Downtown Bozeman Creek Park(ing) Project
Conceptual Plan
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This project seeks to redesign the public parking lot and adjacent section of Bozeman Creek northwest of the intersection of South Rouse Avenue and East Babcock Street in Downtown Bozeman. The project objectives are to: 1) enhance Bozeman Creek and create a creek side park; 2) maximize public parking function and capacity; and 3) mitigate stormwater issues.

The design team including Intrinsik Architecture, Inc., TD&H Engineering, Confluence and Design 5 was selected in the early Fall of 2011. The design process consisted of three primary phases:

1) **Site Reconnaissance/Date Collection**
   - Civil Survey
   - Site Assessment & Photo Inventory
   - Online Public Survey (192 participants)
   - Individual Meetings with Key Stakeholders

2) **Concept Development**
   - Development of Three Alternatives
   - Preliminary Estimates
   - Additional Stakeholder Meetings
   - Meetings with Planning & Engineering Departments
   - Public Presentation & Meeting
   - Public Comment Period (33 written comments received)

3) **Develop Recommended Option**
   - Overall Conceptual Plan
   - Preliminary Landscape Plan
   - Preliminary Creek Improvement Plan
   - Preliminary Civil Grading & Drainage Plan
   - Cost Estimate
   - Final Report

   The attached recommended conceptual plan balances the three project goals and would transform the parking lot from a dysfunctional downtown eyesore into a community asset.

This conceptual plan is the first of many steps needed to complete this project. The next steps include securing funding, design development, permitting, construction drawings/bid documents, bidding and finally construction and construction administration.
Source: Bozeman GIS Dept.

Existing Aerial Image - NTS
PHOTO INVENTORY

Historic Photo of Parking Lot - 1942 (Source: Gallatin Historical Society)

Current Panoramic View of Parking Lot (note nonconforming spaces)

Minimal Buffer to the Creek
PHOTO INVENTORY

View of the Alley and Dumpsters

Minimal Corner Landscaping

Erosion on the East Bank
PHOTO INVENTORY

View of Creek looking south under culvert

View looking north from Babcock Avenue

View looking North along Rouse
Parking
The public parking lot is located northwest of the corner of East Babcock Street and South Rouse Avenue, just south of Main Street. The current parking configuration does not meet City standards including space dimensions, back up maneuverability, floodplain development requirements, stormwater facilities, snow storage and access. The lot is currently uncomfortably striped for 44 spaces; however only 32 spaces would actually fit on the lot legally following today’s Unified Development Code standards for parking lot development.

Grading & Drainage
There is a slight ridge on the site, running north-south. Approximately the east 1/3 of the site drains northeast and the rest drains northwest. The existing curb along the creek trains the runoff north to the area behind the garbage dumpsters across the alley from the Eagles. It then picks up trash and dumps into the creek just upstream of the bridge/culvert in the alley. There is no system currently in place to screen out or filter any of the trash, sediment, oils, grease or nutrients that pollute the stream.

Riparian Vegetation
Existing riparian vegetation consists of Green Ash, Chokecherry and an understory of mostly Poplar. Non-native grasses provide groundcover. Largely absent is wetland and floodplain vegetation typical of streams in the northern Rocky Mountains. Riparian habitat is poor and provide little cover or habitat for fish or terrestrial wildlife.

Vegetation
The southeast corner of the parking lot has a small landscape island that is maintained by the city. (3) Spirea, (3) Viburnum, (1) Mugo Pine and (1) Currant are currently planted. The north edge of parking lot is defined by Soroptimist Park. The park has a large Cotoneaster hedge that separates the park from the parking lot. Nearly all existing on-site vegetation would need to be replaced to accommodate the enhancement of the creek and the reconfiguration of the parking lot.

Channel Geometry
Bozeman Creek within the project area has been strongly impacted by urban development. The stream flows in concrete box culverts beneath Babcock Street and Main Stream upstream and downstream of the project area, respectively. Within the project area, the channel has been straightened, which has eliminated stream meanders and increased gradient to a 1.5 percent slope.
Floodplain
The floodplain has been filled with various materials up to the edge of the stream. This has confined high flows within the channel and greatly increased erosive forces on the bed and banks. The stream currently has no functional floodplain and contains most flood flows within its banks. The 100-year flood is forced out of the channel by the undersized box culvert beneath Main Street.

Stream Banks
The stream banks have been stabilized in some locations with slabs of concrete sidewalk and rock riprap, but the banks are eroding in other locations. The upstream left bank (looking downstream) is confined by a concrete wall that is a remnant of a former building foundation.

Stream Bed
The bed of Bozeman Creek is composed of large cobbles, gravel, pieces of riprap, concrete rubble, and other debris. The bed material has become very coarse over time as finer materials have been stripped away by high flows.

Instream Habitat
Stream habitat is relatively uniform, consisting of one long riffle from one end of the project to the other. The stream lacks pool habitat, bank cover, and spawning beds. Consequently, the stream provides poor habitat for fish.

Stream Constraints & Opportunities
Opportunities for restoration are constrained by the location of the project site within an urban area. For example, the existing box culverts at the upstream and downstream ends of the project significantly limit the ability to modify channel slope and sinuosity. Infrastructure on all sides of the stream channel further limit opportunities to allow the channel to migrate laterally or to create a fully functional floodplain. These constraints limit the ability to completely restore the stream.

In light of these constraints, the project site provides opportunities to improve habitat and aesthetics within the Bozeman Creek corridor. For example, the stream bed could be modified to include pools and spawning habitat. A slight meander could be added to the planform without affecting adjacent infrastructure. The channel margins could be excavated to create a modest floodplain on each side. Native riparian and floodplain vegetation could be added to provide cover habitat for fish and wildlife. These improvements need to acknowledge the need to keep the stream channel in place.
Restriping

32 spaces

Dumpsters

Eagles

Creek

Open Space

Entry Marker

Sidewalk

South Rouse Ave.

East Babcock St.
C
15 + 11
26 spaces
While each of the three alternatives has costs and benefits, the majority of the public comment supported Option C which included the least number of parking spaces but the largest green area adjacent to the creek. On the other side of the issue, business owners in the area adamantly oppose any decrease in the number of spaces. The design team used this public input to come up with a fourth option that includes 28 public parking spaces, no changes to the Eagles parking lot and a medium sized creek buffer that the public can safely enjoy.

Overall, this option best balances the three identified project goals:

1) **Enhance Bozeman Creek and create a creek side park**  
The amount of physical space available for a park is fairly limited by the equally important project goal to maximize public parking capacity discussed below. Due to safety and maintenance concerns, the area directly adjacent to the creek is proposed to be a natural riparian area not directly accessible by the public. Instead, two new overlooks, a concrete wall with a guard rail and educational signage will allow for safe public enjoyment and awareness of the creek. See the landscape narrative and plan for more detail.

2) **Maximize public parking function and capacity**  
The existing paved lot can legally accommodate 32 parking spaces. The recommended plan includes 28 public spaces for a net loss of two parking spaces. This loss of only two spaces allows for the creation of the creek side park, further development of the corner landscaping and adequate stormwater mitigation.

3) **Mitigate stormwater issues**  
The recommended plan significantly improves the stormwater situation for this property as well as for the adjacent Eagles property to the north. Currently, untreated stormwater runs directly into the creek. The proposed stormwater plan includes treatment by the rain garden and the vortex system prior to discharge into the creek. The installation of additional curb and gutter as well as the relocation of the dumpster will also improve the stormwater situation for the area. See the Grading and Drainage narrative and plan for more detail.
Relocated Eagles Dumpster & Trash Enclosure
Soroptimist Park
Public Alley
12 Existing Eagles Parking Spaces To Remain
New Curb & Gutter to Control Stormwater
Existing Street Tree to be Relocated to SE Corner of Site
New Drive Access
New Bicycle Rack
Rain Garden/Storm Inlet
Sunken Overlook with Long Bench
28 Public Parking Spaces
Enhanced Bozeman Creek
Coil Wrapped Soil Lifts
South Rose Avenue
Existing Trail
South Rouse Avenue
East Babcock Street
Pool With Spawning Gravel
Pool w/ Spawning Gravel
Coil Wrapped Soil Lifts
Sidewalk with Water Pattern in Concrete
Existing Street Light
Storm Inlet
Existing Street Tree
Sidewalk with Water Pattern
New Drive Access
Existing Street Light
New Bicycle Rack
Enhanced Corner Landscaping
Existing Street Light
New Parking Lot Lighting
Bollard x 2
Bollard x 2
"P" Parking Directory Sign
Channel Geometry
The channel cross-section will be modified to create a bankfull channel 22 to 26 feet wide and 2.25 feet deep. The banks will be approximately 1-foot higher than the water surface elevation at base flow. These channel dimensions were adapted for the site from reference measurements used in restoring the stream at Bogert Park. A slight meander will be created but overall gradient will still be approximately 1.5 percent.

Floodplain
The right bank will be excavated to create a floodplain at the estimated bankfull elevation along most of the project. Another small floodplain area will be developed on the left bank near the middle of the project. The floodplains will be sloped slightly toward the channel to provide drainage.

Stream Banks
The stream banks will be stabilized by stacking decorative flat stone (18” to 30” thick and 3’ to 6’ wide) to form retaining walls at outlet and inlet of the existing box culverts at the upstream and downstream ends of the project. Stacked decorative stone installed on the outside banks of pools will also be used to stabilize the channel and provide cover for fish. The remainder of the stream banks will be stabilized with topsoil wrapped in two layers of biodegradable erosion control fabric made of coconut fibers.

Stream Bed
Most of the stream bed will be reconstructed with large, rounded cobbles (6” to 12”) to maintain channel stability and to provide habitat for aquatic insects. Large cobbles and small boulders (1’ to 2’ diameter) will be installed to form grade controls at the upstream ends of pools. These grade controls will be approximately 10 feet wide, with a slope of 5 percent, and will extend beneath the stream banks and floodplain to help keep the channel from adjusting vertically or laterally.

Instream Habitat
Two pools will be constructed to provide deep holding water and overwinter habitat for fish. The tails of each pool will be covered with ½” to 3” round gravel suitable for spawning by trout. The remainder of the stream bed will be riffle habitat. Random boulders 2’ to 3’ in diameter will be embedded within the riffles to provide additional cover and resting sites for fish. Stacked stone placed on the outside banks of pools will be configured to provide undercut bank cover for trout.

Results
The proposed restoration actions will greatly improve aesthetics and habitat for fish and wildlife while maintaining channel stability. The proposed floodplain will reduce the depth of many flood flows; however, the downstream box culvert will continue to force the 100-year flow out of the channel. Riparian vegetation (discussed in more detail in the landscape narrative) will help to stabilize the stream banks and floodplain and will provide needed cover for fish and wildlife.
**Riparian Vegetation**

Native riparian vegetation such as willows, redosier dogwoods, alders, sedges, and rushes will be planted along the stream banks and floodplain. This vegetation will stabilize soils and provide needed cover for fish and terrestrial wildlife.

**Overlooks**

Two overlooks will be constructed to accommodate different users at the lot. The south overlook is a simple bench on a concrete pad. This area will look downstream and afford pedestrians the chance to watch the stream without walking north along the edge of the parking lot.

The second overlook is at the northwest corner of the lot and brings pedestrians closer to the water's edge. The overlook is sunken down 2.5 feet, nestling in to the ground as the stream bank begins to rise. At this location pedestrians will be closer to the water and vegetation. Views, both upstream and downstream, are excellent. This location is also adjacent to two deep pools where the public may be able to spot fish. A curving wood bench would also cantilever from the east concrete wall for a place to sit and view the stream or eat lunch. The overlook offers physical separation from both the parking lot and the stream. There is no direct access to the stream from this location. For safety purposes it is not advised that the public has access to the water as Bozeman Creek flows swiftly under Main Street from this point.

**Curving Wall**

The restoration work associated with the creek will create a large floodplain. That floodplain elevation is 4 feet lower than the finished grade for the parking lot. This necessitates the creation of a wall along the entire length of the parking lot. A curving, board form concrete wall could be cost effective and visually interesting with the right aesthetic applied. At the north end of the lot, the wall would split and create the landing for the northern overlook. The wall would only rise 4 inches above grade on the parking lot side so a railing is needed along its entire length. Railing styles will be considered at a later stage of design.
Colored Sidewalks
Standard width sidewalks are shown bordering the west and north edges of the parking lot. In order to give visual clues to the public that there is more to this parking lot than just cars, colored and patterned concrete can be utilized. A sinuous, water like pattern cut and died in the sidewalk could offer visual and textural clues that there is more to be discovered by taking that sidewalk. The patterns would terminate at the north overlook, adjacent to the stream.

Landscape Island / Bike Parking
Additional trees and shrubs will accent the southeast corner of the project. The landscape island will be significantly larger due to the reconfiguration of the parking lot. A Honey Locust tree that was located along Rouse will be relocated to the landscape island. Please see the attached planting schedule for more detail.

A bike parking location has also been located in the new island. This location is well lit and will afford space for about 8 bicycles. Various methods for securing bikes can be determined at the construction document phase.
Grading & Drainage

The recommended plan provides a simple, effective plan for accommodating storm water. The parking lot grading will be very similar to the existing grading of the lot. This is driven by the fact that the Eagles lot will be left mostly intact. In addition, the option ties in to Rouse Avenue and Babcock Street. So on three sides, the lot is constrained and must matching existing elevations.

By installing the new east-west curb, gutter and sidewalk, some runoff will be redirected to a new storm inlet in the northeast corner of the new lot. Water will then flow in a storm drain pipe to the new northwest inlet, where it will pick up more runoff. That runoff from the west portion of the lot, which is a majority of the runoff will first pass through a rain garden/detention pond. That rain garden/pond will catch sediment and debris before allowing the flow to merge with the other runoff and continue to the final northwest inlet. That final northwest inlet would capture most of the runoff from the Eagles lot.

All the combined runoff would then pass through a buried vortex type stormwater treatment vault unit. That unit will remove oils, grease, trash, sediments and many of the urban runoff contaminants that are toxic to the stream. It will provide the final cleansing before discharge to Bozeman Creek.

Maintenance such as removing trash, sediment and debris will be needed throughout the system. Garbage will catch on the surface inlet grates. Trash and sediment will have to be cleaned out of the rain garden/detention pond as well. That area will double as a snow storage area in the winter, and will accumulate sand and trash. And the vortex treatment unit will need regular cleaning to remove oils, grease, trash, and sediment.

In the end, this system will provide a much higher quality runoff from the site, and will slow down the runoff, thus reducing the peak flow and reducing flooding impacts downstream.
# BOZEMAN CREEK PARK(ing) PROJECT
## Preliminary Estimate

### Parking Lot Improvements

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<tr>
<th>ITEM</th>
<th>DETAIL</th>
<th>QTY</th>
<th>UNIT</th>
<th>PRICE</th>
<th>COST</th>
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**Subtotal** $90,611

### EAGLES LOT IMPROVEMENTS

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**Subtotal** $5,900

### Stream Improvements

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**Subtotal** $93,350

### Landscaping

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**Subtotal** $113,368

**SUBTOTAL** $303,229

15% Contin.  15%  $45,484

**TOTAL** $348,714

*NOTE: Total does not include professional fees for final drawings or permitting fees.*