

COMMUNITY PLAN

PLAN APPENDICES



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SUMMARY BY APPENDIX

APPENDIX A: ENGAGEMENT AND PROCESS TO CREATE THE PLAN

Appendix A details the outreach and engagement process that helped shape the Community Plan. The four-phase process used in-person and digital approaches to engagement to capture the voice of the community.

- Phase One (Foundation) engaged the community and determined what people love about Bozeman, what people believe could be improved about Bozeman, and their vision for Bozeman's future.
- Phase Two (Analysis and Vision) built upon the engagement in Phase One and refined the plan themes that were developed based upon Phase One comments from the community. Furthermore, participants were asked to consider opportunities that can help the City realize its vision.
- Phase Three (Opportunities and Choices) outreach involved a community event held at the Bozeman Public Library and an online questionnaire that were designed to gather community input on the specific opportunities that coincide with each of the six Themes.
- Phase Four (Draft and Final Plan), the final phase in the Community Plan Update process was conducted over the course of several months to ensure community opportunity to review the document, satisfaction with, and acceptance of the Plan. Community comments provided throughout the first three phases were incorporated into this final Plan which includes specific goals, objectives, and designated indicators to measure success of each goal.

APPENDIX B: INFRASTRUCTURE AND SPECIAL TOPIC PLANS

Appendix B includes references to the City’s key infrastructure plans, with descriptions of, and links to each plan document. Included plans detail future and existing plans for topics including but not limited to transportation, storm water, wastewater, parks and open space, public safety, economic development, housing, and parking.

APPENDIX C: INVENTORY REPORT

Appendix C details the history of the City of Bozeman, along with existing conditions text that highlight where the City currently is, and the direction it has been trending in. Statistics and text in this section are taken directly from the Demographic and Real Estate Market Assessment prepared by Economic and Planning Systems (EPS) in 2018. Demographic information included highlights existing population characteristics such as total count, income, and age, as well as housing, employment, and commercial and industrial statistics.

APPENDIX D: PROJECTIONS REPORT

As with Appendix C, projections shown in Appendix D have been extracted from the Demographic and Real Estate Market Assessment prepared by Economic and Planning Systems (EPS). Projections include population, employment, and housing growth, as well as demand projections for land, housing, commercial, and industrial space.

APPENDIX E: INFRASTRUCTURE PLAN PER 76-1-601(4)(C) MCA

The law authorizing growth policies allows additional items to be added to a growth policy. One of those items is a discussion on how infrastructure is expanded, the consequences of that expansion, and how negative effects of the expansion can be mitigated.

APPENDIX F: GLOSSARY

Defines specific terms used in the Plan.



ENGAGEMENT + PROCESS TO CREATE THE PLAN

Residents, property owners, stakeholders, and public officials shaped this Community Plan throughout a progressive four-phase update process.

PHASE ONE | FOUNDATION

The Foundation Phase engaged the community and determined what people love about Bozeman, what people believe could be improved about Bozeman, and their vision for Bozeman's future. Outreach efforts consisted of an ice cream social event at Dinosaur Park, one-on-one interviews, group sessions, Planning Board and City Staff meetings, and an online questionnaire.

Responses indicated that Bozeman’s outdoor lifestyle, sense of place and belonging while in a City environment, and high quality of life were the three aspects of the City that people loved the most.

Areas where participants felt Bozeman could improve were; multimodal transportation, the preservation of farmland and open space, and housing affordability.

When asked about the desired future of Bozeman, people envisioned a larger city with a dynamic, modern economy, a variety of attainable housing options, and a multimodal transportation system.

were asked to complete the online survey as well as invite their colleagues in the community to participate. In addition, everyone interested had access to multiple listening sessions provided throughout the community. Participation was recruited by direct email, news releases, and other broadly applicable outreach.

SUMMARY

BACKGROUND

What is the Community Plan and what is its purpose?

Imagine what Bozeman will look and feel like in twenty years. How will the community accept a large increase of residents? How will transportation be addressed? Will we grow upward or outward in relation to density? What will Bozeman be known for?

The Community Plan builds on the overarching vision and vision statements within the Strategic Plan and specifically guides land use planning decisions.

The passage of time, as well as a high rate of development, changing economic conditions, and maturing nearby communities make it necessary to update the Plan and through its process, identify the community supported answers to those questions above.

NOTIFICATION AND INTERVIEW PROCESS

Stakeholders were contacted directly through email and in-person interviews were conducted at the Community Development building. The interviews focused on the aspects of Bozeman that the participants loved, areas where improvement is needed in the future, and a vision for Bozeman in the year 2040. Stakeholders

OVERALL SUMMARY

What do you LOVE most about Bozeman?

Top 10 List (LOVES)

1. Small Town Feel
2. Outdoor Lifestyle
3. The People
4. Bike/Trail Network
5. Parks & Recreation
6. Architecture
7. Connectivity
8. Central Location
9. Downtown
10. Climate

What would you like to IMPROVE about Bozeman in the future?

Top 10 List (IMPROVES)

1. Growth Management
2. Improve Transparency
3. Multimodal Transportation
4. Improve Infrastructure
5. Neighborhood Identity
6. Reduce Regulations
7. City Leadership
8. Increase Walkability
9. Historic Preservation
10. Alleviate Traffic

In 2040, Bozeman will be...

Top 10 List (2040)

1. Multimodal Transportation
2. Well-Preserved
3. Small Town Feel
4. High Quality of Life
5. Bikeable
6. Walkable
7. Distinct Neighborhoods
8. Regional Growth
9. Vibrant
10. Model City

KEY TAKEAWAYS

The stakeholders of Bozeman are very passionate about the City and take pride in the sense of place, belonging, and outdoor lifestyle that Bozeman provides. The close-knit community, access to nature, the high quality of architectural design, and Downtown were also frequently mentioned as aspects that interviewees loved about the City.

Stakeholders were most concerned about the potential for Bozeman to become sprawled and cited its issues with the transportation system, the need for government transparency, and absence of neighborhood identity. These are areas Bozeman should improve in the future.

In 2040, Stakeholders imagined Bozeman to be a well-preserved city that has maintained its sense of place and belonging with a multimodal transportation system that provides access to a series of distinct and vibrant neighborhoods. Several comments highlighted that Bozeman will be a model city for others to base their future development upon.

PHASE TWO | ANALYSIS + VISION

Phase Two built upon the engagement in Phase One and refined the seven themes that were developed based upon Phase One comments from the community. Furthermore, participants were asked to consider opportunities that can help the City realize its vision.

Outreach efforts consisted of a community event, one-on-one interviews, group sessions, City Commission presentations, and an online questionnaire.

People stated that they would like to see increased corner-commercial developments in or near neighborhoods, improved multimodal transportation options and access throughout the community, increased density, historic preservation, and greater regional planning efforts.

SUMMARY

NOTIFICATION

This Community Event was publicized at two public events; at updates to the City Commission and Bozeman Planning Board; direct emails to those who have supplied their contact info as part of this process; social media outlets, including the City's existing Facebook, Nextdoor, and Twitter accounts; postcards at highly trafficked locations and other ongoing City and community events.

PURPOSE

Each step in the Community Plan update process is built to collect a greater level of detail than the previous step, through thought provoking questions and exercises. The purpose of the Community Event was to begin defining specific opportunities that can help the City realize the seven themes that were developed through previous outreach efforts.

THE EVENT

The Community Event took place at the Bozeman Public Library on Thursday, November 29th, between 5 and 7pm. Members from City staff and consultant team provided an overview of the Community Plan, progress to-date, and instructions for the opportunities exercise. Participants were asked to choose four themes to provide opportunities for, and given a chance to physically locate areas for opportunities by drawing on a large-scale map of Bozeman. Approximately 45 people attended the event.

Identified Opportunities, Summarized by Theme

The Shape of the City:

Support the development of an additional regional park within the City

- Strengthen the viability of other areas to distribute goods and services and alleviate congestion Downtown
- Integrate walkable areas throughout the City
- Foster increased development within the northeast area of the City
- Encourage appropriately-sized commercial nodes within neighborhoods
- Maintain and improve the City's infrastructure
- Reduce the prevalence of large parking lots to promote walkability

A City of Unique Neighborhoods:

Define specific neighborhoods through the identification of unique features

- Facilitate increased community engagement through additional parks, community centers, and commercial nodes
- Coordinate improved public transportation access throughout neighborhoods
- Increase neighborhood density through the rezoning / up-zoning of vacant lots
- Permit farmers' markets and food trucks to use vacant lots
- Locate affordable housing near public transit and necessary amenities
- Expand workforce housing near Montana

State University

- Consider implementing a resort tax
- Preserve the unique identity of northeast Bozeman

A City Bolstered by Downtown and Complementary Districts:

- Identify a district at the west end of the City to promote a cohesive, walkable destination
- Investigate North 7th as the primary location for taller buildings
- Establish and enforce density minimums on North 7th
- Emphasize affordable housing along North 7th
- Reassess the historical significance of structures on North 7th
- Promote compatible infill Downtown
- Develop parklets and additional greenspace throughout districts
- Promote commercial development near Montana State University

A City Influenced by Our Natural Environment, Parks, and Open Space:

Maintain healthy urban forests

- Establish public transit connections to parks
- Implement trail corridors
- Preserve and utilize creek corridors as a way to support walkability and water quality
- Enhance wayfinding throughout parks and open space
- Create connections between parks and the neighborhoods around them
- Retain the mountain views through the development of wide streets
- Ensure parks and open space are accessible to all ages
- Improve lighting in parks to promote year-round use
- Incentivize trail construction in fringe developments

A City Influenced by Regional Cooperation and Defined Edges:

- Expand the City's planning jurisdiction
- Focus on long-term water conservation to avoid additional infrastructure costs in the

future

- Explore the annexation of inholdings to promote efficiency of services
- Adjust tax policy for inholdings to be commensurate with the surrounding zoning district
- Encourage school districts to stay within City limits

A City that Prioritizes Mobility Choices:

- Coordinate with the Streamline to develop a circulator transit route between Downtown, The Cannery, and North 7th
- Expand access to public transportation and frequency of service
- Increase infrastructure funding for multimodal transportation options
- Amplify winter maintenance of bike routes
- Reduce the frequency of large delivery vehicles on Main Street
- Further develop east/west bicycle corridors
- Explore commercial nodes to the west to reduce congestion Downtown
- Improve wayfinding to promote pedestrian activity
- Designate key locations for protected bike routes

A City Powered by its Creative, Innovative, and Entrepreneurial Economy:

- Attract high-paying jobs through the promotion of Bozeman's high quality of life
- Consider a sales tax as an alternative to property tax increases
- Collaborate with local educational institutions to increase the qualified workforce base
- Foster Bozeman's local agriculture industry through the support of agri-hoods and food distribution centers
- Recognize the potential benefit of attracting and promoting the sustainability industry and "green" start-up companies
- Encourage the use of live/work spaces to support small businesses and housing affordability

PHASE THREE | OPPORTUNITIES + CHOICES

Phase Three outreach involved an online questionnaire that was designed to gather community input on the specific opportunities that coincide with each of the seven Themes. Multiple tools were used to encourage participation including news posts on the City website, direct emails to those who had supplied their contact info as part of this process; and social media outlets, including the City’s existing Facebook, Nextdoor, and Twitter accounts.

Increasing walkability and access to neighborhood commercial uses, along with strategically locating affordable housing were just some of the many proposed opportunities from the public event.

230 people took part in the online survey and, in addition to the objectives mentioned above, increasing density, preserving open space, and establishing multimodal connections were suggested.

SUMMARY

OVERVIEW

The Opportunities Survey was opened to the public on December 12, 2018 and closed on January 25, 2019. A total of 230 people took part in the survey, designed to identify and confirm opportunities related to the seven vision statements. Later in the year, at the Sweet Pea Festival and SLAM festival, a follow-up questionnaire was held with similar results from approximately 200 responses. As shown in the chart below, the three most selected visions were:

1. A City Influenced by our Mountains, Open Space, and Parks;
2. A City that Prioritizes Mobility Choices; and
3. A City of Neighborhoods.

The Shape of the City

Participants indicated that commercial nodes are needed in the northwest neighborhoods, North 7th, and south of Kagy and generally felt that the seven story height was appropriate and used the Baxter Hotel as an example. However,

some responses indicated a desire to see shorter buildings in the future in areas where mountain views could be diminished.

Downtown, North 7th, 19th, and the Cannery District were all said to be areas where more intense development should take place. Additionally, responses showed that there was a preference for more intense development in those areas if open space in town was maintained and continually expanded through new developments.

When asked about additional opportunities to fulfill this vision, responses included:

- Increasing density in appropriate areas
- Incentivizing infill as a way to increase density
- Preserving open space
- Promoting affordable housing along transit corridors
- Reducing parking minimums
- Focusing on alternative transportation options

Participants in the questionnaire indicated that pedestrian-friendly streetscapes and the integration with surrounding natural landscapes were the two items within the theme that they were most excited about.

**It is important to note that this theme was removed and its components were consolidated into the other six themes, where appropriate.*

A City of Unique Neighborhoods

It was recognized that a neighborhood is a concept without a simple definition. Characteristics of neighborhoods included: proximity to parks; walkability; cohesiveness amongst neighbors; and diversity of ages, specific boundaries, and historic or cookie-cutter nature. While 60% of respondents stated that their neighborhood included walkable centers, commercial nodes, inclusivity, housing variety, schools, and parks, the remaining 40% of people indicated that walkability and commercial nodes were missing from their communities.

When asked about additional opportunities to fulfill this vision, responses included:

- Encouraging small grocery store development
- Maintaining housing character in new developments
- Increasing connectivity to parks and neighborhoods
- Encouraging affordable housing development
- Developing community gardens
- Improving pedestrian and bike access
- Enhancing traffic calming measures
- Promoting accessory dwelling units

Participants in the questionnaire indicated that they were most excited about convenient and accessible neighborhoods, with strategic growth in developed areas also being of importance.

A City Bolstered by Downtown and Complementary Districts

Participants were asked about building height preferences in each of the three named districts (Downtown, Midtown, and University) and responses were quite varied. In Downtown, height preferences ranged from a maximum of three stories to a maximum of thirty stories with five to seven being the most common answer. In Midtown, height maximums ranged from three stories to thirty with the most common again between five and seven stories. Responses for height preferences in the University district had the same results as Midtown and Downtown. In remaining areas of the City, the preferred height limit was much lower, typically up to three stories with several comments stating that five story developments are appropriate.

More mixed-use areas are desired within Bozeman along with strategic preservation of trees, open space, and wetlands.

When asked about additional opportunities to fulfill this vision, responses included:

- Encouraging mixed-use development
- Expanding public transportation
- Reducing car-dependency
- Promoting commercial activity near the

university

- Locating affordable housing developments in Midtown
- Defining additional districts on the west and northeast parts of Bozeman

Responses to the questionnaire indicated that multimodal connectivity between districts, and diversity in housing and employment opportunities were the two most exciting components of this theme.

A City Influenced by Our Natural Environment, Parks, and Open Space

Over 94% of respondents indicated they live within a ten-minute walk of a park or open space. Of those 94%, 67% said that they walk to local parks or open space multiple times a week.

Connecting existing trail systems, along with expanding the trail systems in the west side of Bozeman were frequently mentioned as important components of this vision.

When asked about additional opportunities to fulfill this vision, responses included:

- Researching sustainable funding options for Bozeman's green spaces
- Increasing density in the city core
- Improving pedestrian safety
- Continuing partnerships with the Gallatin Valley Land Trust, Trust for Public Land, and others
- Creating more stringent development requirements that emphasize trail connectivity

Responses to the questionnaire showed an equal level of interest in natural environment protection regulations, open space acquisition, and climate change impact considerations.

A City Engaged in Regional Coordination

Responses showed a strong desire to protect wetlands, floodplain, wildlife habitat, and key corridors for north/south wildlife migration. Additionally, limiting sprawl, promoting sustainable practices, and preserving agricultural land were mentioned. Participants also stated that greater

coordination between the City and regional authorities is needed in relation to transportation, water, sewer, growth management, and more.

When asked about additional opportunities to fulfill this vision, responses included:

- Increasing public engagement efforts
- Expanding education and training sessions for elected officials
- Restoring and naturalizing regional waterways
- Coordinating planning efforts and documents

Questionnaire responses showed a substantial interest in the efficient use of land and thoughtful expansion of the City's area.

A City that Prioritizes Mobility Choices

46% of participants said that they have used public transit in the past year. For those that have not used public transit, reasons comprised of: long commute times using public transit; inconvenient scheduling; and lack of bus stops.

For those that are that said they are employed, 46% drive a car, 30% ride a bike, 17% walk, and 6% work from home, and only 1% use public transit.

When asked about additional opportunities to fulfill this vision, responses included:

- Funding winter maintenance of trails and paths
- Enhancing traffic calming measures
- Developing protected bike-paths along main roads
- Establishing more east-west connections
- Promoting safe pedestrian access to all public schools
- Increase funding for alternative transit options (bus, bicycle, walking)
- Researching the feasibility of an affordable airport shuttle
- Creating connectivity requirements for new development

Questionnaire respondents chose safe and functional walking and biking and interconnected systems as the most exciting aspects of this theme.

A City Powered by its Creative, Innovative, and Entrepreneurial Economy

Low wages and rising housing costs are seen as the largest deterrents for those starting a business in Bozeman, due to the difficulty for prospective employees to live in town. The high quality of life in Bozeman, its excellent location, and Montana State University are seen as some of the most attractive reasons why a business would locate here.

When asked about additional opportunities to fulfill this vision, responses included:

- Increasing minimum wage within the City
- Reducing regulatory restrictions on small businesses

Support for local companies and growing from within, as well as economic diversification were chosen as the most exciting components of this theme.

PHASE FOUR | DRAFT + FINAL PLAN

The final phase in the Community Plan Update process was conducted over the course of several months to ensure community awareness, satisfaction, and acceptance of the Plan.

Community comments provided throughout the first three phases were incorporated into this final Plan which includes specific goals, objectives, and designated indicators that measure success of each goal.

COMMUNITY OPEN HOUSE 1 | SUMMARY

NOTIFICATION

The Community Open House was publicized through television; at updates to the City Commission and Bozeman Planning Board; direct emails to those who have supplied their contact info as part of this process; and social media outlets, including the City's existing Facebook, Nextdoor, and Twitter accounts.

PURPOSE

Each step in the Community Plan update process is built to collect a greater level of detail than the previous step, through thought provoking questions and exercises. The purpose of the Open House was to present Future Land Use Categories and Maps to the public for feedback. Public input and comments will be integrated into the final Community Plan.

EVENT

The Community Open House took place at the Bozeman City Hall Commission Room on Thursday, October 17th, between 4 and 6pm. Members from City staff provided summaries of the draft Future Land Use Categories, and presented the Future Land Use Map (shown to the right). Participants were asked to assess whether the Future Land Use Categories match the needs of the community, and to provide input on the Future Land Use categories' spatial placement in the City. Meeting participants wrote their answers to three main questions about the categories on white boards. Approximately 73 people attended

the event.

COMMUNITY OPEN HOUSE 2 | SUMMARY

NOTIFICATION

The Community Open House was publicized through television; at updates to the City Commission and Bozeman Planning Board; direct emails to those who have supplied their contact info as part of this process; and social media outlets, including the City's existing Facebook, Nextdoor, and Twitter accounts.

PURPOSE

The purpose of the Open House was to present the initial public draft of the Community Plan including Future Land Use Categories and Maps to the public for feedback. Public input and comments will be integrated into the final Community Plan.

EVENT

The Community Open House 2 took place at the Bozeman City Hall Commission Room on Tuesday, December 3rd, between 4 and 6pm. Members from City staff were available to answer questions on the text of the plan, provided summaries of the draft Future Land Use Categories, presented the Future Land Use Map, and metrics for success. Approximately 20 people attended the event.

PUBLIC HEARINGS | SUMMARY

NOTIFICATION

The City conducted multiple public hearings to share and receive information from the community prior to making a decision on whether or not to adopt the draft Community Plan. The public hearings were publicized through television; through newspaper articles and paid advertisements; posting dates on the project website; at updates to the City Commission and Bozeman Planning Board; direct emails to those who have supplied their contact info as part of this process; and social media outlets, including the City's existing Facebook, Nextdoor, and Twitter.

PURPOSE

The purpose of the public hearing is the formal opportunity for community participation in the adoption process. Public hearings are required by state law prior to any final decision by the Planning Board or the City Commission. Public input and comments were considered and many were integrated into the final Community Plan.

EVENTS

After developing the document draft for public review the Planning Board held three public hearings on July 21st, July 28th, and August 10th, 2020. The Planning Board considered the draft document, heard and considered public comments, and made several revisions to the map and text. On August 17th the Planning Board formally passed Resolution 20-1 transmitting the recommended document to the City Commission.

On August 18th the City Commission was formally presented the Planning Board's recommended document and the subsequent review process was outlined. The City Commission formally passed a resolution of intent to adopt a growth policy on August 25, 2020. Adoption of the Resolution of Intent is the formal initiation of the City Commission's review.

To help encourage public understanding of the document and participation in the public review process the City hosted three online workshops to present aspects of the plan and answer questions. There were 116 attendees at the three workshops. Recordings of the workshops were posted on the project website so those not able to attend could still obtain the information.

- Sept 16 - Public work session 1 focused on text of Plan with Q&A.
- Sept 23 - Public work session 2 focused on future land use with Q&A.
- Sept 30 - Public work session 3 focused on overall Plan and open Q&A.

On October 6, 2020 the City Commission conducted their first work session and public hearing on the draft. They asked questions, heard public comments, and suggested possible revisions for consideration at their following meeting. On October 20th the City Commission held their second work session and public hearing. After considering a staff presentation and public comments the Commission directed several amendments to be included in a revised draft of the growth policy.

On November 17, 2020 the City Commission conducted their final public hearing. After consideration of all matters and public comment they adopted Resolution 5133 adopting the Bozeman Community Plan 2020.

B



INFRASTRUCTURE + SPECIAL TOPIC PLANS

STRATEGY FOR DEVELOPMENT, MAINTENANCE, AND REPLACEMENT OF PUBLIC INFRASTRUCTURE.

The City of Bozeman actively manages its infrastructure. In 2018 alone, the City performed 27,442 maintenance operations. During 2015-2019, the City invested \$107,206,000 in expansions and upgrades to its water, sewer, streets, and stormwater systems. In the upcoming five years the City's Capital Improvement Program anticipates an expenditure of \$126,913,000 for the same four programs. The City prepares facility plans to evaluate current conditions, consider future needs, identify future locations and sizing for needed construction, and maximize operational effectiveness and efficiency.

Facility Plans presently in place include:

- 2017 Fire Master Plan
- 2007 Parks, Recreation, Open Space and Trails
- 2017 Transportation Master Plan
- 2008 Stormwater Master Plan
- 2015 Wastewater Collection Facilities Plan
- 2017 Water Facility Plan
- 2013 Integrated Water Resources Plan
- 2013 Transportation Safety Plan

The planning area for each facility plan generally matches the planning area for this growth policy. Minor mismatches do occur at fringe locations. Over time, these will be corrected as each plan is updated and matched to the growth policy boundary. The water plans rely on geographical features and facilities located well outside of the land use planning area. This is reflective of the realities of watershed operation.

Each plan contains analysis of existing and future needs. For detailed evaluation of each facility please consult the appropriate facility plan. A summary is provided later in this Appendix. Some facilities, such as transportation, address the demands placed by many thousands of daily commuters and of persons passing through the community. Others, like stormwater, primarily address needs by residents. A comparison of individual plans will therefore show differences in the size of anticipated service populations now and in the future. For a generalized discussion of existing conditions please see Appendix B and for generalized future needs please see Appendix D. Collectively, these plans provide an infrastructure plan that meets the requirements of 76-1-601(3)(c) (v) and (4)(c), MCA.

The City has a highly robust web presence to share infrastructure information. Using web viewers, anyone can see existing and future infrastructure. They can select individual segments to obtain basic information on age, size, and type. This greatly facilitates infrastructure management and design by both public and private parties to upkeep and expand systems.

MAINTENANCE AND REPLACEMENT

City staff conduct daily maintenance and operations on all facilities and local services. Local services are all services provided by the City for the benefit of citizens and visitors. These services include, but are not limited to, police, fire, water, recreation, streets, parks, libraries, wastewater, and solid waste collection and disposal. Daily maintenance is supported by the annual budget funded by the taxes and fees assessed for services. The City's adopted budgeting principles commit to adequate maintenance and orderly replacement. Operational expenses from the water, sewer, sanitation, and stormwater functions are paid by the monthly service fees assessed to users of the service. Maintenance of streets is primarily funded by a city-wide special district that is billed with the semi-annual property tax bills. Where appropriate, special improvement districts help reconstruct some local streets. Parks is presently supported by the general fund but creation of a special district may be voted on in the spring of 2020. For a more extensive discussion of budgeting and accounting principles, individual operations, and expenditures please see the most current City budget.

The City maintains a substantial inventory of various facilities including, but not limited to:

- 287.7 miles of water main
- 2,656 fire hydrants
- 231.2 miles of sewer main
- 9 sewer lift stations
- 109.6 miles of stormwater mains
- 98.6 miles of stormwater urban waterways
- 215.1 miles of City maintained streets with an overall network of 286.1 miles
- 1,025.4 acres of City park
- 82.2 miles of trails
- 50 playgrounds

Each facility element is entered into the City's robust asset management software, Cityworks. The City has received three awards for its asset management program. These are:

- 2008 Special Achievement in Geographic Information Systems
- 2013 Exemplary Cityworks User
- 2017 Special Achievement in Geographic Information Systems

The characteristics of each item are included in the asset management program as well as its geographic location. This asset list enables departments to consider age, condition, and other factors to determine when maintenance or replacement is required. There are adopted standards for expected service life of each type of facility. The City includes maintenance concerns in its design process and standards. The operating departments prepare budget requests each year to provide needed funding to replace deficient items or those reaching the end of their service life. Substantial projects become part of the City's Capital Improvement Program (CIP) which provides public disclosure of substantial projects. The City has found that adequate maintenance reduces the frequency of required replacement is less expensive over the long run.

INFRASTRUCTURE DEVELOPMENT

The facility plans look forward to construction of additional infrastructure needed to service an expanding City. Each considers where new work can best be located. Most facilities operate as networks of connections and therefore, placement of one new improvement can facilitate further expansion or improve function of existing work. The water, sewer, and transportation plans specifically identify needed improvements to expand or upgrade service in areas not currently annexed to the City.

The facility planning process provides an essential opportunity to coordinate between plans and agencies. As the City considers extensions of sewer and water it enable a change in land use from rural to urban uses. The City prioritizes identification of larger scale facilities such as collector and arterial streets. Local service items such as local streets and minimum sized water

mains are most effectively designed during the land development process when greater information on uses is available.

The City has established design standards and performance standards for all levels of infrastructure. These standards guide the individual project designer during preparation of development applications.

The City uses a Capital Improvement Program system to plan for major projects over a five year period. The facility plans provide the basic material from which to construct the CIP, having identified major needed projects to service an expanded city. The CIP is updated annually through a public process. This provides transparency in City operations and enables participation by the public in decision making. Individual projects are identified, benefits and costs are described, funding sources are assigned and an overall picture of the revenue needed to construct the projects is determined. The CIP process ensures that a longer term vision of the community's development is always considered in prioritizing individual projects for construction. The annual update enables the City to be responsive to changing conditions including needs identified for proposed development.

It is expected that the City will become part of a new Metropolitan Planning Organization [MPA] during the effective period of this plan. An MPO is a federally required multi-community organization for areas over 50,000 in population that supports multi-jurisdiction coordination in transportation planning and road development. As described in Theme 6 the City is committed to Regional Coordination and will take many different actions to participate in shared decision making. The Gallatin Triangle Planning Study in 2014 documented 10 different types of formal interlocal cooperation tools in place in the valley. In 2016, the City of Bozeman, City of Belgrade, and Gallatin County established the Planning Coordinating Committee to provide a forum for exchange of information and discussion regarding common

issues of land use and development. The City and County staff regularly communicate on operations issues. Additional interlocal agreements will be adopted as needed to formalize coordination.

The City does not extend municipal services outside of its boundaries. Therefore, development desiring access to water or sewer service must first annex. This policy enables a clear delineation in service provision and supports a rational expansion of infrastructure. All services within the City are provided by the City. Services outside the City are provided by another government agency. The City of Bozeman and Gallatin County are presently developing an interlocal agreement to document long standing informal agreements on annexation and development; and to establish a new agreement on how development occurs within the planning area but not yet ready for annexation. The City hopes to extend its boundaries incrementally and avoid unannexed areas surrounded by the City. Such inholdings complicate efficient delivery of service and can cause difficulties with extensions of utilities.

SUMMARY OF PLANS

Per the growth policy statute 76-1-601(2)(e), MCA, this element must include at a minimum: “a strategy for development, maintenance, and replacement of public infrastructure, including drinking water systems, wastewater treatment facilities, sewer systems, solid waste facilities, fire protection facilities, roads, and bridges.” This statement does not mean that a fully developed capital improvements plan must be included in the growth policy. The public facilities element in the growth policy is intended to be more general and includes a summary of past completed public facility projects.

INTEGRATED WATER RESOURCES PLAN – SEPTEMBER 2013: **HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=836**

In 2012-2013 the City of Bozeman developed an Integrated Water Resources Plan to guide its water supply and water use policy and practices for the next 50 years. The Plan’s purpose was to

project the City’s water demand decades into the future, examine the potential means to meet the demand, and recommend the most promising measures for further study or implementation. Recommendations include making a vigorous water conservation program the cornerstone of the City’s water management, as well as acquiring additional water rights, conducting feasibility studies for water source optimization, and more. Long-term recommended actions include constructing one or more impoundments on Sourdough Creek above the treatment plant, developing a new well field to supply the city, and to work with the owners of the “Salar Project” to develop a well field or impoundment.

Recommended ancillary activities to supplement the short, medium, and long term actions include: continuous public engagement related to this process and water resource possibilities, developing a plan to address conveyance loss of Hyalite Reservoir Water, monitor creeks to better understand water yields and hydrographs.

This plan was followed by the Integrated Water Resources Implementation Plan in December of 2013. This plan provides additional detail on how the recommendations adopted within the IWRP would be implemented. Included in the plan are tables that list specific tasks and their subsequent implementation highlights and milestones.

2008 STORM WATER FACILITIES PLAN – MAY 2008: **HTTP://WEBLINK.BOZEMAN.NET/WEBLINK8/0/DOC/46890/ELECTRONIC.ASPX**

The 2008 Storm Water Facilities Plan was developed in response to Bozeman’s rapid growth and development. The Plan outlines seven goals, which include; Inventory the Existing System; Plan for Future Growth; Evaluate Existing Problem Areas; Storm Water System Analysis; NPDES Permit Application and Implementation; Financial Plan; Recommended Plan. The most significant recommendations from the Plan were: moving forward with establishing a funding source for storm water, guidance for development of a uniform approach to development submittals, and

continuing to rely upon development-based storm water management until the Phase 2 program and creation of a utility are more advanced.

BOZEMAN TRANSPORTATION MASTER PLAN – APRIL 2017:

[HTTPS://MDT.MT.GOV/PUBLICATIONS/DOCS/BROCHURES/BOZEMAN_TRANPLAN_STUDY.PDF](https://MDT.MT.GOV/PUBLICATIONS/DOCS/BROCHURES/BOZEMAN_TRANPLAN_STUDY.PDF)

The Bozeman Transportation Master Plan (TMP) serves as a guide for development of and investment in the community’s transportation systems in a comprehensive manner. The TMP was developed through a collaborative approach with city and state staff, elected officials, and local residents and provides the blueprint for a transportation system that will serve the community’s citizens well into the future. The TMP provides for guiding transportation infrastructure investments based on system needs and associated decision-making principles. The Plan incorporates all applicable background information, includes detailed analysis of options and alternatives, incorporates meaningful input from citizens and local officials, and provides a framework for future efforts within the context of State and Federal rules, regulations, and funding allocations.

This comprehensive plan identifies community goals and improvements to the transportation infrastructure and services within the city of Bozeman and that portion within Gallatin County that is likely to include future urban area expansion. The Plan addresses regional transportation issues, overall travel convenience, traffic safety, sustainability, complete streets, funding, transportation demand management (TDM), and multi-modal connections. The Plan includes recommendations for short-term improvements as well as recommended modifications and capital improvements to major roadways. The Plan also includes policy suggestions to align with the community’s vision for the Bozeman area.

BOZEMAN COMMUNITY TRANSPORTATION SAFETY PLAN – JULY 2013: [HTTPS://WWW.MDT.MT.GOV/PUBINVOLVE/BOZEMANCTSP/DOCS/BOZ_CTSP_FINAL_07_2013.PDF](https://www.mdt.mt.gov/pubinvolve/bozemanctsp/docs/boz_ctsp_final_07_2013.pdf)

The Bozeman Community Transportation Safety Plan (CTSP) was developed as the City began working to reduce the number of severe injury crashes in the urban area. A Transportation Safety Advisory Committee (TSAC) was established and they identified three focus areas to reduce fatal and incapacitating crashes in Bozeman: inattentive driving crashes, lack of occupant protection usage, and bicycle and pedestrian crashes. The Plan is focused on strategies that could reduce severe injury crashes with these contributing circumstances. These strategies are accompanied by guidance on their implementation, including action steps, stakeholder groups involved, leaders, and resources. The plan used crash data provided by the Montana Department of Transportation (MDT) and worked with a consultant to facilitate planning meetings and to develop materials. This plan emphasized implementation of these efforts as its most important component. Many of the identified strategies involve little or no cost, and can be implemented quickly.

2015 WASTEWATER COLLECTION FACILITIES PLAN UPDATE – JUNE 2015: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=832](https://www.bozeman.net/home/showdocument?id=832)

The Wastewater Collection Facilities Plan Update is an update to the City’s previous document, guided by the intent to update and evaluate the City’s existing wastewater collection system, and to estimate and plan for future expansion based on current population and land use trends. The main goals of the Plan are: define and evaluate the existing infrastructure in order to determine capacity and existing flows, estimate location and nature of future population growth and associated increases in wastewater quantities, and to develop a comprehensive plan to address deficiencies and meet present and future requirements, while continuing to plan for and accommodate the City’s growth.

Recommendations are made related to:

updates to the City's wastewater database, flow monitoring, capacity increases, existing system, future system, and policies.

2017 WATER FACILITY PLAN – JULY 2017: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=4977](https://www.bozeman.net/home/showdocument?id=4977)

The Water Facility Plan contains information on the City's three water supplies, treatment and distribution system, and future construction needed to provide continued quality service to a growing community. The City recently replaced its water treatment plant to address both demand for additional capacity and more strict regulatory standards. Climate change and its associated impacts pose a challenge to Bozeman's water supply and the City is undertaking conservation and efficiency efforts based upon the recommendations of the plan. This plan replaces the 2007 water facility plan.

DROUGHT MANAGEMENT PLAN – JANUARY 2017: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=4791](https://www.bozeman.net/home/showdocument?id=4791)

The Drought Management Plan is designed to maximize available water supplies and reduce water use during times of shortage and provide guidelines the City of Bozeman will use to manage water supply and water use during drought. The guidelines are designed to maintain the health, safety, and economic vitality of the community; to avoid adverse impacts to public activity and quality of life for the community; and to consider individual customer needs as much as possible to the greatest extent possible in the face of water shortages.

Because each drought is different, it is not practical to develop a set of hard-and-fast rules to apply to all droughts. Rather, these guidelines are intended to provide a framework for timely drought response while maintaining flexibility to respond to unique drought conditions. These guidelines are intended to assist the Bozeman City Commission (the Commission) in making decisions throughout the course of a drought. The Commission may adjust or refine the response based on actual drought conditions.

The Plan is based on an analysis of Bozeman's climate and available water supplies, a review of other drought plans from across the United States and lessons learned from past drought events in communities throughout the Western United States. As this is the City of Bozeman's first Drought Management Plan, it will be updated regularly to ensure that it addresses current conditions and will be administered by the City of Bozeman's Public Works Division (Bozeman Water).

PARKS, RECREATION, OPEN SPACE, AND TRAILS (PROST) PLAN – DECEMBER 2007: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=3284](https://www.bozeman.net/home/showdocument?id=3284)

The Parks, Recreation, Open Space, and Trails (PROST) Plan provides a comprehensive look at recreation needs in Bozeman. The PROST Plan was prepared by the Bozeman Recreation and Parks Advisory Board with the assistance of City staff and includes an inventory of existing facilities, forecasts needed facilities, and proposes policies to carry out the plan. In general, this plan provides a framework for integrating existing facilities and programs and further developing a system of parks, recreation facilities and programs, open spaces, and trails. Additionally, the plan is used for evaluating grant applications, public funding expenditures, and influencing the preparation of individual park master plans.

FIRE & EMS MASTER PLAN – AUGUST 2017: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=5495](https://www.bozeman.net/home/showdocument?id=5495)

This analysis includes a thorough review of the organization structure, training, performance measures, prevention activities, and interactions with mutual aid partners. Specifically, the Center for Public Safety Management, LLC (CPSM) was tasked with providing recommendations and alternatives regarding fire department operations, staffing levels, and alternative modes of operation referencing both the current service demand and options that can position the department to best manage the community's anticipated growth. Forty-two recommendations were included in

the Plan and are derived from industry best practices. These recommendations are listed in five categories; I. Organization, Management and Personnel; II. Facilities and Capital; III. Planning and Risk Management; IV. Operations, Dispatch and V. Deployment; Training and Prevention. There is a page reference after each recommendation which indicates the page of the report on which the recommendation is found.

BOZEMAN CLIMATE ACTION PLAN – DECEMBER 2020: [HTTPS://WWW.BOZEMAN.NET/CITY-PROJECTS/BZN-CLIMATE-PLAN](https://www.bozeman.net/city-projects/bzn-climate-plan)

The Bozeman Climate Action Plan (CAP) reaffirms and expands past commitments made in the 2011 Community Climate Action Plan and in a 2017 resolution to uphold the goals of the Paris Climate Agreement through local action. The plan’s vision and guiding principles will advance innovative solutions to cultivate a more equitable and resilient low-carbon community for current and future generations.

The recommendations in the CAP delivers a robust set of 16 innovative, actionable solutions organized into six focus areas: Healthy, Adaptive and Efficient Buildings; Responsible and Reliable Renewable Energy Supply; Vibrant and Resilient Neighborhoods; Diverse and Accessible Transportation Options; Comprehensive and Sustainable Waste Reduction, and; Regenerative Greenspace, Food Systems, and Natural Environment. Each solution includes a suite of supporting actions that ultimately help Bozeman achieve its climate vision and goals.

URBAN FORESTRY MANAGEMENT PLAN – FEBRUARY 2016: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=3621](https://www.bozeman.net/home/showdocument?id=3621)

The Bozeman Urban Forest Management Plan (UFMP) aims to sustainably and efficiently manage Bozeman’s urban forest and to illustrate the full expanse of benefits urban trees can provide. This plan focuses on finding the most cost-effective ways to accomplish these goals in Bozeman. The City of Bozeman and the public have given the urban forest in Bozeman more attention and priority in recent years, resulting in more effective

management and an increase in the maintenance of public trees. This plan emphasizes strategies to maximize the benefits the urban forest provides, ranging from the environmental, psychological, sociological, and economic areas.

The UFMP contains three major components: Tree Infrastructure, Management of the Urban Forest, and Community Engagement. These three components work together to build the most efficient urban forest in Bozeman. The UFMP presents the most cost-effective management possible, yet it preserves the existing canopy cover, substantially grows canopy, and maximizes benefits. Every opportunity to “do more with less” is stressed in this plan, and the budget recommendations will result in greater overall efficiency while gaining a remarkable return on investment. This plan represents an impartial overview of the current structure and offers a management strategy that focuses on increasing work productivity while addressing issues related to risk and liability

ECONOMIC DEVELOPMENT STRATEGY UPDATE – NOVEMBER 2016: [HTTP://WEBLINK.BOZEMAN.NET/WEBLINK8/0/DOC/120846/ELECTRONIC.ASPX](http://weblink.bozeman.net/weblink8/0/doc/120846/electronic.aspx)

The Economic Development Strategy Update (EDS) includes an economic profile of Bozeman, highlighting population and employment growth patterns, industry clusters (photonics, IT, tourism, etc.), and the key strategies to expand Bozeman’s economic base, support local businesses, and enhance regional connections. Additionally, the document compares Bozeman to other communities, and to itself through a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, and outlines the process and survey results gathered in the development of the EDS.

Within the EDS, three economic development pillar strategies are defined, including: Support retention and a mechanism to drive economic development; and Support education and workforce development initiatives to provide businesses with qualified workers. The specific actions and metrics that follow the development

pillar strategies are proposed with the acknowledgement that they are flexible, due to the ever-changing nature of the economy. As new opportunities arise, the document may be revised. This document should be updated every three to five years to stay current and provide the most up-to-date recommendations.

COMMUNITY HOUSING NEEDS ASSESSMENT – FEBRUARY 2019:

[HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=8773](https://www.bozeman.net/home/showdocument?id=8773)

The Community Housing Needs Assessment (CHNA) provides an updated housing needs assessment of the City of Bozeman. It is part one of a two-part process that is intended to help the City of Bozeman understand and devise a plan to address the housing needs of residents and the workforce. The goal is to ensure that the City has the housing necessary to support a thriving community, through housing to support businesses, economic development, and community vibrancy. The report evaluates the spectrum of housing needs in the City, providing an overview of special needs programs and emergency housing options, as well as affordable rentals through home purchase opportunities.

COMMUNITY HOUSING ACTION PLAN – OCTOBER 2019:

[HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=9443](https://www.bozeman.net/home/showdocument?id=9443)

The Community Housing Action Plan (CHAP) was completed in October of 2019 and is an action plan guided at identifying Bozeman’s top community housing priorities and designing a plan to get housing built for a range of resident and employee needs in Bozeman over, at minimum, a five-year span.

NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT

REPORT – 2015: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=5513](https://www.bozeman.net/home/showdocument?id=5513)

The City of Bozeman established the Neighborhood Conservation Overlay District (NCOD) in 1991 as a locally-adopted zoning district that prioritizes conservation of neighborhood character and preservation of historic properties. The boundary was initially based on the City’s 1957 census boundary. The boundary does

not necessarily reflect the historical integrity of structures either adjacent to, within or outside the boundary. Substantial reinvestment has occurred in the NCOD area over 24 years as Bozeman has grown significantly since 1991. Therefore, the City evaluated the NCOD and what recommendations were needed to update the district and its associated regulations. The City is also conducting evaluations and revisions of land development standards which interact with this report. Some recommendations from the draft report have been removed as they have already been completed.

Best practices were studied from six communities across the country, along with three cities in Montana to determine what unique preservation nor infill strategies could be implemented in Bozeman. The analysis concluded that the NCOD has affected affordable housing, infill development and the historical integrity of properties within the district. The District has had several successes including preserving potential historical buildings, creating historic districts, and preserving neighborhood context in certain areas. However, the NCOD has also had challenges including affordable housing and application of design guidelines and code enforcement.

Recommendations are listed for each focus area and in some instances these recommendations are in conflict with each other. This was done on purpose to encourage the public and City Commission to determine what is the most critical aspect moving forward whether it be affordable housing, historic preservation, infill development, or creating new design guidelines. However, a preferred set of recommendations is provided that tries to achieve a balance between the four focus areas. It should be noted that these can and will likely change pending input from City Commission on what direction the NCOD should take moving forward.

DESIGN AND CONNECTIVITY PLAN FOR NORTH 7TH AVE CORRIDOR
- OCTOBER 2006: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=556](https://www.bozeman.net/home/showdocument?id=556)

This plan should serve as a formal policy document related to improvements along North 7th Avenue. It should be used when planning improvements along the corridor, and as a means for recruiting businesses in the area. In addition it should serve as a roadmap for private property owners, investors, and individual businesses in planning individual projects, such that they will help to reinforce the overall vision for the area.

The purpose of this plan is: To provide a design framework plan for improvement projects along the corridor that will enhance connectivity for the pedestrian, bicyclist and automobile; To illustrate the vision for the plan; To provide implementation strategies and funding mechanisms.

DOWNTOWN BOZEMAN IMPROVEMENT PLAN – MAY 2019:
[HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=9041](https://www.bozeman.net/home/showdocument?id=9041)

The 2019 Downtown Bozeman Improvement Plan (the DBIP) builds on Bozeman’s planning history and recent energy. A successful downtown contains a diverse mix of uses, encourages interaction, and creates unique experiences that cannot be duplicated. Downtown’s success is tied to its strong sense of place, which has been strengthened in recent years by a healthy economy, a careful balance of tourism with local livability, and a clear framework for investment laid out in the 2009 Downtown Improvement Plan. Yet, as Bozeman grows, Downtown cannot be content with today’s successes; evolution is necessary for long-term resilience. Challenges do exist, particularly around keeping Downtown’s local identity intact, balancing growth sensitively, and welcoming more transportation modes and residents. This plan has been shaped by many people in the Bozeman community who worked hard to create an inspired vision for the next decade.

This plan is guided by five main principles: The Heart of a Thriving Bozeman; More than Main

Street; Walkable and Accessible; Welcoming to Everyone; Connected to Nature and Culture. Within the plan are public engagement summaries, up-to-date statistics, suggested code amendments, and a memorandum related to the market analysis.

CEMETERY MASTER PLAN (SUNSET HILLS) – JUNE 2017: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=5408](https://www.bozeman.net/home/showdocument?id=5408)

This twenty-year plan outlines short-term policy considerations related to the management, physical grounds, and general environment of the Sunset Hills Cemetery; and the long term planning for perpetual care of the future Sunset Hills Cemetery.

DOWNTOWN STRATEGIC PARKING MANAGEMENT PLAN
– JULY 2016: [HTTPS://WWW.BOZEMAN.NET/HOME/SHOWDOCUMENT?ID=1762](https://www.bozeman.net/home/showdocument?id=1762)

This plan reflects an overall evaluation of the downtown parking system. The evaluation entailed review of existing parking operations and assets, previous study findings, and municipal code; in-depth discussions and three topic-specific work sessions with the Bozeman Parking Commission (BPC); and six public forums to allow for community input and discussion. From this process, the consultant developed a comprehensive parking management plan that responds to the unique environment, goals, and objectives of Downtown Bozeman. Within the plan are policy, organizational, code-related, and parking management action strategies.

MIDTOWN ACTION PLAN – AUGUST 2017: [HTTPS://WWW.MIDTOWNBOZEMAN.ORG//UPLOADS/DOCUMENTS/ACTION-PLAN-V10.PDF](https://www.midtownbozeman.org/uploads/documents/action-plan-v10.pdf)

The intent of this Plan is to attract targeted private investment by leveraging the market potential of the Midtown District, and removing barriers to development through strategic infrastructure investments and incentives. This is especially important for this District as the city does not own any property and is reliant on cooperation and collaboration with property owners to realize the vision for this area.

GALLATIN COUNTY HAZARD MITIGATION AND COMMUNITY WILDFIRE PROTECTION PLAN – JUNE 2019: [HTTPS://WWW.READYGALLATIN.COM/WP-CONTENT/UPLOADS/2019/07/FINAL-DRAFT-GALLATIN-COUNTY-HAZARD-MIT-PLAN_07-05-2019_PLUS-MSU-ANNEX-CWPP.PDF](https://www.readygallatin.com/wp-content/uploads/2019/07/FINAL-DRAFT-GALLATIN-COUNTY-HAZARD-MIT-PLAN_07-05-2019_PLUS-MSU-ANNEX-CWPP.PDF)

The City participates in disaster and response planning on a cooperative basis with other local governments. In 2000 the Federal Emergency Management Agency (FEMA) began a pre-disaster program. This required every county in the nation to prepare an all-risk assessment and mitigation plan for any anticipated natural disaster (i.e. flooding, earthquake, winter storm, wildfires). The City Fire Department provides the staffing for the Gallatin County Disaster and Emergency Services function under an Interlocal agreement. The County and the five municipalities jointly prepared a Hazard Mitigation Plan which was completed in 2006, 2012, and 2018. The plan examines a wide range of possible emergency circumstances or events. Each event is rated for likelihood of occurrence, breadth of impact, and resources needed to respond.

After the 2000 fire season in the United States, it was evident that something must be done to better prepare and protect communities and residents that live in or near forested lands. The National Fire Plan was developed in August 2000, following a landmark wildland fire season, with the intent of actively responding to severe wildland fires and their impacts to communities while ensuring sufficient fire fighting capacity for the future.

In Montana, the Forest Service and Bureau of Land Management has worked with the Montana Department of Commerce to award grants to communities for the development of community fire plans. The Healthy Forests Initiative (HFI) was launched in August, 2002 with the intent to reduce the risks severe wildfires pose to people, communities, and the environment. By protecting forests, woodlands, shrub lands, and grasslands from unnaturally intensive and destructive fires, HFI helps improve the condition

of our public lands, increases firefighter safety, and conserves landscape attributes valued by society. The Bozeman Fire Department, cooperation with Gallatin County and the other fire service providers prepared a local plan for wildfire which made recommendations to the local governments. This plan meets the requirement for a growth policy to delineate the wildland-urban interface and make recommendations regarding regulations. Implementation occurs through other actions such as subdivision regulations.

This plan has multiple but basic objectives. These objectives are as follows:

1. Identify and prioritize current WUI areas within and around each of the 19 fire districts and departments to include adjacent public lands.
2. Identify potential areas that are currently under development or in planning stages within these fire districts and fire service areas.
3. Identify local fire protection resources.
4. Provide detailed mapping of Gallatin County, fire departments, and WUI areas
5. Inform and educate public and private land owners of hazardous or potentially hazardous WUI areas.
6. Provide ideas and recommendations for possible hazard mitigation in high risk areas.
7. Continue to bring local, state, federal, and interested party decision makers to the table for future planning and education.

TRIANGLE COMMUNITY PLAN - AUGUST 2020: [HTTPS://GALLATINCOMT.VIRTUALTOWNHALL.NET/SITES/G/FILES/VYHLIF606/F/UPLOADS/TRIANGLE_COMMUNITY_PLAN_FINAL.PDF](https://gallatincomt.virtualltownhall.net/sites/g/files/vyhlif606/f/uploads/triangle_community_plan_final.pdf)

The Triangle Community Plan is a joint effort between the City of Bozeman, City of Belgrade, and Gallatin County to establish shared priorities for land management. The area of the plan is generally bounded by western Bozeman, southern Belgrade, and south of the Four Corners area. The plan sets a shared vision, values, and key issues and goals and implementation steps to address those issues. The Triangle Community Plan is a

formally adopted neighborhood plan under the growth policies for Gallatin County and City of Belgrade. It was not formally adopted by the City as part of the growth policy but is a recognized plan of the City.

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INVENTORY REPORT

This Appendix includes the history of Bozeman and additional demographic data that was not included in the main body of the Community Plan.

HISTORICAL PERSPECTIVE

Prior to the establishment of permanent settlements in southwestern Montana, a variety of nomadic Native American bands frequented and utilized the region now known as the Gallatin Valley. Archeological evidence documents that prehistoric peoples enjoyed the Valley's once-plentiful natural resources for more than 10,000 years. Later, members of the Bannock, Blackfeet, Crow, Flathead, Gros Ventres, Shoshone, and several other historic tribes seasonally camped in the well-watered region en route to and from the buffalo hunting grounds to the east of the Bridger Mountains.

Meriwether Lewis arrived at the Three Forks of the Missouri River on July 28, 1805. Lewis described

1805	Corps of Discovery arrives in Gallatin Valley
1862	Gallatin City established
1867	Fort Ellis established southeast of Bozeman
1883	Northern Pacific Railroad comes to Bozeman/ City of Bozeman incorporated
1893	College of Agricultural & Mechanical Arts established
1906	First Sweet Pea Festival
1929	Stock Market crash
1947	Northwest Airlines makes first landing at Gallatin Field
1966	Interstate highway comes to Bozeman

the Gallatin Valley as “a smooth extensive green meadow of fine grass in its course meandering in several streams...and a distant range of lofty mountains ran their snow clad tops above the irregular and broken mountains which lie adjacent to this beautiful spot.” Nearly one year later, William Clark’s expedition, with the navigational assistance of Sacajawea, a Bannock/Shoshone Indian, ascended the Gallatin River and observed: “several leading roads which appear to a gap in the mountains,” which is now known as Flathead Pass. At the recommendation of his native guide, Clark traveled east through what later became known as Bozeman Pass, eventually making his way to the Yellowstone River drainage and beyond.

Thanks in large measure to the lavish descriptions of the Lewis and Clark Expedition; others were soon attracted to southwestern Montana. Fur trappers harvested in the region until the 1850s, when local beaver populations had been substantially depleted. The first permanent white settlements in the vicinity, however, were established following the discovery of gold in Bannock, Virginia City, and Last Chance Gulch between 1862 and 1865. John Bozeman and others guided immigrant trains along the infamous Bozeman Trail, which entered the Gallatin Valley via Bozeman Pass. Perceiving the economic potential of having a community at the mouth of this important gateway, John Bozeman and two friends – Daniel Rouse and William Beall – planned a town site directly west of the opening.

Possessing exceptionally fertile and well-watered soil, as well as geographic proximity to several nearby mining camps that provided a ready market for goods and services, Bozeman, Montana, became one of the earliest and most successful agricultural communities in the Rocky Mountain West. Early resident William Alderson described the community’s surroundings as “one of the most beautiful and picturesque valleys the eye ever beheld, abounding in springs of clear water, flowers and grass in abundance.” In sharp contrast to many other more arid regions of the West, this comparatively fruitful local environment served as a powerful magnet for settlement and economic development. As Alderson’s diary noted, for example, farmers came to the Bozeman area “expecting to make money,” and most were not disappointed.

The draw of the Gallatin Valley was strong enough that by September of 1864, The Montana Post reported that the area was “being fast settled up with farmers, many of whom came to Montana as a better class of miners and after...quitting their original pursuits secured 160 acres of land on which they...go to work in true farmer fashion.” Valley residents soon marketed potatoes, beets, carrots, rutabagas, and parsnips in the mining camps they had formerly occupied. Soon, focus had expanded to include the cultivation of wheat, oats, and barley; and the roots of an extensive agricultural industry in the region were planted. Thanks to the safety guaranteed by the nearby establishment of Fort Ellis in August of 1867, the town of Bozeman grew quickly, becoming the county seat that same year.



Main Street in Bozeman, circa 1868

Following the prevailing economic stagnation of the 1870s, the Northern Pacific Railroad desperately sought local markets and natural resources to help offset the huge costs of its transcontinental expansion. Eventually, the Gallatin Valley’s established reputation as “the granary of Montana,” together with its proximity to Bozeman Pass and the large coal reserves of the neighboring Trail Creek area, attracted the attention of the railroad. On January 9, 1882, the Northern Pacific purchased a large tract of land located northeast of Bozeman from Perry and William McAdow and began construction of a six-stall, masonry roundhouse to accommodate helper engines for pushing eastbound trains over Bozeman Pass—the highest point on the railroad. In a matter of months, Bozeman became the first town on Montana’s Northern Pacific line.

Although Bozeman was unusual in that it did not owe its life to the railroad, the Northern Pacific dramatically changed the Gallatin Valley, even prior to its arrival there. Until the coming of the railroad, the Valley’s commerce with the rest of the nation was possible only by freighter – south to Corinne, Utah, on the Union Pacific Railroad, or North to

Fort Benton, Montana, on the Missouri River. Thus, following confirmation that the railroad would traverse the Valley on its trek to the West Coast, local anticipation reached a fevered pitch. Area farmers and ranchers, many of whom had become painfully aware of the economic disadvantages of their geographic isolation from eastern population centers, perceived the railroad as nothing less than the key to progress for the Bozeman area.

Almost immediately, local expectations were fulfilled as railroad optimism sparked a prolonged redefinition of the region’s character, appearance, and quality of life. Confident that the railroad’s arrival would spark a major building and settlement boom in Bozeman, Nelson Story and local partners Walter Cooper and John Dickerson platted Park Addition, one of the largest subdivisions on Bozeman’s affluent southern side. The East Side (later Hawthorne) School at 114 North Rouse, the Masonic Lodge at 137 East Main, the Lamme Building at 29 East Main, and the Spieth and Krug Brewery at 240-246 East Main were constructed in 1883. The City of Bozeman was incorporated later that same year in celebration of the fact that the region was no longer circumscribed by the

limitations of geographic isolation. “We may now feel that we are part of the great world’s business activities,” proclaimed Judge H.N. Maguire. And, indeed, to many local residents the possibilities seemed endless.

As is the case in other communities, the advent of the Northern Pacific marks a watershed in the developmental history of the Gallatin Valley. With the railroad’s assistance, Bozeman rapidly moved toward economic and demographic stabilization. Population in the Bozeman area increased dramatically from 867 in 1880 to approximately 3,000 in 1883. “Under the impetus of the near approach of the track of the Northern Pacific road,” the Avant Courier reported, “Bozeman has doubled its population during the past year.”

The arrival of the railroad also impacted the ethnic composition of the City’s population. Construction of the railroad resulted in an influx of Chinese workers. In 1870 there were 4 Chinese-born residents of Bozeman and by 1910 that number had swelled to 62. There were also a few African-American families in Bozeman, many of which moved West during the Civil War. By the time of the 1910 Census there were 38 African Americans residing in Bozeman. During the late 1800s Native Americans sometimes camped near the fledgling City. While they did not reside in the City, they did come to town for trade and supplies.

The establishment of Yellowstone National Park in 1872, combined with the completion of the railroad line through Bozeman, was also an economic boon for Bozeman. Bozeman became the main point of departure for park-bound visitors. The importance of Yellowstone National Park to the local economy expanded even more with the use of private automobiles.

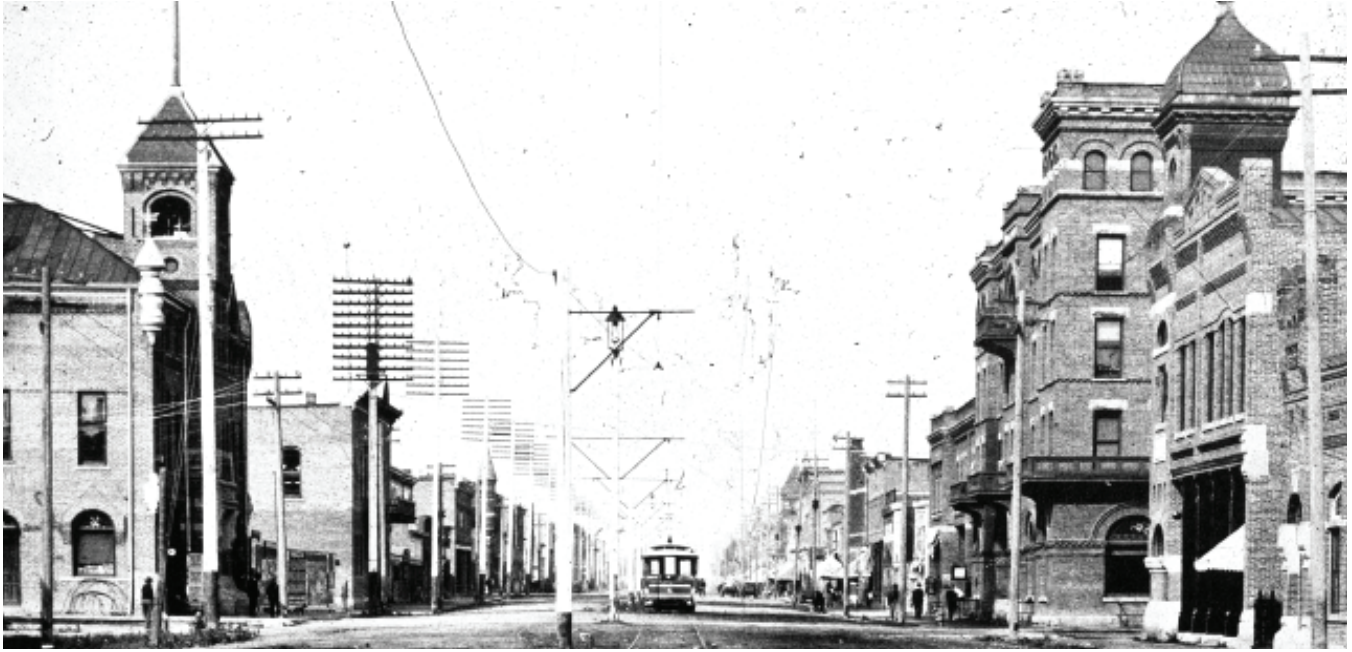
The ongoing transformation sparked by the railroad boom was truly remarkable. Fred M. Wilson, traveling correspondent for the Helena Herald, reported that

“Bozeman has indeed made a proud record during the past twelve months. Her wonderful

growth, resulting from the advent of the iron horse...has exceeded the anticipations of the most sanguine. Business houses have nearly doubled in number, large and handsome houses now cover tracts of land which a few years ago were beyond the limits of town, the streets are thronged with a busy, hungry crowd, and one who has been absent but a season finds difficulty in recognizing the staid and sober town of the past in the bustling, ambitious city of the present.”

While the effects of the railroad boom quickly subsided and local population levels actually declined in the mid-1880s, Montana’s attainment of statehood in 1889 served as the impetus for yet another pivotal surge in local development. In an effort to impress Montana voters enough to choose Bozeman as the site of the state capital in an 1892 special election, area promoters set out to redefine their community. Local residents erected several prominent public and private buildings in the years immediately following the declaration of statehood, including the impressive Bozeman City Hall and Opera House (1890), the gothic-styled Saint James Episcopal Church (1890-91) at 9 West Olive Street, the Victorian Commercial Bozeman Hotel (1891-92) at 307-21 East Main Street, and the gothic City High School building (c. 1892) which once occupied the present site of the Emerson Cultural Center at 111 South Grand Avenue. Several notable local residences, such as the Julia Martin House (1892) at 419 South Grand Avenue, were also constructed in this period.

In addition to these ambitious projects, Bozeman also witnessed other significant steps toward sophistication between 1889 and 1892. Community boundaries were officially extended into surrounding farmlands in an effort to make the City look larger on paper than it was in actuality and, therefore, more impressive to Montana’s voters. In a further effort to make Bozeman appear ready for the capital designation, the “Capitol Hill Addition” was platted in 1890, and South Eighth Avenue was laid out as a boulevard leading up to the intended site of the capitol. Electric lights



Main Street in Bozeman, circa 1893

were installed on the City's main thoroughfares in 1891, and an extensive local streetcar system was established the following year. The Northern Pacific Railroad also constructed a brick passenger depot at 829 Front Street in 1892.

By September of 1892 – less than two months before the special election to settle the capital question – a regional promotional magazine, *The Rockies*, boasted that the Gallatin Valley possessed the economic stability of “the largest and most productive agricultural region in the entire northwest.” Bozeman, in particular, was praised as having “every convenience found in eastern cities of ten times its population.”

Despite this and other bold efforts at self-promotion, when the ballots were counted in 1892, Bozeman took fourth place with 7,636 votes, behind Butte, Anaconda, and Helena with 7,757, 10,147, and 14,032 votes respectively. Although a great deal of time and effort went into Bozeman's bid for the capital, local residents were not discouraged following their defeat. The *Bozeman Weekly Chronicle* positively asserted that “the capital contest has been the means of attracting a great deal of favorable attention to Bozeman and

the money spent is by no means wasted.”

The paper's emphatic outlook was soon justified. Within a year, Helena got around to allocating other state institutions, among which were the units of the higher education system. Due no doubt in part to Bozeman's impressive growth during its bid for the capital, the College of Agriculture and Mechanic Arts was located in Bozeman on February 16, 1893 – the first of the units to be established. The school opened in April of that year and classes were held in the local skating rink, where Holy Rosary Church is now located. When the legislature finally appropriated the necessary funds, Montana or “Old Main” Hall was built in 1896 and the foundation of what is now Montana State University was laid.

The advent of dry land farming techniques, which were aggressively promoted by the new agricultural college, coupled with an ongoing homestead boom, dramatically increased Bozeman's population from 3,419 in 1900 to 5,107 in 1910. These demographic changes, in turn, reaffirmed Bozeman's advantageous position as a regional supply center, inspiring numerous



Bird's eye view of Bozeman, circa 1900

changes in the architectural character of the community. As early as 1907, a surplus of hard milling wheat was, for the first time, available for shipment to markets outside of Montana. This reality prompted the Chicago, Milwaukee and Saint Paul Railroad to gain access to Bozeman in 1911—a development that further bolstered the local agricultural economy.

The volume of agricultural and railroad activity in the Valley continued to intensify during the 1913-1929 Progressive era thanks in large measure to the growth of Montana State College's Agricultural Experiment Station—which encouraged the application of “industrial principles to agricultural expansion.” In advocating the scientific management of farming, the Agriculture Experiment Station also promoted crop diversification; and, following 1911 soil tests, 17,000 acres of peas were planted in the Valley. The obvious success of the experiment, coupled with the fact that legume cultivation was a natural soil enricher and pea vines could be used as animal fodder, stimulated the development of four local seed pea companies. The incredible success of Bozeman's seed pea industry stimulated the

incorporation of the Bozeman Canning Company on North Rouse Avenue. Soon the Gallatin Valley was producing seventy-five percent of the seed peas raised in the United States and Bozeman was referred to as the “Sweet Pea Capital of the Nation.” The industry thrived in the Gallatin Valley until the mid-1950s, employing hundreds of local residents, particularly women.

Drought conditions prevailed throughout the 1920s, but Gallatin County fared relatively well in comparison to other counties in eastern Montana. The community also reaped the rewards of an active tourist economy during the era as thousands of pleasure seekers flooded through area train stations. With the advent of the automobile, Bozeman's role as a gateway to Yellowstone National Park became even more pronounced; and, for the first time, recreational tourism began to rival agriculture as a major industry in the area.

Due largely to the established relationship between agricultural pursuits and the Valley's two transcontinental railroads, the Bozeman area survived the Great Depression better than most, and continued its historic precedent of

economic expansion throughout its 1930-1950 Nationalization Phase of Development. Like other places across the nation, Bozeman faced many challenges following the Stock Market Crash of 1929; but, for the most part, the town of nearly 7,000 fared comparatively well. Local newspaper headlines on January 1, 1930 optimistically proclaimed: "All signs point toward continuance of prosperity...Nothing in the present situation that is menacing or pessimistic...Agriculture in better condition than ever."

Several factors contributed to this positive outlook. As in years past, an abundance of water in the region caused agriculture in the Gallatin Valley to flourish at a time when most farmers and ranchers were ravaged by natural disasters and financial ruin. Drought-stricken cattle from other regions were brought into the Bozeman area. By 1932, local dairy farmers were constructing a \$25,000 cooperative creamery that was expected to double the farm population of the County. The success of the local farm economy is further evidenced by the development of the Gallatin Valley Auction Yards and Vollmer slaughterhouse complex in the mid-1930s.

When Montana's economy was at its lowest point, Bozeman also witnessed a new relationship with the federal government, which further bolstered the local economy. While drought conditions continued to hinder agricultural pursuits and forced many Montana counties to seek federal assistance during the Depression years, many area farmers and related businesses, such as the Montana Flour Mills Company, profited by providing flour and cereal products for Roosevelt's New Deal assistance programs. Flourishing agribusiness, coupled with the presence of MSC's Agricultural Extension Service, made Bozeman the principle actor in Montana's New Deal farm policy activity and underscored Bozeman's role as the de facto capital of rural Montana.

Thanks in large measure to its growing role in New Deal Farm policy, as well as the fact that many unemployed students were flocking to

Bozeman, Montana State College expanded dramatically during the period, having obvious ripple effects on the town and its built environment. In 1932, MSC had 1,056 students, many of whom were attracted to Bozeman because they could not find jobs. By 1939, student population had jumped nearly sixty percent to 1,801 students. This dramatic increase helped to further bolster Bozeman during the worst years of the Great Depression and generated increasing opportunities for local housing and business development.

While Bozeman's population actually decreased during the era of the Great Depression, dropping from 8,855 in 1930 to 8,665 in 1940, construction activity in the City continued to grow. In 1932, for example, the total value of local building permits was a less than impressive \$98,883. By 1940, the total building permit valuation had grown more than four times to \$428,780, a solid indication that local growth and development accelerated toward the end of the decade.

As expected, Bozeman's economy continued to expand, especially after the bombing of Pearl Harbor in December of 1941. Mechanisms were already in place to provide the nation's armed forces with locally produced agricultural commodities, such as flour, wool, and meat. Major local employers, such as Montana Flour Mills and the Bozeman Canning Company, operated at maximum capacity during the era.

Throughout WWII, and for more than a century after, the Bozeman Armory Building was home to Charlie Company and the 163rd Infantry Regiment of the Montana National Guard. This Guard unit drew members from all over the state. The Armory Building was dedicated just 4 months after the bombing of Pearl Harbor.

The end of the war and the return of veterans brought ever-increasing activity to Bozeman. The effects of the 1944 G.I. Bill of Rights stimulated further growth at the college and in the housing industry. Local responses to shortages in housing supply prompted the development of wood



Main Street in Bozeman, circa 1940

product industries such as the Idaho Pole plant, which was established in 1946, and the pulpwood industry, started at Gallatin Gateway in 1947. Together these and other developments helped ensure the continuing expansion of Bozeman and its institution of higher learning, Montana State College.

In the years immediately following World War II, the major factors influencing Bozeman's earlier development continued to exert an important influence on Bozeman's character and appearance. The agricultural heritage that had shaped daily life in the Gallatin Valley from day one continued to play a major role, as evidenced by the establishment of the Winter Fair in 1946. Likewise, the ever-growing Montana State College remained the largest local employer and continued to ensure the economic vitality of the community. But even as these historic

forces continued to shape the growth of the area, a succession of new technological and transportation-related developments further linked Bozeman with the outside world and profoundly altered local life in the coming decades.

Radio, television, and Hollywood soon wedded the Gallatin Valley with the broader culture of the nation. As music and other mass-produced popular amusements were instantly made available to area residents for the first time, local values and aspirations changed. More than ever, Bozeman youth embraced the possibility of leaving the Gallatin Valley for more sophisticated pastures.

Meanwhile, others discovered the Bozeman area. Northwest Airlines made its first landing at Gallatin Field on June 22, 1947, and for the first time, commercial plane service conveniently connected the Gallatin Valley with the rest of the world. Like

the railroads, airlines further encouraged tourism and the more recent phenomenon of living in Bozeman and working elsewhere.

In 1966 the interstate highway was completed through the Bozeman area. Prior to this time, all east-west traffic coming through the area traveled down Main Street. With the completion of the interstate, however, Main Street was bypassed—a transition which had dramatic economic impacts for Downtown Bozeman and paved the way for modern day strip development on Bozeman’s periphery.

Together with already existing transportation systems, the interstate and airlines triggered Bozeman’s emergence as a nationally recognized recreational mecca. Yellowstone Park and dude ranch tourism flourished in the summer months; and with the establishment of Bridger Bowl (1955) and later Big Sky (1973), a year-round tourism industry was established.

With growing frequency, the fertile farmland of the Gallatin Valley was subdivided for residential development to accommodate a burgeoning local population. Between 1960 and 1970, Bozeman’s City limits almost doubled in area, from 2,640 acres to more than 5,000. Many subdivision proposals were brought before the Bozeman City Commission, which in turn increased from three to five members in 1970 to handle the heavier workload. That year, Bozeman’s first City-County planner was hired.

Despite brief declines, population in the Bozeman area increased during the last thirty years. From 1971 to 1975, the number of Bozeman residents increased four to five percent. Even more pronounced growth was witnessed in the area immediately adjacent to the City limits. Within a four-and-a-half mile radius from the City limits, population jumped eighteen percent during the period, with four thousand acres of farmland turned into housing tracts. Between 1980 and 1990, Gallatin County’s population increased another 17.7 percent to 50,463. During the next five years, the County’s population grew again

to 59,406, with an average annual increase of 3.4 percent, the highest increase in Montana. Between 1980 and 1990, Bozeman’s population grew a healthy 4.7 percent.

During the early 1980s, as Bozeman prepared for its centennial as an incorporated City, efforts were undertaken to survey the town’s historic and architectural resources. Under the direction of paid and volunteer professionals, more than eighty local residents documented roughly 4,000 properties in Bozeman’s historic core. Since that time, nine historic districts containing more than eight hundred buildings, as well as an additional forty individual landmarks, have been listed on the National Register of Historic Places.

Under these development pressures, farming in the Bozeman area has steadily declined. Local agribusiness has been increasingly supplanted by new economic stimuli – especially recreational tourism and real estate development. In 1950, 1,129 farms and ranches dotted the Gallatin Valley. By 1992 that number had dropped to 798. Between 1978 and 1992 alone, Gallatin County saw a 21.3 percent decrease in acreage devoted to farmland, according to the United States Census of Agriculture. In the five-year period between April of 1993 and April of 1998, an estimated 9,230 acres were developed in the Gallatin Valley and outside the City limits of Bozeman.

The start of the ongoing boom in Bozeman’s growth and development roughly coincides with the making of Robert Redford’s *A River Runs Through It* in 1992. The movie’s imagery and story line had a tremendous impact in popularizing western Montana as “The Last Best Place” and, likewise, affiliated the region with a simpler, recreation-oriented quality of life, which now epitomizes the local mindset. The movie also promoted the rapid expansion of the region’s fly-fishing industry, which further advanced the local tourist economy.

With the advent of the Internet, fax machines, and other high-tech means of communication,



North 7th Avenue, circa 1970

Bozeman attracted increasing numbers of residents who live in the Gallatin Valley but work elsewhere. Studies during the 1990s confirmed that, despite unparalleled population and economic growth in the area, more than forty percent of local residents were employed elsewhere. Telecommuters, retirees, and the independently wealthy were settling in the Gallatin Valley, creating increased demands for local services and lower-paying service industry jobs. Thus, despite an apparently booming local economy, Gallatin County residents averaged \$17,032 in annual wages during the 1990s and ranked thirty-third among Montana's fifty-six counties in per capita income. Due to the City's continued economic expansion, the annual average wage in the City had increased to \$28,901 in 2005, and ranked eleventh among Montana's counties in annual average wage earned per capita. The larger concern now is

the rapid increase in the cost of living – and specifically the cost of housing – in the City relevant to increases in wages and per capita income. Recent data from the US Census Bureau shows that median household income is approximately \$46,000 and the median home price was \$398,000 as of August 2017. According to the EPS report, a household needs to earn at least \$68,400 annually to afford a home in Bozeman at the 30 percent of income affordability standard.

As the 2018 Economic and Planning Systems, Inc. (EPS) Report states, "Bozeman has a level of economic diversity and strength that exceeds many other small western cities, especially those that are not part of a larger metropolitan region."

A key component of Bozeman's healthy local economy has been the establishment of many high-tech businesses in the Gallatin Valley.



Main Street, 2019

Providing generally higher wages, these clean industries are widely regarded as examples of desirable economic development that is in many ways compatible with the much-cherished natural amenities that southwest Montana offers to its residents and visitors. The local economy has also been fueled in recent years by the construction industry and businesses that support that industry such as building supplies, banking and financial services, and landscaping material suppliers and installers.

EPS found that in-migration, or those moving from other areas made up a significant part of the City and County's population increase. Job growth has increased as well, but according to EPS, nearly half of all new jobs created from 2010 through 2016 paid less than \$16.00 per hour (\$34,000 per year). In an already competitive and high-cost housing market, low-paying job growth could likely

increase the demand for more affordable and attainable housing development in the community.

The community continues to be interested in high quality development that protects and reflects Bozeman's unique character. Bozeman possesses many of the qualities people seek in the communities where they live and work. These include: clean air, good schools, access to recreational activities, low crime, and an attractive downtown. These amenities will continue to attract people to our community. The challenge is accommodating growth and change while protecting the very qualities that brought people to Bozeman.

EXISTING CONDITIONS

The following information can be found in the 2018 Demographic and Real Estate Market Assessment developed by Economic & Planning

Systems, Inc. (EPS). Population and demographic details can change quickly. The US Census Bureau annually conducts the American Community Survey (ACS) which provides updated information about community trends. Those seeking the most current information are to be directed to the ACS. The 2020 US Census will provide the most comprehensive information.

<http://weblink.bozeman.net/WebLink8/0/doc/204534/Electronic.aspx> (EPS Report)

POPULATION GROWTH

Bozeman is one of the fastest growing places in the nation. Between 2000 and 2016 the City added approximately 17,000 new residents, which translates to a growth rate of nearly 1,100 new residents per year or an annual growth rate of 3.0 percent. While regional population growth slowed during the Great Recession between 2008 and 2010, it has quickly surpassed pre-recession levels. Growth rates since 2014 have averaged approximately 4.7 per year or roughly 1,800 new residents per year, leading to an estimated 2016 population of 45,250.

The Gallatin Valley is evolving from a rural to a more urban region. The surrounding communities, such as Belgrade and unincorporated areas in Gallatin County, have also experienced significant growth. The Gallatin Valley (a roughly 10-mile east and south to 15-mile west distance of Bozeman, depending on topography) has a population of approximately 100,000 people. Every 10 years, the U.S. Census updates the urbanized and metropolitan area designations, defined as areas with more than 50,000 people and a population density in a core area of at least 1,000 people per square mile. Based on the region's growth, the Gallatin Valley may be designated as an urbanized area in 2020. This designation may make the region eligible to form a metropolitan planning organization (MPO) to carry out regional transportation planning and to receive federal transportation planning and construction funding.

HOUSEHOLD CHARACTERISTICS

Approximately 43 percent of the Gallatin County population resides in Bozeman. Bozeman is also the economic hub of the County and represents approximately 77 percent of total County employment. The median household income in Bozeman is nearly \$46,000 per year, which is lower than the countywide average of approximately \$55,500. Some of the differences are attributed to the large student population in Bozeman which brings down the median. When income figures are examined for renters and owners, Bozeman's household income is more similar to countywide figures. Owner households in Bozeman have a median household income of \$68,000 compared to the County median of \$71,000. Just outside of Bozeman in the unincorporated area, there are neighborhoods with large high-end homes and luxury ranches where household incomes are higher.

The presence of Montana State University directly impacts the general demographics of Bozeman. Incomes, the average age, and average household size in Bozeman are all lower than the County as a whole. In addition, the proportion of renter households is significantly higher than in the rest of the County.

AGE DISTRIBUTION

The population of Bozeman is younger when compared to the County and State. The median age in Bozeman is 27.2 compared to a median age of 33.2 in Gallatin County and 39.9 in Montana. The primary driver of this is the large number of students attending MSU. The proportion of the total population between the age of 20 and 24 in Bozeman is 21.1 percent compared to 7.2 percent in Montana. Bozeman also has a higher proportion of people between the ages of 25 and 39 compared to Montana, due to the large number of students that remain in the area following graduation and the appeal of the City to those in the early stages of their careers.

HOUSING

The U.S. Department of Housing and Urban Development (HUD) defines a household as being “cost burdened” when it is paying 30 percent or more of its income to rent or mortgage payments. In Bozeman, 22 percent of owner households are paying more than 35 percent of their income in rent and nine percent are paying between 30 and 35 percent. For renters, 44 percent are paying more than 35 percent of their income to rent. Another eight percent pay between 30 and 35 percent of their income in rent. Unfortunately, the Census does not allow us to differentiate between students and the resident employee population. Nevertheless, this is a large proportion of cost-burdened households.

As of August 2017, the median home price in Bozeman was \$398,000, up from \$245,000 as the recovery from the Great Recession began with annual appreciation rates over 10 percent per year over the past five years. To afford the median priced home in Bozeman at the 30 percent of income affordability standard, a household needs to earn at least \$68,400 per year or \$32.00 per hour for one earner. The median household income for owner households is currently about \$68,000 indicating that overall home prices are still in line with incomes at this broad statistical level. These figures however do not account for the quality of the housing available at this price. In addition, it is the rapid increase in home values that people are experiencing especially since wages in incomes have not kept pace with housing cost increases .

Home prices in Belgrade, Livingston, and Three Forks have also increased at 10 to 12 percent per year over the same time period. Living in outlying areas may reduce amounts paid for housing, but increases transportation costs that may offset much of the perceived cost savings of locating outside of Bozeman.

EMPLOYMENT

Bozeman continues to be the economic hub of the region with approximately 77 percent

of total Gallatin County employment. While Gallatin County employment has historically been concentrated in Bozeman, the growth in the technology and outdoor industries in the late 1990s accelerated this trend. This concentration of high-tech employment in Bozeman has also translated to a high number of startups in the City. Since 2005, Bozeman has captured roughly 80 percent of total employment growth in the County. This means that for every 10 jobs created in Gallatin County, eight were in Bozeman.

From 2005 through 2014, employment growth in Education and Health Services, and Leisure and Hospitality represented approximately 65 percent of the total job growth that occurred in Bozeman. Employment in Construction and Information both experienced contraction in total employment. While many service related jobs have surpassed their pre-recession levels there are others, such as Information that have experienced a slower recovery and have not fully recovered to their pre-recession levels.

RETAIL

Retail located in Bozeman serves the City population of 49 ,000 plus the Gallatin Valley with another 60,000 people, and outlying areas of Southwest Montana. At least a third of retail sales in Bozeman are estimated to come from outside this Gallatin Valley local trade area from Southwest Montana and from visitors/ tourists. The city’s trade area has however shrunk since Walmart, Costco, and Target located in Helena several years ago.

With the contraction in the retail market due to the growth of e-commerce, there are fewer opportunities to expand retail. In addition, demographic changes are favoring less retail consumption and a shift to the food and beverage market. Most of the national ‘ big box’ retailers that are still active and expanding are already present in Bozeman-such as Costco, Walmart, Lowes, Home Depot, Target, and Kohl’s. Thus, there are few other store chains left that would expand

to Bozeman. Looking further out however, new stores and concepts do appear in the market from time to time, and Bozeman will be an attractive location for them. However, we do not expect the demand for these types of sites and properties to increase substantially over the next 10 years.

It is likely that as Belgrade and other surrounding communities grow, they will reach a large enough size and support their own retail base at least for community-serving retail (less so for regional retail). Given that there is no sales tax in Montana and therefore not a large fiscal benefit to siting new retailers - and that Bozeman already has the largest share of the regional retail market - retail development and recruitment does not need to be a priority for the City.

OFFICE SPACE

Gallatin County added over 1,600 jobs in professional services since 2005, with at least 80 percent of that occurring in Bozeman. Similarly, Bozeman accounted for 80 percent of the total office construction in Bozeman, Belgrade, and Four Corners combined. There is demand for

office space, but it is difficult for the market to respond. The bulk of the market is small firms looking for about 1,000 to 5,000 square feet. Building large speculative office buildings is therefore risky due to the large number of tenants needed to fill a building. Building smaller buildings is costlier as some costs decrease per square foot with larger buildings.

Land and construction costs in Bozeman require high rents (over \$20.00 per square foot) to make an office building financially feasible, which is high for small local businesses.

INDUSTRIAL SPACE

Over past 16 years, the Greater Bozeman market added 1.9 million square feet of industrial space. Over half of this was in Belgrade and nearly 40 percent was in the Four Corners area. Bozeman captured only 10 percent of the industrial market. The land consumptive nature of many industrial uses coupled with land values and development costs dictate that Bozeman is no longer competitive for many larger heavier industrial uses.

PHYSIOGRAPHY

GEOLOGY AND STRUCTURE

The Gallatin Valley is near the southern border of the northern Rocky Mountains physiographic province and is part of the Three Forks structural basin. This structural basin is one of the high intermountain basins that are characteristic of this province.

The Three Forks structural basin was probably formed in pre-Oligocene time. In the Oligocene and Miocene time, there was either a continuation of down-faulting along one or more of the basic boundaries or a down warping of the basin. During the formation of the basin, through-drainage was interrupted and many hundreds of feet of sediments, derived from the adjoining highlands and from falling volcanic ash, were deposited under lacustrine and terrestrial conditions. These Tertiary strata constitute most of the valley fill. Resumption of through-drainage in late Tertiary time resulted in extensive erosion of these materials. A mantle of alluvium was deposited in much of the basin during Quaternary time.

The Bridger Range, a high linear mountain range that bounds the Gallatin Valley on the east, extends from Bridger Creek to the head of Dry Creek. The mountains are composed of rocks ranging in age from Precambrian to Cretaceous. The Paleozoic and Mesozoic rocks strike north-northwest, parallel to the axis of the range. They dip steeply to the east and in places are overturned to the east. Several high-angle thrust faults transect the Bridger Range. Most of them have an eastward trend. Normal faulting along the west side of the Bridger Range is believed to have elevated the range with respect to the valley.

Available subsurface information indicates that a fault system exists along the front of both the Bridger and Gallatin Ranges. The mountains of the Gallatin Range are composed of Precambrian gneiss and some unfaulted blocks of Paleozoic and Mesozoic rocks. The rocks are tightly folded and severely crumpled in places; yet, a general

east-west trend is recognizable. The Gallatin River Canyon separates the Madison Range on the west from the Gallatin Range on the east. Structurally, however, the two ranges are segments of the same mountain unit. This unit bonds the Gallatin Valley on the south.

The Tertiary strata in the Gallatin Valley form a homocline that dips from one to five degrees in a general direction of the Bridger Range.

HYDROLOGY

Bozeman and Gallatin County are crossed with numerous creeks and irrigation canals. Most of the creeks flow from the southeast to northwest to the Gallatin River. Major creeks and rivers within the planning area include:

- East Gallatin River, in the northeastern portion of the City and planning area;
- Bozeman (Sourdough) Creek, flowing south to north through the City and joining with Rocky Creek to form the East Gallatin River. Bozeman Creek has been channelized and rerouted into a storm pipe as it flows through the center of town;
- Nash Spring Creek, Matthew Bird, and Figgins Creeks in the southern portion of the City of Bozeman;
- Hyalite Creek, southwest of the City;
- Rocky Creek, flowing northwest along the Interstate through the northeast sections of the City of Bozeman, and joining with Bozeman Creek to form the East Gallatin River;
- Bridger Creek, flowing west from Bridger Canyon, into the East Gallatin River;
- Baxter Creek and Aajker Creek, flowing south to north, through the western part of the City; and
- East and West Catron Creeks, flowing south to north, through the middle of the City.

Groundwater is another abundant resource in the Gallatin Valley. Generally, groundwater is near the surface, and flows from south to north to the

East Gallatin River. Locally high water tables of less than ten feet below the surface are prevalent throughout the valley. Groundwater aquifers are recharged through many sources. Recharge is received from infiltration from the many rivers, streams, and irrigation ditches. In addition, faults located along the mountain fronts aid in recharge by distributing the rain and snow runoff along their corridors.

The future quality and quantity of groundwater is uncertain. Changes in agricultural irrigation patterns in the Gallatin Valley, prolonged drought, and increases in residential and landscaping irrigation will all impact groundwater resources. The quality of groundwater resources may also be in jeopardy due to the proliferation of on-site septic systems.

WEATHER AND CLIMATE

The weather and climate of the Bozeman area is a significant factor to consider when planning for park and recreation facilities and programs. The weather impacts a wide-range of considerations such as:

- The scheduling of warm versus cold weather recreation programs
- Maintenance of park and recreational facilities, which varies seasonally
- Installation of vegetation, new equipment,

parking lot improvements, etc.

- Provision of seasonal activities such as ice skating/hockey and Nordic skiing in the winter and outdoor swimming and tennis in the summer

Bozeman is located at an elevation of 4,793 feet above sea level. The average growing season is 107 days.

The MSU weather station recorded that 23.75 inches of precipitation fell during 2018 which was 5.08 inches above average and the eighth wettest year on record.

SAND AND GRAVEL RESOURCES

Bozeman rests on an alluvial plain. As a consequence, sand and gravel are widely present within the planning area. Many areas are not available for extraction due to other uses covering the surface or the presence of significant buried infrastructure. Relocating such uses or infrastructure would not be financially feasible.

The majority of commercial sand or gravel operations serving Bozeman are located outside the planning area. The Montana Department of Environmental Quality reviews and issues permits for commercial sand and gravel mining. Removal of gravel in order to create ponds or incidental to other activities does not require a DEQ permit or review.

TABLE A-1: AVERAGE TEMPERATURES IN FAHRENHEIT SCALE BY MONTH – 1892 THROUGH 2016

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Maximum Temperature	31.7	35.5	42.7	53.9	63.0	71.6	81.4	80.3	69.4	57.6	42.2	33.6	55.2
Minimum Temperature	12.0	15.3	21.4	30.4	38.4	45.2	51.1	49.5	41.2	32.9	22.2	14.5	31.2

Source: Montana State University Station, Montana Climate Summaries, Western Regional Climate Center.

TABLE A-2: AVERAGE PRECIPITATION IN INCHES BY MONTH

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Total Precipitation 1892-2016	0.87	0.73	1.34	1.89	2.89	2.91	1.35	1.24	1.70	1.54	1.12	0.88	18.48
Total Snowfall 1948-2016	12.6	10.2	15.7	13.1	4.0	0.5	0.0	0.0	0.8	5.8	11.6	11.9	86.0
Snow Depth 1931-2016	5	5	3	1	0	0	0	0	0	0	2	3	2

Source: Montana State University Station, Montana Climate Summaries, Western Regional Climate Center.

Removal of sand and gravel can have substantial impacts to groundwater, air quality, adjacent owners, public streets, and other interests. Establishment of new or expanded extraction operations should be carefully reviewed and adequate mitigation provided for identified negative impacts.

SOCIOECONOMICS

Bozeman has five economic segments that make it unique and create both opportunities and challenges.

HIGHER EDUCATION

Montana State University is one of the primary economic anchors in the City of Bozeman. In 2016, the University had a student headcount of 16,440. Since 2009, the rate of growth in the number of students grew at just under four percent per year, which is significantly higher than the historical growth rate since 1990, which was closer to one percent per year. While this rate of growth may not be maintained over the long-term, the University will continue to be a major driver in the local economy. The University also employs roughly 3,100 employees and has \$514 million in annual operations spending. The vast majority of operations spending is paid to employees and Montana vendors.

TOURISM AND RECREATION

Tourism and recreation continue to be a major driver in Bozeman and Montana. The Bozeman area benefits from its proximity to some of the State's most beautiful natural amenities, such as hiking trails and rivers and streams that are often used for fishing and rafting, as well as its proximity to Yellowstone National Park and two popular ski areas: Bridger Bowl and Big Sky. During the summer months, Yellowstone National Park is the top destination for nonresident visitors in Montana, many of whom pass through or spend time in Bozeman. Since 2000, park visitation has increased at approximately 2.6% per year or roughly by 89,000 visitors per year. Walking

around Downtown Bozeman one often hears foreign, mostly European, languages being spoken indicating the global draw of the region.

HEALTHCARE

The Health Care sector is one of the largest employers in Bozeman and Gallatin County and is a significant contributor to the regional economy. Bozeman Health, which is composed of two hospitals (one in Bozeman), several treatment centers and urgent care centers, and retirement and assisted living facilities, is one of the primary drivers of the regional health care sector. In addition, there are many smaller local technology firms that are part of the healthcare field and contribute to economic growth in the region.

TECHNOLOGY

Bozeman continues to be a hub for technological companies that are both started in or moved into Montana. The city includes a diverse set of technology companies that range from software and hardware companies to optics and photonics firms. The presence of larger and more established firms, such as Oracle, and the influence of Montana State University creates a business environment that is strongly entrepreneurial.

REGIONAL TRADE CENTER

Bozeman is a regional trade and service center in Southwest Montana. Bozeman's retail, services, and healthcare businesses serve a trade area of approximately 150 miles or more. Serving this large of a trade area has increased the amount of retail that Bozeman can support. The influx of visitors has helped the community diversify the retail and food and beverage mix and strengthen downtown through the additional injection of spending in addition to the local and regional population.

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PROJECTIONS REPORT

This Appendix includes projected trends for the community for the life of the Growth Policy. The following information can be primarily found in the 2018 Demographic and Real Estate Market Assessment developed by Economic & Planning Systems, Inc. (EPS).

POPULATION PROJECTIONS

If current trends continue, even at a more moderate pace, Gallatin County will grow by nearly 55,000 people from 2017 through 2045 with about half of the growth likely to occur in the City of Bozeman.

Job growth will drive most of the population growth, and 42,000 new jobs are projected over this time period. Projected job growth is 1,500 jobs per year over the roughly 25-year projection tapering from 1,700 jobs per year in the near term down to 1,300 per year in the outer years of the projection. To support the projected job growth in all of Gallatin County, a population increase of nearly 55,000 is

required or almost 2,000 people per year at an annual rate of 1.52 percent. This is a lower rate than has been experienced in the recent past. From 2000 through 2016, Gallatin County added an average of 2,200 people each year. This period included a severe national recession which limited job creation. If job creation is higher than projected then population will likewise increase.

As a municipality, Bozeman has the tools to provide water and sewer service at the City scale. Smaller districts in the unincorporated County do not have the same financial resources to provide these services which will limit the amount of growth that occurs in unincorporated areas.

HOUSING AND COMMERCIAL BUILDING SPACE PROJECTIONS

Bozeman has consistently accounted for about half of the population and housing growth in Gallatin County, and the projections in this report assume that this trend continues. Bozeman is also expected to continue to account for a large share of the retail, office, major employer, and hospitality markets going forward.

With Bozeman capturing approximately half of the countywide housing demand, this projection estimates demand for 12,700 new homes in Bozeman over the 2017 through 2045 time period. On an annual basis, construction is projected at approximately 450 homes per year on average compared to 600 homes per year over the past 10 years. Actual residential construction in the period since the projection exceeded even the 600 home per year rate. An affordable housing needs assessment prepared in 2018 found a deficiency of 728 dwellings to meet existing demand and support a healthy housing market. The 2010 US Census found that one-third of housing in Bozeman was occupied by an individual resident. Most homes are capable of servicing more than an individual person. Personal choices in housing

occupancy affect the type and number of homes necessary in the future.

Nonresidential construction demand in Bozeman is projected to be 6.3 million square feet from 2017 through 2045. For office development, Bozeman is projected to maintain its current market share of 80 percent of the Gallatin County office market totaling 1.7 million square feet from during this time. The estimated share of the industrial and warehousing market is lower, at 10 percent based on the higher land costs in the city and the growth in industrial space in Four Corners, Belgrade, and Manhattan. Industrial demand in Bozeman is estimated at nearly 500,000 square feet for the planning projection period. In the retail, restaurant, and hotel markets, Bozeman is expected to continue to be a major regional trade and services hub for Southwest Montana, and capture 70 percent of the retail market countywide with 1.4 million square feet of retail demand projected. Likewise, for government, education, and health care, Bozeman is projected to capture 75 percent of the demand in these sectors.

LAND DEMAND PROJECTIONS

Projected land demand for the 2017 to 2045 time period ranges from 3,820 to 5,716 acres, with housing demand being the primary driver of land demand. Residential development formats will have the most influence on the form of the city and the amount of land needed to meet market demand.

Not including the existing deficiency in homes, the baseline projection of land demand projects residential land demand at 3,100 acres on current estimated development densities (units per acre) ranging from 3.0 units per acre (gross density including right of way and public spaces) for single household detached units to 20 units per acre on average for multifamily development. Three units per acre for single household detached homes is an average net lot size of 7,100 square feet (0.16 ac.). A more compact development scenario was also prepared with higher residential densities; single household detached homes are assumed to be 5.0 units per acre gross density which translates to an average lot size of 4,300 square feet. The compact scenario projects residential land demand at 1,800 acres. In all cases, a 50 percent planning adjustment is added to allow for healthy market competition and land use planning flexibility. Residential land demand comprises 70 to 80 percent of total land demand in the higher density and lower density scenarios, respectively.

Over the projection period, non-residential land demand is estimated at approximately 500 acres, or 18 acres per year. Commercial development densities were held constant as they will be dependent on market preferences for surface parking-which is costly to develop. On average, commercial rents and values do not make structured parking financially feasible in Bozeman. Some high value areas such as Downtown and around major employers could support structured parking that will allow for higher commercial development densities. Additional access using good bicycle and pedestrian facilities can also reduce parking demand. The 0.30 FAR assumption for office space is still higher

than typical suburban densities and reflects the influence of high land costs in Bozeman.

After adjusting for planning flexibility and market competition, the baseline scenario totals to 3,900 acres of land and the higher density scenario totals to 2,600 acres. In both cases, residential land demand comprises 70 to 80 percent of the total land demand, highlighting the importance of housing on the physical form of a community.

Very roughly, these acreages translate to about 4 to 6 sections of land area (4 to 6 square miles) assuming that all development was on undeveloped land. There are however opportunities in Bozeman to fill in existing undeveloped enclaves (land surrounded or nearly surrounded by incorporated Bozeman that has not been annexed), or to redevelop areas not constructed to their full potential such as along N. 7th Avenue. Infill and redevelopment will reduce the amount of new land that is consumed by growth. In particular, The Midtown (North 7th corridor) has several large properties that can support a large amount of additional housing and employment. Infill and redevelopment in that type of setting has the most potential to affect net land demand. In other cases where, for example, one housing unit is replaced by only one or two units, there is much less of an impact on net land consumption.

The amount of land available for infill development can be estimated, but it is uncertain as to how much land will actually be redeveloped as it varies widely according to the economic conditions (e.g. existing profitable businesses) of each individual property and the desires of individual property owners. The 2018 annual land use inventory prepared by the City found that approximately 6% of the City is vacant property. Vacant property is land ready for development but currently has no structures. Approximately 11.7% of the City area is undeveloped meaning it has been annexed but is not subdivided and is not ready for construction of structures. Infill tends to be more intensive

in use than development on the edge of the City. However, there is much less area available for it. It is estimated that 10-15% of new construction in the next 20 years may be located within infill areas.

LOCAL SERVICES PROJECTIONS

The demand for local services is analyzed in the various facility plans such as fire, transportation, water, and sewer. The future service demand and other information in those plans, as may be updated from time to time, is available and meets any state law requirements for such information.

NATURAL RESOURCES PROJECTIONS

The natural setting of Bozeman is one of its greatest assets. Many people enjoy the outdoors as reflected in Theme 3 of the Plan. As an example, it is estimated that up to 50,000 people per month visit Hyalite Canyon south of town during the summer. In town trails see heavy use year round as well.

Use of natural resources is expected to increase as the population increases. Demand for water is described in the various water plans prepared by the City. The City strives to minimize demand for natural resources by efficient operations of its utilities and other functions. Per person water use in Bozeman has decreased over time due to higher efficiency standards and active maintenance.

The City is crossed by many watercourses and wetlands are also present. The City has adopted regulations to limit impact on both. No changes in numbers of water courses are expected. Wetlands may be modified as allowed by federal wetland standards. The City strives to have any wetland mitigation resulting from wetland modification located within the Gallatin Valley.

There are no known forestry, commercial mining, or mineral resources known within the planning area. Therefore, there are no expected changes to these natural resources.



76-1-601(4) (C) INFRASTRUCTURE PLAN

Section 76-1-601(4)(c), MC authorizes a growth policy to include an infrastructure plan to consider how and where infrastructure may be provided, coordinate with adjacent communities, and consider impacts and mitigation of impacts of infrastructure extension. The following table outlines the required information and where the required information is provided.

(4) A growth policy may :	Where Data is Provided
(c) establish an infrastructure plan that, at a minimum, includes:	
(i) projections, in maps and text, of the jurisdiction's growth in population and number of residential, commercial, and industrial units over the next 20 years;	Appendix D – Projections report
(ii) for a city, a determination regarding if and how much of the city's growth is likely to take place outside of the city's existing jurisdictional area over the next 20 years and a plan of how the city will coordinate infrastructure planning with the county or counties where growth is likely to take place;	Chapter 3, Appendices B and D
(iii) for a county, a plan of how the county will coordinate infrastructure planning with each of the cities that project growth outside of city boundaries and into the county's jurisdictional area over the next 20 years;	Not applicable to the City
(iv) for cities, a land use map showing where projected growth will be guided and at what densities within city boundaries;	Ch 3 – Future Land Use
(v) for cities and counties, a land use map that designates infrastructure planning areas adjacent to cities showing where projected growth will be guided and at what densities;	Ch 3 – Future Land Use, Appendix B -
(vi) using maps and text, a description of existing and future public facilities necessary to efficiently serve projected development and densities within infrastructure planning areas, including, whenever feasible, extending interconnected municipal street networks, sidewalks, trail systems, public transit facilities, and other municipal public facilities throughout the infrastructure planning area. For the purposes of this subsection (4)(c)(vi), public facilities include but are not limited to drinking water treatment and distribution facilities, sewer systems, wastewater treatment facilities, solid waste disposal facilities, parks and open space, schools, public access areas, roads, highways, bridges, and facilities for fire protection, law enforcement, and emergency services;	Appendices B and C addresses the majority of these subjects. The City does not control placement of public schools. The City does work with School District 7 on annexation and site design of properties to provide school services. The City's facility plans address density of development in determining future pipe and road sizing. The municipal standards are expected to be adequate to service any future school building. School District 7's service area is much larger than the City of Bozeman.

<p>(vii) a description of proposed land use management techniques and incentives that will be adopted to promote development within cities and in an infrastructure planning area, including land use management techniques and incentives that address issues of housing affordability;</p>	<p>Appendix B – infrastructure report, cross references to main document. The City requires annexation prior to extension of services. This ensures that new development is under a cohesive and comprehensive development review program. These include both subdivision and zoning based development review addressing all identified purposes in 76-1-102, 76-2-301 and 304, and 76-3-101, MCA. The City’s development standards support affordable housing and urban scale development by facilitating intensity of land use and efficiency of infrastructure. The City provides financial support in various ways for affordable housing.</p>
<p>(viii) a description of how and where projected development inside municipal boundaries for cities and inside designated joint infrastructure planning areas for cities and counties could adversely impact:</p>	
<p>(A) threatened or endangered wildlife and critical wildlife habitat and corridors;</p>	<p>There are no known threatened or endangered wildlife or habitat that are uniquely located within the planning area. Various species migrate through or seasonally inhabit the planning area. Application materials for subdivision or zoning development requires identification of wildlife habitat in the area to be developed. Effects and necessary mitigation can then be identified and required during the review. The City has adopted standards to protect watercourse corridors and wetlands.</p>
<p>(B) water available to agricultural water users and facilities;</p>	<p>Transitions from agricultural to other uses may affect agricultural water user facilities. The City has adopted standards applicable both with subdivision and zoning authorized changes in land use to protect water user facilities. The standards require coordination and contact with water facility owners and protection of facilities. Water sources primarily arise outside of the planning area.</p>
<p>(C) the ability of public facilities, including schools, to safely and efficiently service current residents and future growth;</p>	<p>The City’s facility plans, summarized in Appendix B, demonstrate the City’s plans and ability to serve current users and future growth. School District 7 has their own facility plans and they indicate they are capable of providing services as growth continues.</p>
<p>(D) a local government’s ability to provide adequate local services, including but not limited to emergency, fire, and police protection;</p>	<p>The City’s facility plans, summarized in Appendix B, demonstrate the City’s plans and ability to serve current users and future growth. City voters approved a bond in 2019 to build a new public safety center which will provide municipal courts, police, and fire facilities.</p>

<p>(E) the safety of people and property due to threats to public health and safety, including but not limited to wildfire, flooding, erosion, water pollution, hazardous wildlife interactions, and traffic hazards;</p>	<p>The City's adopted development standards require development to stay out of designated floodplains, control stormwater runoff and erosion, and provide for a multifunction transportation system that protects safety of the traveler. The City's development standards require multiple access points, adequate water flow for fire fighting, and separation of buildings to lessen potential impacts from fire and wildfire. The City applies the state adopted building codes which address fire resistance and suppression. The City's water and sewer services are subject to intensive monitoring to ensure that citizens are not exposed to water pollution.</p>
<p>(F) natural resources, including but not limited to forest lands, mineral resources, sand and gravel resources, streams, rivers, lakes, wetlands, and ground water; and</p>	<p>The City has setback and other standards adopted to protect streams, wetlands, and rivers from pollution, encroachment, and streambank disruption. There are no commercially viable forest lands within the planning area. There are no known mineral resources other than possible gravel within the planning area. There are no functioning gravel mining operations that would be negatively affected by the planned growth depicted in chapter 3.</p>
<p>G) agricultural lands and agricultural production; and</p>	<p>Bozeman is located in an area with good soils for agriculture. Agricultural industries are disrupted when land coverts to either suburban or urban purposes. Substantial portions of the planning area outside of the City limits have been converted from functional agricultural operations to hobby or non-agriculture uses. Loss of small scale farms is a national trend.</p>
<p>(ix) a description of measures, including land use management techniques and incentives, that will be adopted to avoid, significantly reduce, or mitigate the adverse impacts identified under subsection (4)(c)(viii).</p>	<p>The City has robust standards for land development. Intensive development is allowed with provision for adequate services to new users. The municipal codes, design standards, and topic plans as described in Appendix B, ensure that mitigation of negative impacts is provided or impacts are avoided all together. Development at true urban intensities is less land consumptive than suburban or rural residential uses and therefore displaces less agriculture.</p> <p>Detailed standards are in Chapters 2, 16, 18, 26, 32, 34, 38, 40, and 42.</p>



GLOSSARY

These terms are defined to help the reader understand what the terms mean when used in this plan. If terms are not defined here they may be defined in an adopted topic plan. If not, they have standard dictionary meanings.

Bozeman Planning Area. See Figure 3-1.

Compatible Development. The use of land and the construction and use of structures which is in harmony with adjoining development, existing neighborhoods, and the goals and objectives of this plan. Elements of compatible development include, but are not limited to: variety of architectural design; rhythm; scale; intensity; materials; building siting; lot and building size; hours of operation; and integration with existing community systems including water and sewer services, natural elements in the area, motorized and non-motorized transportation, and open spaces and parks. Compatible development does not require uniformity or monotony of architectural or site design.

Commercial Center. A mix of commercial land uses typically serving more than one residential neighborhood, usually a subarea of the city with services and retail goods. This term also includes small commercial areas providing limited retail goods and services, such as grocery stores and dry cleaners for nearby residential customers.

Compatible Land Use. A land use which may by virtue of the characteristics of its discernible outward effects, exist in harmony with an adjoining land use of differing character. Effects often measured to determine compatibility include, but are not limited to, noise, odor, light, and the presence of physical hazards such as combustible or explosive materials.

Complete Street. Complete streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.

Connectivity. The degree to which roads and paths are connected and allow for direct travel between destinations.

Density. For residential areas, the number of homes per net acre of land. For non-residential areas, by floor area ratio: the number of square feet of building area per net acre of land.

Downtown. The area subject to the Downtown Bozeman Improvement Plan bound by the B-3 zoning district which generally extends to Broadway Avenue, Lamme Street, 5th Avenue, and Olive Street. Downtown is mixed-use district but primarily commercial in function and character, Downtown, and particularly Main Street, is distinguished by its historic architecture but also includes notable recent development especially in the areas outside of the historic core.

Goal. A statement of general purpose or intent relating to a defined topic. A goal generally seeks an improvement in the status of a subject under the heading of a theme.

Growth. An increase in Bozeman's population and/or area. The increase may be the result of natural population growth through births exceeding deaths, immigration, or annexation.

Growth rate. A measure over time of the increase or decrease in City population compared to the City's population at a specified date. Growth rates are usually expressed as a percentage and applied to time increments of one, five, or ten years.

Health. A state of physical, mental, and social well-being, and not merely the absence of disease or infirmity. Health is a resource for everyday life, not the objective of living. Health is a positive concept emphasizing social and personal resources, as well as physical capacities.

Human Scale. The proportional relationship of a particular building, structure, or streetscape element to the human form and function. Human scale does not prohibit multistory structures.

Infill. The development or redevelopment of vacant, abandoned, or under-utilized properties within or wholly surrounded by the City, and where water, sewer, streets, and fire protection have already been developed and are provided. Infill is located within land subdivided for at least 35 years.

Missing Middle Housing. Missing middle housing is housing constructed in buildings which are of a size and design compatible in scale and form with detached individual homes. Example housing types include duplex, triplex, live-work, cottage housing, group living, row houses, townhouses, horizontally layered apartments, flats, and other similar configurations.



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Mitigate/Mitigation. Measures required or taken to avoid, minimize, compensate for, or offset definable negative impacts of development on the environment, public facilities and services, or other issues of community concern defined by ordinance.

Neighborhood. A walkable area of Bozeman with a distinct character that may have some boundaries defined by physical barriers, such as major roads or railroads or by natural features, such as watercourses or topography. A neighborhood includes both geographic (place-oriented) and social (people-oriented) components and is often characterized by residents sharing common amenities such as an elementary school, park, shops, community center or other similar elements. As a distinct and identified area, often with its own name, neighborhoods are recognized as fostering community spirit and a sense of place, factors recognized as important in community planning.

Net acres. The area of land measured in acres, minus any dedications to the public, such as public or private streets and parks.

Objective. A more specific statement than a goal which seeks to advance the intent of a goal. Objectives bridge the distance between goals which are general in nature and policies which call for a specified and distinct action to be accomplished. An example is: "Support and encourage creative site development design."

Open Space. Land and water areas retained for use as active or passive recreation areas, agriculture, or resource protection in an essentially undeveloped state.

Pedestrian Oriented. Development designed with an emphasis on pedestrian safety, convenience and accessibility that is equal to or greater than the emphasis given to automotive access and convenience.

Policy. A definite course or method of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.

Sprawl. A pattern of development generally characterized by a combination of:

- Low population density,
- Forced reliance on individual automotive transportation,
- Distribution of land uses which require driving in order to satisfy basic needs, and,
- Development which leaves large undeveloped areas surrounded by development.

Special Topic Plan. A formal plan prepared for a specific physical resource or function or area of the City which examines the current state, future needs, and recommended means of meeting identified future needs. Examples of topic plans are the Wastewater Facility Plan, Affordable Housing Action Plan, various Neighborhood Plans, and the Transportation Plan.

Walkable. A walkable area has:

- A center, whether it's a main street or a public space.
- People: Enough people for businesses to flourish and for public transit to run frequently.
- Parks and public space: Functional and pleasant public places to gather and play.
- Pedestrian design: Buildings are close to the street, parking lots are relegated to the back.
- Schools and workplaces: Close enough that walking to and from home to these destinations is realistic.
- Complete streets: Streets designed for bicyclists, pedestrians, and transit.

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