2009 DOWNTOWN BOZEMAN IMPROVEMENT PLAN
2018 PROGRESS REPORT

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City Commission unanimously adopted the 2009 Downtown Bozeman Improvement Plan as a visionary framework of objectives to keep downtown Bozeman a vibrant community center and competitive commercial district.

In a conscious effort to maintain and build upon a planning progression, the 2009 Downtown Plan was developed as an extension of the 1998 Downtown Bozeman Improvement Plan and the 1995 Downtown Urban Renewal Plan.

This report highlights progress made towards accomplishing the major goals and objectives of 2009 Downtown Plan.

Within this report passages in black font are direct excerpts from the 2009 Downtown Plan. Sections in blue font are the progress notes and links are included to access additional information or specific program documents.

The intent is to document which objectives have been completed (or not) and to identify which objectives are still being addressed. Thus, each objective will be categorized and noted as either “completed”, “partially completed”, or “not completed”.

City Commission Resolution 4230 adopting the 2009 Downtown Bozeman Improvement Plan
http://weblink.bozeman.net/WebLink8/0/doc/40986/Page1.aspx

The 2009 Downtown Bozeman Improvement Plan can be found here:
https://downtownbozeman.org/uploads/Pdfs/DBIP_Final_12-14-09_SM.pdf

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Intent Statement
This Downtown Improvement Plan is intended to guide decisions by public bodies, private businesses, and non-profit organizations for at least ten years to come. It provides a solid framework to move forward and solidify downtown Bozeman’s place in the community and the region.

Over the past twenty years, Bozeman has spent considerable resources and energy making its downtown healthy, vibrant and strong. The six to eight blocks along Main Street, with its wide array of shops, services, high quality restaurants, coffee houses, and precious architecture is looked upon with envy by many communities. However, other parts of downtown Bozeman outside of Main Street are not performing as well as such areas in other, similar communities.

Economic Development Focus
Downtown is front line economic development. There is a direct correlation between the health of a downtown and the health of the city in which it is located. So, a great downtown helps contribute to and build a valued community that in turn attracts stable businesses and residents and visitors, and that in turn creates tax base to support the community, its amenities and services, and so continues the cycle of success.

Downtown’s impact on the entire community means that any investment in downtown Bozeman has the potential to increase the livability, attractiveness, and value of the whole City. Thus, the “balance sheet” against which investments should be judged is not just a single block or series of blocks on Main Street.

Opportunities for Downtown Bozeman
Private investment follows public commitment. In other words, most developers, business owners, and others want to put their money and life’s work where it will be reinforced and amplified by established public goals and investments. It is usually the public sector’s goal to set the stage and standards and demonstrate that its downtown is a safe, attractive, exciting—and ultimately profitable—place to invest.

The consultant team’s initial experience-based assessment is that there is potential in the Bozeman downtown market for approximately 500 additional residential units. Downtown residents energize the rest of downtown because they support more local retailers, events, and other commercial activities than residents of other areas or downtown employees.

Like many other cities, Bozeman faces challenges it must address to keep its downtown prosperous, lively, and appealing. Competition from the outward growth of retail and other commercial businesses is an ongoing struggle for downtowns as they try to remain at the center of commerce and civic life.
The following principles are intended to provide the philosophical foundation to the Plan and the recommended next steps. As various actions are considered, these principles can be checked to ensure that every action is accomplishing one or more of them.

1. Downtown Bozeman should be the location of buildings of the greatest height and intensity in the community.

2. All streets and sidewalks in downtown should be designed to make the experience of pedestrians and bicyclists safe, comfortable and visually appealing.

3. Downtown should be the focus of civic life, with a concentration of local, state and federal government as well as arts and culture.

4. The scale and character of the historic core should be protected but other downtown districts should be able to accommodate contemporary development of greater height and density.

5. Parking should not govern development potential; the amount of parking relative to development should decrease. Parking inventory should be managed so as to ensure convenient access for customers.

6. Transit should be expanded to serve downtown more extensively and frequently.

7. Public spaces – both large and small – should be enhanced and made active through programming or adjacent uses that can animate and oversee them.

8. Housing – for all income levels – should be encouraged by a variety of methods.

9. Sustainable methods and techniques should be applied to infrastructure, street design and redevelopment to contribute to a healthier and greener community.

10. New buildings should be designed to the level of permanence and quality appropriate for a downtown setting.

11. Create strong connections between sub-districts, and from Downtown to the surrounding community.

12. Natural features and the surrounding mountain setting should be highlighted and emphasized whenever possible, strengthening the amenities unique to the city of Bozeman.
2009 Downtown Bozeman Improvement Plan—STRATEGIES

Create Distinct Districts  Not Completed
Downtown is large and complex with distinct areas emerging. Divide downtown into five districts with unique character and differing standards for height, parking and building design.

Distinct districts have not been formally established. Nonetheless, the Community Development Department regularly refers to the various districts and the characteristics attributed to each in the 2009 Downtown Plan as part of their staff reports.

Build Housing  Partially Completed
Encourage residential development as the economic engine for the commercial core. Potential for construction of up to 500 housing units over five to fifteen years. The presence of significant housing is the most critical missing piece of Bozeman’s downtown, and for it to be vital and sustainable over time, housing should be developed in great numbers and varieties, at all price-points, both rental and for-sale. This recommendation is a “cornerstone” of this plan. The very future of downtown is dependent upon the successful development of housing -- both for people in the community who wish to stay but downsize as well as for newcomers.

Since the adoption of the 2009 Downtown Plan, nearly 100 new residential units have been constructed.

The Downtown Urban Renewal District established a housing grant program to incentivize the development of new residential units.  

97 new housing units have been constructed since 2009
• Block M  18 units  completed 2016
• 5 West   46 units  completed 2017
• Hawthorne Place   5 units  completed 2017
• NeBo Lofts  12 units  completed 2017
• Willson Residences 16 units  completed 2017

46 new housing units have been approved but not constructed
• Black Olive  46 units  to be completed 2019

See “Housing Appendix” for images of these residential projects.

Create a Network of Open Spaces
Enhance the built environment with natural features specifically highlighting Bozeman Creek. Recommended initiatives include:

• Greening the Streets  Partially Completed
As part of an integrated traffic and streetscape improvement plan, street trees should be planted throughout the downtown core area to enhance the urban environment.
Since 2010, 42 street trees have been planted along Main Street and five side streets. During that same time, approximately 12 street trees have been replaced downtown.

The downtown flower basket program has grown from 156 baskets in 2010 to 272 in 2018; a 75% increase. This program involves hanging two 18” diameter flower baskets on each street lamp from early June until late September.

- **Transforming the Alleys**  
  Partially Completed  
  The alleys that wrap around Main can be planted with greenery, provide natural drainage, create a unique pedestrian network, and provide usable outdoor spaces for residents and businesses.

  The Downtown Partnership created the “Downtown Alley Sketchbook” with simple examples of how property owners can add green elements and pedestrian scale lighting adjacent to alleys. The Downtown Urban Renewal board has funding available to pilot some of these alley improvements.  
  Downtown Alley Sketchbook  
  http://downtownbozeman.org/uploads/Pdfs/Downtown_Alley_Sketchbook.pdf

- **Adding Plazas and Courtyards**  
  Partially Completed  
  Downtown would benefit from more functional open spaces that can be used and enjoyed day and night by residents, visitors, and workers nearby.

  This role has been left to be fulfilled by the private sector. The recent Element Hotel, 5 West, and Lark Hotel developments have incorporated front patio and rear courtyard spaces.

- **Opening Bozeman Creek**  
  Not Completed  
  Bozeman Creek should be revealed and made a centerpiece of a downtown open space system.

  The “Downtown Bozeman Creek Park(ing) Project” was completed in 2012 for the public parking lot at the northwest corner of Babcock Street and Rouse Avenue. This conceptual plan proposes: 1) enhancing Bozeman Creek; 2) creating a creek side park; 3) maximizing public parking capacity and function; and 4) mitigating storm water issues. The project has yet to be completed in large part due to the $350,000 cost estimate.  

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**Tame the Traffic & Build Complete Streets**

Incorporate better pedestrian and bicycle amenities to the street system. Recommended initiatives include:

- **Reduce Truck Traffic and Invite Bicyclists to Main Street**  
  Partially Completed  
  To further reduce noise, congestion, and pedestrian and bicyclist discomfort, large through-truck traffic should be diverted around downtown on I-90.
The 2015 Downtown Truck Traffic Study quantifies and qualifies through-truck traffic along Main Street and identifies alternate truck routes. The study determined that only about 33% of the large trucks downtown are long-haul rigs travelling through Bozeman to an out-of-area destination. Most of large trucks on Main Street were identified as local delivery trucks. The preferred alternate truck route for through-truck traffic proposes using I-90 and Jack Rabbit Lane to bypass Main Street in Bozeman.

2015 Downtown Truck Traffic Study

Cyclists of all levels of experience should be welcome and invited to visit downtown.

A variety of bicycling amenities have been implemented downtown. Four on-street bike parking stalls are seasonally installed to increase capacity for the peak season. Bike “sharrows” have been added to Mendenhall and Babcock Streets. A Dero Fix-it Station was installed at the parking garage allowing cyclists perform minor repairs and inflate tires.

Lastly, the 2007 update to the area transportation plan calls for a signalized pedestrian crossing to be added at Broadway and Main Street.

A traffic signal was installed at Main Street and Broadway in 2016. This signal includes the same pedestrian features found at all downtown Main Street intersections: delineated crosswalk and button activated pedestrian countdown timers.

- **Connect Babcock to Library**  
  Connecting Babcock to the library parking area will serve to lace the library into the existing street grid, reinforcing its close proximity to downtown.

  Accomplishing this objective would require securing a public right-of-way easement between South Wallace Avenue and the City Library property. The needed easement is across land privately owned by Empire Building Materials and currently occupied by a warehouse. The best opportunity to connect East Babcock Street to the Library site would be at such time the property is sold and/or redeveloped.

- **Complete Side Street Enhancements**  
  Completing side street enhancements will help to strengthen the connection between downtown and surrounding neighborhoods.

  To help “set the stage” for the desired side street improvements, the Downtown Urban Renewal District retained the services of TD&H Engineering to complete preliminary engineering plans of every side street streetscape. As the engineering project proceeded the scope was expanded to include East Main (east of Rouse) and Mendenhall Street.
The Streetscape Assistance Program was established in 2010 to help defray the costs of installing new streetscapes, which includes sidewalks, lamps and trees. 
https://downtownbozeman.org/uploads/Pdfs/DTNBZN_Streetscape_Assistance_Program.pdf

Since 2010, this grant program has facilitated 14 streetscape projects that improved 15 block faces. In addition to new curbs and sidewalks, these projects included the installation of 57 new street lamps and 42 new street trees.

- **Convert Mendenhall and Babcock to Two-way Streets**  
  Not Completed
  A major obstacle to introducing housing to downtown right now, is the one-way couplet of Mendenhall and Babcock. Currently, these streets act more as a major through-way, getting people through downtown, than moving people within downtown.

  The conversion of Mendenhall and Babcock streets from one-way to two-way streets has been proposed in the 1995 Downtown Urban Renewal Plan, the 1998 Downtown Bozeman Improvement Plan, and the 2009 Downtown Bozeman Improvement Plan, yet no actions to do so have happened to date.

  This topic always invites a lively debate, but the reality is that converting the one-ways will require thorough traffic analysis of not only Mendenhall and Babcock but also Main, Lamme, and Olive Streets plus North 7th, Willson, Rouse and Wallace Avenues. The City of Bozeman Public Works Department and the Downtown Partnership are working together to plan and fund the necessary traffic modelling.

**Create a Unique Place**

Improve and enhance the distinctive features that define downtown Bozeman as a unique place. Recommended initiatives include:

- **Façade Improvements**  
  Partially Completed
  It is important that all frontages along Main Street be preserved or enhanced and maintained, in order to retain and strengthen the quality historic character of the district.

  Over a dozen façade improvement projects have been facilitated since 2010 by the award of Technical Assistance Grants. Almost all these projects involved restoring historic facades.

- **Signage Preservation**  
  Partially Completed
  Bozeman should encourage the preservation of historic signs, as well as encourage new and unique pedestrian scale signs.

  Signage preservation is accomplished through the City of Bozeman sign and historic preservation code provisions.

- **Assistance Grants**  
  Completed
  The Downtown Bozeman Partnership should consider implementing financial and technical assistance programs within the Downtown Plan area.
A variety of financial incentive grants were established by the Downtown Urban Renewal District since 2010 including:
- Technical Assistance Grant—for façade improvement and redevelopment planning
- Streetscape Assistance Program—for purchase of new street lamps
- Hotel Incentive Grant—to offset associated City impact fees
- Residential Incentive Program—to offset associated City impact fees
- Life-Safety Grant—for cost share of installation of dedicated fire lines
- Fiber Connectivity Grant—for cost share of connecting to the fiber network

**Emphasize Local and Unique**

These characteristics should be highlighted and emphasized through preservation, architecture, art, and urban design, and made accessible to the public through their integration with the downtown public realm.

Several significant public art initiatives have enhanced downtown’s colorful culture. The ART-- Artistically Reclaimed Trafficboxes--Project (2012) wrapped eleven large traffic control cabinets with graffiti resistant graphic vinyl. Each wrapped cabinet features original local art.

Since 2011, the Downtown Partnership has been a funding partner of the Gallatin Art Crossing which has installed over 50 art sculptures throughout the downtown district. Each year the Downtown Partnership has contributed matching funds to purchase the “people’s choice” winner as part of a permanent collection.

Following the 2009 gas line explosion and fire in the 200 block of East Main Street, the Downtown Partnership commissioned art murals at the two remaining vacant lots. Each mural was designed and painted by student art groups.

**Strengthen Downtown Businesses**

**Attracting Start-ups**

The community needs to find ways to build upon the strength by nurturing start-up businesses. Some of these might be users of office space such as high tech firms. Others might be seedling retailers who could eventually grow into larger spaces.

The Downtown Urban Renewal District contributed $750,000 to the construction of a robust fiber broadband network in 2016 and 2017. The open-source fiber network is operated by Bozeman Fiber, a non-profit organization, and hosts multiple contracted ISPs. The network provides easy access to competitively priced fiber internet services to the majority of downtown buildings and businesses.

**Building Office Space**

Although this plan places great emphasis upon providing housing within the downtown, it is also important to make sure that space for office users is available.

Approximately 60,000 square feet of new office space has been developed since 2010 including: F&H Building, 5 West, The Dutton, and the second floor of Owenhouse. Additional office and professional services space is still in high demand. The 2016 City of...
Bozeman Economic Development Strategy Update indicated downtown as the most desirable business location across all sectors (see figure below).

- **Decrease Parking Requirements**  
  Completed  
  One of the aspects of the current code is that relatively high parking ratios are required. Many downtowns across the country have no parking requirements, others have reduced them dramatically.

  In 2010 specific code revisions were adopted as recommended by the 2009 Downtown Plan including: exempting the first 3000 square feet of a development or reuse; reducing minimum requirement for residential development to one space per unit; and allowing for parking reductions for proximity to transit and structured parking.

- **Effectively Manage Public Parking**  
  Partially Completed  
  Parking plays a role in every aspect of downtown. Cooperative efforts should be made to maintain the availability of convenient public parking for customers, employees, and visitors throughout the downtown district.

  With funding support from the Downtown Urban Renewal District, the Bozeman Parking Commission has performed regular parking studies analyzing occupancy rates, dwell time and turnover.

  2010 Downtown Parking Study  
  [https://www.bozeman.net/Home/ShowDocument?id=1758](https://www.bozeman.net/Home/ShowDocument?id=1758)  
  2012 Downtown Parking Study  
  [https://www.bozeman.net/Home/ShowDocument?id=1760](https://www.bozeman.net/Home/ShowDocument?id=1760)
With funding from the Downtown Urban Renewal District, the Bozeman Parking Commission contracted with Rick Williams Consulting in 2016 to develop a comprehensive parking management plan that responds to the unique environment, goals, and objectives of Downtown Bozeman. The Plan recommends a variety of strategies to: update parking policies and codes; better maintain and operate exiting parking assets; and consider funding sources for parking inventory expansion.

2016 Downtown Strategic Parking Management Plan
https://www.bozeman.net/Home/ShowDocument?id=1762

- **Capitalize on Bozeman as a Regional Hub**
  The Downtown Partnership should develop a strategic plan to capitalize on the regional and national economic drivers unique to Bozeman. This might include implementing a comprehensive local and regional way-finding sign plan and a creative marketing strategy.

  The Downtown Partnership has had preliminary discussions with the City of Bozeman about developing and implementing a community-wide wayfinding system that would prominently feature the downtown district. No action has been taken to date. In 2016 the Downtown Partnership launched a revised branding strategy including a new website, business directory, outdoor kiosks, and business resource guide.

- **Coordinate Infrastructure Improvements**
  Considerable time and effort should be invested to balance the need for infrastructure work and the resulting disruptions.

  The Department of Public Works has been actively developing models for traffic impacts and water/sewer operations. These models will identify system deficiencies so that necessary work to remove constraints can be coordinated thereby reducing costs and lessening impacts on the public. The City recently established a cash-in-lieu of infrastructure option to create project timeline flexibility for when improvements are needed but not yet ready for construction.

- **Possible Conference Center**
  Few investments stimulate a local economy over the long term as much as conference centers do. In fact, it’s somewhat curious that Bozeman does not already have such a center, given its national reputation.

  While the development of a downtown conference center has not be proposed, the Chamber of Commerce has completed preliminary feasibility assessments of locating one in either the North 7th or North 19th corridors. Nonetheless, since 2010 a considerable amount of flexible meeting space has been built or redeveloped downtown including: American Legion; Baxter Hotel; Bozeman Event
Center; Element Hotel; Rialto Theater. This is in addition to the meeting space available at the Bozeman Public Library and the Emerson Cultural Center. The approved Etha Hotel design includes 15,000 square feet of flexible meeting and event space.

- **Boutique Hotel**  
  **Completed**  
  In some ways it is surprising that a community of Bozeman’s stature does not already have a small 50-80 room, “four-star” hotel downtown.

  The Downtown Hotel Incentive Program was created in 2011 to address the lack of quality hotels.  
  Downtown Hotel Incentive Program  
  [https://downtownbozeman.org/uploads/Pdfs/2014_Hotel_Incentive_PROGRAM.pdf](https://downtownbozeman.org/uploads/Pdfs/2014_Hotel_Incentive_PROGRAM.pdf)

  Three hotel incentive grants were awarded to the Block G Hotel (Element by Westin), the Etha Hotel, and the Lark Hotel.

  The Element Hotel by Westin was completed in 2015 featuring 104 suites, meeting space, indoor pool, and full-service restaurant.

  The first phase of the Lark Hotel involved renovating the 38 rooms of the old Imperial Inn which was completed in 2015. The second phase of the Lark Hotel consists of constructing a second building which includes 28 rooms and a coffee shop to be completed in 2018.

  The Etha Hotel will have 120+ rooms, full-service restaurant and bar, and 15,000 square feet of event/meeting space. Construction is slated to begin in 2018.

  See “Hotel Appendix” for images of these hospitality projects.

- **Downtown Districts**  
  **Partially Completed**  
  The City should adopt a set of regulations that are tailored to downtown and the various districts that are suggested.

  A series of downtown specific regulations were adopted including: the parking reductions (2010); chapter 4B of the design guidelines (2015); and a variety of code amendments with the UDC update (2018).

  No regulations have been developed specific to, or differentiating between, the recommended downtown sub-districts.

- **Downtown Specific Design Guidelines**  
  **Completed**  
  It is vitally important that downtown development be guided by a sound set of design standards and guidelines. Downtown is currently governed by a set of guidelines, but these are principally applicable to the core and not other areas.

  The Neighborhood Conservation Overlay District and Design Guidelines, which seek to preserve the exiting built environment, was in direct conflict with the 2009 Downtown Improvement Plan, which explicitly prescribed redevelopment of the areas outside downtown’s historic core. To resolve this conflict, “Chapter 4B” was written and adopted
as part of the Design Guidelines in 2015. This chapter articulates the redevelopment standards for downtown in terms of scale, massing, transition, and building materials.

- **Committed Leadership**
  Committed leadership is essential in order for this plan to succeed and maintain and grow Bozeman’s healthy, vibrant downtown. Downtown must be a priority for the City Commission and other key public bodies that support the commission.

  The City Commission and City Manager have continued their long history of prioritizing and supporting downtown as the community’s commercial, social, and cultural core. They have consistently advocated for and adopted the recommendations of the 2009 Downtown Plan.

  Equally important, the boards of the Business Improvement District, Downtown Bozeman Association, and Urban Renewal District continue to be champions of the downtown plan.

- **Simplify Decision-Making Process**
  One of the barriers to downtown development may be the process of reviewing and making decisions on development proposals.

  City Commission authorized staff decision authority for cash-in-lieu of parks reducing project review time. The combination of a new historic preservation data viewer and updated B-3 historic inventory (partially funded by the Downtown Urban Renewal District) will save time analyzing potential downtown development sites.

- **Effective Public Private Partnerships**
  Public private partnerships (PPP) are an important tool that have been used to advance downtown revitalization efforts in cities across the country, by combining the individual strengths of the public and private sectors.

  With support from the Downtown URD and Parking Commission, the City executed long-term leases agreements as a way for several significant development projects to meet minimum parking requirements. The Etha Hotel, Element Hotel, Lark Hotel and 5 West mixed-use project relied on this public-private partnership to secure their development entitlements.

- **Create a Sustainable Downtown**
  A truly sustainable place requires attention to three spheres of activity equally and at the same time: environmental sustainability, economic sustainability, and social sustainability – an approach that is sometimes referred to as the “triple bottom line.”

  One of keys to Downtown Bozeman continued success is the pursuit of the “triple bottom line”. Downtown has a long history of working on every aspect of downtown’s competitive advantage. This is in part due to the multi-faceted focus of the Downtown Partnership through the strategically unique but complementary work of the Business Improvement District, Downtown Bozeman Association and Urban Renewal District.
Some of the examples highlighting sustainability progress include:
Environmental Sustainability: planting dozens of street trees; retrofitting the parking garage with LED light fixtures; starting a public recycling program; and installing a variety of bicycling amenities.
Economic Sustainability: supporting property and business owners with financial assistance grants; construction of the fiber network; parking improvements; and “complete streets” improvements.
Social Sustainability: ensuring downtown is both a vibrant “9 to 5” commercial district and a thriving “after 5” destination by hosting over 30 DBA events; supporting a variety of public art; creating a dynamic pedestrian-friendly, walkable experience.

Next Steps

Adopt Downtown Improvement Plan

2009--City Commission formally adopted Downtown Plan as a “neighborhood plan” chapter of the growth policy.

Establish Technical Assistance Programs

Finalize TIF programs providing financial and technical assistance for complete redevelopment project analysis and façade improvements.

Six financial and technical assistance programs were established.
2010-- Technical Assistance Program
2010--Streetscape Assistance Program
2011--Hotel Incentive Grant
2012--Residential Incentive Program
2013--Life-Safety Grant
2017--Fiber Connectivity Grant

Prepare and Adopt Code Revisions

Initiate UDO and other policy modifications

- Parking Regulations
  201--UDC revisions lowering parking requirements

- Design Guidelines
  2015—NCOD Chapter 4B adopted

- Development Regulations and Entitlements
  2013--various UDC revisions to support the 2009 Downtown Plan
  2018--various UDC revisions to further support the 2009 Downtown Plan

- Review and Approval Processes

Parking Study/Analysis

Conduct regular parking studies determine and track the inventory of on-street, surface and structured parking spaces in addition usage patterns and trends.

Four parking utilization studies and a parking management plan have been completed.
2010 Downtown Bozeman Parking Study
2012 Downtown Bozeman Parking Study
Perform a Downtown Success Audit  NOT COMPLETED
A Downtown Audit examines the economic health of downtown, both from an income/cost perspective and a tax revenue perspective.

Create “Greening Downtown” Plan  PARTIALLY COMPLETED
Better identify opportunities to green the alleys, establish pocket parks, and enhance Bozeman Creek.

- Some planning projects were conducted, but little implementation has been completed.
  - 2012 Downtown Bozeman Creek Park(ing) Project
  - 2013 Downtown Alley Sketchbook

Implement the Downtown Streetscape Project  COMPLETED
Complete the plans to improve the side streets between Church and Grand Avenues with new sidewalks, street lamps, trees, benches, trash receptacles, and bicycle racks.

- Preliminary engineering was completed for all downtown streets.
  - 2011 Streetscape Engineering (West Main, East Main, Wallace)
  - 2014 Streetscape Engineering (Mendenhall)

Initiate Exploration of Possible Development Sites  NOT COMPLETED
Identify specific properties and evaluate potential uses. Begin to seek out development companies and financial institutions that could take on projects of varying types and sizes.

- This role has been left to be fulfilled by the private sector.

Analyze Traffic Calming Methods  PARTIALLY COMPLETED
Full Cost and Benefit study: social, economic, and traffic considerations for one-way street conversion, shared lanes, streetscape improvements, and truck route modifications.

- 2015 Downtown Streetscape Improvement Plan (preliminary engineering)
  (planning completed, partial and on-going implementation)
- 2015 Downtown Truck Traffic Study
  (analysis completed, no action taken)
Residential Development Appendix

**Block M** (18 residential units completed 2016 on East Lamme between North Tracy and North Black)

**5 West Building** (46 residential units on top three floors completed 2017 on West Mendenhall between North Willson and North Tracy)
Willson Residences (16 residential units completed 2017 on southwest corner of West Main and South 3rd)

The NEBO Lofts (12 residential units completed 2017 on East Mendenhall)
Hawthorne Place (5 residential units completed 2017 on the northeast corner of East Mendenhall and North Church)

Black Olive Apartments (46 residential units to be completed 2019 on southeast corner of East Olive and South Black)
Hospitality Development Appendix

The Element by Westin (104 rooms completed in 2015 on the northwest corner of East Mendenhall and North Black)

The Lark Hotel (phase one 38 rooms completed 2015 and phase two 28 rooms completed 2018 on the southeast corner of West Main and South Grand)
The Etha Hotel (120+ rooms under construction to be completed in 2019 on West Mendenhall near North Willson)
Commercial Development Appendix

American Legion (new construction completed in 2011 at 225 East Main)

F & H Building (new construction completed in 2011 at 211 East Main)
Dutton Building (new construction completed in 2015 at 131 West Main)

Olive & Wallace Building (part adaptive reuse and part new construction completed in 2015 at intersection of East Olive and South Wallace)
Masonic Temple (historic preservation and adaptive reuse completed in 2017 at southeast corner of East Main and South Tracy)
Rialto Theater (historic preservations and adaptive reuse completed in 2018 at 10 West Main)
Gallatin Building (historic building renovation at 44 East Main)

Schnee’s Boots & Shoes (historic building renovation at 35 East Main)
Bozeman Spirits Distillery & White Dog Brewing (adaptive re-use project at 121 W Main)

Lockhorn Cider House (new construction at 21 South Wallace)
Jam Fusion Restaurant (adaptive re-use project at 25 West Main)

Bozeman Taproom (adaptive re-use project at 101 North Rouse)
Little Star Diner (new construction at 548 East Babcock)

Open Range Restaurant (adaptive re-use project at 241 East Main)
23 East Main Building (historic building renovation and new construction at 23 East Main)

223 East Main (new construction to be completed 2019...mixed-use building at the site of the 2009 natural gas explosion)
Owenhouse Hardware Building (adaptive re-use project at 36 East Main)

Nevitt Building historic building renovation 109 East Main

Montana Provisions (adaptive re-use project at 326 East Mendenhall)
5 East proposed mixed-use building with structured parking at the corner of North Tracy and East Mendenhall
223 East Main proposed mixed-use building at the site of the 2009 natural gas explosion

Babcock & Wallace proposed mixed-use building with structured parking at the southwest corner of East Babcock and South Wallace

BG Mill proposed mixed-use building with structured parking at the southwest corner of North Broadway and East Mendenhall
Merin Building proposed residential building with structured parking at 116 North Bozeman

One 11 Lofts proposed residential building with structured parking at the northwest corner of North Willson and West Lamme
Osborne Building proposed mixed-use building at 231 East Main (site of 2009 natural gas fire)