



BOZEMAN COMMUNITY PLAN



APPENDIX A



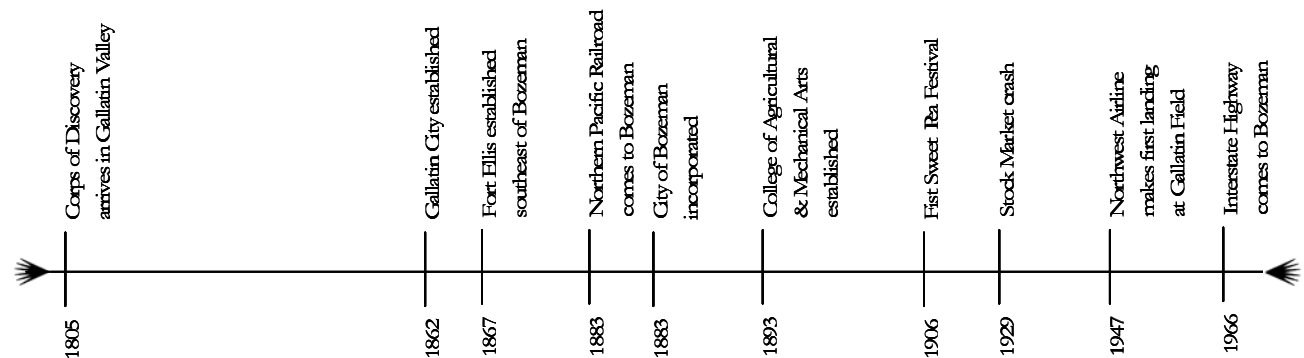
Background Information

A.1 HISTORICAL PERSPECTIVE

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

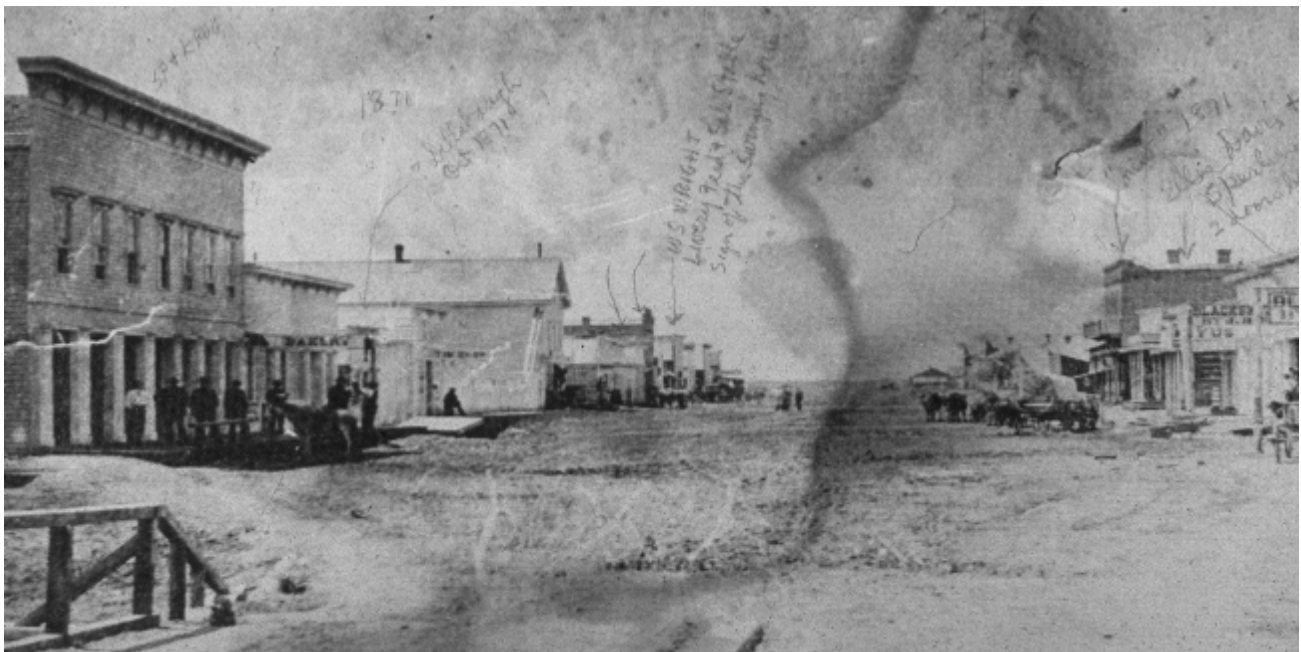
Meriwether Lewis arrived at the Three Forks of the Missouri River on July 28, 1805. Lewis described the Gallatin Valley as “a smooth extensive green meadow of fine grass in its course meandering in several streams...and a distant range of lofty mountains ran their snow clad tops above the irregular and broken mountains which lie adjacent to this beautiful spot.” Nearly one year later, William Clark's expedition, with the navigational assistance of Sacajawea, a Bannock/Shoshone Indian, ascended the Gallatin River and observed: “several leading roads which appear to a gap in the mountains,” which is now known as Flathead Pass. At the recommendation of his native guide, Clark traveled east through what later became known as Bozeman Pass, eventually making his way to the Yellowstone River drainage and beyond.

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



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

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



Main Street in Bozeman, circa 1868

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

Although Bozeman was unusual in that it did not owe its life to the railroad, the Northern Pacific dramatically changed the Gallatin Valley, even prior to its arrival there. Until the coming of the railroad, the Valley's commerce with the rest of the nation was possible only by freighter – south to Corinne, Utah, on the Union Pacific Railroad, or North to Fort Benton, Montana, on the Missouri River. Thus, following confirmation that the railroad would traverse the Valley on its trek to the West Coast, local anticipation reached a fevered pitch. Area farmers and ranchers, many of whom had become painfully aware of the economic disadvantages of their geographic isolation from eastern population centers, perceived the railroad as nothing less than the key to progress for the Bozeman area.

Almost immediately, local expectations were fulfilled as railroad optimism sparked a prolonged redefinition of the region's character, appearance, and quality of life. Confident that the railroad's arrival would spark a major building and settlement boom in Bozeman, Nelson Story and local partners Walter Cooper and John Dickerson platted Park Addition, one of the largest subdivisions on Bozeman's affluent southern side. The East Side (later Hawthorne) School at 114 North Rouse, the Masonic Lodge at 137 East Main, the Lamme Building at 29 East Main, and the Spieth and Krug Brewery at 240-246 East Main were constructed in 1883. The City of Bozeman was incorporated later that same year in celebration of the fact that the region was no longer circumscribed by the limitations of geographic isolation. "We may now feel that we are part of the great world's business activities," proclaimed Judge H.N. Maguire. And, indeed, to many local residents the possibilities seemed endless.

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

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

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

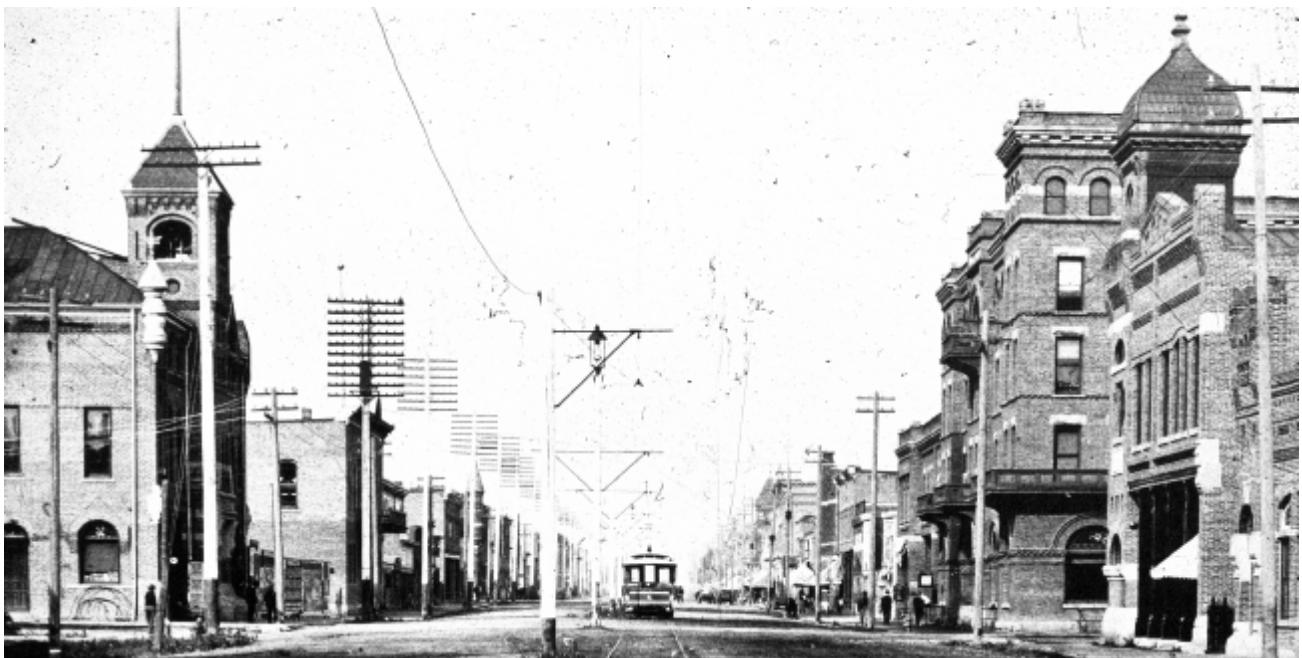
The ongoing transformation sparked by the railroad boom was truly remarkable. Fred M. Wilson, traveling correspondent for the *Helena Herald*, reported that

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

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

In addition to these ambitious projects, Bozeman also witnessed other significant steps toward sophistication between 1889 and 1892. Community boundaries were officially extended into surrounding farmlands in an effort to make the City look larger on paper than it was in actuality and, therefore, more impressive to Montana's voters. In a further effort to make Bozeman appear ready for the capital designation, the "Capitol Hill Addition" was platted in 1890, and South Eighth Avenue was laid out as a boulevard leading up to the intended site of the capitol. Electric lights were installed on the City's main thoroughfares in 1891, and an extensive local streetcar system was established the following year. The Northern Pacific Railroad also constructed a brick passenger depot at 829 Front Street in 1892.

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



Main Street in Bozeman, circa 1893

Despite this and other bold efforts at self-promotion, when the ballots were counted in 1892, Bozeman took fourth place with 7,636 votes, behind Butte, Anaconda, and Helena with 7,757, 10,147, and 14,032

votes respectively. Although a great deal of time and effort went into Bozeman's bid for the capital, local residents were not discouraged following their defeat. The Bozeman Weekly Chronicle positively asserted that "the capital contest has been the means of attracting a great deal of favorable attention to Bozeman and the money spent is by no means wasted."

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

The advent of dry land farming techniques, which were aggressively promoted by the new agricultural college, coupled with an ongoing homestead boom, dramatically increased Bozeman's population from 3,419 in 1900 to 5,107 in 1910. These demographic changes, in turn, reaffirmed Bozeman's advantageous position as a regional supply center, inspiring numerous changes in the architectural character of the community. As early as 1907, a surplus of hard milling wheat was, for the first time, available for shipment to markets outside of Montana. This reality prompted the Chicago, Milwaukee and Saint Paul Railroad to gain access to Bozeman in 1911—a development that further bolstered the local agricultural economy.



Bird's eye view of Bozeman, circa 1900

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

referred to as the “Sweet Pea Capital of the Nation.” The industry thrived in the Gallatin Valley until the mid-1950s, employing hundreds of local residents, particularly women.

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

Due largely to the established relationship between agricultural pursuits and the Valley’s two transcontinental railroads, the Bozeman area survived the Great Depression better than most, and continued its historic precedent of economic expansion throughout its 1930-1950 Nationalization Phase of Development. Like other places across the nation, Bozeman faced many challenges following the Stock Market Crash of 1929; but, for the most part, the town of nearly 7,000 fared comparatively well. Local newspaper headlines on January 1, 1930 optimistically proclaimed: “All signs point toward continuance of prosperity...Nothing in the present situation that is menacing or pessimistic...Agriculture in better condition than ever.”

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

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

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

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

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

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



Main Street in Bozeman, circa 1940

The end of the war and the return of veterans brought ever-increasing activity to Bozeman. The effects of the 1944 G.I. Bill of Rights stimulated further growth at the college and in the housing industry. Local responses to shortages in housing supply prompted the development of wood product industries such as the Idaho Pole plant, which was established in 1946, and the pulpwood industry, started at Gallatin Gateway in 1947. Together these and other developments helped ensure the continuing expansion of Bozeman and its institution of higher learning, Montana State College.

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

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

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

Meanwhile, others discovered the Bozeman area. Northwest Airlines made its first landing at Gallatin Field on June 22, 1947, and for the first time, commercial plane service conveniently connected the Gallatin Valley with the rest of the world. Like the railroads, airlines further encouraged tourism and the more recent phenomenon of living in Bozeman and working elsewhere.

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

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

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

Despite brief declines, population in the Bozeman area increased during the last thirty years. From 1971 to 1975, the number of Bozeman residents increased four to five percent. Even more pronounced growth was witnessed in the area immediately adjacent to the City limits. Within a four-and-a-half mile radius from the City limits, population jumped eighteen percent during the period, with four thousand acres of farmland turned into housing tracts. Between 1980 and 1990, Gallatin County's population increased another 17.7 percent to 50,463. During the next five years, the County's population grew again to 59,406, with an average annual increase of 3.4 percent, the highest increase in Montana. Between 1980 and 1990, Bozeman's population grew a healthy 4.7 percent.

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

Under these development pressures, farming in the Bozeman area has steadily declined. Local agribusiness has been increasingly supplanted by new economic stimuli – especially recreational tourism and real estate development. In 1950, 1,129 farms and ranches dotted the Gallatin Valley. By 1992 that

number had dropped to 798. Between 1978 and 1992 alone, Gallatin County saw a 21.3 percent decrease in acreage devoted to farmland, according to the United States Census of Agriculture. In the five-year period between April of 1993 and April of 1998, an estimated 9,230 acres were developed in the Gallatin Valley and outside the City limits of Bozeman.



North 7th Avenue, circa 1970

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

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

Montana's counties in annual average wage earned per capita. The larger concern now is the rapid increase in the cost of living – and specifically the cost of housing – in the City relevant to increases in wages and per capita income.



Main Street, circa 2007

A key component of Bozeman's health local economy has been the establishment of many high-tech businesses in the Gallatin Valley. Providing generally higher wages, these clean industries are widely regarded as examples of desirable economic development that is in many ways compatible with the much-cherished natural amenities that southwest Montana offers to its residents and visitors. The local economy has also been fueled in recent years by the construction industry and businesses that support that industry such as building supplies, banking and financial services, and landscaping material suppliers and installers. The construction industry is booming not only in Bozeman but also in the Big Sky area, however most construction materials destined for Big Sky pass through Bozeman.

The ongoing changes in Bozeman's character and appearance that have typified the postwar period continue unabated. This process of transformation was expressed by the September of 1995 completion of the North 19th Interchange. Anticipation of the development and its actual realization stimulated tremendous growth in the northwestern portion of the City. Moreover, the commercial center of the City appears to be shifting from Downtown and North Seventh Avenue to this new corridor. Some have estimated that the commercial acreage already platted and approved on North 19th is equal to more than ten times the commercial acreage of Downtown Bozeman. Present day debates on sprawl, impact fees, sustainable development, and smart growth policies have, to a great extent, been influenced by the ongoing maturation of the North 19th corridor. The long-term implications of this and other related developments are only now being realized and will likely have a profound impact on Bozeman in the coming century.

There are many forces shaping the future of the City. The quantity and quality of water is becoming of utmost importance. As the West, including Montana, becomes increasingly warmer and drier water supply issues will inevitably arise. Demographic change will also lead to a future Bozeman that is different from today. For example, instead of a community for the young to study and play, Bozeman is increasingly becoming a retirement haven. In 2007, US New and World Report listed Bozeman in the Top 10 places to retire. An aging population translates into changes in the way we provide housing, transportation, and services. The community continues to be interested in high quality development that protects and reflects Bozeman's unique character. Finally, Bozeman possesses many of the qualities people seek in the communities where they live and work. These include: clean air, good schools, access to recreational activities, low crime, and an attractive downtown. These amenities will continue to attract people to our community. The challenge will lie in accommodating growth and change while protecting the very qualities that brought people to Bozeman in the first place.

A.2 PHYSIOGRAPHY

A.2.1 GEOLOGY AND STRUCTURE

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

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

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

Available subsurface information indicates that a fault system exists along the front of both the Bridger and Gallatin Ranges. The mountains of the Gallatin Range are composed of Precambrian gneiss and some unfaulted blocks of Paleozoic and Mesozoic rocks. The rocks are tightly folded and severely crumpled in places; yet, a general east-west trend is recognizable. The Gallatin River Canyon separates the Madison Range on the west from the Gallatin Range on the east. Structurally, however, the two ranges are segments of the same mountain unit. This unit bounds the Gallatin Valley on the south.

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