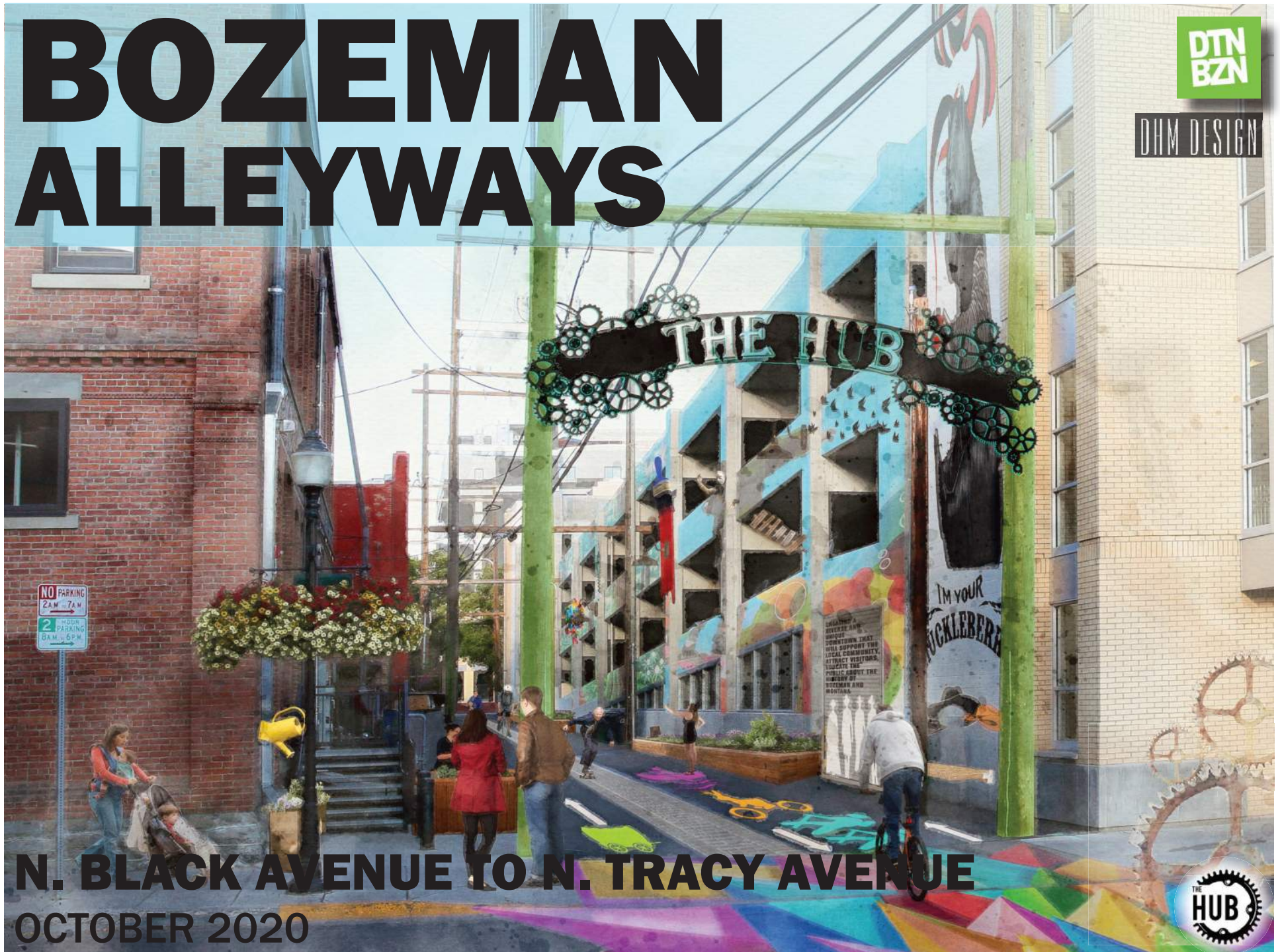


# BOZEMAN ALLEYWAYS

DTN  
BZN

DHM DESIGN

**N. BLACK AVENUE TO N. TRACY AVENUE**  
**OCTOBER 2020**



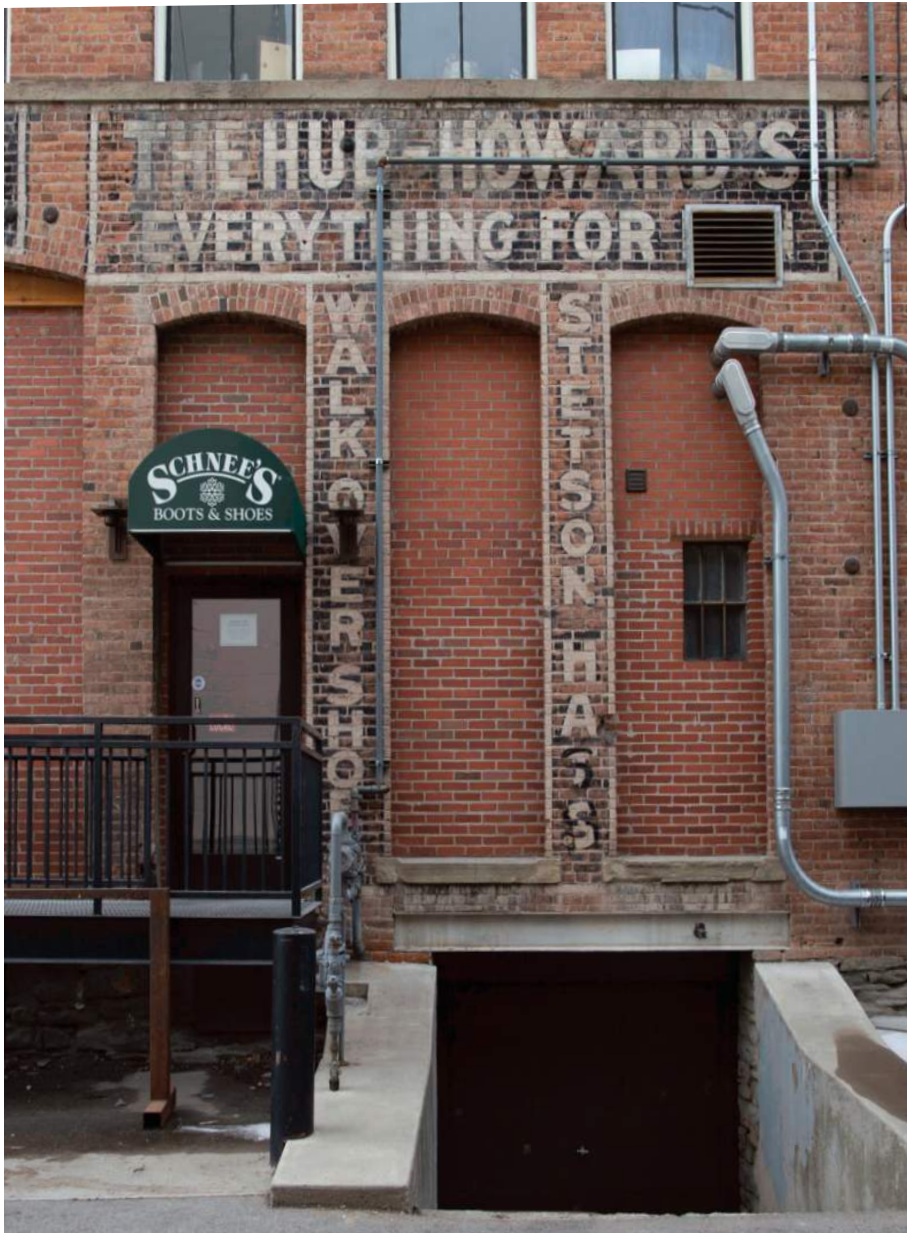




N. BLACK AVE ENTRANCE - WINTER



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# PROJECT INTRODUCTION



## INTRODUCTION:

Alleyways are typically seen as purely functional, residual spaces developed around businesses and housing to provide serviceable access through cities. They are critical to provide movement, either by vehicular or individuals, services, and utilities but mainly to expedite traveling from one block to another. Alleyways can also be places for excitement and an opportunity to provide a vibrant, active secondary public realm that can foster interactions, support business development, emphasize sustainability, and create natural habitat within our cities.

The Bozeman alleyways provide an exciting opportunity for connections to our downtown areas and surrounding neighborhoods, allowing for alternative sources of activation in areas that are already being used by the community. Alleyways are tied deeply into Bozeman's history, architecture, and daily functions but can be reinvented throughout the urban context to provide unique and functional components of our City. By utilizing critical spaces in growing urban environments alleys become repurposed into safe, stimulating, educational, and enriching environments that meet a communities' needs and express unique identities.



This concept plan, supported by the Downtown Bozeman Partnership, advances the goals of the 2019 Downtown Bozeman Improvement Plan to develop ideas that support a thriving and accessible downtown area. Alleyways help to reinforce a walkable city, encourage neighbor interactions, and nurture an invigorating and welcoming city center. The ideas developed throughout this report help to support a flexible and innovative foundation of design elements that can be utilized throughout Bozeman's alleyway program. Each block is unique in its history, culture, businesses, and activities which provides a wide range of interpretation and expression as alleyways improvements are implemented.



# PROJECT INTRODUCTION



## MISSION STATEMENT:

The Bozeman Alleyways Project is a re-envisioning master planning effort, with the goal of activating the primary alleyways and connectors within Downtown Bozeman to support pedestrian, bike, and vehicular traffic. It aims to build off the Downtown Bozeman Improvement Plan and revitalize a typically utilitarian space through a creative and inclusive design process, that will in turn will reflect diverse layers of Downtown Bozeman. The alleyways present an opportunity to educate the community and visitors alike, stimulating conversations and interactions based on the historical foundations of Downtown Bozeman and the future that it beholds. As Downtown Bozeman continues to grow and change, the alleyways can provide a connection between the downtown area and the surrounding communities, and become a medium for fostering civic engagement that showcases a unique quality of life and the values of a community.



## ACKNOWLEDGEMENTS AND REFERENCES:

Prepared for the Downtown Bozeman Partnership

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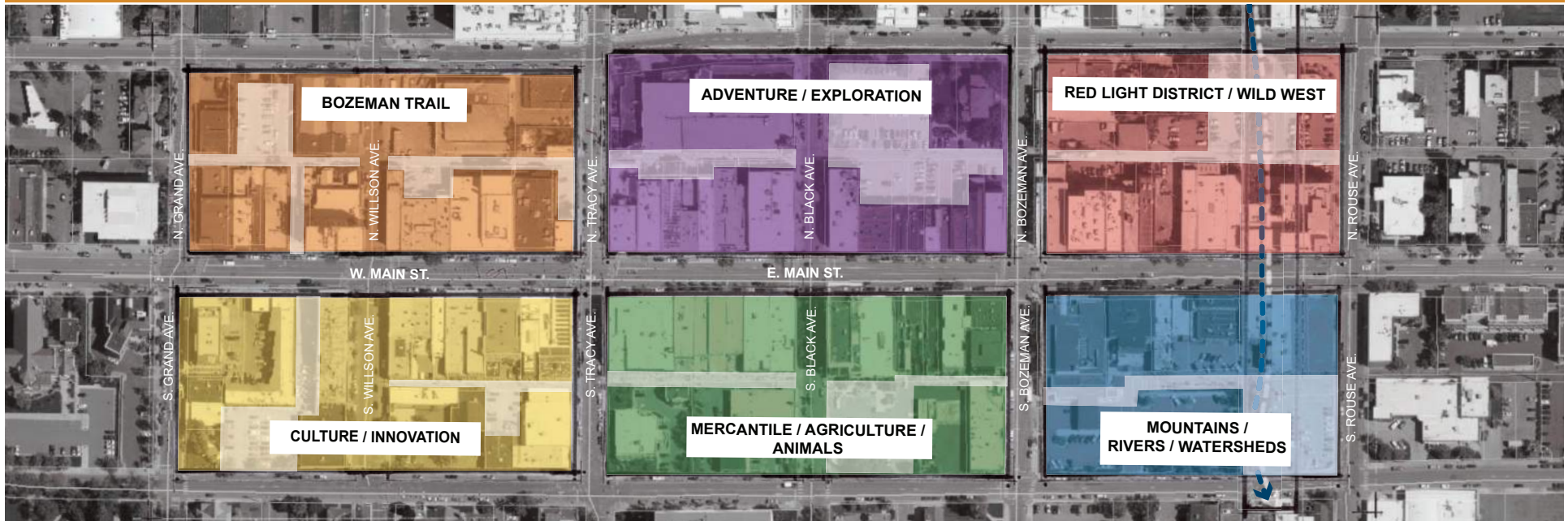
Gallatin Valley Art Crossing

Business Owners between N. Black and N. Tracy Ave.

Property Owners between N. Black and N. Tracy Ave.

City of Bozeman

## DOWNTOWN ALLEYWAY THEMES



### DOWNTOWN ALLEYWAY THEMES:

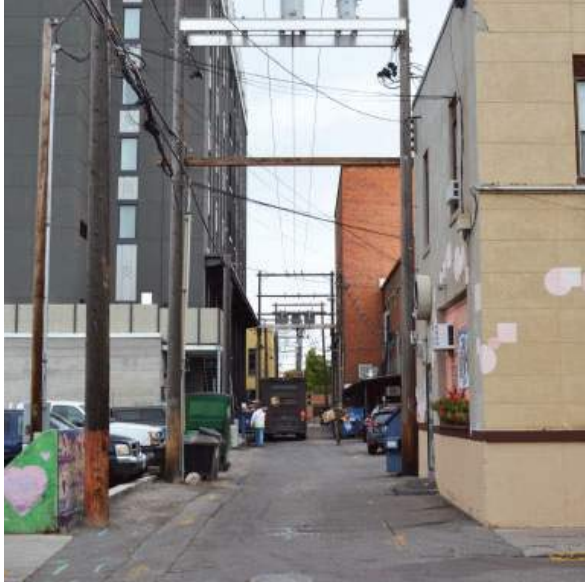
Like much of Montana, Bozeman has a rich and colorful history revolving around the expansion to the west, daring voyages and expeditions, notorious entrepreneurs, and enticing natural resources. The blocks along Main Street between Grand Avenue and Rouse Avenue illustrate the story of how Bozeman rose from a small agricultural and supply community along the Bozeman Trail to a vigorous and bustling hub of commerce and cultural institutions.

Prior to the 1700's the Gallatin Valley was a landscape of grassy corridors, plentiful game, and Valley people that populated the plains and mountains surrounding the future City. Indigenous tribes moved across the flatlands, traversing the land as foragers and hunters utilizing the terrain to provide food, clothing, and tools. In 1805 Lewis and Clark reached the Gallatin Valley during the Corps of Discovery expedition, and noted the Valley's abundance of rich waterways, meadows, and animals. Following the Corps of Discovery was another discovery by trappers and gold in Virginia City. Bozeman grew as it saw an influx of people taking advantage of the rich agricultural land, and by 1864 had officially become a City.

Each block has unique connections to specific historical attributes that we've identified and captured in the alleyway themes to help support a design personality specific to the people, architecture, events, and current uses. Layered on top of historical and physical features are the values and concepts that the community and tourists identify with Bozeman. The City is admired for its quality of life due to its proximity to natural resources such as mountains, rivers, and open space and its innovative cultural aspects related to agriculture and technology.



## DOWNTOWN ALLEYWAY THEMES - EXISTING CONDITIONS



N. GRAND AVE. TO N. TRACY AVE.



N. TRACY AVE. TO N. BOZEMAN AVE.



N. BOZEMAN AVE. TO N. ROUSE AVE.



S. GRAND AVE. TO S. TRACY AVE.



S. TRACY AVE. TO S. BOZEMAN AVE.



S. BOZEMAN AVE. TO S. ROUSE AVE.

## DOWNTOWN ALLEYWAY THEMES



### BOZEMAN TRAIL

- Gold Rush and Prospectors
- Trappers and Traders
- Fort Ellis
- Lewis & Clark
- Northern Pacific Railroad
- Indigenous Tribes

The Bozeman Trail block represents the routes and voyages that brought explorers and settlers to the Gallatin Valley. Prior to John Bozeman scouting the trail, Lewis and Clark's expedition explored the valley, followed by the gold rush era, the creation of Fort Ellis, and eventually the Northern Pacific Railroad. The block is anchored on the east side by The Baxter Hotel, built in 1929, to provide rooms and amenities for travelers.



### ADVENTURE/ EXPLORATION

- Nelson Story + Homesteading
- Hiking / Biking
- Action Sports
- Skiing / Climbing / Running
- Horsemanship

Bozeman is a City that is rooted in adventure and exploration, and continues to thrive on access to mountains, rivers, and open space for recreational purposes. The buildings between N. Tracy Ave. and N. Bozeman Ave. tell a story of entrepreneurship, adventures, and the voices of past historical events. The parking garage, Streamline Bus Station, and future bike facilities on N. Black Ave. continue the theme of transportation and exploration into the wilderness surrounding Bozeman.



### RED LIGHT DISTRICT/ WILD WEST

- Red Light District / Brothels
- Cowboy / Gunslinger / Vigilante
- Chinatown
- Bars / Gambling / Liquor
- Rodeo / Cattle

As Bozeman thrived, so did the need for bars spurring the creation of the Red Light District and Chinatown. The Wild West had become feral, ferocious, and reckless by the late 1800's. Between N. Bozeman Ave. and N. Rouse Ave. there were 8 brothels, with two currently remaining standing, supporting a flourishing downtown population.



## DOWNTOWN ALLEYWAY THEMES



### CULTURE / INNOVATION

- Montana State University
- Museum of the Rockies
- American Computer Museum
- Technology + Lasers

As Montana grew so did the agricultural related activities and the support of the Montana Agricultural and Mechanical College that opened in 1893. Montana State University has created a language of modernization and innovation in agriculture and technology in the west that has stimulated and peaked various other companies to invest in new technologies and resources in Bozeman.



### MERCANTILE / AGRICULTURE / ANIMALS

- Supplies for Prospectors + Native Tribes
- Agricultural Crops (wheat, barley, alfalfa)
- Animals (bear, buffalo, moose, wolf, elk, antelope, fish)
- Native Trees + Vegetation

The rich, fertile Gallatin Valley has supported a variety of animal habitat and crop development throughout history and was an enticing draw for many of the settlers moving west to support the mining camps. Cattle, wheat, potatoes, and vegetables produced successful commercial opportunities that still thrive in the surrounding areas of the City.



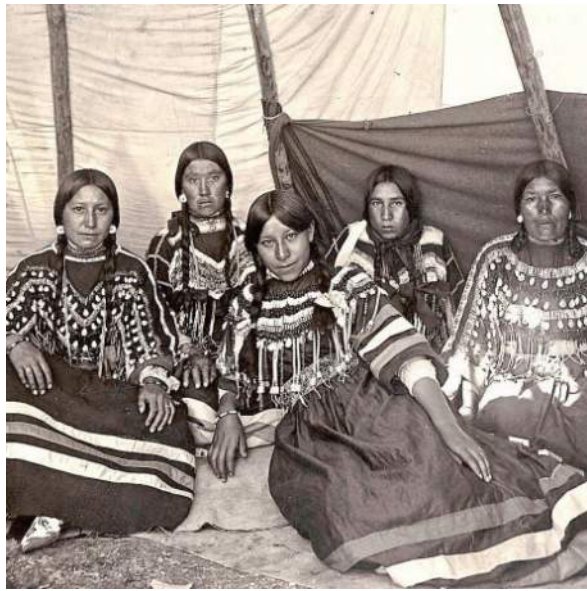
### MOUNTAINS / RIVERS / WATERSHEDS

- Mountain Ranges
- Rivers and Streams
- Bozeman Creek
- Historical Water Uses
- Fishing + Fish + Boating

A notable draw to Bozeman is the abundant natural resources that enhance the quality of life for Bozeman community and surrounding towns. Spectacular mountain ranges, bountiful rivers, and outdoor spaces supply recreational and visual opportunities throughout the valley. The Bozeman Creek runs through the block between N. Bozeman Ave. and N. Rouse Ave. and is an integral part of the watershed of the surrounding area.

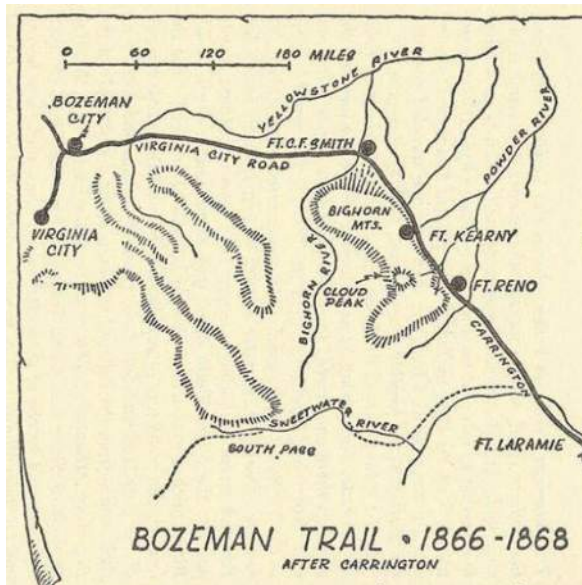


# BOZEMAN HISTORY



## Native Landscapes & People

Prior to establishment Bozeman was part of a lush valley filled with grassed hills, forested ridges, and indigenous tribes. The native people utilized the natural ecosystems of the valley to forage and hunt, traveling through the valley in search of food, developing well-worn natural highways that would be later used by explorers.

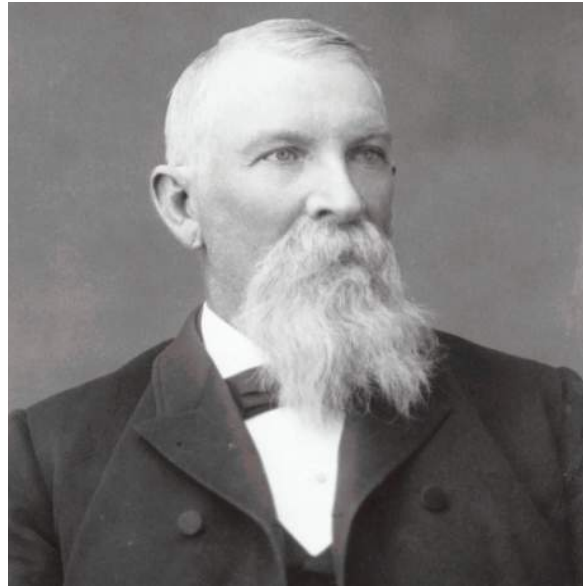


## Corps of Discovery, Gold Rush, and the Bozeman Trail

In 1805 Lewis and Clark's journey, Corps of Discovery, steered them to the three forks of the Missouri and eventually through the gap in the Bozeman Pass. Their documentation of the bountiful supply of plants and animals in the valley encouraged the immigration of traders and trappers, including Jim Bridger, in the early 1800's. By the mid 1800's the gold rush had taken hold and prospectors staked claims throughout Montana. The Bozeman Trail sparked the creation of the City of Bozeman as a supply hub for the journey to Virginia City and a destination for families heading west to, hoping to leave the Civil War and take advantage of the Homesteading Act.



# BOZEMAN HISTORY



## Founding Figures

-John Bozeman (left)

-Nelson Story (right)

Finding Virginia City unprosperous John Bozeman, Daniel Rouse, and William Beall migrated back to the Gallatin Valley to find success in farming, commercial ventures, and platting the City of Bozeman. Nelson Story, recognizing beef was more beneficial than gold, quickly established himself as a prominent figure in the City. His building, currently the Schnee's building at the corner of E. Main and Black Street was built in 1903 as a mercantile store. At the corner of E. Main and Tracy, Bozeman's first newspaper, the Avant Courier, was first published in 1871.



## Alleyway History

The alleyway between N. Tracy Ave. and N. Black Ave. has a varied past, rooted in Nelson Story and William Alderson's buildings on either end of the block. The alleyway originally was used for practical purposes of moving supplies and animals between areas of the City and was known for its "seedy" activities. Tivoli Beer Hall at 17 E. Main St., opened in 1882, designed by William Beall, provided entertainment and music well into the 1920's. 25 E. Main, currently Plonk, completed in 1883-84 was an example of Italianate architecture. 35 E. Main, currently Schnee's, is rumored to have the remains of a mason's wife hidden within the walls, but was not verified due to Story's desire to finish the construction of the building. Bozeman's only fire fighter to die during a fire, Jim Robinson, passed away in one of the basements along the block in the 1922 fire.



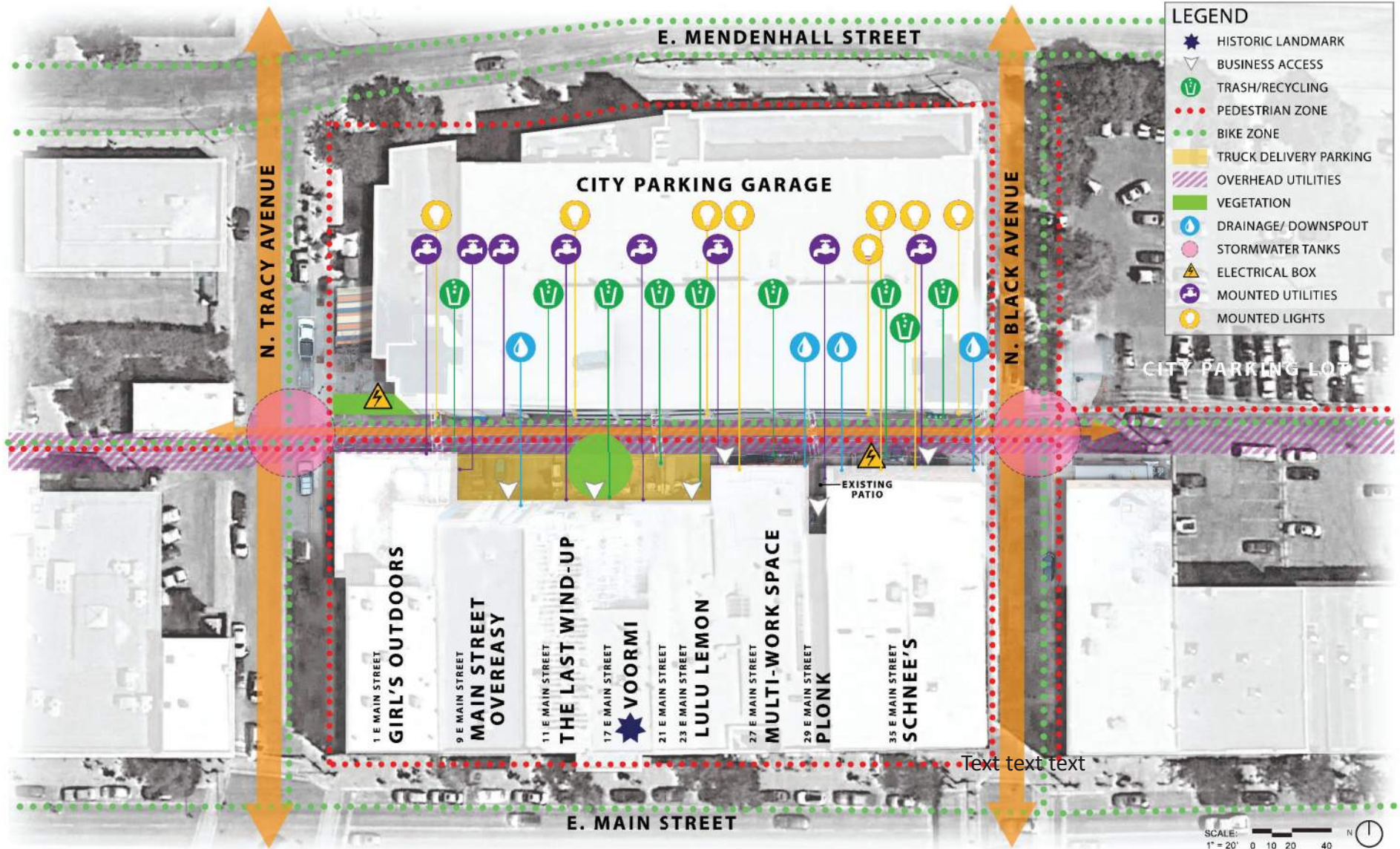
# CONTEXT MAP



In order to provide an analysis of the alleyway the design team evaluated the surrounding downtown area to develop critical connections and networks influencing the alleyway. Ample parking within a two block radius provides incentive and access to downtown businesses, with the ability for vehicles and pedestrians to flow continuously through the alleyways from N. Grand Ave. to N. Rouse. Sidewalks along N. Tracy Ave. and N. Black Ave. provide safe access for pedestrians, filtering them from E. Main St. to E. Mendenhall St., connecting people to transportation services and the surrounding neighborhoods. The Downtown Improvement Plan identifies Black Avenue as a bicycle route, adding amenities and increasing safety for riders through improved pedestrian/bike intersections. The alleyway also connects to the Bozeman Creek through an existing 30" storm drain pipe collecting runoff from as far away as the MSU Campus to the Creek.



# EXISTING CONDITIONS



Within the public right of way the existing alleyway acts as a utilitarian space providing amenities for the existing businesses such as deliveries, garbage bin storage, underground and surface mounted utilities, and stormwater collection. Vehicular, pedestrian, and bicycle access are utilized in both directions along the alleyway posing safety issues within the travel ways. Within the private areas parking, business access, basement access, surface mounted utilities, stairways, patios, and pathways provide alternative amenities to support the businesses and employees.



# BUBBLE DIAGRAMS



Diagram #1

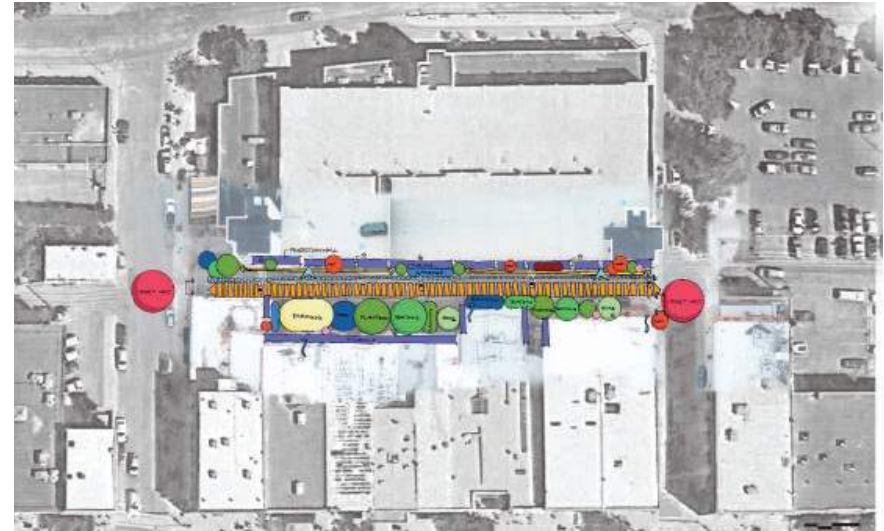
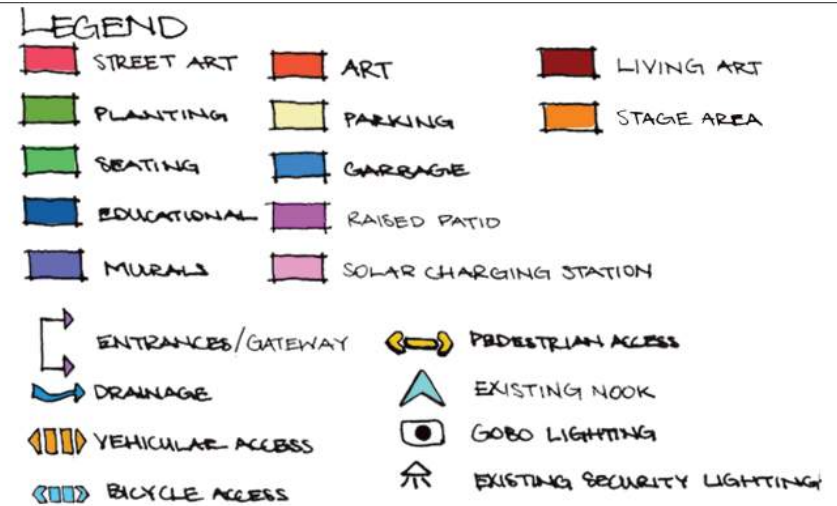


Diagram #2



Diagram #3



# BUBBLE DIAGRAMS



## BUBBLE DIAGRAM INFORMATION:

The design team started the process with the development of bubble diagrams to explore ideas and alternatives related to the public and private areas and how those ideas could support and enhance a user's interaction in the space.

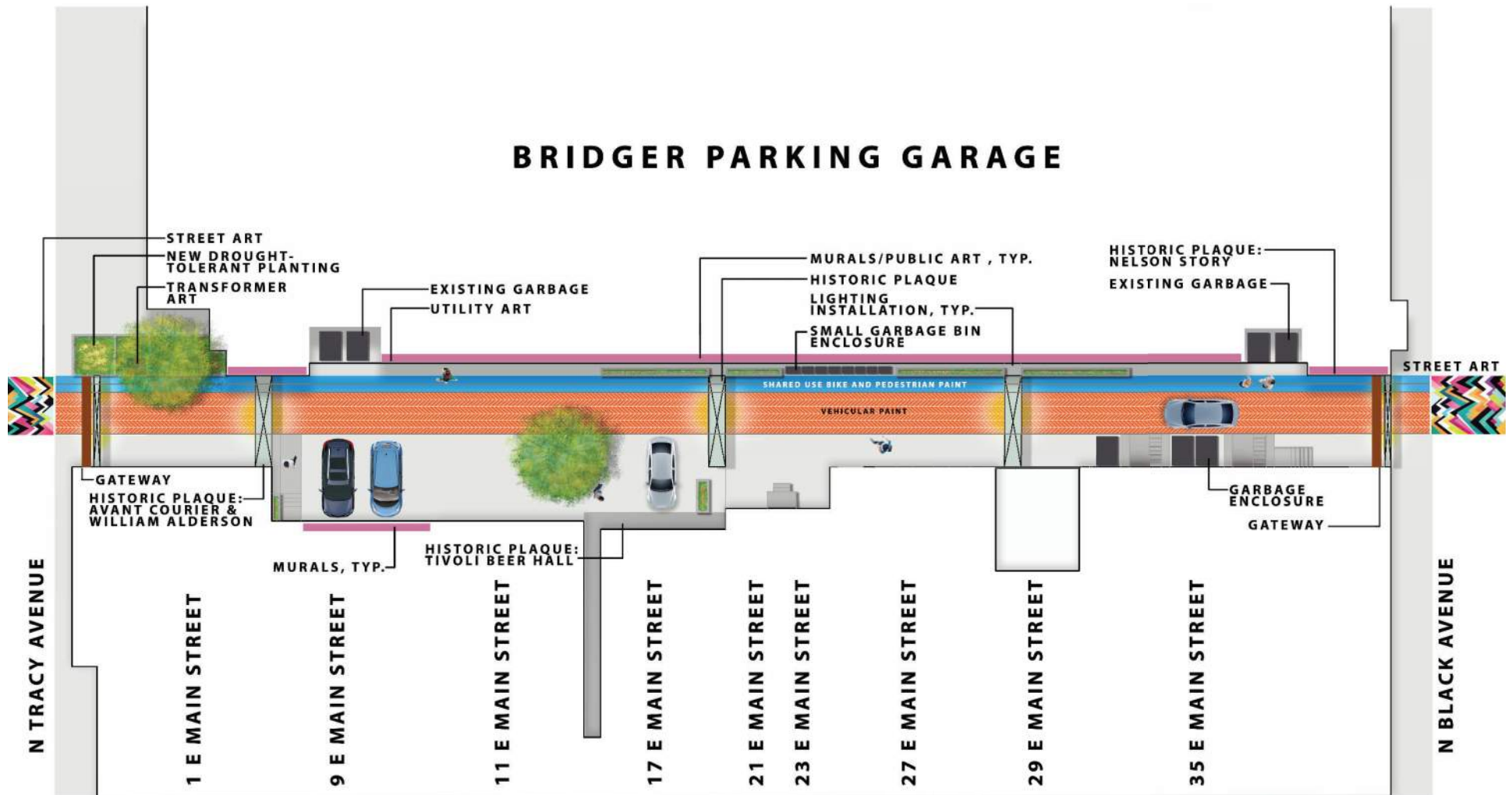
**Diagram #1** focuses on the public areas, identifying areas where transportation modes will need to be maintained, but utilizing the areas between the garage and the extent of the 16' travel way to develop areas for greenery, seating, public art, and educational materials. The private areas were maintained for the parking spaces for each business, but enhanced the areas between parking areas could supply additional seating, greenery, public art, and educational plaques. Street art at the ends of the alleyway would provide visual cues for cars to slow down near the entrances and offer an educational component to the stormwater tanks installed to collect runoff from the streets.

**Diagram #2** builds upon the concepts from #1, and with the approval of the building owners, converts a portion of the parking to larger seating/planting areas, bike racks and stations, educational plaques, and stormwater treatment. Smaller garbage cans would be consolidated and moved to the garage wall to provide a more aesthetically pleasing space to walk through. The parking garage entrance off of N. Black Ave. would be planted with drought tolerant plant material and the transformer would be wrapped with an artistic design.

**Diagram #3** transforms the public and private spaces into a variety of amenities to fully activate the alleyway and provide more alternatives for permanent or temporary installations. In this concept the parking spaces would be converted to raised decks surrounded by planters, patio areas with seating, patio spaces for pop-up events and concerts, benches and seating, and additional opportunities for public art. The alleyway could also be closed to events at intervals coordinated with the building owners and the City to allow for seasonal events and activation making downtown more appealing for all ages. Additional decks and patios would provide an alternative during busy times of the day to eat, relax, and connect with others.



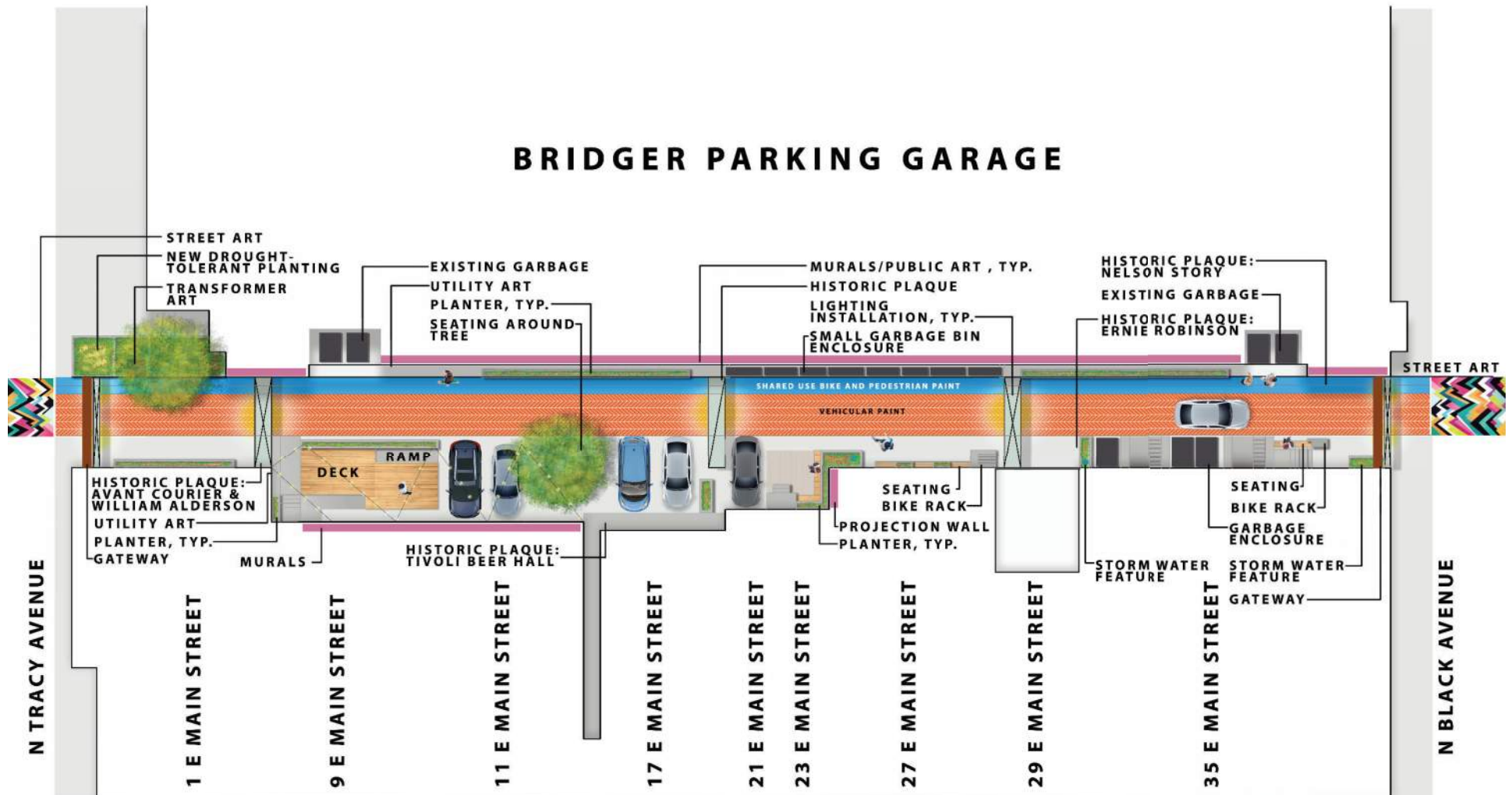
# PRELIMINARY CONCEPTS- PHASE 1



## PRELIMINARY STUDY - PHASE 1

Based on the responses to the public outreach survey the team developed three Preliminary Studies to incorporate the ideas and concerns of the community, and to develop phasing options that could be implemented as funding and approvals were available. Phase 1 focuses on public space improvements, enhancing a 16' vehicular travel way, and encouraging pedestrians and bicyclists to inhabit the northern portion of the alleyway to avoid vehicles and trucks. Greenery in the form of thin, raised planters line the edge of the parking garage and at the western end to add more texture and interest at a pedestrian level. Public art populates the face of the parking garage enhanced with murals, 3-d sculptures, interactive artwork, and lighting. Street art at each end of the alleyway provides visual cues to vehicles and pedestrians that there is an interest and to help mitigate conflicts.

## PRELIMINARY CONCEPTS - PHASE 2

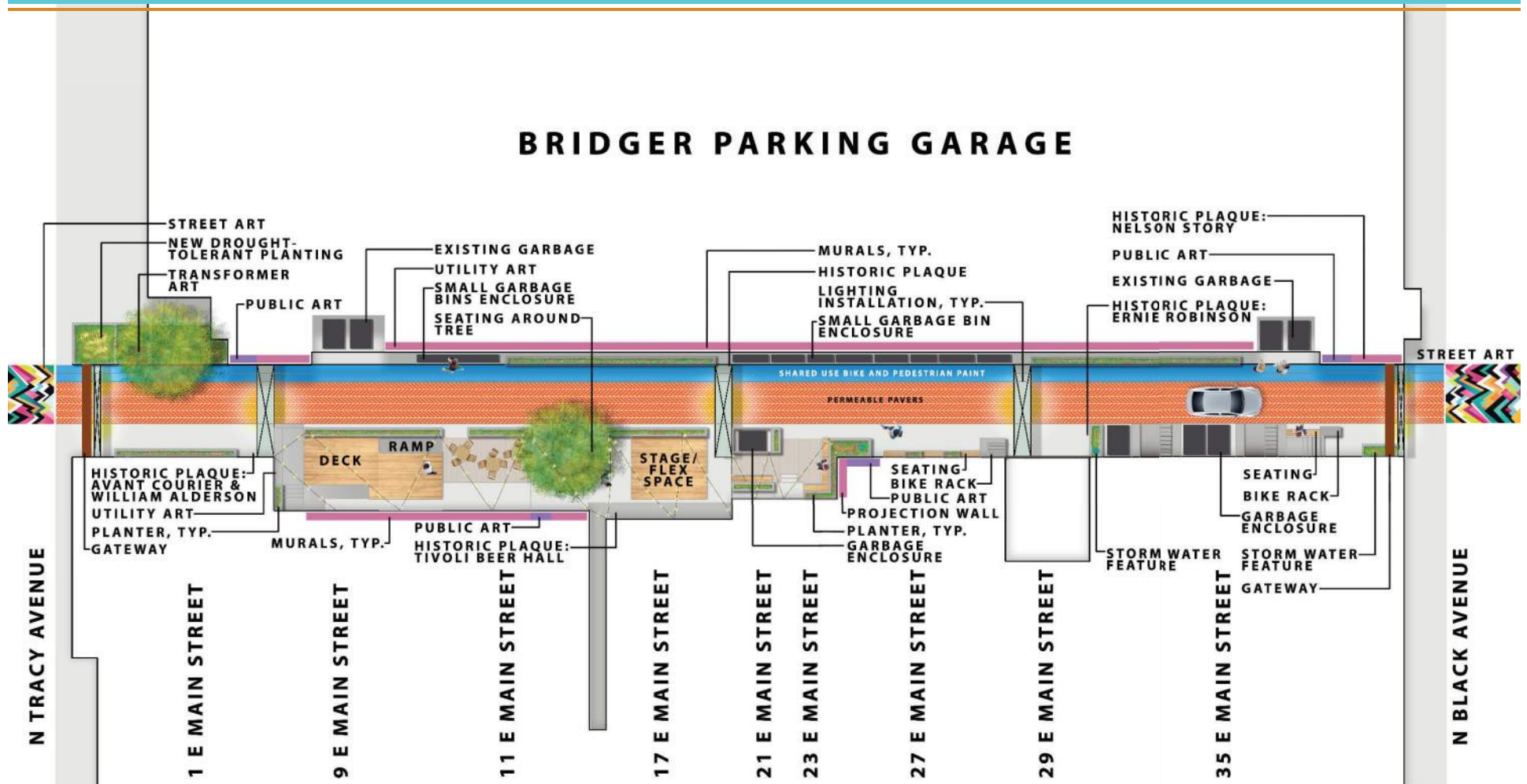


### PRELIMINARY STUDY - PHASE 2

Phase 2 utilizes the framework of Phase 1 with the addition of a raised deck with an accessible ramp surrounded by planters and catenary lighting, and a seating area framing a projection wall for video events. Pockets of elevated planters, public art, and additional seating enhance underutilized areas throughout the alleyway. Larger garbage bins could be consolidated and hidden behind pull down doors to mitigate the visual impacts and smell. Lighting installations provide additional security and visual interest during dusk and nighttime activities.



## PRELIMINARY CONCEPTS - PHASE 3



## PRELIMINARY STUDY - PHASE 3

Phase 3 utilizes both the public and private areas to develop spaces that celebrate the alleyway as a unique space within the downtown area that would draw people, families, and tourists to adjacent businesses. This study provides opportunity for a variety of activation events and encourages people to linger and explore the diverse artwork, installations, and historical aspects of the alleyway. Additional spaces were developed for decks and patios to provide a space separated from vehicular traffic. A variety of tables and seating encourage people to relax and enjoy a distinctive setting, allowing people to reconnect and converse. Additional lighting provides a higher level of safety and visual interest during the night, and a variety of artwork boosts pedestrian and tourist interest in the downtown area. Greenery provides a softer, more welcoming feel to the alleyway and allows for an educational component in stormwater treatment, highlighting the City's effort to promote sustainable water use practices.

## PUBLIC OUTREACH - SURVEYS

Q1: "Do you currently use the alleyway as a form of access between N. Black Ave. and N. Tracy Ave?"

127 RESPONSES

**YES** 76% **NO** 24%

RESPONDENTS LIVE IN BOZEMAN

**YES** 95% **NO** 5%

Q2: "If yes, how do you currently use the alleyway as a form of access between N. Black Ave. and N. Tracy Ave?"

**VEHICULAR ACCESS & PARKING** 28%

**PEDESTRIAN THOROUGHFARE** 77%

**BICYCLE THOROUGHFARE** 30%

**RESTAURANT ACCESS / PATIO** 37%

**BUSINESS ACCESS** 29%

**RESIDENTIAL ACCESS** 0%

**OTHER:**

"Skateboarding thoroughfare, but ground is rough"

"My access is occasional, but do enter some of the businesses through the alley"

Q3: "If you do not currently use the alleyway, why not?"

"I'm a senior and want to be sure of even footing, good lighting, and all around safety"

"Delivery trucks always seem to be blocking it and also they are so full of pot holes"

"I like walking on the main streets, more to look at."

"Not inviting"

"I use it but it's creepy and smells"

"I'm not downtown often and I prefer to walk on the main sidewalks."

Alley often smells bad and isn't appealing"

"It can be a little creepy sometimes, and also often blocked by delivery vehicles"

"It's rare, but I will if going to Plonk"

"No reason to drive down alley which is usually congested anyway."

"It's usually crowded with trash dumpsters and other obstacles"

"Not enough room when a large delivery truck goes through"

"Using car or bike on street"

"I rarely come downtown because it's very difficult to find parking for by Suburban"

"More pleasant alternate routes"

"I don't have any reason to go back there and it's not attractive"

"It smells bad"

"Too dirty and poorly lit"

"Main entrances are not there, would be interested in split retail front business as a possibility"

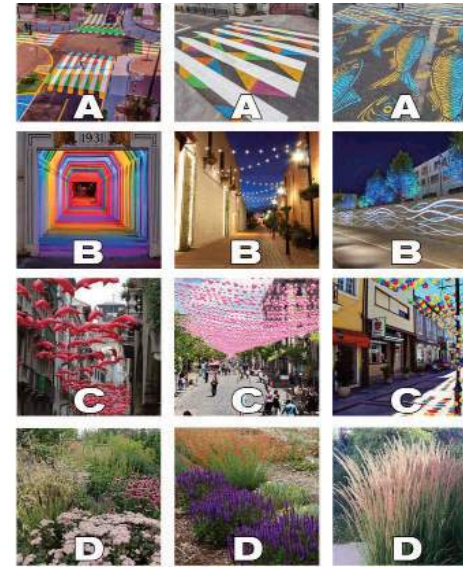
"It's smelly and loud for walking and narrow for driving"



## PUBLIC OUTREACH - SURVEYS

Q5: “What are your TOP 2 favorite programmatic elements that you would like to see in the alley?”

<b>LIGHTING</b>	<b>81%</b>
<b>GREENERY - PLANTS</b>	<b>57%</b>
<b>OVERHEAD INSTALLATIONS</b>	<b>33%</b>
<b>STREET ART</b>	<b>30%</b>



Q6: “What are your TOP 2 favorite programmatic elements that you would like to see in the alley?”

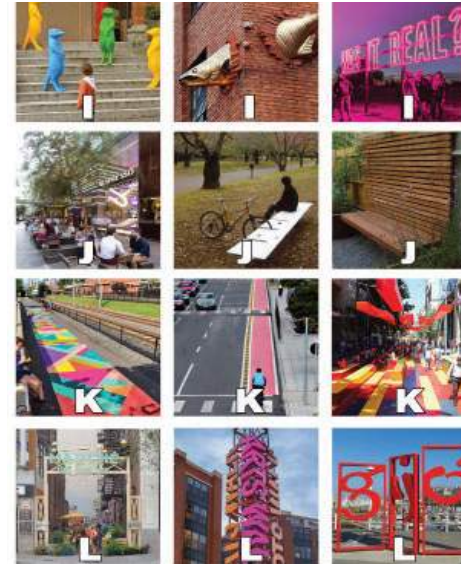
<b>PLANTERS</b>	<b>61%</b>
<b>STORMWATER TREATMENT</b>	<b>54%</b>
<b>MURALS</b>	<b>46%</b>
<b>INTERACTIVE MURALS</b>	<b>39%</b>



## PUBLIC OUTREACH - SURVEYS

Q7: “What are your TOP 2 favorite programmatic elements that you would like to see in the alley?”

<b>SEATING</b>	<b>58%</b>
<b>GATEWAY ELEMENT</b>	<b>56%</b>
<b>PAVEMENT LANE DELINEATION</b>	<b>44%</b>
<b>3-D ARTWORK</b>	<b>40%</b>



Q8: “What are your TOP 2 favorite types of public art that you would like to see in the alley?”

<b>MURALS</b>	<b>57%</b>
<b>LIVING ART</b>	<b>52%</b>
<b>LIGHT ART</b>	<b>51%</b>
<b>STORMWATER ART</b>	<b>36%</b>
<b>ARTISTIC SEATING</b>	<b>33%</b>
<b>SCULPTURES</b>	<b>20%</b>
<b>STREET PAVING ART</b>	<b>16%</b>
<b>VIDEO PROJECTIONS</b>	<b>6%</b>
<b>NEON</b>	<b>5%</b>

### OTHER:

“Live theater events”

“Skate dots: small city approved skate features, designed in collaboration with local skateboarders”

“Excellent lighting and even surfaced footing”

“Bozeman related items - MSU”



## PUBLIC OUTREACH - SURVEYS

Q9: "What activation elements would you like to do in the alley?"

POP UP EVENTS	55%
FOOD VENDOR EVENTS	58%
FARMERS MARKET NIGHT	52%
OUTDOOR DINING / SEATING	50%
PEDESTRIAN ONLY NIGHT	48%
LIVE MUSIC EVENT	44%
HOLIDAY EVENTS	34%
MOVIE NIGHT	15%
KIDS' NIGHT	14%
OPEN MIC NIGHT	12%

### OTHER:

"Saturday morning bazaar"

"Treasure hunts"

"Art Walks"

"Family oriented. We used to love music on main years ago when it was by First Security. Bar crowd seated on main, families sst in the grass. Now we don't attend"

"Love all of these ideas! Especially the Farmers Market, outdoor dining and Holiday Events"

"To me activation comes from the feeling of safe travels by the pedestrian first, then as uses are appropriate then events could crop up."

"Wine tasting"

Q10: "Do you have any concerns or issues with the alley?"

"People turning into it too quick in their vehicles. I've nearly been hit a few times"

"Would love a light installation just for extra safety at night"

"Have you ever considered what your ideas would be like at -45f or blowing snow? I speak from experience in the winter of '64!"

"I'm concerned that this will push the delivery trucks onto the streets (more) and worry about overnight loitering. I think the alleys should remain utilitarian"

"Does not currently serve well for other than utility vehicles."

"Would not want to see vehicle circulation improved over creating a vibrant pedestrian space."

"I believe the alley and others like it should be pedestrian only."

"Currently feels oriented towards vehicular / service traffic."

"Lighting at night; would prefer no cars for ped and bike access"

"Maybe just being aware if there are residences above? Not disturbing them too much"

"Dumpsters (specifically restaurant dumpsters are not attractive and they smell bad"

"If there were to be seating, I would worry about homeless people congregating in this alleyway."

"Seems like businesses on this alley will still want/need access to their businesses from the alley, so wouldn't want to lose the ability for practical use for cars and delivery vehicles. If we push these uses to Main Street, I think we will be adding to the growing congestion issues."

"Making sure it can be used for emergency vehicles and garbage to pick up"

## PUBLIC OUTREACH - MAIN IDEAS TO BE INCLUDED IN CONCEPT PLAN



### IDEAS FROM THE PUBLIC OUTREACH, OWNER SURVEYS, AND CITY OF BOZEMAN MEETING:

The team began the design process by introducing the project to the City and Agency staff to obtain regulation and code information related to Bozeman alleyways in order to maintain accessibility, provide maintenance access to existing utilities, determine restrictions within the travelway, and to see what design options were practicle and feasible.

#### Key City of Bozeman Takeaways:

- Maintain a minimum of 16' width for trucks, vehicles, and emergency access.
- Maintain a minimum of 16' height for garbage trucks and fire trucks to access bins and buildings.
- Delivery trucks and garbage trucks tend to run into planters and elements within the travelway or in tighter areas.
- Maintenance agreement will be necessary for public art on City property.

#### Key Owner and Lessee Takeaways:

- Pedestrian traffic should still be directed towards main street.
- Deliveries and pick-up will need to be maintained, hours may vary depending on business and time of year.
- Parking spaces should be maintained.
- More greenery in the alleyway would be more appealing.
- Most owners would be open to consolidating garbage bins to reduce the number and help with the smell.
- Owners would consider closing the street for pedestrian events or activation events, if delivery timing was coordinated.

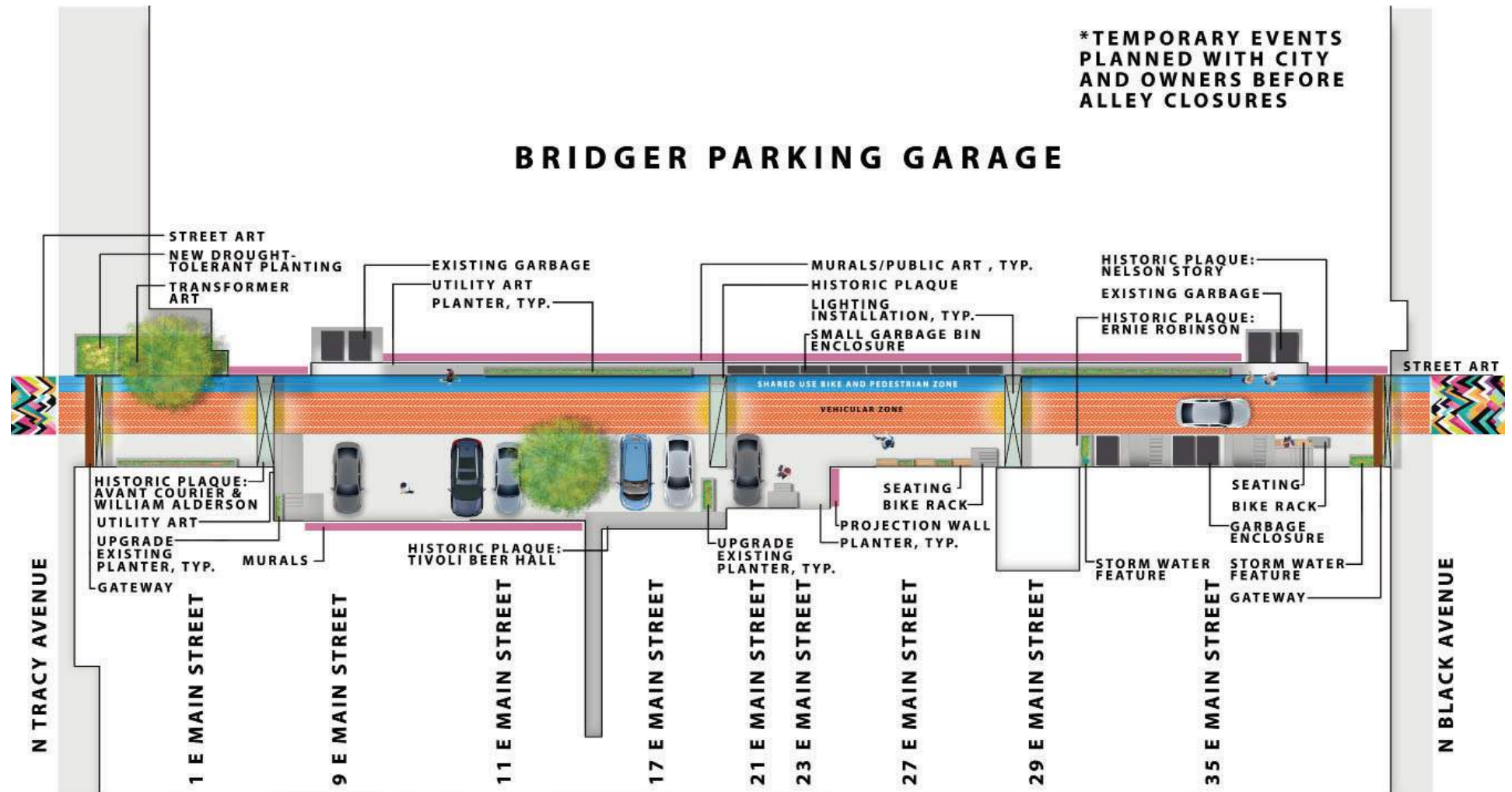
#### Key Public Outreach Takeaways:

- Pedestrian access would increase if there was better lighting and made safer to reduce vehicle conflict.
- Concern for safety and increase of homeless people if improved.
- Increase in pedestrian use if the alleyway was more interesting and more activation events occurred in the alley. Family oriented events recommended.
- Favorable interest in adding public art, greenery, stormwater treatment, seating, and reducing garbage impacts.





# FINAL CONCEPT PLAN





## FINAL CONCEPT PLAN - PHASE 1 IMPLEMENTATION

The Final Concept Plan is an extension of the Phase 1 Preliminary Study, public outreach comments, owner survey comments, and City regulations. Based on the responses the plan mainly focuses on improvements within the public right of way to enhance the alleyway without impacting daily functions of the businesses.

Vehicular traffic will remain accessible in both directions, with pedestrian and bicycle movement encouraged towards the northern side (garage side) of the alleyway. Garbage bins and dumpsters will be consolidated to minimize the number, with the smaller bins contained in an area next to the garage. Larger bins will be hidden behind rolled doors to provide a more cohesive look to the mural program, reduce smell and debris, and to minimize unauthorized dumping.

Public art installations will emphasize murals, 3-d artwork, interactive murals, sculptures, and temporary installations along the face of the parking garage. Artistic components can also be incorporated into seating, raised planters, and stormwater treatment elements.

Plaques placed at significant historic spots along the alleyway provide an educational component to the history of the alleyway, highlighting architecture, people, and the City of Bozeman.

Lighting from above and along the face of the garage will provide additional safety and visual interest throughout the night and can be converted to different patterns and colors depending on the season or for particular events.

Planting containers and areas provide a natural connection throughout the alleyway and add habitat and aesthetic benefits to balance the hardscape. Additional vegetation in existing concrete planters and in the planter bed along N. Tracy Ave. provide seasonal interest to the private areas and emphasizes drought tolerant planting schemes.

Proposed activation events within the alleyway could include pop-up events, alleyway closures for weekend or nighttime activities, support business sales, or to supplement Main Street events.







N. BLACK AVE ENTRANCE - SUMMER





N. BLACK AVE ENTRANCE - WINTER





N. TRACY AVE ENTRANCE - SUMMER





MID BLOCK VIEW - RAISED DECK AREA





### MURALS AND STREET ART

Murals provide vibrant, distinctive, and interesting elements to an alleyway. They can be applied to multiple surfaces and items allowing for flexibility in locations and sizes to fit the space. The artwork can be permanent or temporary depending on the duration of the installation, but the intent for the alleyways in Bozeman are to create major long-lasting pieces with minor temporary pieces to keep the artwork iconic and inviting. Street art provides a visual cue to vehicles and pedestrians that there is a crossing between the alleys, and to encourage people to enter the alleyways which will activate the spaces. The street art can also act as connectors throughout the downtown system providing a continuous theme of artwork leading from one block to the next.



### INTERACTIVE ART AND SCULPTURES

In the age of social media and apps promoting pictures, interactive artwork allows people to enjoy and interrelate with the art inviting more individuality and engagement. Posting pictures on social media platforms promotes the City and individual artists, and if sponsored, supports a local entity. Sculptures provide a three dimensional quality to the artwork allowing the pieces to occupy different planes of the spaces, and encouraging people to look around to surfaces not typically used in urban areas. It also opens up the opportunity to highlight different types of artists in the alleyway design.



## DESIGN TOOLS- FURNISHINGS



### FURNISHINGS

Furnishings such as seating, tables, and benches allow people of all ages to search for a comfortable location to sit and enjoy the space or interact with their family or friends. Properly located, furnishings can be a respite from the sun or a place to escape from the urban context.

Seating can be employed to fit a variety of spaces, allowing for multiple people to congregate in one area, or to sit with social distancing in mind, but provides underutilized areas of alleyways to be activated and developed for social interaction.

Tables offer places for people to eat and drink, study or read, play games, or to sit and enjoy watching activities and people in the alleyway. A variety of surfaces and heights allow for people of all ages and abilities to utilize the amenities



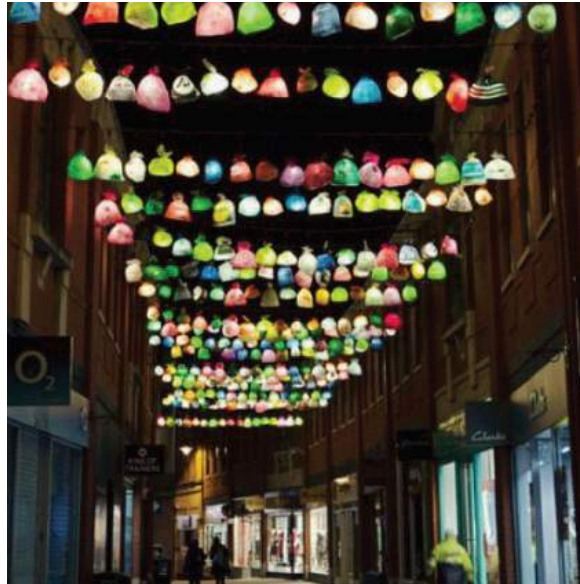
Bike racks foster green transportation and an alternative way for people to move through the City. Offering several locations and types of bike storage encourages people to utilize the alleyway and provides a safe place to store their bikes. Bike racks are also another opportunity to express creativity and tie into the theme of that particular alleyway, making it more exciting and interesting as you ride or walk through.





### LIGHTING

Lighting provides a way to enrich an alleyway with a variety of applications from overhead catenary lights to washes of color over solid surfaces. It can be utilized to increase safety throughout the alleyway allowing people to walk or bike safely from one block to the other during the evening and winter months, but it also provides a flexible way to add interest and an artistic touch to the alleyway depending on the application and direction of the lights. Overall lighting can dictate the mood of a space depending on the design and can make it dreamy and soft, or lively and exciting, matching the design intent of the area.







### GREENERY

Trees and vegetation are soft and appealing and provide a pedestrian level of interest in an alleyway. Plants soften up a space, and brighten our senses in a visual, textural, and olfactory manner along with adding seasonal interest as the weather changes. They also provide a secondary benefit of providing habitat for animals and insects in an urban environment, increasing the chance for ecological diversification and habitat availability.

Plants in an alleyway signal a space that is friendly and inviting, and people are drawn to nature in an urban context which can help increase mental health and happiness. Bozeman is surrounded by natural amenities and by including vegetation in the alleyways it ties into the complex ecosystems and supports the quality of life that draws people into the City.



Vegetation can also act as an educational component to the alleyway by providing an alternative way to treat stormwater through raised bio-retention planters that treat the water through a series of natural cleansing layers. Drought tolerant planting reinforces the need to conserve our water supply that can vary depending on yearly rainfall, and teaches people what plants are successful in a drought tolerant planting scheme.



# DESIGN TOOLS- WAYFINDING & INTERPRETIVE SIGNAGE



## WAYFINDING AND INTERPRETIVE SIGNAGE

Signage is critical to signify directional, wayfinding, and interpretive guides in an alleyway. Due to the multi-functional aspect of Bozeman alleyways it is beneficial to identify multiple transportation uses so that vehicles, pedestrians, and bicyclists can move throughout the alleys safely and conflicts and accidents can be minimized. Historical applications can be enhanced and captured in a variety of types of signage, highlighting particular events, architectural details, or ghost signs that are abundant throughout the Bozeman alleys. Signage also have the flexibility to be installed on buildings, ground mounted, or on the paving which allows for different interpretations depending on the context and information needed to be conveyed.





## DESIGN TOOLS- PAVING TREATMENTS



### PAVING

Paving in alleyways is dependent on the type of traffic, level of use, and ability to withstand environmental fluctuations. Bozeman alleyways need to remain functional for utilitarian uses so paving treatments need to withstand semi-trucks, delivery trucks, typical vehicle use, and pedestrian and bicycle use. Factors to also consider are availability of different types of materials, monthly or yearly maintenance needs, and snow plowing during winter months.

Alleyways are an opportunity to integrate storm-water treatment options with permeable pavers, bioretention, and alternative permeable surfacing such as permeable asphalt and concrete as it becomes available locally.



Aesthetically, alternative paving options can provide a welcoming and visually appealing area to walk into and designate the spaces as different from Main Street or surrounding streets throughout Bozeman, instigate more pedestrian activity. Brick and stone pavers tie into the historic feel of downtown areas and were often used to provide a more solid and durable surface for horses and cars to drive on.



# DESIGN TOOLS- 2020 TYPICAL COSTS

## DESIGN TOOLS OPINION OF PROBABLE COSTS - BASED ON 2020 UNIT PRICES

Murals and Street Art	Est. Material Cost (Ea)	Artist Fee**	Total
4 x 8 Mural (original on concrete*)	\$400	\$1,000	\$1,400
5 x 10 Mural (original on concrete*)	\$600	\$1,500	\$2,100
4 x 8 Mural (digital print on aluminum panels**)	\$350	\$1,000	\$1,350
5 x 10 Mural (digital print on aluminum panels**)	\$700	\$1,000	\$1,700
Painted Street Art - One lane width x 20' length	\$2,000	\$2,000	\$4,000
Duratherm Street Art - One lane width x 20' length	\$10,000	\$1,000	\$11,000
Sculpture (bronze)	\$3,000	\$1,000	\$4,000

\* Includes graffiti coating

\*\* Artist fee determined by size and type of installation and may change

Prices do not include installation costs for contractors, hardware, support, structural calculations, or fastening units,

Furnishings	Est. Material Cost (Ea)	Artist Fee	Total
Wood bench (4' long)	\$800		\$800
Metal bench (manufactured)	\$1,200		\$1,200
Metal bench (custom)	\$1,500	\$500	\$2,000
Bike rack (manufactured)	\$750		\$750
Bike rack (custom)	\$1,500	\$500	\$2,000
Wood Table and Seating (4' x 4', manufactured)	\$1,200		\$1,200
Metal Table and Seating (4' x 4', manufactured)	\$1,500		\$1,500

Prices do not include installation costs for contractors, hardware, fastening units, or upgrade to surfaces to allow mounting

Lighting	Est. Material Cost (Ea)	Artist Fee	Total
Surface Mounted Fixture - Safety Lighting	\$500		\$500
Surface Mounted Fixture - Decorative	\$800		\$800
Catenary Lighting (10' x 10' area)	\$600		\$600
Artistic Overhead Lighting	\$3,000	\$1,000	\$4,000
Artistic Surface Mounted on Pole	\$4,000	\$1,000	\$5,000
Artistic GoBo Canister Lighting	\$2,000		\$2,000

Prices do not include installation costs for hardware, support, structural calculations, lighting studies, conduit and trenching, or transformer upgrades

Greenery	Est. Material Cost (Ea)	Artist Fee	Total
Metal Raised Planters with Vegetation (3'l x 1'w x 2'h)	\$600		\$600
Wood Raised Planters with Vegetation (3'l x 1'w x 2'h)	\$500		\$500
Hanging Baskets	\$250		\$250
10g Perennial	\$15		\$15
1g Perennial	\$8		\$8
Living Wall 4' x 8'	\$4,000		\$4,000

Prices do not include installation costs for design, contractors, soil, amenities, irrigation, or water lateral or main installation

Wayfinding & Interpretive Signage	Est. Material Cost (Ea)	Artist Fee	Total
Bronze Plaques (1' x 1.5' or 1.5' dia.)	\$600	\$250	\$850
Wood Vertical Sign (1'w x 5'h)	\$1,500	\$500	\$2,000
Metal Vertical Sign (1'w x 5'h, corten steel)	\$2,500	\$500	\$3,000
Corten Steel Laser Cut (1'w x 5'h)	\$1,800	\$500	\$2,300

Prices do not include installation costs for hardware, support, structural calculations, concrete pad

Paving Treatments	Est. Material Cost (Sf)	Design Fee	Total
Cobble Pavers	\$30		\$30
Brick Pavers	\$20		\$20
Permeable Pavers	\$45		\$45
Concrete Pavers	\$35		\$35

Prices do not include installation costs for design, base materials, header, contractor, permitting



N. BLACK AVE ENTRANCE - SUMMER / NIGHT