CMP 24:
Inv.= 3340.2'
CMP 12.
Inv.= 3342.3'
LIGHT POLE
Edge of
Gravel
Stairs
Guard
Shack
Electric &
Sewer Utilities
Breaker
Box
Sewer Pump
3360
3355
CMP 12.
Inv.= 3342.2'
12" Culvert
CMP 12.
Inv.= 3339.7'
Cart Path
CMP 6.
CMP 12.
Inv.= 3347.7'
12" Culvert
CMP 12.
Inv.= 3347.3'
ELE MH
SAN MH
Catch Basin
Edge of Pavement
IRON HORSE DRIVE
Centerline
of Drainage
Edge of Pavement
IRON HORSE
CABIN CONDO'S
Cart Path
Wall
Retaining
Walls
Tee Box
Edge of
Pond
LIGHT POLE
GOLF COURSE 'B'
IRON HORSE
By: SANDS SURVEYING, Inc.
2 Village Loop
Kalispell, MT 59901
(406) 755-6481
JOB NO: 101181
DATE: November 14, 2014
FOR: CARVER ENGINEERING
OWNER:
Notes:
Vertical Datum: IRON HORSE DATUM
Topography of:
IRON HORSE GUARD SHACK
IN SEC.13, T.31N., R.22W., P.M.,M., FLATHEAD COUNTY
SCALE: 1" = 10'
IRON HORSE WELCOME CENTER
PLAN NORTH
N
EXISTING ENTRY
DECEMBER 1, 2014

Wendy Compton-Ring

From: John Witt <john@wittcogroup.com>
Sent: Friday, January 09, 2015 6:57 AM
To: wcompton-ring@cityofwhitefish.org
Subject: Iron Horse Welcome Center

To City of Whitefish Staff,
I am aware of plans to relocate and modify the Iron Horse guard station to create a divided entrance with a welcome center/guard building near the cart path crossing area on Iron Horse drive. As a year round resident in the development, I am very much for this modification. This is a somewhat curvy area that has a significant amount of cart crossing traffic, course maintenance traffic, construction traffic, and, in the summer, children walking or riding bikes. The center's location would reduce traffic speeds to a safe level without causing people to stop as they enter this dangerous area. I believe it would achieve the goal of increasing safety in the area without overly impeding the flow of traffic. Thanks for your consideration.

John Witt
143 Berry Ln

Sent from my iPhone

IRON HORSE
HOMEOWNERS ASSOCIATION

Date: February 9, 2015

To: Whitefish Mayor & City Council

From: Andrew Moshier, President, Iron Horse Homeowners Association

Re: Supplemental Information to the request for Completion of Entryway to the Iron Horse Community dated December 31, 2014

02-09-2015 P09910
02: 817049-A9803

Mayor & City Council:

For your consideration at the February 17, 2015, City Council Meeting; the Iron Horse Homeowners Association (HOA) is providing supplemental information to our request for Completion of Entryway to the Iron Horse Community dated December 31, 2014.

The HOA is also providing additional information related to several items that were noted in the City Staff Report dated January 8, 2015 as well as several items that were discussed at the Whitefish Planning Board meeting held on January 15, 2015.

The City Planning Staff Report suggests an option where they would support approval of our request. Namely " . . . if the landscaped median was well signed to direct traffic through this may help with the appearance that the neighborhood is closed to the public." I indicated at the Planning Board Meeting on January 15, 2015 that Iron Horse is 100% supportive of this suggestion. In fact, at a Town Hall Meeting on this topic with the Iron Horse HOA in December 2014, we received strong backing for such signage, as it will, among other benefits, prevent potential traffic back-ups. Terms such as 'Welcome to Iron Horse', and 'Please proceed safely' are our first choices. We hope to work with Staff to develop the exact wording that projects an open and welcoming environment. Furthermore, we would like to suggest that this area is a source for information on the community and assistance for those requiring directions.

Several questions at the Planning Board revolved around the need for the Welcome Center building to be in the median. The core of what we are trying to accomplish is to provide substantial traffic calming at this busy junction. Our road consultants, Carver Engineering, indicated that low barrier medians are not sufficient to achieve

2150 Iron Horse Drive
Whitefish, Montana 59937
Phone: 406-863-3042 · 877-612-5900
Fax: 406-863-3043

this and, in many instances, actually worsen safety by adding a hidden obstacle. A structure in the median is integral to the traffic calming process.

In addition, a median location provides clear line of sight to view all traffic; downhill, uphill, and from intersecting roads. This provides the potential to responsibly slow down traffic from the safe confines of a structure.

The HOA would like to highlight the distinction between the developer (Mike Meldman) and today's Iron Horse Community, which is comprised of the Iron Horse Golf Club (Golf Club) and the Iron Horse Homeowners Association (HOA). For a number of years the Golf Club and HOA remained under developer control (Meldman). The developer turned over control of the Golf Club to club membership in July 2008 and the HOA to property owner membership in June 2011. As noted in the City Staff Report, the City found letters indicating "both the public and the City have encountered security staff stopping vehicles, inquiring as to the driver's purpose at Iron Horse and, on occasion, being persuaded to leave." The HOA believes this bad behavior occurred during the developer controlled days of Iron Horse.

The HOA membership is glad to be within our own control and we repudiate this past behavior by the developer. The HOA is in complete support of the spirit of the Iron Horse conditions of our approval with the City of Whitefish. Namely, that Iron Horse will remain a gate-free, obstacle free, and welcoming community to the general public, golf club members, and property owners. The HOA strives to be a good and respectful neighbor and provide safe roads for all.

Furthermore, the City Staff Report indicates all streets within Iron Horse are private and will be open to public use. Public use means that the general public will have the same rights of usage as owners and residents of the project. We concur with Staff and continue to support this.

Parking within the Iron Horse Community. Some statements were made at the Planning Board meeting regarding displeasure at some 'No Parking' signs. The PUD states that parking is not allowed on any roads or private property within the community. The current HOA has recently removed many of these obtrusive looking signs originally installed by the developer, but some have remained where it is felt important for emergency vehicle or egress purposes.

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P.O. Box 158 • Whitefish, MT 59937 • (406) 863-2400 • Fax: (406) 863-2419

March 31, 2015

Mayor Muhlfeld and City Councilors
City of Whitefish
Whitefish, Montana

Mayor Muhlfeld and Councilors

Authorization to Proceed with Final Design of the West 7th Street Project as Presented in the Preliminary Design Layout

Introduction/History

Preliminary design work for the West 7th Street Reconstruction Project is complete and Robert Peccia and Associates have begun work on the final design of the project. Our consultants have held three public meetings. The most recent public meeting was held Wednesday, March 25th. Each of the public meetings have been very well attended. Attached drawings show the preliminary design layout for the project. The consultants have incorporated staff and the public's preferences, where possible, into the design.

The project will include two construction phases. The first phase will include relocation of the gas line. This work will be done by Northwestern Energy in the fall of 2015. The second phase will include the reconstruction of the road and utilities, construction of a bicycle/pedestrian path, installation of boulevard lighting and landscaping.

Current Report

At the February 16th City Council meeting, the Council gave City staff direction to not pursue undergrounding the Flathead Electric transmission lines on West 7th Street. At the March 2nd Council meeting, the Council approved an amendment to the RPA engineering contract allowing our consultants to proceed with final design.

Attached you will find drawings that illustrate the preferences of the West 7th Street neighborhood concerning the design of the project. The project includes a concrete bicycle/pedestrian path that would extend on the north side of West 7th Street from Karrow Avenue to Baker Avenue.

There is an additional section of bicycle/pedestrian path that is included in the City's Bicycle/Pedestrian Master Plan that will extend north from West 7th Street along the drainage to 6th Street. This path will not be ADA accessible, but there are alternative ADA routes available for pedestrians.

Financial Requirement

Construction costs for the West 7th Street Project, estimated at $2.39 million will be paid out of the Resort Tax account. Once the project is designed and bid it will come to the Council for their approval.

Request for Authorization

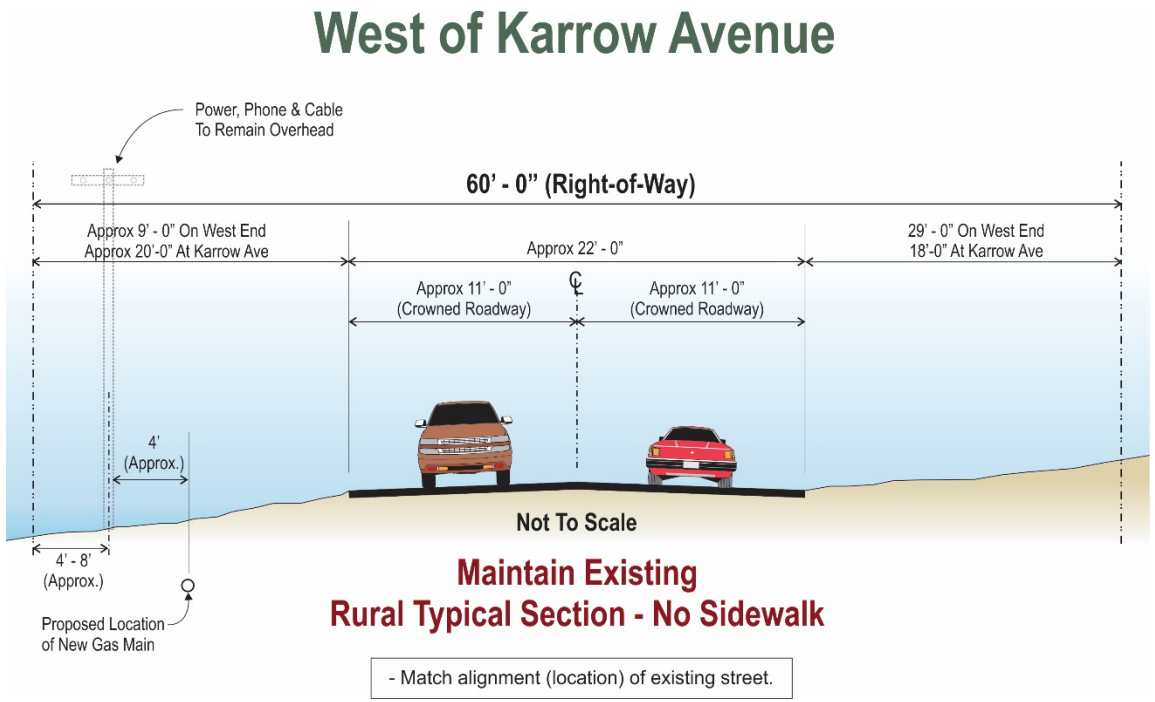
We respectfully request authorization to proceed with the final design of the West 7th Street Reconstruction Project as presented in the preliminary design layout.

Sincerely,

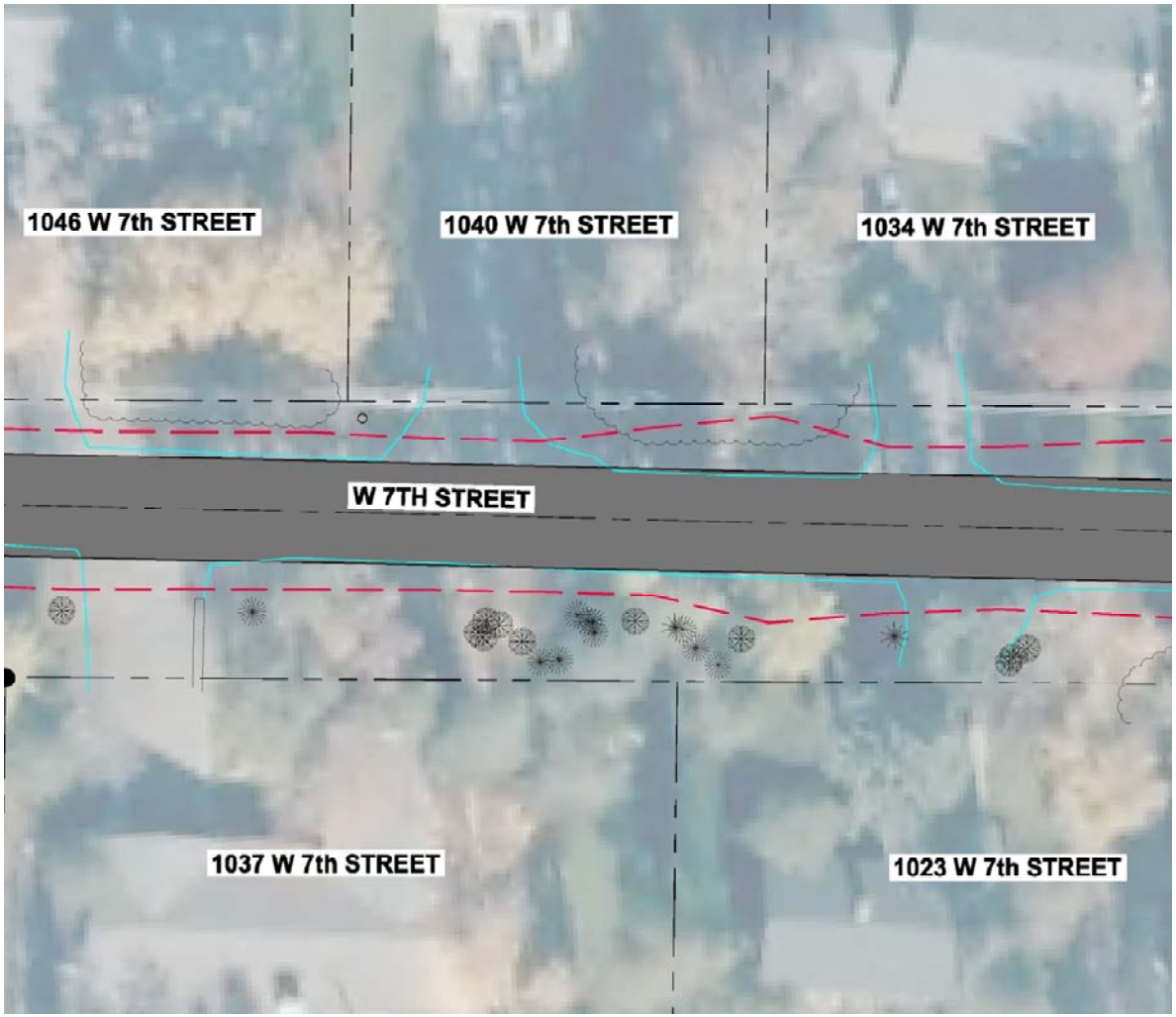
Karin Hilding, P.E., LEED A.P.
Interim Public Works Director

West of Karrow Avenue

- **The majority (63%) chose Option 1 "road in same location, no sidewalks".**

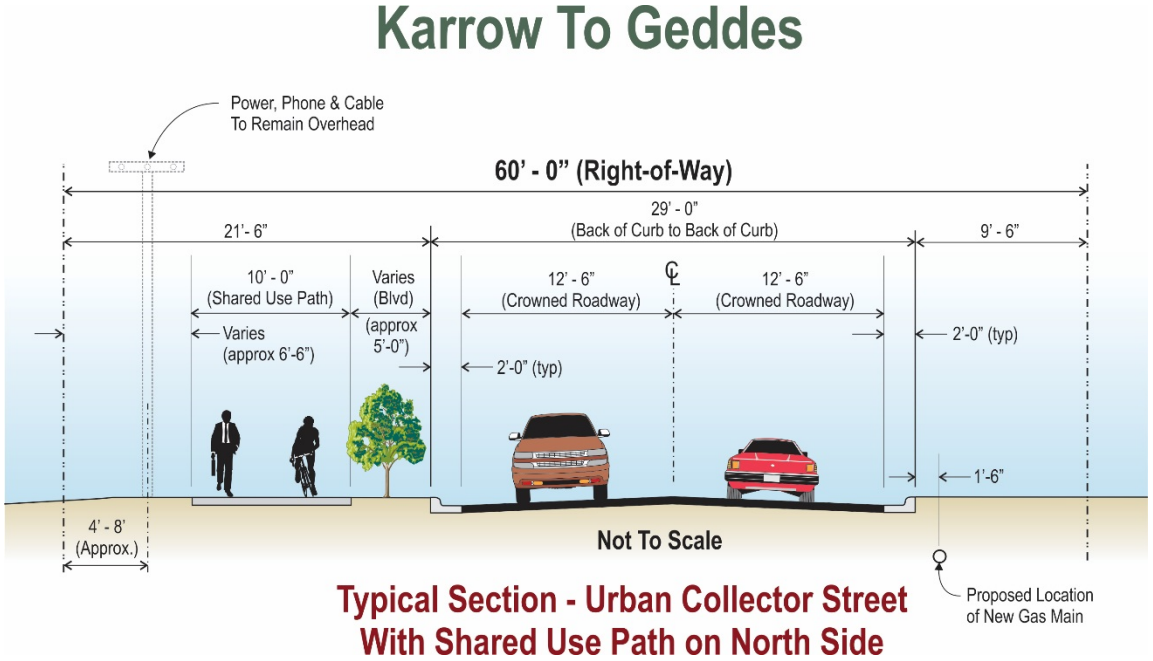


West of Karrow Avenue



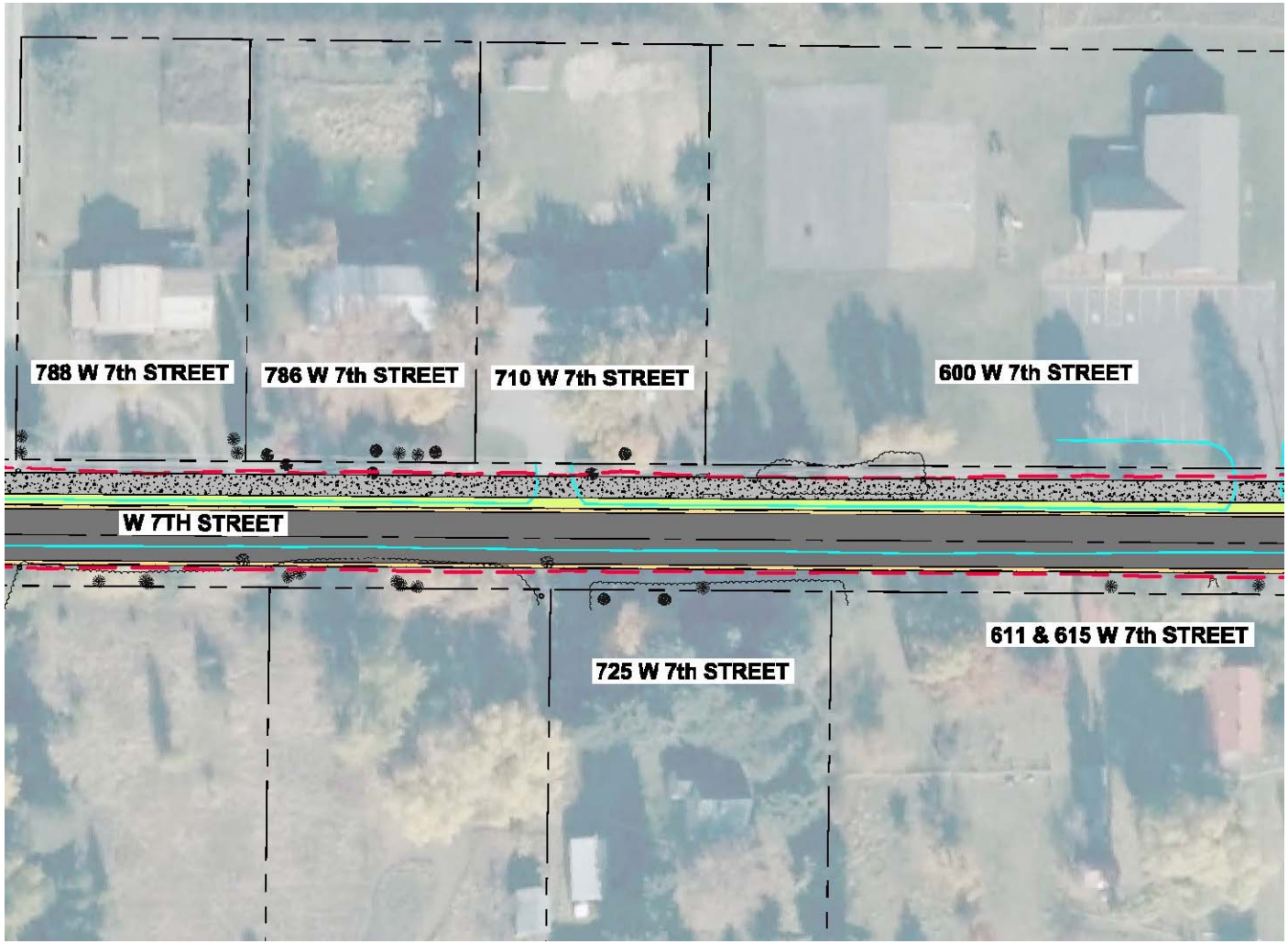
Karrow to Geddes

- The majority (68%) chose Option 1 “urban section – curb and gutter”.
- Several comments were received asking that the path width be increased.



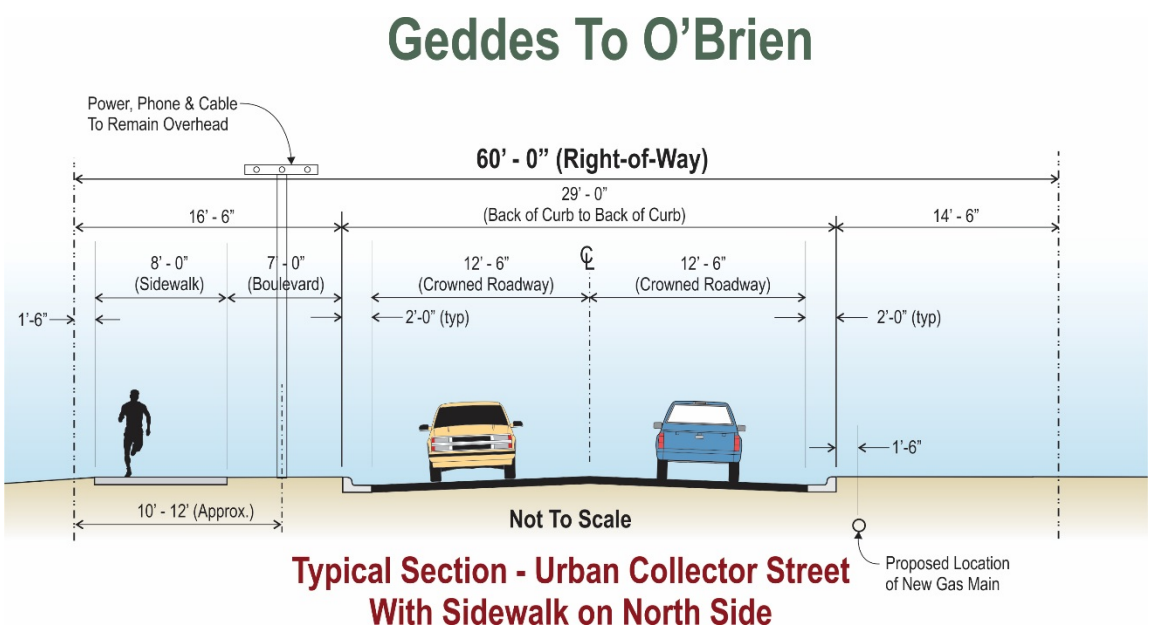
Typical Section - Urban Collector Street
With Shared Use Path on North Side

Karrow to Geddes



Geddes to O'Brien

- The majority (89%) chose Option 1 "sidewalk on north side only".
- Several comments were received asking that the sidewalk be widened.



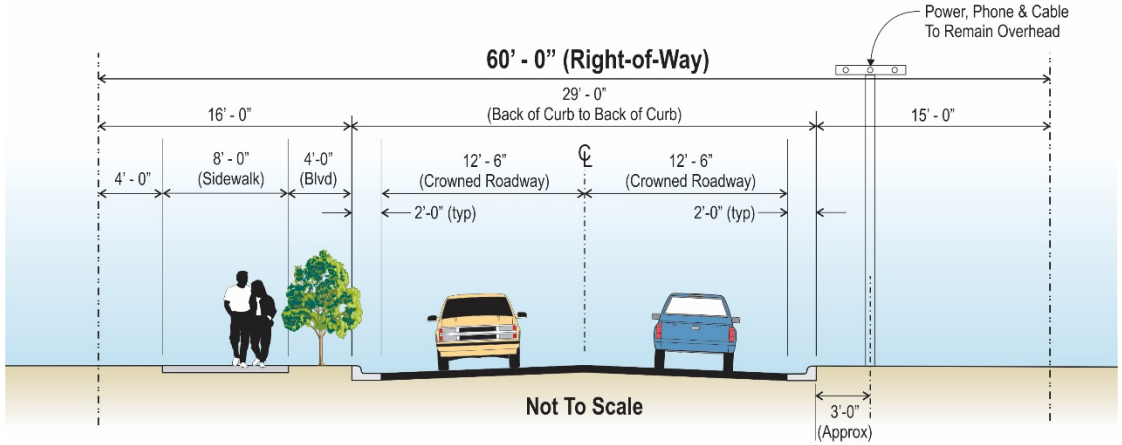
Typical Section - Urban Collector Street With Sidewalk on North Side

Geddes to O'Brien

O'Brien to Baker

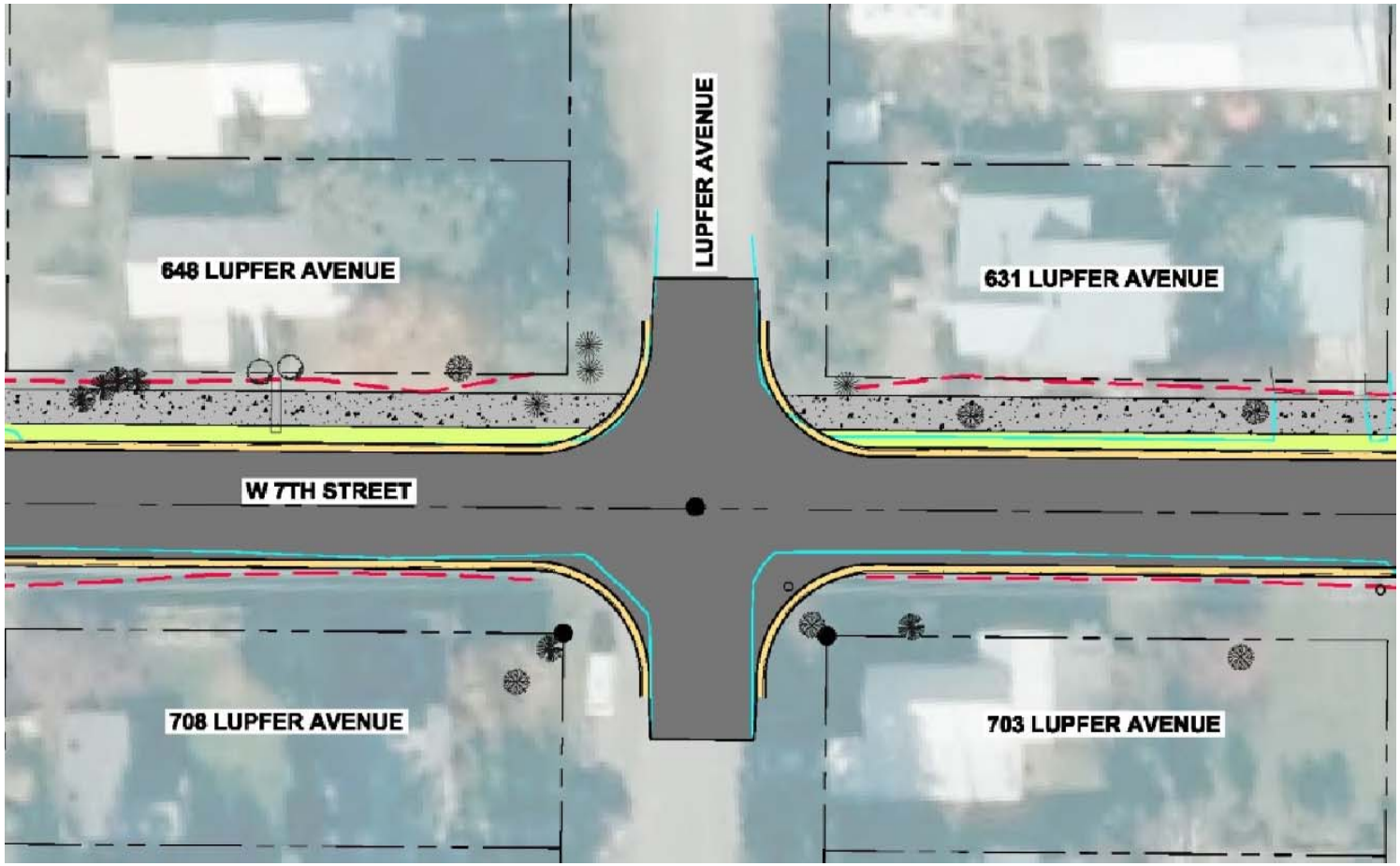
- The majority (71%) chose Option 2 "sidewalk on both sides, 4'-0" boulevard, landscaped slopes (no retaining walls).
- Several comments were received stating that only one wider sidewalk was preferred.

O'Brien To Baker



Typical Section - Urban Collector Street
With Sidewalk on North Side

O'Brien to Baker



Gas Main Upgrade

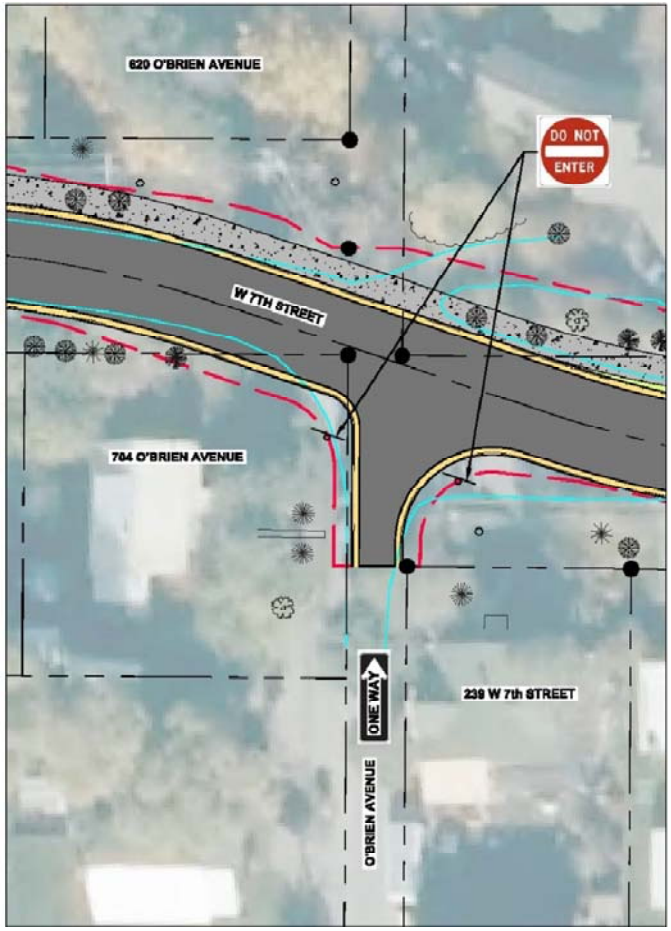
- NorthWestern Energy will upgrade the gas main in West 7th.
- Gas main upgrade project is scheduled for Fall 2015.

Intersection Grade Improvements

- **Baker & Seventh**
  - Decreasing eastbound grade within 60 feet of intersection.
- **Karrow & Seventh**
  - Decreasing eastbound and westbound grades within 60 feet of intersection.

O'Brien "One Way" Option

- Comments…Police & Fire.
- Plan to remain 3-way intersection.
- Will bring to Council for consideration.



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MANAGER REPORT

April 1, 2015

FIRE WATER TENDER

We recently took delivery of the new Water Tender truck for the Fire Department and pictures of it are below. It is a 3,000 water tender truck for fighting fires in the rural area and forest where there are no water lines and hydrants. It also can be used where water pressure is low to supplement water in those situations. It also has a 3,000 gallon portable, collapsible tank that can be used to store water on a site while the truck goes back to refill water. The truck is a Peterbilt chassis and we bought the Tender from General Fire Apparatus in Spokane, WA it after taking bids and awarding the contract in November, 2013. The cost was $272,255 and was partially financed from cash balance from the Whitefish Fire Service Area contribution of $300,000 four years ago and $211,000 Intercap eight year loan from the State which has a current interest rate of 1.25%.

NEW GIS/IT STAFF PERSON

Matt Trebesch recently started work as the City's Geographic Information Systems/Information Technology (GIS/IT) staff person. Matt replaces Melisa Phelps and Melisa was only a part time position, so the City Council agreed to upgrade the position to full-time in last year's budget and

we added Information Technology to the position. The IT aspect is also important as Greg Acton will likely retire in the next few years and he currently handles all of our IT planning and work, so this position will be important for continuity.

CHARTER COMMUNICATIONS LETTER ON LINEUP CHANGES

The packet contains a recent letter from Charter Communications on upcoming channel lineup changes that they are implementing on April 2nd for new customers only.

HUGH ROGERS/WAG DOG PARK – ONE OF 10 BEST IN COUNTRY – USA TODAY STORY

Maria Butts, Parks and Recreation Director, let us know about a story in USA Today on March 27th that named the Hugh Rogers/WAG Dog Park in Whitefish as one of the 10 best dog parks in the country. The article is attached in the packet and can be viewed at http://www.usatoday.com/story/travel/destinations/10greatplaces/2015/03/27/dog-parks/70481392/ .

MDT STATEWIDE TRANSPORTATION IMPROVEMENTS PROGRAM (STIP)

I received a newsletter from the Montana Department of Transportation (MDT) this week which shows all of the projects scheduled in our district (Missoula district) and statewide for the next five years. I am attaching three pages of the newsletter and I highlighted the projects in the Whitefish area. The completion of Phase 2 of the Whitefish West Project out to Mountainside is not listed as it is already under contract and under construction. People can also view the entire STIP for all projects statewide at http://www.mdt.mt.gov/publications/docs/plans/stip/2015stip_draft.pdf .

MEETINGS

Resort Tax Monitoring Committee (3/18) – I attended the monthly meeting because they had an agenda item to discuss the upcoming Resort Tax election to increase the Resort Tax to 3%. I was there to answer any questions about the ballot initiative or other aspects. There was some discussion about the timing of the mail ballot and the effective date if the referendum passes. There was also some discussion of the impact on retail and other merchants.

UPCOMING SPECIAL EVENTS

REMINDERS

Friday, April 3rd – City Hall closed for the Good Friday holiday.

Respectfully submitted,
Chuck Stearns, City Manager

Charter
COMMUNICATIONS

March 9, 2015

Dear Franchise Official:

Charter's video lineup is continually evolving to meet the changing needs of its customers. Recently we increased our total high-definition lineup, boosted our video-on-demand offering and increased our broadband speeds following our move to an All-Digital platform.

From time-to-time Charter makes adjustments to its channel lineup designed to enhance and improve our video product. Effective April 2, 2015, **for new customers only**, the following channels will be offered in Digital Tier 1. Existing customers will continue to receive the channels listed below on the Expanded Basic/Charter TV Select Tiers with no change to channel position.

Channel Name	Channel #	HD Channel #
Cartoon Network	56/247	556
OWN	84	568
TruTV	36	536
Turner Classic Movies (TCM)	59	559

Customers with questions are encouraged to call **1-888-GET CHARTER**. To review the complete channel lineup visit: www.charter.com/channellineup. Please contact me with any questions or comments you may have at 307.331.3448 or Erik.Rasmussen@charter.com.

Sincerely,

Charter
COMMUNICATIONS

Erik Rasmussen | Sr. Mgr. Government Relations | 307-331-3448
611 E. Carlson St., Suite 103 | Cheyenne, WY 82009

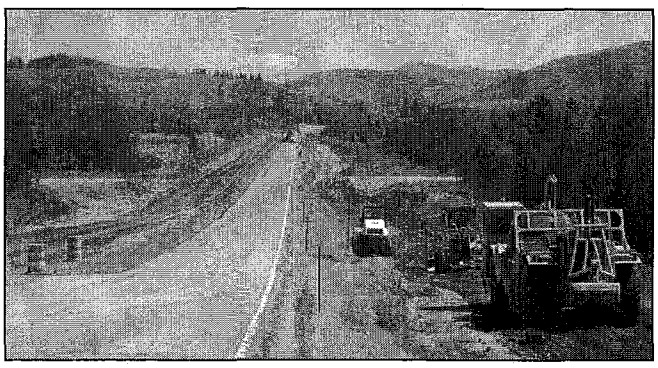
www.mdt.mt.gov

Newsline

Newsletter of the Montana Department of Transportation Rail, Transit & Planning Division March 2015

2015—2019 Statewide Transportation Improvement Program

This is your opportunity to comment on Montana's transportation projects



Construction project east of Lincoln

The Montana Department of Transportation (MDT) has released a draft of the 2015—2019 Statewide Transportation Improvement Program (STIP). MDT wants your comments and ideas on these projects.

The STIP is a list of projects planned for Montana for the next five federal fiscal years. It includes aeronautic, railway, highway, public transportation, and Federal Lands Highway Program projects.

The primary goal of the draft STIP is to solicit public comment on the proposed transportation program for Montana.

Each year, MDT receives many helpful comments and innovative ideas from the public on transportation-related issues. We carefully consider and respond to these comments and strive to incorporate them into the department's decision-making processes.

The public comment period for the 2015—2019 draft STIP runs through April 21, 2015. Please send MDT your comments prior to that date so we can consider them for the final document.

The list in this issue of *Newsline* includes projects that will be constructed during the time frame of this STIP. View MDT's entire proposed transportation program at: *www.mdt.mt.gov/pubinvolve/active_projects.shtml*, or request a hard copy by writing to the MDT Project Analysis Bureau or by calling one of the numbers listed on the back page. Copies are also available at your public library.

We encourage the public to comment on this list now or anytime throughout the year as various transportation issues arise.

To locate the major construction projects listed in the draft STIP (those costing over $100,000), please refer to the map in the center of this issue of *Newsline*.

Commenting on Other Projects

Throughout the year, MDT submits additional projects as amendments to the STIP for Transportation Commission approval. To view the list of highway projects MDT plans to present at the next Transportation Commission meeting, go to *www.mdt.mt.gov/pubinvolve/docs/trans_comm/proposed_proj.pdf.*

If you prefer to receive the list by mail, call us toll-free at 1-800-714-7296 or TTY at 1-406-444-7696.

You can also mail your comments to the following address or e-mail them to *mdtnewprojects@mt.gov.*

Project Analysis Manager
Rail, Transit & Planning Division
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

VisionZeroMT
zero deaths | zero serious injuries

MDT Seeks Safety Projects

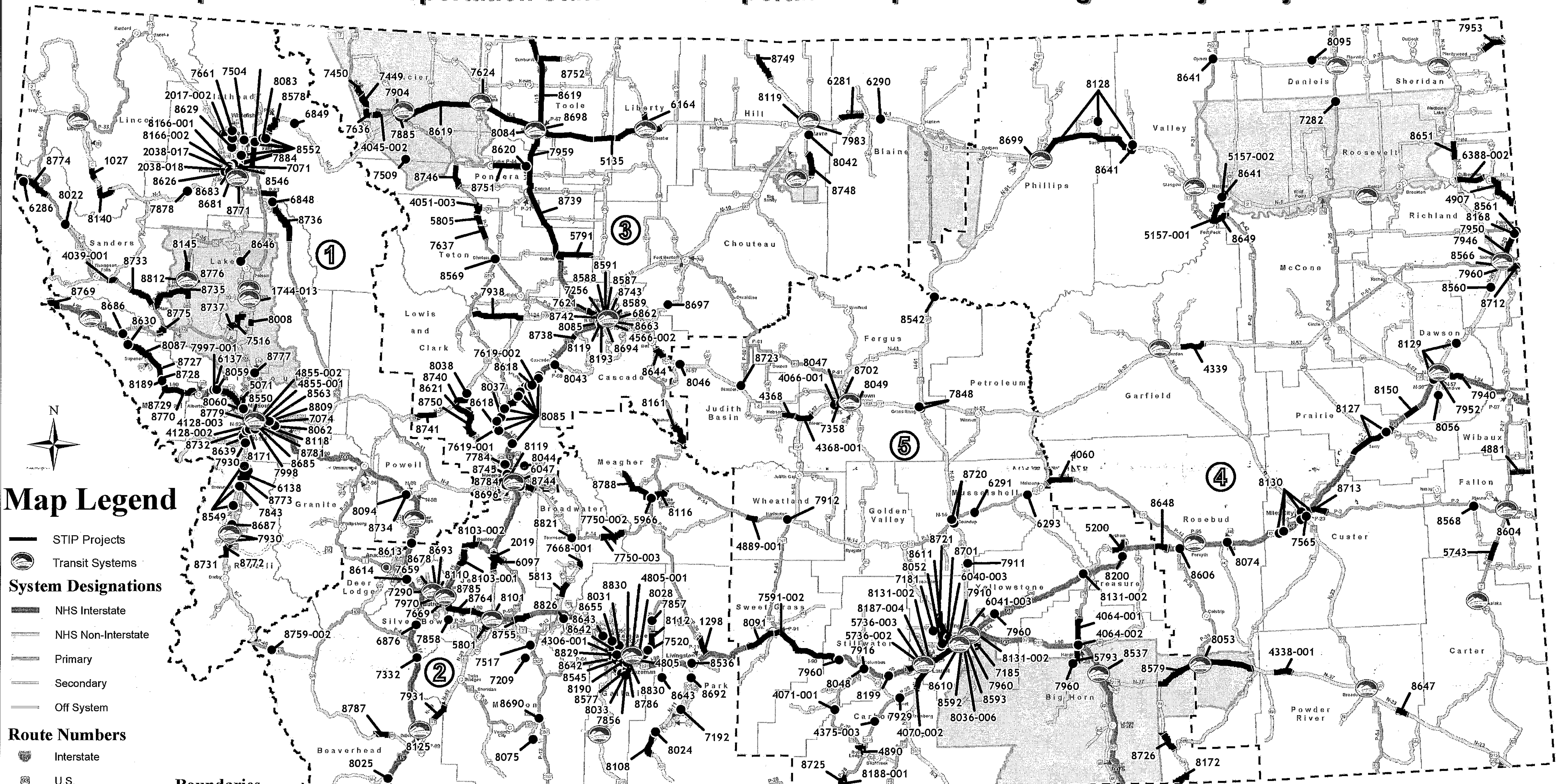
SAFETY is a priority and MDT is interested in local agency proposals for the Highway Safety Improvement Program (HSIP). HSIP funds can be utilized on any public road for projects such as signing, striping, guardrail installation, slope flattening, and intersection improvements.

For more information, contact Kraig McLeod at 444-6256, or go to: *www.mdt.mt.gov/publications/docs/forms/hsip_application.pdf.*

MAP KEY/ MDT NO.	UNIT	PREFIX	PROJECT NAME	ROUTE	REF. POST	LENGTH IN MILES	PROJECT SCOPE	COST ($MILL)
			DISTRICT 1-MISSOULA / FY 2015					
6082	000	HSIP	SF069-ITS-E OF HENDERSON	I-90	23.000	3.000	SAFETY	<1
7071	000	HSIP	US 2 & SPRING CREEK/SUNSET	US-2	123.800	0.420	INT UPGRADE/SIGNALS	<1
7504	000	HSIP	SF109-US2/MT40-INT SFTY UPGRD	US-2	133.900	0.010	INT UPGRADE/SIGNALS	1 TO 5
7516	000	HSIP	SF 109-CRV SFTY IMPRVTS-CHARLO	S-212	8.000	6.500	SAFETY	1 TO 5
7843	000	HSIP	SF 119-S-269 TURN LANE	S-269	21.000	0.200	RECONSTRUCTION	<1
7878	000	HSIP	SF 119-SLP FLATTEN W-KALISPELL	US-2	99.000	1.720	SLOPE FLATTENING	<1
7998	000	HSIP	SF 129-HIGGINS BANCROFT LGHT	HIGGINS AVE	1.500	0.310	ADV FLASHER, LUMINAIR	<1
8059	000	HSIP	SF 129-LIGHTING HUSON INTCH	I-90	84.600	0.510	ADV FLASHER, LUMINAIR	<1
8060	000	HSIP	SF 129-GRDRAIL E DESMET INTCH	I-90	97.500	0.560	GUARDRAIL, SKID TREAT	<1
8063	000	HSIP	SF 129-SGN FLASHER NE HAMILTON	S-269	0.400	1.120	ADV FLASHER, LUMINAIR	<1
8063	000	HSIP	SF 129-SGN FLASHER NE HAMILTON	S-269	5.600	0.590	ADV FLASHER, LUMINAIR	<1
8063	000	HSIP	SF 129-SGN FLASHER NE HAMILTON	S-269	8.600	0.600	ADV FLASHER, LUMINAIR	<1
8064	000	HSIP	SF 129-SFTY IMPV THOMPSON PASS	S-471	19.400	0.500	SIGNING - UPGRADE	<1
8064	000	HSIP	SF 129-SFTY IMPV THOMPSON PASS	S-471	21.000	0.500	SIGNING - UPGRADE	<1
8071	000	HSIP	SF 129-SFTY IMPR BIGFORK	MT-35	30.500	1.000	GUARDRAIL, SKID TREAT	<1
8072	000	HSIP	SF 129-ADV FLASHER N BIGFORK	MT-35	33.500	0.480	ADV FLASHER, LUMINAIR	<1
8549	000	HSIP	SF 139-AWF UPGRADE MSLA SOUTH	US-93	59.200	0.200	ADV FLASHER, LUMINAIR	<1
8549	000	HSIP	SF 139-AWF UPGRADE MSLA SOUTH	US-93	66.600	0.200	ADV FLASHER, LUMINAIR	<1
8549	000	HSIP	SF 139-AWF UPGRADE MSLA SOUTH	US-93	74.600	0.200	ADV FLASHER, LUMINAIR	<1
8550	000	HSIP	SF 139-AWF UPGRADE MSLA MPO	US-12 / US-93	88.900	0.200	ADV FLASHER, LUMINAIR	<1
8550	000	HSIP	SF 139-AWF UPGRADE MSLA MPO	US-12 / US-93	90.400	0.200	ADV FLASHER, LUMINAIR	<1
8550	000	HSIP	SF 139-AWF UPGRADE MSLA MPO	W BROADWAY ST	0.000	0.010	ADV FLASHER, LUMINAIR	<1
8627	000	HSIP	SF 139-COLUMBIA HEIGHTS SFTY	US-2	138.100	0.500	INT UPGRADE/SIGNALS	<1
8189	000	IM	I-90 NEMOTE CREEK CULVERT	I-90	59.000	0.990	BRIDGE REHAB	<1
8769	000	IM	TAFT - WEST	I-90	0.000	5.550	CHIP SEAL	1 TO 5
2038	017	NH	KBP - US2 TO THREE MILE DRIVE				RECONSTRUCTION	>5
2038	018	NH	KBP - THREE MILE TO RESERVE LOOP				RECONSTRUCTION	>5
7928	000	NH	PAVEMENT MARKINGS - RESERVE ST	US-93	0.000	5.310	DURABLE PAVEMENT MARKINGS	<1
8140	000	NH	N OF MANICKE - NORTH	US-2	57.200	8.390	CHIP SEAL	<1
8731	000	NH	CHARLOS HEIGHTS	US-93	38.700	4.980	CHIP SEAL	<1
8734	000	NH	N-88: GARRISON	MT-88	0.000	1.480	MILL & FILL	1 TO 5
8771	000	NH	ASHLEY CR - SOUTH	US-93	106.000	3.300	OVERLAY	1 TO 5
8772	000	NH	HAMILTON - SOUTH	US-93	43.700	2.310	CHIP SEAL	<1
6849	000	NHPB	DEER LICK CR-6M E WEST GLACIER	US-2	161.140	0.000	BRIDGE REPLACEMENT	1 TO 5
7875	000	SRTS	PEDESTRIAN CROSSINGS - RONAN	S-211	0.240	0.280	BIKE/PED FACILITIES	<1
8530	000	SRTS-STPE	SCHOOL SIDEWALKS II - FLORENCE				SIDEWALK	<1
6286	000	STPB	CABINET GORGE - 1 M W HERON	CLARK FORK RD	1.000	0.000	BRIDGE REPLACEMENT	>5
7681	000	STPE	BLACKTAIL RD PATH - LAKESIDE				BIKE/PED FACILITIES	<1
8563	000	STPE	K WILLIAMS EXPANSION TRL - MSLA	I-90	108.330	0.010	BIKE/PED FACILITIES	<1
8578	000	STPE	US 2 PATH - CORAM TO W GLACIER	US-2	146.450	6.450	BIKE/PED FACILITIES	<1
8596	000	STPE	TOW BOAT SHELTER - SE OF POLSON				MISCELLANEOUS	<1
8602	000	STPE	LOLO TRAIL - MISSOULA				BIKE/PED FACILITIES	<1
8777	000	STPE	US 93 PATH II - ARLEE	US-93	14.890	1.530	BIKE/PED FACILITIES	<1
8782	000	STPE	FAIRGROUNDS BIKE PED - HAMILTON				BIKE/PED FACILITIES	<1
8808	000	STPE	AIRPORT RD TAIL - SEELEY LAKE				BIKE/PED FACILITIES	<1
8809	000	STPE	OLD HIGHWAY 200 TRAIL - MILLTOWN	OLD MT 200	1.670	0.640	BIKE/PED FACILITIES	<1
8810	000	STPE	BLUE MOUNTAIN RD TRAIL - MSLA				BIKE/PED FACILITIES	<1
8811	000	STPE	GRANT CREEK RD TRAIL - MSLACO				BIKE/PED FACILITIES	<1
8812	000	STPE	HIGHWAY 77 PATH - HOT SPRINGS	HOT SPRINGS RD	0.230	1.500	BIKE/PED FACILITIES	<1
8820	000	STPE	HIGHWAY 37 PATH - N OF EUREKA	MT-37	64.600	2.000	BIKE/PED FACILITIES	<1
8831	000	STPE	BIKE/PED PATH - THOMPSON FALLS	MT-200	49.460	0.000	BIKE/PED FACILITIES	<1
8844	000	STPE	CITY PARK PATH II - RONAN				BIKE/PED FACILITIES	<1
8889	000	STPE	AIRPORT ROAD PATH - PLAINS				BIKE/PED FACILITIES	<1
8181	000	STPE-MT	SKYE PARK BRIDGE - WHITEFISH				BIKE/PED FACILITIES	<1
8145	000	STPP	LONEPINE - SOUTH	MT-28	21.200	4.900	OVERLAY	<1
8733	000	STPP	PLAINS - NW	MT-200	64.900	10.820	CHIP SEAL	<1
8735	000	STPP	PLAINS - S OF HOT SPRINGS	MT-28	0.000	16.220	CHIP SEAL	1 TO 5
7661	000	STPU	WISCONSIN AVE - WHITEFISH	WISCONSIN AVE	0.410	1.390	REHAB	1 TO 5
8166	001	STPU	FOUR MILE DR - WEST SECTION	FOUR MILE DR	0.800	0.200	RECONSTRUCTION	1 TO 5
8166	002	STPU	FOUR MILE DR - EAST SECTION	FOUR MILE DR	0.500	0.300	RECONSTRUCTION	<1
8679	000	TA	4TH AVE EAST WALKS - POLSON				SIDEWALK	<1
8680	000	TA	SCHOOL SIDEWALKS - ARLEE				SIDEWALK	<1
8681	000	TA	BALSAM ST SIDEWALK - LIBBY				SIDEWALK	<1
8682	000	TA	HIGHWAY 93 PATH - KALISPELL	US-93	112.630	0.810	BIKE/PED FACILITIES	<1
8683	000	TA	THREE MILE DR PATH - KALISPELL	THREE MILE DR	0.070	0.650	BIKE/PED FACILITIES	<1
8685	000	TA	BITTERROOT TRAIL SAFETY-MSLA	S 3RD ST	3.320	0.020	BIKE/PED FACILITIES	<1
8685	000	TA	BITTERROOT TRAIL SAFETY-MSLA	S 5TH ST	0.730	0.020	BIKE/PED FACILITIES	<1
8685	000	TA	BITTERROOT TRAIL SAFETY-MSLA	S 6TH ST	0.210	0.020	BIKE/PED FACILITIES	<1
8685	000	TA	BITTERROOT TRAIL SAFETY-MSLA	14TH ST	0.890	0.020	BIKE/PED FACILITIES	<1
8779	000	UPP	MULLAN - FLYNN TO FREY	MULLAN RD	0.790	1.930	CHIP SEAL	<1
8781	000	UPP	BECKWITH AND ARTHUR - MSLA	BECKWITH AVE	2.050	0.390	CHIP SEAL	<1
			DISTRICT 1-MISSOULA / FY 2016					
7884	000	HSIP	SF 119-SLOPE FLATTEN S-206	S-206	0.200	9.370	SLOPE FLATTENING	>5
8057	000	HSIP	SF 129-GRDRAIL N LOLO	US-12 / US-93	86.700	1.100	STRIPING AND DELINEATION	<1
8062	000	HSIP	SF 129-SFTY IMPR E BONNER	S-210	1.000	1.490	SLOPE FLATTENING	<1
8068	000	HSIP	SF 129-SGN FLASHER RED HRN RD	US-93	36.700	0.800	ADV FLASHER, LUMINAIR	<1
8118	000	HSIP	SF 139-MSLA DNTN SIGNAL UPGR	HIGGINS AVE	0.000	0.144	INT UPGRADE/SIGNALS	1 TO 5
8118	000	HSIP	SF 139-MSLA DNTN SIGNAL UPGR	HIGGINS AVE	0.150	0.070	INT UPGRADE/SIGNALS	1 TO 5
8118	000	HSIP	SF 139-MSLA DNTN SIGNAL UPGR	HIGGINS AVE	0.300	0.200	INT UPGRADE/SIGNALS	1 TO 5
8118	000	HSIP	SF 139-MSLA DNTN SIGNAL UPGR	ORANGE ST	1.600	0.300	INT UPGRADE/SIGNALS	1 TO 5
8118	000	HSIP	SF 139-MSLA DNTN SIGNAL UPGR	W BROADWAY ST	2.940	0.450	INT UPGRADE/SIGNALS	1 TO 5
8118	000	HSIP	SF 139-MSLA DNTN SIGNAL UPGR	MADISON ST	95.200	0.300	INT UPGRADE/SIGNALS	1 TO 5
8551	000	HSIP	SF 139-AWF UPGRADE PABLO POLSN	MT-35	0.100	0.200	ADV FLASHER, LUMINAIR	<1
8551	000	HSIP	SF 139-AWF UPGRADE PABLO POLSN	US-93	53.300	0.200	ADV FLASHER, LUMINAIR	<1
8551	000	HSIP	SF 139-AWF UPGRADE PABLO POLSN	US-93	58.900	0.210	ADV FLASHER, LUMINAIR	<1
8551	000	HSIP	SF 139-AWF UPGRADE PABLO POLSN	US-93	51.700	0.200	ADV FLASHER, LUMINAIR	<1
8552	000	HSIP	SF 139-AWF UPGRADE MSLA NORTH	S-548	4.800	0.150	ADV FLASHER, LUMINAIR	<1
8552	000	HSIP	SF 139-AWF UPGRADE MSLA NORTH	US-93	115.700	0.200	ADV FLASHER, LUMINAIR	<1
8552	000	HSIP	SF 139-AWF UPGRADE MSLA NORTH	US-2	119.500	0.200	ADV FLASHER, LUMINAIR	<1
8552	000	HSIP	SF 139-AWF UPGRADE MSLA NORTH	US-2	125.300	0.200	ADV FLASHER, LUMINAIR	<1
8552	000	HSIP	SF 139-AWF UPGRADE MSLA NORTH	US-2	125.500	0.200	ADV FLASHER, LUMINAIR	<1
8552	000	HSIP	SF 139-AWF UPGRADE MSLA NORTH	US-2	128.200	0.200	ADV FLASHER, LUMINAIR	<1
8552	000	HSIP	SF 139-AWF UPGRADE MSLA NORTH	US-2	138.100	0.200	ADV FLASHER, LUMINAIR	<1
8552	000	HSIP	SF 139-AWF UPGRADE MSLA NORTH	US-2	142.700	0.200	ADV FLASHER, LUMINAIR	<1

MAP KEY/ MDT NO.	UNIT	PREFIX	PROJECT NAME	ROUTE	REF. POST	LENGTH IN MILES	PROJECT SCOPE	COST ($MILL)
4855	002	IM	MSLA-E&W - ORANGE ST INTCHG	I-90	104.490	0.470	RECONSTRUCTION	1 TO 5
8727	000	IM	SUPERIOR - LOZEAU	I-90	49.700	3.890	CHIP SEAL	<1
8728	000	IM	LOZEAU - EAST	I-90	53.600	5.770	CHIP SEAL	1 TO 5
8729	000	IM	TARKIO - WEST	I-90	59.400	4.610	CHIP SEAL	<1
8770	000	IM	TARKIO - EAST	I-90	64.000	10.530	CHIP SEAL	1 TO 5
2017	002	NH	MOUNTAINSIDE TO MP 133	US-93	129.660	3.310	RECONSTRUCTION	>5
7074	000	NH	MT 200 & OLD HWY 10 - BONNER	MT-200	0.200	0.300	INT UPGRADE/SIGNALS	1 TO 5
7930	000	NH	MAIN/MARCUS SIG UPGRD-HAMILTON	S-531	6.200	0.000	INT UPGRADE/SIGNALS	1 TO 5
7930	000	NH	MAIN/MARCUS SIG UPGRD-HAMILTON	US-93	46.600	1.300	INT UPGRADE/SIGNALS	1 TO 5
7930	000	NH	MAIN/MARCUS SIG UPGRD-HAMILTON	US-93	83.400	0.610	INT UPGRADE/SIGNALS	1 TO 5
8732	000	NH	LOLO - MISSOULA	US-93	83.200	7.690	CHIP SEAL	1 TO 5
8773	000	NH	N OF STEVI WYE - FLORENCE	US-93	68.300	5.910	REHAB	1 TO 5
8817	000	NH	ARLEE PED X-INGS	US-93	17.400	0.300	SIGNING - NEW	<1
4039	001	STPP	EAST OF THOMPSON RIVER - EAST	MT-200	55.800	3.320	RECONSTRUCTION	>5
8736	000	STPP	SWAN LAKE - JCT MT 35	MT-83	65.200	25.950	CHIP SEAL	1 TO 5
6137	000	STPS	HUSON - EAST	S-574	0.000	10.960	RECONSTRUCTION	>5
8737	000	STPS	MOIESE - NE	S-212	4.700	3.600	REHAB	1 TO 5
7997	001	STPX	RICHARDSON FAMILY MITIGATION	I-90	83.500	0.100	WETLANDS	<1
8686	000	TA	HWY 135 PATH - SAINT REGIS	MT-135	0.130	1.000	BIKE/PED FACILITIES	<1
8687	000	TA	S-373 PED BRIDGE - WOODSIDE	S-373	0.380	0.170	BIKE/PED FACILITIES	1 TO 5
8780	000	UPP	39TH ST - BROOKS TO RUSSELL	39TH ST SW	0.000	1.259	CHIP SEAL	<1
			DISTRICT 1-MISSOULA / FY 2017					
8171	000	HSIP	SF 139-BROOKS SAFETY IMPRV	US-12 / US-93 / BROOKS ST	90.000	1.720	SAFETY	<1
8546	000	HSIP	SF 139-HLN FLTS INTERSECTION	MT-35	49.800	0.100	INT IMPROVEMENTS	<1
8639	000	HSIP	SF 139-SFTY IMPRV N OF LOLO	US-12 / US-93	85.900	0.580	SIGNING-UPGRADE	<1
8640	000	HSIP	SF 139 - MISSOULA SIGNALS SFTY	US-93	0.000	5.350	INT UPGRADE/SIGNALS	<1
8640	000	HSIP	ST 139 - MISSOULA SIGNALS SFTY	US-93	90.000	4.292	INT UPGRADE/SIGNALS	<1
8646	000	HSIP	SF 139-TURN LANES NW OF POLSON	US-93	64.000	0.800	INT IMPROVEMENTS	<1
4855	001	IM	MSLA-E&W - VAN BUREN ST INTCHG	I-90	105.410	0.770	RECONSTRUCTION	>5
1027	000	NH	SWAMP CREEK - EAST	US-2	49.000	4.820	RECONSTRUCTION	>5
5071	000	NH	NORTH OF DESMET INTCH - NORTH	US-93	1.100	3.200	REHAB	>5
8083	000	NHPB-FLA	S FK FLATHEAD - HUNGRY HORSE	US-2	141.500	1.010	BRIDGE REPLACEMENT	>5
8022	000	STPB	CLARK FORK-1M NW TROUT CREEK	MT-200	27.500	0.500	BRIDGE REHAB	>5
8774	000	STPP	IDAHO LINE - EAST	MT-200	0.000	14.680	OVERLAY	1 TO 5
8775	000	STPP	JCT MT 200 - SOUTH	MT-135	17.500	3.960	REHAB	1 TO 5
6138	000	STPS	NORTH OF STEVENSVILLE-NORTH	S-203	4.000	5.960	RECONSTRUCTION	>5
8776	000	STPS	JCT MT 28 - SOUTH	S-382	10.500	5.140	MILL & FILL	1 TO 5
4128	003	STPU	RUSSELL ST - IDAHO TO DAKOTA	RUSSELL ST	2.500	0.200	RECONSTRUCTION	1 TO 5
4128	002	STPU-NHPB-MT	RUSSELL ST - BROADWAY TO IDAHO	RUSSELL ST	2.700	0.320	RECONSTRUCTION	>5
			DISTRICT 1-MISSOULA / FY 2018					
8626	000	HSIP	SF 139-DERN SPRING RECONSTRUCT	US-2	117.900	0.320	INT IMPROVEMENTS	1 TO 5
8628	000	HSIP	SF 139-KALISPELL SIGNALS SFTY	MT-35	50.700	0.200	INT UPGRADE/SIGNALS	<1
8628	000	HSIP	SF 139-KALISPELL SIGNALS SFTY	MT-35	59.000	0.500	INT UPGRADE/SIGNALS	<1
8628	000	HSIP	SF 139-KALISPELL SIGNALS SFTY	US-93	104.200	0.500	INT UPGRADE/SIGNALS	<1
8628	000	HSIP	SF 139-KALISPELL SIGNALS SFTY	US-93	111.800	0.980	INT UPGRADE/SIGNALS	<1
8628	000	HSIP	SF 139-KALISPELL SIGNALS SFTY	US-93	112.000	0.000	INT UPGRADE/SIGNALS	<1
8628	000	HSIP	SF 139-KALISPELL SIGNALS SFTY	US-93	113.700	0.744	INT UPGRADE/SIGNALS	<1
8628	000	HSIP	SF 139-KALISPELL SIGNALS SFTY	US-93	115.500	0.798	INT UPGRADE/SIGNALS	<1
8628	000	HSIP	SF 139-KALISPELL SIGNALS SFTY	US-2	135.340	0.500	INT UPGRADE/SIGNALS	<1
8629	000	HSIP	SF 139-WHITEFISH SFTY IMPRV	US-93	122.000	0.500	MEDIAN AND SHOULDERS	<1
8630	000	HSIP	SF 139-GRDRAIL E OF ST REGIS	I-90	38.300	0.920	GUARDRAIL, SKID TREAT, BRIDGE RAIL	<1
8631	000	HSIP	SF 139-FLORENCE SFTY IMPRV	US-93	74.500	0.730	INT IMPROVEMENTS	<1
1744	013	NH-MT	RONAN - URBAN	US-93	44.600	3.660	RECONSTRUCTION	>5
8087	000	NHPB	I-90 BR DECKS MP 40-70, D-1	I-90	40.000	30.130	BRIDGE REHAB	>5
6848	000	STPB	SWAN RIVER-5M E BIG FORK	S-209	4.550	0.130	BRIDGE REHAB	1 TO 5
			DISTRICT 1-MISSOULA / FY 2019					
8008	000	NH	US 93 N - POST CREEK HILL	US-93	36.800	3.260	RECONSTRUCTION	>5
8094	000	NHPB	P-88 BRIDGES - GARRISON	MT-88	0.500	0.680	BRIDGE REHAB	1 TO 5
			DISTRICT 2-BUTTE / FY 2015					
7209	000	HSIP	SF 099 E OF PONY	S-283	3.600	0.300	RECONSTRUCTION	<1
7517	000	HSIP	SF109-CRV RECON-N OF HARRISON	S-359	14.000	0.500	RECONSTRUCTION	<1
7857	000	HSIP	SF-119-SIGNING GR N BOZEMAN	MT-86	20.800	0.600	GUARDRAIL, SKID TREAT	<1
7858	000	HSIP	SF 119-GR PIPESTONE PASS	MT-2	76.000	1.410	GUARDRAIL, SKID TREAT	<1
7988	000	HSIP	SF 129-BUTTE HRZNTAL CRV SIGNG				SIGNING - UPGRADE	<1
8027	000	HSIP	SF 129 - SIGNING IMPROV P29	MT-2	69.000	0.500	SIGNING - UPGRADE	<1
8027	000	HSIP	SF 129 - SIGNING IMPROV P29	MT-2	78.900	1.400	SIGNING - UPGRADE	<1
8615	000	HSIP	SF 139 - SFTY IMPRV ELECTR	BOZEMAN TRAIL RD	0.400	1.000	SIGNING - NEW	<1
8615	000	HSIP	SF 139 - SFTY IMPRV ELECTR	RIVER RD	29.600	0.520	SIGNING - NEW	<1
8616	000	HSIP	SF 139 - DILLON SFTY IMPRV	LAKNAR LANE	0.290	0.580	SIGNING - NEW	<1
8616	000	HSIP	SF 139 - DILLON SFTY IMPRV	S-278	27.000	2.000	SIGNING - NEW	<1
6876	000	IM	DIVIDE REST AREA	I-15	108.000	0.000	REHAB	>5
8103	001	IM	ELK PARK - BERNICE	I-15	142.400	7.980	MINOR REHAB	>5
8755	000	IM	CARDWELL - EAST	I-90	256.830	7.070	CHIP SEAL	1 TO 5
8110	000	NH	IRON STREET	MT-2	90.170	0.540	MILL & FILL	<1
4306	001	NH-HSIP	BELGRADE - SOUTH	MT-85	3.010	3.110	RECONSTRUCTION	>5
4759	000	STPE	MONTANA ST PED BRIDGE - BUTTE				BIKE/PED FACILITIES	<1
8536	000	STPE	CITY SIDEWALKS - LIVINGSTON	9TH ST	0.000	0.088	SIDEWALK	<1
8536	000	STPE	CITY SIDEWALKS - LIVINGSTON	MONTANA ST	0.573	0.070	SIDEWALK	<1
8536	000	STPE	CITY SIDEWALKS - LIVINGSTON	GEYSER ST	0.727	0.069	SIDEWALK	<1
8536	000	STPE	CITY SIDEWALKS - LIVINGSTON	MONTANA ST	0.993	0.070	SIDEWALK	<1
8536	000	STPE	CITY SIDEWALKS - LIVINGSTON	GEYSER ST	1.351	0.070	SIDEWALK	<1
8575	000	STPE	SIDEWALKS II - BUTTE				SIDEWALK	<1
8577	000	STPE	ANDERSON SCHOOL TRAIL-S OF BOZ	S-345	4.920	0.620	BIKE/PED FACILITIES	<1
8655	000	STPE	SIDEWALKS II - BELGRADE	MADISON AVE	0.060	0.160	SIDEWALK	<1
8655	000	STPE	SIDEWALKS II - BELGRADE	BROADWAY ST	0.340	0.150	SIDEWALK	<1
8664	000	STPE	BIKE/PED PATH - S OF LIVINGSTON				BIKE/PED FACILITIES	<1
8673	000	STPE	WEST PARK ST PATH - DILLON				BIKE/PED FACILITIES	<1
8821	000	STPE	BROADWAY WALKS - TOWNSEND	US-12	0.210	0.150	SIDEWALK	<1
8824	000	STPE	YADON ROAD PATH - MANHATTAN	S-346	1.020	0.000	BIKE/PED FACILITIES	<1
8826	000	STPE	WEST SIDE PATH - THREE FORKS	MT-2	95.480	0.160	BIKE/PED FACILITIES	<1
8830	000	STPE	BIKE/PED - BOZEMAN	N 19TH AVE	0.727	0.780	BIKE/PED FACILITIES	<1
8830	000	STPE	BIKE/PED - BOZEMAN	COLLEGE ST	1.093	0.240	BIKE/PED FACILITIES	<1
8832	000	STPE	BIKE LANES - BUTTE	HOLMES AVE	0.475	0.005	BIKE/PED FACILITIES	<1
8832	000	STPE	BIKE LANES - BUTTE	ELIZABETH WARREN DR	0.939	0.005	BIKE/PED FACILITIES	<1
8832	000	STPE	BIKE LANES - BUTTE	HARRISON AVE	87.358	0.001	BIKE/PED FACILITIES	<1
8833	000	STPE	LANDSCAPING - BUTTE	MONTANA ST	0.000	0.791	LANDSCAPING	<1
8833	000	STPE	LANDSCAPING - BUTTE	PARK ST	0.000	0.747	LANDSCAPING	<1

Montana Department of Transportation Statewide Transportation Improvement Program - Major Projects FY 2015-2019



Map Legend

- STIP Projects
- Transit Systems

System Designations

- NHS Interstate
- NHS Non-Interstate
- Primary
- Secondary
- Off System

Route Numbers

- Interstate
- U.S.
- Montana
- Secondary

Cities and Towns

- Urban Area
- State Capital
- Incorporated City

Boundaries

- Reservation
- Financial District
- County

Other Symbols

- District Number

0 12.5 25 50 Miles

TRANSIT PROVIDERS (46 Statewide)

Vehicle Purchases ($3.1 Million in 2015) and
Operating Assistance ($9 Million in 2015)
for General Public Transit Providers.
Amounts only include funding administered by MDT.

NOTE: PROJECTS SHOWN ARE ONLY THOSE OVER $100,000.

WETLAND PROJECTS		
UPN	PROJECT NAME	DISTRICT
7286	WS # 14-AQUATIC MITIGATION	5
5714	CROW RESERVATION WETLAND STUDY	5

DISTRICT-WIDE PROJECTS		
UPN	PROJECT NAME	DISTRICT
8665	SF 149-CLRS SFTY IMPV DIST 2&3	2
7988	SF 129-BUTTE HRZNTAL CRV SIGNG	2
7980	SF 129-GTFLS HRZNTAL CRV SIGNG	3
7990	SF 129-BILLINGS HRZNTL CRV SIGN	5

BIKE/PED/ENHANCEMENT PROJECTS					
UPN	PROJECT NAME	DISTRICT	UPN	PROJECT NAME	DISTRICT
8181	SKYE PARK BRIDGE - WHITEFISH	1	8594	COURTHOUSE PRESERVATION - GTF	3
8680	SCHOOL SIDEWALKS - ARLEE	1	5556	25TH ST NORTH BRIDGE - GTF	3
8811	GRANT CREEK RD TRAIL - MSLACO	1	8598	COURTHOUSE RESTORATION - HAVRE	3
7681	BLACKTAIL RD PATH - LAKESIDE	1	8695	WEST BANK TRAIL IMPRVTS-GTF	3
8810	BLUE MOUNTAIN RD TRAIL - MSLA	1	8878	WEST BANK PARKADA-GREAT FALLS	3
8681	BALSAM ST SIDEWALK - LIBBY	1	7982	GARFIELD SCH WALKS - MILES CITY	4
8782	FAIRGROUNDS BIKE PED - HAMILTON	1	8681	SIDEWALKS II-FORSYTH	4
8602	LOLO TRAIL - MISSOULA	1	8700	FAIRGROUNDS SIDEWALKS-GLASGOW	4
8679	4TH AVE EAST WALKS - POLSON	1	8767	E & D ST SIDEWALK RAMPS - POPLAR	4
8808	AIRPORT RD TRAIL - SEELEY LAKE	1	8703	CITY LOOP PATH-LEWISTOWN	5
8575	SIDEWALKS II - BUTTE	2	8841	WICKS LN PATH-BILLINGS	5
8688	ELEM SCHOOL BIKE PED-BOZEMAN	2	8838	POLY DRIVE BIKE/PED-BILLINGS	5
8691	5TH & E STREET WALKS-LIVINGSTON	2	8843	CALHOUN LN WALKS-BILLINGS	5
8832	BIKE LANES - BUTTE	2	8836	BROADWATER SCHL LSCAPE-BLGS	5
8833	LANDSCAPING - BUTTE	2	8704	MAKAWASHA AVE WALKS-CROW AGENCY	5
8846	LANDSCAPE II - W SULPHUR SPRINGS	2	8183	PONDEROSA SCHOOL PATH - BILLINGS	5
8850	NP DEPOT REHAB - THREE FORKS	2	8842	BARRETT RD PATH-BILLINGS	5
8867	JOSLYN ST PATH - HELENA	3	8837	19TH ST W WALKS-BILLINGS	5

PREPARED BY THE
STATE OF MONTANA
DEPARTMENT OF TRANSPORTATION
ROAD INVENTORY AND MAPPING SECTION
Created March 2015 in ArcGIS 10.2 using ArcMap. Esri, Inc.
NAD 1983 StatePlane Montana FIPS 2500
Lambert Conformal Conic

MDT

Date: 3/19/2015 Path: C:\MDTDATA\RIM_FUNCTIONS\STANDARD_MAPS\STIP\2015\STIP_2015_2019.mxd

Memo

To: Mayor Muhlfeld and City Councilors

From: Dana Smith, Finance Director

Date: March 30, 2015

Re: FY 2016 – FY 2020 Capital Improvement Program

History/Introduction

In late 2007, the Council adopted a Capital Improvement Program (CIP). The CIP is a five year plan for the construction and financing of major projects. Public Works often identifies future projects that are anticipated to occur further in the future to allow for additional planning. The CIP is a flexible plan that is updated periodically to respond to changing circumstances. It serves as a tool in the budgeting process; however actual approval of projects takes place in the final approved budget. The CIP focuses on preserving and improving the City's infrastructure while ensuring the efficient use of public funds. The CIP also functions as a communication tool with citizens, other stakeholders, and within city departments.

In order to comply with state law in regard to impact fees, the City must update and revise a budget component at a minimum of every two years (MCA 7-6-1602). The City was advised in the initial adaptation of the CIP that approving the CIP every two years fulfills this requirement.

Current Report

Attached is the updated and revised CIP for fiscal years 2016 through 2020. The CIP consists of a narrative describing the funding options for capital projects by department and a detailed spreadsheet with the project descriptions, estimated costs, the year of purchase, and the available funding methods.

The CIP is 53% funded, not accounting for any anticipated debt. Therefore, as presented, the CIP is more of a wish list than a realistic plan. However, the CIP does provide the needs and wishes of each department which gives the City the ability to more clearly plan and prioritize projects, based on limited resources and changes in the City's financial condition.

Some of the least funded departments for the FY2016-FY2020 CIP include Fire/Ambulance with 6% of the requested projects funded and Stormwater with only 13% of requested projects funded. With regard to the fire vehicles and equipment, it is common for cities to finance these capital purchases through General Obligation bonds or loans voted on by the citizens. Other projects proposed throughout the City could also be funding via General Obligation bonds as well.

Financial Requirement

There are no immediate financial requirements by adopting the CIP. It is a tool used to incorporate capital improvements in the City's annual budget and plan for future improvements, but it does not provide appropriations for such projects.

Recommendation and Direction

If the City Council would prefer to see a more realistic plan, this could be prepared with additional work. However, projects proposed by the Department Directors would need to be reviewed and identified as a priority or viable project prior to presenting the report to the City Council. This would give the City Council a more limited view of the wishes of each department, but it would present what is actually feasible.

Since we are now in the busy time of budget season, staff has limited time to re-work the CIP into a realistic plan if that is the desire of the City Council. Therefore, staff respectfully recommends the City Council adopt the FY 2016 – FY2020 CIP and give direction on how to prepare the future updates to the CIP. The next update to the CIP could be prepared based on the financial capabilities of the City with priority projects, or it could be based on the plans and wishes of each department, which is the current method.

CAPITAL IMPROVEMENTS PROGRAM

FY 2016 – FY 2020

and

Future Long-Term Public Works Projects

CITY OF WHITEFISH, MONTANA

March 27, 2015

Executive Summary

The FY2016 – FY2020 Capital Improvements Program (CIP) identifies needed investments in capital facilities. Capital facilities generally have very long useful lives and significant costs. The CIP is a plan, not an appropriation or approval of a specific project. As a plan, the CIP needs to be flexible, and is updated periodically to respond to changing circumstances.

Population Served

The CIP is based on providing capital facilities for the current population and a possible increase in the next 5 years. In addition, the City's capital facilities have to serve significant additional seasonal population as a result of tourism.

Cost of Capital Improvements

The CIP for City of Whitefish for FY2016 – FY2020 contains 265 projects totaling $47,215,313, for an average of $9.4 million per year. The following summary is in order by department:

FACILITY	COST
City Court	15,000
City Hall	14,000,000
Fire & Ambulance	2,228,000
Parks	4,622,003
Planning/Building Department	58,000
Police	299,000
Solid Waste	0
Stormwater	3,045,500
Streets	10,209,500
Wastewater	6,314,650
Water	6,463,660
TOTAL	**47,255,313**

In addition, the City has identified 13 projects that will be needed after FY2020 at a cost of $11,030,500 and there are three projects that are listed within the current year with amounts to be determined.

Financing for Capital Improvements

There are a variety of funding sources available to pay for the City of Whitefish's 2016 – 2020 CIP:

FUNDING SOURCE	CAPITAL FACILITY
Annual Budget or Cash Set Aside[1]	Planning/Building Fire Parks Police Wastewater Solid Waste Water, Storm Water Streets
Asset Forfeiture Funds[2]	Police
Parkland & Greenway Maintenance District	Parks
Donations/Contributions	Fire Parks Police
General Obligation Bonds	City Hall
Grants	Fire, Police, Parks Wastewater, Water Storm Water
Impact Fees	Emergency Services Center City Hall, Paved Trails, Park Maintenance Building, Streets, Wastewater, Water, Storm Water
Land Dedication or Fees in Lieu	Parks
Resort Tax	Parks Wastewater, Water, Streets, Storm Water
Special Improvement Districts	Streets, Wastewater, Water, Storm Water
Tax Increment Revenue (TIF) Bonds	City Hall
Lease Revenue Bonds	City Hall

[1] "Cash Set Aside" is also referred to as "Replacement and Depreciation Account" in some City financial records.
[2] The Asset Forfeiture Fund has been depleted over the years, but this is a potential source if more asset forfeiture revenue is obtained in future years.

Balancing the Capital Improvement Program

The City of Whitefish 2016 – 2020 CIP is 53% funded—future debt not included, which is the anticipated funding method for some projects. The following is a summary of the costs and specific revenue forecasts that appear in this CIP:

Facility	Cost	Sources	Revenue	Balance	% Funded
City Court	15,000	Impact Fees	0	(15,000)	0%
City Hall (and Parking Structure)	14,000,000	Budget/Cash Set Aside Impact Fees SID TIF Cash Transfer *Anticipated Revenue Bond for 100% funded status by the end of TIF District.	2,350,000 360,000 750,000 1,000,000	(9,540,000)	32%
Fire	2,228,000	Budget/cash Set Aside	125,000	(2,103,000)	6%
Parks	4,622,003	Budget/Cash Set Aside Resort Tax TIF Funding (Depot Park) Impact Fees	150,000 832,500 1,701,603 303,957	(1,633,943)	65%
Planning & Building	58,000	Budget/Cash Set Aside	58,000	0	100%
Police	299,000	Budget/Cash Set Aside	150,000	(115,000)	62%
Stormwater	3,045,500	Budget/Cash Set Aside Impact Fees	639,853 208,000	(2,197,647)	13%
Streets	10,249,500	Resort Tax Grant TIF Transfer Budget/Cash	7,703,000 80,000 300,000 1,257,673	(868,827)	91%
Wastewater	6,314,650	Budget/Cash Set Aside TESP RRGL Impact Fees	1,205,175 500,000 125,000 994,978	(3,489,497)	45%
Water	6,463,660	Budget/Cash Set Aside Impact Fees	2,796,272 1,569,563	(2,097,825)	68%
Total	**47,255,313**		**25,160,574**	**(22,094,739)**	**53%**

Strategies for Balancing the CIP

In the broadest sense, there are two ways to balance an unbalanced Capital Improvement Program: (1) increase revenue to pay for the unfunded projects, or (2) decrease costs by eliminating some of the projects from the CIP.

Review of Whitefish's project costs and revenues indicates that the following specific strategies may be appropriate:

1. City Hall and Parking Structure: borrow the money for a new City Hall and Parking Structure through a TIF revenue bond that will be repaid with anticipated yearly property tax collections from the TIF District. An impact fee was also developed to fund the new City Hall project.

2. Fire: the City established an impact fee to collect money from new development that causes an impact on current emergency service facilities.

3. City Court: see Fire.

4. Police: see Fire.

5. Wastewater and Water: an increase in utility rates would allow the utility system to generate needed revenue.

6. Streets: establish an impact fee to collect money from new development that causes an impact on the street system. An impact fee would not generate enough money to pay for all the costs. Higher street maintenance assessments are also possibility.

7. Storm Water: the City established an impact fee to collect money from new development that causes an impact on storm water facilities to generate revenue need for capital projects. In addition, the storm water assessments could be increase to generate additional revenue to cover capital projects.

CIP Uses and Methodology

The Capital Improvements Program (CIP) has many uses. The methodology for developing the CIP was selected to enhance its many uses.

Uses of the CIP

The CIP is a 5-year plan for capital improvements that supports the City's current and future population and economy. There are many uses for the capital improvements program, including:

1. Demonstrate the need for facilities and the need for revenues to pay for them.

2. Ensure the timely provision of adequate facilities to maintain levels of service that are important to the quality of life in the City.

3. Maintain satisfactory operating efficiency and safety of the City's existing capital facilities.

4. Provide facilities needed to accommodate new growth. These facilities would be eligible for impact fees, in the event that the City decides to require such fees to be paid by new development.

5. Provide evidence to bond rating agencies that the City is planning and managing its debt for capital improvements, thus minimizing interest rates and the cost of borrowing money.

6. Provide evidence to agencies that award grants and loans that the City is planning for capital improvements, including the need for local matching funds and/or repayment of loans.

7. Implement recommendations of plans and studies for capital improvements in the City.

The CIP will be updated every two years. The updates will be completed before the City's budget is adopted in order to incorporate the capital improvements from the updated CIP in the City's annual budget.

Methodological Basis of the CIP

There are two traditional approaches used to develop a CIP: (1) needs-driven, and (2) revenue-driven. The needs-driven approach begins by developing lists of needed capital projects, then financing is developed. This approach is sometimes called a "wish list." The revenue-driven approach begins by determining the City's financial capacity, then capital projects are developed that do not exceed available revenue. This approach is also called "financially constrained."

The traditional approaches to developing capital improvements can cause problems. The needs-driven approach may exceed the City's capacity to pay for the projects. The revenue-driven approach may limit the City to plan for capital projects that provide a lower level of service than the community desires.

A hybrid approach that overcomes these problems is based on levels of service. Levels of service are usually quantifiable measures of the amount of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities.

Typically, measures of levels of service are expressed as ratios of facility capacity to demand (i.e., actual or potential users). The following level of service measures for capital facilities were developed for the City of Whitefish in November 2002.

FACILITY	SELECTED LEVEL OF SERVICE MEASURES
Fire/Ambulance	Ratio of apparatus to number of responses
Parks	Park acres per 1,000 population
Police	Sworn officers per 1,000 population
Streets	Lane miles of street ranked top 5 for reconstruction
Wastewater and Water	Peak gallons per day per equivalent dwelling unit

Each of these level of service measures need one additional piece of information: The specific quantity that measures the current or proposed level of service. For example, the standard for parks might be 20 acres per 1,000 population, but the current level of service may be 14 acres per 1,000, which is less than the standard.

Development of the CIP

The CIP was developed using the following steps.

1. Prepared an inventory of existing capital facilities, including identification of needed repairs, renovation, or replacement.

2. Prepared lists of proposed capital improvement projects from existing plans and other current sources, including repair, renovation or replacement needs that were identified during the inventory.

3. Prepared an analysis of capital facilities required to achieve and maintain levels of service. This analysis uses the methodological basis described in an earlier section of this chapter.

4. Identified additional capital improvement projects that are needed in order to achieve and maintain levels of service.

5. Developed priorities among proposed capital improvement projects for each department.

6. Identified funding sources that are available to pay for the CIP. Prepared forecasts of revenues that are predictable.

7. Compiled all information into the Capital Improvement Program for 2016 – 2020.

Need for Capital Improvements (" Justification" of the CIP)

There are many reasons that Whitefish may need a capital improvement. The following are examples of these reasons, but departments also offered other reasons, and were not limited to the following:

1. Replacement

The item being replaced is worn out and/or obsolete and it is more cost effective to replace than to repair. Replacement substitutes a new asset for an older one. The new asset may have some relatively minor difference in features or performance, but the primary purpose is to replace, not to upgrade.

2. Repair

Minor repairs do not belong in the CIP, but a major capital repair should be included. Repairs restore the asset to its former condition.

3. Remodel/Modernize/Update/Upgrade

This justification is different than replacement or repair because it improves the capital asset, and makes it better than before.

4. Expansion/Additional Capacity

The capital improvement project will enable the City to provide more of the same kind of service.

5. Efficiency

The project will enable the City to provide the same service for less cost.

6. Quality

The project will enable the City to provide higher quality service.

7. Public Health and/or Safety

The project will directly and primarily maintain or improve the health and/or safety of the City. This justification does not apply to projects where public health and safety are incidental, or secondary, or mere byproducts of the project.

8. Level of Service

The project relates directly and primarily to achieving or maintaining the standards for level of service that were identified in the Level of Service report (November 2002).

9. ADA Access

The project provides access to persons with disabilities (as required by ADA, the Americans with Disabilities Act). This justification is for projects that are primarily for the purpose of ADA access, and does not apply to projects that are mainly for other purposes, but which comply with ADA by providing appropriate access.

10. Aesthetics

Projects could include beautification, landscaping, and art in public places.

11. Economic development

A significant purpose of the project is to provide infrastructure that supports the development of businesses that create jobs and otherwise increase the strength of the economy.

Prioritizing Capital Improvements

Some CIPs use elaborate systems to determine the priorities among capital improvement projects. Whitefish's CIP uses a straightforward approach in which each department head listed their projects in priority order, according to their professional judgment and recommendation.

In some cases the project priority is driven by urgent needs, such as public health and safety. Otherwise, as possible departments attempted to distribute projects as equally among the 5 years so that there are projects in each year, and the cost of the projects is spread across the 5 year period.

City Court CIP

Current Facilities

The City Court is located at the Emergency Services Center (ESC).

Financing Available for City Court Capital Improvements Projects

Other than general tax dollars there is one funding sources that can be used for City Court capital improvements. All funding sources are one-time, non-recurring sources (unless explicitly identified as recurring revenue).

1. Impact Fees

Impact fees are one-time charges paid by new development to reimburse local governments for the capital cost of public facilities that are needed to serve new development and the people who occupy or use the new development. Most impact fees are charged to residential development as a flat rate per dwelling unit. Commercial development is usually charged impact fees per square foot of the structure. Impact fees are most commonly calculated and collected at the time the building permit is issued. Montana's Subdivision and Platting Act contains authority for local governments to collect cash exactions from development.

A study prepared for the City of Whitefish in February 2007 found that impact fees for fire protection, streets, storm water, parks, emergency services facility and City Hall appear to be feasible.

In August 2007, the City of Whitefish adopted impact fees for the emergency services building to be collected starting November 6, 2007. Future ESC impact fees will be used toward debt service payments through 2020.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

City Hall CIP

Current Facilities

The City's current City Hall office space includes a total of 5,032 square feet of offices and 3,233 square feet of Council Chambers. The police and fire department offices and City Court are not included in these totals, and are reported separately in the current facilities of those departments. Also included as City Hall space is the newly purchased Depot Park/Credit Union Building at 4,100 square feet bringing the overall current square footage to 12,365.

Level of Service

The standard proposed in the November 2002 Level of Service report is 250 square feet of office space per office employee. It is estimated that office employees will increase as the population grows (100% during the next 25 years). At 250 square feet per position, the total office space needs will be 19,500 square feet by 2030/2031.

The level of service for determining impact fees for city hall is the existing level of service for city hall as calculated by dividing the total square feet of existing city hall by the existing square feet of all structures in the City. The existing level of service, as documented in the Rate Study for Impact Fees adopted in August 2007, is 0.00106 square feet of city hall per square foot of existing development.

Financing Available for City Hall Capital Improvement Projects

There are four funding sources that can be used for City Hall capital improvements. All funding sources are one-time, non-recurring sources (unless explicitly identified as recurring revenue).

1. General Obligation Bonds

General Obligation bonds ("G.O. bonds") are a form of borrowing money for capital improvements. The debt is repaid by property taxes. G.O. bonds can be used to finance a variety of capital improvements. G.O. bonds have to be approved by the registered electors of the City.

There is a limit on how much bonded indebtedness the City can incur. The limit is 2.50% of the City's total assessed taxable value of property. The City of Whitefish's assessed value is $1,241,653,567, therefore the 2.50% limit means that the City could borrow up to $31,041,339 through G.O. bonds less current debt that applies to that limit.

City Hall projects and parking structures are sometimes financed by G.O. bonds. The timing for a G.O. bond of this size for Whitefish City Hall projects may be affected by other G.O. Bond issues in the Valley.

2. Sale of Existing City Hall Property

In previous years it was assumed if a new city hall is built at a new location on City owned land the old City Hall property could be sold with the proceeds being earmarked for the construction of the new City Hall. This option however, is now an unlikely scenario since the City Council has chosen the current City Hall location as the location to construct the new City Hall.

3. Tax Increment Revenue Bonds or Lease Revenue Bonds

Tax increment funds (TIF) are eligible to be spent for a new City Hall. City Council adopted Resolution No. 03-63 establishing a City Hall Construction Reserve Fund with TIF revenues. Currently, a TIF revenue bond is the assumed method of financing for the City Hall and Parking Structure project.

4. Impact Fees

Impact fees are one-time charges paid by new development to reimburse local governments for the capital cost of public facilities that are needed to serve new development and the people who occupy or use the new development. Most impact fees are charged to residential development as a flat rate per dwelling unit. Commercial development is usually charged impact fees per square foot of the structure. Impact fees are most commonly calculated and collected at the time the building permit is issued. Montana's Subdivision and Platting Act contains authority for local governments to collect cash exactions from development.

A study prepared for the City of Whitefish in February 2007 found that impact fees for fire protection, streets, storm water, parks, emergency services facility and City Hall appear to be feasible. (Note that the City already had "plant investment fees" for water and sewer, and fees in lieu of land dedication for parks.) The study recommended preparation of a capital improvement program in order to identify specific projects that the City needs. This CIP fulfills that recommendation.

In August 2007, the City of Whitefish adopted impact fees for City Hall to be collected starting November 6, 2007. As required by 7-6-1602 (1) (k) (iii), the impact fees received by the City for City Hall are allocated to the following project in the CIP: City Hall # 1.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

Fire Department CIP

Current Facilities

The Fire Department's combined assets for the City of Whitefish and the rural area consist of 2 fire stations, 3 Type 1 engines, 1 Type 1 tanker, 1 Type S3 tanker, 2 Type 6 brush trucks, 4 advanced life support ambulances, 1 Type 1 heavy rescue truck, 1 utility Ford pickup truck, 1 Ford SUV command vehicle, 1 Ford pick-up command vehicle,1 Achilles boat, 1 Type 2 fire boat, 1 hovercraft, and 1 utility terrain vehicle.

Level of Service

The *industry standard* of a safe life span of a fire department vehicle is based on the National Fire Protection Associations Standard 1901. Currently the department is operating with five vehicles that have not been replaced according to these standards. The proposed capital replacement schedule is a realistic program to insure the department has safe, reliable equipment to support emergency operations.

Financing Available for Fire and Ambulance Capital Improvements Projects

There are five funding sources that can be used for Fire Department capital improvements.

1. General Obligation Bonds

General Obligation bonds ("G.O. bonds") are a form of borrowing money for capital improvements. The debt is repaid by property taxes. G.O. bonds can be used to finance a variety of capital improvements. G.O. bonds have to be approved by the registered electors of the City.

2. Grants

If matching funds are feasible, the fire department annually applies for the Assistance for Firefighters grant funded through FEMA. This is a highly competitive grant program with no guarantee of success.

3. Annual Cash Set Aside (Capital Replacement Fund)

A policy of setting aside funds annually as a revenue source for the Fire Department Capital Replacement Fund should be established as a part of the budgeting process. A new set aside would require an increase in existing revenue sources, or a reduction of expenditures.

4. Impact Fees

Impact fees are one-time charges paid by new development to reimburse local governments for the capital cost of public facilities that are needed to serve new development and the people who occupy or use the new development. Most impact fees are charged to residential development as a flat rate per dwelling unit. Commercial development is usually charged impact fees per square foot of the structure. Impact fees are most commonly calculated and collected at the time the building permit is issued. Montana's Subdivision and Platting Act contains authority for local governments to collect cash exactions from development.

In November 2007, the city began collecting Emergency Service Center impact fees to help pay for construction and debt service for the ESC.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

Parks CIP

Current Facilities

The City of Whitefish currently owns over 90 acres of parkland with close to 60 acres being developed and maintained for public use. Included within those parks are such amenities as, a 6 acre off-leash dog park, an indoor ice rink/community pavilion, 8 ball fields, 8 tennis courts, 1 multi purpose indoor recreation facility, 810 linear feet of beachfront with 1 public boat ramp and a 10,000 square foot skate park. In addition, the Parks and Recreation Department maintains approximately 7 miles of paved trails throughout the city, as well as 26 miles of the Whitefish Trail funded by the Whitefish Legacy Partners.

Level of Service

In order to maintain the existing level of service in response to the projected growth in population that is expected to occur each year for the next 5 years, the City would need to construct 3.88 miles of bicycle pedestrian paths, develop 3,200 square feet of ice rink surface, construct 1 ball field, 1 tennis court, and provide for an additional 120 lineal feet of beachfront.

Since 2004, the City has acquired 12.164 acres of property as a result of parkland dedication requirements. This exceeds the LOS projections by 9.2 acres which should in theory satisfy the City's LOS requirement through 2024. Since 2004, the City has managed to construct 5.70 miles of trail.

The level of service for determining impact fees for paved trails is the existing level of service for paved trails, as calculated by dividing the total lineal feet of existing paved trails by the existing population in the City. The existing level of service, as documented in the Rate Study for Impact Fees adopted in August 2007, is 1.79 lineal feet of paved trails per person.

Financing Available for Parks Capital Improvements Projects

There are thirteen funding sources that can be used for Parks Department capital improvements. All funding sources are one-time, non-recurring sources (unless explicitly identified as recurring revenue).

1. Transfers from Other Funds

The Parks and Recreation Fund's annual budget is supported from a transfer from the general fund, which is mainly supported by property taxes and other miscellaneous payments and fees. The transfers are generally sufficient for park operations and maintenance, but historically have not provided enough money for significant capital improvements. The Parks Department has managed to set aside small amounts of cash when possible and earmarked the money for capital improvement projects.

2. Parkland and Greenways Maintenance District

The development of a Parkland and Greenways Maintenance District No. 1 was adopted by City Council on March 20, 2006. The revenue generated from this district includes, but is not limited to, maintenance of trees, shrubs, and lawns in City boulevards, City parks, recreational trails, and other public open spaces, and prevention and the eradication of weeds in City boulevards, City parks and other public open spaces, and repair and maintenance of irrigation systems serving such landscaped areas. Maintenance includes all costs and expenses necessary to accomplish such maintenance, including but not limited to employee salaries, equipment rental or purchase, fuel, fertilizer, herbicides, and all related costs and expenses. The estimated annual cost of the District initially was $180,000, based on the number of City lots and their street frontage. This cost has since increased to $245,000 in fiscal year 2015.

3. Annual Budget or Cash Set Aside for Equipment

This is a recurring source of revenue. The Finance Director estimates that $30,000 per year will be available, for a total of $150,000 during the 5-year CIP.

5. Transportation Alternatives Program (TAP)

The City is eligible to apply for TAP funding for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. The City applied for the FY15 - FY16 funding period, which was not awarded to the City. However, the City can apply during FY16 for funding for FY17-FY18.

6. Land and Water Conservation Grants

Land and Water Conservation grants are available through the Montana Fish Wildlife and Parks Department.

7. DNRC Grants

Grants are available through the DNRC for shoreline projects.

8. Montana Fish, Wildlife & Parks Recreational Trails Grants

The maximum grant per sponsor per year fluctuates between $20,000 and $90,000. Eligible projects include: urban trail development, basic front and backcountry trail maintenance, restoration of areas damaged by trail use, development of trailside facilities, and educational and safety projects related to trails. These funds are set-aside from the TAP.

9. Resort Tax

This is a recurring source of revenue. The City uses 5% of the resort tax revenue for bicycle paths and other park capital improvements. The Finance Director estimates that the resort tax revenue will grow about 5% per year, for a total of $639,500 during the 5-year CIP. In addition, the current expected June 30, 2014 cash balance of $193,000 will be applied to projects in FY16.

10. Land Dedication or Fees in Lieu

Developers subdividing 5 or more lots are required to either dedicate parkland or make cash payments in lieu of land. The “in lieu” payments are deposited in the Park Acquisition and Development Fund.

This is a recurring source of revenue. The Finance Director estimates that $2,000 per year will be available, for a total of $10,000 during the 5-year CIP. In addition, the fund has an expected cash balance of approximately $49,729 at the end of fiscal year 2015.

11. Donations

Donations and contributions have been and continue to be important in acquiring land, right of ways, facilities and other park improvements. Although it is not possible to forecast future donations and contributions, the City has an excellent and continuing record of private donations for public purposes.

12. Tax Increment Revenue

Tax increment funds (TIF) were spent on the Park Maintenance Shop and the purchase of Depot Park. Future TIF revenues are expected to be used to cover the costs of improvements in the Depot Park Master Plan over the next five years.

13. Impact Fees

Impact fees are one-time charges paid by new development to reimburse local governments for the capital cost of public facilities that are needed to serve new development and the people who occupy or use the new development. Most impact fees are charged to residential development as a flat rate per dwelling unit. Commercial development is usually charged impact fees per square foot of the structure. Impact fees are most commonly calculated and collected at the time the building permit is issued. Montana's Subdivision and Platting Act contains authority for local governments to collect cash exactions from development.

A study prepared for the City of Whitefish in February 2007 found that impact fees for fire protection, streets, storm water, parks, emergency services facility and City Hall appear to be feasible. (Note that the City already had “plant investment fees” for water and sewer, and fees in lieu of land dedication for parks.) The study recommended preparation of a capital improvement program in order to identify specific projects that the City needs. This CIP fulfills that recommendation.

In August 2007, the City of Whitefish adopted impact fees for paved trails and the park maintenance building to be collected starting November 6, 2007. As required by 7-6-1602 (1) (k) (iii), the impact fees received by the City for the paved trails are allocated to paved trails, and the impact fees received by the City for the park maintenance building are allocated to the park maintenance building.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

Planning/Building CIP

Level of Service

There is no level of service projects for Planning/Building.

Financing Available for Planning/Building Department Capital Improvements Projects

There is one source that can be used for Planning/Building capital improvements.

1. Annual Budget for Equipment

The Building Codes Fund is supported by building inspection and plan review fees. During the past year revenue was sufficient to include the purchase of replacement vehicles in the annual budget. Building permit revenue had declined steadily from FY06 through FY10, but the revenue has since increased with FY14 just short of the revenues peak during FY06. The Planning Department is supported by planning fees and general fund.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

Police CIP

Current Facilities

The Police Department's capital facilities consist of 10 patrol vehicles, 3 motorcycles, 1 ATV, 15 computer workstations, 9 vehicle mobile data terminals (MDT), 1 patrol boat, and 19 portable radios. The Police Department is located in the Emergency Services Center along with the Fire Department and the City Court.

Level of Service

The current number of police vehicles responding to call loads represents an acceptable level of service and there is no anticipated need at this time to add additional units. The FY 2016 – 2020 CIP takes a much more conservative approach, and only replaces existing vehicles as they attain high mileage.

Financing Available for Police Capital Improvements Projects

There are four funding sources that can be used for Police Department capital improvements. All funding sources are one-time, non-recurring sources (unless explicitly identified as recurring revenue).

1. Transfers from Other Funds

The annual budget for police is supported from a transfer from the general fund, which is mainly supported by property taxes and other miscellaneous payments and fees.

2. Annual Cash Set Aside

Funding for equipment could be planned and scheduled into the annual budget or cash could be set aside annually and put into a capital improvement fund for police. A new set aside would require an increase in existing revenue sources, or a reduction of expenditures.

3. Asset Forfeiture Fund (Justice/FBI) and Asset Forfeiture Fund (Treasury/Customs)

In previous years the Police Department has spent the remaining balance in the Asset Forfeiture (Justice/FBI) Fund and the Asset Forfeiture (Treasury/Customs) Fund. Asset forfeiture money is generally allowed to be used for police vehicles and equipment.

4. Contributions

A limited amount of contributions and donations are made to the Police Department.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

Solid Waste CIP

Current Facilities

Whitefish has no garbage equipment.

Level of Service

This service has been contracted out to North Valley Refuse since May 2004.

Capital Improvement Projects

No capital improvements are planned.

Financing Available for Solid Waste Capital Improvements Projects

There is one funding source that can be used for capital improvements for solid waste. All funding sources are one-time, non-recurring sources (unless explicitly identified as a recurring revenue).

1. Annual Cash Set Aside

The Solid Waste Fund is financed entirely through user fees. This is a recurring source of revenue.

Financing Plan

No plan for financing capital improvements is required given the lack of projects.

Storm Water CIP

Current Facilities

The existing storm water system for the City of Whitefish consists of a complex system of detention ponds, swales, roadside ditches, pipes, manholes, catch basins, and treatment systems that convey and treat storm runoff from the City of Whitefish and the surrounding area to Whitefish Lake, the Whitefish River, and Cow Creek. There are 14 ponds (six maintained by the City), 500 catch basins, 300 manholes, 60,000 lineal feet of pipe and 10 City-maintained treatment systems.

Level of Service

The FY 2016 – FY 2020 CIP includes numerous storm drainage projects to address recommendations from the Whitefish Storm Water System Utility Plan.

Financing Available for Storm Water Capital Improvements Projects

There are potential funding sources that can be used for capital improvements for storm water. All funding sources are one-time, non-recurring sources (unless explicitly identified as recurring revenue).

1. Annual Budget and Cash Set Aside

The Storm Water Fund's annual budget is supported by a storm water utility assessment on all properties within the City. The City could initiate a practice of setting aside cash annually and put it in a fund for storm water. A new set aside would require an increase in existing revenue sources, or a reduction of expenditures. Storm water currently has budgeted revenue of about $74,600 per year and has and expected ending balance of $289,853 at the end of Fiscal Year 2015.

3. Impact Fees

Impact fees are one-time charges paid by new development to reimburse local governments for the capital cost of public facilities that are needed to serve new development and the people who occupy or use the new development. Most impact fees are charged to residential development as a flat rate per dwelling unit. Commercial development is usually charged impact fees per square foot of the structure. Impact fees are most commonly calculated and collected at the time the building permit is issued. Montana's Subdivision and Platting Act contains authority for local governments to collect cash exactions from development. New Legislation, SB-185 now allows Montana Cities to collect impact fees.

A study prepared for the City of Whitefish in November 2000 found that impact fees for fire protection and streets appear to be feasible. (Note that the City already had "plant investment fees" for water and sewer, and fees in lieu of land dedication for parks.) The study recommended preparation of a capital improvement program in order to identify specific projects that the City needs. This CIP fulfilled that recommendation.

In August 2007, the City of Whitefish adopted impact fees for the stormwater utility to be collected starting November 6, 2007. As required by 7-6-1602 (1) (k) (iii), the impact fees received by the City for the stormwater utility are allocated to all projects listed other than Infrastructure Management Software.

The Finance Director estimates that an average of $20,000 per year will be available, for a total of $100,000 during the 5-year CIP. The Finance Director also reports a cash balance of $108,231 in stormwater impact fees.

4. Special Improvement Districts

Special Improvement District (SID) Bonds are a potential funding source for storm water improvement projects. The City Council can adopt a Resolution of Intention to create an SID and sell bonds for a storm water improvement within the district. The SID is considered approved if less than 50% of the property owners protest. The annual debt service payments for the bonds are paid through an assessment levied on the property owners within the district. Since a substantial amount of funding has been available through other funding sources, SID financing has not been used very much in the past decade.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

Streets CIP

Current Facilities

Whitefish has approximately 72 miles of streets and alleys.

Level of Service

The 2016 – 2020 CIP includes projects to address the adopted resort tax street reconstruction priorities and other transportation plan recommendations.

Financing Available for Streets Capital Improvements Projects

There are potential funding sources that can be used for capital improvements for streets. All funding sources are one-time, non-recurring sources (unless explicitly identified as recurring revenue).

1. Annual Budget

The Street Fund's annual budget is supported by franchise fees paid by cable T.V., City of Whitefish Water and Wastewater Right of Way Fees, assessments from the citywide street maintenance district, and the State of Montana gas tax revenues. The total revenue is marginally sufficient for the operation and maintenance duties of the Street Department, including street overlays, but not enough for major reconstruction of streets.

2. Annual Cash Set Aside

The City could initiate a practice of setting aside cash annually and put it in a fund for streets. A new set aside would require an increase in existing revenue sources, or a reduction of expenditures.

3. Resort Tax Funds

This will be a recurring source of revenue through FY 2025. The City uses 65% of the resort tax revenue for streets, storm water underground utilities, sidewalks and gutters. The Finance Director estimates that $7,902,000 will be available during the 5-year CIP, which is projected based on a 5% growth rate per year. In addition the projected available balance at the end of FY 2015 is $193,000.

4. Impact Fees

Impact fees are one-time charges paid by new development to reimburse local governments for the capital cost of public facilities that are needed to serve new development and the people who occupy or use the new development. Most impact fees are charged to residential development as a flat rate per dwelling unit. Commercial development is usually charged impact fees per square foot of the structure. Impact fees are most commonly calculated and collected at the time the building permit is issued. Montana's Subdivision and Platting Act contains authority for local governments to collect cash exactions from development. New Legislation, SB-185 now allows Montana Cities to collect impact fees.

A study prepared for the City of Whitefish in November 2000 found that impact fees for streets appear to be feasible. The study recommended preparation of a capital improvement program in order to identify specific projects that the City needs. This CIP fulfills that recommendation.

If the City is interested in considering impact fees, a rate study must be prepared to determine new development's share of the CIP, and to calculate the amount of impact fees to be paid by different types of new development.

5. Special Improvement Districts

Special Improvement District (SID) Bonds are a potential funding source for street improvement projects. The City Council can adopt a Resolution of Intention to create an SID and sell bonds for a street improvement within the district. The SID is considered approved if less than 50% of the property owners protest. The annual debt service payments for the bonds are paid through an assessment levied on the property owners within the district. Since a substantial amount of funding has been available through other funding sources, SID financing has been used sparingly over the past decade.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

Wastewater CIP

Current Facilities

The City's wastewater system includes a wastewater treatment plant with capacity of 1.8 million gallons per day, 16 major lift stations, 14 duplex grinder pump systems, 73 septic tank effluent pump (STEP) systems, and over 60 miles of wastewater collection lines.

Level of Service

The FY 2016 – FY 2020 CIP includes numerous wastewater projects to address recommendations from the Whitefish Utility Plan.

Financing Available for Wastewater Capital Improvements Projects

There are nine funding sources that can be used for capital improvements for Wastewater. All funding sources are one-time, non-recurring sources (unless explicitly identified as recurring revenue).

1. Impact Fees

The Impact Fees charged for new water and wastewater hook-ups is a significant source of revenue for growth related capital improvements.

In August 2007, the City of Whitefish adopted impact fees for the wastewater utility to be collected starting November 6, 2007. As required by 7-6-1602 (1) (k) (iii), the impact fees received by the City for the wastewater utility are allocated to growth related projects.

This is a recurring source of revenue. The Finance Director estimates that an average of $150,000 per year will be available, for a total of $750,000 during the 5-year CIP. The Finance Director also reports a cash balance of $244,978 in Wastewater Impact Fees anticipated for the start of FY16.

2. Cash Set Aside

The Finance Director reports a current replacement and depreciation cash balance of $102,027 that has been set aside.

3. Annual Budget or Set Aside for Equipment

The Wastewater Fund includes annual appropriations and/or set asides for equipment. This is a recurring source of revenue.

4. DNRC Low Interest Revolving Loan Program

Low interest loans through the Department of Natural Resources are available to the City for major water and wastewater capital improvement projects. These loans are repaid from a portion of the monthly user fee charged for the water and wastewater services. The user fee has to be high enough to support any additional debt service taken on.

5. Resort Tax

A limited number of water and wastewater main replacement projects have been financed and included in street reconstruction projects funded by resort tax revenues.

6. Tax Increment Funds

A limited number of water and wastewater main replacement projects have been financed and included in street reconstruction projects funded by tax increment revenues.

7. Treasure State Endowment Fund

The Treasure State Endowment Program (TSEP) is a State program which provides grants of up to $750,000 with a one-to-one match. Grant applications are accepted by the Department of Commerce in May of even-numbered years. The program is directed towards projects which mitigate urgent public health or environmental problems.

8. DNRC Renewable Resource Grant

The Department of Natural Resources has grant funding available up to $125,000. Grant applications are accepted by the State in May of even-numbered years. The program is directed to projects which preserve, protect, manage, or conserve natural resources.

9. Special Improvement Districts

Special Improvement District (SID) Bonds are a potential funding source for certain wastewater improvement projects. The City Council can adopt a Resolution of Intention to create an SID and sell bonds for a wastewater improvement within the district. If more than 50% of the property owners do not protest, the SID is considered approved. The annual debt service payments for the bonds are paid through an assessment levied on the property owners within the district. Since a substantial amount of funding has been available through other funding sources, SID financing has not been used very much in the past decade.

Water CIP

Current Facilities

The Water Utility physical plant includes an 8 million gallon open raw water reservoir and 1 million gallon concrete storage tank at the 4 million gallon per day Water Treatment Plant, a steel and concrete storage tank on Grouse Mountain, a lake pumping station, 4 pressure boosting stations, and 71 miles of distribution piping.

Level of Service

The FY 2016 – FY 2020 CIP includes numerous water projects to address recommendations from the Whitefish Utility Plan.

Financing Available for Water Capital Improvements Projects

There are nine funding sources that can be used for capital improvements for water. All funding sources are one-time, non-recurring sources (unless explicitly identified as recurring revenue).

1. Impact Fees

The Impact Fee charged for new water and wastewater hook-ups is a significant source of revenue for growth related capital improvements.

This is a recurring source of revenue. The Finance Director estimates that $150,000 per year will be available, for a total of $750,000 during the 5-year CIP. The Finance Director also reports a cash balance of $819,563 in Water Impact Fees anticipated at the start of FY16.

In August 2007, the City of Whitefish adopted impact fees for the water utility to be collected starting November 6, 2007. As required by 7-6-1602 (1) (k) (iii), the impact fees received by the City for the water utility are allocated to growth impacted water projects.

2. Cash Set Aside

The Finance Director reports a current replacement and depreciation cash balance of $104,378 that has been set aside.

3. Annual Budget or Set Aside for Equipment

The Water Fund includes annual appropriations and/or set asides for equipment.

4. DNRC Low Interest Revolving Loan Program

Low interest loans through the Department of Natural Resources are available to the City for major water and wastewater capital improvement projects. These loans are repaid from a portion of the monthly user fee charged for the water and wastewater services. The user fee has to be high enough to support any additional debt service taken on.

5. Resort Tax

A limited number of water and wastewater main replacement projects have been financed and included in street reconstruction projects funded by resort tax revenues.

6. Tax Increment Funds

A limited number of water and wastewater main replacement projects have been financed and included in street reconstruction projects funded by tax increment revenues.

7. Treasure State Endowment Fund

The Treasure State Endowment Program (TSEP) is a State program which provides grants of up to $750,000 with a one-to-one match. Grant applications are accepted by the Department of Commerce in May of even-numbered years. The program is directed towards projects which mitigate urgent public health or environmental problems.

8. DNRC Renewable Resource Grant

The Department of Natural Resources has grant funding available up to $125,000. Grant applications are accepted by the State in May of even-numbered years. The program is directed to projects which preserve, protect, manage, or conserve natural resources.

9. Special Improvement Districts

Special Improvement District (SID) Bonds are a potential funding source for certain water improvement projects. The City Council can adopt a Resolution of Intention to create an SID and sell bonds for a water improvement within the district. If more than 50% of the property owners do not protest, the SID is considered approved. The annual debt service payments for the bonds are paid through an assessment levied on the property owners within the district. Since a substantial amount of funding has been available through other funding sources, SID financing has not been used very much in the past decade.

Financing Plan

The final plan for financing capital improvements will be determined by the City Council, and the results will be incorporated in annual budgets.

City Hall - Projected Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Projected Cost per Year: Total Cost	FY16	FY17	FY18	FY19	FY20	Funding Source(s): Impact Fees	TIF Cash	TIF Finance	Parking SID	Capital Project Fund Cash	Total
1	City Hall and Parking Structure	Construct replacement of 12,365 sq. ft. space ($7,500,000). *Approximately 40 Yr. service life, ADA access. Attached to the new City Hall will be a parking structure to provide parking for downtown ($6,500,000).*	$ 14,000,000	$ 14,000,000					$ 360,000	$ 1,000,000	$ 10,880,000	$ 750,000	$ 2,350,000	$ 15,340,000
			$ 14,000,000	$ 14,000,000	$ -	$ -	$ -	$ -	$ 360,000	$ 1,000,000	$ 10,880,000	$ 750,000	$ 2,350,000	$ 15,340,000

Current Available	$ 360,072	$ 1,000,000	$ -		$ 2,350,000	$ 3,710,072
Projected over 5 years	$ 320,000	$ -	$ 10,880,000	$ 750,000	$ -	$ 11,950,000
Total Available	$ 680,072	$ 1,000,000	$ 10,880,000	$ 750,000	$ 2,350,000	$ 15,660,072

Total FY 2016	$ 14,000,000
Total FY 2017	$ -
Total FY 2018	$ -
Total FY 2019	$ -
Total FY 2020	$ -
Total Required	$ 14,000,000
Net Surplus	$ 1,660,072
Percent Funded	**100%**

Court, Planning & Building, Fire, Police - Projected Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Projected Cost per Year: Total Cost	FY16	FY17	FY18	FY19	FY20	Future	Funding Source(s): Property Tax/Cash	Est. Trade in	Finance	Total
	Court												
1	Server	Quad-core tower server and wiring & mini tower servers	$ 10,000	$ 10,000								$ 10,000	$ 10,000
2	Metal Detector	Garrett model 5500 walk-thru metal detector	$ 5,000	$ 5,000								$ 5,000	$ 5,000
	Fire & Ambulance												
1	SCBA Replacement (DROP DEAD life 15-years, desired 10-years)	Critical – use at drop dead point. Replacemtn cost includes 35 air packs (with reg, bottle, and face mask), 30 spare bottles, and 40 face mask, bags, and regulators.	$ 275,000	$ 275,000								$ 275,000	$ 275,000
2	Ambulance Replacement Program (12-year / 4-ambulance rotation)	Replace the 2000 Ford – three years past recommended replacement.	$ 175,000		$ 175,000							$ 175,000	$ 175,000
3	Command Vehicle Replacement (12-year, 3 vehicle rotation)	Replace the 2002 Ford – two years past recommended replacement. (92,000 miles)	$ 33,000	$ 33,000						$ 33,000			$ 33,000
4	Replace (3) EMS Monitors (w/ Physio Control LifePak 15, $25,000each)	Obtain EMS monitors and redeploy the old ones. Expected life of 6-8 years.	$ 75,000	$ 75,000						$ 75,000			$ 75,000
5	Command Vehicle Replacement (12-year, 3 vehicle rotation)	Replace 1995 Ford – 12 years past recommended replacement.	$ 35,000		$ 35,000					$ 35,000			$ 35,000
6	Add strecher lift into 1st out ambulance	Savings on Workers' Comp injuries	$ 35,000		$ 35,000					$ 35,000			$ 35,000
7	Hose replacement & addition		$ 50,000		$ 50,000					$ 50,000			$ 50,000
8	Rescue Replacement (20-year replacement) withdual purpose Ladder / Rescue	Replace 1997 Spartan to be on schedule.	$ 1,250,000			$ 1,250,000						$ 1,250,000	$ 1,250,000
9	Ambulance Replacement Program (12-year / 4-ambulance rotation)	Replace 2003 Ford Ambulance – three years past recommended replacement.	$ 200,000					$ 200,000				$ 200,000	$ 200,000
10	ESC Garage door # 4 of 5		$ 50,000				$ 50,000			$ 50,000			$ 50,000
11	ESC Garage door # 5 of 5		$ 50,000				$ 50,000			$ 50,000			$ 50,000
12	Command Vehicle Replacement (12-year, 3 vehicle rotation)	Replace 2002 Ford Explorer – six years past recommended replacement.	$ 40,000						$ 40,000	$ 40,000			$ 40,000
13	Replace (3) EMS Monitors (w/ Physio Control LifePak)	Obtain EMS monitors and redeploy old ones – FY2021.	$ 75,000						$ 75,000	$ 75,000			$ 75,000
14	Ambulance Replacement Program (12-year / 4-ambulance rotation)	On schedule replacement of 2009 Ford Ambulance – FY2022	$ 225,000						$ 225,000			$ 225,000	$ 225,000
	Planning & Building												
1	Color Plotter replacement (Planning Department)	Exisitng Canon color map plotter is failing	$ 8,000	$ 8,000						$ 8,000			$ 8,000
2	Pickup (Building Department)	Replace Ford F150, 4X4, ½ ton	$ 25,000	$ 25,000						$ 23,000	$ 2,000		$ 25,000
3	Pickup (Building Department)	Purchase additional Ford F150, 4X4, ½ ton for an anticipated additional building inspector due to increased demand.	$ 25,000	$ 25,000						$ 25,000			$ 25,000

Court, Planning & Building, Fire, Police - Projected Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Projected Cost per Year: Total Cost	FY16	FY17	FY18	FY19	FY20	Future	Funding Source(s): Property Tax/Cash	Est. Trade in	Finance	Total
	Police												
1	Travel Vehicle 2003 Ford Expedition		$ 28,000	$ 28,000						$ 27,000	$ 1,000		$ 28,000
2	Replace Motorcycle #1 2008 Yamaha		$ 18,000		$ 18,000						$ 4,000	$ 14,000	$ 18,000
3	Replace 2004 Dodge Durango		$ 28,000		$ 28,000					$ 27,000	$ 1,000		$ 28,000
4	Motorcycle #2 Replace 2008 Yamaha		$ 18,000			$ 18,000				$ 15,000	$ 3,000		$ 18,000
5	Motorcycle #3 Replace 2008 Yamaha		$ 18,000			$ 18,000				$ 15,000	$ 3,000		$ 18,000
6	Assistant Chief Vehicle Replace 2004 Dodge p/u		$ 25,000			$ 25,000					$ 8,000	$ 17,000	$ 25,000
7	Replace 2009 Ford Explorer		$ 32,000			$ 32,000					$ 4,000	$ 28,000	$ 32,000
8	Replace 2013 Ford Explorer		$ 34,000			$ 34,000					$ 6,000	$ 28,000	$ 34,000
9	Replace 2010 Chevy Equinox		$ 30,000				$ 30,000			$ 28,000	$ 2,000		$ 30,000
10	Replace 2012 Ford F150 Pickup		$ 33,000				$ 33,000				$ 5,000	$ 28,000	$ 33,000
11	Patrol Boat Replace 2006 Weld Craft		$ 35,000					$ 35,000		$ 17,000	$ 18,000		$ 35,000
			$ 2,940,000	$ 484,000	$ 341,000	$ 1,377,000	$ 163,000	$ 235,000	$ 340,000	$ 628,000	$ 57,000	$ 2,255,000	$ 2,940,000

Current Available Funds				$ -
Projected over 5 years	$ 310,000	$ 57,000	TBD	$ 367,000
Total Available	$ 310,000	$ 57,000	$ -	$ 367,000

Total FY 2016	$ 484,000
Total FY 2017	$ 341,000
Total FY 2018	$ 1,377,000
Total FY 2019	$ 163,000
Total FY 2020	$ 235,000
Future	$ 340,000
Total Required	$ 2,940,000
Net Deficiency	$(2,573,000)
Total Percent Funded	**12%**

Total Projected Funding Department

	% Funded w/o Financing	Projected Cash	Est. Future Trade-in	Finance	Total
Court	0%	$ -	$ -	$ 15,000	$ 15,000
Fire & Ambulance	6%	$ 125,000	$ -	$ 2,125,000	$ 2,250,000
Planning & Building	100%	$ 56,000	$ 2,000	$ -	$ 58,000
Police	62%	$ 129,000	$ 55,000	$ 115,000	$ 299,000
	14%	$ 310,000	$ 57,000	$ 2,255,000	$ 2,622,000

Parks & Recreation - Projected Capital Needs FY 2016- FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Projected Cost per Year						Funding Source(s)				
			Total Cost	FY16	FY17	FY18	FY19	FY20	Cash	TIF	Resort	Paved Trail Impact Fees	Total
	Facilities												
	Ice Rink												
1	Ice Rink- up grade concession area pro-shop	Necessary to put concessions out to bid	$ 40,000	$ 40,000							$ 40,000		$ 40,000
2	Bleacher Seating	Extend area (requested by Whitefish Wolverines)	$ 15,000	$ 15,000					$ 15,000				$ 15,000
3	Bleacher Heaters	gas heaters for spectators	$ 10,000		$ 10,000				$ 10,000				$ 10,000
4	Stage Event Lighting	For public skate and events / current lighting borrowed from Glacier Skate	$ 15,000		$ 15,000				$ 15,000				$ 15,000
5	Mezzanine Upgrade	Functional area or seating for prime viewing / increase space	$ 50,000		$ 50,000				$ 50,000				$ 50,000
6	Ice Rink outdoor seasonal rink- Summer sport court	Winter ice use and provide summer sport court (requested by Whitefish Wolverines)	$ 250,000			$ 250,000			$ 190,000		$ 60,000		$ 250,000
7	New Refrigeration Plant	Upgrade to industrial plant for extended season/year round ice (requested by user groups)	$ 600,000					$ 600,000	$ 540,000		$ 60,000		$ 600,000
	Armory Building												
8	Armory Building - New flooring over concrete	Enhance overall building performance by increasing possible activities, safety and maintenance standards	$ 35,000	$ 35,000					$ 35,000				$ 35,000
9	Armory Building- replace lighting system	Install engery efficient lighting system	$ 20,000		$ 20,000				$ 20,000				$ 20,000
10	Armory Building - Replace heating system	Replace heating system in the main gym area. Current heaters are aged and replacing them with energy efficient models will help to decrease utility costs.	$ 50,000			$ 50,000			$ 50,000				$ 50,000
11	Armory Building - Replace roof system		$ 40,000			$ 40,000			$ 40,000				$ 40,000
	Other												
12	Park Maintenance Shop Landscape	Landscaping at new Park Maintenance Shop. Support parking lot for trail access	$ 25,000	$ 25,000					$ 25,000				$ 25,000
13	Park Maintenance Shop Support pk lot for trail access		$ 75,000	$ 75,000								$ 75,000	$ 75,000
14	Park Maintenance Shop Back Parking Lot / Outside Covered Storage		$ 90,000		$ 90,000				$ 90,000				$ 90,000
	Parks												
	Depot Park												
15	Depot Park Master Plan Improvements Phases 1-4	$2M for the four phases with $247K expected to be spent in FY15 and prior years leaving a remaining $1,701,603 for the next 5 years per the TIF plan.	$ 1,701,603	$ 253,802	$ 620,267			$ 827,534		$ 1,701,603			$ 1,701,603
	City Beach												
16	Concession and Guard Shack Renovation	To accommodate concessions going out to bid	$ 15,000	$ 15,000							$ 15,000		$ 15,000
17	Nonmottorized watercraft boat launch area	Nonmotorized use only	$ 30,000		$ 30,000				$ 30,000				$ 30,000
18	New Restrooms		$ 64,000		$ 64,000				$ 64,000				$ 64,000
	Riverside Park												
19	Riverside Tennis Courts		$ 120,000	$ 120,000							$ 120,000		$ 120,000
20	Riverside Park Lighting Project (over 2 yrs)	Increase security along the east portion of the park with the installation of City Standard lights. Replace existing ground lights with standard city lights, add development of aeration/circulation of pond	$ 21,000	$ 21,000					$ 21,000				$ 21,000
21	Riverside Park Parking Lot - Overlay		$ 8,500	$ 8,500					$ 8,500				$ 8,500
	Memorial Park												
22	Pickleball Courts	Relay tennis courts with pickleball striping	$ 80,000	$ 80,000							$ 80,000		$ 80,000
23	Basketball Court Reconstruction and Overlay		$ 35,000	$ 35,000							$ 35,000		$ 35,000
24	Playground		$ 60,000	$ 60,000							$ 60,000		$ 60,000
	Armory Park												
25	Armory Park Bleachers (over 3 years)	Replace with (3) aluminum bleacher sets. Replace condemned and demolished bleachers affected by 2001 bleacher study.	$ 17,100	$ 5,700	$ 5,700	$ 5,700			$ 17,100				$ 17,100
26	Lacrosse fields with irrigations	Distribute use between Grouse fields and Armory lessening impact on fields	$ 65,000	$ 65,000							$ 65,000		$ 65,000
27	Paved Path		$ 7,000	$ 7,000								$ 7,000	$ 7,000
28	Parking lot overlay		$ 200,000		$ 200,000				$ 200,000				$ 200,000
	Other												
29	Grouse Mountain Parking Lot Overlay		$ 7,800	$ 7,800					$ 7,800				$ 7,800
30	Paved Road and Parking Lot at WAG Dog Park		$ 100,000	$ 50,000	$ 50,000				$ 100,000				$ 100,000
31	Playground at Mountain Trails Park	necessary according to deed	$ 60,000	$ 60,000							$ 60,000		$ 60,000
32	Recreation Van/Bus	transportation for recreation programs	$ 30,000		$ 30,000				$ 30,000				$ 30,000

Parks & Recreation - Projected Capital Needs FY 2016- FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Projected Cost per Year: Total Cost	FY16	FY17	FY18	FY19	FY20	Funding Source(s): Cash	TIF	Resort	Paved Trail Impact Fees	Total
	Trails												
33	Trail Development (over 5 years)	Surveying, engineering and construction of 3.85 miles of bicycle and pedestrian paths @ $750,000. Expansion of current system to increase level of service and comply with the Master Trails Plan outlined in City growth policy	$ 450,000	$ 90,000	$ 90,000	$ 90,000	$ 90,000	$ 90,000			$ 225,000	$ 225,000	$ 450,000
34	Rocksund Trail Repair		$ 8,000	$ 8,000					$ 8,000				$ 8,000
35	Riverside Trail Repair (over 2 yrs)		$ 30,000	$ 10,000	$ 20,000				$ 30,000				$ 30,000
	Equipment												
36	Portable Compressor	Replace broken down compressor (renting now).	$ 7,000	$ 7,000					$ 7,000				$ 7,000
37	Leaf Vacuum Equipment	Used for irrigation, vandalism	$ 30,000	$ 30,000					$ 30,000				$ 30,000
38	Commercial Mower	Toro Commercial Mower - Maintain parks & open spaces. More land, efficient, reduce time labor.	$ 65,000	$ 65,000					$ 65,000				$ 65,000
39	New Truck 3/4 ton	Replace aging vehicles	$ 30,000		$ 30,000				$ 30,000				$ 30,000
40	Commercial Mower	Toro Commercial Mower - Maintain parks & open spaces. More land, efficient, reduce time labor.	$ 65,000		$ 65,000				$ 65,000				$ 65,000
			$ 4,622,003	$ 1,188,802	$ 1,389,967	$ 435,700	$ 90,000	$ 1,517,534	$ 1,793,400	$ 1,701,603	$ 820,000	$ 307,000	$ 4,622,003

	Cash	TIF	Resort	Paved Trail Impact Fees	Total
Beginning Available	$ -	$ 253,802	$ 308,733	$ 153,957	$ 716,492
Projected over 5 years	$ 150,000	$ 1,447,801	$ 523,767	$ 150,000	$ 2,271,568
Total Available	$ 150,000	$ 1,701,603	$ 832,500	$ 303,957	$ 2,988,060

Total FY 2016	$ 1,188,802
Total FY 2017	$ 1,389,967
Total FY 2018	$ 435,700
Total FY 2019	$ 90,000
Total FY 2020	$ 1,517,534
Total Required	$ 4,622,003
Net Deficiency	$ (1,633,943)
Percent Funded	**65%**

Streets - Projected Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Projected Cost per Year: Total Cost	FY16	FY17	FY18	FY19	FY20	Future	Funding Source(s): Grant	Cash	TIF	Resort	Total
	Facilities													
1	Generator for Public Works Shop	Total cost $26,000 (Split $8,000 Street, $9,000 each Water/Sewer)	$ 8,000	$ 8,000							$ 8,000			$ 8,000
	Street Construction													
2	Birch Point RxR Crossing Quiet Zone		$ 25,000	$ 25,000							$ 25,000			$ 25,000
3	Central Avenue Slump Repairs	Engineering and Construction	$ 200,000	$ 200,000							$ 200,000			$ 200,000
4	Flathead Avenue Road Extension	From ESC to W. 18th Street	$ 50,000	$ 50,000							$ 50,000			$ 50,000
5	Central Avenue Asphalt Overlay & Sidewalk Repairs & Wate	3rd to 5th Street (Reconstruct 3rd to 4th)	$ 552,500	$ 552,500							$ 252,500	$ 300,000		$ 552,500
6	Somers Avenue* - 3rd Street - 8th Street	Engineering & construction for roadway improvements with storm sewer and water main replacement (Total $806,000, split $303,000 Street, $373,000 Water, $130,000 Stormwater)	$ 303,000		$ 52,000	$ 251,000							$ 303,000	$ 303,000
7	Sidewalk Extension Project	25,000 per year for new sidewalks. Expansion (930)	$ 125,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000			$ 125,000			$ 125,000
8	W. 7th Street Reconstruction Project	Baker to west of Karrow Avenue (Grouse Mountain Subdivision)	$ 3,000,000	$ 1,600,000	$ 1,400,000								$ 3,000,000	$ 3,000,000
9	18th Street Reconstruction Project	Spokane to Baker Avenue; Rebuild - Widen or One Way	$ -						$ -					$ -
10	East Edgewood*	Wisconsin to City Limits	$ 1,700,000					$ 1,700,000					$ 1,700,000	$ 1,700,000
11	Karrow Avenue*	2nd Street to 7th Street	$ 1,300,000						$ 1,300,000				$ 1,300,000	$ 1,300,000
12	State Park Road*	Hwy 93 to BNSF Tracks	$ 2,700,000			$ 1,260,000	$ 1,440,000						$ 2,700,000	$ 2,700,000
13	Denver Avenue*	Wisconsin to Texas Avenue	$ 1,280,000						$ 1,280,000				$ 1,280,000	$ 1,280,000
14	5th Street*	Baker to Pine Avenue	$ 1,600,000						$ 1,600,000				$ 1,600,000	$ 1,600,000
15	Bike/Pedestrian Project	Possible Bike/Ped Project funded through Transportation Alternatives Grant (replacing SRTS and CTEP - 85% paid by grant if successful)	$ 92,000		$ 46,000	$ 46,000				$ 80,000	$ 12,000			$ 92,000
	Equipment													
16	Snow-gate	New [940]	$ 8,000	$ 8,000							$ 8,000			$ 8,000
17	Snow Plow, 10' - Replace 1999 Henke ZZ REL 10	Replacement for Clark unit #137	$ 12,500	$ 12,500							$ 12,500			$ 12,500
18	Snow Plow - Replace 2005 Boss	Replacement for unit #148	$ 9,000	$ 9,000							$ 9,000			$ 9,000
19	Hydraulic Power Unit - Replace 2005 Lynx LPU18HO2	Replacement for unit #95 - Total $7,000, Split $2,500 Street, $2,250 each Water/Sewer	$ 2,500	$ 2,500							$ 2,500			$ 2,500
20	Pickup Truck, 4x4, Flat Bed - Replace 1999 Ford F450	Replacement for unit #12	$ 35,000		$ 35,000						$ 35,000			$ 35,000
21	Trailer (Paver) - 1997 Intrstte. 14PBS	Replacement for unit #65 [940]	$ 8,000		$ 8,000						$ 8,000			$ 8,000
22	Tank, 10,000 Gal. Poly - replace 1999 ACE	Replacement for unit #128	$ 6,500		$ 6,500						$ 6,500			$ 6,500
23	Snow Gate - Replace 2006 Henke REL RIII	Replacement for unit #144	$ 7,000		$ 7,000						$ 7,000			$ 7,000
24	Excavator - Replace 1987 J.Deere 595	Replacement for unit #43 - Total $150,000, split $50,000 Street/Water/Sewer	$ 50,000		$ 50,000						$ 50,000			$ 50,000
25	Paver - Replace 1997 Lee-Boy 1000B-9	Replacement for unit #55	$ 45,000			$ 45,000					$ 45,000			$ 45,000
26	Pickup, 4x4 (Flatbed) - Replace 2002 Ford F350 XL	Replacement for unit #8 - Total $26,000, split $8,000 Street, $9,000 each Water/Sewer	$ 8,000			$ 8,000					$ 8,000			$ 8,000
27	Snow Plow, 10' - Replace 2006 Boss Power-V	Replacement fo runit #150	$ 8,500			$ 8,500					$ 8,500			$ 8,500
28	SUV - Replace 2006 Ford Freestyle	Replacement for unit #5 - Total $24,000, split $8,000 each Street/Water/Sewer	$ 8,000			$ 8,000					$ 8,000			$ 8,000
29	Pickup, 4x4 - Replace 2003 Ford F150 XL	Replacement for unit #16 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,000			$ 8,000					$ 8,000			$ 8,000
30	Crack Sealer Unit - Replace 1997 Crafco SS60	Replacement for unit #73	$ 17,000			$ 17,000					$ 17,000			$ 17,000
31	Pressure Washer - Replace 2008 Landa OHWA-18024A	Replacement for unit #85 - Total $6,000, split $2,000 each Street/Water/Sewer	$ 2,000			$ 2,000					$ 2,000			$ 2,000
32	SM. Sander, 1.8 cu. Yd - Replace 2007 Saltdog SCH096SS	Replacement for unit #121	$ 6,000			$ 6,000					$ 6,000			$ 6,000
33	Snow Blower - Replace Wildcat M8000	Replacement for unit #150	$ 72,000			$ 72,000					$ 72,000			$ 72,000
34	Snow Blower - Replace 1998 Erskine 2118	Replacement for unit #200	$ 6,000			$ 6,000					$ 6,000			$ 6,000
35	SUV - Replace 2006 Ford Escape	Replacement for unit #1 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,000				$ 8,000				$ 8,000			$ 8,000
36	Trailer (Water Tank)		$ 8,500				$ 8,500				$ 8,500			$ 8,500
37	Pressure Washer - Replace 2001 Landa MHP4-3000	Replacement for unit #84 - Total $6,000, split $2,000 each Street/Water/Sewer	$ 2,000				$ 2,000				$ 2,000			$ 2,000
38	Pickup, 4x4 - Replace 2004 Ford F150 XL	Replacement for unit #18 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,000				$ 8,000				$ 8,000			$ 8,000
39	Dump Truck, 12 Yard - 1994 Kenw. T-450	Replacement for unit #27 - Total $110,000, split $40,000 Street, $35,000 each Water/Sewer [940]	$ 40,000				$ 40,000				$ 40,000			$ 40,000
40	Sweeper - Replace 2005 Elgin Eagle	Replacement for unit #50 (MACI funds?)	$ 230,000				$ 230,000				$ 230,000			$ 230,000
41	Asphalt Crack Router - Replace 1999 Crafco 200	Replacement for unit #74	$ 9,500				$ 9,500				$ 9,500			$ 9,500
42	Air Compressor - Replace 1998 MQ MQC180	Replacement for unit #87	$ 10,000				$ 10,000				$ 10,000			$ 10,000
43	Snow Plow, 12' - Replace 2002 Henke REL12	Replacement for unit #141	$ 11,500				$ 11,500				$ 11,500			$ 11,500
44	Paint Striper - Replace 2005 Graco 5900	Replace for unit #78	$ 7,500					$ 7,500			$ 7,500			$ 7,500
45	Drive Unit - Paint Striper - Replace 2005 Graco Linedriver	Replacement for unit #79	$ 5,500					$ 5,500			$ 5,500			$ 5,500
46	Patch Truck - Replace 1994 Ford F700	Replacement for unit #30	$ 30,000					$ 30,000			$ 30,000			$ 30,000

Streets - Projected Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Total Cost	FY16	FY17	FY18	FY19	FY20	Future	Grant	Cash	TIF	Resort	Total
			Projected Cost per Year							Funding Source(s)				
47	Loader - Replace 1998 Case 621BXT	Replacement for unit #42 - Total $150,000, Split $50,000 each Street/Water/Sewer [940]	$ 50,000					$ 50,000			$ 50,000			$ 50,000
48	Planer, 18" - Replace 2003 IR Bobcat, 18 HYD	Replacement for unit #201	$ 14,000					$ 14,000			$ 14,000			$ 14,000
49	Van - Replace 2008 Chevy Express	Replacement for unit #20 - Total $30,000, split $10,000 each Street/Water/Sewer	$ 10,000					$ 10,000			$ 10,000			$ 10,000
50	Dump Truck - Replace for 2005 Ford F750	Replacement for unit #24 - Total $35,000, split $12,000 Street, $11,500 each Water/Sewer [940]	$ 12,000					$ 12,000			$ 12,000			$ 12,000
51	Dump Truck - Replace for 2004 Stearling LT9500	Replacement for unit #28 - Total $110,000, split $40,000 Street, $35,000 each Water/Sewer	$ 40,000					$ 40,000			$ 40,000			$ 40,000
52	Backhoe - Replace 2001 Cat 430D	Replacement for unit #44 - Total $80,000, split $25,000 Street, $27,500 each Water/Sewer	$ 25,000					$ 25,000			$ 25,000			$ 25,000
53	Grader - Replace 2005 John Deere 672D	Replacement for unit #46	$ 185,000					$ 185,000			$ 185,000			$ 185,000
54	Sweeper - Replace 2009 Elgin Pelican NP	Replacement for unit #48	$ 240,000					$ 240,000			$ 240,000			$ 240,000
55	Skid Steer - Replace 1997 Melroe 763H	Replacement for unit #52	$ 25,000					$ 25,000			$ 25,000			$ 25,000
56	Spray Injctn. Patcher - Replace 2005 Crafco Magnum	Replacement for unit #72	$ 58,000					$ 58,000			$ 58,000			$ 58,000
57	Concrete Scarifier - Replace 2010 SASE SC10E	Replacement for unit #99	$ 7,000					$ 7,000			$ 7,000			$ 7,000
58	Snow Plow, 11' - Replace 1985 WSH. CRG. DW1136	Replacement for unit #139	$ 12,000					$ 12,000			$ 12,000			$ 12,000
	Other													
59	Infrastructure Management Software	Information management system to inventory facilities, track work histories, and manage maintenance and replacement schedules. Total $30,000 ($7,500 each Str, Storm, Wat & Sew) [350]	$ 7,500	$ 7,500							$ 7,500			$ 7,500
71	GIS Software	ArcGIS, Maint on standard, SA & NA, ESRI GPS Analyst Extension - Total $12,000 split $4,000 each Street/Water/Sewer	$ 4,000	$ 4,000							$ 4,000			$ 4,000
72	Wireless Mesh & Expansion of Backup Equipment	Mobile nodes, stationary nodes (Total $105,000, split $35,000 each Street/Water/Sewer) (932)	$ 35,000	$ 35,000							$ 35,000			$ 35,000
75	GIS Software	Yearly SGELA License Agreement - total $30,000 per year split $10,000 each Street/Water/Sewer	$ 40,000		$ 10,000	$ 10,000	$ 10,000	$ 10,000			$ 40,000			$ 40,000
			$ 14,389,500	$ 2,539,000	$ 1,639,500	$ 1,772,500	$ 1,802,500	$ 2,456,000	$ 4,180,000	$ 80,000	$ 2,126,500	$ 300,000	$ 11,883,000	$ 14,389,500

Beginning Available		$ 257,673	$ 300,000	$ 193,000	$ 750,673
Projected over 5 years	$ 80,000	$ 1,000,000	$ -	$ 7,902,523	$ 8,982,523
Total Available	$ 80,000	$ 1,257,673	$ 300,000	$ 8,095,523	$ 9,733,196

Total FY 2016	$ 2,539,000
Total FY 2017	$ 1,639,500
Total FY 2018	$ 1,772,500
Total FY 2019	$ 1,802,500
Total FY 2020	$ 2,456,000
Future	$ 4,180,000
Total Required	$ 14,389,500
Net Deficiency	$ (4,656,304)
Percent Funded	**68%**

Water - Projected Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Total Cost	Projected Cost per Year FY16	FY17	FY18	FY19	FY20	Future	Funding Source (s) Impact Fees	Cash	Finance	Total
	Treatment/Supply												
1	South Water Reservoir - Land Acquisition	Purchase land for new reservoir south of railroad tracks	$ 150,000	$ 150,000							$ 150,000		$ 150,000
2	South Water Reservoir - Design and Construction	New reservoir south of railroad tracks (schedule based on future water demands)	$ 2,205,000		$ 100,000	$ 2,105,000				$ 1,323,000	$ 882,000		$ 2,205,000
3	Water Treatment Plant Expansion	Expand treatment capacity	$ 4,500,000						$ 4,500,000			$ 4,500,000	$ 4,500,000
	Distribution												
4	Grouse Mountain/Mountain Park Interconnect	Enhance system grid & eliminate Mountain Park Booster Station	$ 150,000	$ 150,000						$ 105,000	$ 45,000		$ 150,000
5	Cast Iron Water Main Replacement	Replace small diameter cast iron mains at 3rd Street west of Jennings, 4th Street west of Jennings, Montana Avenue north of Edgewood	$ 500,000	$ 500,000							$ 500,000		$ 500,000
6	Columbia Avenue Bridge Water Main Upgrade	Repair/upsize 6" water main to 8" running under the Columbia Avenue Bridge	$ 150,000	$ 150,000							$ 150,000		$ 150,000
7	Central Avenue Water Main Replacement (w/asphalt patch)	Replace small diameter cast iron mains at 3rd to 5th Street	$ 175,000	$ 175,000							$ 175,000		$ 175,000
8	Whitefish West Project-US93 - Phase II - Karrow Ave - State Park Road	Water & sewer improvements in conjunction with reconstruction of U.S. Highway 93 North. (930)	$ 416,000	$ 416,000							$ 416,000		$ 416,000
9	Karrow Avenue Loop - Design & Construct	Install new water main to improve distribution in the south and southwest areas of town	$ 900,000	$ 900,000							$ 900,000		$ 900,000
10	8th Street/10th Street Interconnect	Improve system looping	$ 100,000		$ 100,000					$ 15,000	$ 85,000		$ 100,000
11	Cast Iron Water Main Replacement	Replace small diameter cast iron mains Montana Street north of Edgewood	$ 350,000		$ 350,000						$ 350,000		$ 350,000
12	Somers Avenue - 3rd Street - 8th Street	Engineering & construction for roadway improvements with storm sewer and water main replacement (Total $806,000, split $303,000 Street, $373,000 Water, $130,000 Stormwater)	$ 373,000			$ 373,000					$ 373,000		$ 373,000
13	Cast Iron Water Main Replacement	Replace small diameter cast iron mains West 4th Street Jennings to Karrow Avenue	$ 350,000			$ 350,000					$ 350,000		$ 350,000
14	Whitefish Urban Project-US93 - Design & Construct	Upgrade water distribution system in conjunction with reconstruction of U.S. Highway 93, between 13th Street & Lupfer Avenue (930)	$ 900,000						$ 900,000	$ 90,000	$ 810,000		$ 900,000
15	Armory Road Watermain Railroad Crossing	Engineering & construction to extend water main north to Edgewood	$ 150,000						$ 150,000		$ 150,000		$ 150,000
	Pumping Stations												
16	Whitefish Lake Pump Station - Add Pump	Increase lake water pumping capacity	$ 112,000						$ 112,000	$ 112,000			$ 112,000
	Equipment												
17	Pickup Truck, 4X4 - Replace 1997 Ford F250	Replacement for unit #11	$ 27,000	$ 27,000							$ 27,000		$ 27,000
18	SUV - Replacement for 2008 Ford Escape	Replacement for unit #3	$ 21,660	$ 21,660							$ 21,660		$ 21,660
19	Auma Actuators	Replacement	$ 13,500	$ 13,500							$ 13,500		$ 13,500
20	Particle Counters	Replacement	$ 14,500	$ 14,500							$ 14,500		$ 14,500
21	Turbidimeters	Replacement	$ 14,000	$ 14,000							$ 14,000		$ 14,000
22	Streaming Current Monitor	Replacement	$ 6,000	$ 6,000							$ 6,000		$ 6,000
23	UV %T Analyser	Replacement	$ 5,750	$ 5,750							$ 5,750		$ 5,750
24	Liquid Polymer Feeder	Replacement	$ 9,000	$ 9,000							$ 9,000		$ 9,000
25	VFD 50 HP Pump	Replacement	$ 15,000	$ 15,000							$ 15,000		$ 15,000
26	Locator	Replacement - Total $6,000, split $3,000 each water & sewer	$ 3,000	$ 3,000							$ 3,000		$ 3,000
27	Handheld Meter Reader	Replacement - Total $5,500 split $2,750 each water & sewer	$ 2,750	$ 2,750							$ 2,750		$ 2,750
28	Mobile Drive Unit	Replacement - Total $6,500 split $3,250 each water & sewer	$ 3,250	$ 3,250							$ 3,250		$ 3,250
29	Hydraulic Power Unit - Replace 2005 Lynx LPU18HO2	Replacement for unit #95 - Total $7,000, Split $2,500 Street, $2,250 each Water/Sewer	$ 2,250	$ 2,250							$ 2,250		$ 2,250
30	Excavator - Replace 1987 J.Deere 595	Replacement for unit #43 - Total $150,000, split $50,000 Street/Water/Sewer	$ 50,000		$ 50,000						$ 50,000		$ 50,000
31	Particle Counters	Replacement	$ 22,000		$ 22,000						$ 22,000		$ 22,000
32	Turbidimeters	Replacement	$ 16,000		$ 16,000						$ 16,000		$ 16,000
33	Auma Actuators	Replacement	$ 14,000		$ 14,000						$ 14,000		$ 14,000
34	Liquid Polymer Feeder	Replacement	$ 9,000		$ 9,000						$ 9,000		$ 9,000
35	Pickup, 4x4 (Flatbed) - Replace 2002 Ford F350 XL	Replacement for unit #8 - Total $26,000, split $8,000 Street, $9,000 each Water/Sewer	$ 9,000			$ 9,000					$ 9,000		$ 9,000
36	SUV - Replace 2006 Ford Freestyle	Replacement for unit #5 - Total $24,000, split $8,000 each Street/Water/Sewer	$ 8,000			$ 8,000					$ 8,000		$ 8,000
37	Pickup, 4x4 - Replace 2003 Ford F150 XL	Replacement for unit #16 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,000			$ 8,000					$ 8,000		$ 8,000
38	Pressure Washer - Replace 2008 Landa OHWA-18024A	Replacement for unit #85 - Total $6,000, split $2,000 each Street/Water/Sewer	$ 2,000			$ 2,000					$ 2,000		$ 2,000
39	SUV - Replace 2006 Ford Escape	Replacement for unit #1 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,500				$ 8,500				$ 8,500		$ 8,500
40	Pressure Washer - Replace 2001 Landa MHP4-3000	Replacement for unit #84 - Total $6,000, split $2,000 each Street/Water/Sewer	$ 2,000				$ 2,000				$ 2,000		$ 2,000
41	Pickup, 4x4 - Replace 2004 Ford F150 XL	Replacement for unit #18 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,000				$ 8,000				$ 8,000		$ 8,000
42	Dump Truck, 12 Yard - 1994 Kenw. T-450	Replacement for unit #27 - Total $110,000, split $40,000 Street, $35,000 each Water/Sewer [940]	$ 35,000				$ 35,000				$ 35,000		$ 35,000
43	Dump Truck – Replace 2004 FRTLNR FL112	Replacement unit #29 - Total $110,000, split $40,000 Street, $35,000 each Water/Sewer	$ 35,000				$ 35,000				$ 35,000		$ 35,000
44	Fork Lift - Replace 2001 Toyota 672A	Replacement unit #62	$ 10,000				$ 10,000				$ 10,000		$ 10,000

Water - Projected Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Total Cost	Projected Cost per Year: FY16	FY17	FY18	FY19	FY20	Future	Funding Source (s): Impact Fees	Cash	Finance	Total
45	Loader - Replace 1998 Case 621BXT	Replacement for unit #42 - Total $150,000, Split $50,000 each Street/Water/Sewer [940]	$ 50,000					$ 50,000			$ 50,000		$ 50,000
46	Van - Replace 2008 Chevy Express	Replacement for unit #20 - Total $30,000, split $10,000 each Street/Water/Sewer	$ 10,000					$ 10,000			$ 10,000		$ 10,000
47	Dump Truck - Replace 2005 Ford F750	Replacement for unit #24 - Total $35,000, split $12,000 Street, $11,500 each Water/Sewer [940]	$ 11,500					$ 11,500			$ 11,500		$ 11,500
48	Dump Truck - Replace 2004 Stearling LT9500	Replacement for unit #28 - Total $110,000, split $40,000 Street, $35,000 each Water/Sewer	$ 35,000					$ 35,000			$ 35,000		$ 35,000
49	Backhoe - Replace 2001 Cat 430D	Replacement for unit #44 - Total $80,000, split $25,000 Street, $27,500 each Water/Sewer	$ 27,500					$ 27,500			$ 27,500		$ 27,500
50	Shoring - Replace 1994 GME	Replacement for unit #312 - Total $12,000, split $6,000 each Water/Sewer	$ 6,000					$ 6,000			$ 6,000		$ 6,000
	Other												
51	Infrastructure Management Software -	Information management system to inventory facilities, track work histories, & manage maintenance & replacement schedules. Total is $30,000 split $7,500 each Street, Storm, Water & Sewer (350)	$ 7,500	$ 7,500							$ 7,500		$ 7,500
52	GIS Software	ArcGIS, Maint on standard, SA & NA, ESRI GPS Analyst Extension - Total $12,000 split $4,000 each Street/Water/Sewer	$ 4,000	$ 4,000							$ 4,000		$ 4,000
53	Generator for Public Works Shop	Total cost $26,000 (Split $8,000 Street, $9,000 each Water/Sewer)	$ 9,000	$ 9,000							$ 9,000		$ 9,000
54	Wireless Mesh & Expansion of Backup Equipment	Mobile nodes, stationary nodes (Total $105,000, split $35,000 each Street/Water/Sewer) (932)	$ 35,000	$ 35,000							$ 35,000		$ 35,000
55	Pave road to Wireless Communications Systems	At water reservoir	$ 35,000	$ 35,000							$ 35,000		$ 35,000
56	GIS Software	Yearly SGELA License Agreement - total $30,000 per year split $10,000 each Street/Water/Sewer	$ 40,000		$ 10,000	$ 10,000	$ 10,000	$ 10,000			$ 40,000		$ 40,000
			$ 12,125,660	$ 2,669,160	$ 671,000	$ 2,865,000	$ 108,500	$ 150,000	$ 5,662,000	$ 1,645,000	$ 5,980,660	$ 4,500,000	$ 12,125,660

	Impact Fees	Cash	Finance	Total
Beginning Available	$ 819,563	$ 826,272		$ 1,645,835
Projected over 5 years	$ 750,000	$ 1,970,000	$ 4,500,000	$ 7,220,000
Total Available	$ 1,569,563	$ 2,796,272	$ 4,500,000	$ 8,865,835

Total FY 2016	$ 2,669,160
Total FY 2017	$ 671,000
Total FY 2018	$ 2,865,000
Total FY 2019	$ 108,500
Total FY 2020	$ 150,000
Future	$ 5,662,000
Total Required	$ 12,125,660
Net Deficiency	$ (3,259,825)
Percent Funded	**73%**

Wastewater - Projected Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Total Cost	Projected Cost per Year: FY16	FY17	FY18	FY19	FY20	Future	Funding Source (s): Impact Fees	TESP	RRGL	Cash	Debt	Total
	Treatment														
1	Equipment Storage Building/Shed	Cold storage for parts/equip. @ WWTP (930)	$ 25,000	$ 25,000									$ 25,000		$ 25,000
2	Wastewater Treatment Facility Improvement Project - Mitigate impacts from Riverside sewage pumping	Engineering and Construction	$ 100,000	$ 100,000									$ 100,000		$ 100,000
3	Wastewater Treatment Facility Improvement Project - Waste receiving station	Engineering and Construction	$ 60,000	$ 60,000									$ 60,000		$ 60,000
4	Wastewater Treatment Facility Improvement Project - Site Irrigation	Engineering and Construction	$ 50,000	$ 50,000									$ 50,000		$ 50,000
5	I&I Mitigation - Field Data Acquisition/Analysis & TSEP Grant Application		$ 60,000	$ 60,000									$ 60,000		$ 60,000
6	I&I Mitigation - CIPP & Manhole Repairs	Engineering and Construction	$ 1,500,000	$ 1,500,000							$ 500,000	$ 125,000	$ 875,000		$ 1,500,000
7	WWTP Improvments-Design	Plant upgrade	TBD												$ -
8	Whitefish Lake Septic Leachate Mitigation - Engineering & Construction	Engineering and Construction	$ 250,000	$ 250,000									$ 250,000		$ 250,000
9	WWTP Improvments	Plant upgrade	TBD												$ -
	Collection														
10	Sewer Main Upgrade N of Hospital - Greenwood to Columbia	Upgrade under-sized sewer mains to maintain growth (930)	$ 250,000	$ 250,000						$ 75,000				$ 175,000	$ 250,000
11	Upgrade Birch Point Gravity Sewer		$ 100,000	$ 100,000										$ 100,000	$ 100,000
12	Piping - Future Capacity Enhancements	Upgrade 1730 LF of collection mains to enhance capacity as per Wastewater Facility Plan	$ 455,000	$ 455,000						$ 91,000				$ 364,000	$ 455,000
13	Cow Creek Sewer Extension	Engineering & Construction - Extension to the East Edgewood R-O-W (930)	$ 800,000	$ 800,000										$ 800,000	$ 800,000
14	Whitefish West Project-US93 - Phase II - Karrow Ave - State Park Road	Water & sewer improvements in conjunction with reconstruction of U.S. Highway 93 North. (930)	$ 743,000	$ 743,000										$ 743,000	$ 743,000
15	Whitefish Urban Project-US93 - Design & Construct	Upgrade gravity sewer system in conjunction with reconstruction of U.S. Highway 93, between 13th Street & Lupfer Avenue (930)	$ 500,000						$ 500,000	$ 100,000				$ 400,000	$ 500,000
16	Manhole Rehab	Various locations - Wait for I&I ??	TBD												$ -
17	Sewer Main to City Shop	Needed facility upgrade sanitation concerns	TBD												$ -
	Pumping Stations														
18	Generator (Emergency Power)	Miller Liftstation Standby Power	$ 75,000	$ 75,000									$ 75,000		$ 75,000
19	Generator (Emergency Power)	Birch Point Liftstation Standby Power	$ 50,000	$ 50,000									$ 50,000		$ 50,000
20	Bohemian Lift Station		$ 15,000	$ 15,000									$ 15,000		$ 15,000
21	Birch Point Lift Station - Phase I Pump Station Upgrades	New wet well, valve pit & pipe extensions in conjunction with bridge project	$ 250,000	$ 250,000									$ 250,000		$ 250,000
22	Generator (Emergency Power) & Access Improvements	City Beach Sewage Pump Station - Engineering & Construction	$ 75,000	$ 75,000									$ 75,000		$ 75,000
23	Birch Point Lift Station - Phase II Pump Station Upgrades	New pumps, controls and force main	$ 200,000	$ 200,000									$ 200,000		$ 200,000
24	Riverside Lift Station Capacity Enhancement		$ 145,000	$ 145,000										$ 145,000	$ 145,000
25	Upgrade Pumps at Main Lift Station		$ 75,000	$ 75,000										$ 75,000	$ 75,000
26	Texas-Colorado Lift Station Capacity Enhancement		$ 101,000	$ 101,000										$ 101,000	$ 101,000
27	Mountain Park Lift Station		$ 98,500						$ 98,500	$ 49,250			$ 49,250		$ 98,500
	Equipment														
28	Manhole Chimney Repair Equipment		$ 35,000	$ 35,000									$ 35,000		$ 35,000
29	Chlorine Analyzer	Replacement	$ 5,500	$ 5,500									$ 5,500		$ 5,500
30	Ammonium, PH ORP, LDO, Temp.		$ 11,000	$ 11,000									$ 11,000		$ 11,000
31	Portable PH, DO, Temp, River Monitoring		$ 5,000	$ 5,000									$ 5,000		$ 5,000
32	Slurry Pump w/VFD & Alum Recycle		$ 19,000	$ 19,000									$ 19,000		$ 19,000
33	Optimization Strategies DO Control, Recycle Heat Retention		$ 40,000	$ 40,000									$ 40,000		$ 40,000
34	Locator	Replacement - Total $6,000, split $3,000 each water & sewer	$ 3,000	$ 3,000									$ 3,000		$ 3,000
35	Handheld Meter Reader	Replacement - Total $5,500 split $2,750 each water & sewer	$ 2,750	$ 2,750									$ 2,750		$ 2,750
36	Mobile Drive Unit	Replacement - Total $6,500 split $3,250 each water & sewer	$ 3,250	$ 3,250									$ 3,250		$ 3,250
37	Hydraulic Power Unit - Replace 2005 Lynx LPU18HO2	Replacement for unit #95 - Total $7,000, Split $2,500 Street, $2,250 each Water/Sewer	$ 2,250	$ 2,250									$ 2,250		$ 2,250
38	Pickup Truck, 4x4 (service body) - Replace 2007 Ford F250	Replacement for unit #4	$ 35,000		$ 35,000								$ 35,000		$ 35,000
39	Excavator - Replace 1987 J.Deere 595	Replacement for unit #43 - Total $150,000, split $50,000 Street/Water/Sewer	$ 50,000		$ 50,000								$ 50,000		$ 50,000
40	Pickup, 4x4 (Flatbed) - Replace 2002 Ford F350 XL	Replacement for unit #8 - Total $26,000, split $8,000 Street, $9,000 each Water/Sewer	$ 9,000			$ 9,000							$ 9,000		$ 9,000
41	Pickup, 4x4 - Replace 2002 Ford F150	Replacement for unit #14	$ 22,000			$ 22,000							$ 22,000		$ 22,000
42	SUV - Replace 2006 Ford Freestyle	Replacement for unit #5 - Total $24,000, split $8,000 each Street/Water/Sewer	$ 8,000			$ 8,000							$ 8,000		$ 8,000
43	Pickup, 4x4 - Replace 2003 Ford F150 XL	Replacement for unit #16 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,000			$ 8,000							$ 8,000		$ 8,000
44	Vactor Truck - Replace 2002 Strlng 2110	Replacement for unit #36	$ 225,000			$ 225,000							$ 225,000		$ 225,000

Wastewater - Projected Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Total Cost	Projected Cost per Year FY16	FY17	FY18	FY19	FY20	Future	Funding Source (s) Impact Fees	TESP	RRGL	Cash	Debt	Total
45	Pressure Washer - Replace 2008 Landa OHWA-18024A	Replacement for unit #85 - Total $6,000, split $2,000 each Street/Water/Sewer	$ 2,000			$ 2,000							$ 2,000		$ 2,000
46	6" Pump, Trailer Mounted - Replace GR 16A2-F3L	Replacement for unit #169	$ 55,000			$ 55,000							$ 55,000		$ 55,000
47	SUV - Replace 2006 Ford Escape	Replacement for unit #1 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,500				$ 8,500						$ 8,500		$ 8,500
48	Pressure Washer - Replace 2001 Landa MHP4-3000	Replacement for unit #84 - Total $6,000, split $2,000 each Street/Water/Sewer	$ 2,000				$ 2,000						$ 2,000		$ 2,000
49	Pickup, 4x4 - Replace 2004 Ford F150 XL	Replacement for unit #18 - Total $25,000, split $8,000 Street, $8,500 each Water/Sewer	$ 8,000				$ 8,000						$ 8,000		$ 8,000
50	Dump Truck, 12 Yard - 1994 Kenw. T-450	Replacement for unit #27 - Total $110,000, split $40,000 Street, $35,000 each Water/Sewer [940]	$ 35,000				$ 35,000						$ 35,000		$ 35,000
51	Dump Truck – Replace 2004 FRTLNR FL112	Replacement unit #29 - Total $110,000, split $40,000 Street, $35,000 each Water/Sewer	$ 35,000				$ 35,000						$ 35,000		$ 35,000
52	Generator - Replace 1996 MQ DCA60SSIT	Replacement for unit #92	$ 40,000				$ 40,000						$ 40,000		$ 40,000
53	Loader - Replace 1998 Case 621BXT	Replacement for unit #42 - Total $150,000, Split $50,000 each Street/Water/Sewer [940]	$ 50,000					$ 50,000					$ 50,000		$ 50,000
54	Van - Replace 2008 Chevy Express	Replacement for unit #20 - Total $30,000, split $10,000 each Street/Water/Sewer	$ 10,000					$ 10,000					$ 10,000		$ 10,000
55	Dump Truck - Replace 2005 Ford F750	Replacement for unit #24 - Total $35,000, split $12,000 Street, $11,500 each Water/Sewer [940]	$ 11,500					$ 11,500					$ 11,500		$ 11,500
56	Dump Truck - Replace 2004 Stearling LT9500	Replacement for unit #28 - Total $110,000, split $40,000 Street, $35,000 each Water/Sewer	$ 35,000					$ 35,000					$ 35,000		$ 35,000
57	Jet-Away - Replace 2000 JetAway JAJ-600R	Replacement for unit #37	$ 24,000					$ 24,000					$ 24,000		$ 24,000
58	Backhoe - Replace 2001 Cat 430D	Replacement for unit #44 - Total $80,000, split $25,000 Street, $27,500 each Water/Sewer	$ 27,500					$ 27,500					$ 27,500		$ 27,500
59	Snow Plow, 8' - Replace 20013 Blzzrd Speedwing	Replacement for unit #147	$ 6,900					$ 6,900					$ 6,900		$ 6,900
60	Shoring - Replace 1994 GME	Replacement for unit #312 - Total $12,000, split $6,000 each Water/Sewer	$ 6,000					$ 6,000					$ 6,000		$ 6,000
	Other														
61	Infrastructure Management Software -	Information management system to inventory facilities, track work histories, & manage maintenance & replacement schedules. Total is $30,000 split $7,500 each Street, Storm, Water & Sewer (350)	$ 7,500	$ 7,500									$ 7,500		$ 7,500
62	GIS Software	ArcGIS, Maint on standard, SA & NA, ESRI GPS Analyst Extension - Total $12,000 split $4,000 each Street/Water/Sewer	$ 4,000	$ 4,000									$ 4,000		$ 4,000
63	Generator for Public Works Shop	Total cost $26,000 (Split $8,000 Street, $9,000 each Water/Sewer)	$ 9,000	$ 9,000									$ 9,000		$ 9,000
64	Wireless Mesh & Expansion of Backup Equipment	Mobile nodes, stationary nodes (Total $105,000, split $35,000 each Street/Water/Sewer) (932)	$ 35,000	$ 35,000									$ 35,000		$ 35,000
66	GIS Software	Yearly SGELA License Agreement - total $30,000 per year split $10,000 each Street/Water/Sewer	$ 40,000		$ 10,000	$ 10,000	$ 10,000	$ 10,000					$ 40,000		$ 40,000
65	Sludge Removal	Maintenance	$ 250,000						$ 250,000				$ 250,000		$ 250,000
			$ 7,163,150	$ 5,561,250	$ 95,000	$ 339,000	$ 138,500	$ 180,900	$ 848,500	$ 315,250	$ 500,000	$ 125,000	$ 3,319,900	$ 2,903,000	$ 7,163,150

Beginning Available	$ 244,978	$ -		$ 485,175		$ 730,153
Projected over 5 years	$ 750,000	$ 500,000	$ 125,000	$ 720,000	$ 2,903,000	$ 4,998,000
Total Available	$ 994,978	$ 500,000	$ 125,000	$ 1,205,175	$ 3,633,153	$ 4,998,000

Total FY 2016	$ 5,561,250
Total FY 2017	$ 95,000
Total FY 2018	$ 339,000
Total FY 2019	$ 138,500
Total FY 2020	$ 180,900
Future	$ 848,500
Total Required	$ 7,163,150
Net Deficiency	$ (2,165,150)
Percent Funded	**70%**

Projected Storm Water Capital Needs FY 2016 - FY 2020

Date: 3/26/2015

#	Project	Description & Justification	Total Cost	Projected Cost per Year: FY16	FY17	FY18	FY19	FY20	Future	Funding Source(s): Impact Fees	Cash	Finance	Total
	Collection												
1	4th Street Drainage Improvements	Engineering & construction	$ 35,000	$ 35,000							$ 35,000		$ 35,000
2	Riverside Pond	Dredge-Improve Pond Configuration/Hydrodynamic sparator	$ 50,000	$ 50,000							$ 50,000		$ 50,000
3	Crestwood & Parkway Drive Stormwater Impv.	Engineering & construction	$ 150,000	$ 150,000							$ 150,000		$ 150,000
4	Armory Road Drainage Improvements	Engineering & construction	$ 65,000	$ 65,000							$ 65,000		$ 65,000
5	Monegan Road Phase I	Evaluate, design & construction Phase I stormwater collection & outfall Improvements	$ 300,000	$ 300,000						$ 60,000	$ 240,000		$ 300,000
6	6th Street Storm Improvements	Remax Drainage Problem, Slump Area repairs	$ 100,000	$ 100,000							$ 100,000		$ 100,000
7	Shady River Outfall Stabilization & Overflow	Improve outfall	$ 25,000		$ 25,000					$ 5,000	$ 20,000		$ 25,000
8	Monegan Road Phase II & State Park Road Stormwater Improvements	Construction for stormwater collection and outfall improvements	$ 450,000		$ 450,000					$ 45,000	$ 405,000		$ 450,000
9	Somers Avenue* -3rd Street - 8th Street	Engineering & construction for roadway improvements with storm sewer and water main replacement (Total $806,000, split $303,000 Street, $373,000 Water, $130,000 Stormwater)	$ 130,000			$ 130,000					$ 130,000		$ 130,000
10	State Park Road Collection system & Outfall	Install storm mains & inlets to replace existing ditch system	$ 1,240,000				$ 1,240,000			$ 62,000	$ -	$ 1,178,000	$ 1,240,000
11	State Park Road Water Quality Detention Pond	Install new detention pond	$ 350,000				$ 350,000			$ 17,500	$ 332,500		$ 350,000
12	Edgewood Place Drainage Improvements	Install storm mains & inlets to replace existing ditch system	$ 143,000					$ 143,000		$ 14,300	$ 128,700		$ 143,000
	Other												
13	Infrastructure Management Software	Information management system to inventory facilities, track work histories, & manage maintenance & replacement schedules. Total is $30,000 split $7,500 each Street, Storm, Water & Sewer (350)	$ 7,500	$ 7,500							$ 7,500		$ 7,500
			$ 3,045,500	$ 707,500	$ 475,000	$ 130,000	$ 1,590,000	$ 143,000	$ -	$ 203,800	$ 1,663,700	$ 1,178,000	$ 3,045,500

	Impact Fees	Cash	Finance	Total
Beginning Available	$ 108,231	$ 289,853		$ 398,084
Projected over 5 years	$ 100,000	$ 350,000	$ 1,178,000	$ 1,628,000
Total Available	$ 208,231	$ 639,853	$ 1,178,000	$ 2,026,084

Total FY 2016	$ 707,500
Total FY 2017	$ 475,000
Total FY 2018	$ 130,000
Total FY 2019	$ 1,590,000
Total FY 2020	$ 143,000
Future	$ -
Total Required	$ 3,045,500
Net Deficiency	$ (1,019,416)
Percent Funded	**67%**

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received
3-13-15

Paul R. Carpenter, MD
12Nelsoncrest Place
Whitefish, Mt 59937
March 12, 2015

To: Whitefish City Council
Whitefish, MT 59937

Ladies and gentleman:

Please consider my recommendations concerning the pattern parking on Central Avenue. I'm a physician with 57 years of experience in medical practice, now retired. The major portion of my work involved the evaluation and care of traumatic injuries, the majority of which were the result of motor vehicle accidents.

Mary Jane Barret's comments in the Opinion section of the July 23rd Whitefish Pilot was spot-on. I agree that our Whitefish City Managers and business owners have done a superb job refurbishing our charming and historic Montana railroad town, particularly Central Ave. The style and layout are absolutely delightful for both locals and tourists, and I certainly agree that trashing our streets and sidewalks is deplorable. Prohibition of smoking indoors was a major step forward for Whitefish; however, since smokers apparently believe that there's no problem with smoking, they also think that cigarette butts (occasionally beer cans too) evaporate. Now they smoke outside, leaving their trash on our lovely sidewalks, a real problem…

But we have a **much more serious problem**. The current pattern of parking on Central Ave. creates a significant safety problem, my major concern for our citizens. Parking long wheelbase vehicles, typically large pick-up trucks, on Central Ave. is the problem. When we park on the right side of these large vehicles, backing our vehicles out of the parking place is a **distinct hazard**; we can't see to check for oncoming vehicles, especially when in a compact sedan, until our car completely crosses our right hand lane. We must back out very slowly and hope that approaching drivers are paying attention.

I suggest that new parking regulations be put in place for Central Ave. Most importantly, **it should be illegal to park a vehicle on Central Ave. with any rear portion of that vehicle projecting beyond the street side margin of the concrete trough**, which separates the asphalt of the parking spaces and the street. Those who violate this law should be ticketed. Drivers of these large vehicles can easily park a block or two away, especially where parallel parking is available. To be considerate of others, drivers of somewhat smaller, but still large vehicles, which project beyond the parking side margin of the trough, should also park elsewhere. Although it may negatively impact the business of local body shops, I sincerely hope that you, our City Council, will address this issue.

Sincerely yours,

Paul R Carpenter

Paul Carpenter, M.D.

Opinion

Keep downtown safe and clean

This letter is to address concerns my family and friends have about the streets in downtown Whitefish.

Whitefish managers and business owners in town have done outstanding planning and development to make Whitefish a friendly, beautiful and viable place, so this letter comes with accolades as well as some criticism.

I am a downtown business owner with property located in the historical Railway District, so I also have a vested interest in how clean, safe and beautiful our downtown is developed and maintained. It matters for people who live here and for the visitors we attract.

What is the issue?

The main street and ancillary streets to downtown Whitefish are often trashed with vomit, cigarette butts, beer bottles, cans and other containers. Other odd appearing spills and stains are present and spills over the curbs. If I had a child toddling down the side walk who took a spill into one of the vomit spots I wouldn't be very happy. An otherwise quaint, attractive downtown is trashed regarding safe and clean sidewalks.

"An otherwise quaint, attractive downtown is trashed regarding safe and clean sidewalks."

Here is my analogy: dress someone up in a beautiful suit and then have that person put on dirty scuffed up loafers covered in foodstuff and sticky spilled soft drinks with cigarette butts stuck to the bottom of the loafers. Ruins the suit, don't you think?

Here is one possible solution. I called the city of Portland, Ore., to find out what they do. I like visiting downtown Portland — it is clean.

They have formed the Portland Business Alliance. Portland renders a business tax for the identified downtown area. Couldn't some of our resort tax go toward this?

Portland identified the geographical area that falls under the tax and jurisdiction area. The Portland Business Alliance then contracts with a service called Downtown Clean and Safe Services.

In Portland, they have a large transient population, so the Downtown Clean and Safe Services Program provides cleaning, security and community justice services by partnering with Portland Business Alliance, Portland Patrol INC (PPI) and Central City Concern.

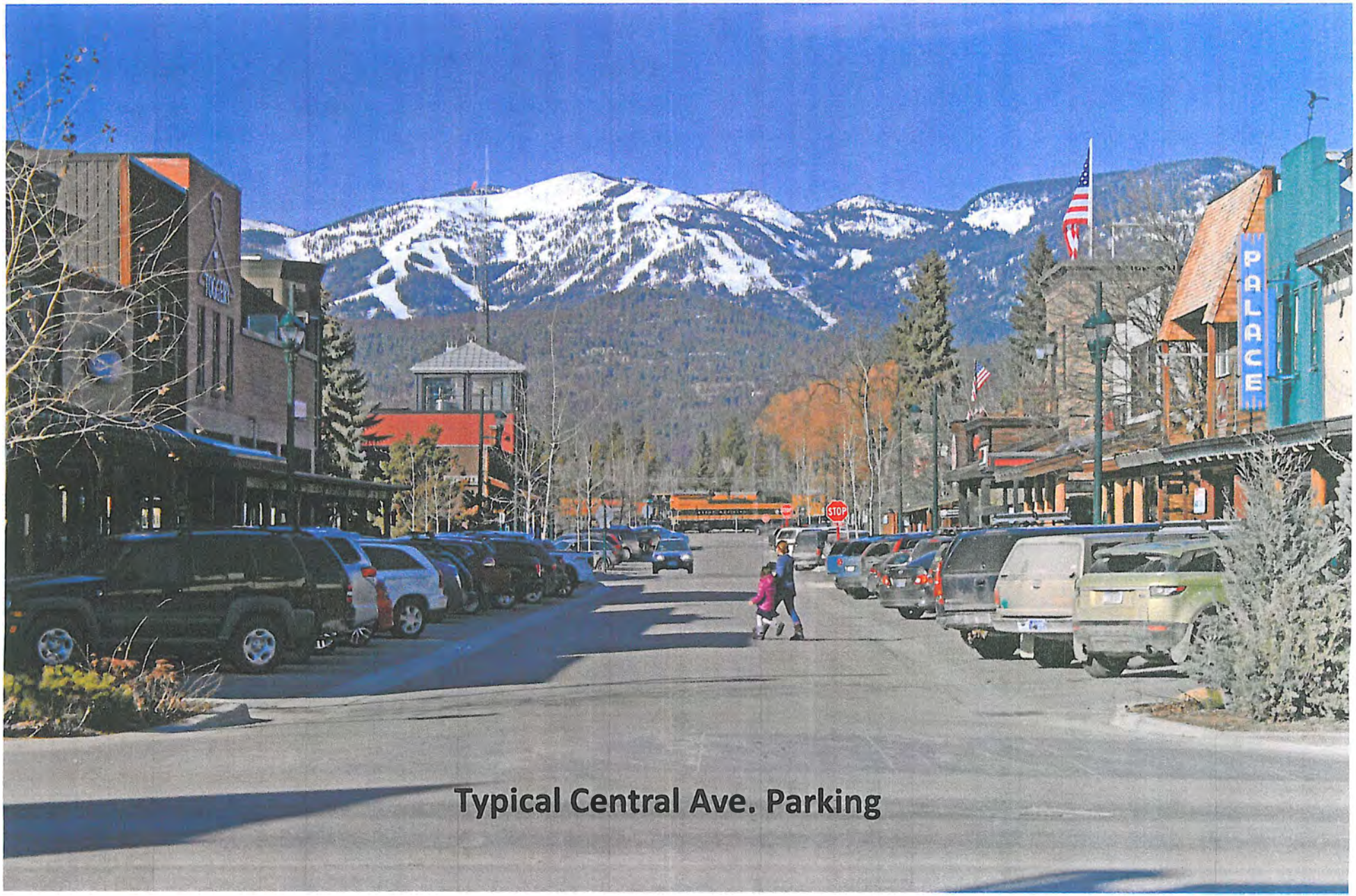
Central City Concern does the Clean part and PPI the Safe part. PSA administers the funds and oversees the entire program. Clean and Safe issues exclusions in smart park garages and parks. All other such tickets are issued by Portland police.

In other words, Portland has developed a team including business owners, chamber of commerce, law enforcement, civic groups and private services to maintain a safe and clean downtown.

Portland looks like a good role model to me, and any information gleaned could be tailored to our rural Montana town of Whitefish. However, I believe they have the right idea. Premise being that safe, clean and beautiful is valued and goals can be achieved with collaboration and dedicated resources.

I am in. Anyone else?

— Mary Jane Barrett



Typical Central Ave. Parking

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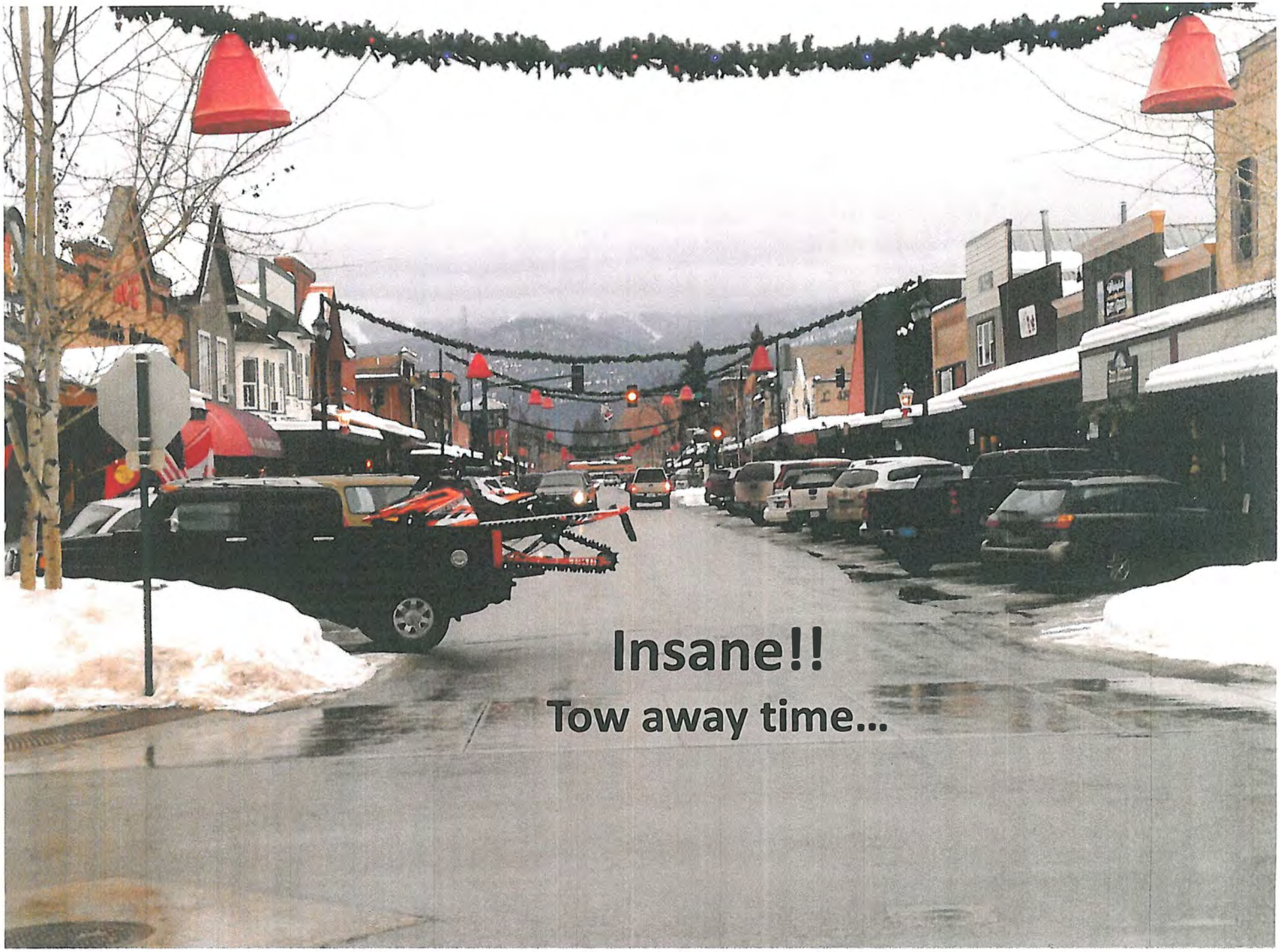

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