

PUBLIC MEETING

Whitefish Downtown
Business District
Draft Master Plan 2014

NOVEMBER 19

6:00–7:30PM

**O'SHAUGHNESSY
CENTER**

COME AND GIVE US YOUR INPUT ON SUGGESTED UPDATES TO THE DOWNTOWN MASTER PLAN

The Meeting Agenda:

PRESENTATION

- *Introductions-John Muhlfeld, Mayor, City of Whitefish*
- *Downtown Master Plan Process Update & Overview*
- *New Land Use and Transportation Concepts*

WORKSHOP

- *Questions, Comments and Discussion*
- *Fill Out Meeting Response Sheet*

Opening Introduction by
the City of Whitefish



Presented by
CRANDALL ARAMBULA
Revitalizing America's Cities

An aerial photograph of the Whitefish downtown business district. The image shows a mix of commercial buildings, parking lots, and residential areas. A major road, likely Highway 2, runs through the center, with a bridge crossing a river or stream. In the foreground, there are several train tracks with freight cars. The background features a vast, green landscape with rolling hills and a forested area.

Whitefish Downtown Business District Master Plan

City Council Recommended Refinements

November 19, 2014

Public Meeting Agenda

Part 1 – Presentation

- 1) Introductions
- 2) Downtown Master Plan Process Update & Overview
- 3) New Land Use and Transportation Concepts

Part 2 – Workshop

- 1) Questions, Comments, and Discussion
- 2) Fill Out Response Sheets
- 3) Adjourn

Portland Firm Beats National Competition

11/5/2002 Rich Riegel www.djc-or.com



George Crandall, left, and Don Arambula, principals of the Portland urban design firm Crandall Arambula, represent the best of what city planning can be all about.

Portland-area residents know the city is considered a leader in urban planning. Proof of that idea was given veracity recently. In a bold

- Making downtown pedestrian friendly.
- Creating a balanced transportation system.
- Connecting downtown with the surrounding neighborhoods.

With these goals in mind, Portland becomes the perfect role model.

Portland's TriMet MAX light-rail transit and streets system, Tom McCall and Eastbank waterfront park and the historical renovation of numerous buildin represent many of Portland's qualities that Knoxville would like to emulate. Portland's living room, Pioneer Courthouse Square, 23rd Avenue and the recently expanded retail center Pioneer Place also serve as models, making downtown Portland and its surrounding neighborhoods vibrant and livable. Portland's housing opportunities have also increased dramatically with many new downtown and Pearl District developments.



Posted Wednesday, March 22, 2006

Council approves downtown master plan

By RICHARD HANNERS, Whitefish Pilot

The Whitefish City Council pushed ahead on a proposed Downtown Master Plan on Monday, but residents should not be surprised by the speed with which things are moving.



Funding for the million project come from...

"The plan is moving at a deliberate pace," city manager Gary Merritt said.

A Gritty Midwest City Is Reinventing Itself As a Colony for Artists

By ROBERT SHAROFF, Published: July 24, 2005



Artist, at work in his loft apartment.

economic development. We're here to anchor Main Street."

The new museum is attracting about 5,000 visitors a week, mainly from Chicago and Milwaukee, according to Devin Sutlerland, executive director of the nonprofit Downtown Racine Corporation. "We are starting to recognize us as a place to visit for art," he said.

For the city's mayor, said Racine is attracting Chicago people on summer weekends. "We're getting more outside influences," Mayor Becker said. "Things are changing, but not enough. We're still somewhat parochial." He added that part of his job is "talking to service clubs about the need to be open and accepting and not worry about the kid with 18 piercings and a blue Mohawk."

CRANDALL ARAMBULA Revitalizing America's Cities

Commercial Real Estate, Pages 20-21

The New York Times

On Lake

GRAND...
state...
ident...
tradit...
replac...
as an...
for B...
was...
to t...
rel...



Downtown Needs Theater, Mall Plan

February 8, 2004



Tuesday, March 29, 2005

Downtown plan is a bold vision for the future

And we should not let fear of change blind us
Trustee Gus Kostopoulos

The recently adopted plan for the redevelopment of our downtown is a remarkable document—not just because of its content which is very good, but also because of the broad community process that created it.

At no other time in recent memory have so many Oak Park residents been so actively involved in creating a plan. And it shows. I urge anyone who doubts that the plan reflects the will of the community to review the documentation of citizen participation and see for themselves the extent to which the views of the majority shaped the final plan.

Of course, the plan is not without its critics. They

unchanged and will continue to do little to enhance the character of our downtown that critics of the plan claim is so evident.

As an architect I know the wisdom of preserving history. But my profession also has taught me that unless we balance our passion for preservation with the recognition that the new can be good, too, then there can be no future. If we don't make at least a little room for the new, where will the next Frank Lloyd Wright perfect his craft?

The values that put Oak Park on the map fostered changes that, in their time, were controversial and even radical to many. But those days are now little more than fond memories to us. Oak Parkers who

ARCHITECTURAL RECORD

HONOR AWARDS

URBAN DESIGN

The Downtown Racine Development Plan
Racine, Wisconsin
Architect and Urban designer
Crandall Arambula PC

A very thoughtful planning process has achieved a clear, flexible, and realistic vision and has generated a high level of public confidence that will allow the plan to overcome any difficulties in the implementation. The plan incorporates the lake and river to reflect their historic and visual worth, as well as their potential for public use. Integrating residential uses into Racine's historic core will bring an important and much needed dimension back to the area. While the plan responds to the necessity of automobile access and parking, it does not compromise the pedestrian environment, which is given first priority. Community residents and business leaders rolled up their sleeves and worked hard to bring Racine back from the brink.



"PRIOR TO THE PLAN, PEOPLE SAID, 'WHY NOT JUST BULLDOZE DOWNTOWN AND BE DONE WITH IT?' BUT NOW THE LOCAL GOVERNMENT, BUSINESSES, AND THE CITIZENS ENTHUSIASTICALLY ENDORSE IT!"

Representative Projects

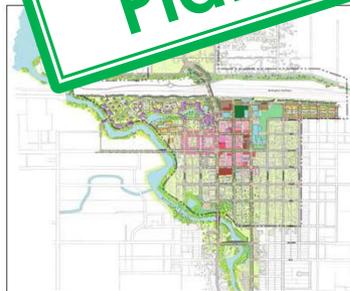
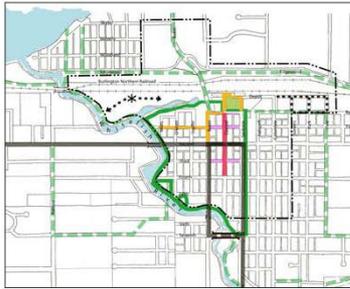
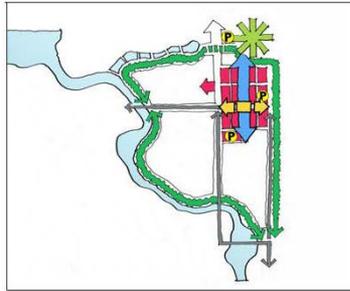
Downtown Revitalization Master Plans

- Fairbanks, Alaska
- Oak Park, Illinois
- Portland, Oregon
- Missoula, Montana
- Casper, Wyoming
- Lincoln, Nebraska
- Santa Fe, New Mexico
- Bismarck, North Dakota
- Knoxville, Tennessee
- Racine, Wisconsin
- Vancouver, Washington

Why Plan ?

Planning is about change:

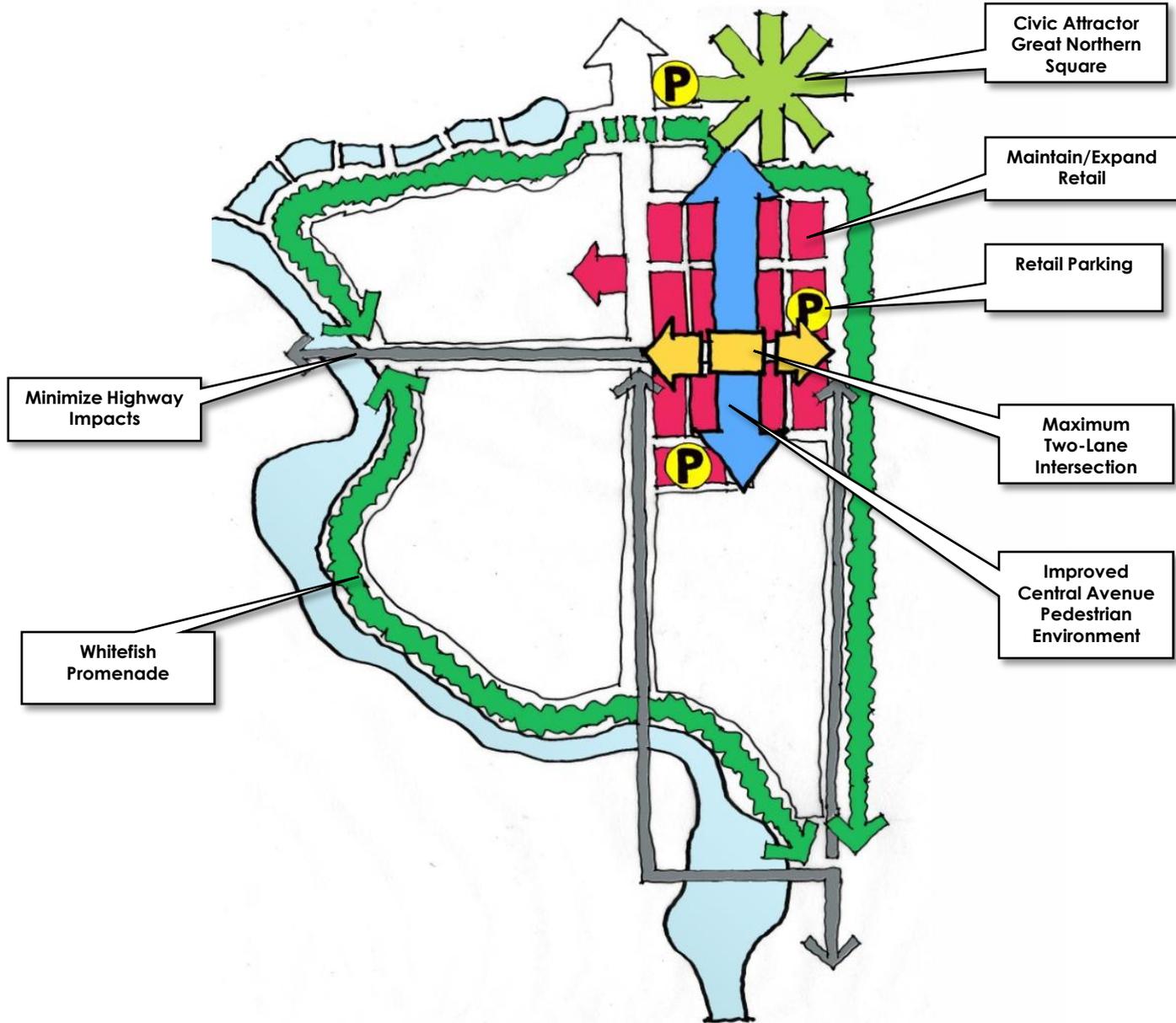
- **Preventing undesirable change and**
- **Encouraging desirable change**



Whitefish Downtown Business District **Master Plan**

Plan Adopted 2006

Crandall Arambula PC
December 2005



2006 - Adopted Plan Fundamental Concept

**Construction
Completed**



Central Avenue Improvements

Construction Completed

E SECOND ST



2nd Street Improvements

Construction Completed

P
Public
Parking

VISITOR INFORMATION

WELCOME
TO WHITEFISH, MONTANA



Interim Parking Lot

**Construction
Completed**



New Construction

**Construction
Completed**



Renovation

Downtown Investment Summary

Private Investment (Actual, 2005/2012)

- Renovated Retail \$ 1.2Mill.
- New Retail – 30,000 SF \$ 8.0 Mill.

Private Investment (Projected, After 2012)

- Renovated Retail – 156,000 SF \$ 8.0 Mill.
- New Retail – 110,000 SF \$16.5 Mill.
- Commercial or Second Floor Housing – 110,000 SF \$16.5 Mill.
- Hotel \$ 7.4 Mill.

Total Private (Actual & Projected) \$57.6 Mill.

Downtown Investment Summary

Private Investment (Actual, 2005/2012)

- Renovated Retail
- New Retail – 30,000 SF

Private Investment (Projected, After 2012)

Renovated Retail – 156,000 SF	\$ 8.0 Mill.
New Retail – 110,000 SF	\$16.5 Mill.
Commercial – 110,000 SF	\$16.5 Mill.
Hotel – 110,000 SF	\$ 7.4 Mill.
Total (Projected)	\$57.6 Mill.

**Adopted 2006 Plan Cost
Hwy. 93 - Tiger Grant Award**

**\$0.17 Mill.
\$3.50 Mill.**

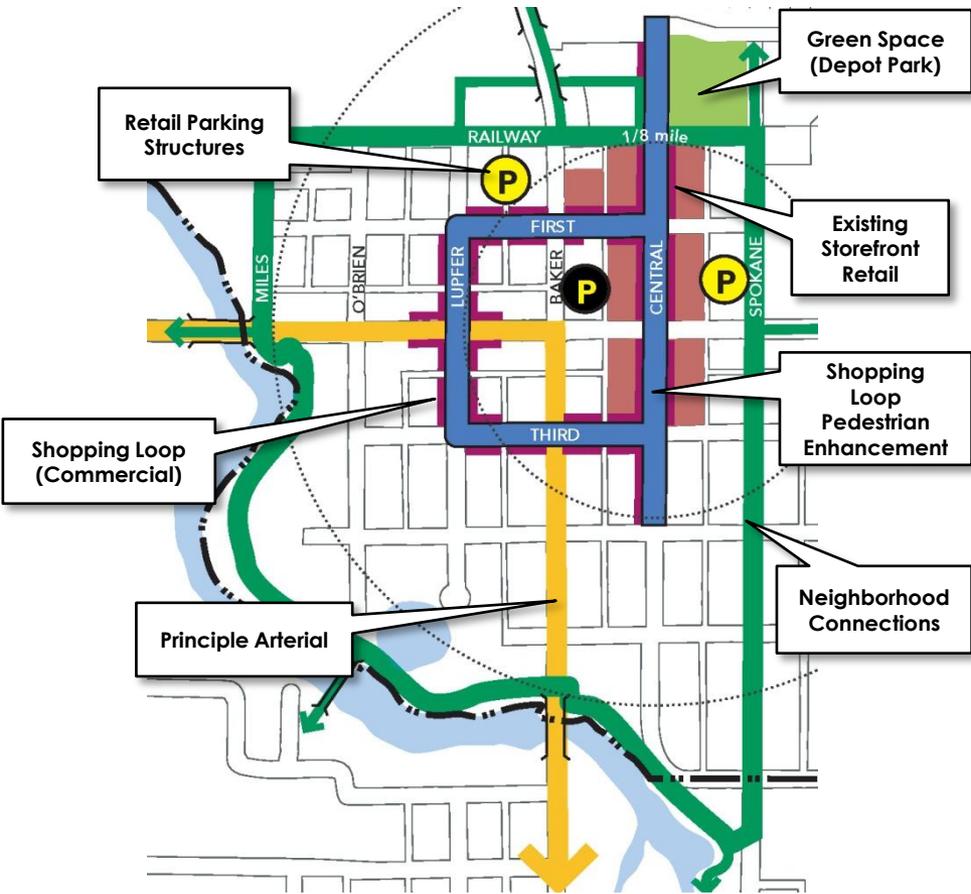
DOWNTOWN WHITEFISH BUSINESS DISTRICT

Master Plan

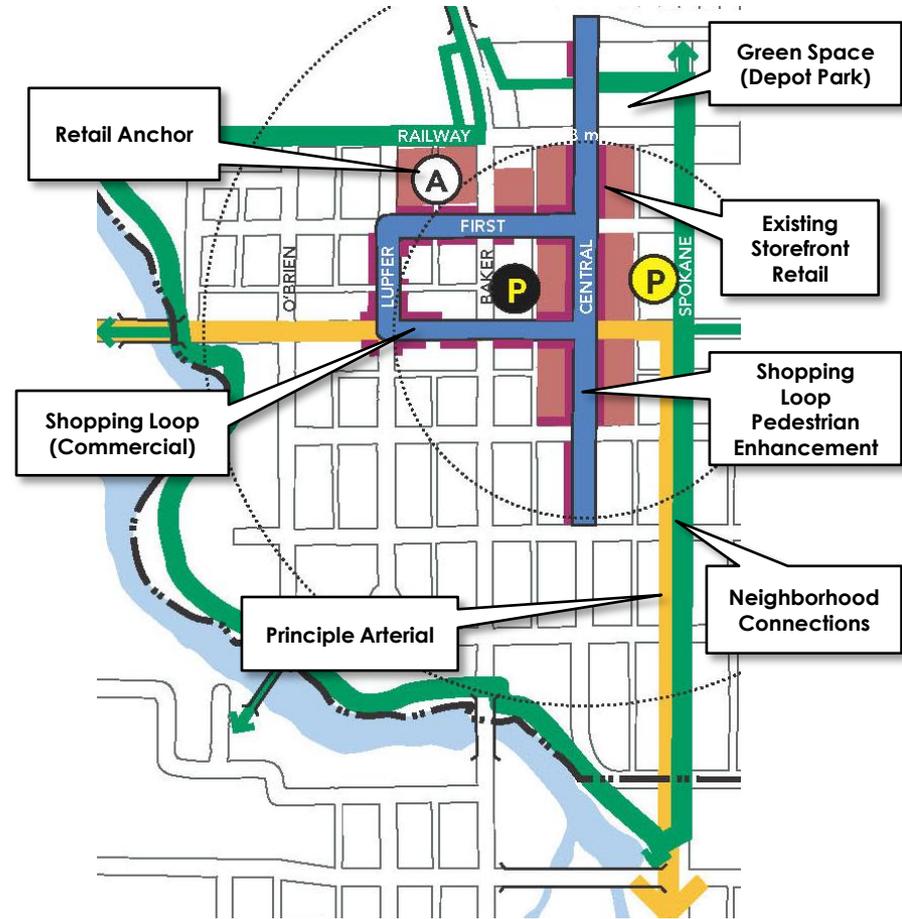
SPRING 2013

Refinements



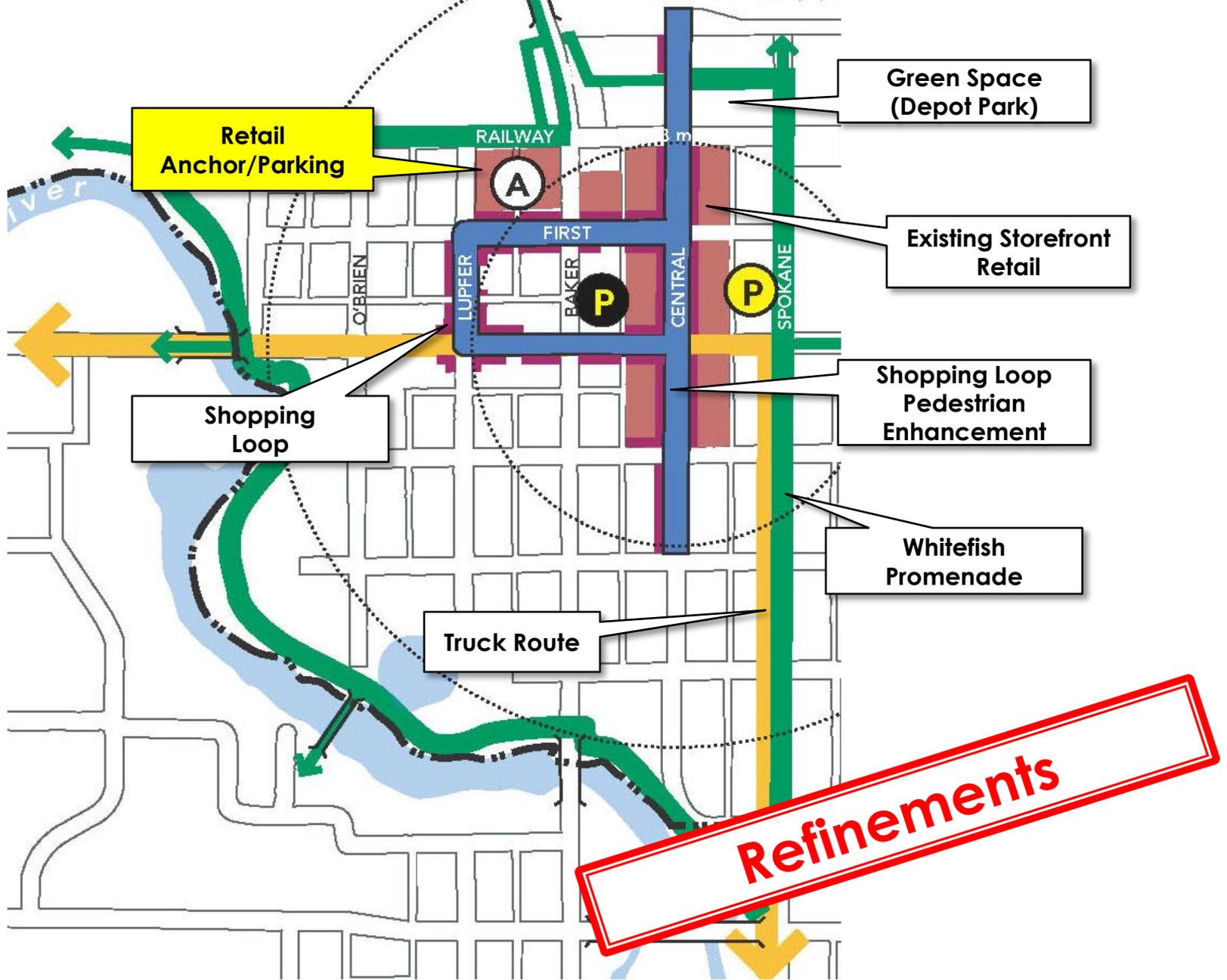


Plan Update- Draft 2013

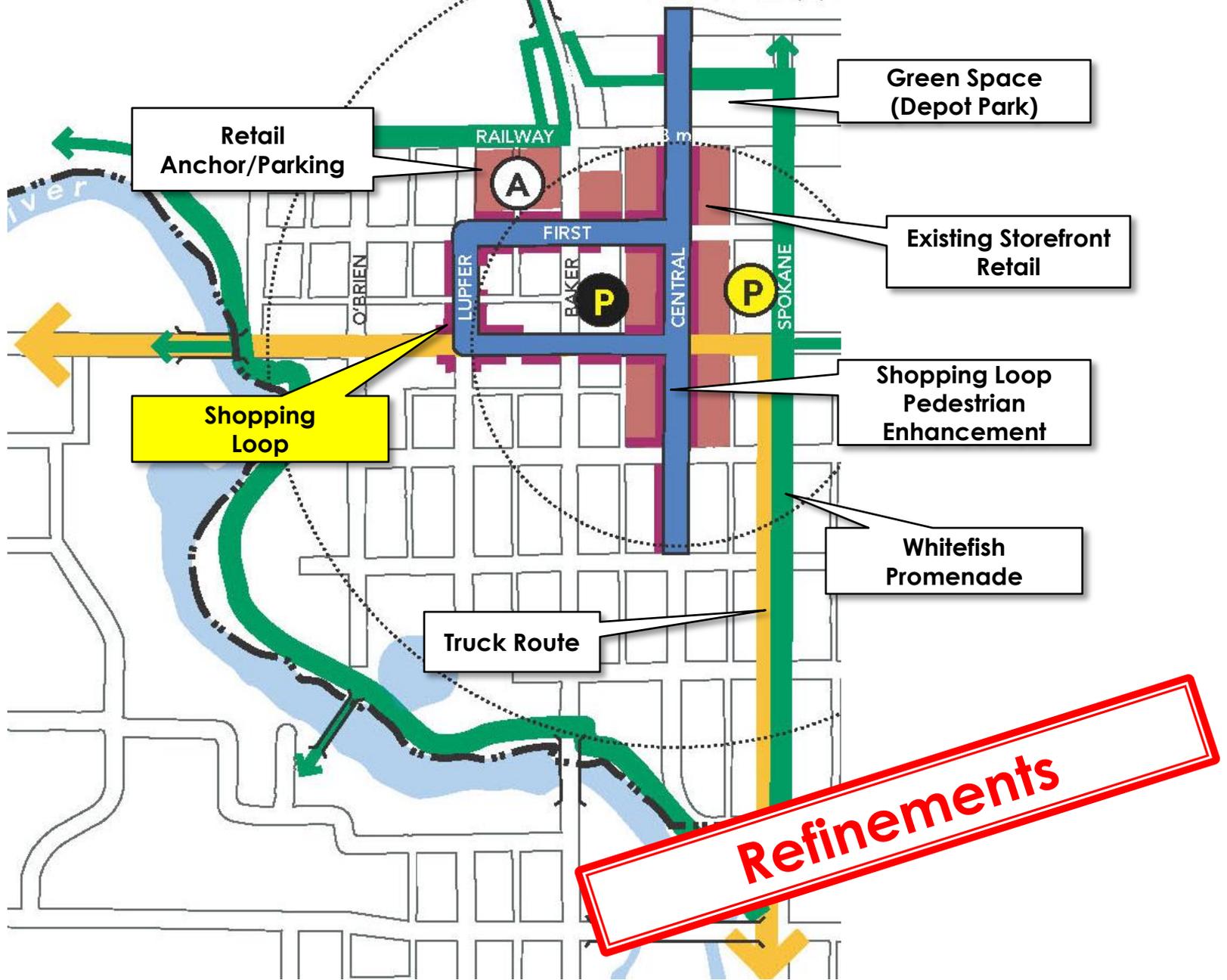


Plan Refinement 2014

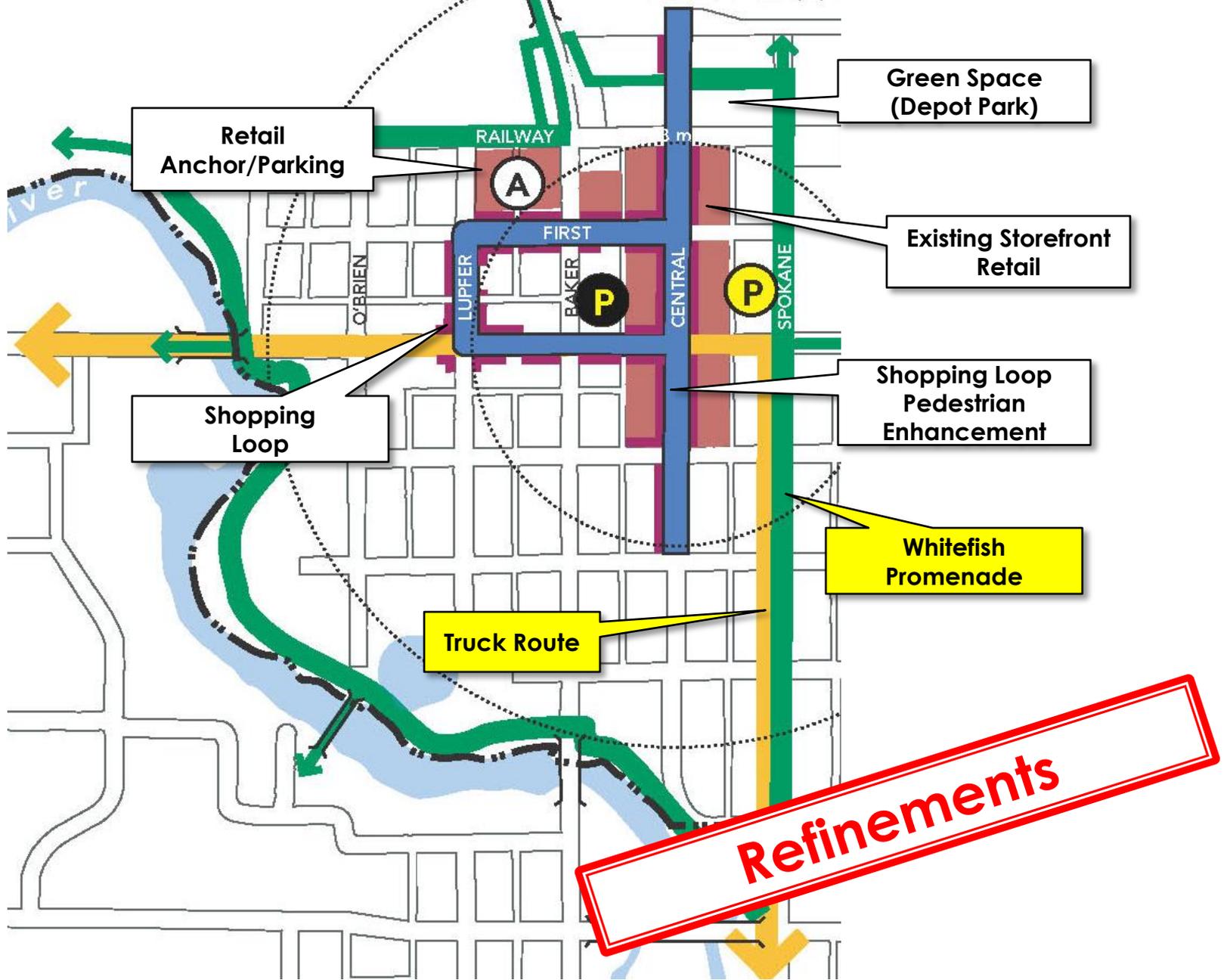
Fundamental Concept



Fundamental Concept



Fundamental Concept

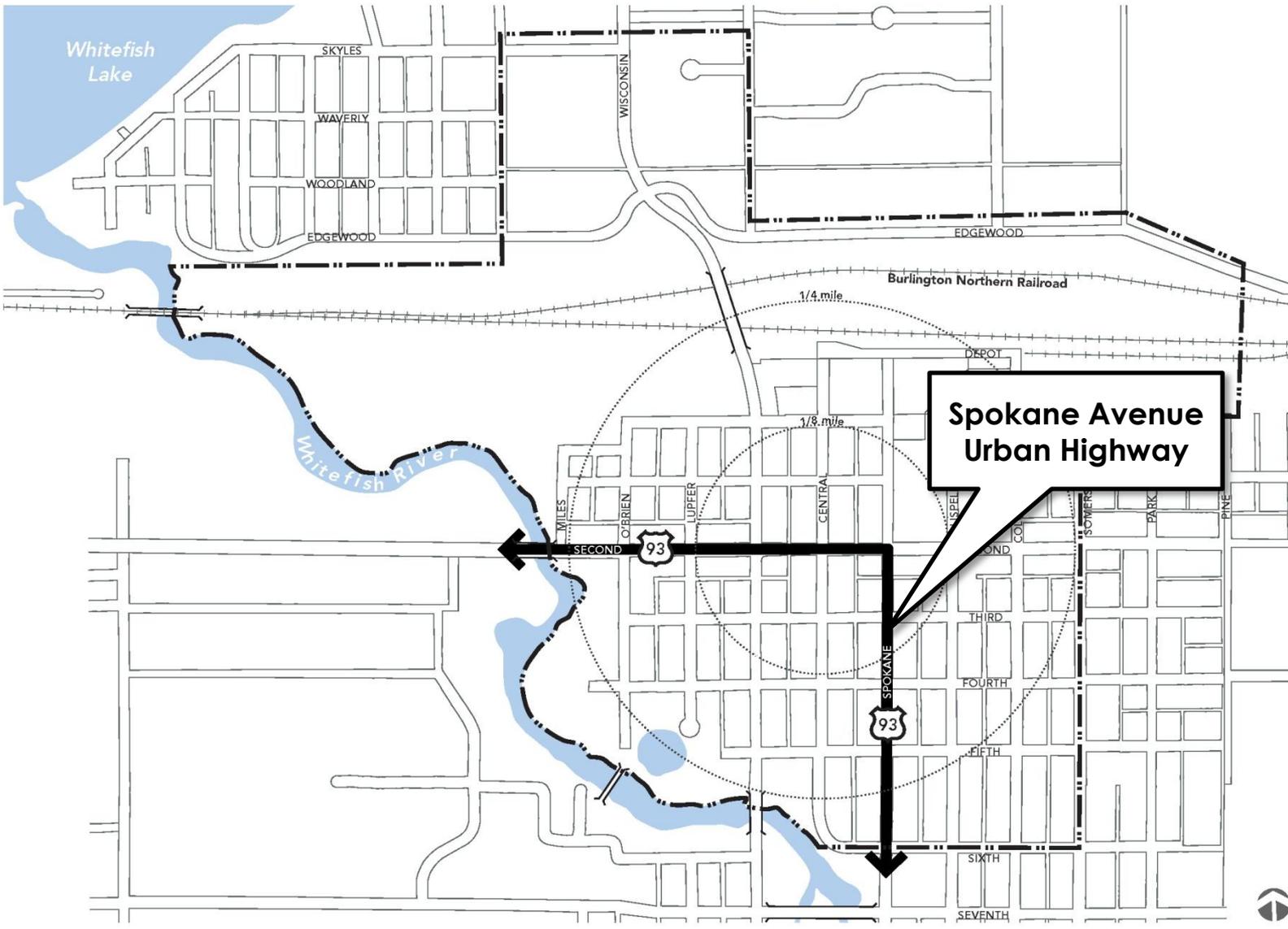


Fundamental Concept



TRANSPORTATION FRAMEWORK

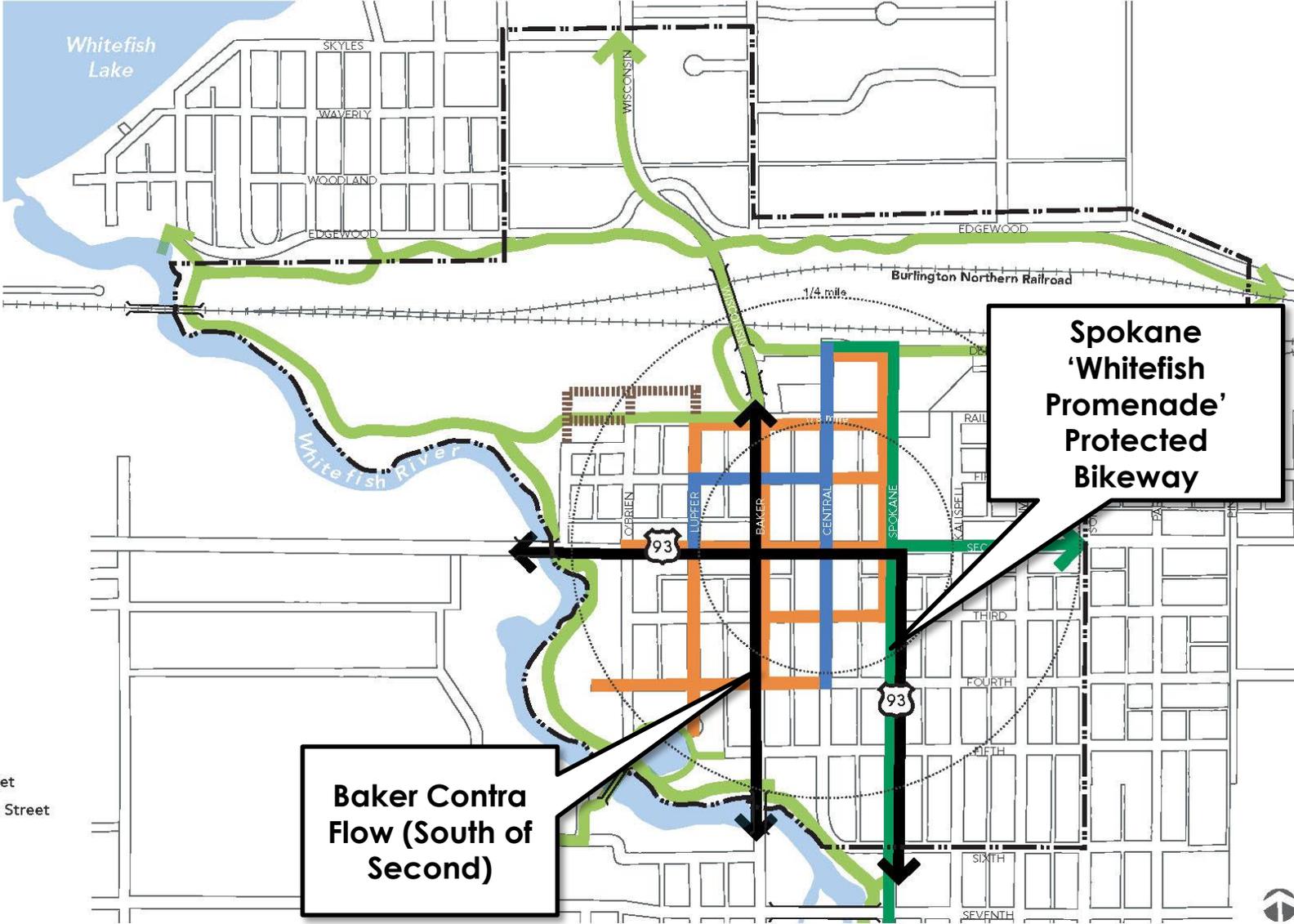
Auto and Truck Elements



- LEGEND**
- Auto Mobility Street
 - New Street
 - Urban Highway
 - Proposed Traffic Signal
 - Existing Traffic Signal

Truck Route

Transportation Framework



- LEGEND**
- Auto Mobility Street
 - New Street
 - Pedestrian Emphasis Street
 - Shopping Loop Emphasis Street
- Whitefish Promenade**
- Protected Bikeway
 - Multi-Use Trail

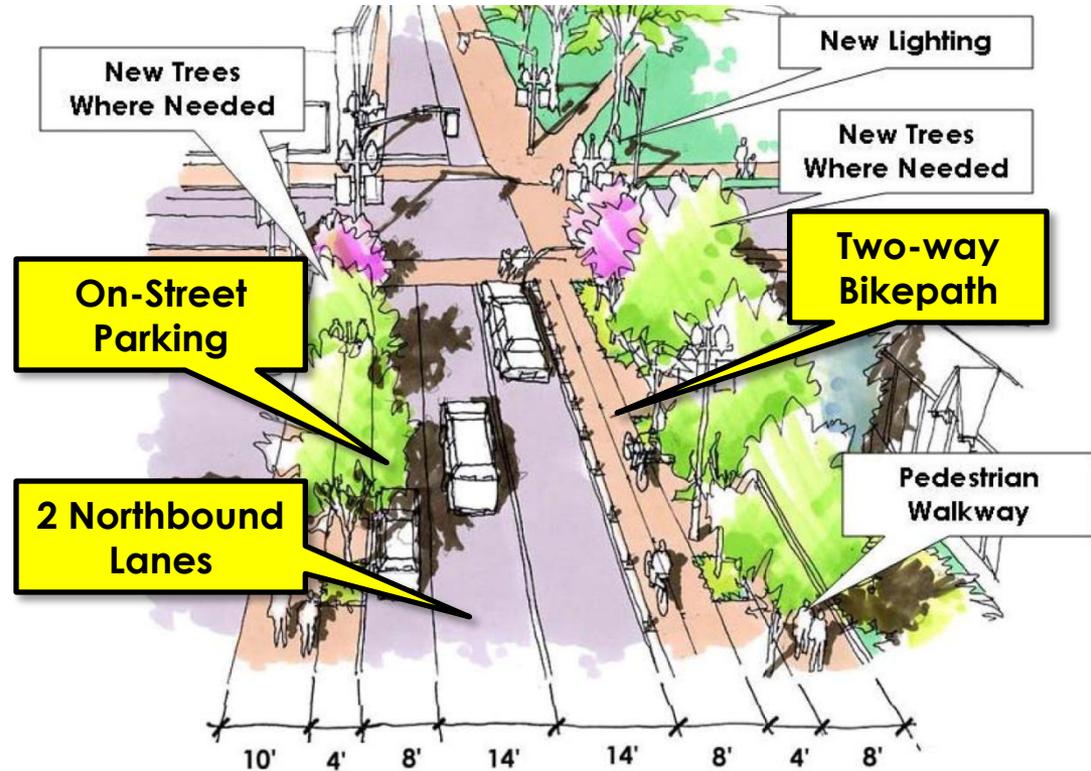
Transportation Framework (All Alternatives)



Whitefish Promenade

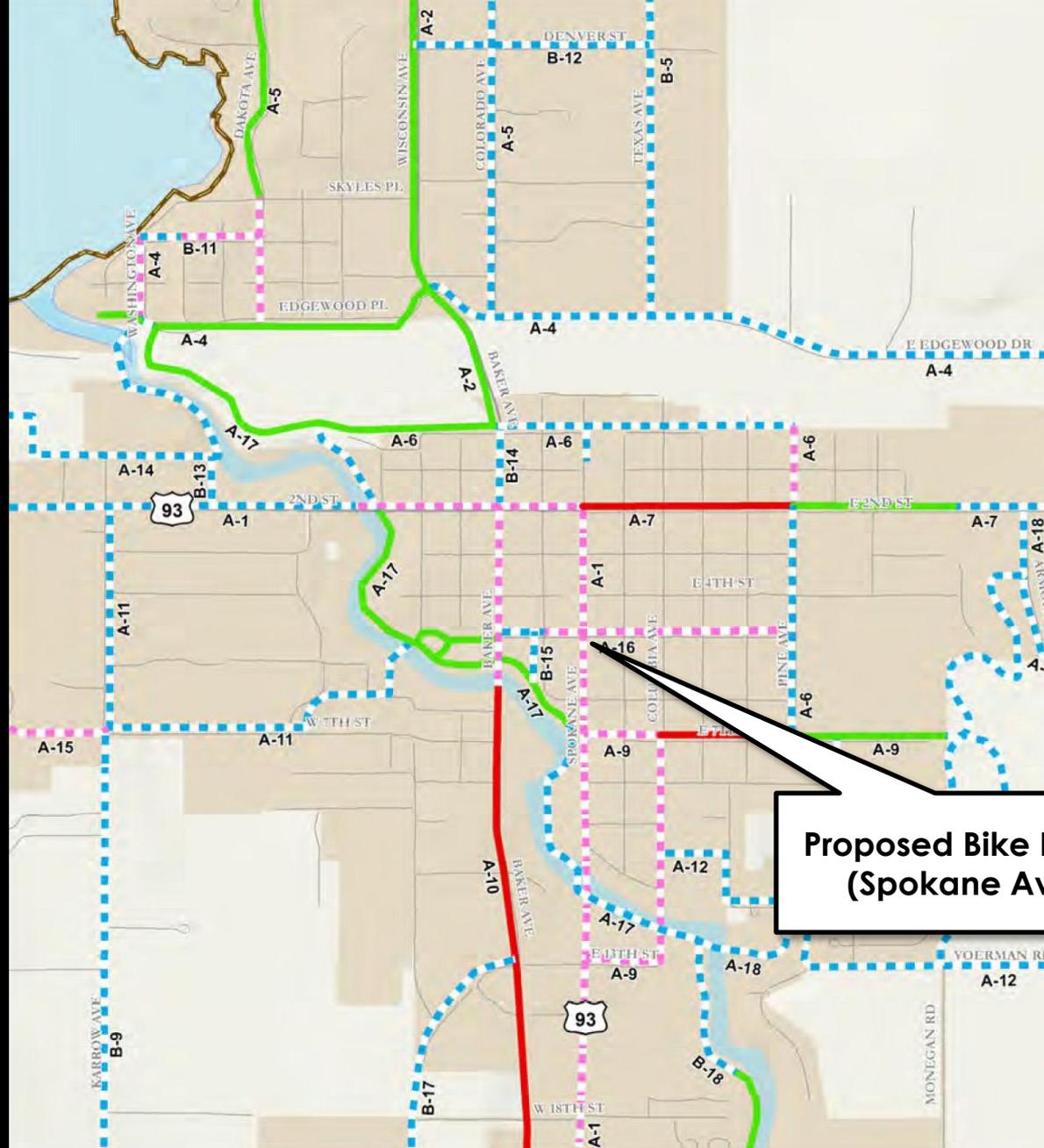


Spokane Avenue Promenade Typical Block



Spokane Avenue

2006 Downtown Master Plan — Whitefish Promenade



Adopted Bike Master Plan—Non-Motorized Facilities

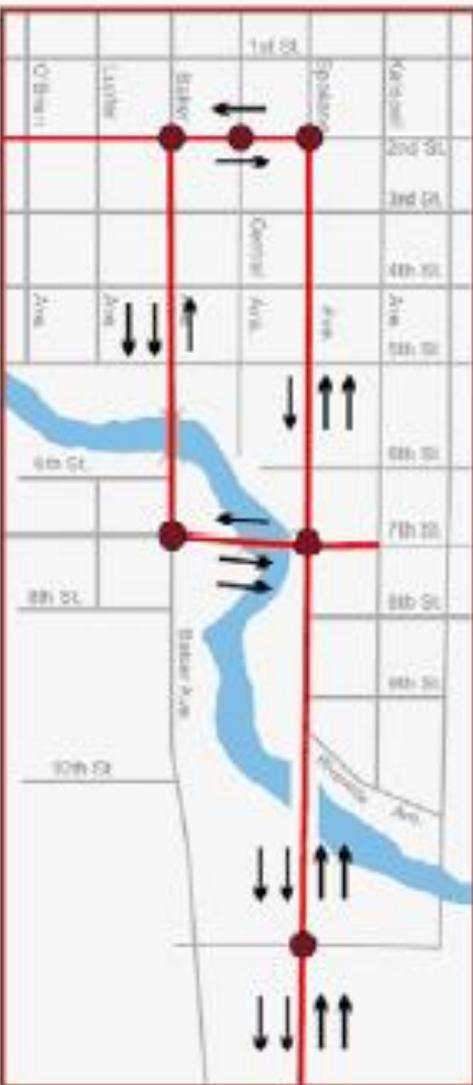


2010 Urban Corridor Study- Contra Flow (MDT/City)



2010 Urban Corridor Study- Mod. Alt. C Offset 'New' Configuration (MDT/City)

Baker/Spokane Alternatives



2010 Urban Corridor Study- Contra Flow (MDT/City)



2010 Urban Corridor Study- Mod. Alt. C Offset 'New' Configuration (MDT/City)

Baker/Spokane Alternatives



Existing Spokane Avenue (Not Surveyed)



The cultural resource surveys have identified 30 individual properties determined to be eligible for the National Register of Historic Places and/or contributing properties to a potential historic residential district.

Improving the existing highway could also indirectly alter the visual and aesthetic character of the areas surrounding these resources.

Whitefish Urban Corridor Study of US 93, pg 2-21



**Mature
Trees**

Image Date: April 2011

Report a problem

Spokane Avenue Impacts

11' from Back of Sidewalk

	DIST	DIST	DIAM.	
	9'6"	24"	●	31
36'	9'6"	36"	●	32
81'	9'6"	18"	●	33
116'6"	9'6"	4"	●	34
245'6"	9'10"	3"	●	35
296'6"	9'10"	26"	●	36
320'3"	9'6"	14"	●	37
356'6"	10'2"	4"	●	38
417'9" 395'	9'	18"	●	39
417'9"	9'	22"	●	40
464'	9'3"	15"	●	41

474'4"

5th ST
DIAM. ← DIST ↓ DIST

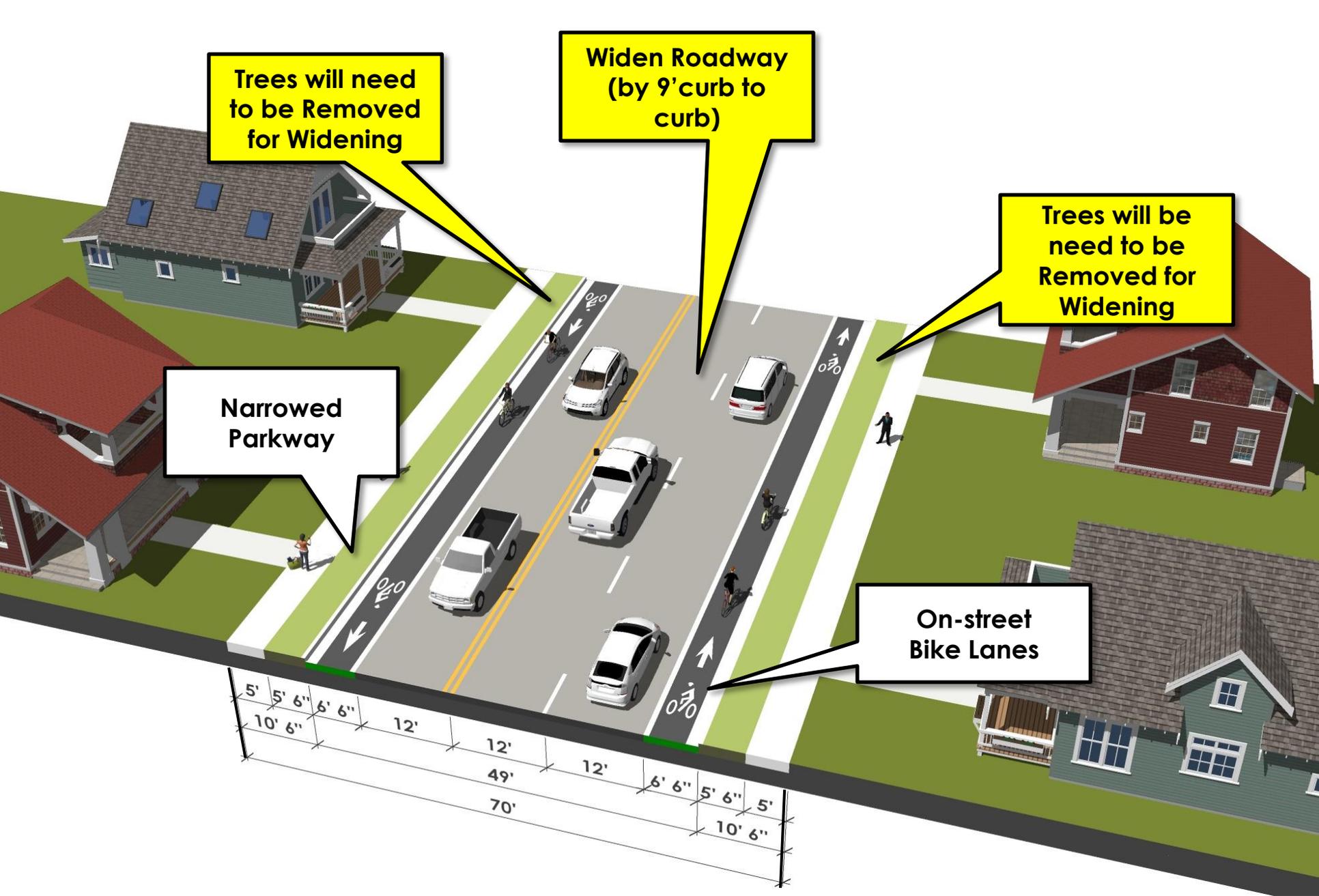
10' 1" from Back of Sidewalk

	DIAM.	← DIST	↓ DIST	
42	25"	8'3"	24'	●
43	26"	8'6"	4'	●
44	26"	8'6"	61'6"	●
45	10"	8'4"	94'6"	●
46	24"	8'6"	121'6"	●
47	4"	9'1"	152'	●
48	30"	8'	193'6"	●
49	24"	8'4"	207'3"	●
50	27"	8'	221'3"	●
51	4"	9'3"	250'	●
52	24"	8'	290'3"	●
53	24"	7'6"	310'10"	●
54	26"	8'6"	455'6"	●

473'6"

6th ST

Spokane Avenue—Preliminary Tree Survey (5th to 6th)



2010 Urban Corridor Study—Contra-Flow Configuration



2010 Urban Corridor Study- Contra Flow (MDT/City)



2010 Urban Corridor Study- Mod. Alt. C Offset 'New' Configuration (MDT/City)



2014 Downtown Master Plan (Draft) (CA)

Baker/Spokane Alternatives



2010 Urban Corridor Study- Contra Flow (MDT/City)



2010 Urban Corridor Study- Mod. Alt. C Offset 'New' Configuration (MDT/City)



2014 Downtown Master Plan (Draft) (CA)

Baker/Spokane Alternatives



2010 Urban Corridor Study- Contra Flow (MDT/City)



2010 Urban Corridor Study- Mod. Alt. C Offset 'New' Configuration (MDT/City)



2014 Downtown Master Plan (Draft) (CA)

Baker/Spokane Alternatives

Potential Bicycle Facilities



Protected Bikeways
(Cycle Track)



Bike Lanes



Mixed Traffic Lanes
(Bike Boulevards)

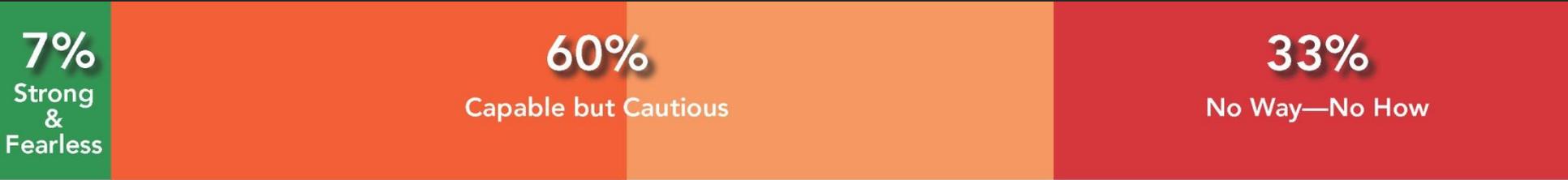


10% Solution
Safety Concerns Limit Bike Ridership



Paint-on-the-Street Bike Lanes

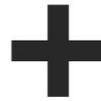
Potential Bike Riders



40% Potential Mode Split with Protected Bikeway

Strong & Fearless

Will ride with auto traffic
(will ride within on-street bike lanes and on bike boulevards)

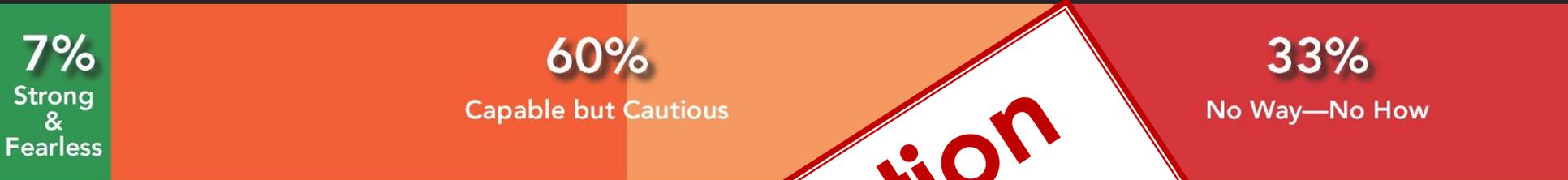


Capable but Cautious

Will NOT ride with auto traffic
(will only ride on protected bikeway)



Potential Bike Riders



40% Potential Mode Share

Strong & Fearless

Will ride with auto traffic
(will ride on all lanes and on

40% Solution
Separating Cars & Bikes
Stimulates Bike Travel

Capable but Cautious

Will NOT ride with auto traffic
(will only ride on protected bikeway)





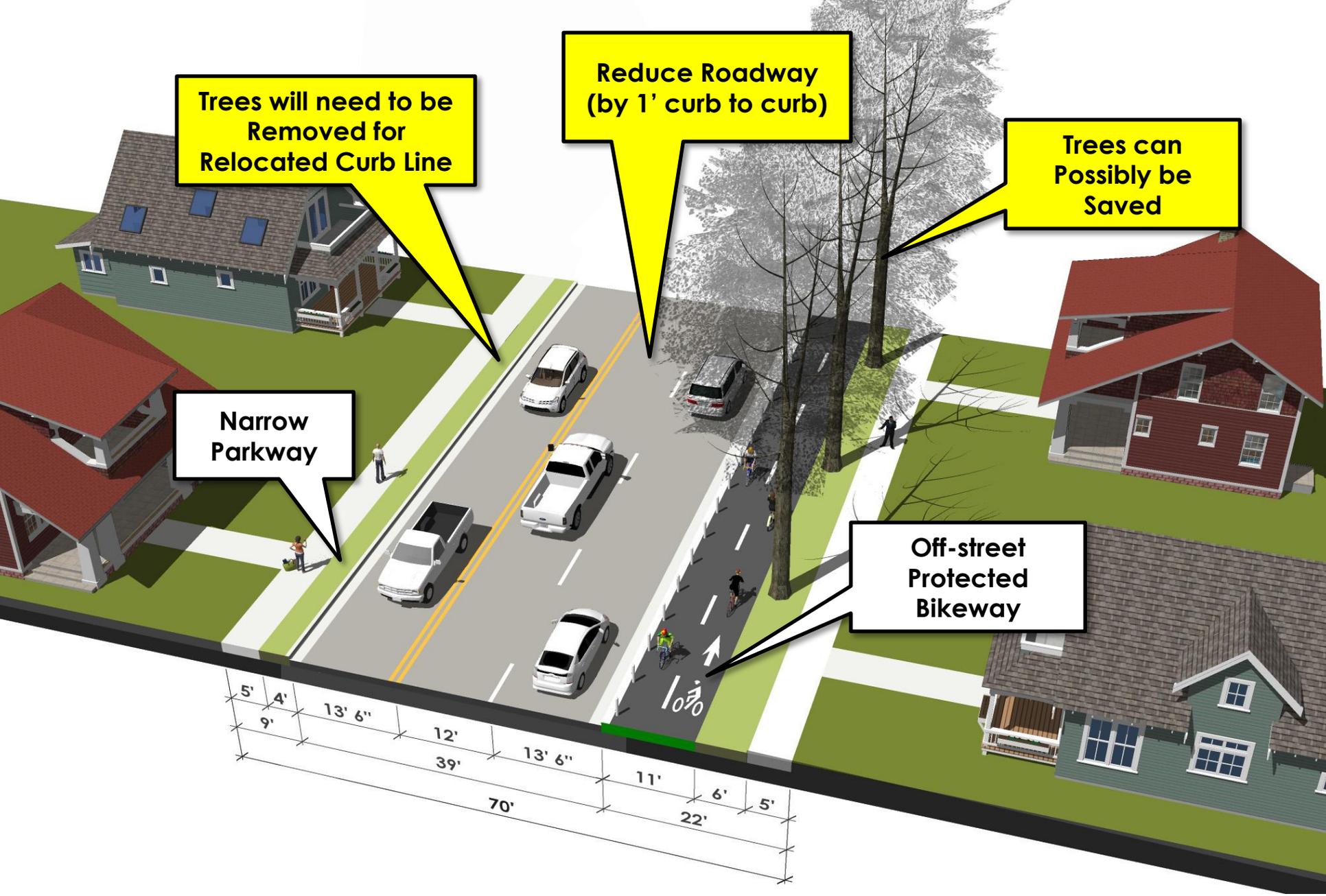
**Protected
Bike Lane**

Parking

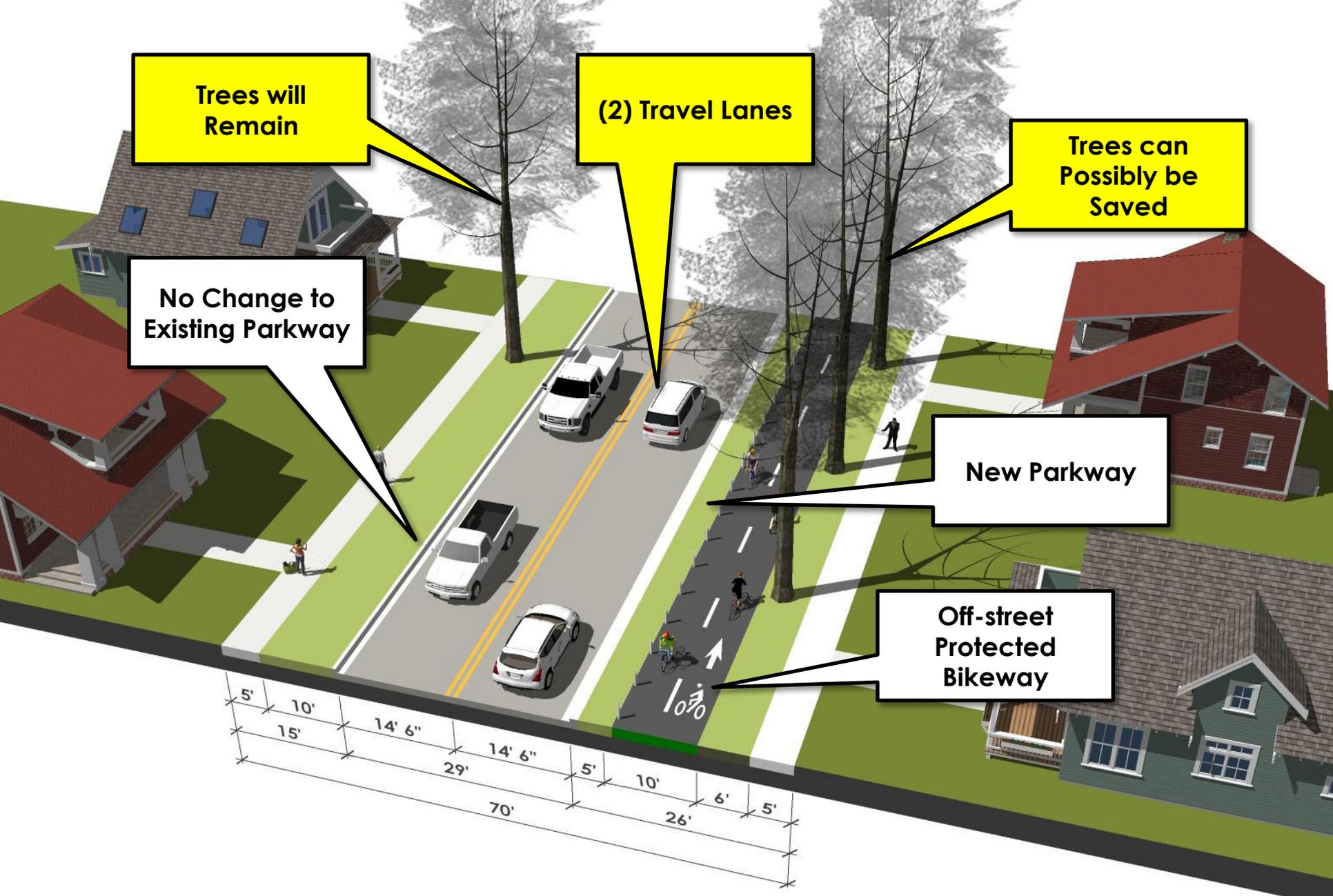
Missoula Example — Bicycles Protected from Traffic



Protected from Traffic



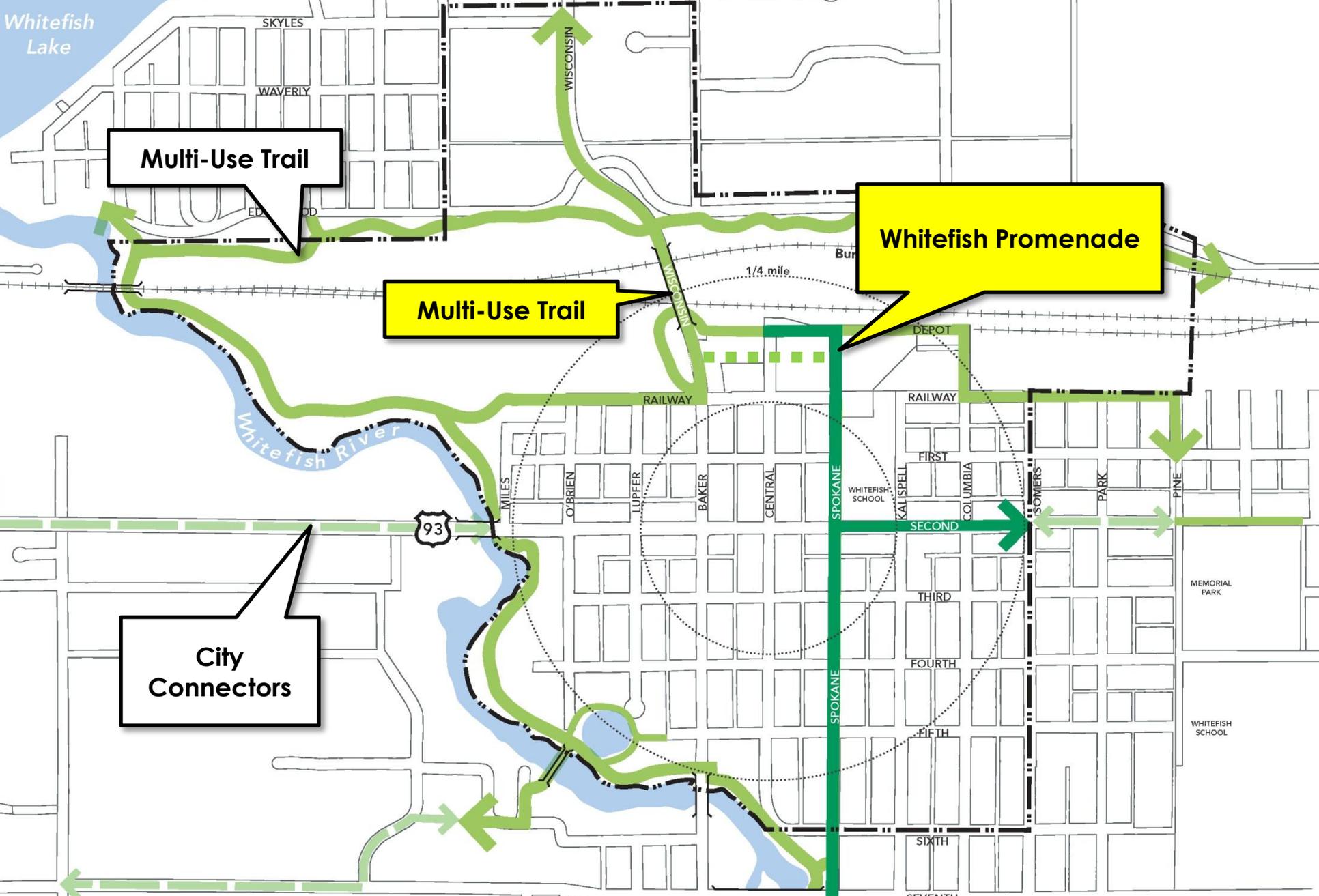
Contra Flow Option with Protected Bikeway



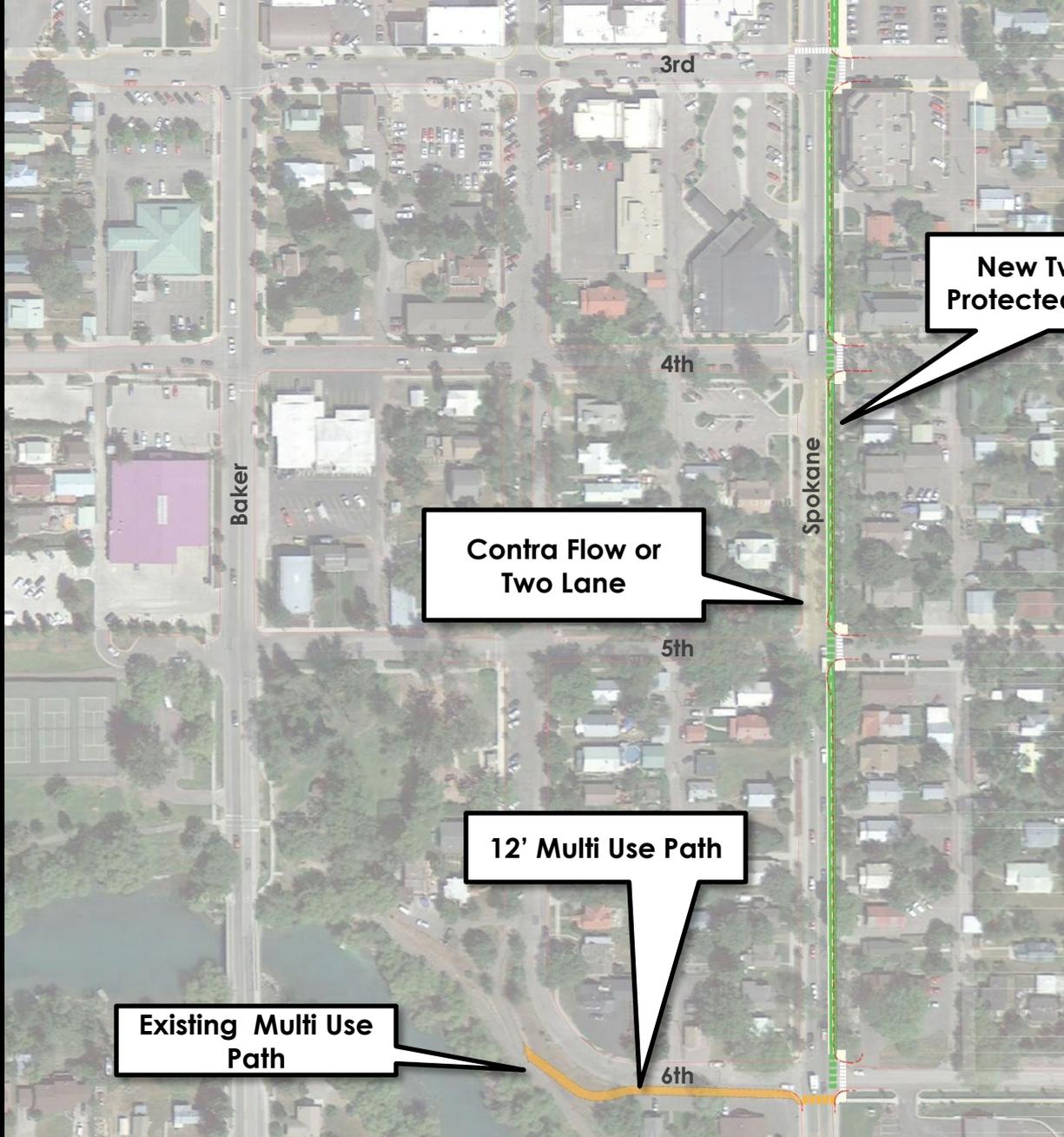
Two Lane Option with Protected Bikeway



Whitefish Promenade Concept (Spokane Segment)



Bicycle Framework— 2014 (Proposed)



**New Two-Way
Protected Bikeway**

**Contra Flow or
Two Lane**

12' Multi Use Path

**Existing Multi Use
Path**

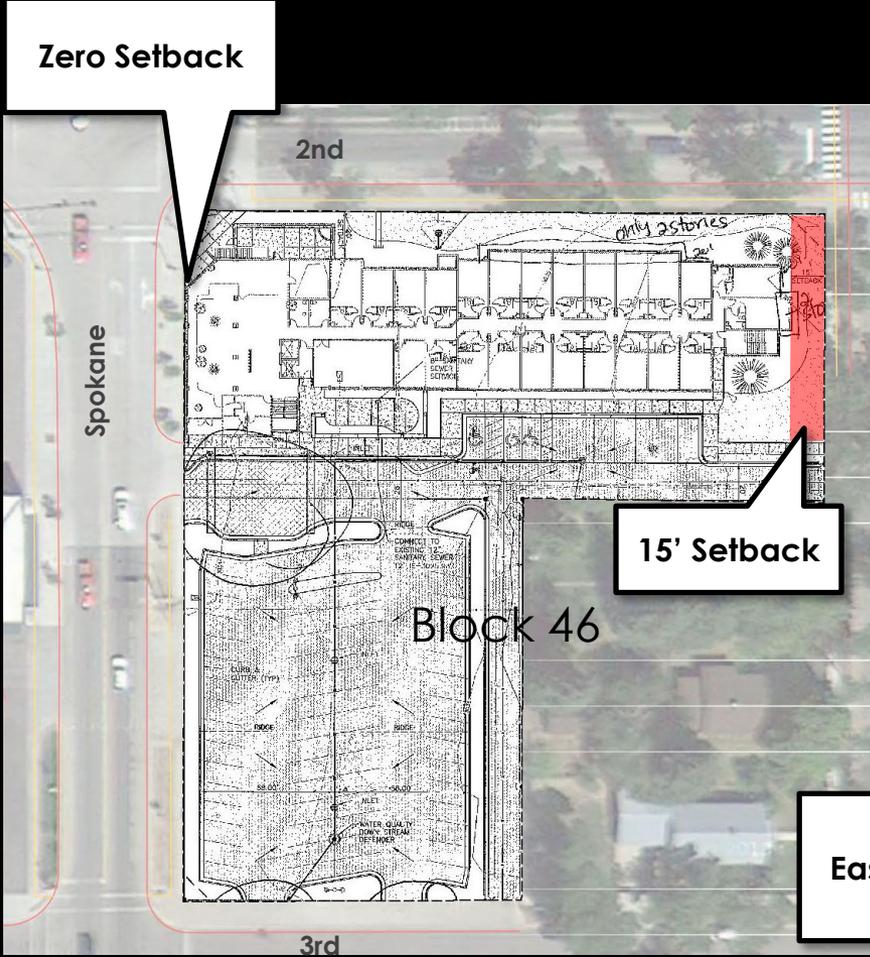
Whitefish Promenade (6th Street to 3rd Street)



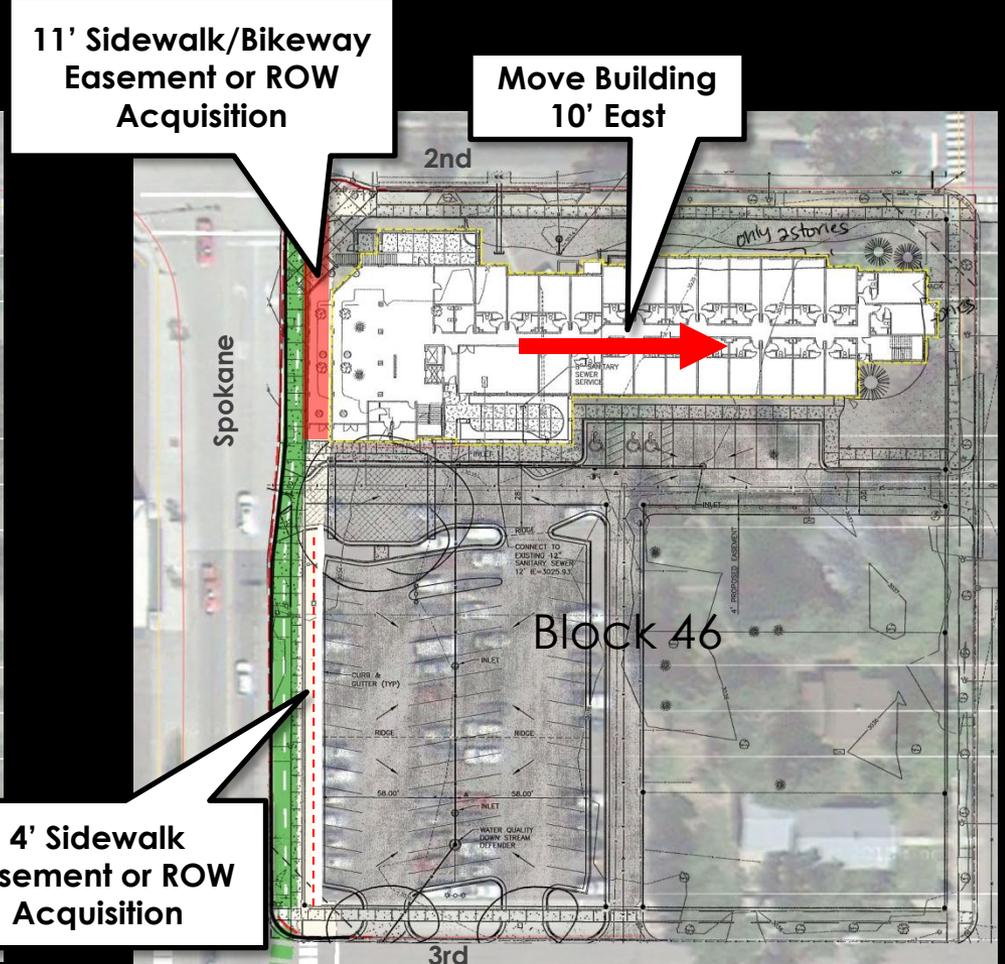
**Maintain All Existing Highway
93 Roadway Intersection
Improvements**

**Address Proposed
Hotel Protected
Bikeway Issues**

Protected Bikeway (2nd to Depot)

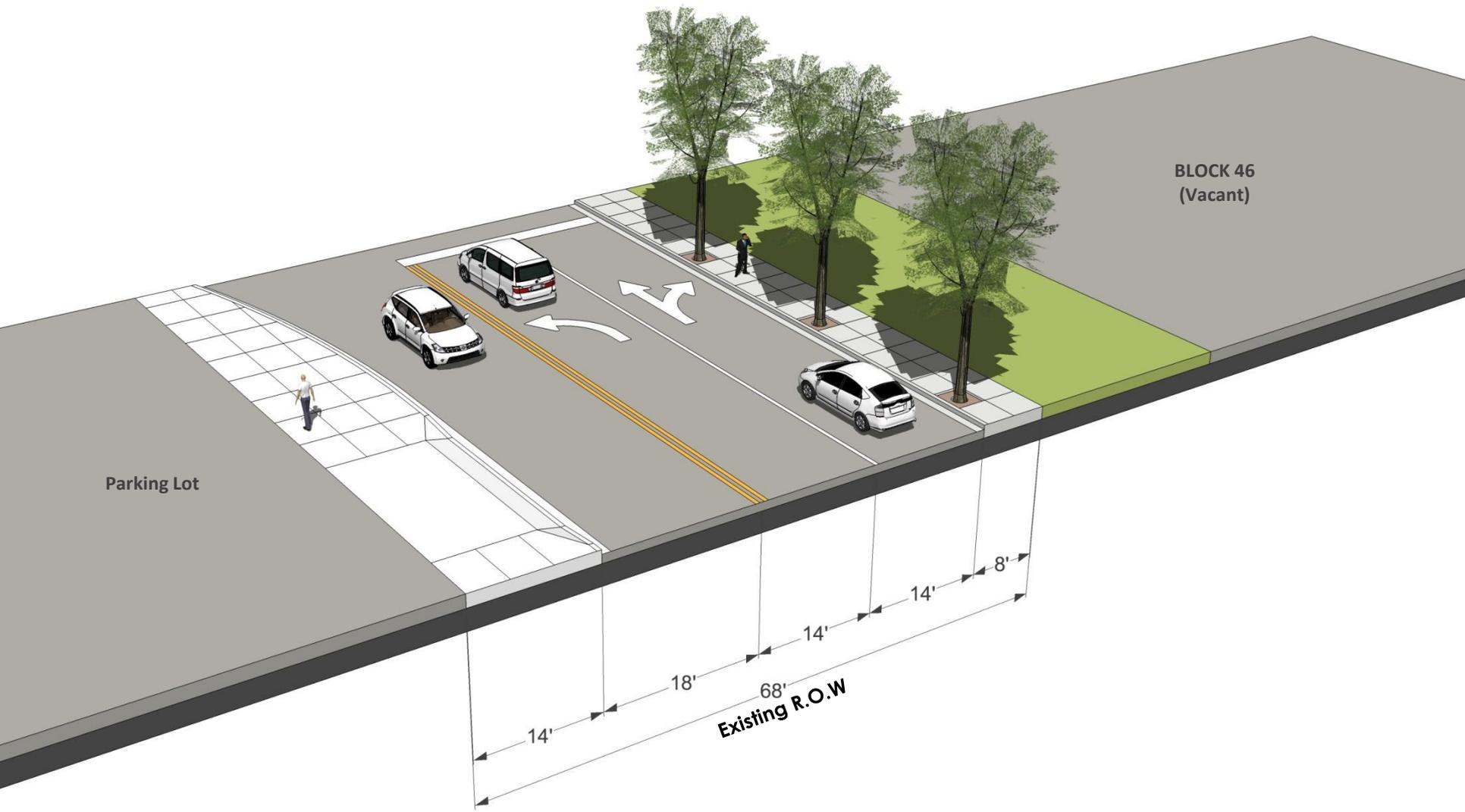


Proposed Site Plan

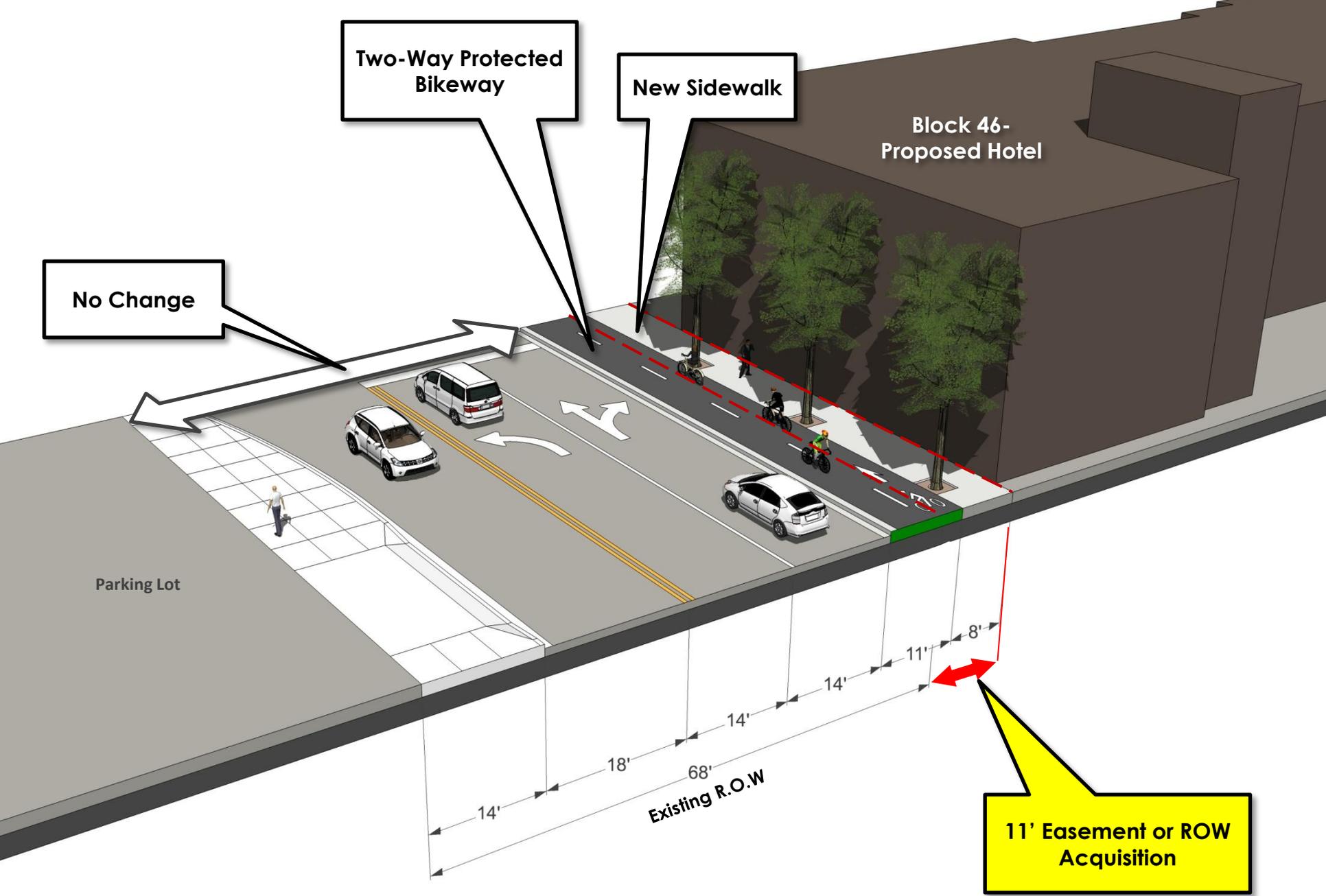


Suggested Site Plan Modifications

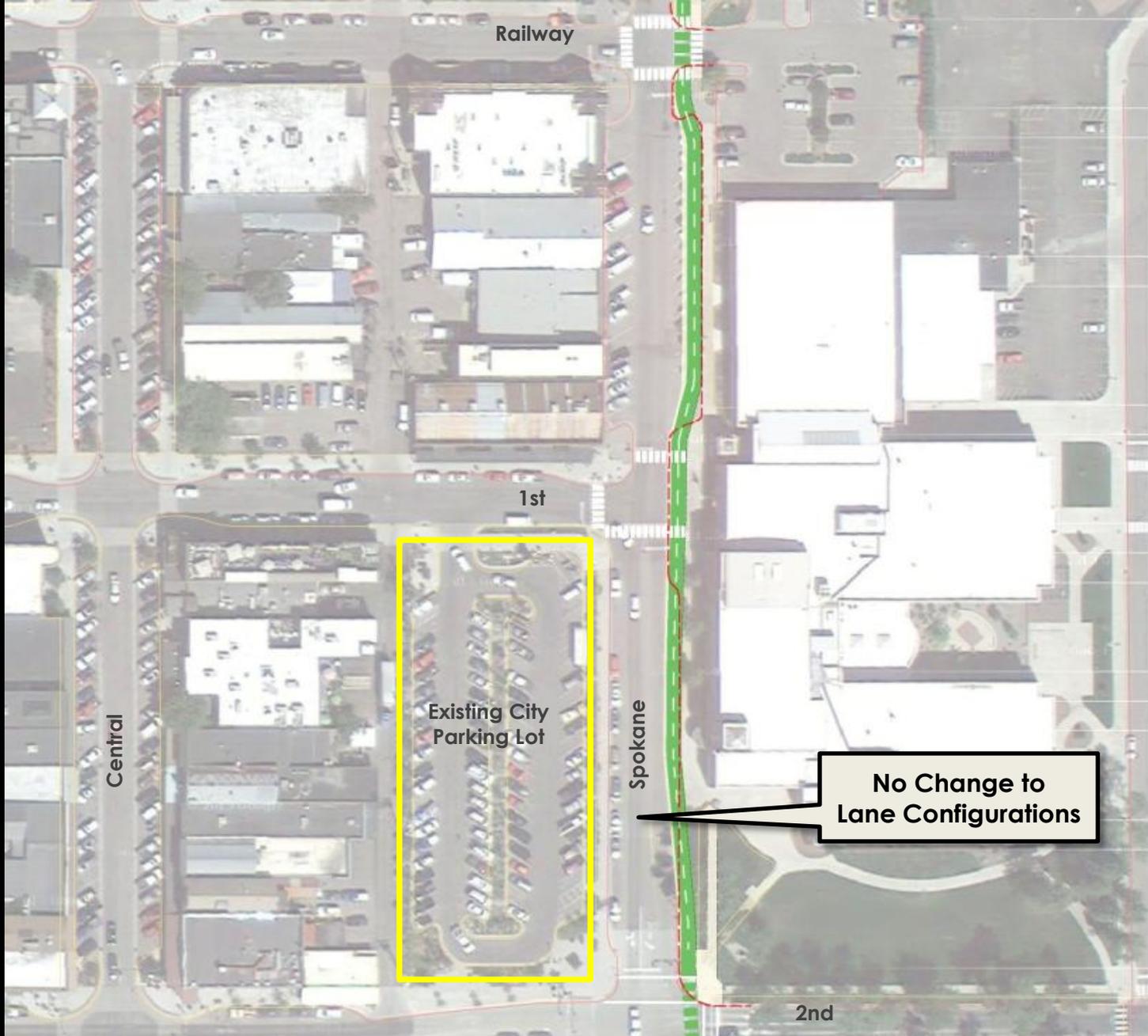
Block 46—Bikeway/Hotel Concept



Existing Spokane Avenue (South of 2nd Street Intersection)



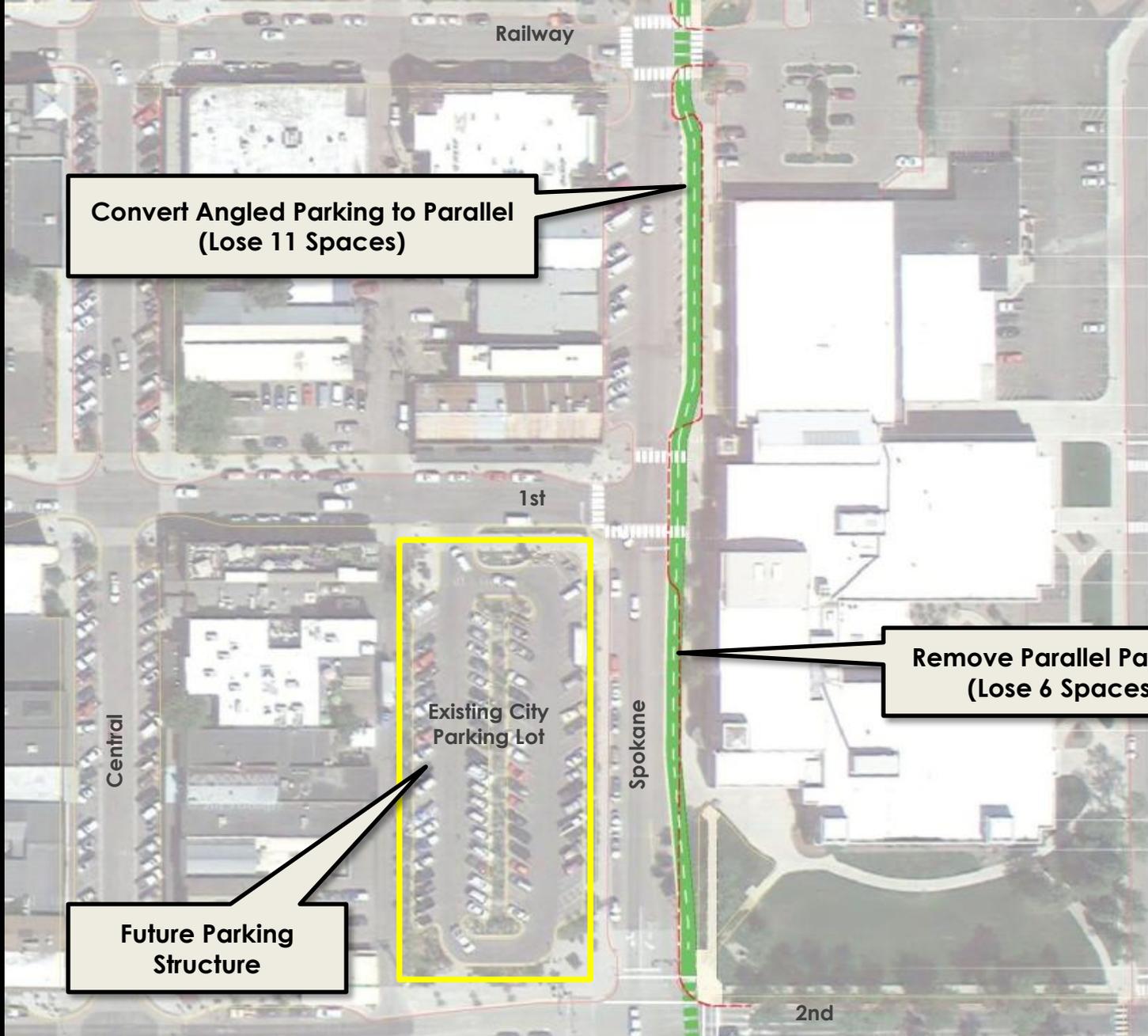
Whitefish Promenade (South of 2nd Street Intersection)



Whitefish Promenade (2nd to Railway)



Whitefish Promenade (2nd to Railway)

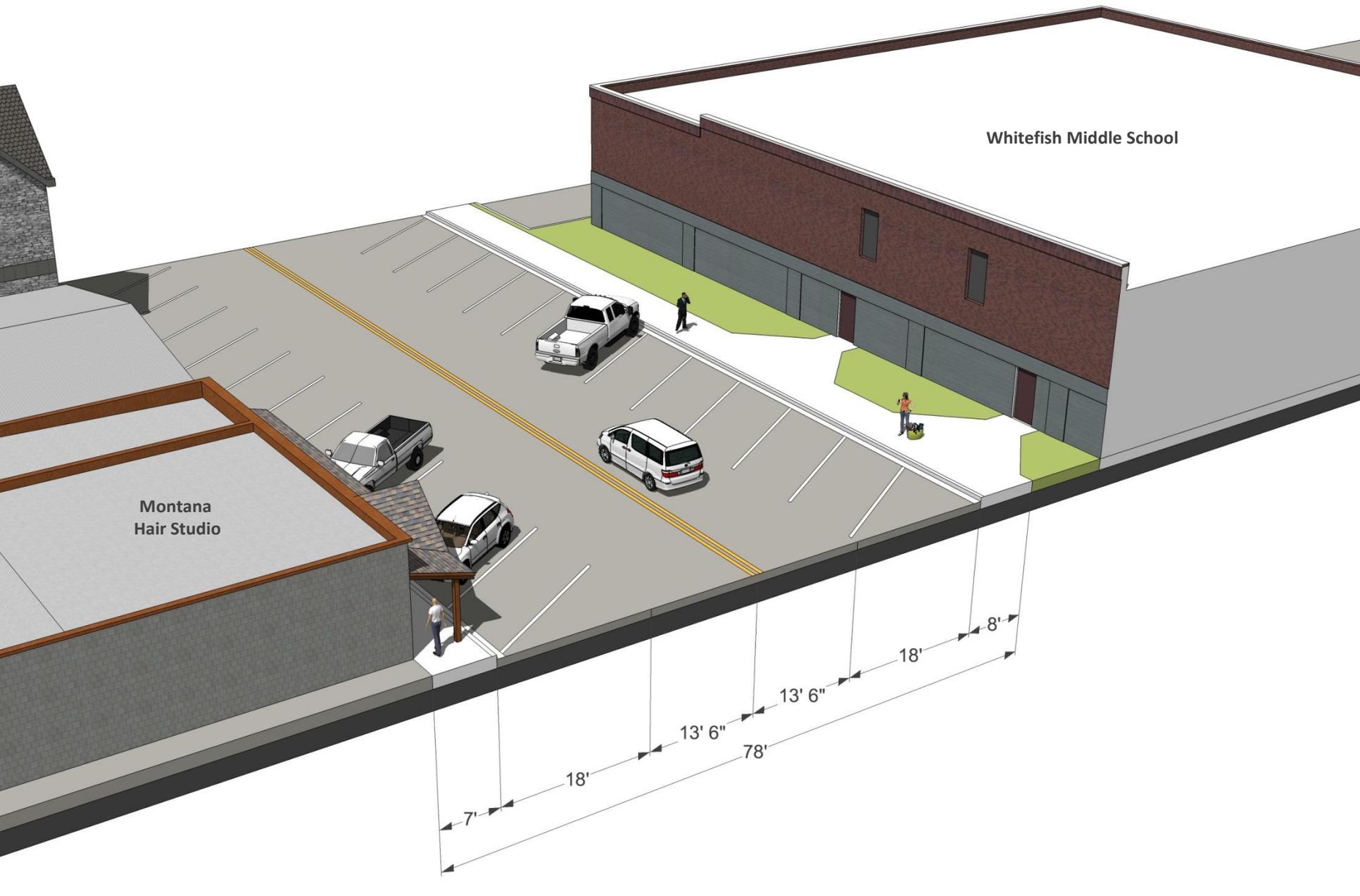


**Convert Angled Parking to Parallel
(Lose 11 Spaces)**

**Remove Parallel Parking
(Lose 6 Spaces)**

**Future Parking
Structure**

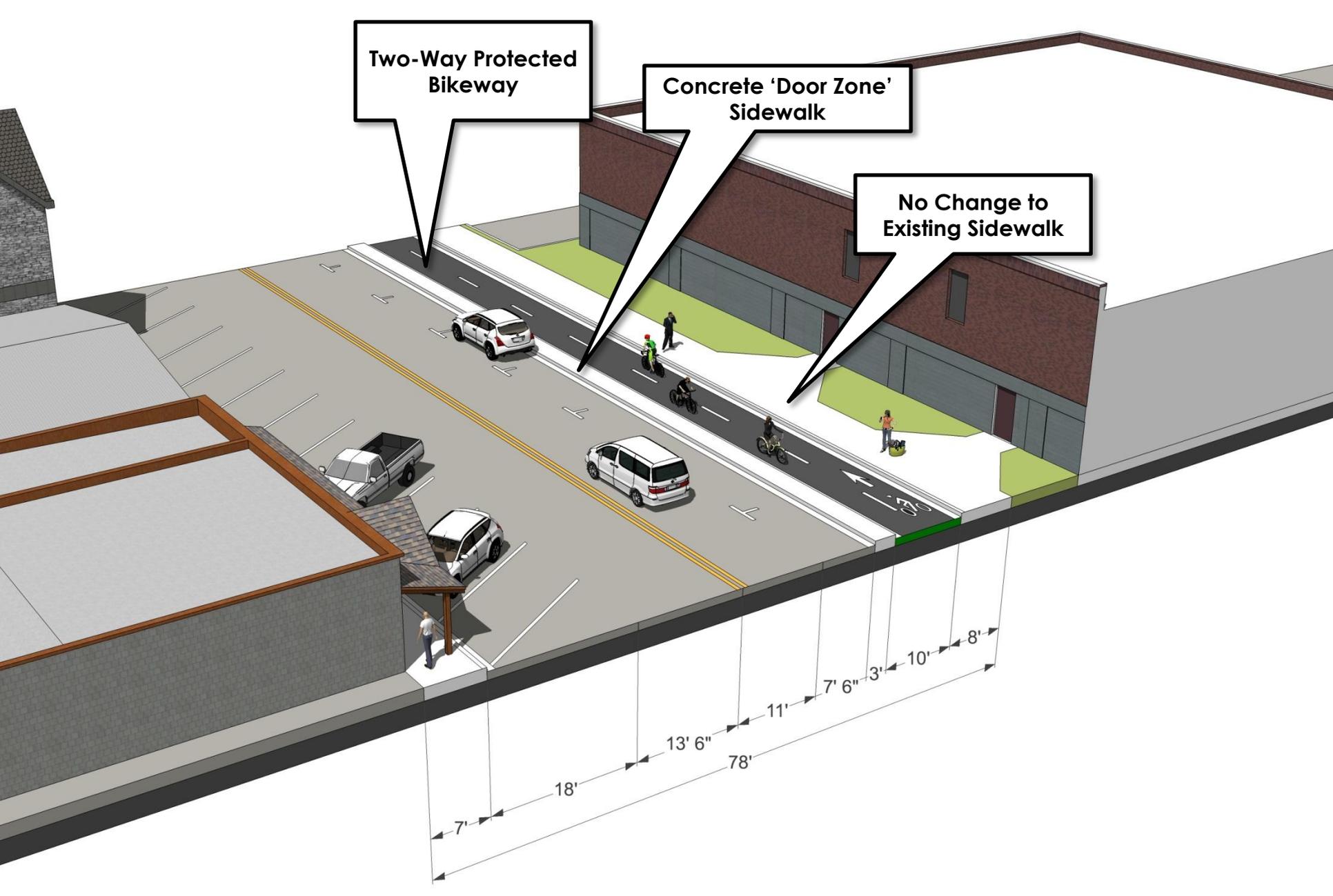
Whitefish Promenade (2nd to Railway)



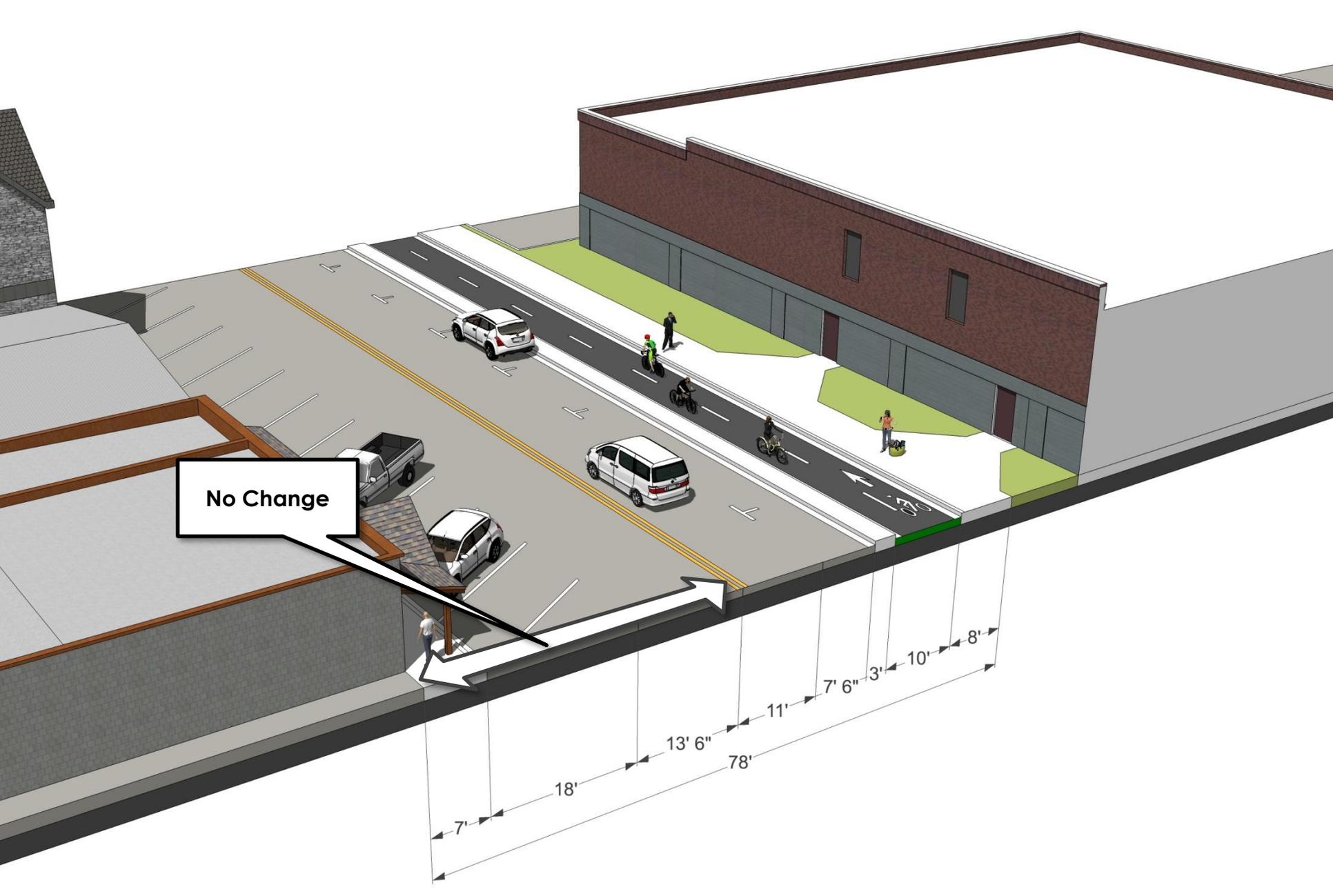
Whitefish Middle School

Montana
Hair Studio

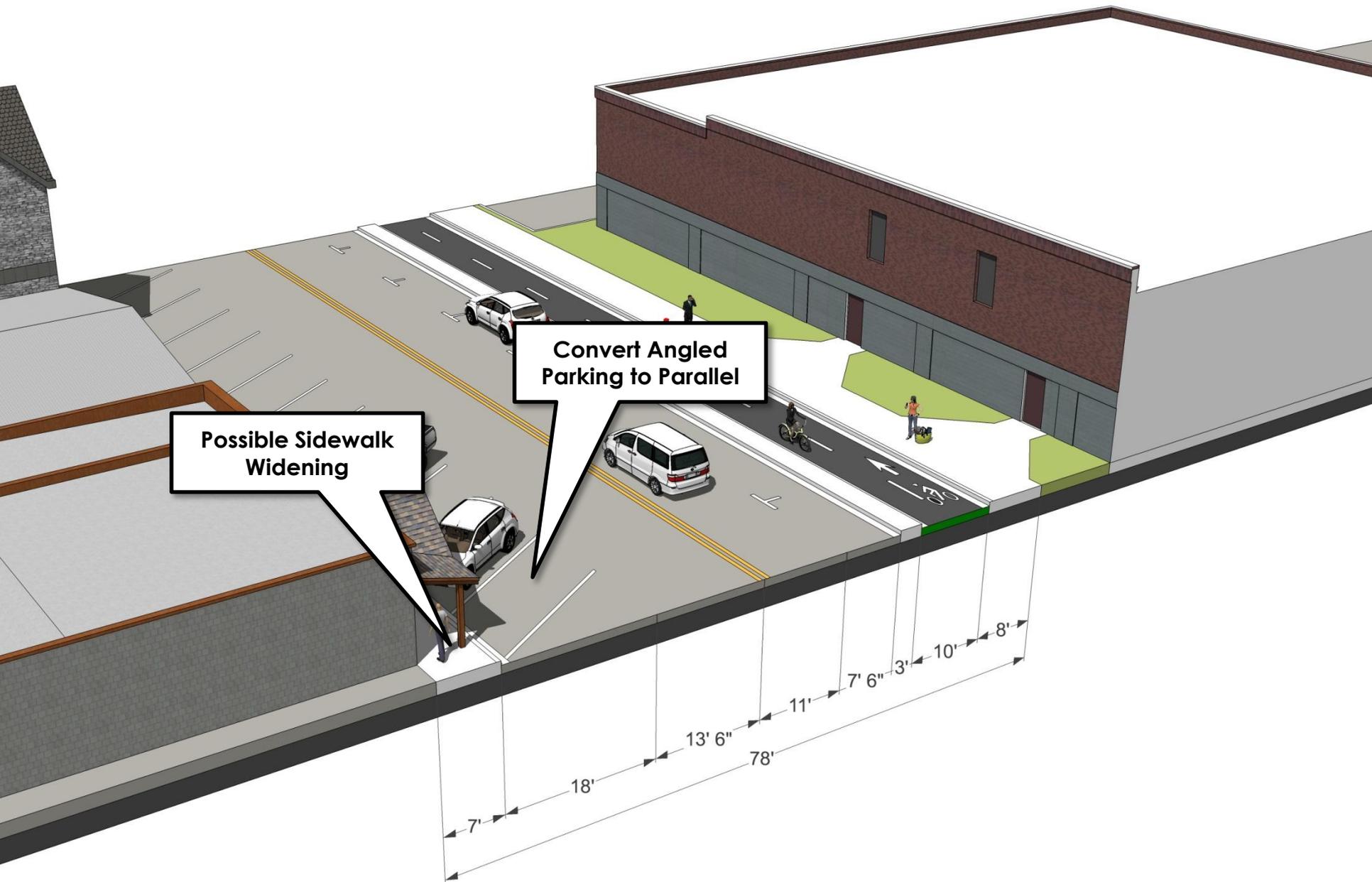
Existing Spokane Avenue (1st to Railway)



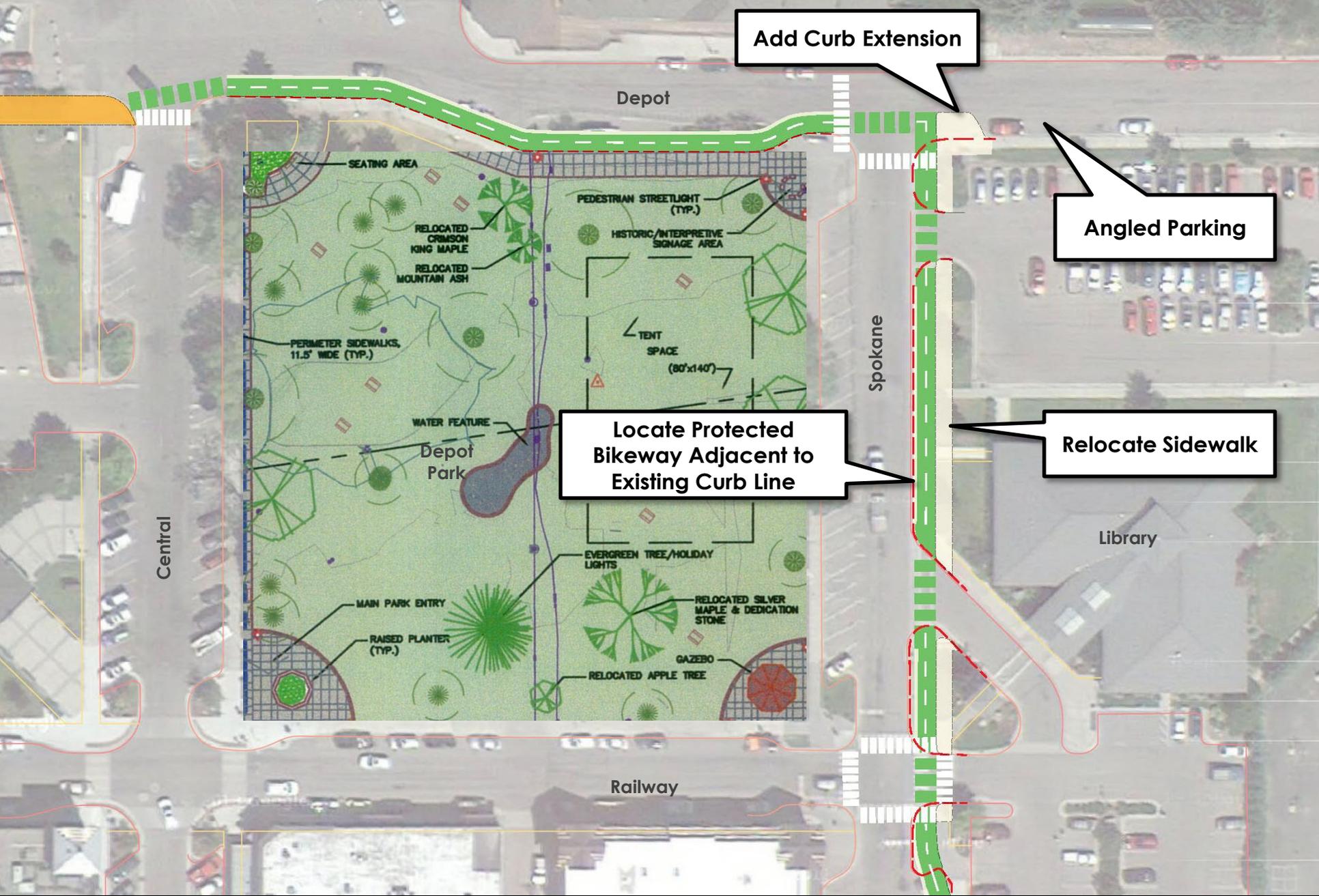
Whitefish Promenade (1st to Railway)



Whitefish Promenade (1st to Railway)



Whitefish Promenade (1st to Railway)



Add Curb Extension

Angled Parking

Relocate Sidewalk

Locate Protected Bikeway Adjacent to Existing Curb Line

Central

Depot

Spokane

Library

Railway

Whitefish Promenade (Railway to Depot) Alternative 1



Depot

12' Multi Use Path

Locate Protected Bikeway Adjacent to Curb Line

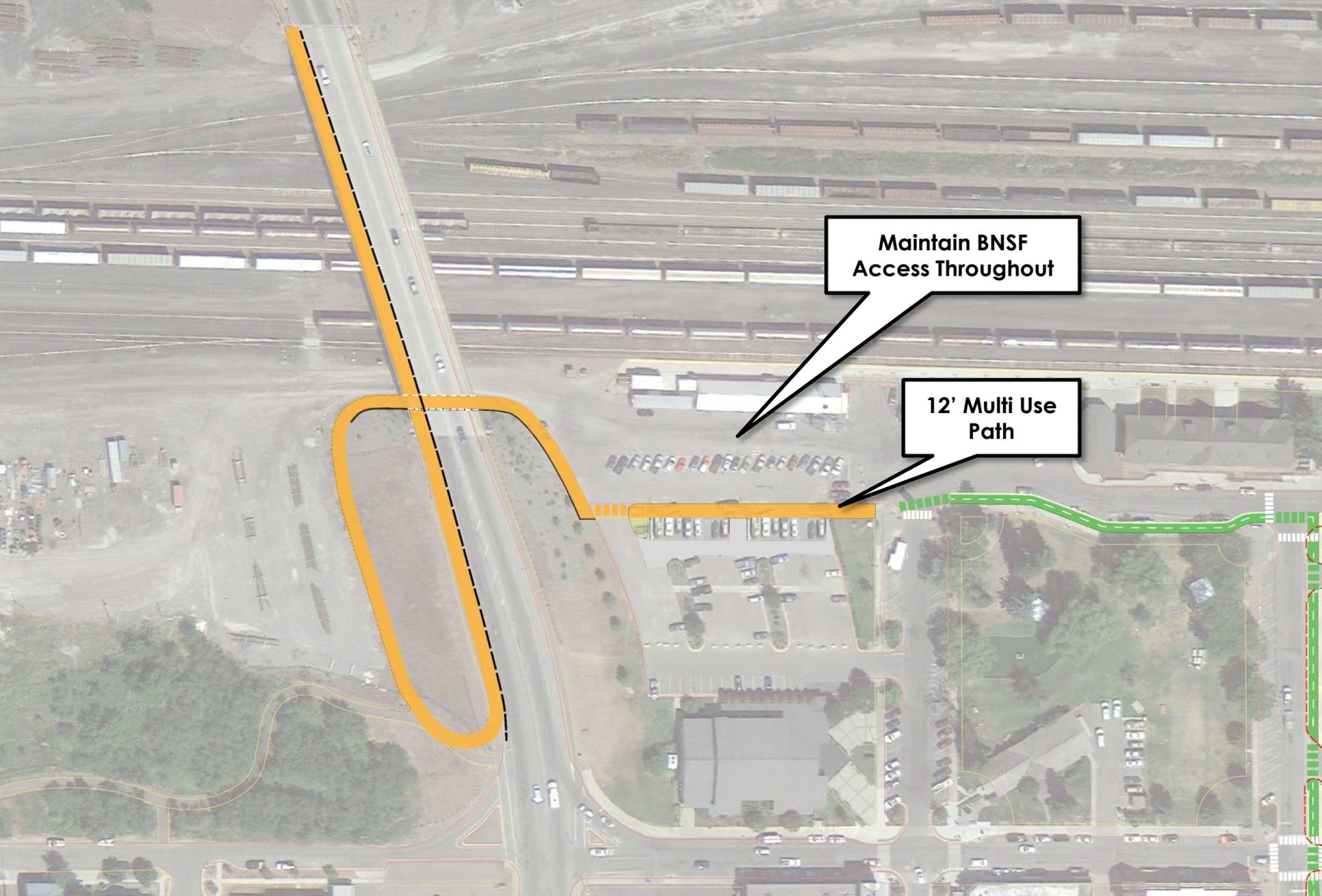
Central

Spokane

Library

Railway

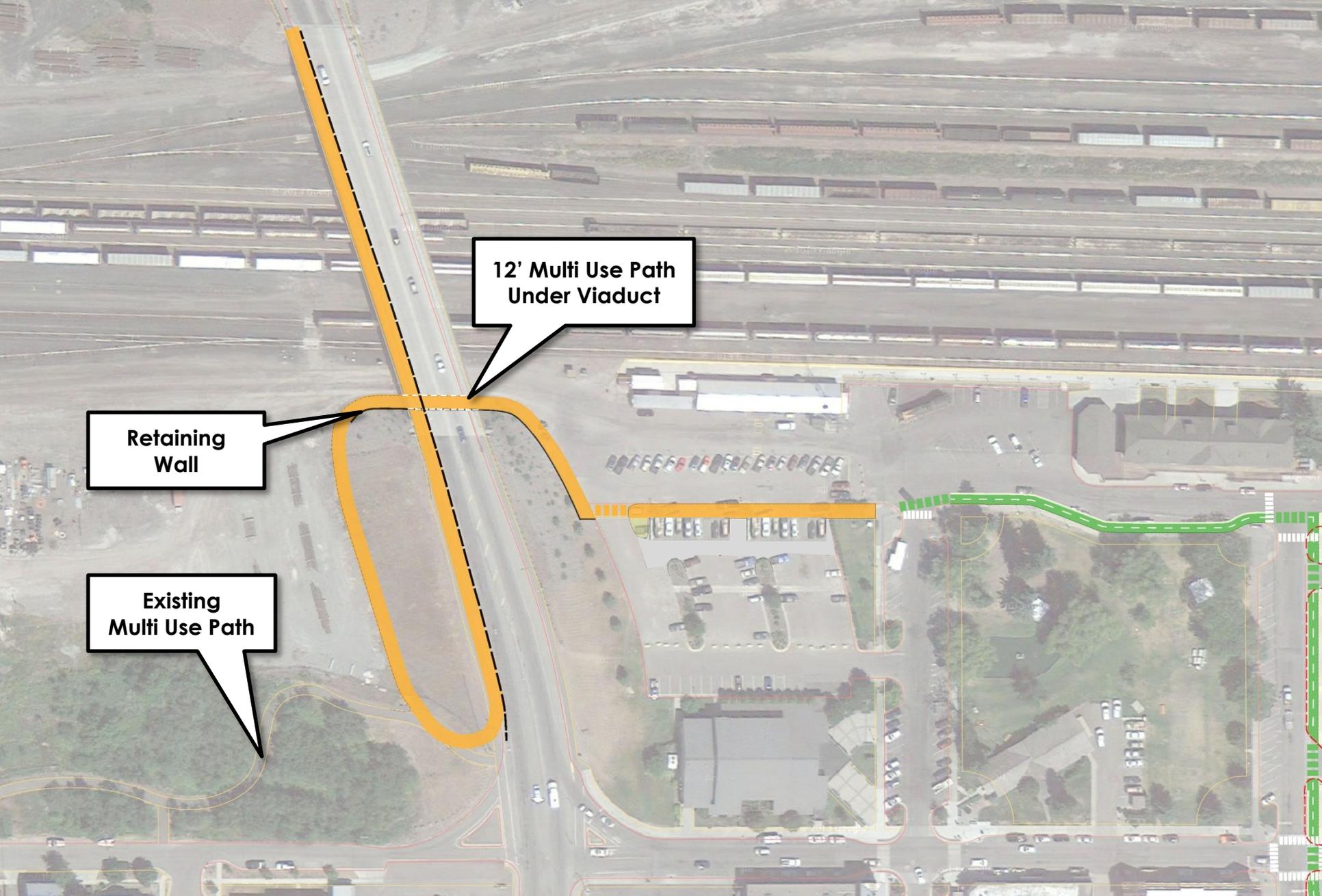
Whitefish Promenade (Railway to Depot) Alternative 1



**Maintain BNSF
Access Throughout**

**12' Multi Use
Path**

Whitefish Promenade (Depot to Wisconsin) Alternative 1



12' Multi Use Path Under Viaduct

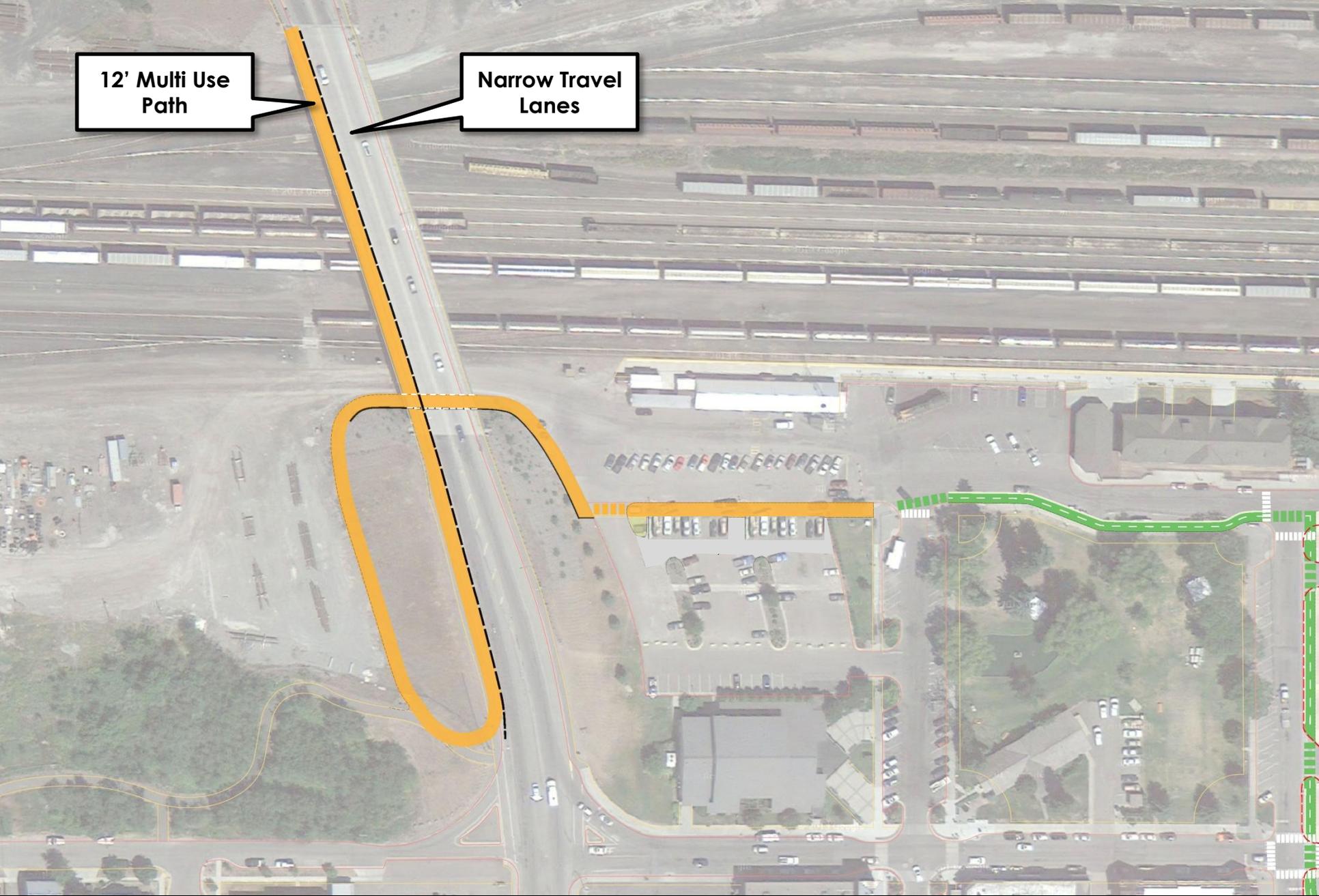
Retaining Wall

Existing Multi Use Path

Whitefish Promenade (Depot to Wisconsin) Alternative 1

12' Multi Use Path

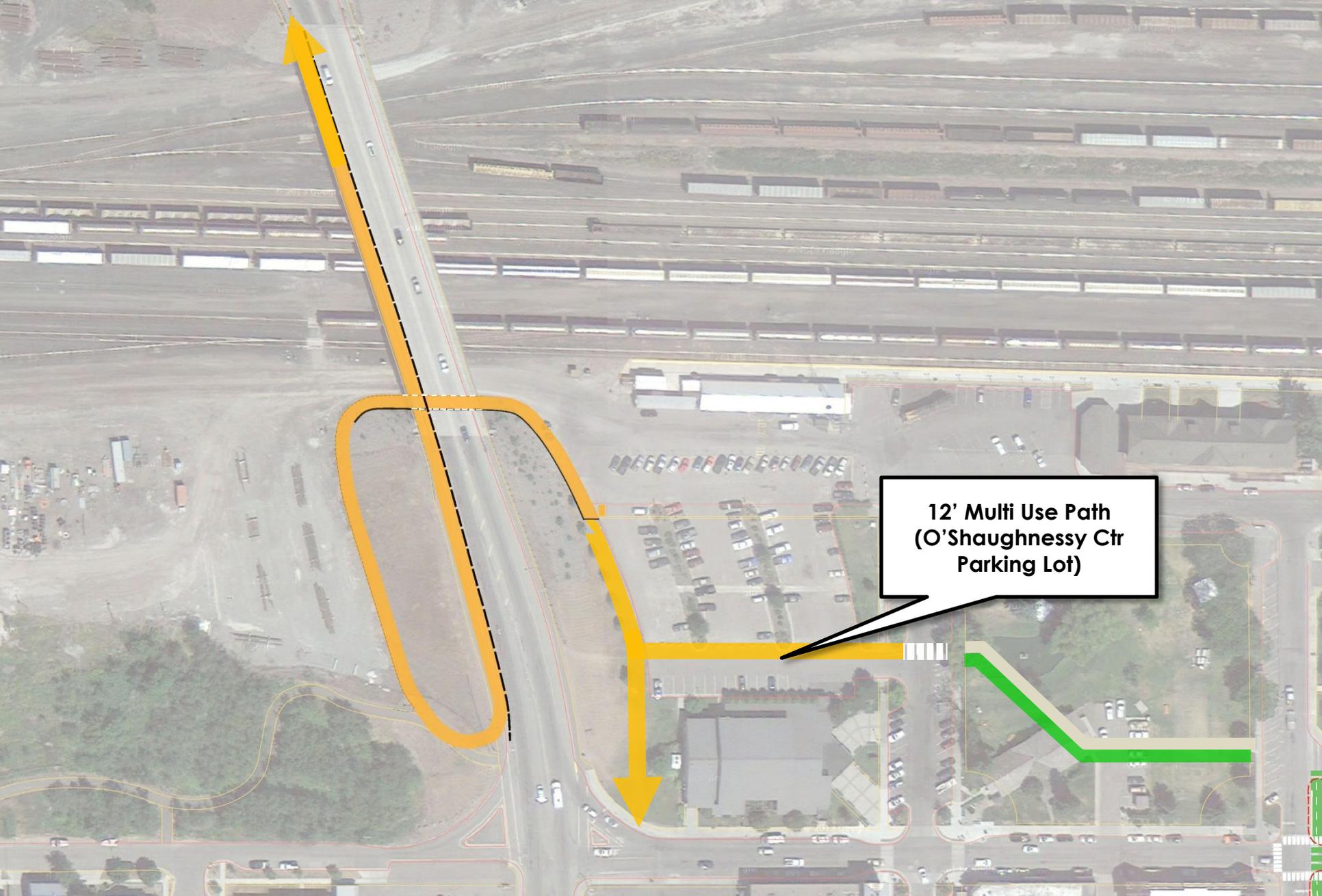
Narrow Travel Lanes



Whitefish Promenade (Depot to Wisconsin) Alternative 1

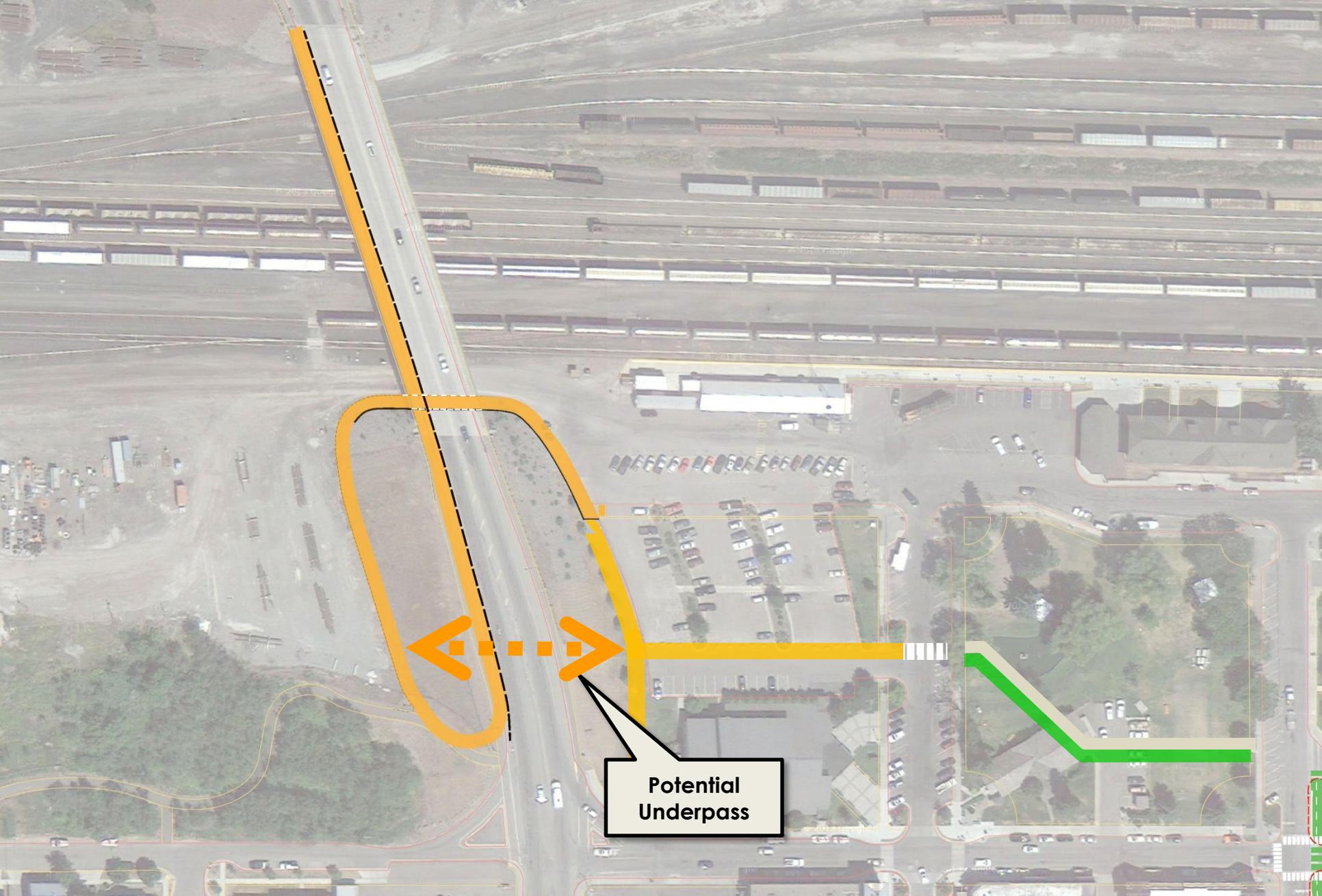


Whitefish Promenade (Railway to Depot Park) Alternative 2



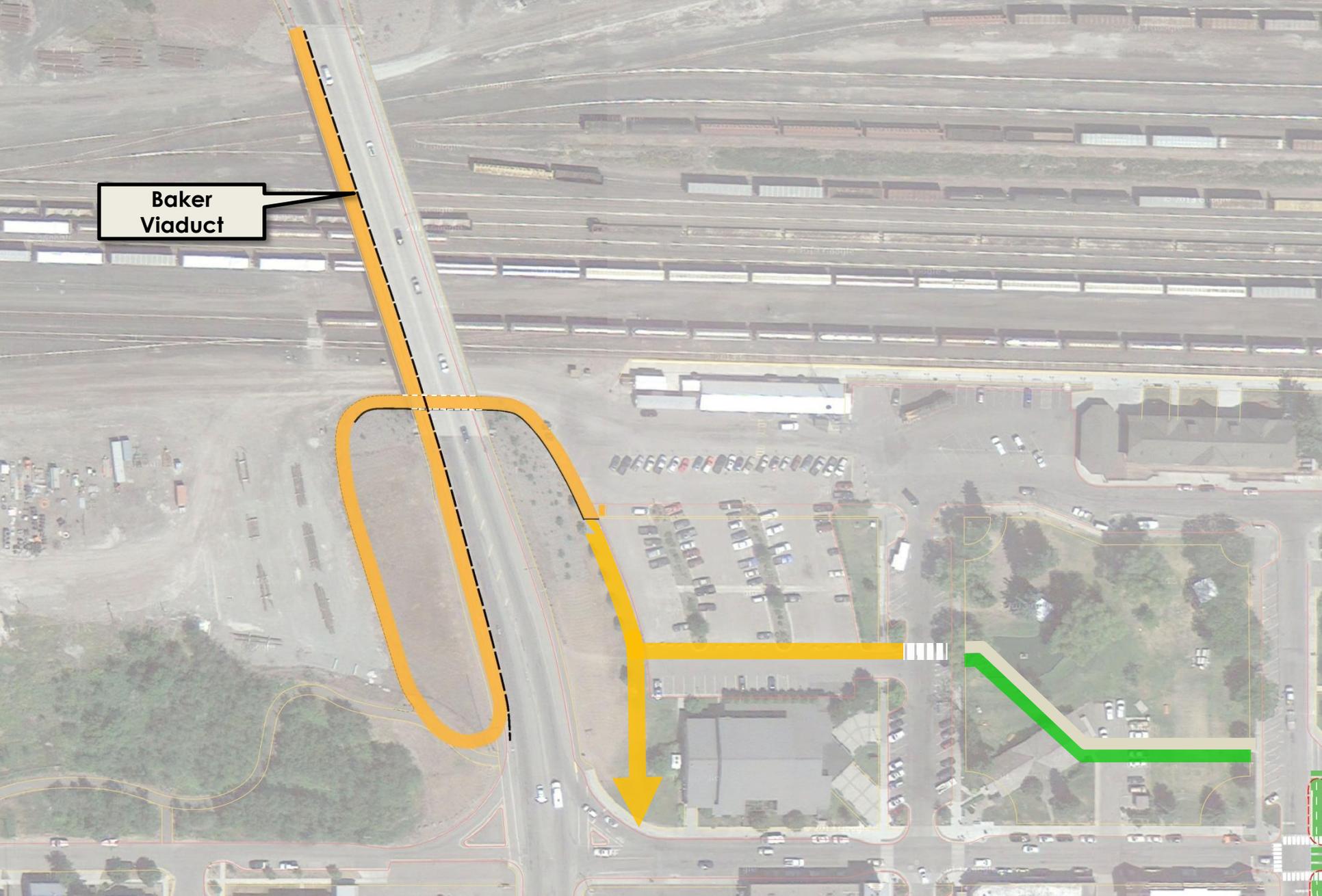
12' Multi Use Path
(O'Shaughnessy Ctr
Parking Lot)

Whitefish Promenade (Depot to Wisconsin)



Potential Underpass

Whitefish Promenade (Depot to Wisconsin)

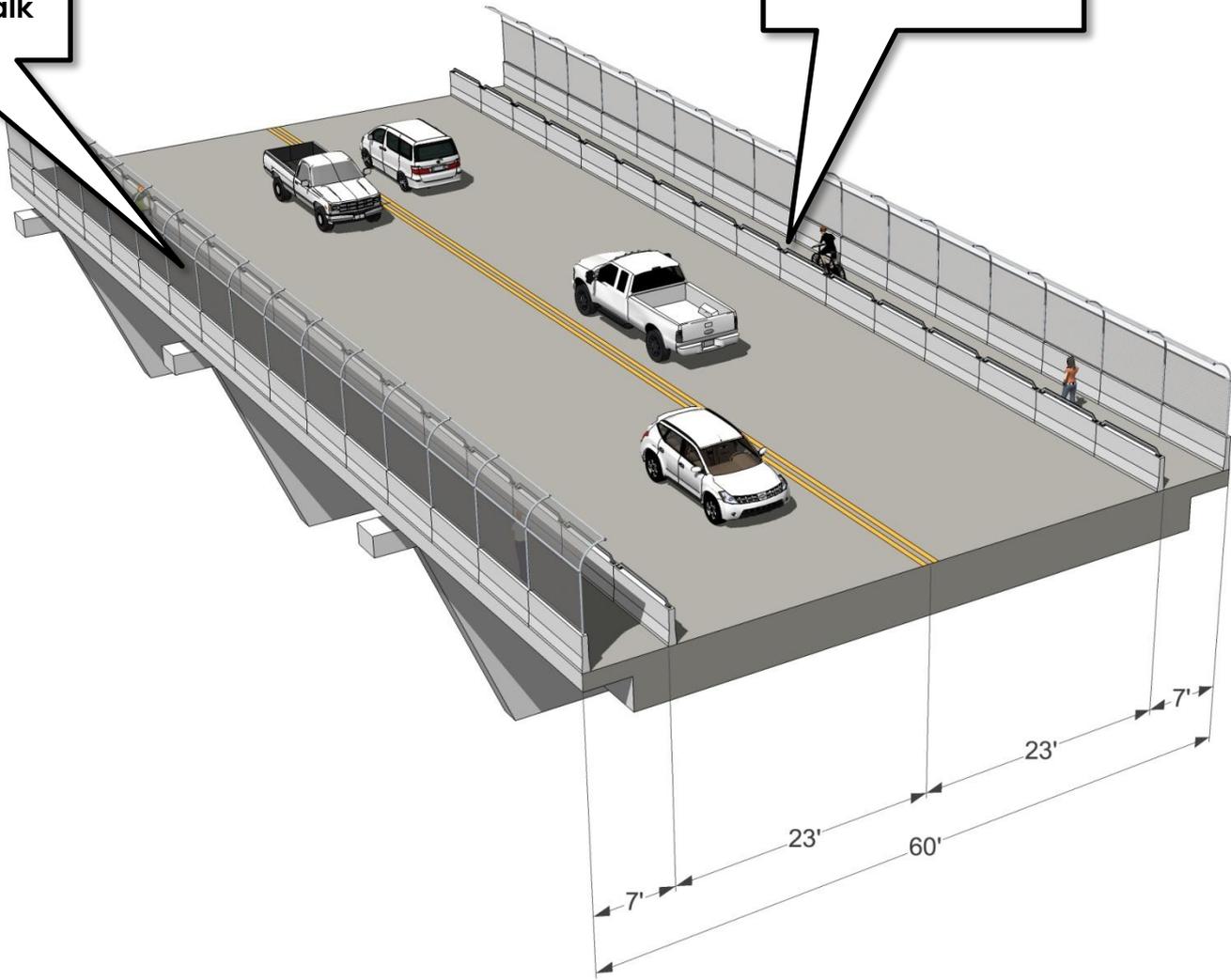


**Baker
Viaduct**

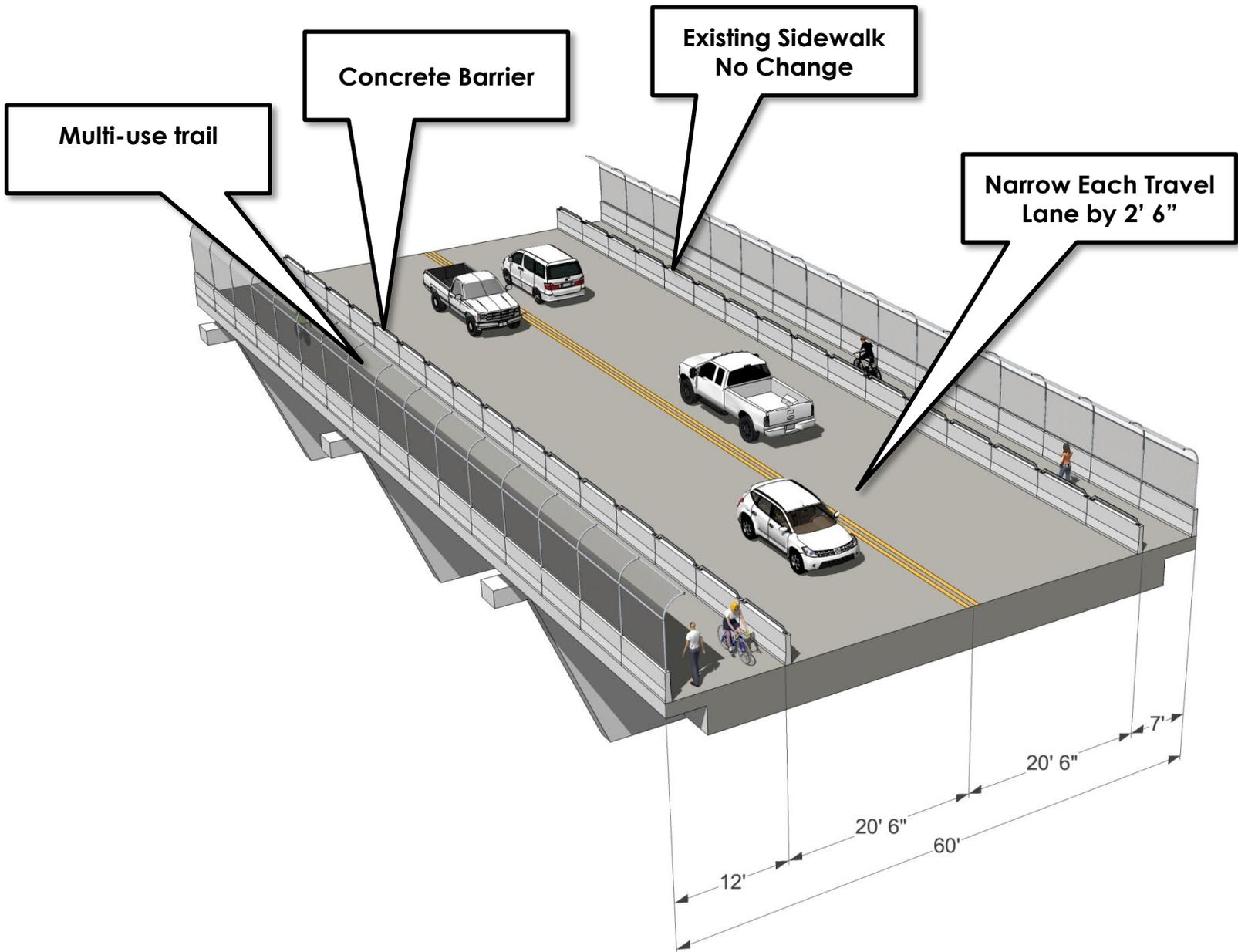
Whitefish Promenade (Viaduct Alternatives)

Existing Sidewalk

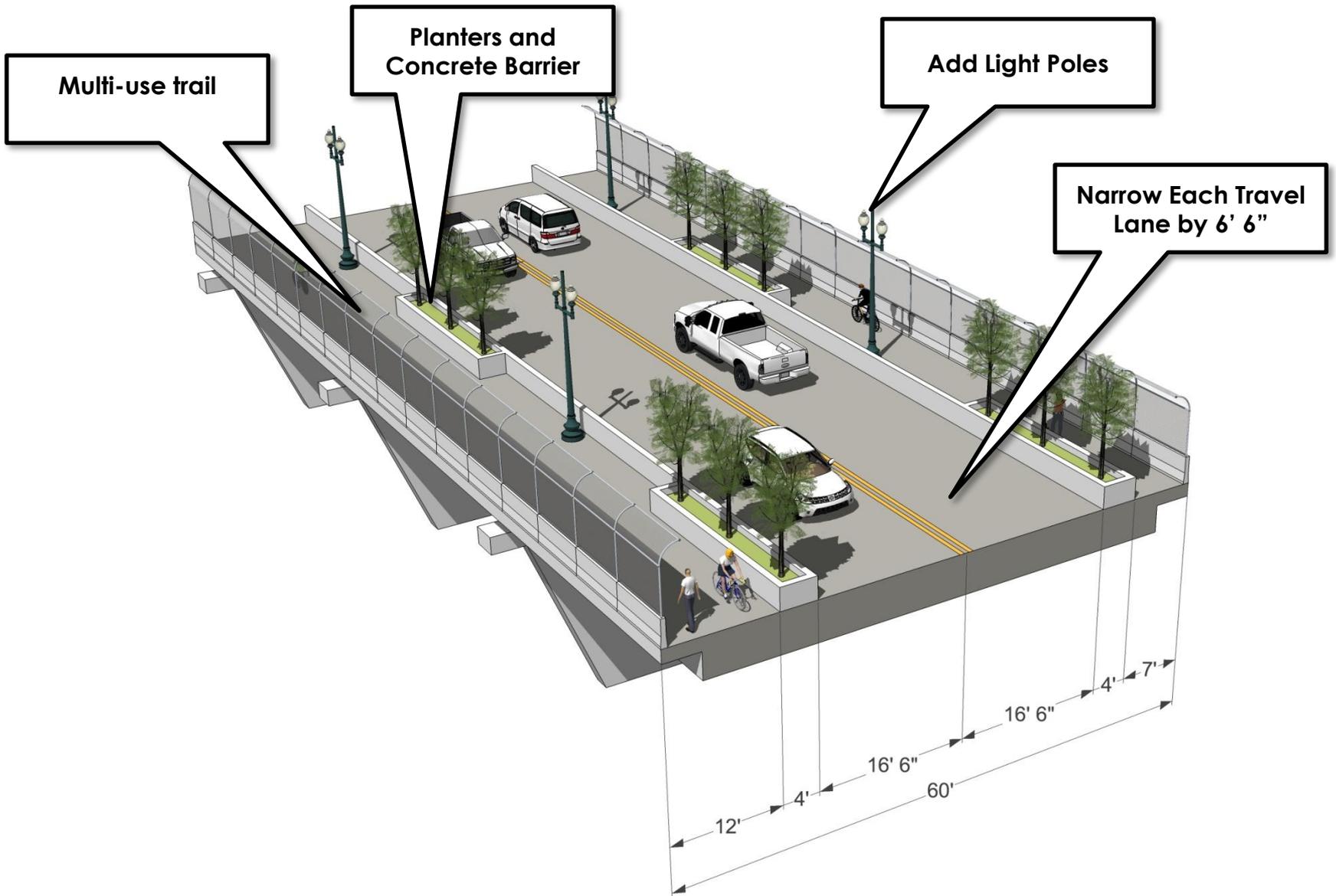
Existing Sidewalk



Existing Viaduct



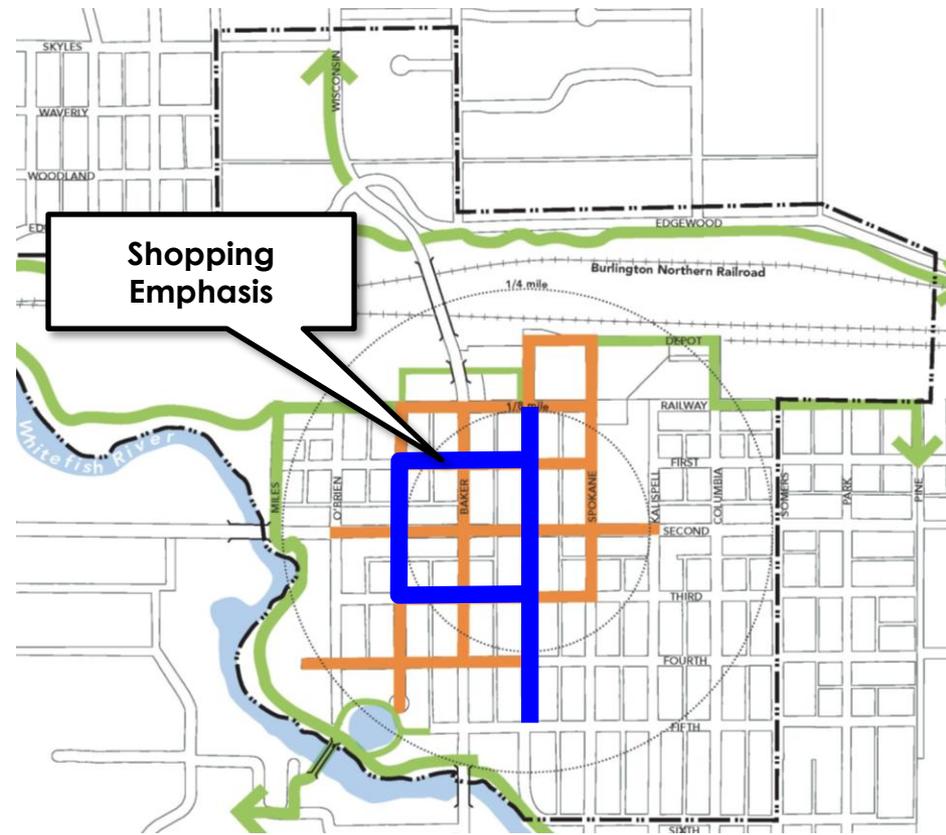
Whitefish Promenade (Viaduct)



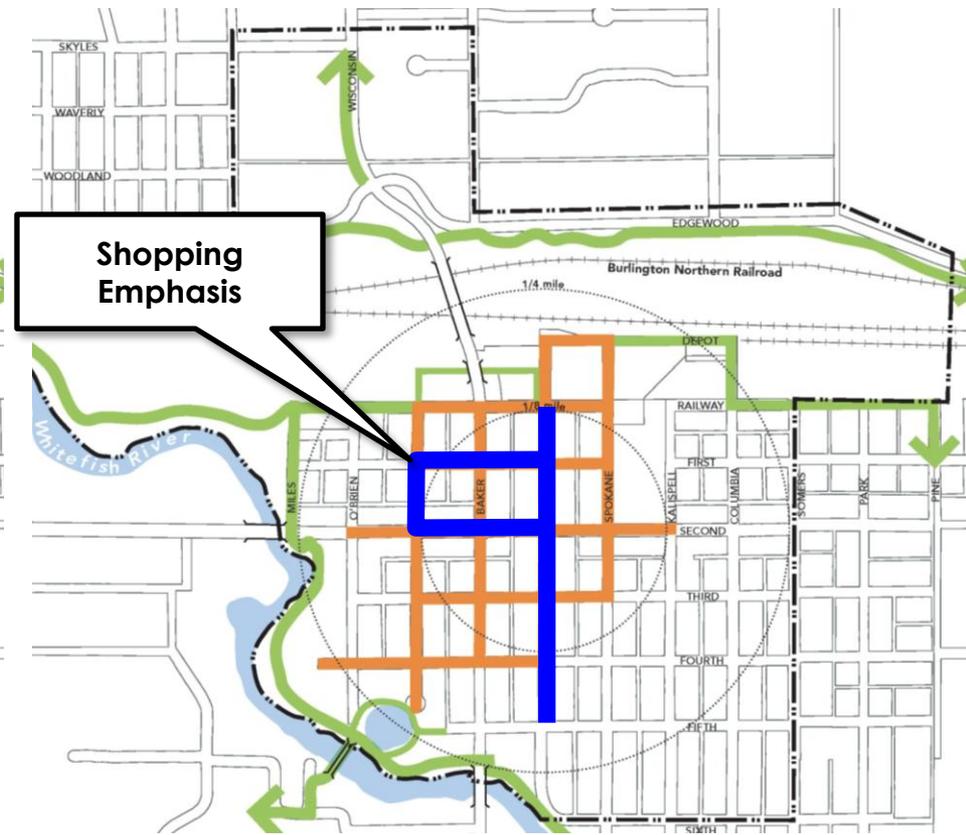
Whitefish Promenade (Viaduct)



New Shopping Emphasis Streets

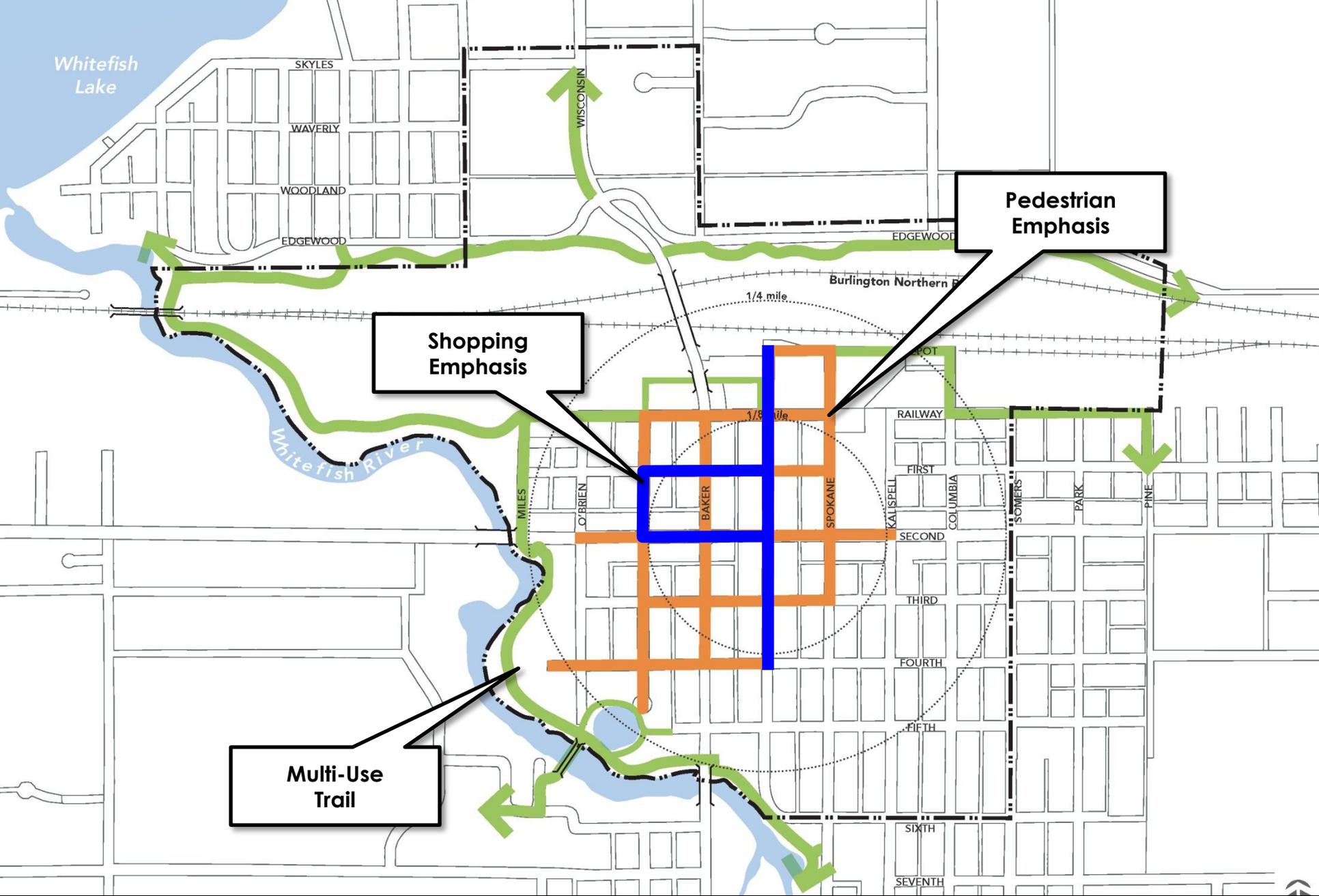


Plan Update- Draft 2013

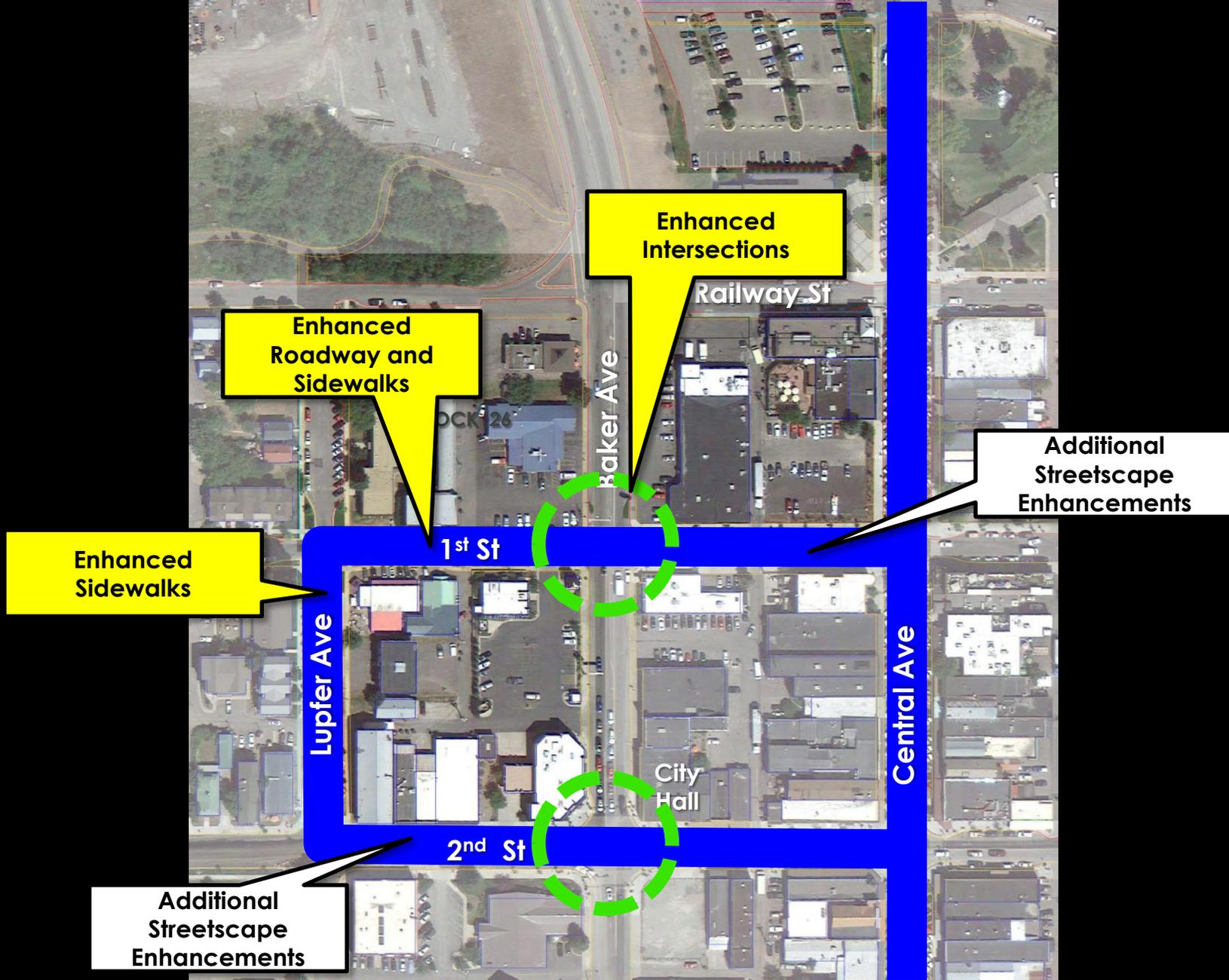


Plan Refinement 2014

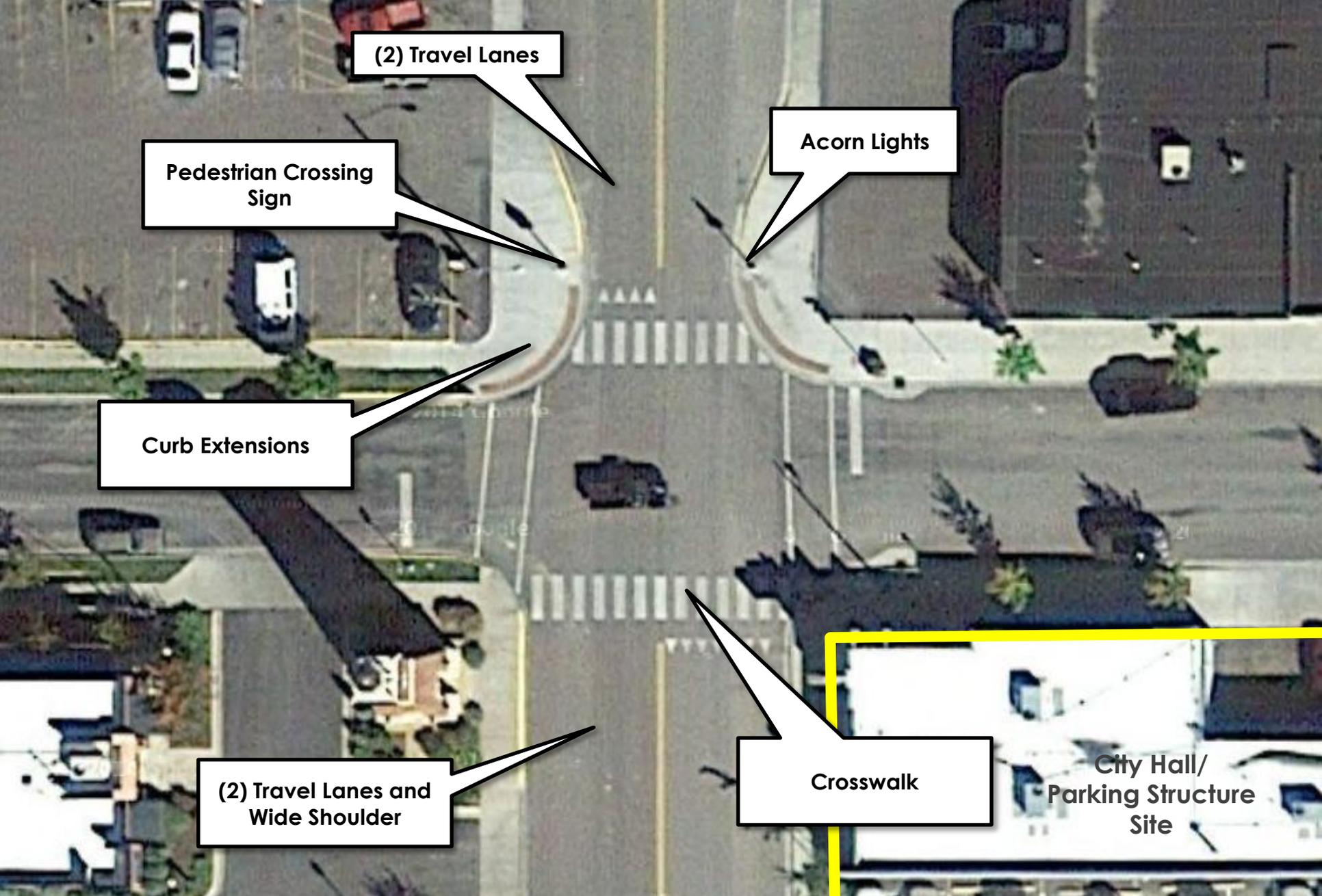
Pedestrian Framework



Pedestrian Framework



Shopping Emphasis Streets (Railway District)



(2) Travel Lanes

Pedestrian Crossing Sign

Acorn Lights

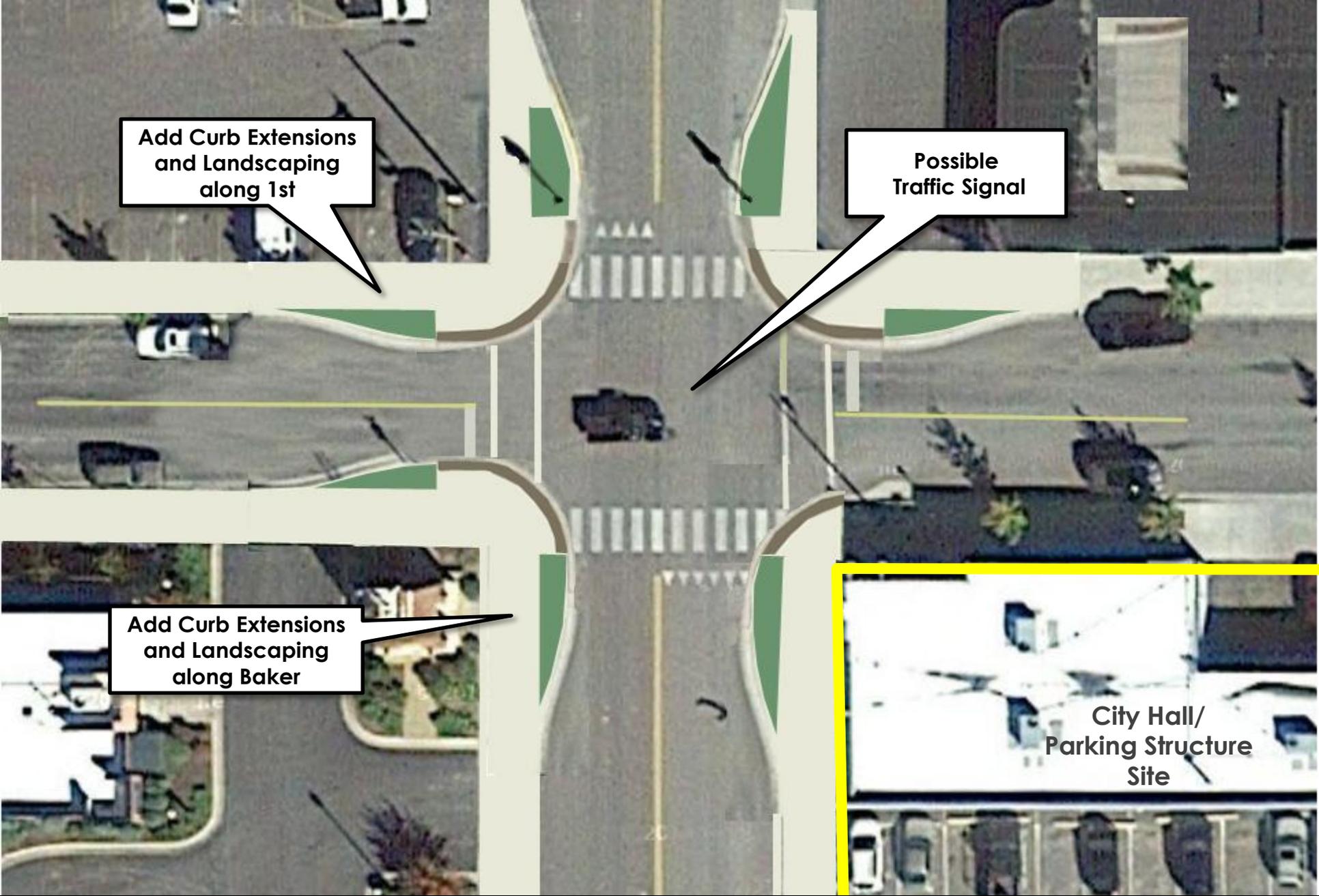
Curb Extensions

(2) Travel Lanes and Wide Shoulder

Crosswalk

City Hall/
Parking Structure Site

Existing Baker & 1st Intersection



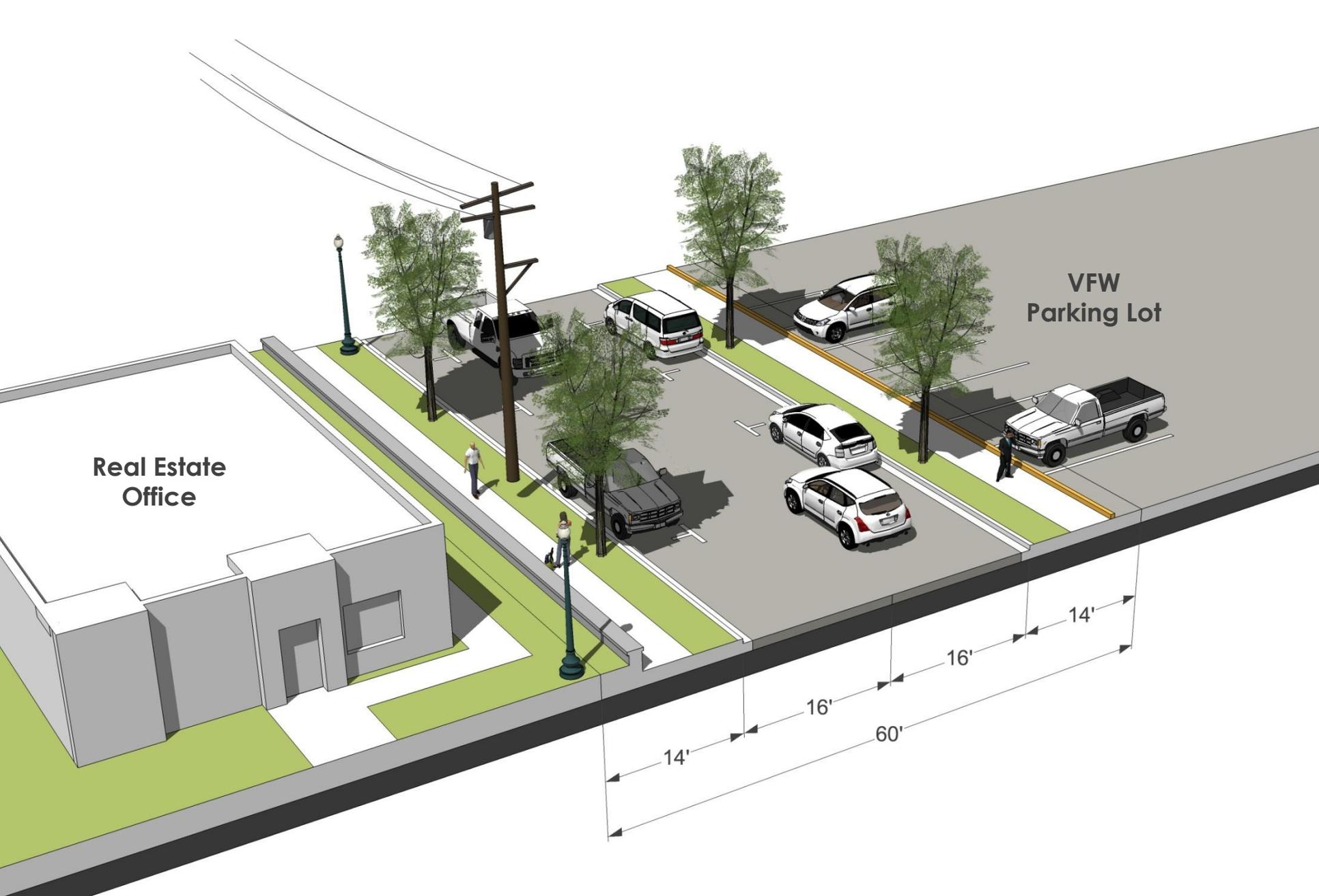
Add Curb Extensions and Landscaping along 1st

Possible Traffic Signal

Add Curb Extensions and Landscaping along Baker

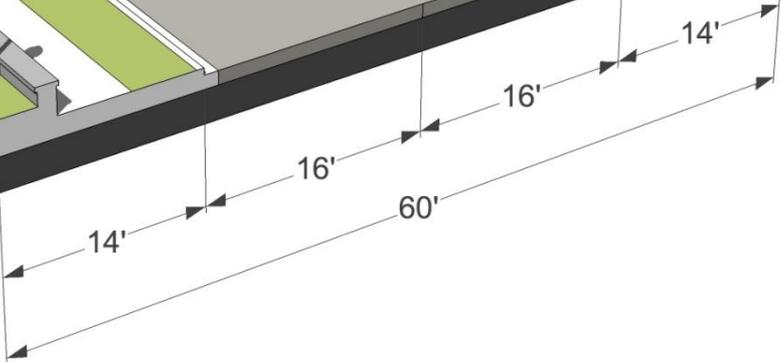
City Hall/
Parking Structure
Site

Proposed Baker & 1st Intersection

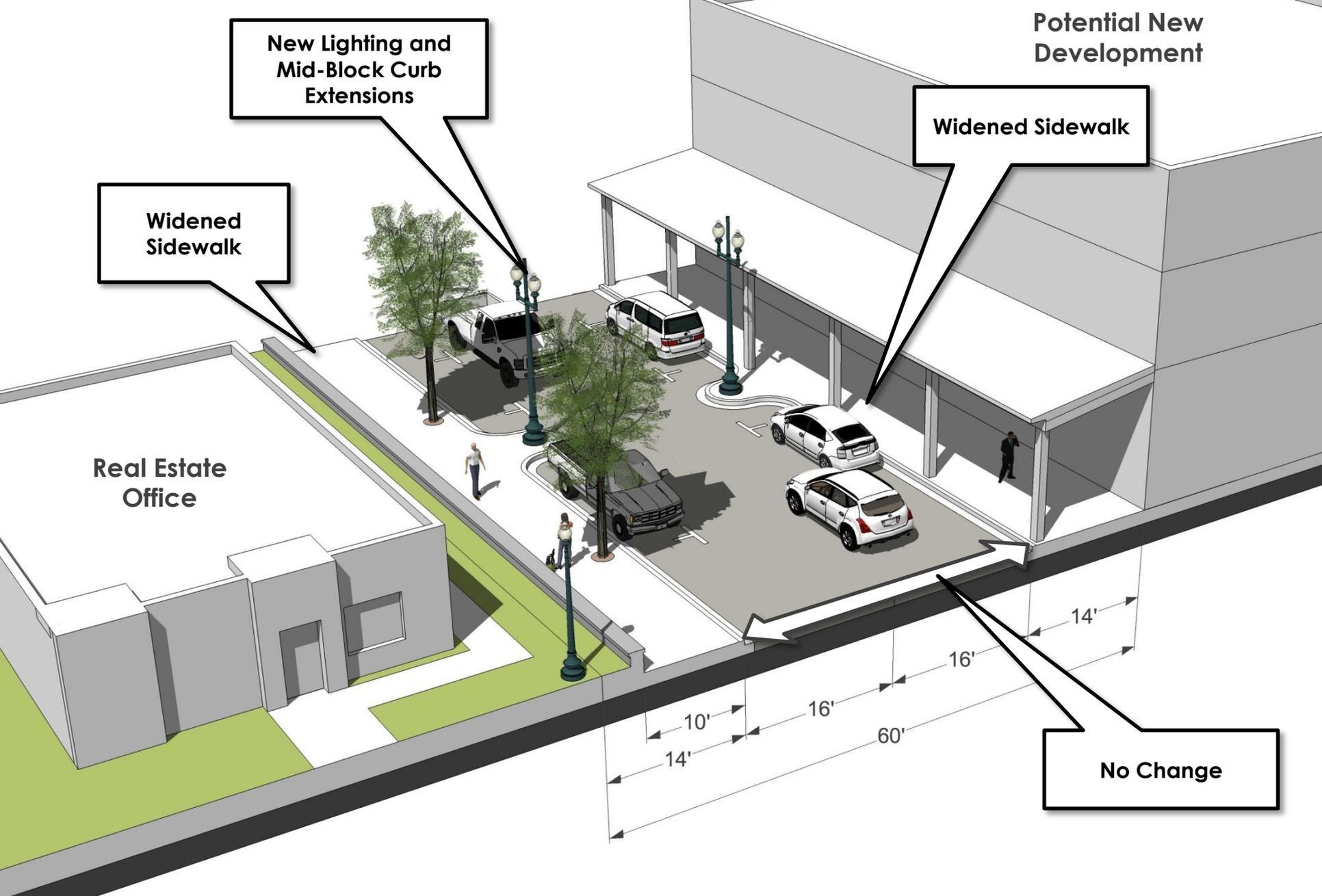


Real Estate Office

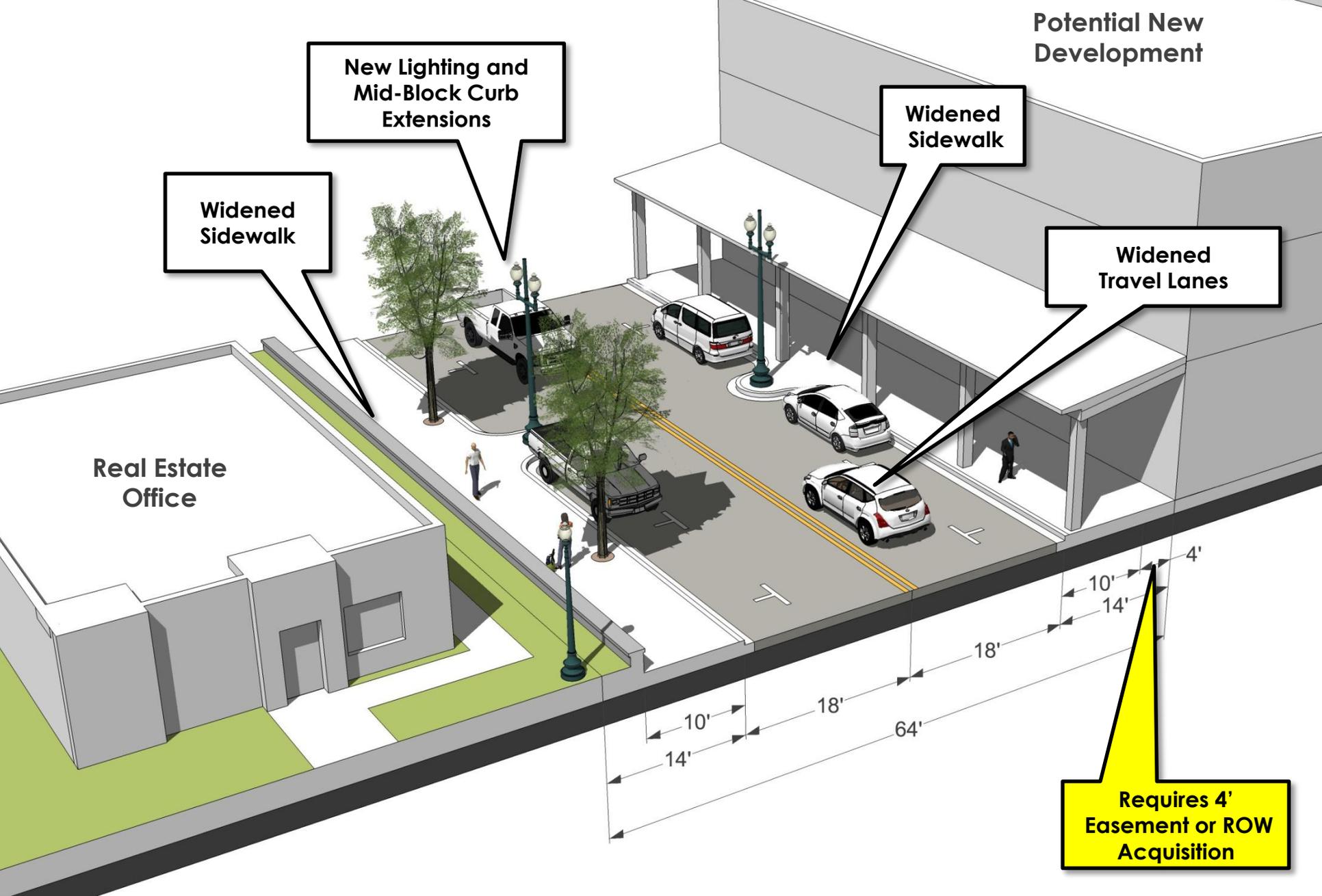
VFW Parking Lot



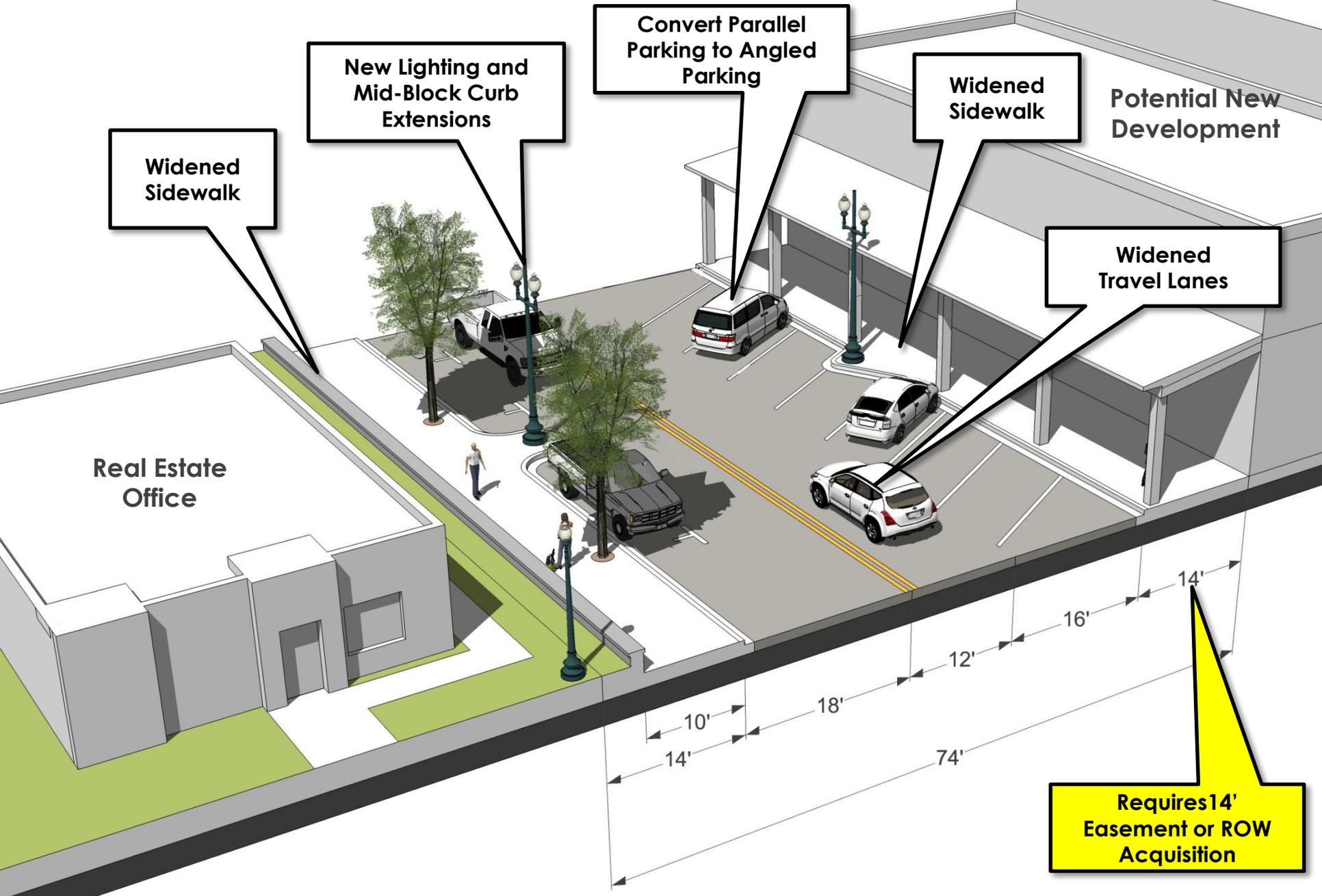
Existing 1st Avenue (Baker to Lupfer)



Proposed 1st Avenue (Baker to Lupfer)—Alternative 1



Proposed 1st Avenue (Baker to Lupfer)—Alternative 2

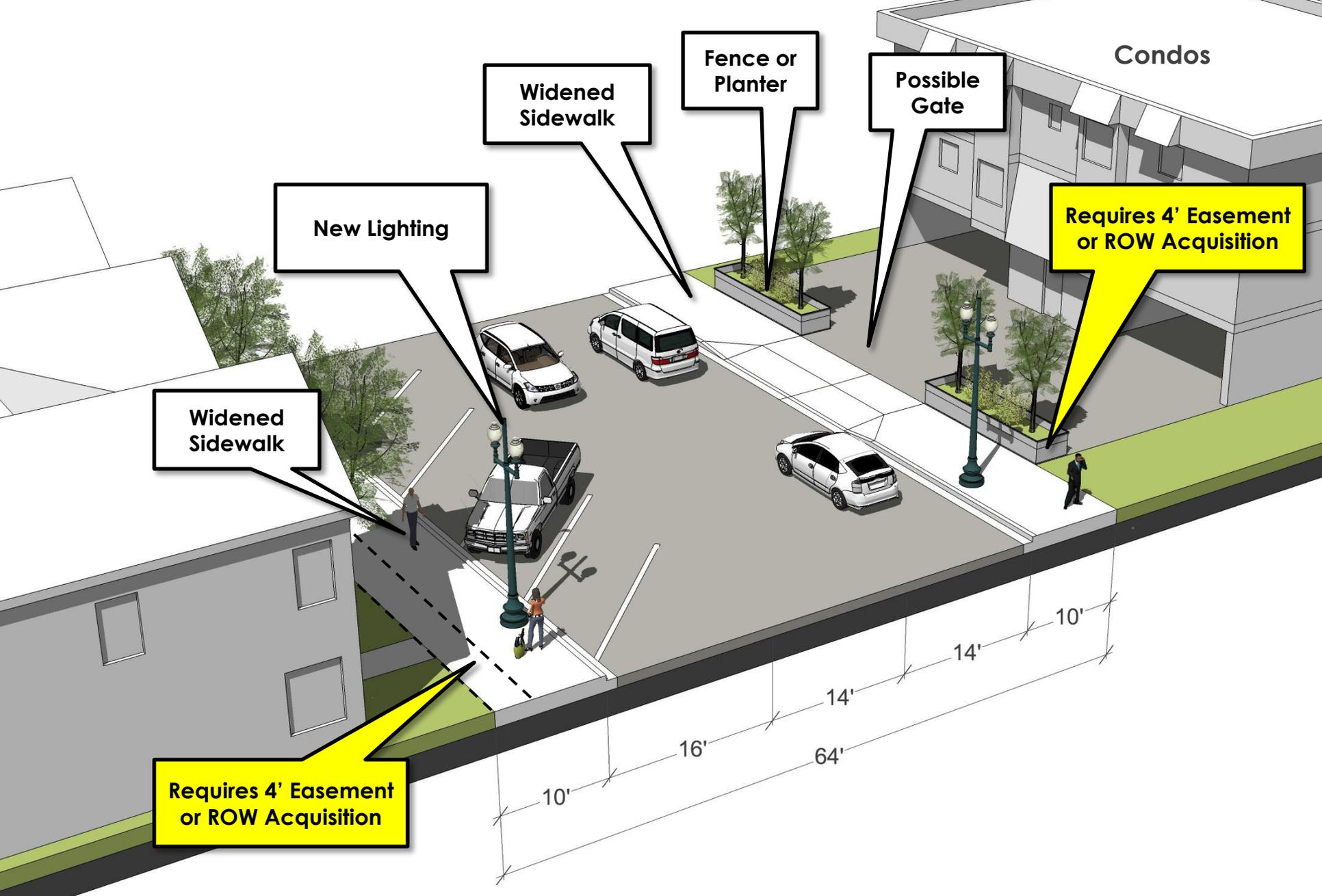


Proposed 1st Avenue (Baker to Lupfer)—Alternative 3



Condos

Existing Lupfer (1st to 2nd)



Proposed Lupfer (1st to 2nd)



LAND USE FRAMEWORK



New Retail Framework

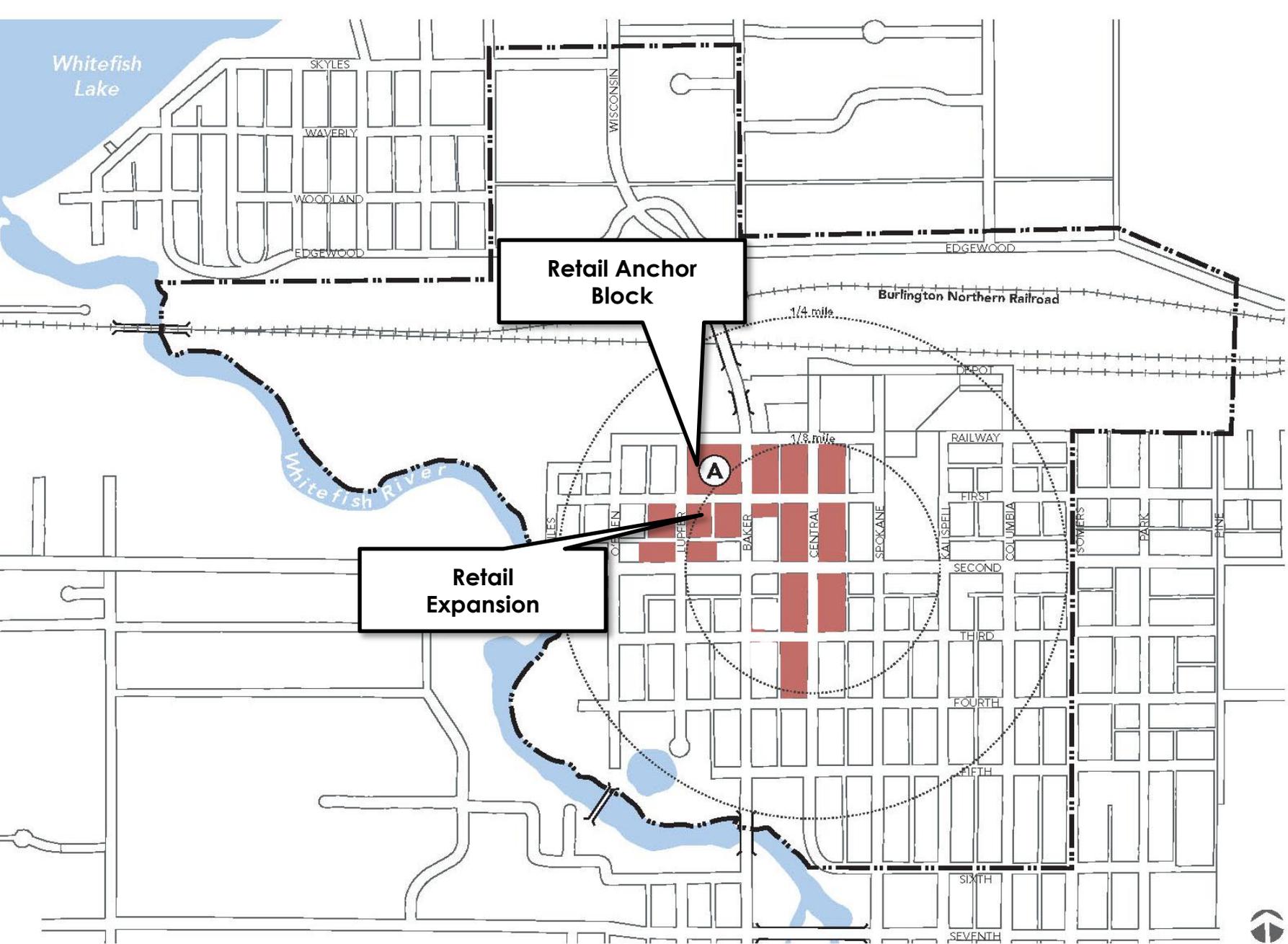
**Parking Lots/
Potential Building Renovation
or Redevelopment**

**New or Proposed
Development**

Vacant Lots

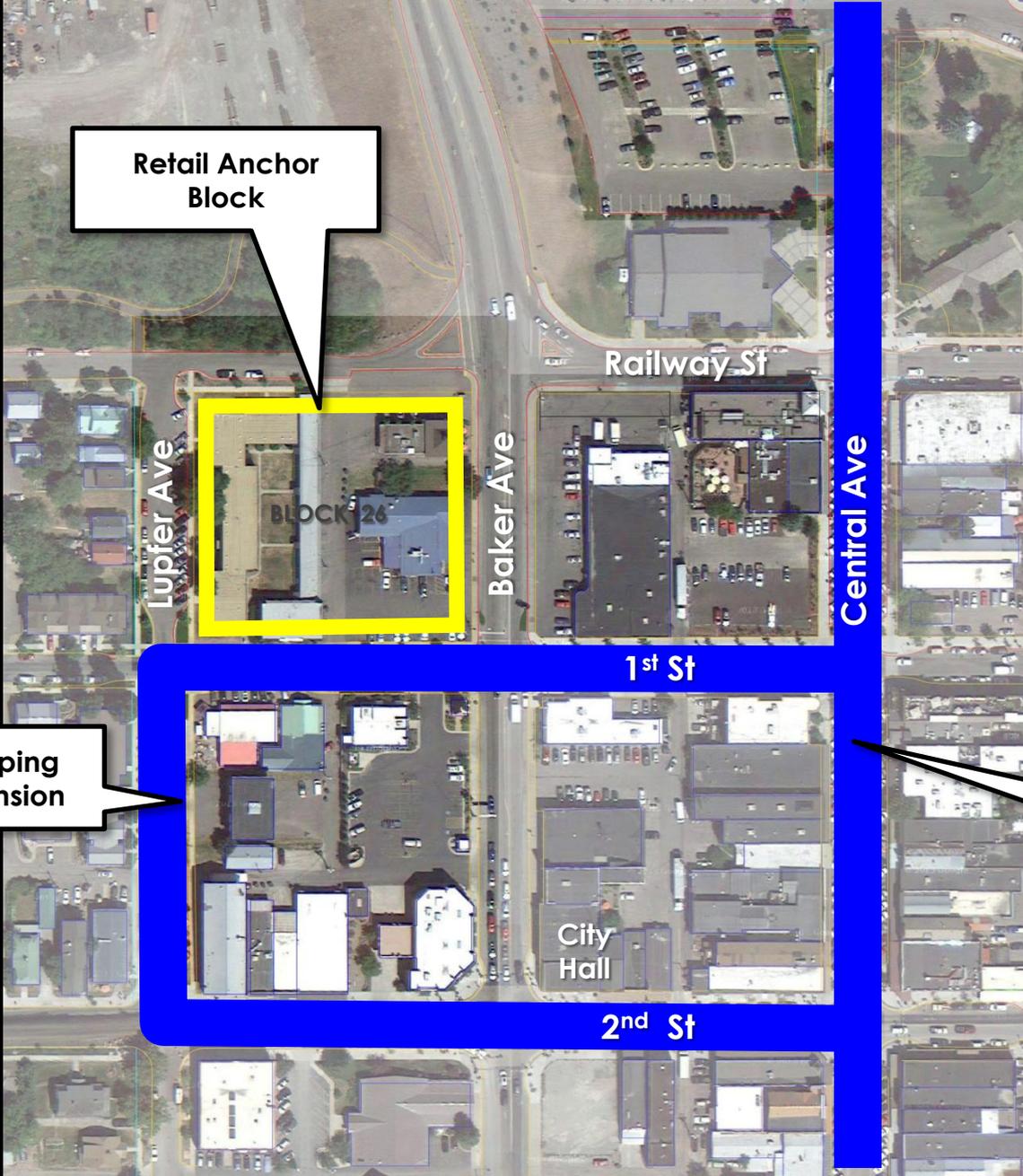


Development Potential



Retail Framework

**Retail Anchor
Block**



Railway St

Lupfer Ave

Baker Ave

Central Ave

1st St

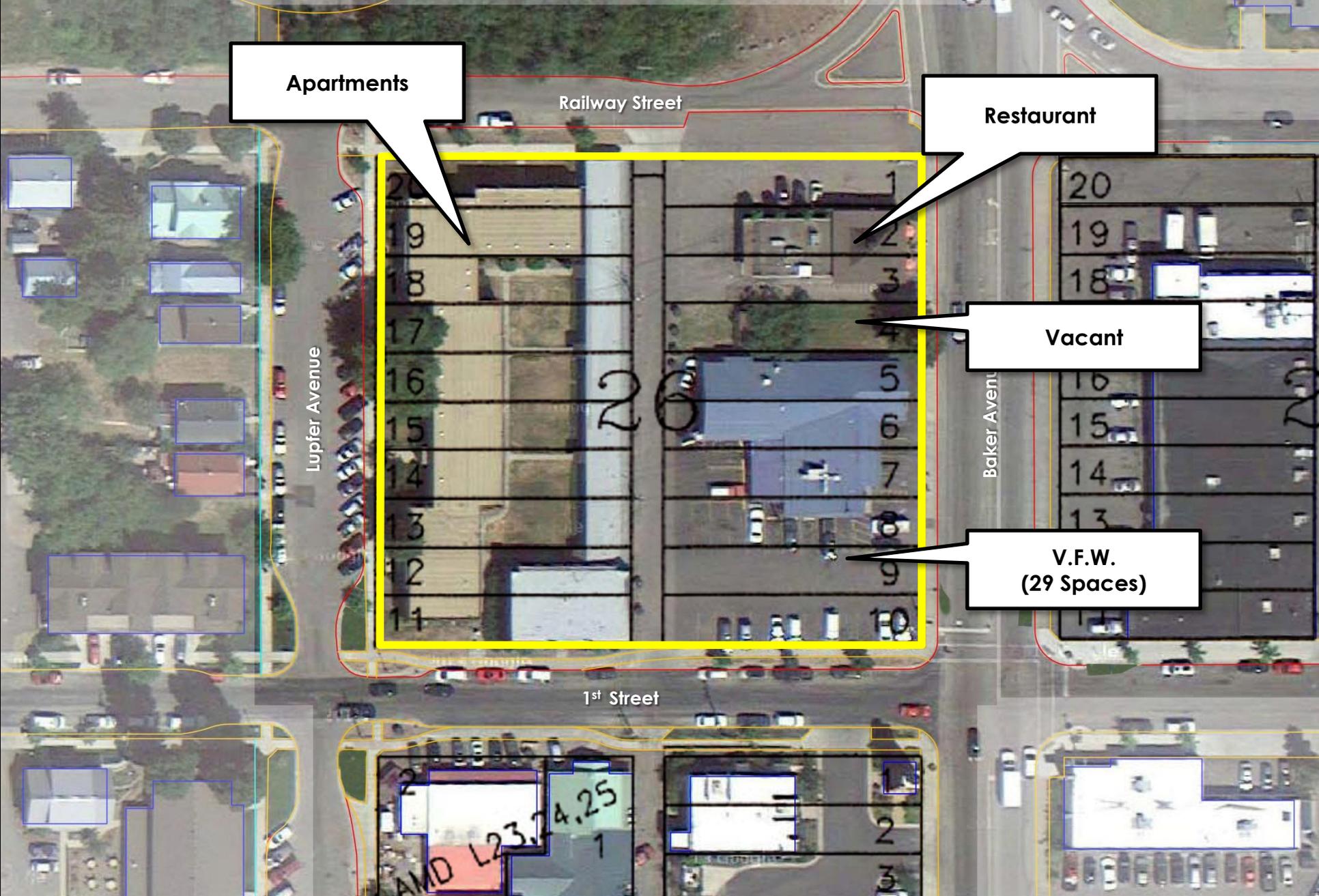
**Retail Shopping
Street Expansion**

**Existing Retail
Shopping Street**

City Hall

2nd St

Retail Shopping Street Expansion



Apartments

Railway Street

Restaurant

Lupfer Avenue

26

Baker Avenue

Vacant

**V.F.W.
(29 Spaces)**

1st Street

AND L23.74.25
1

Existing Block 26



**Apartments
30 Units**

Railway Street

**Parking Lot
32 Spaces**

Lupfer Avenue

3 Stories

Baker Avenue

**VFW & Parking
(8 spaces)**

**Storefront Retail
(7,000 SF)**

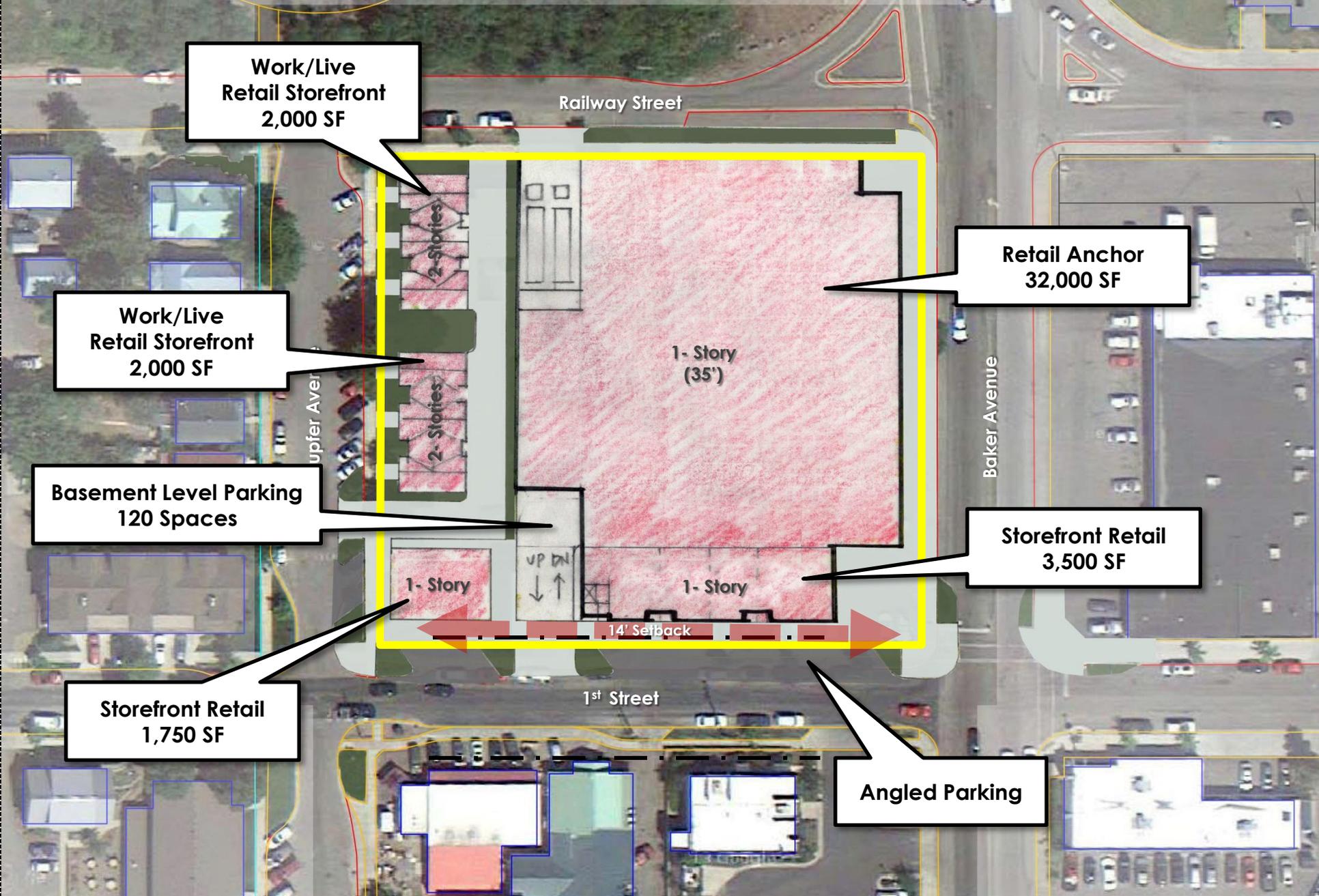
2 to 3
Stories

2 to 3
Stories

**Storefront Retail
4,500 SF**

1st Street

Block 26—Retail and Housing Alternative 1



**Work/Live
Retail Storefront
2,000 SF**

Railway Street

**Retail Anchor
32,000 SF**

**Work/Live
Retail Storefront
2,000 SF**

Upper Avenue

2-Storyes
2-Storyes

1-Story
(35')

Baker Avenue

**Basement Level Parking
120 Spaces**

**Storefront Retail
3,500 SF**

1-Story

UP/DN
↑
↓

1-Story

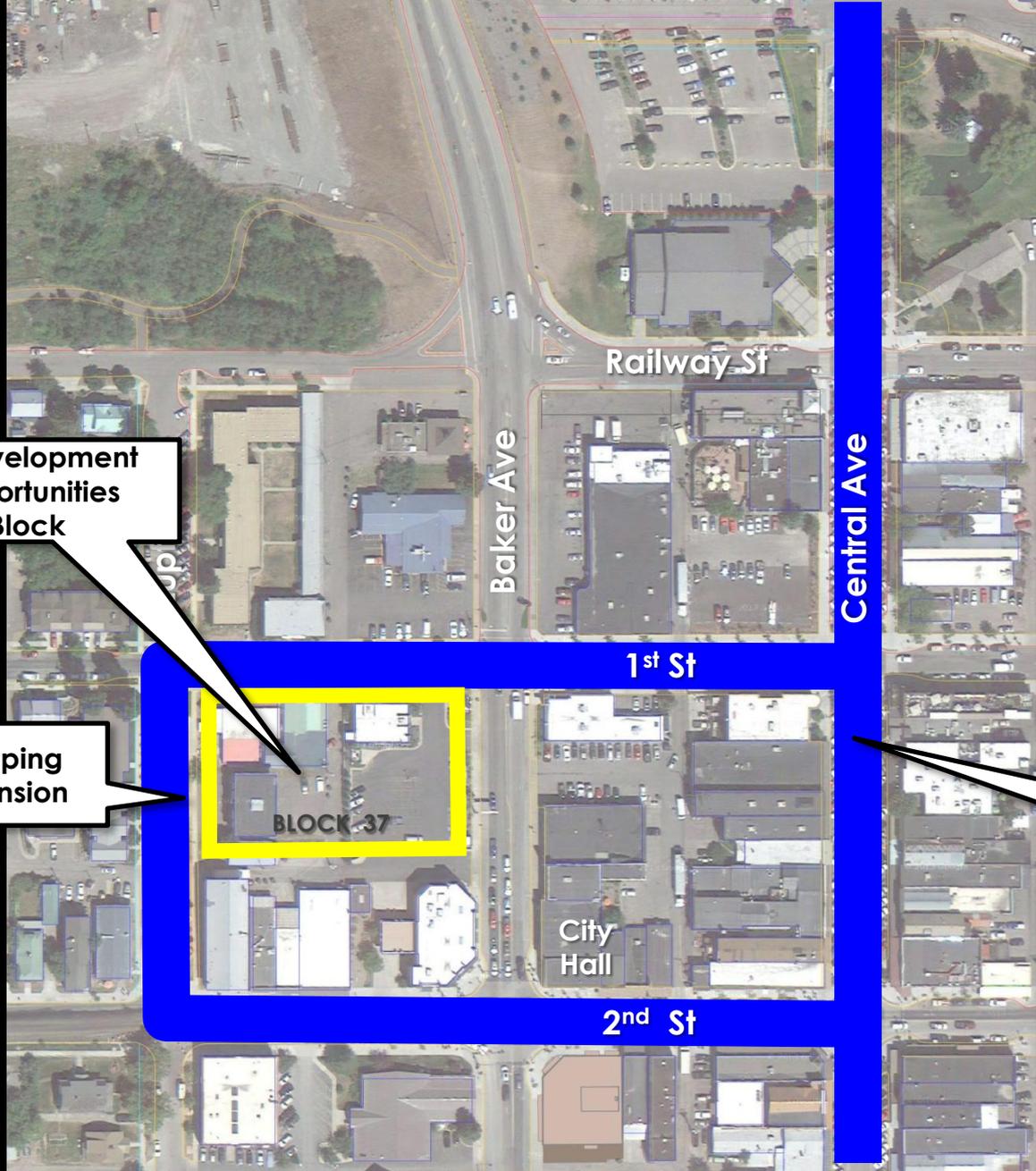
14' Setback

**Storefront Retail
1,750 SF**

1st Street

Angled Parking

Block 26—Retail Anchor Alternative 2

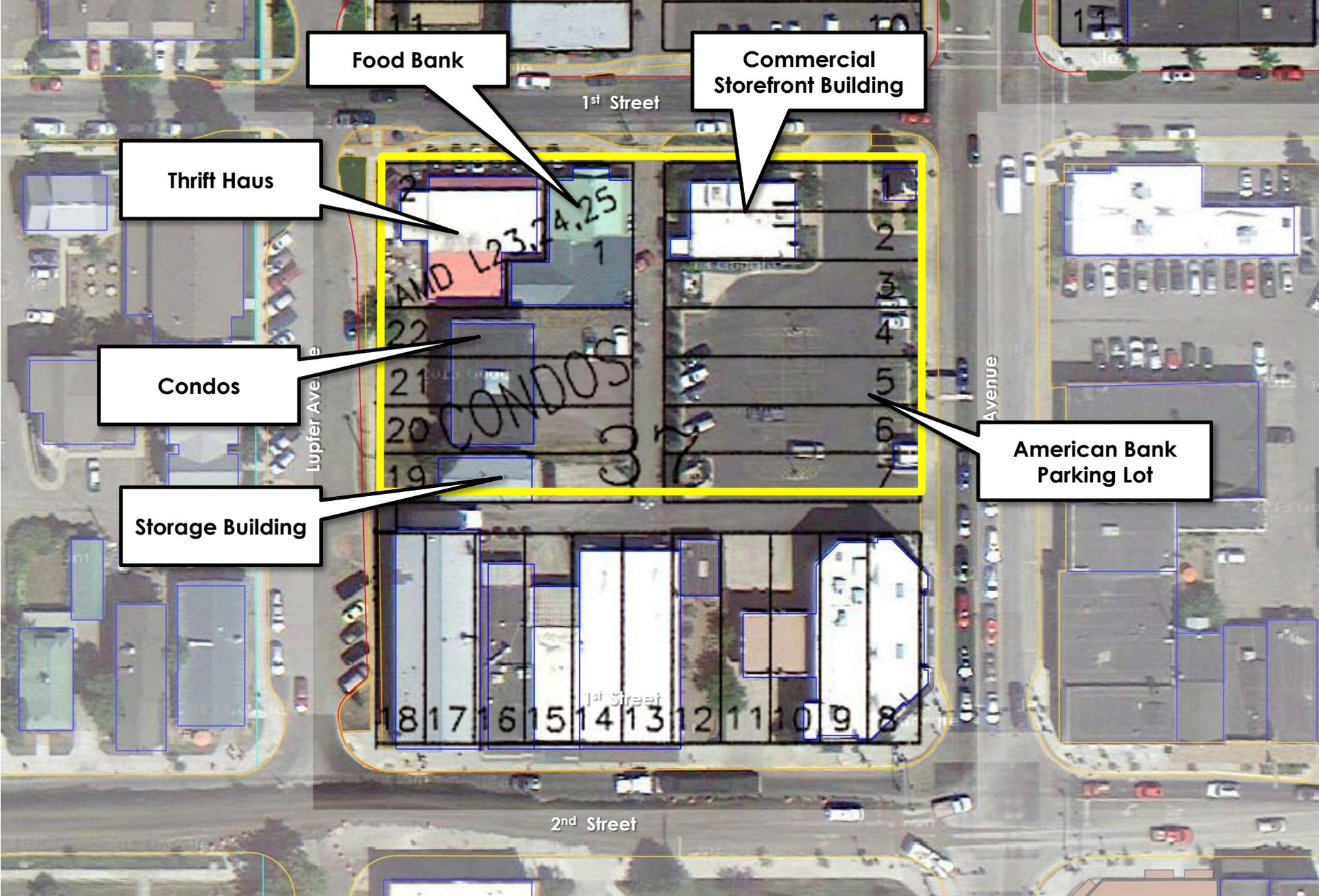


Redevelopment Opportunities Block

Retail Shopping Street Expansion

Existing Retail Shopping Street

Retail Shopping Street Expansion



Food Bank

Commercial Storefront Building

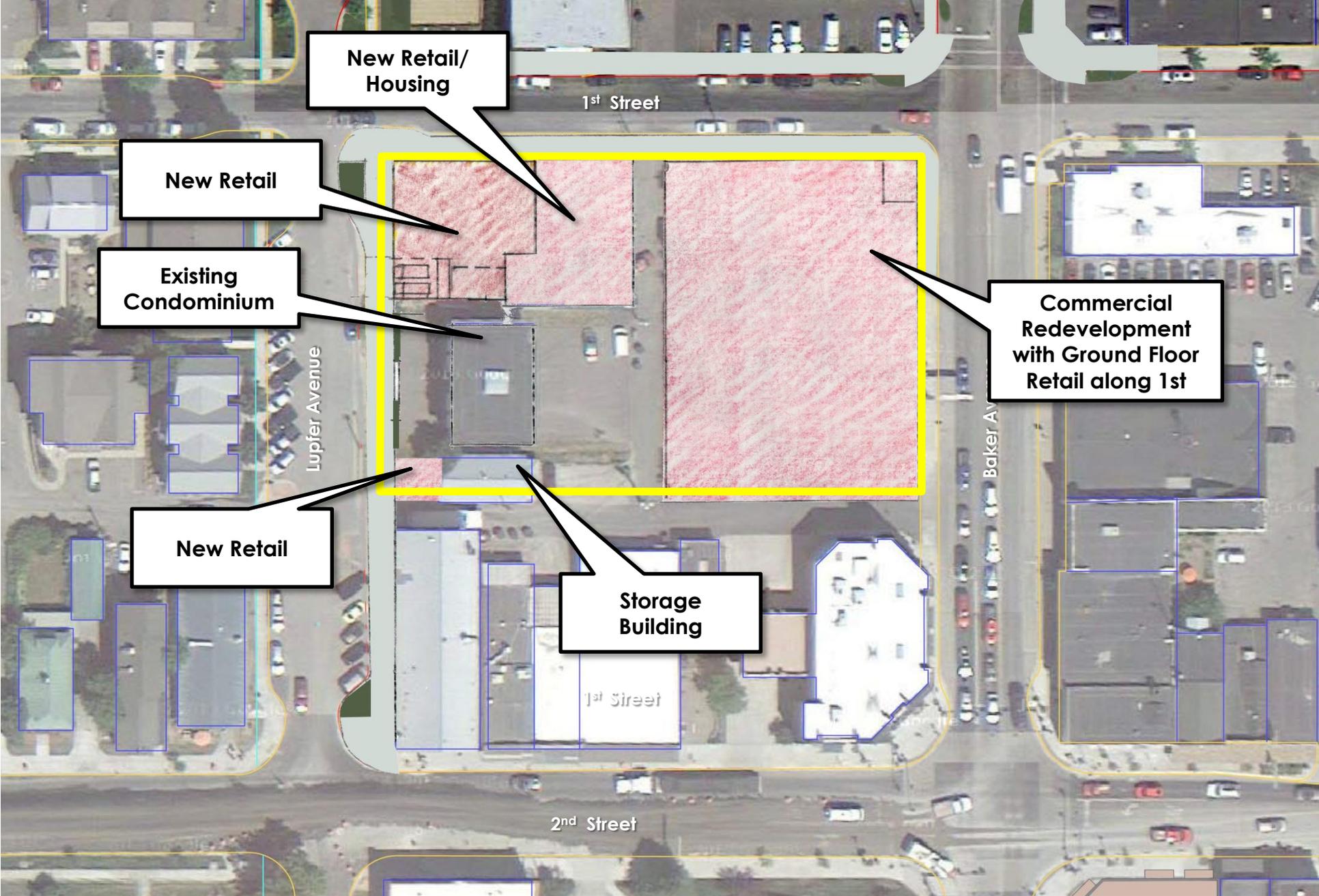
Thrift Haus

Condos

Storage Building

American Bank Parking Lot

Existing Block 37



**New Retail/
Housing**

New Retail

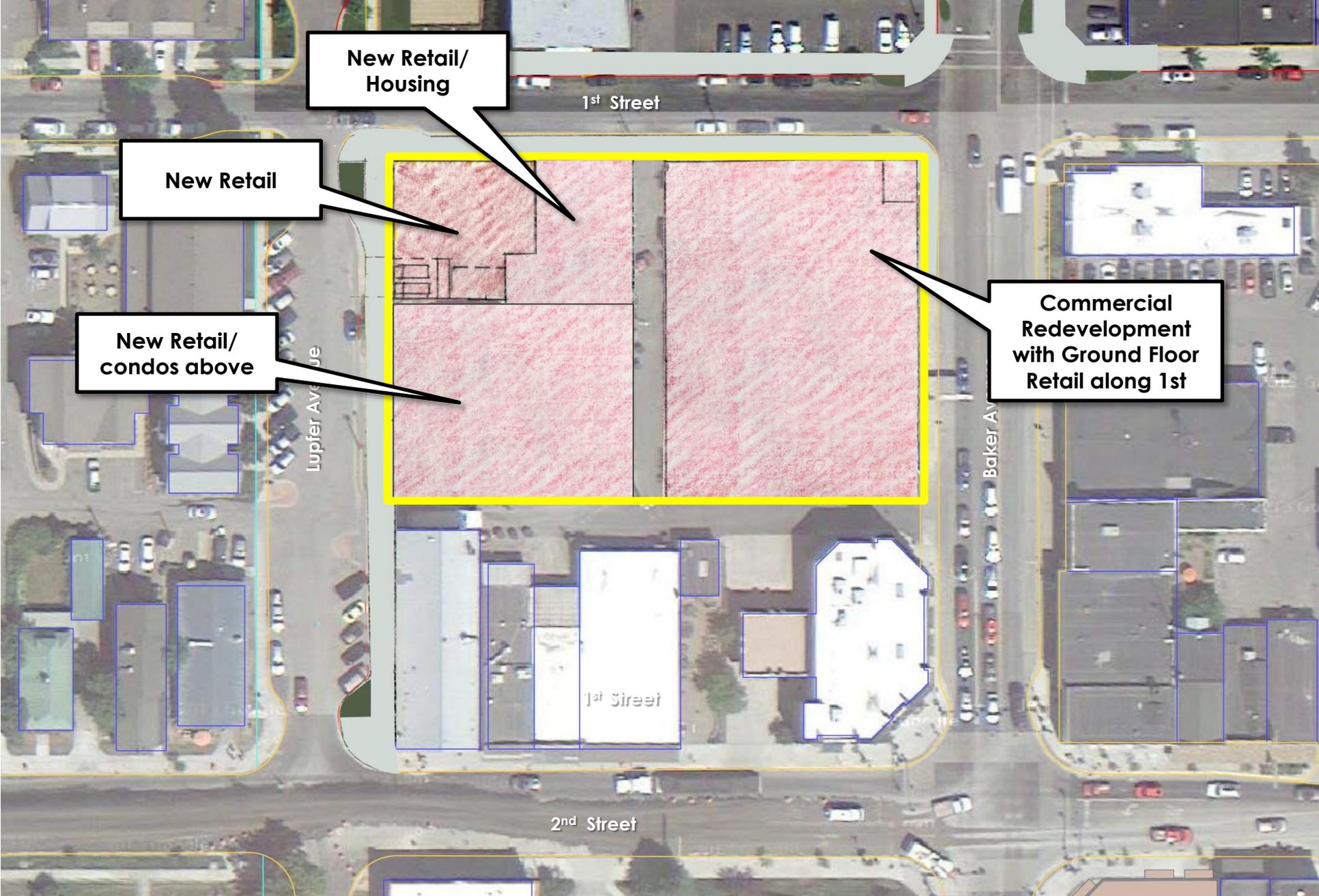
**Existing
Condominium**

**Commercial
Redevelopment
with Ground Floor
Retail along 1st**

New Retail

**Storage
Building**

Block 37—Retail, Commercial and Housing



**New Retail/
Housing**

New Retail

**New Retail/
condos above**

**Commercial
Redevelopment
with Ground Floor
Retail along 1st**

1st Street

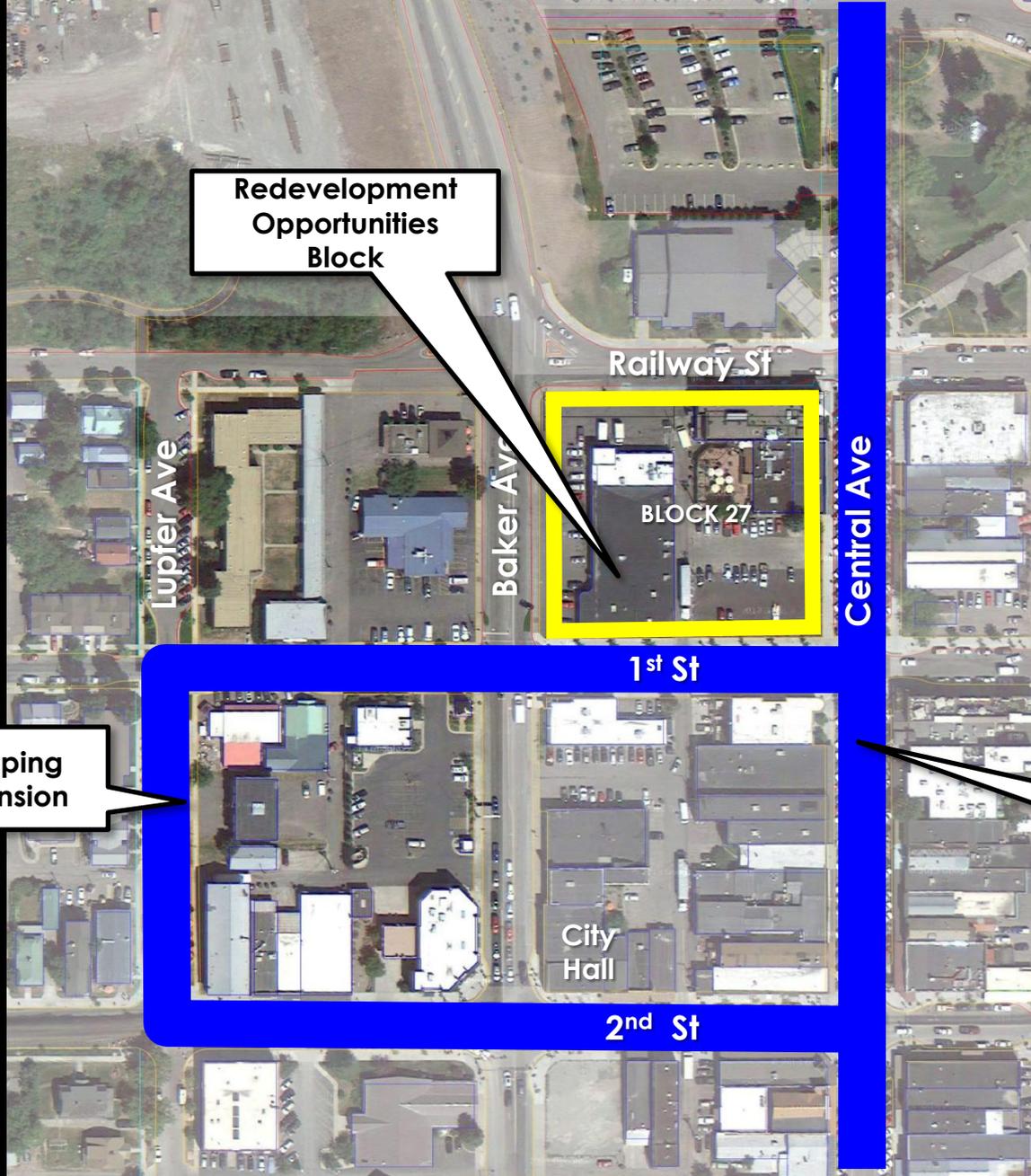
Lupfer Avenue

Baker Avenue

1st Street

2nd Street

Block 37—Retail, Commercial and Housing



Redevelopment Opportunities Block

Railway St

Lupfer Ave

Baker Ave

BLOCK 27

Central Ave

1st St

Retail Shopping Street Expansion

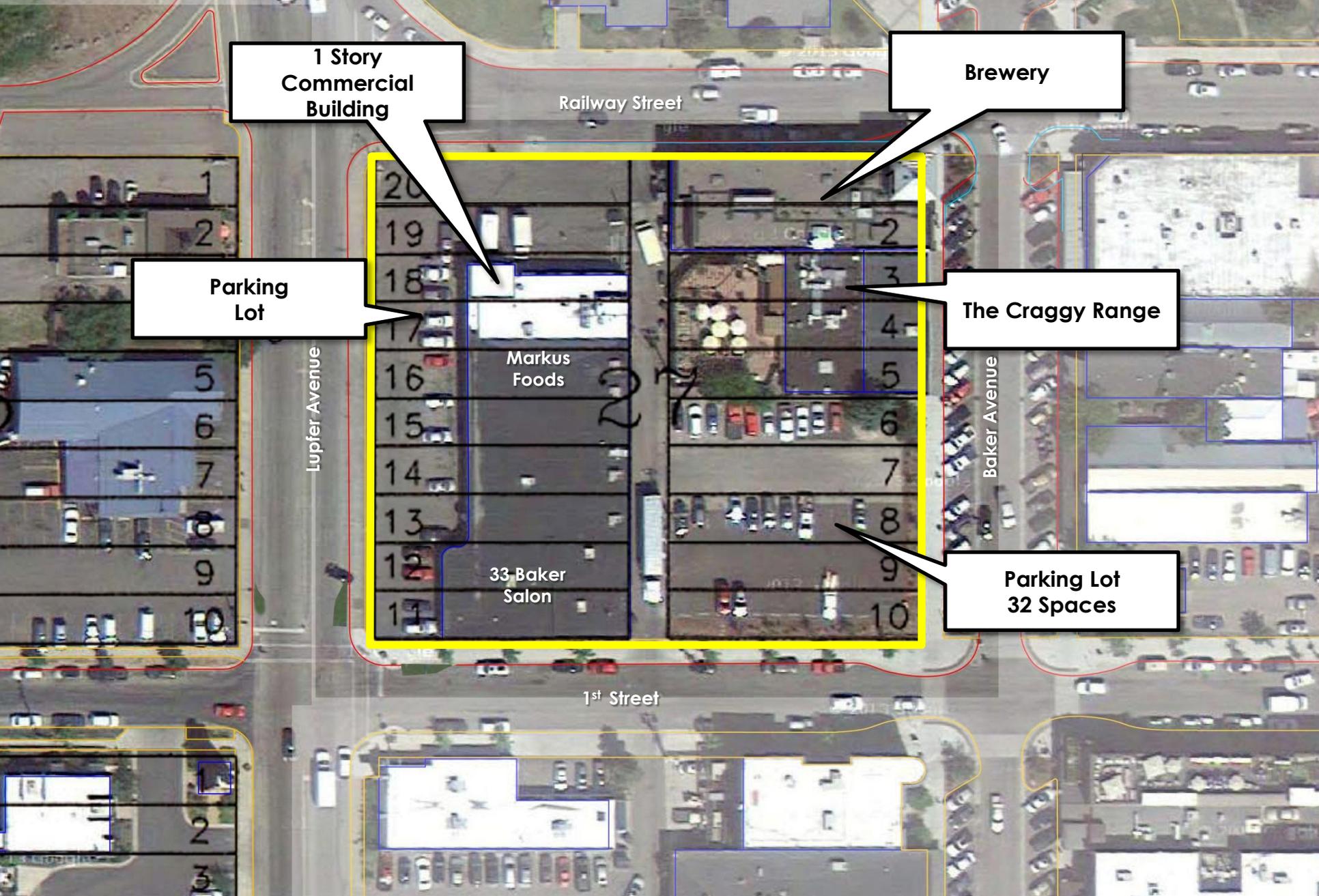


2nd St

City Hall

Existing Retail Shopping Street

Retail Shopping Street Expansion



**1 Story
Commercial
Building**

Brewery

**Parking
Lot**

The Craggy Range

**Parking Lot
32 Spaces**

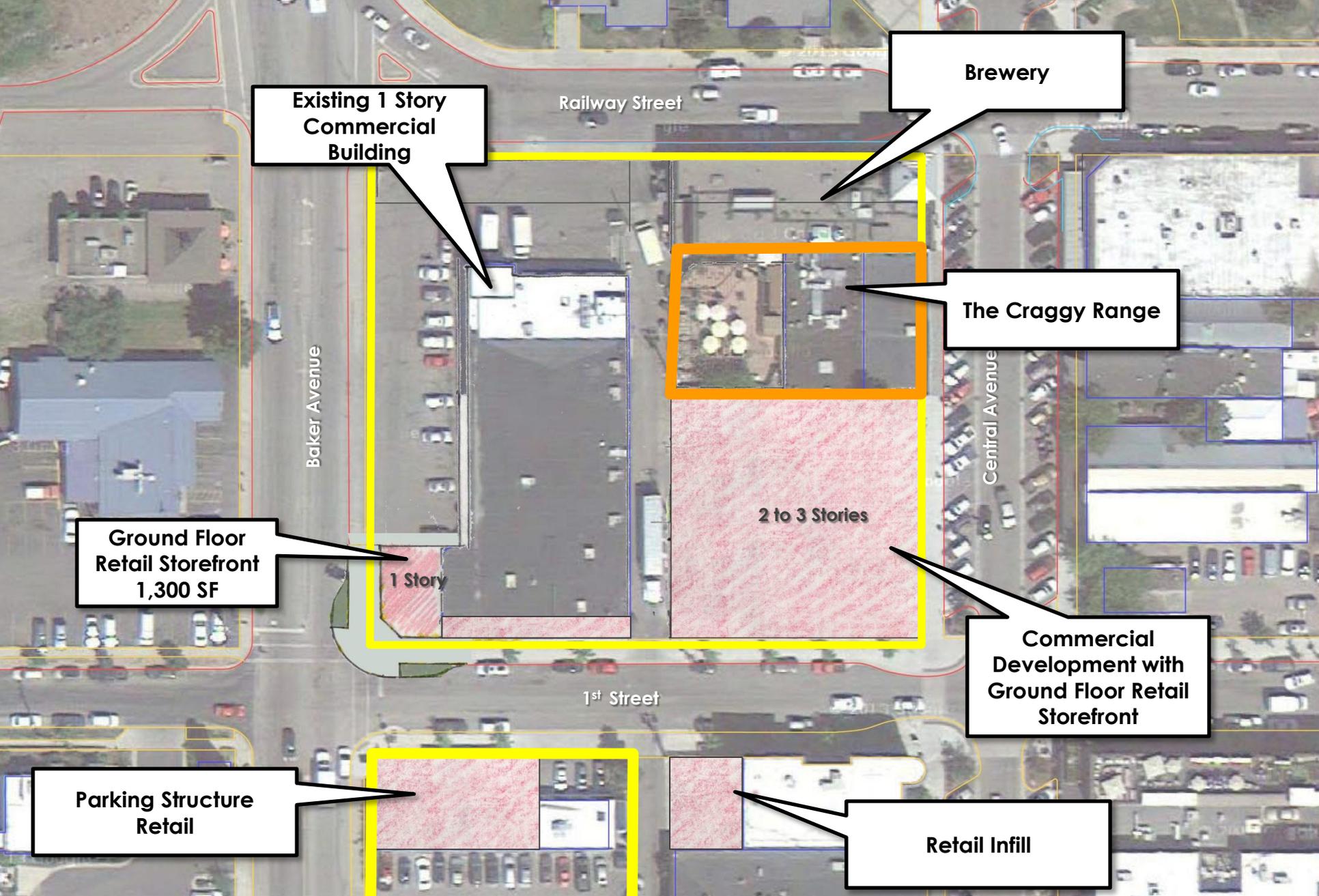
Lupfer Avenue

Baker Avenue

Railway Street

1st Street

Existing Block 27



Existing 1 Story Commercial Building

Brewery

The Craggy Range

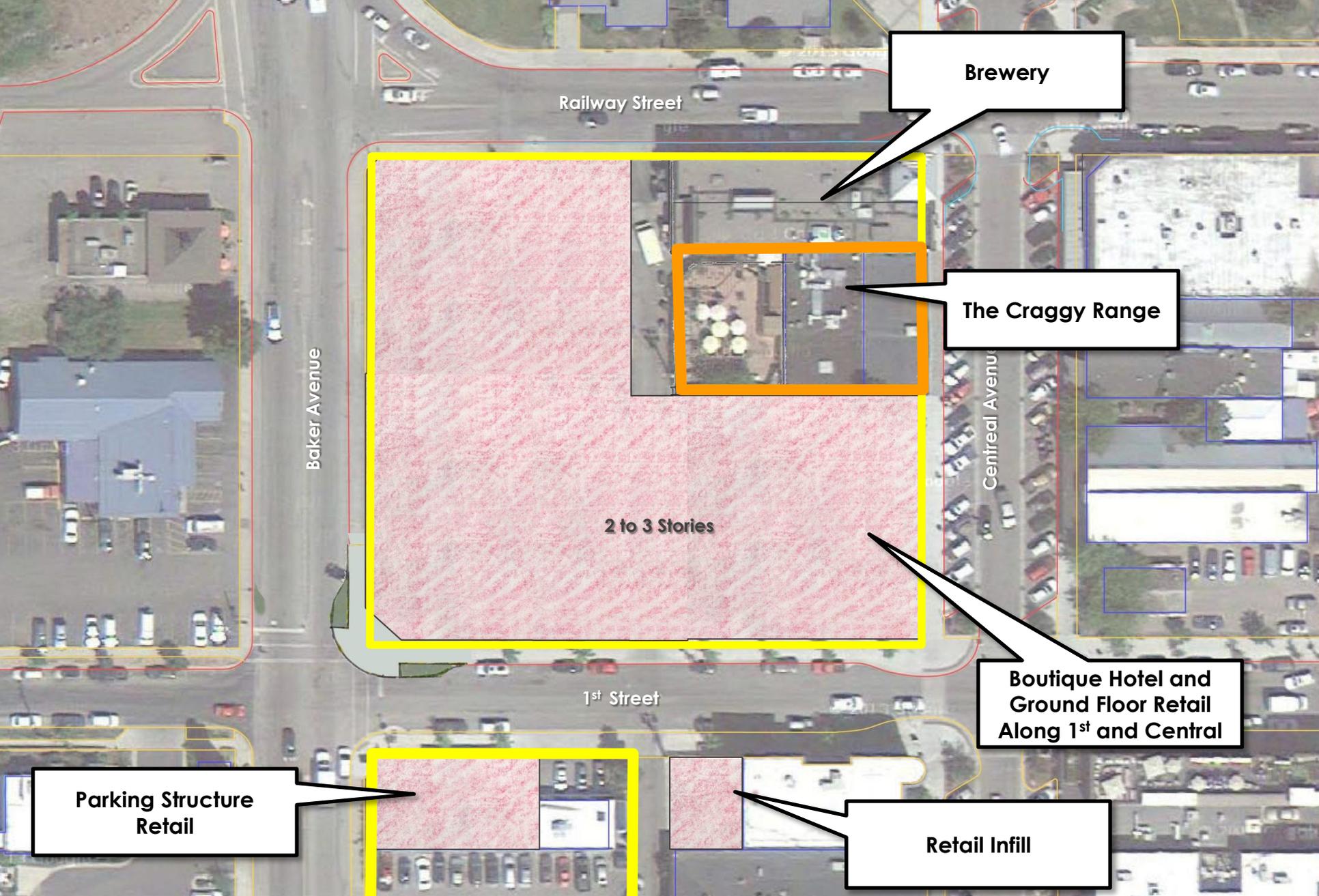
**Ground Floor Retail Storefront
1,300 SF**

Parking Structure Retail

Commercial Development with Ground Floor Retail Storefront

Retail Infill

Block 27—Commercial/Retail Alternative 1



Brewery

Railway Street

Baker Avenue

The Craggy Range

Central Avenue

2 to 3 Stories

**Boutique Hotel and
Ground Floor Retail
Along 1st and Central**

1st Street

**Parking Structure
Retail**

Retail Infill

Block 27—Boutique Hotel Alternative 2

Response Sheet

Whitefish Downtown Master Plan Refinement Stakeholders and Public Meeting

November 19 and 20, 2013

IDENTIFY YOUR PREFERENCE

FUNDAMENTAL CONCEPT

YES NO OTHER

BICYCLE FRAMEWORK

YES NO OTHER

WHITEFISH PROMENADE (SPOKANE AVENUE SEGMENT)

PICK ONE

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

ALTERNATIVE 2
Contra-Flow with
Protected Bikeway

ALTERNATIVE 3
Two Lane with
Protected Bikeway

WHITEFISH PROMENADE (BAKER VIADUCT)

PICK ONE

ALTERNATIVE 1
Widen Sidewalk with Concrete
Barrier

ALTERNATIVE 2
Widened Sidewalk with Barrier
Planters, and Decorative Lighting

SHOPPING EMPHASIS FRAMEWORK

YES NO OTHER

1ST STREET SHOPPING EMPHASIS IMPROVEMENTS

PICK ONE

ALTERNATIVE 1
Sidewalk Enhancements Only

ALTERNATIVE 2
Sidewalk Enhancements &
Widened Travel Lanes

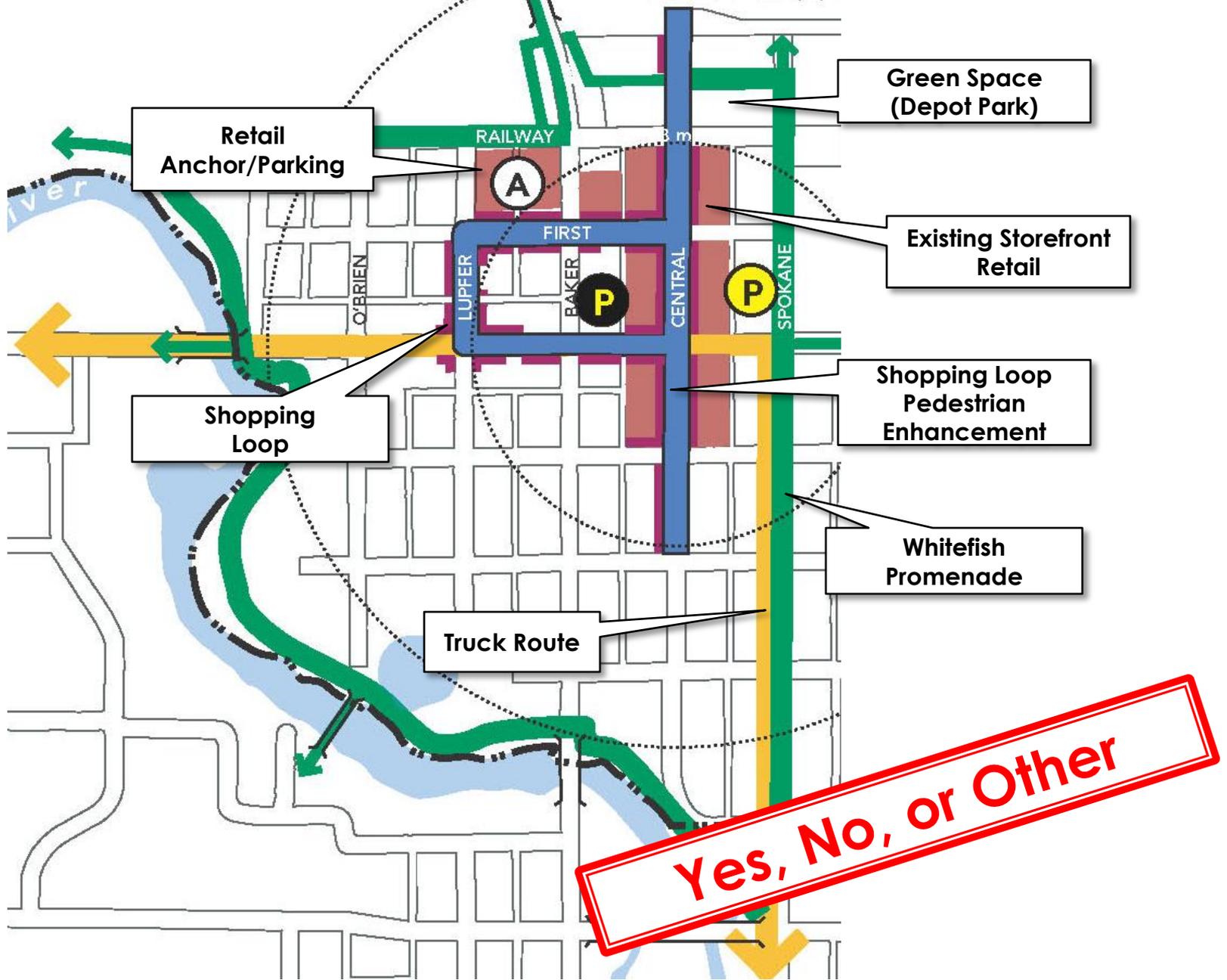
ALTERNATIVE 3
Sidewalk Enhancements,
Widened Travel Lanes &
Angled Parking

RETAIL FRAMEWORK

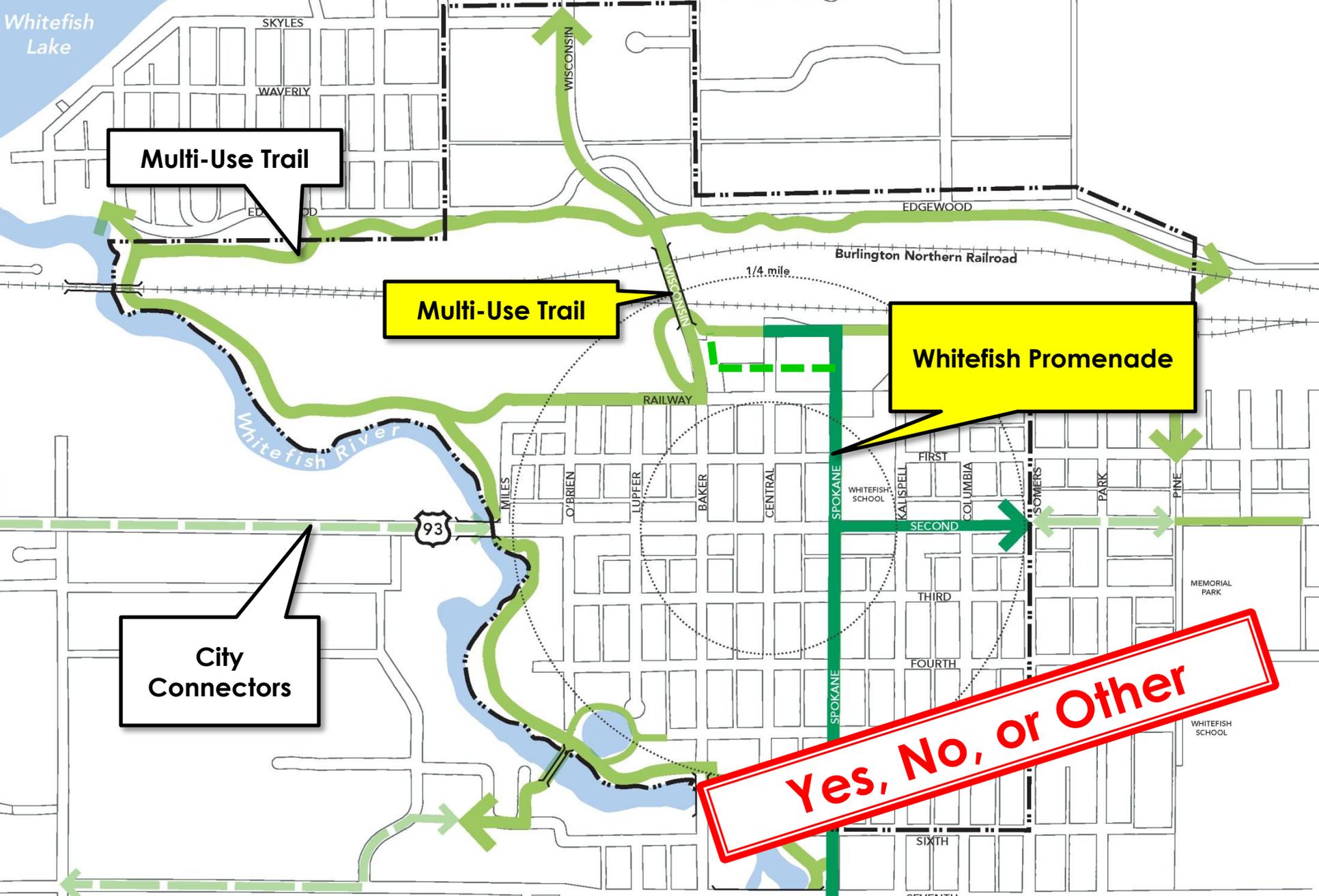
YES NO OTHER

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

Response Sheet



Fundamental Concept



Multi-Use Trail

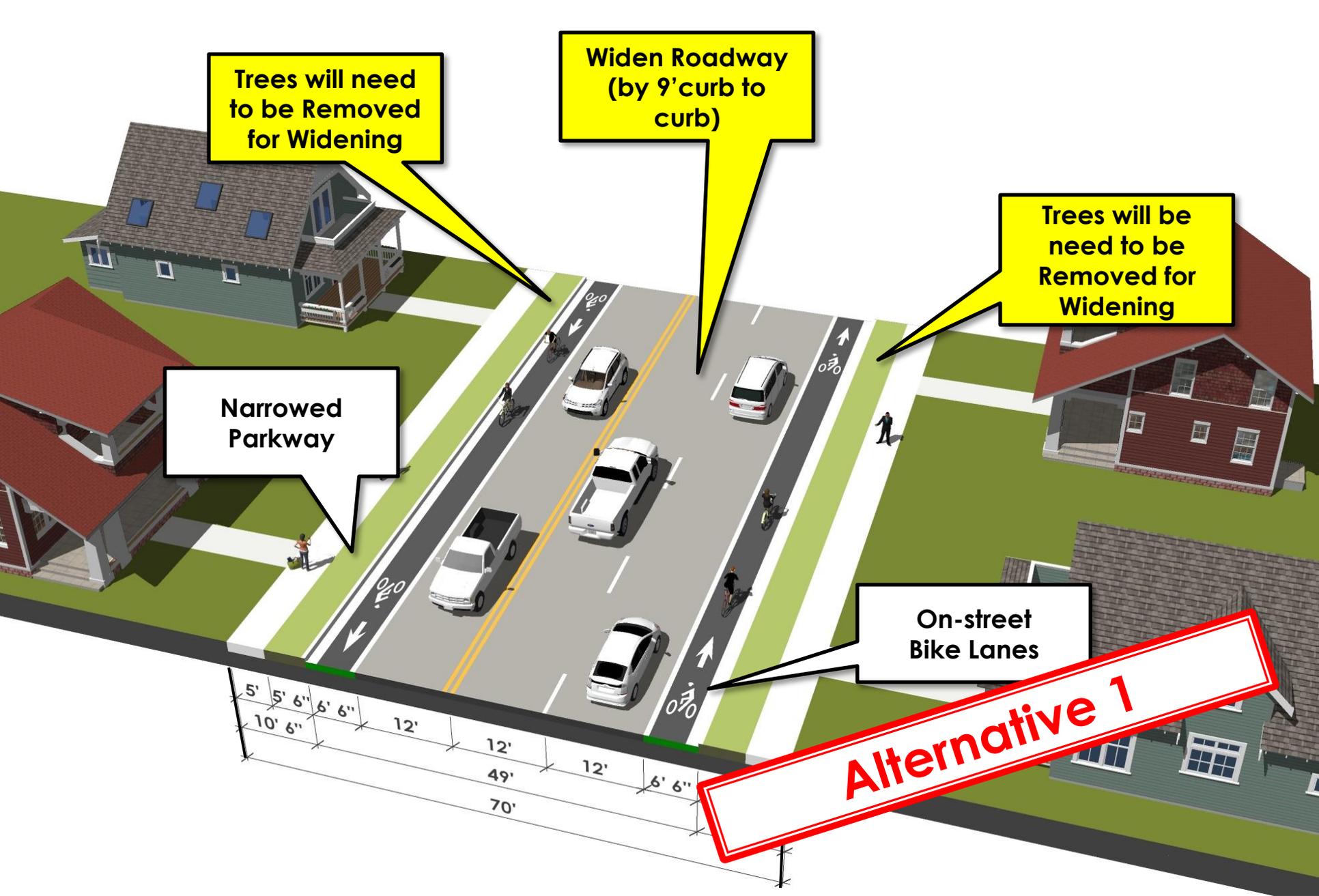
Multi-Use Trail

Whitefish Promenade

City Connectors

Yes, No, or Other

Bicycle Framework— 2014 (Proposed)



Trees will need to be Removed for Widening

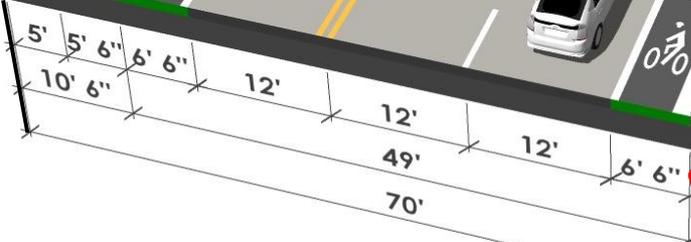
Widen Roadway (by 9' curb to curb)

Trees will be need to be Removed for Widening

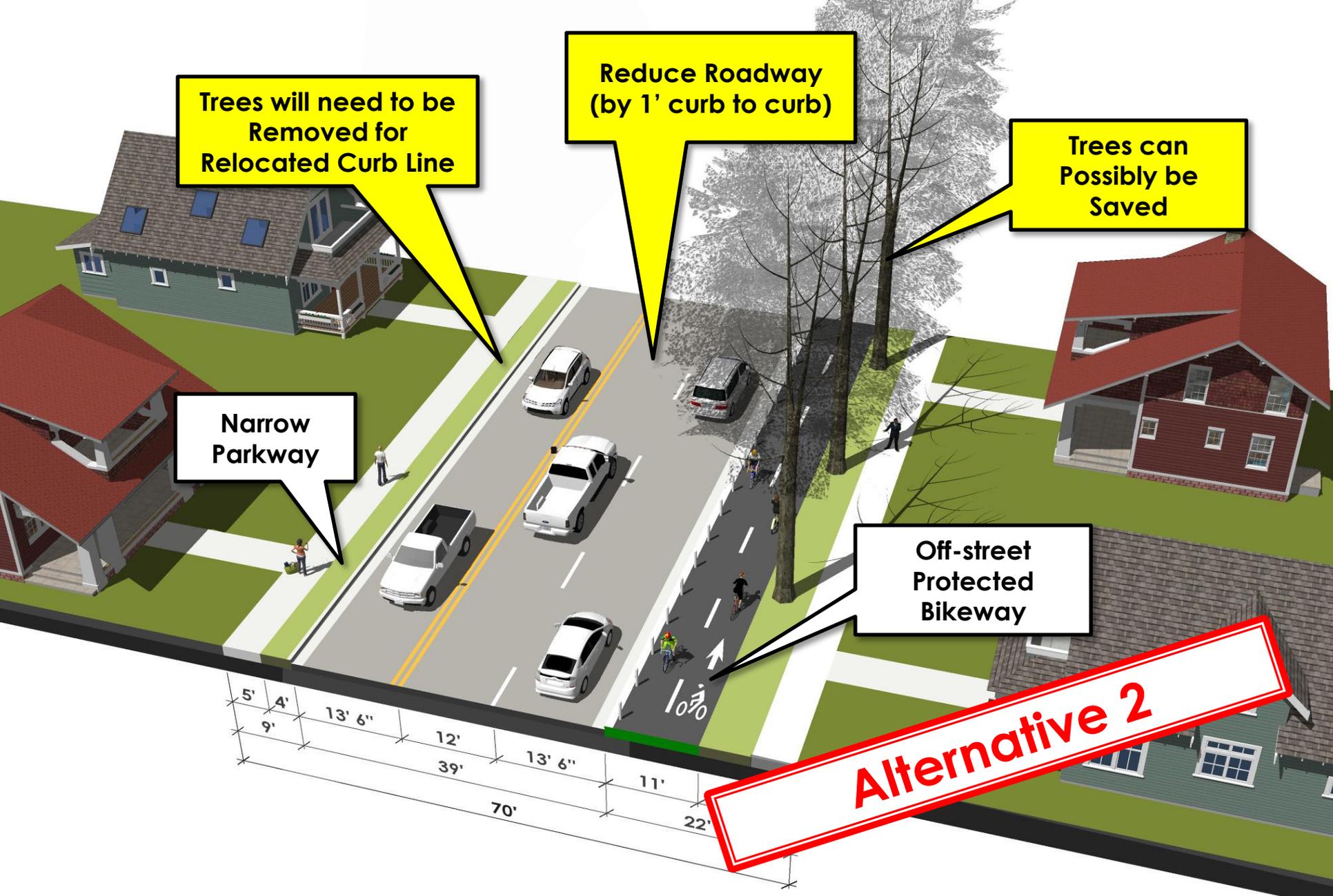
Narrowed Parkway

On-street Bike Lanes

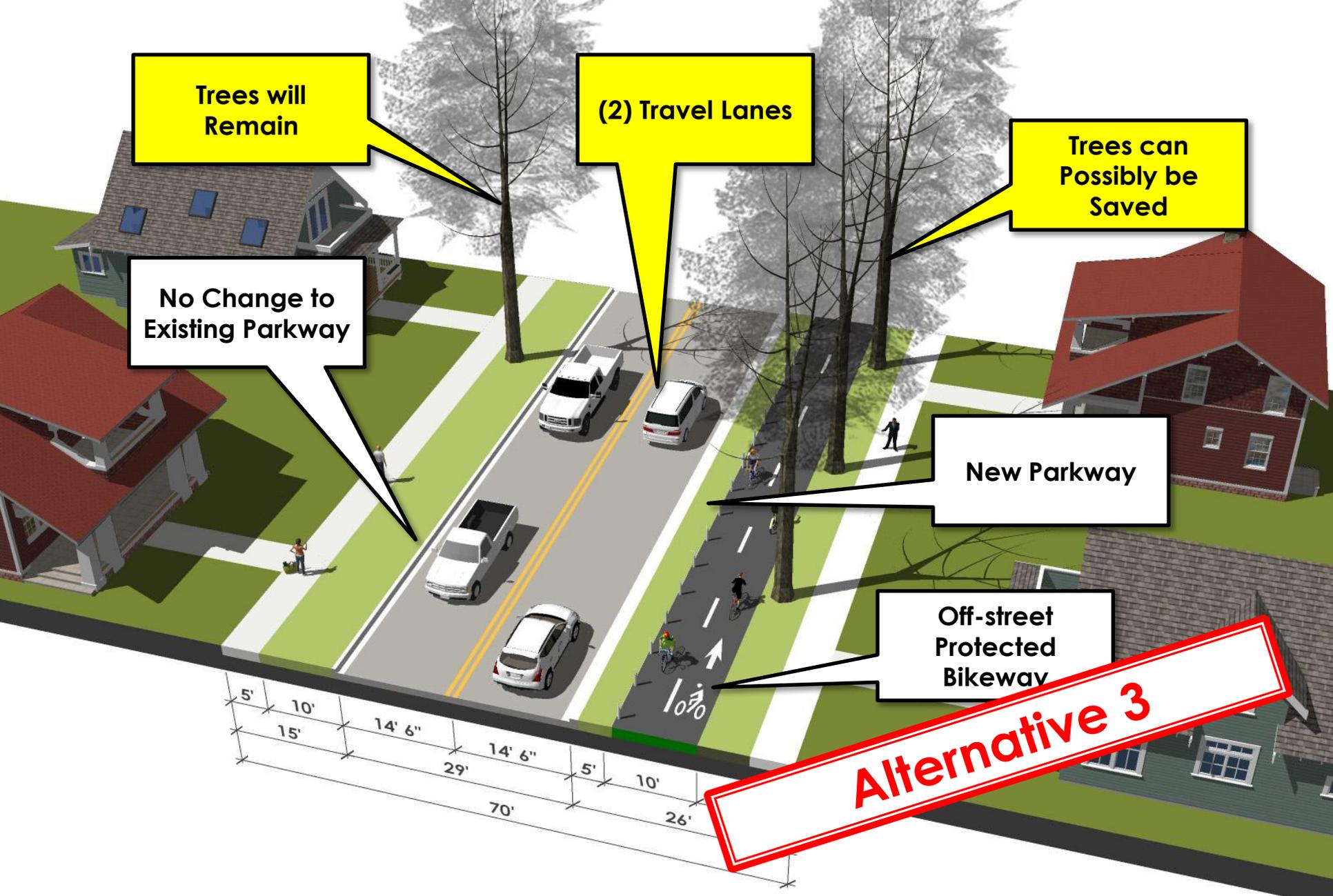
Alternative 1



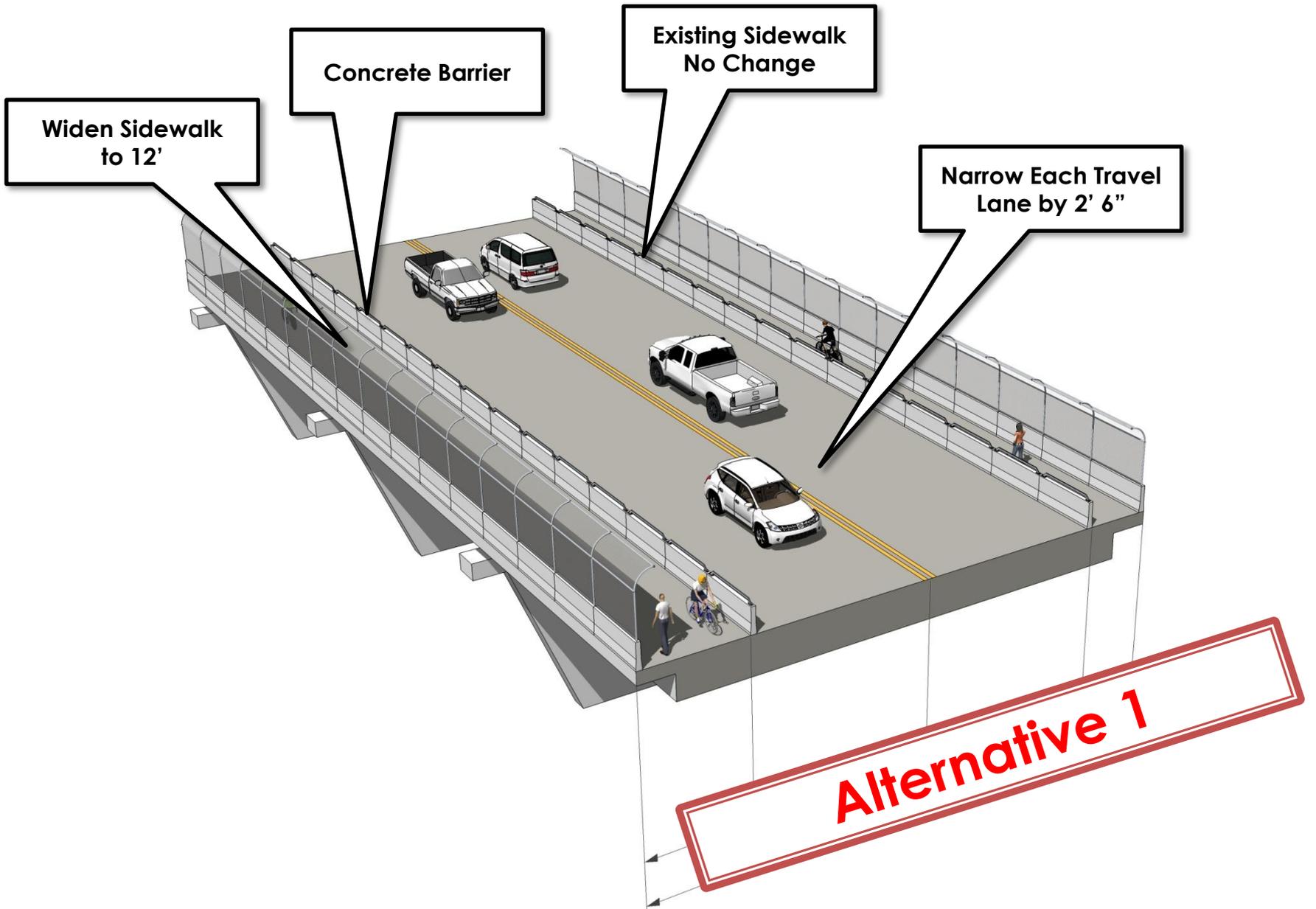
Whitefish Promenade—Contra-Flow Configuration



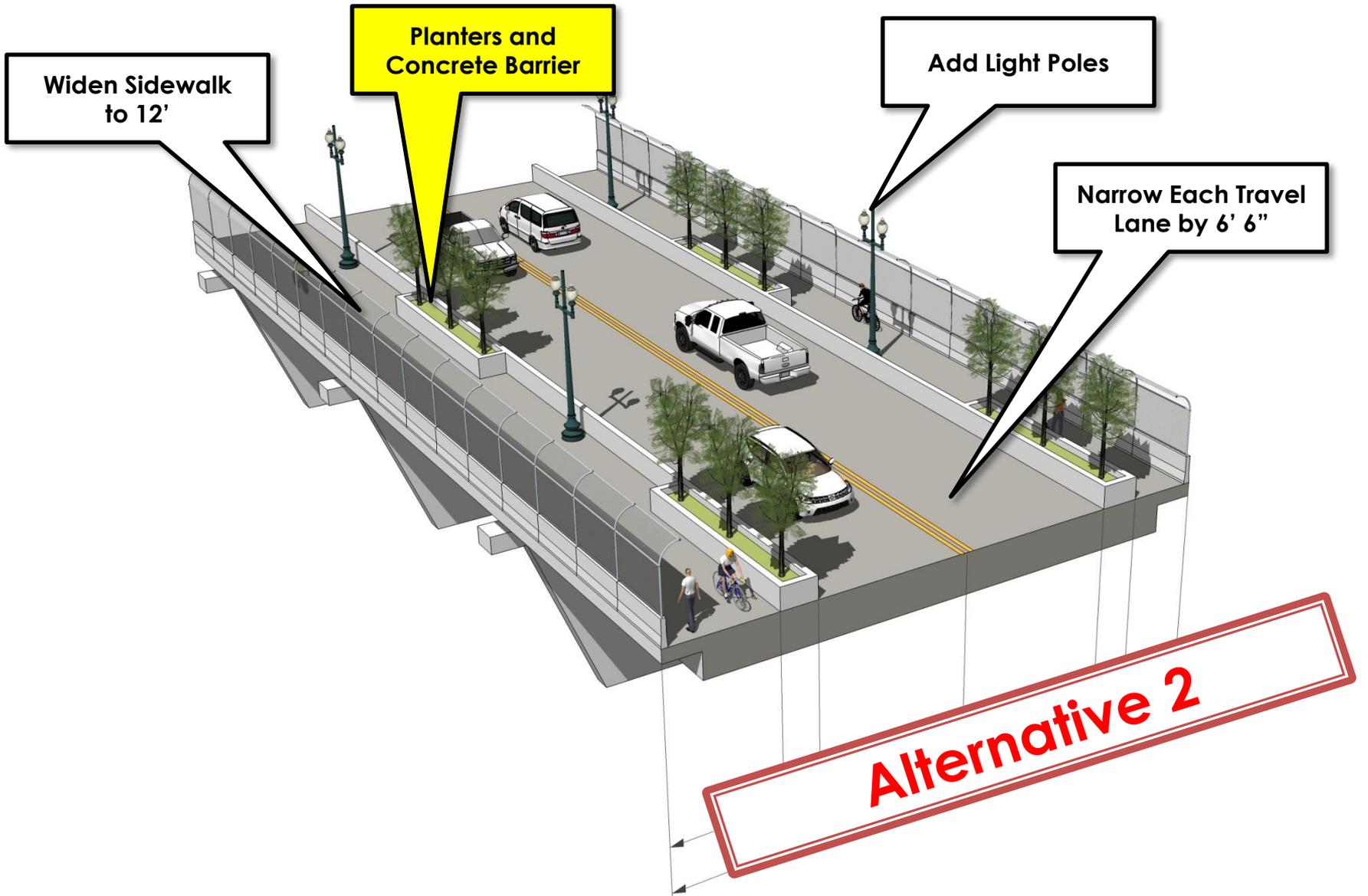
Whitefish Promenade - Contra Flow with Protected Bikeway



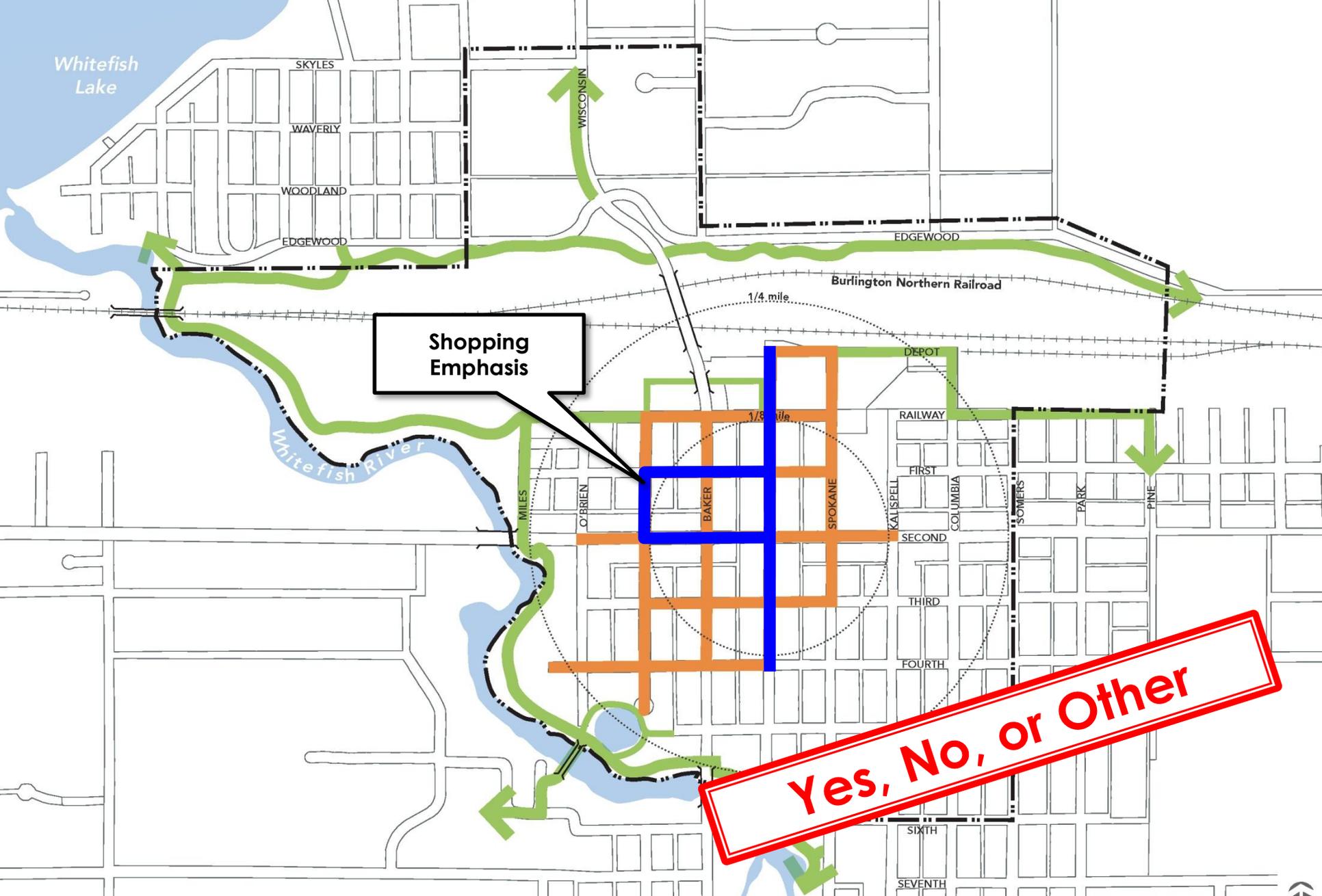
Whitefish Promenade - Two Lane with Protected Bikeway



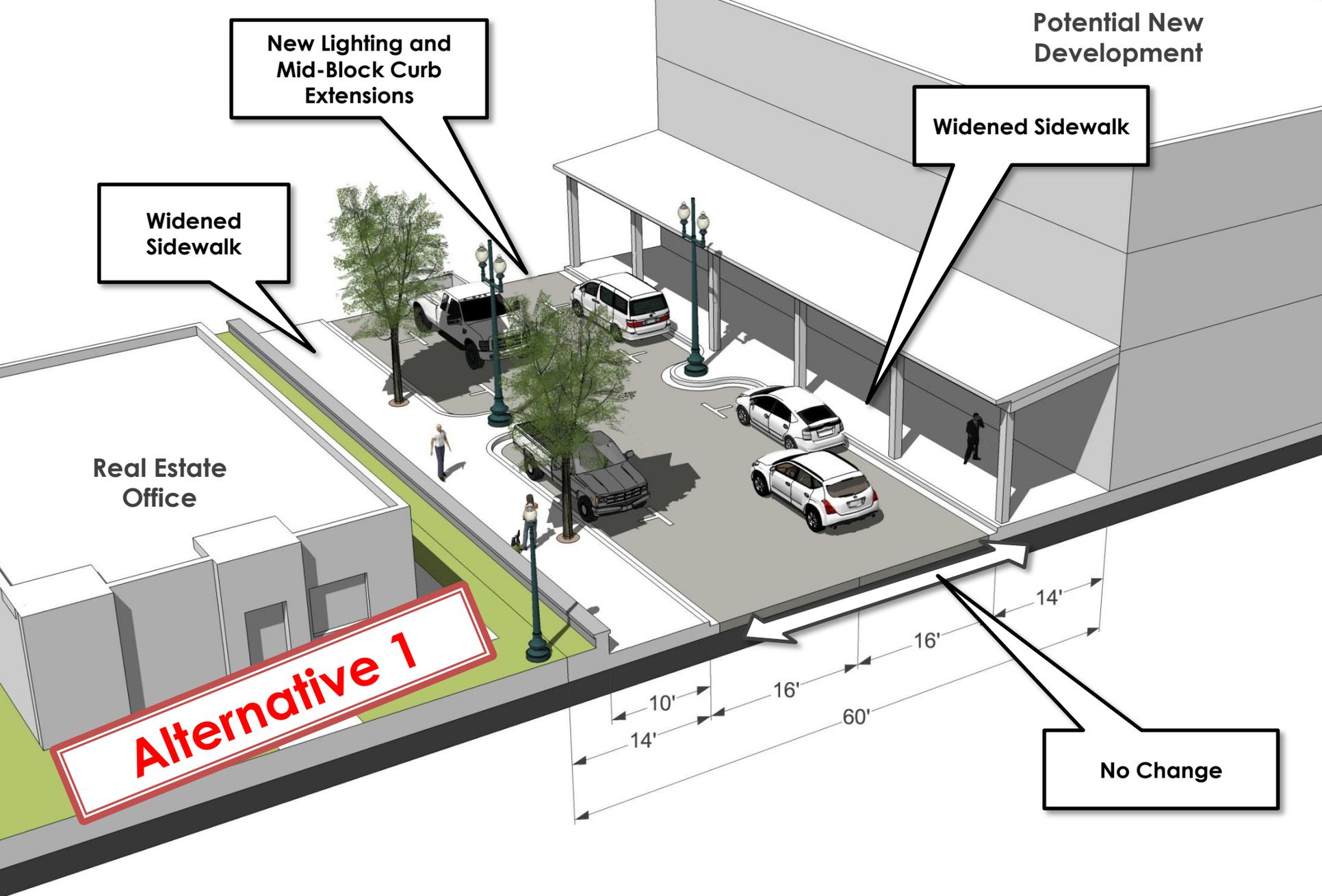
Whitefish Promenade (Baker Viaduct)



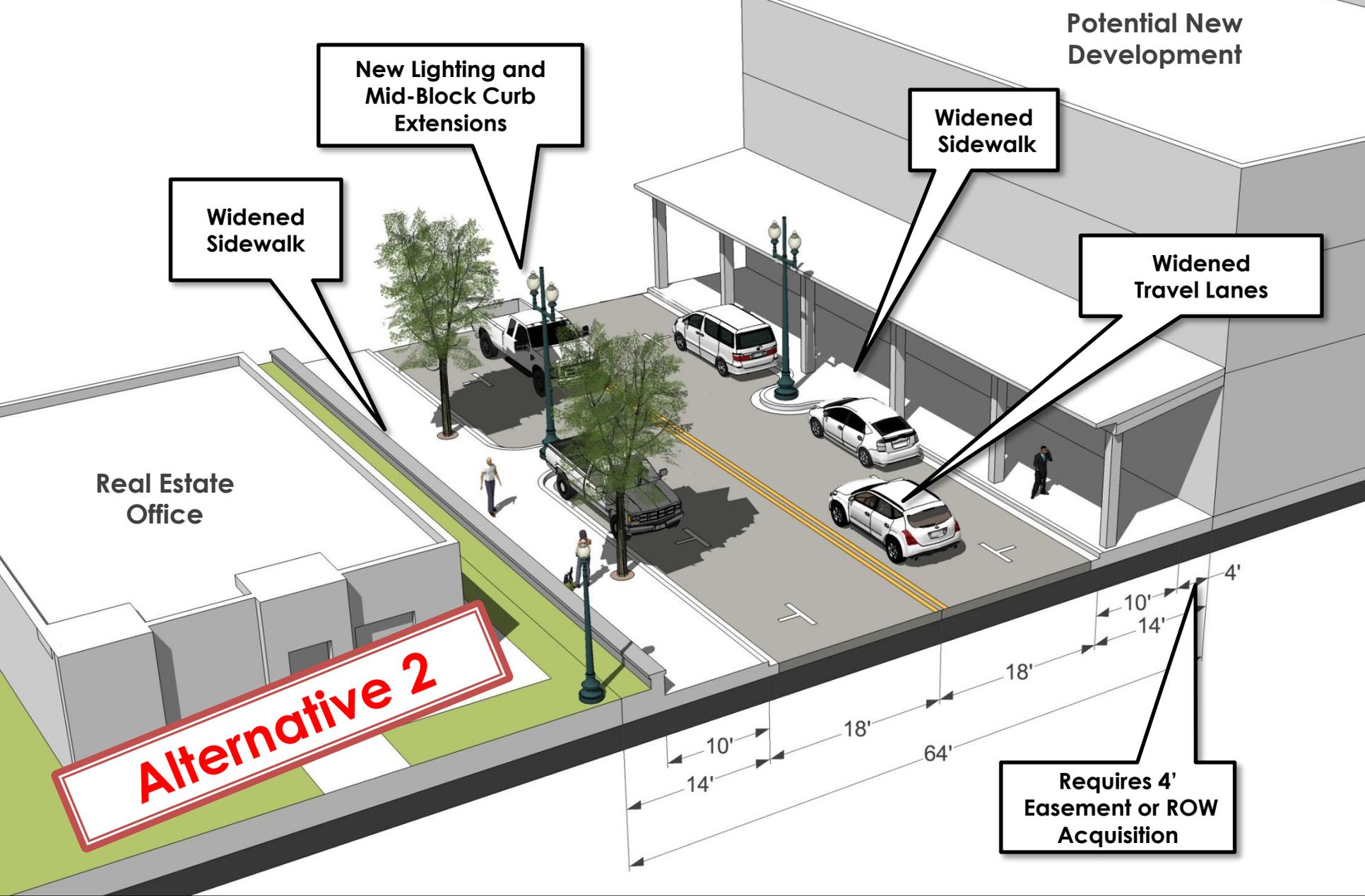
Whitefish Promenade (Baker Viaduct)



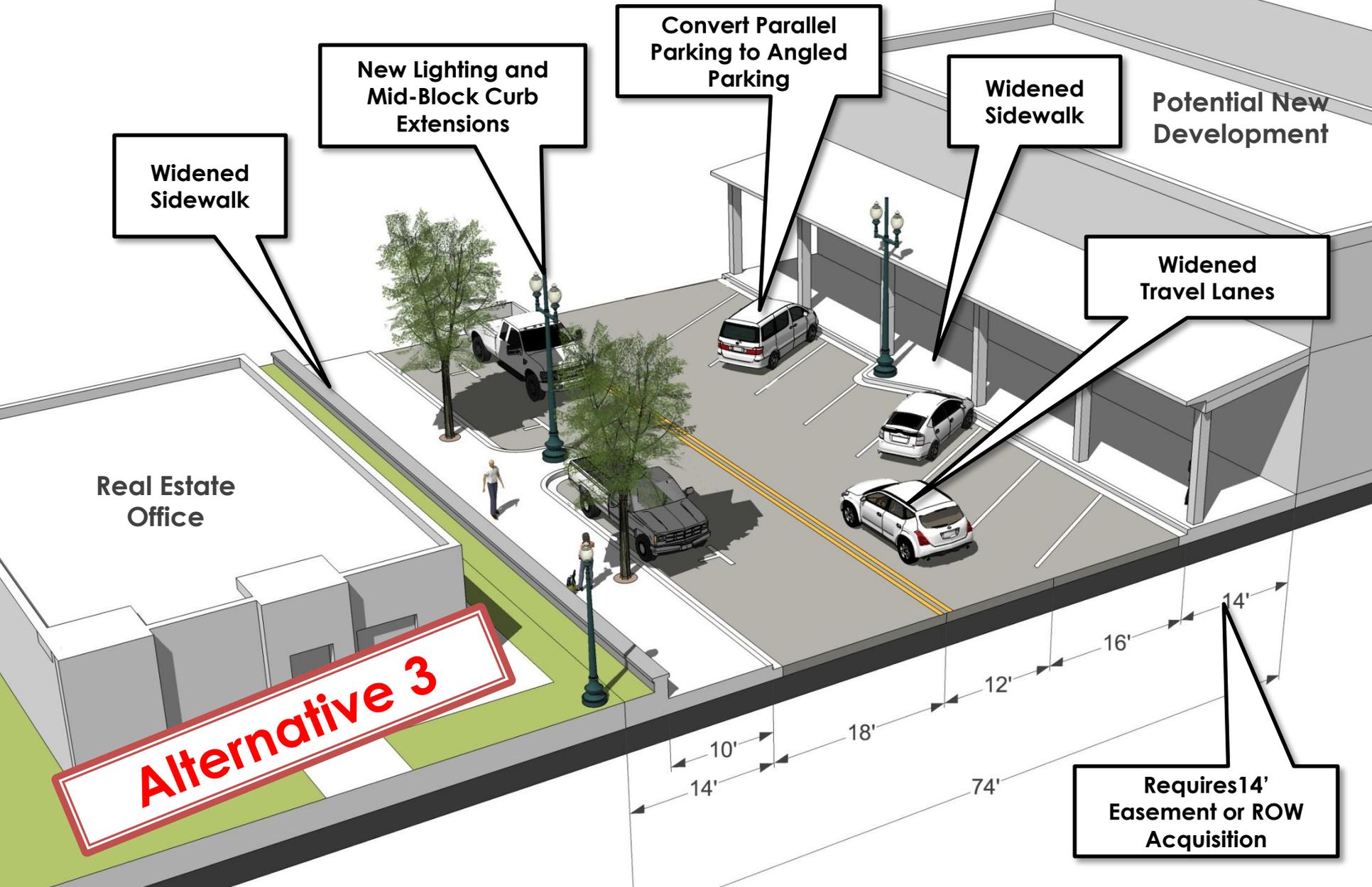
Shopping Emphasis Framework



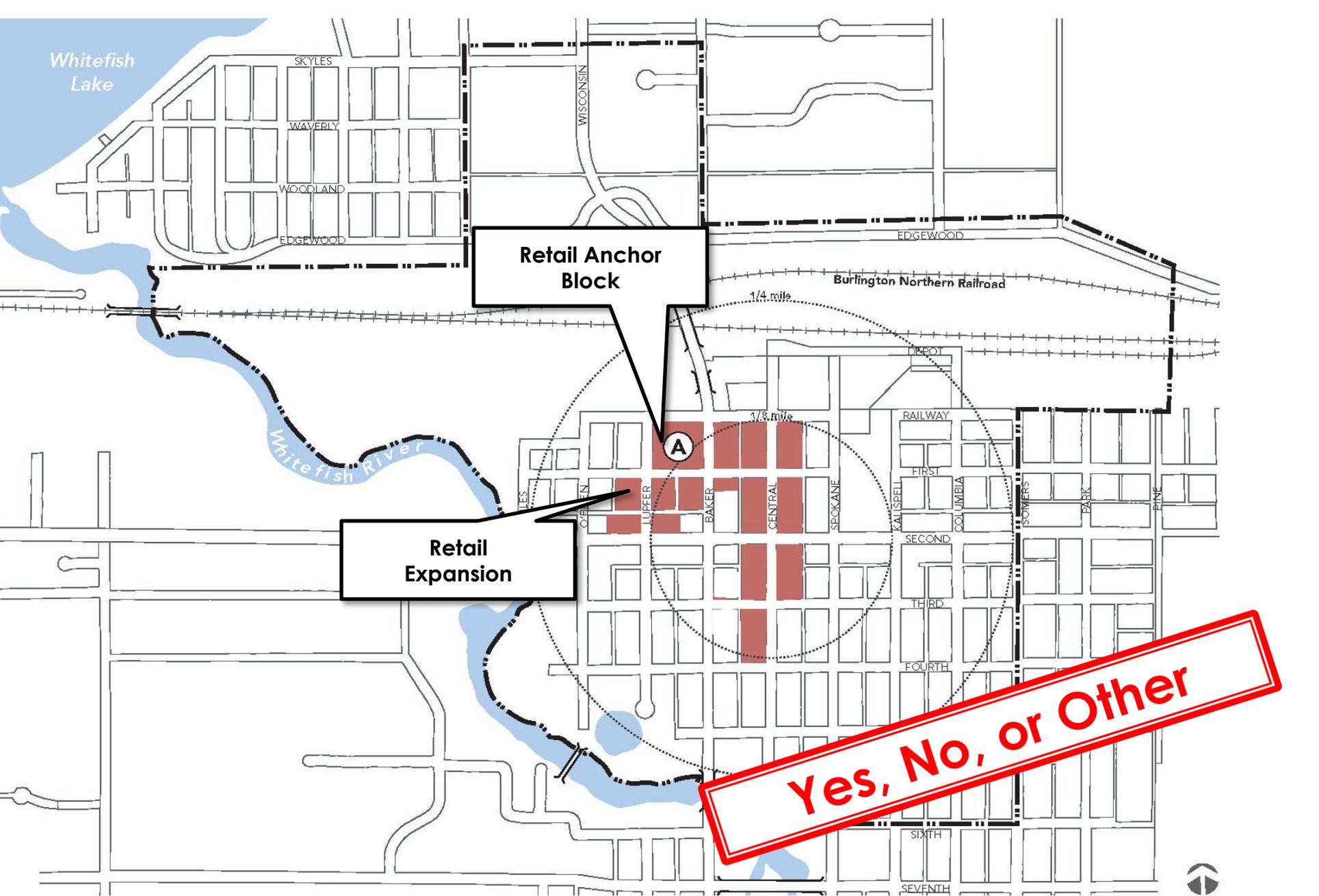
1ST Street Shopping Emphasis- Sidewalk Enhancement Only



1ST Street Shopping Emphasis- Sidewalk Enhancements & Widened Travel Lanes



1ST Street Shopping Emphasis- Sidewalk Enhancements & Widened Travel Lanes & Angled Parking



Retail Framework



Next Steps

Process & Schedule

1 Transportation Framework

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

2 Implementation Framework

- 3.3 Anchor Retail Concept

3 Executive Summary

- 4.4 Build-Out Executive Summary

4 City Hall Design Analysis

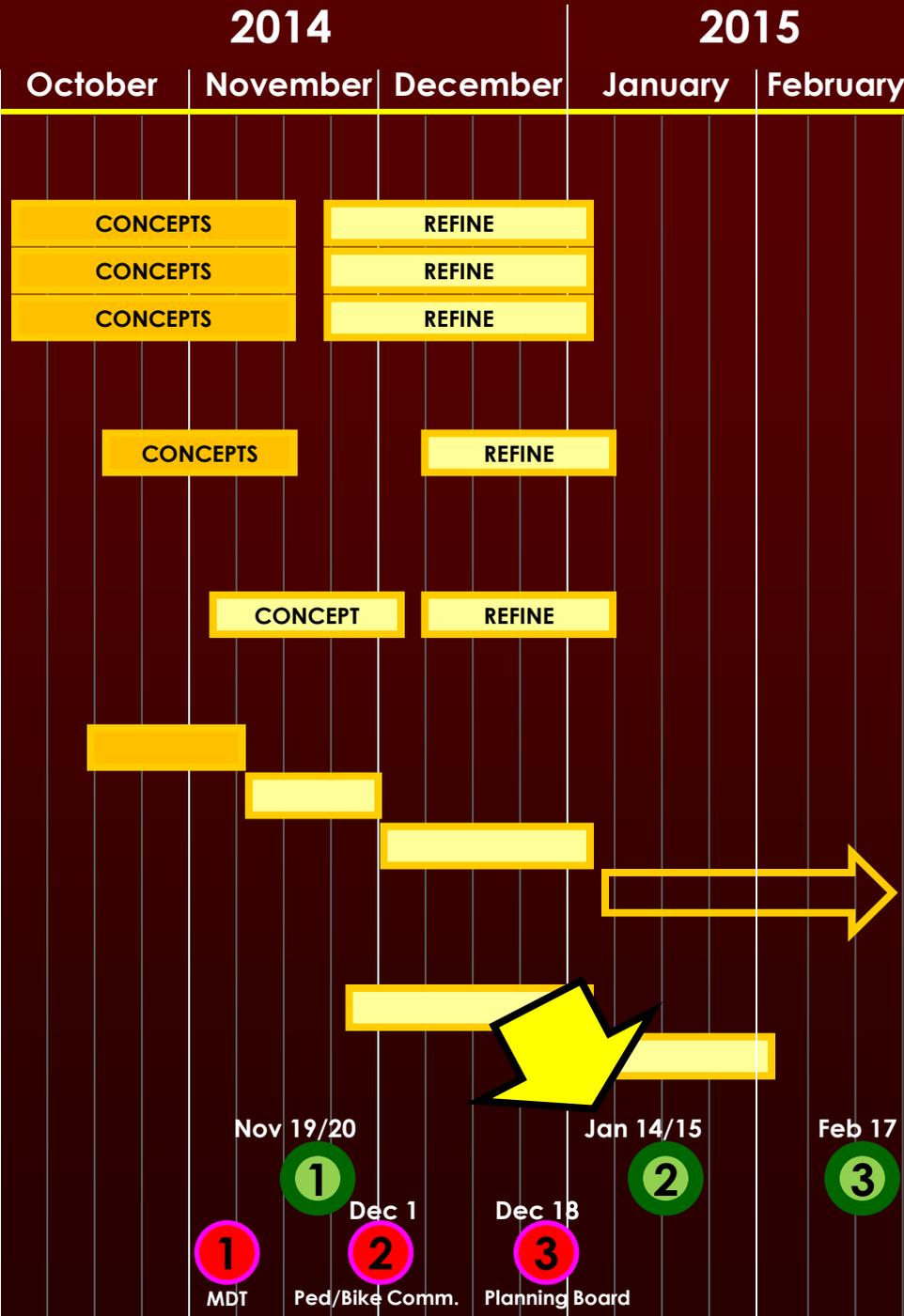
- 5.1 Conceptual Plans
- 5.2 Schematic Plans and Elevations
- 5.3 Design Development Plans and Elevations
- 5.4 Contract Documents

5 Master Plan Document

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

6 Meetings

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



An aerial photograph of the Whitefish downtown business district. The image shows a mix of commercial buildings, parking lots, and residential areas. A major road, likely Highway 2, runs through the center, with a bridge crossing a river or stream. In the foreground, there are several train tracks with freight cars. The background features a vast, green landscape with rolling hills and a forested area.

Whitefish Downtown Business District Master Plan Update

City Council Recommended Refinements

November 19, 2014