Whitefish Downtown Business District
Master Plan Update
City Council Recommended Refinements
Agenda

1. Review November Meeting Results
2. Master Plan Document Summary
3. Implementation Strategy
4. Next Steps
Transportation Framework
1.1 Update the Auto/Truck Framework
1.2 Update the Pedestrian Framework
1.3 Update the Bicycle Framework

Implementation Framework
3.3 Anchor Retail Concept

Executive Summary
4.4 Build-Out Executive Summary

City Hall Design Analysis
5.1 Conceptual Plans
5.2 Schematic Plans and Elevations
5.3 Design Development Plans and Elevations
5.4 Contract Documents

Master Plan Document
6.1 Prepare Draft Master Plan
6.2 Prepare Final Master Plan

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

Process & Schedule

<table>
<thead>
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<th>Month</th>
<th>2014</th>
<th>2015</th>
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### Response Sheet

**Whitefish Downtown Master Plan Refinement**  
**Stakeholders and Public Meeting**

**November 19 and 20, 2013**

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

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**Response Sheet**
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Fundamental Concept

Existing Storefront Retail

Shopping Loops

Pedestrian Enhancement

Green Space (Depot Park)

Retail Anchor/Parking

Shopping Loop

Whitefish Promenade

Truck Route

Yes

Fundamental Concept
Bicycle Framework—2014 (Proposed)

- Multi-Use Trail
- Whitefish Promenade
- City Connectors

Yes
Whitefish Promenade - Two Lane with Protected Bikeway

Trees will Remain

No Change to Existing Parkway

(2) Travel Lanes

Trees can Possibly be Saved

New Parkway

Off-street Protected Bikeway

Alternative 3- Preference
Widen Sidewalk to 12’

Planters and Concrete Barrier

Add Light Poles

Narrow Each Travel Lane by 6’ 6”

Whitefish Promenade (Baker Viaduct)

Alternative 2- Preference
Shopping Emphasis Framework

Shopping Emphasis

Yes
Widened Sidewalk

New Lighting and Mid-Block Curb Extensions

Convert Parallel Parking to Angled Parking

Widened Sidewalk

Widened Travel Lanes

Requires 14’ Easement or ROW Acquisition

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

Retail Anchor Block

Retail Expansion

Yes
## Process & Schedule

### 1. Transportation Framework
1.1 Update the Auto/Truck Framework
1.2 Update the Pedestrian Framework
1.3 Update the Bicycle Framework

### 2. Implementation Framework
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**Schedule Details:**
- Oct 2014: MDT
- Nov 2014: Ped/Bike Comm., Planning Board
- Dec 2014: Jan 2015
- Jan 2015: Feb 2015
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Master Plan Document
Fundamental Concept Diagram
Capacity Diagram

Retail: 200,000 Square Feet
Residential: 65 Units
Retail Supporting Parking: 420 Spaces
TRANSPORTATION FRAMEWORK
Transportation Framework

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

Auto Mobility Street
Baker Contra-Flow
New Street
Pedestrian Emphasis Street
Shopping Loop Emphasis Street
Baker Contra-Flow — Second to Third
Baker Existing — Third to Whitefish River
Baker Contra-Flow — Third to Whitefish River
Pedestrian Elements

- Shopping Loop Emphasis Streets
- Multi-Use Trail (Ped and Bike Path)
- Multi-Use Trail (Interim Alignment)
Shopping Loop Emphasis Street—
First Street Concept (Lupfer Avenue to Baker Avenue)

Note:
- Requires 12’ acquisition of ROW or easement from adjacent properties
Shopping Loop Emphasis Street—
Lupfer Avenue Concept (First Street to Second Street)

Note:
- Requires 5’ acquisition of ROW or easement from adjacent properties

Lupfer (1st to 2nd)
Spokane Avenue Whitefish Promenade—Third to Sixth Streets

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

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

- Be constructed within the existing 68’ right-of-way, maintaining the existing curb line location on the west side of the street and existing travel lanes.
- Include a new 10’ wide bi-directional off-street asphalt protected bikeway on the east side of the street.
- Include a new sidewalk on the east side of the street which will require an easement or right-of-way acquisition from 4’ to 11’ of hotel property.
Existing Spokane Avenue (South of 2nd Street Intersection)

Block 46 (Vacant)

Parking Lot
Spokane Avenue Whitefish Promenade—Second to Third Streets

No Changes

Notes:
- Assumes 12" curb
- Additional width may be required to accommodate traffic signal poles, control boxes, fire hydrants, etc.

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

- Be constructed within the existing 78' right-of-way, maintaining the existing curb line location on the west side of the street and existing travel lanes
- Include a new 10' wide bi-directional off-street asphalt protected bikeway on the east side of the street which will replace curbside parking south of First Street and convert angled parking to parallel parking north of First Street
- Include bicycle stop signs at the First Street crosswalk
- Maintain existing sidewalks, except for relocating the sidewalk around existing trees in front of Central School
- Include a 3’ door zone between the parallel parking north of First Street and the bi-directional protected bikeway
- Dedicate/reserve school parking spaces in city parking lot
- Consider varying the design concept between 1st Street and Railway Street to include a bi-directional protected bikeway with a single southbound only travel lane that allows for angled parking and widened sidewalks on both sides of the street.
Existing Spokane Avenue (First to Railway)
Whitefish Promenade — Spokane (First to Railway)
Whitefish Promenade — Spokane (First to Railway)
Spokane Avenue (Second to Railway Street Concept)
The concept diagram illustrates the improvement characteristics and locations of all key elements within the existing right-of-way for a segment of Spokane Avenue of the Whitefish Promenade, from Second to Railway Street. This segment includes a multi-use trail and bi-directional protected bikeway and maintains all travel lane configurations between First and Second Streets. The design should:

- Be constructed within the existing 78’ right-of-way from Second to First and a 86’ right-of-way from First to Railway, maintaining the existing curb line location on the west side of the street, existing travel lanes and angled parking
- Include a new 10’ Wide asphalt protected bikeway on the east side of the street which will replace curbside parking south of First Street and a 12’ wide asphalt multi-use trail replacing the existing sidewalk north of First Street
- Include bicycle ‘stop’ signs at the First Street crosswalk
- Maintain existing sidewalks, except for relocating the sidewalk around existing trees in front of Central School and north of First to Railway
- Include a 3’ door zone between the parallel parking north of First Street and the multi-use trail
- Dedicate/reserve school parking spaces in city parking lot
- Consider varying the design concept between 1st Street and Railway Street to include a bi-directional protected bikeway with a single southbound only travel lane that allows for angled parking and widened sidewalks on both sides of the street.
Whitefish Promenade — Spokane (Second to Railway)
Depot Park (Spokane to Baker Avenue Concept)
The concept diagram illustrates improvement characteristics and locations of all key elements within public areas for a segment between Spokane Avenue and Baker Avenue. The design should:

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

Whitefish Promenade — Depot Park to Viaduct
O’Shaughnessy Expansion
Whitefish Promenade — Depot Park Options
Whitefish Promenade — Depot Park to Viaduct
Whitefish Promenade — Depot Park Options
Whitefish Promenade — Baker/Wisconsin Viaduct

One-Sided
Multi-Use Trail Alternative

Two-Sided
Multi-Use Trail Alternative
Whitefish Promenade — Baker/Wisconsin Viaduct

One-Sided Multi-Use Trail Alternative
Whitefish Promenade — Baker/Wisconsin Viaduct
Two-Sided Multi-Use Trail Alternative

Whitefish Promenade — Baker/Wisconsin Viaduct
Whitefish Promenade — Baker/Wisconsin Viaduct
Retail Elements

Storefront Retail
Retail Anchor

Land Use Framework — Retail Elements
Shopping Loop Retail Expansion Plan

BLOCK 26
- Commercial/Retail: 40,000 SF
- Multi-Family: 40 DU
- Public Parking: 50 SP

BLOCK 27
- Lodging/Retail: 70,000 SF
- Public Parking: 30 SP

BLOCK 37
- Commercial/Retail: 30,000 SF
- Multi-Family: 40 DU
- Private Parking: 40 SP

FIRST AND CENTRAL
- Commercial/Retail: 20,000 SF

Ground-Floor Storefront Retail
Existing Commercial

Land Use Framework — Shopping Loop Retail Expansion
Land Use Framework — Shopping Loop (Existing Code)
Land Use Framework — Shopping Loop (Alternative)
Land Use Framework — Central Avenue South Anchor

- The Walking Man Gallery
- Existing Municipal Lot
- Retail Shopping Street Expansion
- Residence
- Existing Commercial
- Central Ave
- Third St
- Fourth St
- Baker Ave
- Existing Commercial
LAND USE FRAMEWORK

CENTRAL AVENUE SOUTH - RETAIL ANCHOR

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

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

Retail Anchor & Parking Plan

THIRD AND CENTRAL

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LEGEND

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

Land Use Framework — Central Avenue South Anchor
IMPLEMENTATION FRAMEWORK
Project Priorities

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

Implementation Framework — Project Priorities
Project Priority 2—Shopping Loop and Central Ave

Railway District Street Improvements

Central Avenue Improvements
Project Priority 3 — South Central Ave Anchor

- Replacement Parking
- Anchor Development
Project Priority 4 — Railway District Anchor Parking
Project Priority 5 — Parking

Municipal Parking

Second Street

O'Brien Ave

Central Ave

Spokane Ave

Kalispell Ave

Hotel
DOWNTOWN WHITEFISH
BUSINESS DISTRICT
(DRAFT JANUARY 14, 2015)

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

__________________________
Name (optional):

If you need additional time to respond, please return your comments to City of Whitefish:
Chuck Stearns, City Manager — 418 East Second Street/P.O. Box 198 Whitefish, Montana 59937
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MDT
Ped/Bike Comm.
Planning Board
Jan 14/15
Feb 17
Whitefish Downtown Business District Master Plan Update
City Council Recommended Refinements
Technical Advisory Committee Mtg. January 7, 2014
Land Use Framework — Lupfer Housing (Alternative)
Boutique Hotel Diagram

Land Use Framework — Lodging (Existing Code)
Land Use Framework — Lodging (Alternative)
Boutique Hotel Diagram

Land Use Framework — Lodging (Existing Code)
Whitefish Promenade — Spokane (Third to Second)
Whitefish Promenade — Spokane (Second to First)
Whitefish Promenade — Spokane (First to Railway)