

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 seven 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 SUPPORTING DATA

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. Also included are descriptions and connections to other data that addresses the required contents of the land use plan.

Statistics and text in this section are taken from the Demographic and Real Estate Market Assessment prepared by Economic and Planning Systems (EPS) in 2018, the 2025-2045 Population and Economic Forecast, and other sources. 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 C: HISTORY AND PHYSICAL SETTING

Appendix C details the history of the City of Bozeman and key physiographic details.

APPENDIX D: 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. The technical update in 2025 relies upon this process and maintains the same Themes, Goals, and Objectives.

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; multi-modal 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 multi-modal transportation system.

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 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.

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. Multi-modal 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. Multi-modal 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 multi-modal 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 on.

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 multi-modal 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 multi-modal 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 multi-modal 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 multi-modal 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.

TECHNICAL UPDATE 2025

PURPOSE

The purpose of the technical update is to bring information in the plan current and to conform to new state laws. The technical update did not seek to modify policy or community priorities. Even with this limited scope public engagement is an important element of the update. Public hearings are required by state law prior to any final decision by the Planning Board or the City Commission.

ENGAGEMENT TOOLS

The City Commission began the formal process in September 2024 by identifying the general process. This was in conjunction with public engagement planning for the update to Chapter 38 of the municipal code. The proposed approach and timing was shared with the public at many public events during the fall of 2024 through spring 2025. A formal public engagement plan was adopted in July 2025 identifying the specific steps of engagement for the update.

ENGAGE BOZEMAN | SUMMARY

The Montana Land Use and Planning Act requires use of electronic means to share information and receive comments. The City created a project website which provides scheduling information, frequently asked questions, public engagement materials, and draft documents for public review. The City receives electronic comments through the comments@bozeman.net dedicated email and all project comments were archived and made publicly available through the City's Laserfiche archive accessible through the main City website.

People can also participate electronically in meetings through video streaming, call in comments, online agenda and packet materials, and archived video recordings of all public hearings on the project.

COMMUNITY OPEN HOUSE 1 | SUMMARY

NOTIFICATION

The Community Open House was publicized through updates to the City Commission and Bozeman Community Development Board; news posts on the project webpage, and emails to interested parties.

PURPOSE

To explain the intended update process, share information on existing conditions, population and

housing need projections, and answer questions.

EVENT

The Community Open House took place twice, first online on August 25th and later in person on August 27th at the Bozeman Library Community Room. The same information was provided to the City Commission on August 26th and the Community Development Board on September 8th and the Inter-Neighborhood Council on September 11th.

COMMUNITY OPEN HOUSE 2 | SUMMARY

NOTIFICATION

The Community Open House was publicized through updates to the City Commission and Bozeman Community Development Board; news posts on the project webpage, social media, and emails to interested parties.

PURPOSE

To explain the intended update process, share information on the draft land use plan, and answer questions.

EVENT

The Community Open House took place on September 29th at the City Commission room at City Hall, 121 N. Rouse Ave.

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 paid newspaper advertisements; posting dates on the project website; at updates to the City Commission and Bozeman Community Development Board; direct emails to those who have supplied their contact info as part of this process; and social media outlets.

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 Community Development Board or the City Commission. Public input and comments were considered.

EVENTS

After the document draft was released for public review and notice was published, the Community Development Board held a public hearing on Oct 6, 2025. The Community Development Board considered the draft document, heard and considered public comments, and determined whether or not to make revisions to the map and text, and passed a resolution transmitting the recommended document to the City Commission.

On October 28, 2020, the City Commission conducted their public hearing on the draft. They asked questions, heard public comments, and determined if possible revisions were needed for consideration at their following meeting. After determining that the plan contains all required materials the Commission will pass a Resolution of Adoption to complete the public review process.

B



INFRASTRUCTURE + SUPPORTING DATA

The Montana Land Use Planning Act (the Act), passed in 2023, requires extensive information on existing conditions, expected future conditions, and consideration of impacts of growth. The Act explicitly allows for use of issue plans to address required materials. An issue plan is a document that for all or part of a jurisdiction provides a more detailed or thorough analysis for any component of the land use plan. The City has a long history of developing issue plans for this purpose. Each issue plan considers needs for the future to address future demand for services.

This Appendix identifies required data, organized by the section number in state law addressing that topic. Information for issue plans is presented in tables with titles and links to the issue plans. The City updates multiple plans every year. If you have a question on applicability of data, please contact the City.

Some data is provided by state or federal agencies and links to websites or printed reports are provided. Data is available for different time frames. Sources like the US Census American Community Survey update annually but data is delayed in distribution for up to two years. Other data like the City's GIS viewers are active data that are continually updated to show recent zoning map changes. Information in this Appendix comes from City of Bozeman, state, federal, and other sources.

Rather than sampling the available data for the plan, where reasonable a link to the entire report or resource website has been provided. This allows the reader much greater latitude to explore areas of interest to them. Some basic data is provided in each section to illustrate the scope and applicability of the data to Bozeman. A grouping of maps is provided that address the topics below. Links in the table go to the entire map set. Links in the text point to a specific map. For those interested in the entire data set the [documentation](#) and [maps](#) are available.

Bozeman only has legal control on land development within its legal borders. The jurisdictional area of this plan is therefore only the city limits. The Planning Area does extend beyond the city boundary but only in an advisory capacity to coordinate internal City of Bozeman functions, with Gallatin County, and landowners. As properties are annexed they are subject to the jurisdiction of this plan.

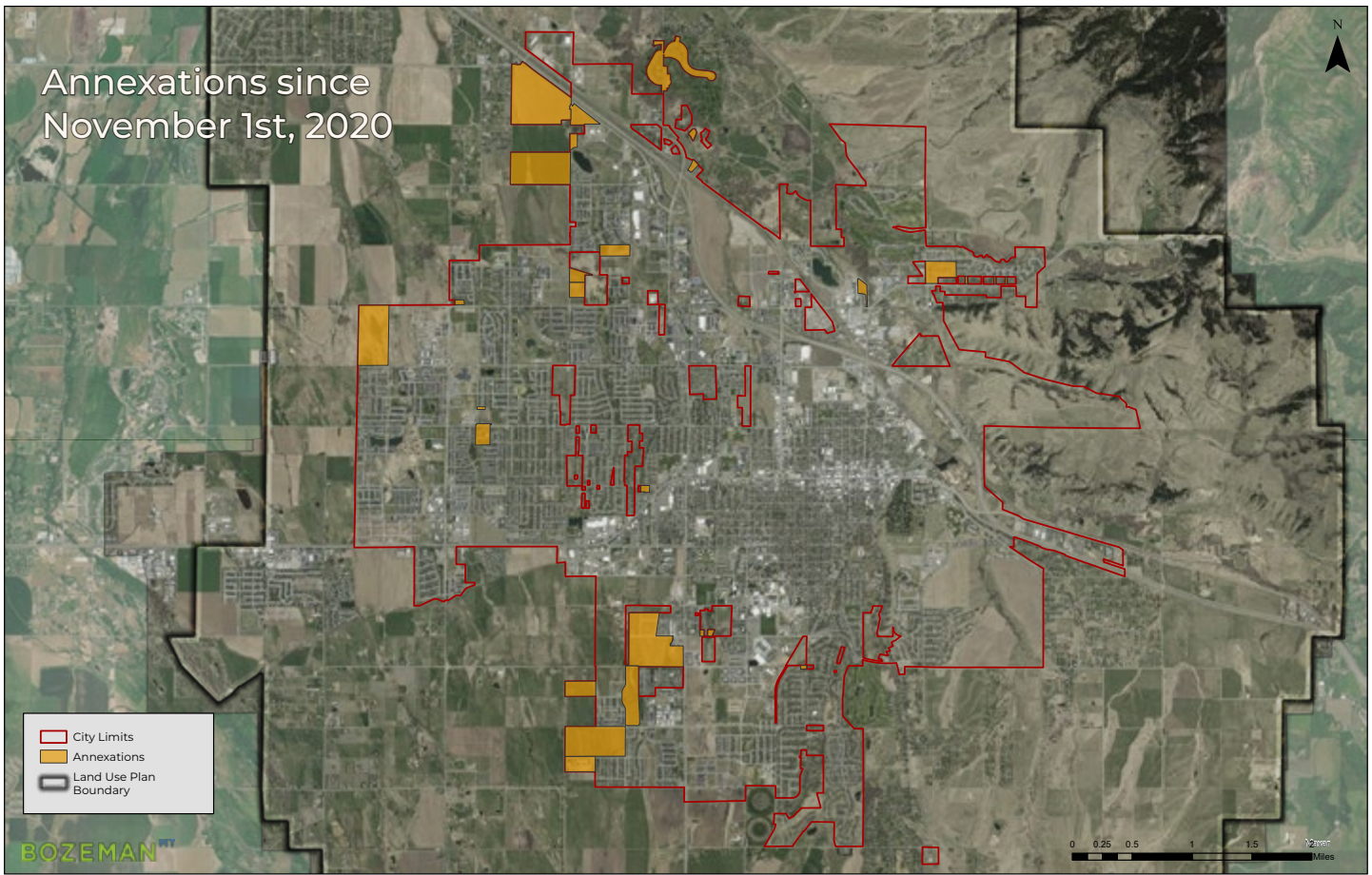
SECTION 76-25-203 EXISTING CONDITIONS AND POPULATION PROJECTIONS

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
2025-2045 Bozeman Population and Housing Forecast	Adoption by Resolution as part of the land use plan			Link (external PDF)
Bozeman Annual Land Use Inventory and map	No approval process applies	On-going		Link (external PDF) Link (external PDF)
GIS Data – Com. Dev. Viewer & Public Works Viewer	No approval process applies	Ongoing data updates		Link (External website) Link (External website)
Maps	Adoption by Resolution as part of the land use plan			Link (External website)
Non-City materials				
MT Dept of Commerce – Community Profiles	No City approval process applies			Link (external website)

US Census – American Community Survey Income and Poverty	No City approval process applies	On-going		Link (external website)
US Census – American Community Survey	No City approval process applies	On-going		Link (external website)
US Census – American Community Survey – SEC MT	No City approval process applies			Link (external website)
US Census – On The Map, Commuter flow	No City approval process applies	On-going		Link (external website) Link (external PDF)
National Vital Statistics Report	No approval process applies	Ongoing data updates		Link (External PDF)
US Census ACS Birth Trends	No approval process applies	Ongoing data updates		Link (External PDF)
Montana Cadastral	No approval process applies	Ongoing data updates		Link (External website)
MT Dep of Commerce – Residential Physical Condition	No approval process applies	Ongoing data updates		Link (External website)
MSU Quick Facts – All Students	No approval process applies	Ongoing data updates		Link (External website)

Bozeman’s planning area is 70.8 square miles and the current municipal area as of Dec 1, 2024, is 22.03 sq. mi. Bozeman has annexed approximately 680 acres on 27 sites since the adoption of the prior land use plan in 2020. This represents roughly a 1% expansion in area per year. Fifteen of those annexations were filling in unincorporated areas surrounded by the City.

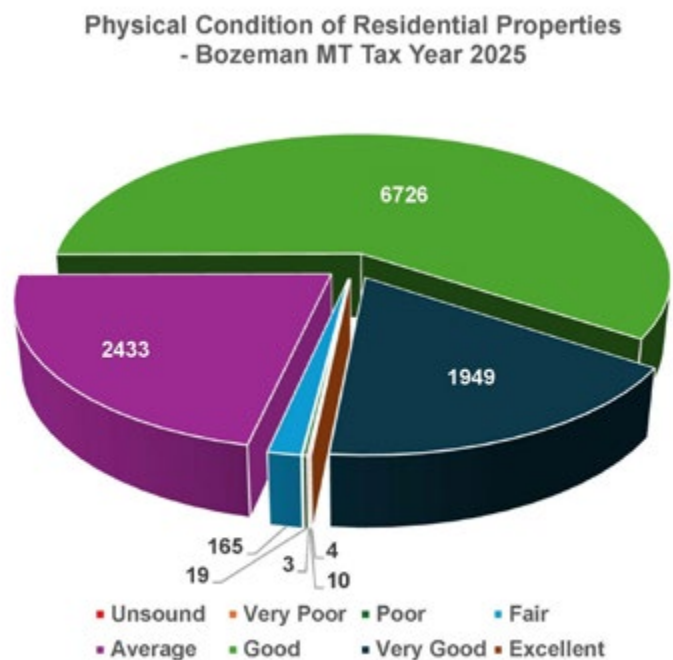
The City area is zoned for 26% employment and services, 5.3% mixed use district, 14.9% public lands, and 49.8% residential uses. All zoning districts allow for a range of uses. See the 2024 land use inventory linked above for greater detail. Bozeman is a relatively recently constructed community with MT Dept. of Revenue (MTDOR) data showing 47% of all structures being less than 30 years old. See the [Age of Structures](#) map set for distribution. MTDOR data also shows that the great majority of residential properties are in very good or better condition. This data excludes apartment buildings which are



considered commercial properties.

Trends for population and job characteristics and growth are presented in various documents above. Bozeman has a robust economy and has seen considerable in-migration for several decades. Montana State University has been a significant economic driver, as has a high amenity setting, ready national and international access through Bozeman-Yellowstone International Airport, the growth of remote work, increases in tourism, and being a services hub for southwest Montana.

Future population increases, employment, and housing demand are provided in the 2025-2045 Bozeman Population and Housing Forecast linked above and elsewhere in this appendix. The City considers many factors when evaluating future trends and the forecast provides multiple scenarios. It also considers the larger region as the Bozeman economy and housing marking is embedded in the larger community.



2025-2045 BOZEMAN POPULATION AND HOUSING FORECAST

Bozeman's population age composition is substantially impacted by the presence of Montana State University with over 17,000 students. Gallatin County as a whole has seen a decrease in poverty as wages have increased significantly over the past five years. However, cost of housing has increased faster than wages.

Bozeman has experienced significant in-migration over the past several decades. As birthrates have declined most population growth has come from people choosing to move

to Bozeman. This trend is expected to continue. A large portion of the enrolled students at Montana State University come from another state and tourism brings many people for the first time who decide to make that trip to Bozeman a permanent thing.

Figure 7. Bozeman Total Population Forecast Summary, 2010-2045

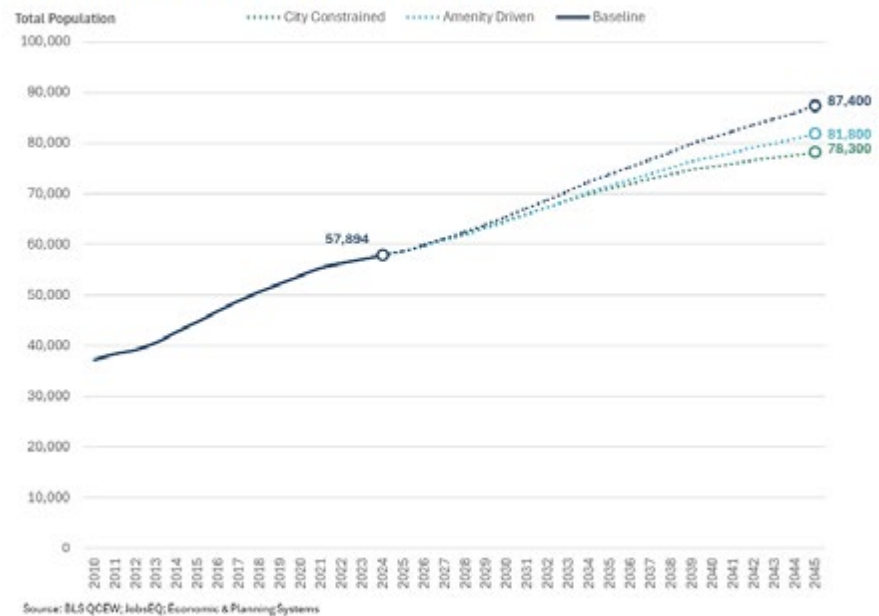
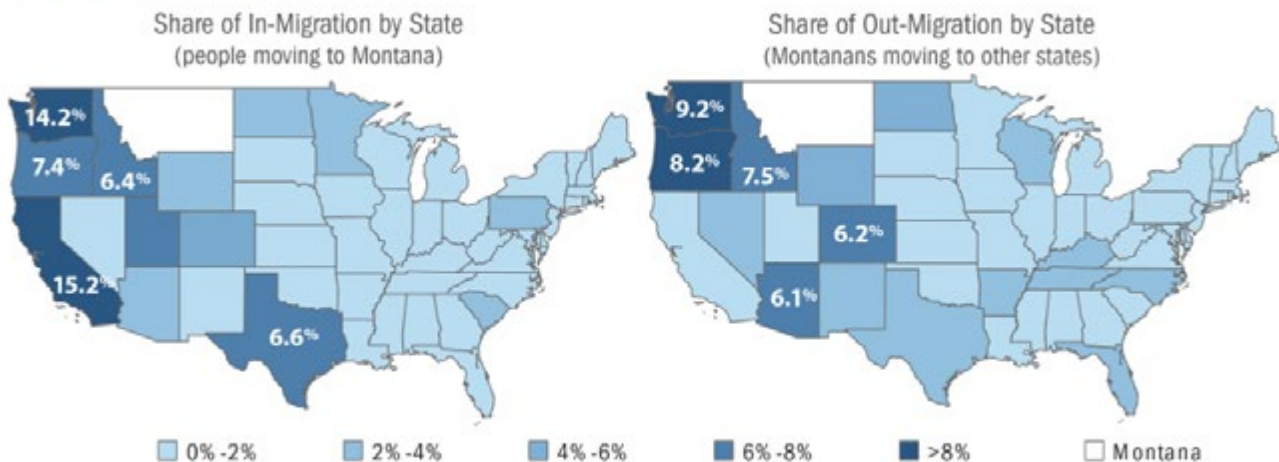


FIGURE 25. MIGRATION FLOWS BY STATE



Source: U.S. Census Bureau. State-to-State Migration Flows: 2023, using 2023 ACS 1-year estimates.

2025 LABOR DAY REPORT, MT DEPARTMENT OF LABOR AND INDUSTRY

The growth of Bozeman can be seen on historic fire insurance maps. The Sanborn maps were published in cities and towns across the nation in the 19th and 20 centuries. The maps illustrate detailed information about structures, streets, property boundaries, building uses and materials. Local information on historic structures and historic districts is available through the City website and Map 14.

SECTION 76-25-206 HOUSING

Document Name	Approval Process	Date of Approval	Resolution/Ordinance	Hyperlink to Document
2025-2045 Bozeman Population and Housing Forecast	Adoption by Resolution as part of the land use plan			Link (external PDF)
Community Housing Needs Assessment	Adoption by Resolution	Mar 11, 2019	5024	Link (external PDF)
Community Housing Action Plan	Adoption by Resolution	Apr 20, 2020	5143	Link (external PDF)
Five Year CDBG Consolidated Plan	Adoption by Resolution	July 23, 2024	5604	Link (external PDF)
Bozeman 2024 Q2 Market Report	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman Livable Sq. Ft. Report 2020-2025	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman 2020-2024 Building Data	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman 2024 Building Permit Annual Report	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman Community Housing Map	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman Building Permit Dashboard	No approval process applies	Ongoing data updates		Link (external PDF)
Maps	Adoption by Resolution as part of the land use plan			Link (external PDF)
Non-City materials				
MT Department of Commerce – Housing website	No City approval process applies			Link (external website)
US Census ACS Housing Trend – Gallatin County	No City approval process applies			Link (external PDF)
One Valley Foundation Regional Housing Report	No City approval process applies			Link (external website)

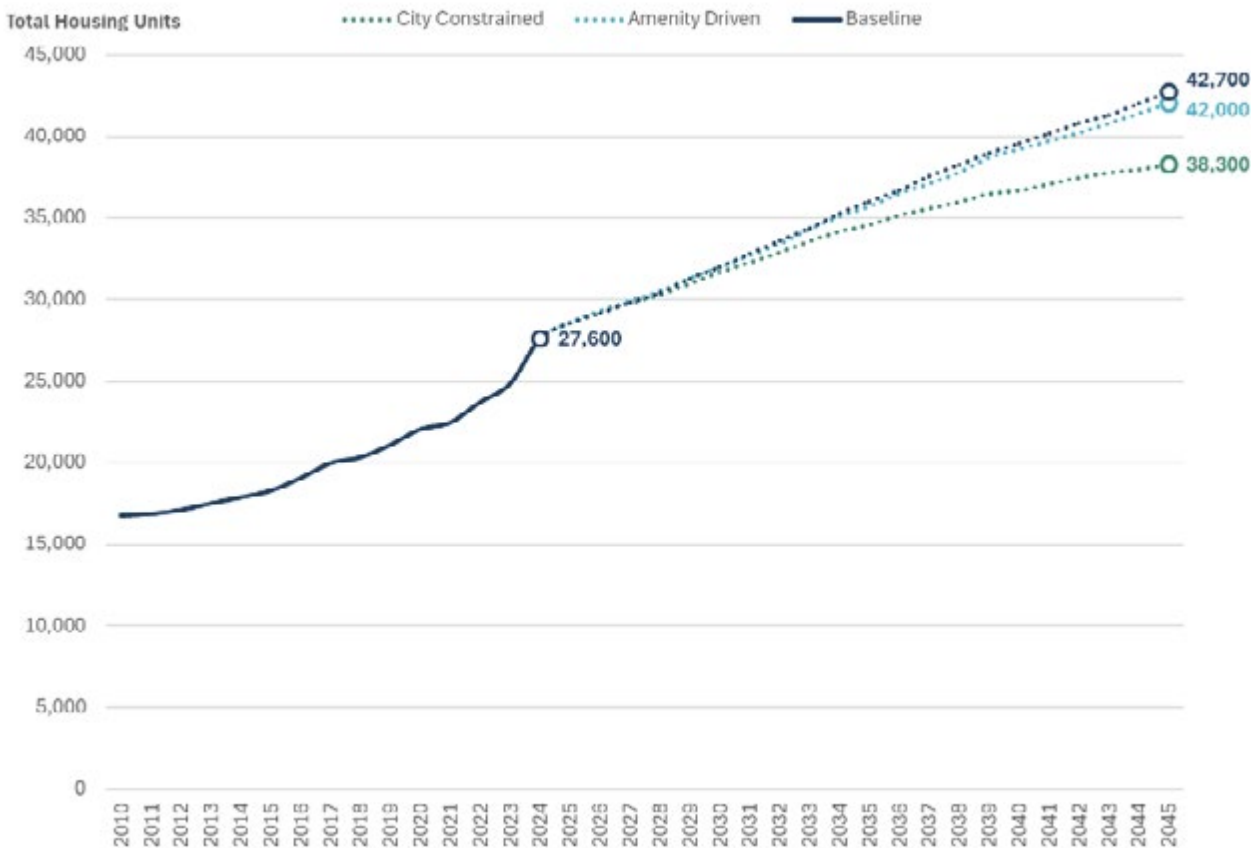
2025 Gallatin Valley Housing Report	No City approval process applies			Link (external PDF)
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Bozeman has seen substantial residential construction over the past five years. The COVID pandemic drove substantial demand for housing and purchase prices escalated over 170%. Data provided above gives historical detail, projections for additional demand in the future, and information on the individual buildings being constructed.

Montana State University is the largest housing demand generator in the valley. It provides a variety of on-campus housing options for both undergraduate and graduate students. The University has constructed several new residential facilities recently as enrolled has significantly increased. The majority of students do not live on campus.

Housing demand and affordability have been an issue discussed in land use plans for the City since 1972. Affordable housing has been particularly concerning due to a consistent mismatch between local wage levels and cost of housing. The City has facilitated construction of additional homes with thoughtful infrastructure planning, review and adjustment of development regulations to match current circumstances, and financial support for price limited homes. The City’s tools to support affordable housing are limited by law. The great majority of all price limited housing constructed in the past five

Figure 8. Bozeman Total Housing Units Forecast Summary, 2010-2045



Source: BLS QCEW; JobsEQ; Economic & Planning Systems

years has come through the federal Low Income Housing Tax Credit subsidy. All price limited housing requires substantial subsidization. Bozeman has created regulatory housing incentives, however recent state legislature action has reduced the effectiveness of the City's incentives. The One Valley housing report from 2021 describes some of the challenges. Rapid escalation in housing prices has increased the degree of subsidy needed.

Concern on housing available housing at prices people can support is a national issue. Changing demographics, increasing costs of labor and materials, land availability, and financing all influence both need for and availability of housing. The 2025-2045 Bozeman Population and Housing Forecast provides information on likely housing needs for the future. Bozeman has seen a recent spike on housing construction as a deficiency in basic supply was addressed. Vacancy rates during the COVID pandemic reached essentially zero which is very unhealthy for a housing market and the people who need somewhere to live.

The City has established a community housing program hosted in the Economic Development Department. This program works with price limited housing providers to identify locations and methods and to leverage state and federal incentives like Low Income Housing Tax Credits. Hundreds of homes have been constructed and are in construction now across the community through those programs in the past five years. See the Bozeman Community Housing Map, Housing Action Plan, and Housing Needs Assessment above for more information.

Most structures in Bozeman are quite young. According to MTDOR data, only 21.6% of structures in Bozeman are greater than 50 years of age. The housing stock is also in good condition. The older areas of the community have seen steady reinvestment and renovation of buildings. The good condition and corresponding value increases decreases the likelihood of existing properties being redeveloped as the difference in before and after construction value is less. The scope of this is shown on [Map 7](#). Of the parcels for which data is available almost all have improvements worth more than the value of the land with 3,234 having a 3x improvement value to land value. In many older areas of town the improvement value to land value trends higher as these areas are often seen as desirable.

[Map set 6](#) shows several density analyses evaluating existing development density to potential density. Many areas of the community have fewer homes on site than the zoning would allow. However, given the high value of existing improvements the likelihood of redevelopment is lower. Some areas of the map show greater development potential because they are zoned but not yet developed. Map 6d shows where development projects are actively in the review process and overlay many of the areas presently shown as vacant or undeveloped.

There is an estimated need for 10,700-15,100 new residences in Bozeman by the year 2045 to house projected population increase. The City's policies call for both infill and external expansion to meet this need. Many smaller infill opportunities may come from the addition of units to existing structures, accessory dwelling units, or new homes being added to larger lots. Larger projects may be able to financially support removal and replacement of existing buildings. If the balance of zoning districts remains as it is today, and minimum required density construction is completed then 2,275 to 2,935 acres will be needed to meet additional housing needs. The 2024 land use inventory shows that 1,084 acres are currently vacant, and 421 acres are currently undeveloped in residentially zoned districts. See the inventory for definitions. Not all of the vacant or undeveloped land will be capable of being developed as portions of those areas will be restricted by environmental limitations, dedication as future parks, or other constraints. These figures indicate that it is highly likely that additional annexations will be

TABLE 1: 2024Q2 MARKET REPORT

Description	2010	2015	2020	2023	2010-2023		
					Total	Ann. #	Ann. %
Population							
Bozeman	36,440	40,319	53,293	60,425	23,985	1,713	3.7%
Belgrade	7,281	7,738	10,460	12,060	4,779	341	3.7%
Manhattan	1,396	1,191	2,086	2,243	847	61	3.4%
Other/Uninc.	<u>44,541</u>	<u>51,491</u>	<u>53,121</u>	<u>57,713</u>	<u>13,172</u>	<u>941</u>	<u>1.9%</u>
Gallatin County	89,658	100,739	118,960	132,441	42,783	3,056	2.8%
Bozeman % of County Pop.	40.6%	40.0%	44.8%	45.6%	56.1%		
Housing Units							
Bozeman	16,761	18,293	23,535	27,130	10,369	741	3.5%
Belgrade	3,154	3,308	4,339	5,029	1,875	134	3.4%
Manhattan	574	653	872	924	350	25	3.5%
Other/Uninc.	<u>20,841</u>	<u>23,715</u>	<u>24,089</u>	<u>25,893</u>	<u>5,052</u>	<u>361</u>	<u>1.6%</u>
Gallatin County	41,330	45,969	52,835	58,976	17,646	1,260	2.6%
Bozeman % of County (HU)	40.6%	39.8%	44.5%	46%	58.8%		

Source: US Census; ESRI Business Analyst; Economic & Planning Systems

TABLE 2: BOZEMAN, MONTANA POPULATION & HOUSING FORECAST

Bozeman	Forecast					2025-2045 Change		
	2025	2030	2035	2040	2045	Total	Ann. #	Ann. %
Jobs								
Baseline	53,200	59,500	67,000	73,600	79,300	26,100	1,305	2.0%
Amenity Driven	53,200	59,500	67,000	73,600	79,300	26,100	1,305	2.0%
City Constrained	53,200	59,500	67,000	73,600	79,300	26,100	1,305	2.0%
Population								
Baseline	58,600	65,500	73,800	81,100	87,400	28,800	1,440	2.0%
Amenity Driven	58,600	64,500	71,500	77,200	81,800	23,200	1,160	1.7%
City Constrained	58,700	64,800	71,000	75,400	78,300	19,600	980	1.5%
Total Housing Unit Demand								
Baseline	28,600	32,000	36,000	39,600	42,700	14,100	705	2.0%
Amenity Driven	28,600	32,000	35,700	39,200	42,000	13,400	670	1.9%
City Constrained	28,600	31,700	34,600	36,700	38,300	9,700	485	1.5%
Occupied Housing Units								
Baseline	26,800	29,900	33,700	37,000	39,900	13,100	655	2.0%
Amenity Driven	26,800	29,500	32,600	35,300	37,400	10,600	530	1.7%
City Constrained	26,800	29,600	32,400	34,400	35,800	9,000	450	1.5%
Vacant and Second Homes								
Baseline	1,800	2,100	2,300	2,600	2,800	1,000	50	2.2%
Amenity Driven	1,800	2,500	3,100	3,900	4,600	2,800	140	4.8%
City Constrained	1,800	2,100	2,200	2,300	2,500	700	35	1.7%

Source: Economic & Planning Systems

required to meet residential needs over the planning period. The most likely areas of physical extension of the City are to the northwest and southwest due to patterns of infrastructure and the natural grade to support sewer flow.

The City's zoning code and infrastructure planning are adequate to meet the future housing needs. The City is actively updating its zoning and subdivision regulations to meet the requirements of MLUPA. Completion of the updated process will occur prior to the May 2026 deadline for compliance. Execution of specific development proposals will incrementally produce the housing.

POTENTIAL RESTRICTIONS ON HOUSING

MLUPA requires an analysis of potential constraints to housing development.

1) Landowner willingness. The City cannot compel construction and development. If the landowner does not choose to bring land to market, the City cannot change that. This situation is equally applicable for infill sites or land being added to the City. There are several sites within municipal boundaries well suited for development for which the landowner has chosen not to develop or to do so in a very limited way. As noted above, additional land will be required to be annexed to meet housing needs. Montana law places primary control of the annexation process with the landowner. State tax rates set taxes for agricultural land very low which removes one potential motivation to annex and develop property.

Bozeman established an annexation policy to identify City priorities, plans for expansion of utilities and services, and has made a great amount of data available to the public. These actions lessen uncertainty and risk for the landowner and are an enticement to annex. The City works with Gallatin County as described in Theme 7 to encourage annexation. Annexations over the past 5 years are shown on [Map set 4](#) and were all landowner initiated. Annexations back to 1996 are shown on the GIS Community Development viewer linked above. The City continues to encourage annexations consistent with the City's annexation policy.

2) Zoning restrictions are unlikely to limit housing production. Most of the residentially zoned property does not develop to the maximum possible amount as shown on [Map set 6](#). Therefore, zoning does not appear to be a restriction to development. The City has long had a primarily administrative review process except where required state law; and MLUPA transfers additional administrative responsibility for review of subdivisions and other processes formerly reserved to the City Commission. Building permit information is shown in [Map set 5](#) and in the Building Permit Dashboard linked above. The majority of residential zoning in Bozeman historically allowed buildings with multiple dwelling buildings and all residential zoning allows multiple homes on an individual parcel.

3) Utility capacity. The City actively plans for the long-term capability to increase service. The water, wastewater, and stormwater issue plans identify existing conditions, expected future demands, identify needed capital investments to maintain or expand the systems, operational improvements to reduce costs and improve efficiency, and enable coordination with other municipal services. The greatest constraint on utility capacity is state and federal permitting. Water, sewer, and stormwater utilities are subject to external permitting. Wastewater treatment requirements associated with the City's Montana Pollutant Discharge Elimination System Permit impose substantial costs and may represent unsolvable hurdles if the requirements are not well considered. Nutrient regulations are the current focus for MPDES discharge permit regulations that must be thoughtfully considered before implementing new regulations. New nutrient regulations may have a substantial impact on ability for wastewater treatment facilities to accommodate new housing. Impracticable standards introduce uncertainty and unreasonable cost in

service capacity expansion.

Sewer collection infrastructure can also be a large barrier to adding housing. This barrier is often a funding barrier. We have long-term plans for the infrastructure that lay out the most cost-effective means of building the infrastructure. We also have developed some funding in conjunction with public-private partnership funding. However, additional infrastructure funding would further remove barriers to housing development.

The City actively pursues water conservation, water supply acquisition, and best industry practices according to its 50-year water supply issue plan, which is currently being updated, to ensure high level of service and constrained costs to citizens. The City has an annual capital improvement program to identify priority projects, coordinate work within the utilities and across departments to minimize costs, and avoid infrastructure limitations on development. The City actively engages with regulatory agencies to get ahead of potential restrictions, ensure clear communications, and when necessary, pursue revisions to law and permitting processes. As such, there is a significant barrier to developing municipal water supplies, and therefore capacity for new housing, related to water rights permitting. Permitting needs to be streamlined for clarity, predictability, and to reduce time to obtain municipal water rights permits. Currently, municipal water rights permits take anywhere from 5-8 years and significant investment with no guarantee a municipal right can be obtained at the end of such a long process. Other western states with similar water scenarios have more refined and predictable processes for municipal water right development that Montana could benefit from generally known as growing communities doctrine.

4) Private covenants. Most of Bozeman’s housing has been constructed in the last 30 years. It has been common for private covenants to be established with new subdivisions restricting the use of the land or establishing extensive design requirements and review processes. There is no state law governing private covenants or property owner associations to require the transparency and accountability that local governments must provide when restricting property. Covenants are not required to be modified to respond to changes in state land use policy like local governments are required to do and therefore are highly likely to conflict with recent state directives to allow increased building heights, greater flexibility in the type of homes constructed, or other mandates. Covenants are often written with a limited view and are not subject to the periodic review and update process required of local government land use planning. Many covenants have amendment requirements that are very difficult to meet, so that even practical or beneficial changes are not made. There is no legal expiration period for a private covenant so restrictions continue long past the time of utility.

SECTION 76-25-207 LOCAL SERVICES AND FACILITIES

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Fire and EMS Master Plan	Adoption by Resolution	Nov 6, 2017	4848	Link (External PDF)
Fire Department Strategic Plan	Administrative Order			Link (External PDF)
Fire Department 2024 Annual Report	No approval process applies	Ongoing data updates		Link (external PDF)

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Gallatin County Hazard Mitigation Plan & Community Wildfire Protection Plan	Adoption by Resolution	Jan 12, 2021	5256	Link (External PDF)
Mutual Aid Agreements – Fire	Approved by Motion	Mar 5, 2012	Motion	Link (External PDF)
City of Bozeman Law Enforcement	Internal document	2020		Link (External PDF)
Mutual Aid Agreement – Police	Approved by Motion	July 9, 2012	Motion	Link (External PDF)
Cemetery Master Plan	Approved by Advisory Board	Aug 4, 2017		Link (External PDF)
Integrated Water Resources Plan	Approved by Motion	Sep 30, 2013	Motion	Link (External PDF)
Integrated Water Resources Plan Implementation Plan	Approved by Motion	Dec 2, 2013	Motion	Link (External PDF)
Wastewater Collection Facilities Plan	Adoption by Resolution	December 17, 2024	5664	Link (External PDF)
Water Facilities Plan	Adoption by Resolution	Sep 25, 2017	4838	Link (External PDF)
Water Conservation and Efficiency Plan	Adoption by Resolution	Oct 23, 2023	5547	Link (External PDF)
Drought Management Plan	Adoption by Resolution	May 3, 2022	5398	Link (External PDF)
Storm Water Facilities Plan	Adoption by Resolution	May 6, 2025	Motion	Link (External PDF)
Public Works Facilities Master Plan	Internal document	2020		Link (External PDF)
Transportation Master Plan 2017	Resolution	May 1, 2017	4790	Link (External PDF)
Bozeman Community Transportation Safety Plan	Approved by Motion	May 18, 2015		Link (External PDF)
Downtown Strategic Parking Management Plan 2016	Approved by Motion	July 18, 2016		Link (External PDF)
Downtown Strategic Parking Management Plan Existing Conditions Report 2023	Internal document only	2023		Link (External PDF)

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Parks, Recreation, and Active Transportation Plan 2023	Resolution	Sept. 12, 2023	5502	Link (External PDF) Appendices not linked.
Urban Forestry Management Plan	Commission Resolution	February 22, 2016	4679	Link (External PDF)
GIS Data – Com. Dev. Viewer & Public Works Viewer	No approval process applies	Ongoing data updates		Link (External website) Link (External website)
Maps	Data is Incorporated as part of Land Use Plan			Link (external PDF)
Non-City Materials				
School District 7 Enrollment Projections and Trends	No City approval process applies	Updated annually		Link (External PDF)
School District 7 Enrollment Memo 2024	No City approval process applies	Updated annually		Link (External PDF)
Gallatin County Superintendent of Schools County-wide Data	No City approval process applies	Updated annually		Link (External PDF)
MT Office of Public Instruction - School Enrollment	No City approval process applies	Updated annually		Link (External PDF)
Gallatin County GIS Analysis of School Enrollment vs Population Growth Trends	No City approval process applies	NA		Link (External PDF)
Gallatin Solid Waste District Logan Facility License	Approved by MT DEQ.	Nov 15, 1995		Link (External PDF)
Bozeman Health Community Health Needs Assessment 2023	No City approval process applies	NA		Link (External PDF)
Medical Providers Exemplary List	No City approval process applies	NA		Link (External PDF)
Montana Department of Transportation System Map	No City approval process applies	On-going		Link (External website)
Metropolitan Planning Organization	Approved by Motion	Dec 12, 2023	Motion	Link (External PDF)

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Streamline Coordination Plan	No City approval process applies			Link (External PDF)
Streamline Bus – Urban Transit District	No City approval process applies			Link (External website)
Triangle Trails Plan	No City approval process applies	November 23, 2021		Link (External PDF)

Infrastructure is a primary function of a municipality. The City prepares many issue plans to manage these very important and very expensive functions. The City also prepares issue plans and other documents to consider operational needs and data for services. The following table is an example of infrastructure located in Bozeman.

Infrastructure Type	Installed Total Miles Sept. 2025
Water	317.32
Sewer	256.03
Stormwater	135.90
Streets	399.03
	Total Acres
Parks	1,078.09

Most services expand incrementally as the community grows. The City has integrated most departments into the development review system so that all agencies can stay abreast of changes and likely increased demand for services. The funding for some departments, like utilities, come primarily from enterprise funds where regular fees are charged to cover the costs of operations. Some departments, like finance and legal, are funded entirely from the general taxes paid by landowners. Others, like community development, are a blend of fees and taxes. Historically, the state's tax structure has not provided a growth in tax revenues equal to the increase in demand for and cost of services. This has resulted in a greater reliance on service fees to fund municipal operations. The City may only use funding tools authorized by the state. Continuing change at the state level will directly affect the ability of the City to provide services.

The City often coordinates with partner jurisdictions. Mutual aid agreements set terms by which agencies support each other. When the City experienced a large gas explosion Downtown in 2006, many different fire departments in the valley assisted in the response. The City also actively plans for emergencies through the coordination of the Gallatin County Emergency Service. The hazard mitigation plan identifies many possible events that could occur and how to prepare and respond. Locations of local emergency service responders are shown on [Map set 13](#).

MLUPA requires Bozeman to address with the land use plan a number of service subjects where the

City does not control the provision of services. Medical and schools are two examples. Those are separate entities but have provided information included above on existing and future needs. Shifting demographics will influence both municipal and non-municipal services. A declining national fertility rate reduces the number of births and therefore, the required number of schools, changes the types of recreation programming needed from the Parks Department, and likely effects enrollment at MSU. See data links above and [Map 16](#).

Some services, like solid waste are provided both by the City of Bozeman and various private companies. Multiple companies provide composting, solid waste disposal, and recycling. There is one landfill in the county managed by the Gallatin Solid Waste District, of which Bozeman is one participant. The permitting for the landfill is managed by the state's Department of Environmental Quality and predated the preparation of this plan.

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

The City of Bozeman actively manages its infrastructure. The issue plans listed above are integrated with other information through tools like the GIS viewers linked above and asset management software.

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 land use plan 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.

The City draws water from three sources:

- Sourdough drainage: 33 square miles
- Hyalite drainage: 51 square miles
- Lyman Spring recharge area: 13 square miles

Each plan contains analysis of existing and future needs. For detailed evaluation of each facility please consult the appropriate facility plan. The City updates several issue plans each year. The planning time period and frequency of update needed to remain current varies by type of facility.

Some facilities, such as transportation, address the demands placed by many thousands of daily commuters and of persons passing through the community as well as residents. 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.

The City has a highly robust web presence to share infrastructure information. Using web viewers, anyone can see existing and planned 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. The City has invested in sophisticated modeling systems that allow rapid evaluation of potential changes to the water and sewer systems.

The issue plan process provides a first level of review and mitigation for development impact. Facility plans like water or transportation consider probable development and resulting demands. This enables analysis of new demand against existing facilities, identification of where capacity expansion is required, and preliminary system design for new areas. The annual capital improvement program schedules specific projects for construction and coordinates funding. Individual development proposals provide a final level of detail before construction.

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 supported by a voter approved special district. 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. 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 City of Bozeman Engineering Division Design and Construction standards were updated in 2024. 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 and is less expensive for citizens 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 enables 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 and is updated annually through a public process. The facility plans provide the basic material from which to construct the CIP, having identified major needed projects to service an expanded city. 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. Funding for the CIP primarily comes from utility charges, street maintenance and stormwater assessments, and a park maintenance district for maintenance functions. Impact fees for water, sewer, fire/EMS, and transportation provide essential funding for capacity expanding work.

Much of the local scale infrastructure is constructed by private development and later transferred to the City with final plats or other completion processes. These are minimum standard improvements necessary to meet the day-to-day needs of residents and users of new development. In calendar year 2024, private installation of infrastructure resulted in 5.53 miles of streets, 5.52 miles of water mains, 3.31 miles of sewer mains, 2.91 miles of stormwater mains, and 6.965 acres of parks begin transferred to the City. Once transferred they are a maintenance responsibility of the City and municipal fees and taxes pay for their maintenance and operation.

After the 2020 US Census identified that the urban area had exceeded 50,000 persons, the City became part of a new Metropolitan Planning Organization [MPO] during the effective period of of the prior 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, multi-modal networks, and road development. As described in Theme 7 the City is committed to Regional Coordination and will take many different actions to participate in shared decision making. The MPO coordinates transportation planning across a defined area and includes the cities of Bozeman and Belgrade as well as Gallatin County. The MPO conducts analysis and prepares a long-range transportation plan every four years. The MPO is hosted by the City of Bozeman but is funded primarily by federal funds.

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 Triangle Community Plan was completed and adopted in 2021 establishing shared priorities in the area of common interest.

The City does not extend municipal services outside of its boundaries. Therefore, development desiring access to water or sewer service must first annex. The City has most recently documented this policy in Resolution 2025-007. This policy enables a clear delineation in service provision and supports a rational expansion of infrastructure and city boundaries. All services within the City are provided by the City. Services outside the City are provided by another government agency. Gallatin County's recently adopted future land use map identifies areas expected to annex over the near term. 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. Incremental expansion of the City can be seen on the annexation layer available on the Community Development GIS viewer linked above. Data shown is 1996 to current.

SECTION 76-25-208 ECONOMIC DEVELOPMENT

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
2025-2045 Bozeman Population and Housing Forecast	Adoption by Resolution as part of the land use plan			Link (external PDF)
2024 Q2 Economic and Market Update	Data - No approval process applies	Updated annually		Link (external PDF)
2023 Economic Vitality Strategy	Adopted by Resolution	Jun 6, 2023	5443	Link (external PDF)
Urban Renewal Plans	Adopted by Resolution or Resolution	Midtown – July 18, 2023 Pole Yard – July 18, 2023 North Park – Oct 9, 2017 South Bozeman Technology – Nov 5, 2012 Downtown – Nov 20, 1995 Northeast Neighborhood – Nov 14, 2005	Midtown - Ord 2145 Pole Yard – Ord 2146 North Park – Ord 1979 South Bozeman Technology – Res 4414 Downtown – Ord 1409 Northeast Neighborhood – Ord 1655	Link (external PDF) Link (external PDF) Link (external PDF) Link (external PDF) Link (external PDF) Link (external PDF)
Capital Improvement Plan	Adoption by Resolution of Annual Capital Improvement Plan	Dec 10, 2024 (most recent)	5662	Link (external PDF)
Annual Bozeman Land Use Inventory - 2024	Data - No approval process applies			Link (External PDF)
Maps	Adoption by Resolution as part of the land use plan			Link (external PDF)
MT Department of Labor & Industry, 2025 Labor Day Report	No approval process applies – Non-city document	Annual Report		Link (External PDF)
MT Department of Labor & Industry – Montana Labor Market Information	No approval process applies – Non-city website	On-going		Link (External website)

MT Department of Commerce – Site Selector	No approval process applies – Non-city website	On-going		Link (External website)
MT Department of Commerce – Workforce	No approval process applies – Non-city website	On-going		Link (External website)
Chamber of commerce – Tourism Data	No approval process applies – Non-city document	On-going data collection		Link (External PDF)
USDA Economic Research Service, Natural Amenities Scale	No approval process applies – Non-city document	On-going data collection		Link (External website)
Bozeman international Airport Annual Report and Data	No approval process applies – Non-city documents	On-going data collection		Link (External website)
MSU Annual Research Expenditure Report	No approval process applies – Non-city document	On-going data collection		Link (External PDF)
MSU Quick Facts Employees	No approval process applies – Non-city document	On-going data collection		Link (External PDF)
MSU New Students and Success	No approval process applies – Non-city document	On-going data collection		Link (External PDF)

Data on the jobs and economic status are contained in the 2025-2045 Bozeman Population and Housing Forecast and 2024 Q2 Economic and Market Update linked above. The City prepares an economic development issue plan, most recently completed in 2023 and also linked above.

Bozeman is a services hub for southwest Montana. Bozeman-Yellowstone International Airport provides exceptional access to the rest of the nation. As a main gateway to Yellowstone Nation Park, multiple well known ski areas, a Tier 1 research university,



AIRPORT ROUTE MAP, BOZEMAN, MONTANA 2024Q2 MARKET REPORT

and many other attractions Bozeman draws hundreds of thousands of visitors per year and many in-migrants.

Bozeman and the Gallatin Valley are leaders in job creation in Montana with expanding sectors for hospitality, retail, manufacturing, health care, technology, and education including the extensive research activities of Montana State University. An expansion of 26,100 jobs is forecast for the planning period. The 2025 Labor Day Report from the MT Dept. of Labor and Industry shows the Southwest region, including Gallatin County, had the fastest employment growth in the state of 1.0% in 2024, adding nearly 1,700 jobs and the second lowest unemployment rate of 2.7%.

Low unemployment, housing availability limitations, high cost of housing, and limited availability of childcare are all challenges in continued employment growth. Advantages are technology transfer from research at Montana State University, a culture of entrepreneurship, excellent access to national and international markets by broadband and air, and grow local approach to nurturing local businesses. The City supports a healthy economic climate by establishing urban renewal districts to help remove barriers to redevelopment, efficient provision of infrastructure, a land use regulatory environment that allows substantial flexibility, and other tools as outlined in the Economic Development Strategy.

SECTION 76-25-209 NATURAL RESOURCES, ENVIRONMENT AND HAZARDS

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document/Source
Bozeman Community Plan - Theme 4 and Theme 6	Adoption by Resolution as part of the land use plan	November 17, 2020 – Initial	5133	
Bozeman Community Plan Appendices	Adoption by Resolution as part of the land use plan			
GIS Data – Com. Dev. Viewer & Public Works Viewer	No approval process applies	Ongoing data updates		Link (External website) Link (External website)
Gallatin County Hazard Mitigation Plan and Community Wildfire Protection Plan	Adoption by Resolution	Jan 12, 2021	5256	Link (External PDF)
Bozeman Climate Action Plan	Adoption by Resolution	Dec 22, 2020	5248	Link (external PDF)
2024 Green House Gas Inventory	No City approval process applies	Ongoing data updates		Link (External PDF)
Gallatin Valley Sensitive Lands Protection Plan Model Viewer	Acceptance by Resolution	Dec 19, 2023	5559	Link (External website)

Gallatin Valley Sensitive Lands Protection Plan	Acceptance by Resolution	Dec 19, 2023	5559	Link (External PDF)
Economic Development Strategy Update	Adoption by Resolution	June 6, 2023	5443	Link (external PDF)
Urban Forestry Management Plan	Commission Resolution	February 22, 2016	4679	Link (External PDF)
Bozeman Boulevard and Park Tree Inventory	No City approval process applies	Ongoing data updates		Link (External website)
Maps	Adoption by Resolution as part of the land use plan			Link (external PDF)
<i>Non-City Materials</i>				
Montana State Library - Digital atlas, natural resources information system, and other data.	No City approval process applies	Ongoing data updates		Link (External website) FWP Link (External website) NRIS Link (External website) NRIS
State of Montana Field Guide	No City approval process applies	Ongoing data updates		Link (External website) Montana Field Guide
FEMA flood insurance studies	Adoption by Ordinance	March 9, 2021	2057	Link (external PDF)
MT DNRC Water Rights Query System	No City approval process applies	Ongoing data updates		Link (External website)
MT Bureau of Mines and Geology, Groundwater Information Center	No City approval process applies	Ongoing data updates		Link (External website)
MT Bureau of Mines and Geology, Montana Geologic Maps	No City approval process applies	Ongoing data updates		Link (External website)
MT DEQ Open Cut Mining	No City approval process applies	Ongoing data updates		Link (External website)
MT Climate Office	No City approval process applies	Ongoing data updates		Link (External website)
Gallatin County Wildlife and Transportation Assessment: Spatial Analysis	No city approval process applies	Completed May 2025		Link (External PDF)

Gallatin Conservation District Water Supply Outlook Reports	No City approval process applies	Ongoing data updates		Link (External website)
Gallatin County Environmental Health Map	No City approval process applies	Ongoing data updates		Link (External website)
MT Department of Natural Resources and Conservation State Lands Map	No City approval process applies	Ongoing data updates		Link (External website)
MT Department of Fish, Wildlife, and Parks	No City approval process applies	Ongoing data updates		Link (External website)
US Census of Agriculture	No City approval process applies	Ongoing data updates		Link (External website)

Bozeman is located in the Gallatin Valley and is part of the Greater Yellowstone ecosystem. Gallatin County covers over 2,500 square miles of mountain lands varying in topography and climate from temperate river valleys to snow-capped peaks and open ranch lands. Nearly half of all the land in Gallatin County is under public ownership by the Gallatin National Forest, the State of Montana, Bureau of Land Management or the National Park Service. There are also sizable areas of private land held under conservation easements to restrict future development.

Bozeman is adjacent to the Bridger range to the east and the Gallatin range to the south; and the Planning Area is crossed with many small streams. When Lewis and Clark came into the Gallatin Valley, they described it 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.” Resource extraction from beaver pelts, mining, and agriculture in support of the mines drew many early settlers to the area.

The waterways in the valley are primarily small streams, many of which have been modified as part of the agricultural water user facility network. Determining legal status of each waterway is a material challenge and ready and reliable data is difficult to find. One commonly referenced resource is the 1961 water resource survey. Although a very useful tool, the scale of mapping is becoming less useful as more urban development is occurring. Also, the data is now a more than half a century old and becoming less accurate as the area changes. The City has been working with Montana State University, water user representatives, and other partners to upgrade locally available data in both the geographic depiction and attributes of waterways across the planning area. This is a long term project but is making progress.

Bozeman took the lead in working with many community partners to assemble the Sensitive Lands Plan and viewer, completed in 2023. This brings together many different natural resource data sets to enable high-level evaluation of likely issues during development, consideration of conservation, and general awareness. See links above.

Bozeman was originally settled as a supply center for mining activities in Virginia City and elsewhere. Agriculture was a draw for the railroad to come to Bozeman to ship grain from the Story Mill complex and cattle. Development of agricultural irrigation facilities has substantially altered the “plumbing” of the valley, redirecting water flows, creating channels or modifying streams to carry additional flows for

irrigation. The creation of the sweet pea industry in the area in the early 1900's created industrial facilities and many jobs. Echoes of that industry live on in the Sweet Pea festival each summer. Although the economic influence of agriculture has decreased in the community over time, the community character of open fields and agricultural activities is still much appreciated and recognized. Multiple farmer's markets, local food initiatives, and other activities help local agriculture continue to be valued. Preservation of open lands and functional agriculture is a frequent comment on land use matters and agriculture uses a large portion of the total land area of Gallatin Valley.

Bozeman citizens have planted a significant urban forest in the Bozeman municipal limits with over 27,000 public trees and a great number of trees on private property. Most native trees follow streams or other water sources. The City Forestry Division is responsible for public trees. Development regulations require trees in the public rights-of-way with new construction, in parking lots, and along watercourses. This increases tree canopy, species variety, supports and increases wildlife habitat, and creates a more pleasant and healthful environment for people.

Development to urban uses changes both the appearance and function of land. There are many public resources, such as those linked above, which provide information on many aspects of the physical environment. This information provides early identification of plants, animals, topography, and other natural environment related issues that may need to be addressed through the development review process. The scale and refinement of the data is rarely adequate to meet the site design needs in an urban environment. For this reason, the development review process requires additional, more detailed, information.

The City has adopted regulations to protect natural features such as wetlands or watercourses. These regulations prioritize protection first and mitigation second. The regulations also recognize that humans and larger animals can conflict to the detriment of both. For this reason, the city does not attempt to preserve habitat within the city for larger animals like elk or bears. The 2025 Gallatin County Wildlife and Transportation Assessment: Spatial Analysis evaluated wildlife mortality from vehicle collisions. It documented vehicle related mortality along Montana Department of Transportation roadways (3,710 ungulates and 36 carnivores over 15 years) and identified methods of mitigation. Most of the study area was outside of the Planning Area but still provides valuable information.

Water is a common feature in wildlife and human habitat. Bozeman has adopted aggressive water conservation measures to reduce consumption. Attached housing such as apartment buildings consume less water per home than detached homes. Water consumption per home in Bozeman is less than other large Montana communities or rural development reliant on exempt wells. Development per Bozeman standards and in city limits therefore reduces impact on water supply and reduces withdrawals from natural sources. Bozeman has an active stormwater management program that ensures treatment onsite, controls storm surges from runoff, and actively maintains city storm water infrastructure to reduce pollutants and maintain a more natural water flow profile. The water reclamation facility treats sewage to a very high standard before discharge reducing water pollution and is more effective at removing pollutants than individual rural or suburban septic systems. Nutrient pollution in groundwater is an increasing problem across the valley. The Environmental Health Services division of the Gallatin-City County Health Department is responsible for review and issuance of septic permits in conjunction with subdivision or individually. Their website provides many resources and information on the topic.

Development that meets standards has addressed the natural resources issue unless specific information provided through the development process supports a different conclusion. Development

within the city reduces land consumption and encroachment into more appropriate habitat areas, lessens water consumption, and reduces water pollution. Streets in Bozeman also have lower speeds and urban development consumes fewer acres per person. Therefore, development within the city is protective of wildlife habitat and species when completed consistent with adopted standards.

The city also acts to protect the natural environment by enabling greater walking or biking in place of solely motor vehicle dependence. This is done through creation of safe and functional multi-modal transportation networks, both through parks and trails and also associated with the street network. This is consistent with the City's Climate Action Plan, Parks Recreation and Active Transportation Plan, and Transportation Master Plan. A compact urban form is supportive of use of non-motorized transportation when paired with effective travel networks. Bozeman has been actively developing functional networks for many years and continues to work to close gaps, extend travel corridors, and coordinate different travel modes.

Natural Hazards in the Bozeman area include earthquake, flooding, wildfire, and drought. Earthquake faults are nearby and Montana is the fourth most seismically active state. Flooding is primarily a threat along Bozeman and Bridger Creeks as they pass through the community and floodplains are mapped for those watercourses. Setbacks required from watercourses provides space for water to flow and reduces likelihood of damage. Development regulations may require floodplain analysis for mapped and unmapped areas. Bozeman is not embedded in a natural forested area but is still at risk of grassland or other wildfire. City standards for street connectivity, water supply, and fire hydrant placement enable evacuation and fire fighting tools. Wooded areas do enter the community along watercourses like Bozeman Creek can provide entry points for fire hazard from rural into urban areas.

The City participates in a variety of hazard mitigation activities. Development regulations limit development on steep slopes, development within floodplains is prohibited, emergency service access is assured with each development, and the building codes address the physical construction of structures to ensure earthquake resistance.

The City partners with other local governments in preparing and implementing the Gallatin County Hazard Mitigation Plan to address these and many other hazards. The Integrated Water Resources Plan and other water planning documents address water supply, water conservation, and water management to limit the impacts of drought.

The natural environment contributes to Bozeman's economy as well. Agriculture both large and small scale continues to support local jobs. Artisan foodstuffs and products are featured in local restaurants serving tourists and locals alike and are available through multiple farmer's markets. Agriculture maintains open spaces that provide habitat and visual enjoyment. Skiing, hiking, fishing, and biking as well as other activities are tourism draws and amenities that encourage people to locate themselves and firms in Bozeman. Proximity to Yellowstone National Park and multiple ski areas has enabled growth in air services that in turn supports other business development.

SECTION 76-25-213 LAND USE AND FUTURE LAND USE MAP

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Bozeman Community Plan, Chapters 3 and 5	Adoption by Resolution as part of the land use plan			
Bozeman Annual Land Use Inventory - 2024	No approval process applies	On-going		Link (external PDF)
Maps	Data is Incorporated as part of Land Use Plan			Link (external PDF)

Chapter 3 of the Bozeman Community Plan describes the future land use map (FLUM) and the designations on it. The entire Planning Area has a designation. The FLUM is not tied to a specific timeframe or projection of growth but represents a potential future condition to occur if land changes from present use. The Planning Area boundary is not a limitation on municipal growth. Rather, it is a practical area for evaluation of growth potential and needs considering physical and jurisdictional limitations.

The FLUM indicates potential development options with multiple implementing zoning districts. This approach allows for a “best fit” zoning district analysis based on the specifics of a property and wishes of the owner. Municipal zoning does not apply until land is annexed and the land use plan likewise is only advisory until land is annexed.

Future need for land is identified in the various issue plans and documents provided above. The Planning Area is readily able to accommodate any of the population and employment forecasts from the 2025-2045 Bozeman Population and Housing Forecast. Discussion of the amount of land needed for future housing is provided above under the Housing topic.

Bozeman publishes an annual land use inventory for the city. This data describes actual use on a site, how much of each use is occurring within each zoning district, and the area of each type of zoning district in the City. The report is by acres and does not count dwellings or square footage of non-residential uses. The City has completed this work since 2000. The annual report includes the data for the current year and nine prior years. A large map of the 2024 inventory is provided as Map 1. The data is also available through the City’s Community Development website and the GIS Community Development viewer.

The future land use map is focused on commercial nodes allowing for ready access to services and employment as the community grows and new residential areas development. The node based plan supports lower vehicle use, greater ability to walk or bike to services, and correspondingly lower costs for transportation and lesser pollution. [Map set 15](#) shows distances buffers from existing commercial zoning and from proposed commercial areas. The placement of nodes allows reasonable service access from nearly anywhere in the planning area. The distances of the buffers are based on walking and biking generally accepted practical distances.

A small version of the future land use map is included in Chapter 3 of the Bozeman Community Plan. A large format version is available through the City’s website and [Map set 18](#). The area of different future land use designations within the City and in the Planning Area overall are below.

Designation Name	Acres in City	Acres in Entire Planning Area
No City Services	522.4	4566.1
Traditional Core	136.3	136.3
Regional Commercial and Services	1027.1	1028.4
Industrial	1119.3	1200.3
Makers Space Mixed Use	59.2	333.8
Residential Mixed Use	541.3	982.7
Community Commercial Mixed Use	1452.4	2115.0
Public Institution	1630.7	3428.3
Parks and Open Lands	1507.6	2905.8
Urban Neighborhood	6116.8	28,644.8
Total	14,113	45,341.4

SECTION 76-25-214 AREA PLANS

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Downtown Bozeman Improvement Plan	Adoption by Resolution	April 15, 2019	5005	Link (external PDF)
Bozeman Creek Neighborhood Plan	Adoption by Resolution	April 18, 2005	3786	Link (external PDF)
Bozeman Health Subarea Plan	Adoption by Resolution	October 8, 2024	5597	Link (External PDF)
Midtown Action Plan 2017	Adoption by Resolution	August 21, 2017	4781	Link (External PDF)

The City has adopted several area plans over the years. These four are still consistent with the land use plan and are continuing forward. Area plans are periodically updated as necessary to remain consistent with the land use plan or are dropped from future jurisdiction wide plans.

Each plan went through an independent development and review process with its own public engagement and decision. Each plan is available through the Community Development website.

SECTION 76-25-215 ISSUES PLANS

The city prepares many issue plans to assess current conditions, identify future needs, and determine courses of action for facilities and services. Most of them predate passage of MLUPA and when updated will follow the issue plan process as identified in MLUPA. See responses for Sections 76-25-206 to 76-25-213 MCA and Chapter 1 of the Bozeman Community Plan for identification of individual plans and links to them. All plans referenced are available through the City's [Laserfiche](#) archive.

SECTION 76-25-216 IMPLEMENTATION PLAN

Document Name	Approval Process	Date of Approval	Resolution/Ord	Hyperlink to Document
Bozeman Community Plan, Chapter 4	Adoption by Resolution as part of the land use plan			
Bozeman Community Plan Metrics Dashboard				Link (external website)
Bozeman Community Plan Annual Implementation Report				Link (external PDF)
Capital Improvement Plan – Annually Updated	Adoption by Resolution of Annual Capital Improvement Plan	Dec 10, 2024 (most recent)	5662	Link (external website)
Issue Plans	Adopted independently as described above.			


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[Unique Neighborhoods](#)
[Downtown and Complementary Districts](#)
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The Community Plan is a fundamental policy document guiding growth and development in Bozeman. The Plan guides land-use and development decisions to evaluate and prioritize the City's actions moving forward. It reflects the community's shared values and priorities.

[View the Community Plan](#)

Community Plan Indicators

Seven Themes describe community-derived desired outcomes. The Themes contain objectives and actions to guide the City towards its Vision. Each Theme has one or more identified indicators, which use data to measure success

Chapter 4 of the Bozeman Community Plan discusses implementation of the plan. Metrics to evaluate progress for each Theme are identified and an online dashboard displays aggregated data on implementation. No changes to the metrics adopted in 2020 are made by this update. Chapter 4 also calls for an annual report on implementation progress. The report for fiscal year 2024-2025 is linked above.

The 2020 edition of the land use plan identified 14 short term actions to advance the goals and objectives of the plan. The City completed 10 of 14 recommended actions or will complete them with adoption of the Unified Development Code update now in review.

This technical compliance update carried forward the remaining four short term actions and added a fifth to complete correction of identified inconsistencies between the future land use map and the zoning map. This new action item will be addressed with completion of the Unified Development Code update scheduled for completion by the end of calendar year 2025.

Short term action item #3 is currently underway. A gap analysis has been completed and prioritization and identification of funding is occurring. The remaining action items will be considered as part of the overall prioritization of work process.

Other goals and objectives of the plan are carried out as daily work. For example, “Goal RC-3: Collaborate with Gallatin County regarding annexation and development patterns adjacent to the City to provide certainty for landowners and taxpayers.” This goal was advanced by City participation in the County’s recent development of their future land use map and is advanced with individual applications for annexation as the City shares application information and provides an opportunity to comment to Gallatin County and Fire Districts presently servicing the site. Gallatin County encourages landowners adjacent to the City and considering development to contact the City regarding annexation.

Goal DCD-2: “Encourage growth throughout the City, while enhancing the pattern of community development oriented on centers of employment and activity. Support an increase in development intensity within developed areas.” This goal moves ahead as the City works with landowners to understand the opportunities they have for development of property. The zoning standards enable the construction of accessory dwellings, addition of additional residential structures, renovation of existing buildings, or removal and redevelopment of sites. No area of the city is blocked from further development. The City actively maintains its infrastructure including upgrading water and sewer mains as part of the regular maintenance cycle to provide additional capacity in areas of existing development. The CIP also helps identify timing for correction and removal of service impediments.



HISTORY AND PHYSICAL SETTING

This Appendix includes the history of Bozeman and additional physiographic 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 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

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 non-indigenous 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 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,

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



Main Street in Bozeman, circa 1868

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.

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



Main Street in Bozeman, circa 1893

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 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



Bird's eye view of Bozeman, circa 1900

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 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



Sweet Pea Festival Parade, circa 1930s

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.



Main Street in Bozeman, circa 1940

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 building has since been renovated, expanded, and converted into a hotel and is now the tallest building in downtown.

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 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



North 7th Avenue, circa 1970

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, 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



Main Street, 2019

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. The EPS report prepared for the 2020 edition of the plan noted that, a household needs to earn at least \$68,400 annually to afford a home in Bozeman at the 30 percent of income affordability standard.

The 2024Q2 Market Report finds the median prices of a home is now up to \$784,500, a very large increase. Wages have seen a strong increase as well with Bozeman now with the highest median household income of comparable Montana cities, but escalating cost of housing for both rent and purchase has been a defining feature for Bozeman in the past five years. Today, a household would need to earn 208 percent of the Area Median Income to afford the current median home price.

As the 2018 Economic and Planning Systems, Inc. (EPS) Report stated, “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.”

This rapid pace of economic development has continued. Before the Covid downturn in 2020 the growth in employment in the County was more than twice that of either Montana or the U.S. as a whole. In the years beyond that dip its growth has been even faster according to the U.S. Bureau of Labor Statistics. Gallatin County has accounted for 30% of all job creation in the state between 2018-2023.

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

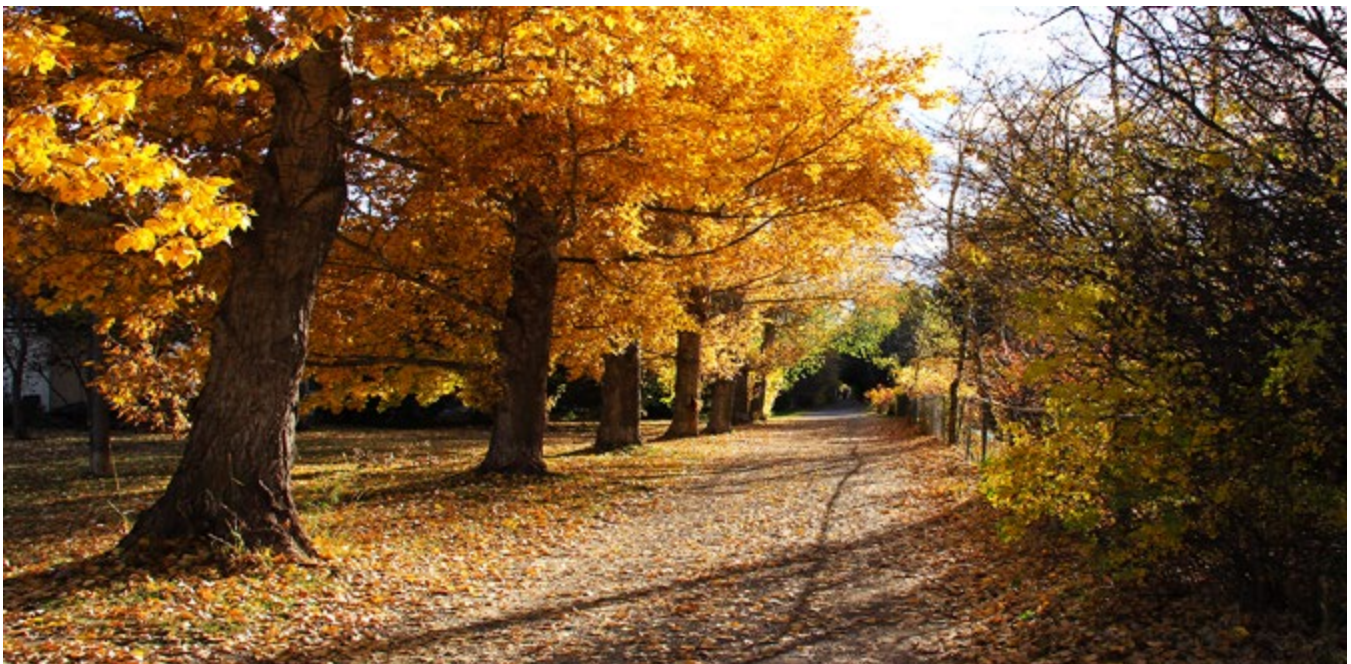
Providing generally higher wages, these clean industries are widely regarded as examples of desirable economic development that is in many ways compatible with the much-cherished natural amenities that southwest Montana offers to its residents and visitors. The local economy has also been fueled in recent 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.

The 2018 EPS report 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 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 increases the demand for more affordable and attainable housing development in the community.

The rate of in-migration jumped with the onset of the 2020 COVID-19 pandemic. This global event had significant local impacts with schools and businesses switching to remote classes and work, interruptions in the supply chain causing shortages of various items, loss of jobs, and most importantly loss of life. In the first year of the pandemic, 55 residents died in Gallatin County

Another consequence was a rapid increase in people seeking to relocate to Bozeman and other areas seen as less hazardous. Housing prices, already high compared to wages, jumped 17.4% in 2020 and 29.6% in 2021. These changes were supported by the ability for people to work remotely due to increased access to high-speed internet connectivity. If you were working outside of the office you could do so just as well in Bozeman as elsewhere. Although remote work has decreased recently it is still at 15% in Bozeman, a large portion of the workforce.

The surge in housing demand has also stimulated significant amounts of new home construction. The City's building permit records show 7,140 homes having been issued building permits between January 1, 2021 and July 1, 2025.



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, an attractive community, and increasing economy. These amenities will continue to attract people to our community. The challenge is accommodating growth and change while maintaining the very qualities that brought people to Bozeman.

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 bounds 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 conveyances. 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;
- 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 facilities. 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 reduce recharge, rural development, 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 in its character. Regular snowfalls support multiple ski area which many locals and tourists enjoy and icy roads which are not enjoyed. The melting snow feeds streams supporting multiple well known fishing locations that draw people from

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.

around the world and irrigation flows to support agriculture. Many popular hiking areas are near streams. The dry late summers are often marked by wildfires and smoke migration from other areas often turns the summer and fall skies brown

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

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 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. 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. There are no commercial gravel mines within the planning area but many local ponds in newly developing areas were created by extracting gravel to develop the subdivision.



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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. The area within which the City plans. Areas outside the city limits are only advisory. See Figure 3-1. For the most recent version see the City’s website.

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, in-migration, 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.

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.

