PUBLIC MEETING

Whitefish Downtown Business District
Draft Master Plan 2014

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

The Meeting Agenda:

PRESENTION

- 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 RAMBULA
Revitalizing America's Cities
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
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
Civic Attractor
Great Northern Square
Maintain/Expand Retail
Retail Parking
Maximum Two-Lane Intersection
Improved Central Avenue Pedestrian Environment
Minimize Highway Impacts
Whitefish Promenade

2006 - Adopted Plan Fundamental Concept
Construction Completed

Central Avenue Improvements
Construction Completed

New Construction
# Downtown Investment Summary

**Private Investment (Actual, 2005/2012)**
- Renovated Retail: $1.2 Mill.
- 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

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### Total Private (Actual & Projected)
- $57.6 Million

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**Adopted 2006 Plan Cost**
- Hwy. 93 - Tiger Grant Award
  - $0.17 Million
  - $3.50 Million
Plan Update - Draft 2013

Plan Refinement 2014

Fundamental Concept
Fundamental Concept

- Retail Anchor/Parking
- Shopping Loop
- Truck Route
- Existing Storefront Retail
- Shopping Loop Pedestrian Enhancement
- Whitefish Promenade
- Green Space (Depot Park)

Refinements
Fundamental Concept

- Retail Anchor/Parking
- Existing Storefront
- Shopping Loop
- Pedestrian Enhancement
- Shopping Loop
- Green Space (Depot Park)
- Retail Anchor/Parking
- Shopping Loop
- Pedestrian Enhancement
- Whitefish Promenade
- Truck Route

Refinements
Fundamental Concept

Retail Anchor/Parking

Shopping Loop

Existing Storefront Retail

Shopping Loop Pedestrian Enhancement

Truck Route

Green Space (Depot Park)

Whitefish Promenade

Refinements
TRANSPORTATION FRAMEWORK
Spokane Avenue
Urban Highway

Truck Route
Spokane Avenue Promenade Typical Block

- Raised Intersection
- Curb Extensions with Flowering Trees
- Special Paving in Parking Lane
- Two Way Off-street Bike Route
- Large Canopy Trees

- 2 Northbound Lanes
- On-Street Parking
- New Trees Where Needed

Spokane Avenue
2006 Downtown Master Plan — Whitefish Promenade
Adopted Bike Master Plan—Non-Motorized Facilities

Proposed Bike Route (Spokane Ave)
Baker/Spokane Alternatives

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

2010 Urban Corridor Study - Mod. Alt. C Offset ‘New’ Configuration (MDT/City)
2010 Urban Corridor Study - Contra Flow (MDT/City)

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

Second Street Improvements Completed - (Two Lanes)

Spokane Avenue Future MDT Improvements (Three Lanes)

Baker/Spokane Alternatives
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
Spokane Avenue Impacts

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

11' from Back of Sidewalk

10' 1" from Back of Sidewalk
Narrowed Parkway

Widen Roadway (by 9’ curb to curb)

Trees will need to be Removed for Widening

Trees will need to be Removed for Widening

On-street Bike Lanes
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

- **7%** Strong & Fearless
- **60%** Capable but Cautious
- **33%** No Way—No How

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

7% Strong & Fearless
60% Capable but Cautious
33% No Way—No How

40% Potential Mode Switchers

Strong & Fearless
Will ride (will ride in bike lanes and on bike trails)

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

40% Solution
Separating Cars & Bikes Stimulates Bike Travel
Missoula Example — Bicycles Protected from Traffic
Protected from Traffic
Contra Flow Option with Protected Bikeway

- Narrow Parkway
- Reduce Roadway (by 1’ curb to curb)
- Trees can Possibly be Saved
- Off-street Protected Bikeway

Trees will need to be Removed for Relocated Curb Line
Two Lane Option with Protected Bikeway

No Change to Existing Parkway

(2) Travel Lanes

Trees will Remain

New Parkway

Trees can Possibly be Saved

Off-street Protected Bikeway

Trees can Possibly be Saved

No Change to Existing Parkway

(2) Travel Lanes
Whitefish Promenade Concept (Spokane Segment)
Whitefish Promenade (6th Street to 3rd Street)

- New Two-Way Protected Bikeway
- Contra Flow or Two Lane
- 12′ Multi Use Path
- Existing Multi Use Path
Protected Bikeway (2nd to Depot)

Maintain All Existing Highway 93 Roadway Intersection Improvements

Address Proposed Hotel Protected Bikeway Issues
Proposed Site Plan

Suggested Site Plan Modifications

Block 46—Bikeway/Hotel Concept
Existing Spokane Avenue (South of 2\textsuperscript{nd} Street Intersection)
Block 46 - Proposed Hotel

Whitefish Promenade (South of 2nd Street Intersection)

- No Change
- New Sidewalk
- Two-Way Protected Bikeway
- 11' Easement or ROW Acquisition
- Parking Lot
- Existing R.O.W.
Whitefish Promenade (2nd to Railway)

No Change to Lane Configurations

Existing City Parking Lot
Maintain Existing Sidewalk

Narrow Existing Sidewalk from 24' to 13' at Intersection

Maintain Existing Sidewalk

Relocate Sidewalk Around Existing Trees

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
- Existing City Parking Lot
Existing Spokane Avenue (1st to Railway)
No Change to Existing Sidewalk

Concrete ‘Door Zone’ Sidewalk

Two-Way Protected Bikeway

Whitefish Promenade (1st to Railway)
Convert Angled Parking to Parallel (Lose 11 Spaces)

Reduce Lane Width 13.5' to 11'

Whitefish Promenade (1st to Railway)
Whitefish Promenade (1st to Railway)

No Change
Whitefish Promenade (1st to Railway)

Possible Sidewalk Widening

Convert Angled Parking to Parallel
Add Curb Extension

Angled Parking

Locate Protected Bikeway Adjacent to Existing Curb Line

Relocate Sidewalk
Whitefish Promenade (Railway to Depot) Alternative 1

- Locate Protected Bikeway Adjacent to Curb Line
- 12' Multi Use Path

Map details include:
- Depot Park
- Depot
- Spokane
- Library
- Central
- Railway

The plan includes features such as seating areas, interpretive signage, water features, and relocated planters.
Whitefish Promenade (Depot to Wisconsin) Alternative 1

- Maintain BNSF Access Throughout
- 12’ Multi Use Path
Existing 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 (Railway to Depot Park) Alternative 2

- Optional Route
- 12' Multi Use Path
Whitefish Promenade (Depot to Wisconsin)

12' Multi Use Path (O’Shaughnessy Ctr Parking Lot)
Whitefish Promenade (Viaduct Alternatives)
Existing Sidewalk
No Change

Concrete Barrier

Multi-use trail

Narrow Each Travel Lane by 2' 6"
Whitefish Promenade (Viaduct)

- Multi-use trail
- Planters and Concrete Barrier
- Add Light Poles
- Narrow Each Travel Lane by 6' 6"
New Shopping Emphasis Streets
Pedestrian Framework

Plan Update - Draft 2013

Plan Refinement 2014

Shopping Emphasis
Existing Baker & 1st Intersection

- Curb Extensions
- Pedestrian Crossing Sign
- Acorn Lights
- Crosswalk
- (2) Travel Lanes
- (2) Travel Lanes and Wide Shoulder
- City Hall/Parking Structure Site
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
Existing 1st Avenue (Baker to Lupfer)
Proposed 1st Avenue (Baker to Lupfer)—Alternative 1

- Widened Sidewalk
- New Lighting and Mid-Block Curb Extensions
- Potential New Development
- Real Estate Office
- No Change

Dimensions:
- 14' 10' 60' 16' 14'
Proposed 1st Avenue (Baker to Lupfer)—Alternative 2

- Widened Sidewalk
- New Lighting and Mid-Block Curb Extensions
- Widened Sidewalk
- widened travel lanes
- Potential New Development
- Real Estate Office

Requires 4' Easement or ROW Acquisition
Convert Parallel Parking to Angled Parking

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

Widened Sidewalk
New Lighting and Mid-Block Curb Extensions
Widened Sidewalk
Potential New Development

Requires 14’ Easement or ROW Acquisition

Widened Travel Lanes
Widened Travel Lanes

Real Estate Office

New Lighting and Mid-Block Curb Extensions

Potential New Development

Proposed 1st Avenue (Baker to Lupfer)—Alternative 3
Existing Lupfer (1st to 2nd)
Proposed Lupfer (1st to 2nd)

- New Lighting
- Widened Sidewalk
- Fence or Planter
- Possible Gate
- Widened Sidewalk

Requires 4’ Easement or ROW Acquisition
LAND USE FRAMEWORK
New Retail Framework
Development Potential

Parking Lots/ Potential Building Renovation or Redevelopment

Vacant Lots

New or Proposed Development

Vacant Lots
Retail Framework

Retail Anchor Block

Retail Expansion
Retail Anchor Block

Retail Shopping Street Expansion

Existing Retail Shopping Street

Retail Shopping Street Expansion
Existing Block 26

- Apartments
- Restaurant
- Vacant
- V.F.W. (29 Spaces)
Block 26—Retail and Housing Alternative 1

- Apartments: 30 Units
- Parking Lot: 32 Spaces
- Storefront Retail: 4,500 SF
- Storefront Retail (7,000 SF)
- VFW & Parking: (8 spaces)
Block 26—Retail Anchor Alternative 2

- Work/Live Retail Storefront 2,000 SF
- Work/Live Retail Storefront 2,000 SF
- Basement Level Parking 120 Spaces
- Storefront Retail 1,750 SF
- Storefront Retail 3,500 SF
- Retail Anchor 32,000 SF
- Angled Parking

Railway Street
1st Street
Lupfer Avenue
Baker Avenue
Retail Shopping Street Expansion

Redevelopment Opportunities Block

Existing Retail Shopping Street

Retail Shopping Street Expansion

BLOCK 37
Block 37—Retail, Commercial and Housing
Block 37—Retail, Commercial and Housing
Existing Block 27

1 Story Commercial Building

Parking Lot

Brewery

The Craggy Range

Parking Lot 32 Spaces

Markus Foods

33 Baker Salon

19th Street

Railway Street

Baker Avenue

Lupfer Avenue

1st Street
Response Sheet
Whitefish Downtown Master Plan Refinement
Stakeholders and Public Meeting
November 19 and 20, 2013

### IDENTIFY YOUR PREFERENCE

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### WHITEFISH PROMENADE (SPOKANE AVENUE SEGMENT)

- **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)

- **ALTERNATIVE 1**: Widen Sidewalk with Concrete Barrier
- **ALTERNATIVE 2**: Widen Sidewalk with Barrier Planters, and Decorative Lighting

### SHOPPING EMPHASIS FRAMEWORK

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### 1ST STREET SHOPPING EMPHASIS IMPROVEMENTS

- **ALTERNATIVE 1**: Sidewalk Enhancements Only
- **ALTERNATIVE 2**: Sidewalk Enhancements & Widened Travel Lanes
- **ALTERNATIVE 3**: Sidewalk Enhancements, Widened Travel Lanes & Angled Parking

### RETAIL FRAMEWORK

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

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Response Sheet
Fundamental Concept

Yes, No, or Other
Bicycle Framework—2014 (Proposed)

City Connectors

Multi-Use Trail

Whitefish Promenade

Yes, No, or Other
Trees will need to be Removed for Widening

Widen Roadway (by 9’ curb to curb)

Trees will need to be Removed for Widening

Narrowed Parkway

On-street Bike Lanes

Whitefish Promenade—Contra-Flow Configuration
Trees will need to be removed for relocated curb line.

Reduce roadway (by 1’ curb to curb).

Trees can possibly be saved.

Narrow Parkway.

Off-street protected bikeway.

Whitefish Promenade - Contra Flow with Protected Bikeway

Alternative 2
Whitefish Promenade - Two Lane with Protected Bikeway

- (2) Travel Lanes
- Trees will Remain
- No Change to Existing Parkway
- Trees can Possibly be Saved
- New Parkway
- Off-street Protected Bikeway

Alternative 3
Existing Sidewalk
No Change

Whitefish Promenade (Baker Viaduct)

Widen Sidewalk to 12'

Concrete Barrier

Existing Sidewalk No Change

Narrow Each Travel Lane by 2' 6"

Alternative 1
Widen Sidewalk to 12’

Planters and Concrete Barrier

Add Light Poles

Narrow Each Travel Lane by 6’ 6”

Alternative 2

Whitefish Promenade (Baker Viaduct)
Shopping Emphasis Framework

Yes, No, or Other

Shopping Emphasis

Whitefish Lake
Widened Sidewalk

New Lighting and Mid-Block Curb Extensions

Widened Sidewalk

Potential New Development

Real Estate Office

Alternative 1

1ST Street Shopping Emphasis - Sidewalk Enhancement Only

No Change
Widened Sidewalk

New Lighting and Mid-Block Curb Extensions

Widened Sidewalk

Potential New Development

Widened Sidewalk

Widened Travel Lanes

Real Estate Office

Alternative 2

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

Requires 4' Easement or ROW Acquisition
Convert Parallel Parking to Angled Parking

Widened Sidewalk Requires 14’ Easement or ROW Acquisition

Potential New Development

Widened Sidewalk

New Lighting and Mid-Block Curb Extensions

Real Estate Office

Widened Travel Lanes

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

Requires 14’ Easement or ROW Acquisition

Alternative 3
Retail Framework

Retail Anchor Block

Retail Expansion

Yes, No, or Other
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)