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CHAPTER 1
INTRODUCTION

1.0 INTRODUCTION

Potter Clinton Development, Inc. has been contracted by the Bozeman Deaconess Health Services (BDHS) to prepare a Master Land Use Plan for the real estate holdings they own in the south eastern portion of the City of Bozeman (Figure 1-1). The objective of the Subarea Plan is to help BDHS create a plan which is credible, achievable, and based on solid background and economic logic to produce the highest and best use of the property, and to further the mission statement of BDHS.

Potter Clinton Development has had numerous work sessions with BDHS personnel and staff as well as City Planning and Engineering staff in order to prepare the Subarea Plan. In addition, several neighborhood meetings were held in order to discuss the process and implications of development with effected neighboring land owners and residents. Several special interest groups have also been contacted and consulted such as Gallatin Valley Land Trust (GVLT), Bridger Ski Foundation, Recreation and Parks Advisory Board, and the Friends of Burke Park.

The plan has been prepared in accordance with, and in favor of, the Bozeman 2020 Community Plan. The plan has been prepared to produce the following land uses on the BDHS holdings:

- Contiguous expansion areas for the existing Hospital and Hillcrest facilities.
- Hillcrest neighborhoods: residential cottages and bungalows associated with Hillcrest Senior Living.
- Multi-Use Campus: mental health facility, hospital facilities, and small Single household housing.
- Highland Mixed Use Village: mixed use commercial/residential lands with site for larger community sized commercial operations such as hotels, restaurants, grocery, offices, and retail as well as additional long term Hospital expansion lands.
- Neighborhood Services: smaller scale commercial and retail services, primarily to serve the immediate neighborhood areas.
- Highland Neighborhoods: standard residential neighborhoods with a variety of single family and multi-family residential land uses.
- Parks/open space and trails: a developed linear park along the glen with improved trails which will include year round activities.

The property is very unique in character and is located in a proximity to services and transportation corridors that make the property a very important and necessary in-fill development. Implementation of the plan will provide many residents with the opportunity to own a home within City limits and to live in a community that provides many of the needed services within walking distance.
The development of a commercial core in the southeast portion of Bozeman is a challenging task and one that will potentially change the dynamics of southeast Bozeman. The goal in developing the commercial core is to give residents of the southeast portion of Bozeman access to necessary services in closer proximity to their homes which will ultimately alleviate many of the negative impacts that arise when those services are located at greater distances across town.

Potter Clinton Development and Bozeman Deaconess Health Services are pleased to present the Bozeman Deaconess Subarea Plan. This Subarea Plan describes existing conditions and alternatives for development of the BDHS property.

1.1 SUBAREA PLAN JURISDICTIONAL AREA

All property within the boundary of the study area is in the Bozeman City limits and is therefore subject to the plan and the implementation strategies herein. Chapter 2 of this Subarea Plan provides a complete inventory of the lands included in the BDHS property and the Subarea boundaries.

1.2 BOZEMAN 2020 COMMUNITY PLAN

The Bozeman 2020 Community Plan, a growth policy for the City of Bozeman, was adopted by the City Commission on October 22, 2001. The Bozeman 2020 Community Plan is a long range plan that guides the development and public policy decisions which shape Bozeman's physical, environmental, economic, and social character. The Bozeman 2020 Community Plan includes all of the elements required by State statute including:

- Community goals and objectives;
- Maps and text describing an inventory of the existing characteristics and features of the Community;
- Projected trends for the life of the policy;
- A description of policies, regulations, and other measures to be implemented in order to achieve the goals and objectives;
- A strategy for the development, maintenance, and replacement of public infrastructure;
- A plan for implementing and updating the growth policy;
- A statement of how the governing bodies will coordinate and cooperate with other jurisdictions;
- A statement defining subdivision review criteria, and how the criteria will be applied; and
- A statement explaining how public hearings regarding proposed subdivisions will be conducted.
The 2020 Plan contains goals, objectives, and implementation policies for the following:

- Community quality;
- Housing;
- Land use;
- Economic development;
- Environmental quality and critical lands;
- Parks, recreation, pathways, and open space;
- Transportation; and,
- Public services and facilities.

### 1.2.1 State Statute

Section 76-1-601 (4) of the Montana Code Annotated (MCA) states that:

> A growth policy may (a) include one or more neighborhood plans. A neighborhood must be consistent with the growth policy, and (b) establish minimum criteria defining the jurisdictional area for a neighborhood plan.

### 1.2.2 Bozeman 2020 Community Plan - Neighborhood and Subarea Plans

In response to the above provision of State statute, the Bozeman 2020 Community Plan allows for and encourages the preparation of neighborhood and subarea plans. These plans are prepared for a portion of the entire community area and must be in conformance with the overall growth policy of the City. These smaller plans allow investigation of more detailed issues which would be a burden to examine in a community wide planning process. Because of the difference in scale between a City wide growth policy and the “neighborhood plans,” the smaller scale plans will rely on the basic background information prepared for the overall community growth policy such as population, projections, and the discussion of development trends. Therefore, it is expected that the time and effort required to prepare a neighborhood plan would be significantly less than that required for a community wide program.

Neighborhood and subarea plans allow for a greater degree of citizen participation in planning efforts which will directly influence their place of residence and work. These smaller scale plans allow local land owners, residents, and others most affected by the finer detail of the neighborhood plan, a greater autonomy than would be likely if those details were determined as part of a community-wide plan. The neighborhood and subarea plan will provide a context to evaluate development proposals and their relationship to the surrounding community. The principal focus is expected to be on a finer-grained land use pattern, parks and trail locations, and other land use concerns rather than on substantial policy requirements. Neighborhood and subarea plans are similar in use to community wide growth policies as both establish guidelines for the use of land. It is recognized that there are many different specific development proposals which can comply with those guidelines.
Although the process and preparation will remain largely the same, two different terms are used in this discussion - neighborhood plan and subarea plan. The chief distinction between the two terms is that a neighborhood plan refers to plans for relatively small areas which have largely been developed; over 50 percent built out as measured by the number or area of occupied developable parcels. A subarea plan refers to plans applying to largely undeveloped land; less than 50 percent built out as measured by the number or area of occupied or developable parcels.

Since neighborhood plans apply to developed areas, there is less of an opportunity to alter an existing land use pattern. Therefore, the creation of neighborhood plans is optional and provides a tool for neighborhood cooperation to focus on improvements to primarily existing conditions. A subarea plan is intended for areas where significant opportunity remains to shape a desired land use pattern and coordinate between existing and/or future developments. Areas of special concern for coordination are parks, trails, roadways, and utilities. A neighborhood plan should extend over an area of at least 160 acres, while a minimum area of 640 acres is preferred for subarea plans.

The same process of public involvement and opportunity for participation must be followed for specialized plans and community wide growth policies, although at a less intensive level for specialized plans. The opportunity of public involvement and participation does not compel participation, nor does someone's choice not to participate inhibit the eventual adoption of an otherwise acceptable plan.

A neighborhood or subarea plan must contain the following elements:

- A map showing the reasonably simple boundaries of the specific plan, with an explanation as to why those boundaries are appropriate;
- A description of specific goals to be achieved by the neighborhood or subarea plan, if goals specific to the area are developed;
- An inventory of existing conditions;
- A transportation network, including non-automotive elements, that conforms with adopted facility plans, reinforces the goals and objectives of the 2020 Plan, and connects the major features of the area such as parks, commercial areas, and concentrations of housing;
- Locations of parks of adequate area to represent at least 60 percent of expected parklands to be dedicated through development in the area. The parks shall be of a size and configuration which supports organized recreation activities such as soccer or baseball, as well as passive recreation;
- Location of various land uses including commercial, public, school locations if known, and residential activities.
After the preparation of the draft neighborhood or subarea plan, the Planning Board must conduct one or more public hearings on the proposal. The Planning Board will then forward the proposed plan to the City Commission for review. The City Commission must also hold one or more public hearings, and if it believes the plan to be consistent with the Bozeman 2020 Community Plan, may adopt the plan by resolution. In the case of any conflict between the Bozeman 2020 Community Plan and a neighborhood or subarea plan, the goals and other materials of the Bozeman 2020 Community Plan shall govern. If sufficient flaws with the plan are found, the City Commission may return it to the affected land owner/applicant or Planning Board for further work and review. Due to the size of the study area (approximately 580 acres), and because the area is largely undeveloped, this plan is considered a subarea plan.

1.3 Public Outreach and Participation

Early in the process, Potter Clinton Development worked with City Planning staff to determine the correct public participation process for this subarea plan. The City suggested holding meetings for area residents. Neighborhood meetings were all held at the Lindley Center at 7 p.m. on various dates. Different geographical areas were invited separately via written invitation sent by the City Neighborhood Coordinator, Tracy Ohlman. Figure 1-2 shows the geographic area and properties where owners were sent invitations. The mailing was sent to the addresses on record in the Property Tax Data Base. In addition, the City placed advertisements of the meetings in the Bozeman Daily Chronicle. All neighborhoods were presented with the same information and an agenda of the meetings is included in Appendix A. Attendees were given an opportunity to ask questions or make comments at the end of each meeting. City staff also attended all neighborhood meetings. Three separate meetings, according to geographical area, were held on the following dates:

- October 5, 2005; County residents and property owners located to the north and east of the property.
- October 12, 2005; County residents and property owners to the south and southeast of the property.
- November 2, 2005; City residents to the west and southwest of the property.

Generally speaking, all resident groups had many of the same comments and concerns. The biggest concern of area residents was additional traffic on area roads, addressed in the majority of comments during the meetings. Residents along Haggerty Ln and Bozeman Trail Rd expressed concerns about a wider road removing existing trees and shrubbery. Residents primarily using Highland Blvd were concerned about saving the existing paved trail as well as the overall roadway design. Road classifications and improvements identified in the Greater Bozeman Area Transportation Plan are discussed in more detail in Chapter 2.

The intersection of Highland Blvd and Main St was widely thought of by the residents as a failing intersection with the current traffic loads. Many residents discussed the peak hour traffic and indicated that additional turn lanes are greatly needed now. Residents of the Marwyn-Lindley neighborhood have expressed their frustration with “cut-through” traffic avoiding the Main Street/Highland Blvd intersection by traveling through their neighborhood streets. Other problem intersections which concern area residents include Haggerty Ln/Main St and Kagy/Highland Blvds. Chapter 2 provides additional detailed descriptions and discussion of these intersections and other traffic issues.
The possible extensions of Kenyon Dr and Maple St into the study area also raised concerns as the connection would result in increased through traffic on what are currently dead end streets used solely by the residents on that street.

Additional concerns expressed during the neighborhood meetings include development density, land uses, building heights in the commercial area, affordability of homes, trail design and routing, park access, light pollution, protection of the glen and its critical lands, and speed limits on surrounding roads.

Meetings were also held with GVLT, Bridger Ski Foundation, Recreation and Parks Advisory Board, and Friends of Burke Park. While all of these groups were given the same presentation as the neighborhood groups, the area of discussion centered on park and trail improvements. A more detailed discussion of parks and trails is located in Chapter 4.

There will be several more opportunities for public participation in the development process as the Subarea Plan is reviewed and adopted. Additional opportunities for involvement include Design Review Committee meetings, Planning Board public hearing(s), and finally the City Commission public hearing(s). Additionally, we have encouraged phone communications and one-on-one type meetings with interested parties as the planning process progresses.
CHAPTER 2
INVENTORY AND ANALYSIS

2.0 BACKGROUND INFORMATION
2.0.1 Existing Land Uses

There is one existing single household within the BDHS property boundary. It is located in the north central portion of the property and is part of a traditional farm operation. This complex of buildings is located on approximately 10 acres.

There is one retirement/assisted living facility within the study area operated by Bozeman Deaconess Health Services, d.b.a. Hillcrest Senior Living, LLC. The current facility provides an average of 126 senior citizens with a year-round residence in a 171,000 sf. multi-unit facility. There is an addition currently underway which will raise the total average number of residents’ to 166. The facility is located on the western edge of the study area and is comprised of approximately 16 acres including parking (approximately 200 spaces), maintenance and recreation facilities. The facility currently has 53 full time employees which will increase to 60 following the addition referenced earlier.
Bozeman Deaconess Hospital is an existing health care facility located in the northwest corner of the study area. The facility is run by Bozeman Deaconess Health Services and is a regional facility serving all residents in Gallatin, Park and Madison Counties. The facility sits on 28 acres including parking and maintenance facilities. The main buildings house 420,000 sf. of hospital services including 88 patient beds, and 200,000 sf. of doctor/professional office spaces. The campus includes 14.5 acres of parking lots (1,232 parking spaces), sidewalks and trails, with an additional 10.25 acres of maintained grounds. The facility currently has 898 employees.

The remainder of the study area, approximately 510 acres, is vacant and undeveloped land, almost all of which is leased as a farm unit.

The BDHS property is comprised of three tracts of record (C.O.S. 2047 tracts 1, 2, and 3) and related road rights-of-way (Figure 2-1). The following is a breakdown of the acreage involved and what portions are developed and vacant.

<table>
<thead>
<tr>
<th>C.O.S.</th>
<th>Total Acreage</th>
<th>Developed Portion</th>
<th>Vacant Portion</th>
</tr>
</thead>
<tbody>
<tr>
<td>2047 TR 1</td>
<td>66.52 ac.</td>
<td>19 ac (Hillcrest + Hospital Parking Lot)</td>
<td>47.52 ac.</td>
</tr>
<tr>
<td>2047 TR 2</td>
<td>32.56 ac.</td>
<td>25 ac. (Hospital Campus)</td>
<td>7.56 ac.</td>
</tr>
<tr>
<td>2047 TR 3</td>
<td>464.29 ac.</td>
<td>10 ac. (Historic Farm Complex)</td>
<td>454.29 ac.</td>
</tr>
<tr>
<td>R.O.W.</td>
<td>18.47 ac.</td>
<td>54 ac.</td>
<td>509.37 ac.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>581.84 ac.</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 2.0.2 Adjacent Neighborhoods

The study area is located in the southeastern portion of the City, with both County and City neighborhoods surrounding it. With the exception of some vacant ground on the south side of Kagy Blvd, the study area is surrounded by existing development and can be considered as infill. Figure 2-2 shows a recent aerial photograph of a large area around the BDHS property. The study area is the only significant undeveloped portion of ground in the southeast quadrant of the City.
Neighborhoods to the west include New Hyalite View, Grafs 1st and 2nd Subdivisions, and Highwood Estates. These are all city neighborhoods and are predominantly single household detached homes, with the exception of Highwood Estates which is attached single household condominiums. Burke Park (City park) is also situated to the west.

There are no large neighborhood areas immediately north of the study area. Lindley Cemetery and the Lindley Center (both City owned) are to the north of the study area on the west side of Highland Blvd. To the north, on the east side of Highland Blvd is a softball complex, a professional/doctors office complex known as the Northern Rockies Professional Center, and an affordable multi-household housing development known as Comstock Apartments which includes approximately 100 units. Further to the north are Interstate 90 and the Main St Exit ramp (Exit 309). A few rural (County) single household homes also are built between the interstate and the study area, in a geographically limited triangular area.

To the east and south is continued rural, County development. The lot sizes range from 1 and 2 acre tracts to 20 acre and larger tracts. Limited agricultural lands are located in the vicinity; however, the area is predominantly rural low density single household residential. All homes located in unincorporated County lands are on individual wells and septic systems. An undeveloped elementary school site is located on the southeast corner of the intersection of Kagy Blvd and Highland Blvd.

2.1 GROWTH POLICY DESIGNATIONS AND ZONING CLASSIFICATIONS

2.1.1 Bozeman 2020 Community Plan Designations

The Bozeman 2020 Community Plan designates the study area as being comprised of four different land use categories: Residential, Community Commercial, Regional Commercial and Services, and Neighborhood Commercial (Figures 2-3).

The vast majority of the property is classified as Residential. This category designates places where the primary activity is urban density living quarters. Other uses which compliment residences are also acceptable such as parks, low intensity home based occupations, fire stations, churches, and schools. The dwelling unit density anticipated within this classification varies. It is expected that areas of higher density housing would likely be located in proximity to commercial centers to facilitate the broadest range of feasible transportation options for the greatest number of individuals and support businesses within commercial centers.

Low density areas should have an average minimum density of six units per net acre. Medium density areas should have an average minimum density of 12 units per net acre. High density areas should an average minimum density of 18 units per net acre. A variety of housing types should be blended to achieve the desired density with large areas of a single type of housing being discouraged.
The existing hospital facilities are located in an area designated as Regional Commercial and Services. In the 2020 Plan, this category has the BDHS facilities listed as an example of Regional Services and goes on to state that it is necessary for these types of facilities to be located in proximity to significant transportation routes. Design guidelines should also be developed to ensure that the facilities are compatible with the remainder of the community. Appendix B contains the text of “Condition 21,” which is an agreement that was reached with the Recreation and Parks Advisory Board relating to design guidelines required for the hospital facility and future improvements. The area subject to the design guidelines of Condition 21 is shown in Figure 2-4.

The land directly across Highland Blvd from the existing Hospital campus is designated as Community Commercial. This designation includes basic employment and services necessary for a vibrant community. The scale of commercial operations is intended to be of a size that is capable of serving an area of several square miles and should include a broad range of services that could include retail, education, professional and personal services, offices, residences, and general service activities. This area is also to be integrated with significant transportation corridors including transit and non-automotive routes. Development should include multi-story buildings, with residences on the upper floors in some instances. These areas are usually 120 to 140 gross acres in size, however the site in this study area is smaller. When combined with the Regional Services designation above, the total commercial area approaches the targeted size.

On the southern boundary of the study area, on the north side of Kagy Blvd, there is also a Neighborhood Commercial designation. This designation is the smallest scale of commercial designation intended to serve the needs of neighborhoods in the immediate vicinity. A high level of bicycle and pedestrian transit opportunities needs to be available in order to connect the neighborhoods to the services without the need to use an automobile. Activities commonly expected in this classification are daycare centers, smaller scale grocery, bakeries, retail stores, offices, small restaurants, with residences above the other uses.

City neighborhoods to the west and southwest of the study area are designated Residential. County neighborhoods to the north, east, and south are designated as Suburban Residential. To the northwest is a large area of Parks and Open Space designated ground.

2.1.2 Zoning Classifications - 2020 Plan/Sub-Area Plan Comparisons

The study area is zoned entirely with City zoning designations (Figure 2-5). In some instances the zoning designations are not correctly aligned with the 2020 Plan designations. The following section provides a narrative of existing zoning designations on the property with a comparison to the 2020 Plan designations. Where applicable, the discussion includes potential zone change requests that will bring the zoning in line with the current 2020 Plan designations and the proposed Subarea Plan.
The majority of the property is zoned RS (Residential Suburban). This designation is intended for areas where environmental concerns limit the ability to construct the desired minimum density of 6 units per net acre. The lot size in this designation shall be 1 acre, unless otherwise approved through a Planned Unit Development (PUD) in which case marginally higher densities may be achieved. The allowable density in the RS designated area is contrary to the densities that the 2020 Plan calls for. In order to develop in accordance with the 2020 Plan, the RS zoning should be amended to other designations that would allow the desired densities, including a mixture of R-1(Residential Single Household, Low Density District), R-2(Residential Two Household, Medium Density District), R-3(Residential Medium Density district), and possibly R-4(Residential High Density District) zoning with higher densities being in closer proximity to the commercial areas and significant transportation corridors. This potential zone change request is contemplated in the proposed Subarea Plan.

The absence of zoning for commercial uses along Kagy Blvd is another inconsistency between the 2020 Plan and the current zoning designations. The Subarea Plan designates a small area north of Kagy Blvd as Neighborhood Commercial. An additional zone change will be necessary to designate an appropriate area for the uses anticipated in the Neighborhood Commercial designation, such as B-1(Neighborhood Business District). This zone change is planned for in the proposed Subarea Plan.

There is an additional residential zoning designation (R-3) on the west side of Highland Blvd. This designation is not in conflict with the 2020 Plan. R-3 is intended for one to five household residential structures. The proposed Subarea Plan does not contemplate a zone change for this area.

To the north of the existing R-3 designation, the study area is zoned R-O(Residential Office District), and includes lands the existing Hillcrest/Aspen Pointe facilities are located on. The intent of this designation is to provide multi-household and apartment development, with compatible professional offices and businesses, that blend well with adjacent land uses. The R-O zoning is not in conflict with the Residential designation in the 2020 Plan. The proposed Subarea Plan contemplates a zone change and 2020 Plan designation change for the area north of the existing Hillcrest/Aspen Pointe facilities. The potential zone change request would designate B-P(Business Park District) zoning. The 2020 Plan designation change would designate Regional Commercial and Services on this property. These designations would expand the use and designations that are currently assigned immediately to the east, where the existing Hospital is located. The proposed Subarea Plan reserves this portion of the study area for Hospital facility expansions. The Subarea Plan also recognizes that development in this area must be completed in accordance with "Condition 21."

There are two commercial zoning designations in the study area. The existing hospital facilities are located on ground zoned as B-P. The intended use for this designation is to provide high quality settings and facilities for the development of a wide range of compatible employment opportunities. This designation is compatible with the 2020 Plan designation and the proposed Subarea Plan. The area zoned as B-P within the study area is nearly developed to full potential.
The land directly across Highland Blvd from the existing hospital facilities is zoned B-2 (Community Business District). The intent of this designation is to provide for a broad range of mutually supportive retail and service functions. The intended uses in this designation are compatible with the 2020 Plan. However, the size of the zoning designation is in conflict. The current zoning designation extends south to the New Hyalite View subdivision, which is zoned R-1. The 2020 plan separates the R-1 neighborhood from the B-2 designation and recommends a buffer zone of higher density residential. The proposed Subarea Plan also considers a zone change from B-2 to a higher density residential designation such as R-3 for the land immediately north of the R-1 existing neighborhood to create the buffer.

City neighborhoods described in Section 2.02 are all zoned R-1. The area to the northwest comprising all of the Lindley public facilities are zoned PLI (Public Lands and Institutions). County areas to the south and east are zoned AS (Agricultural-Suburban) and R-S (Residential Suburban).

2.2 Environmental Inventory

The Bozeman Deaconess Subarea Plan study area contains a portion of critical lands and environmentally sensitive features. Specific development proposals will include a detailed Environmental Assessment. A general description of the critical lands and environmentally sensitive features is outlined below.

2.2.1 Flood Plain

One major unnamed drainage crosses the property from south to north and includes three wetland drainage tributaries (Figure 2-6). The FEMA National Flood Insurance Program map for the City of Bozeman does not include floodplain delineation for this drainage. The drainage and associated wetland tributaries will be preserved within an open-space corridor to the extent feasible. Bridge or culvert crossings will be sized following a detailed study of drainage flows and characteristics.

2.2.2 Watercourses

One primary drainage glen traverses the property from south to north and is conveyed beneath Kagy Blvd through a culvert. Beginning on the southern end of the drainage, the initial 400 feet of the watercourse has a weak bed and bank signature and a lack of dominant wetland vegetation (identified as BB-1 on Figure 2-6). For an additional 50 feet the side slopes of the drainage decrease and the bed and bank characteristics become indiscernible for approximately 50 feet. At this point, (approximately 450 feet into the property boundary from Kagy Blvd) groundwater begins to surface, the bed and bank pattern becomes more defined, and the wetland vegetation begins to comprise >50% of the vegetation community along the streambed and adjacent banks (W-1). Three wetland tributaries enter the drainage from the west side of the watercourse (W-1a, 1b and 1d). The watercourse will be protected by >50-foot setback as a result of the expansive open-space corridor.
2.2.3 Wetlands

The wetland delineation was completed on October 17, 2005. A total of 6.8 acres of wetlands (W) and ephemeral streambeds (BB) were identified (Figure 2-6). The largest wetland, W-1, includes a perennial stream that has been altered by beaver activity. Several beaver dams have been constructed in the last 5 years, which has increased the wetland fringe area and created several open water ponds. Wetland 1 is classified as a forested, scrub/shrub, emergent, aquatic wetland and qualifies as the highest functioning Category I wetland. The three western tributaries, W-1a, 1b and 1d, and W-2 are classified as scrub/shrub, emergent wetlands. Wetland 3 appears to be an historically excavated stock water pond; the pond is surrounded by mature tree-sized willows and includes aquatic and emergent vegetation. Wetland 1c is an overflow area for W-1 and is characterized by emergent vegetation. The wetland buffer will exceed 50 feet as a result of the open-space corridor.

Dominant wetland vegetation includes willow (shrub and tree-sized); aspen; hawthorne; red-osier dogwood; nebraska, beaked and prickly sedge; cattail; mint; large-leaf avens; redtop; creeping foxtail; veronica; and duckweed. It is anticipated that wetland impacts will be limited to one bridge crossing at a location chosen to minimize detrimental effects.

Noxious weeds within the drainage and other areas throughout the property include common tansy, Canada thistle, musk thistle, and houndstongue (Figure 2-7). Two other species were noted in other areas of the project site: field bindweed and leafy spurge.

2.2.4 Depth to Groundwater

There are areas of shallow groundwater, with depths ranging from 0 to 6 feet below ground surface. The areas with shallow groundwater generally follow the wetland corridors as shown in Figure 2-8 and discussed in Section 2.2.3. The presence of shallow groundwater will not impact development of the property as the affected areas are located in and near designated wetlands. These sensitive areas will be preserved within the open space corridors and this Subarea Plan designates all of the area with shallow groundwater within the park and trail system.
2.2.5 Soils

Soils classifications within the Deaconess property and in adjacent areas are shown in Figure 2-9. Soils found within the property boundary include:

- Doughty Loam, 8 to 15 percent slopes;
- Anceney Cobbly Loam, 15 to 60 percent slopes;
- Blackmore Silt Loam, 0 to 4 percent slopes;
- Blackmore Silt Loam, 4 to 8 percent slopes;
- Blackmore Silt Loam, 8 to 15 percent slopes;
- Enbar-Nythar Loams, 0 to 4 percent slopes; and
- Meagher-Shawmut-Bowery Complex, 15 to 45 percent slopes.

A description and analysis of the development characteristics of each soil classification found within the Deaconess property is provided below.

**Use Definitions.**

- Shallow excavations - Trenches or holes dug to a maximum depth of 5 or 6 feet for basements, graves, utility lines, open ditches, and other purposes.
- Dwellings and small commercial buildings - Structures built on shallow foundations on undisturbed soil. The load limit is the same as that for single-household dwellings no higher than three stories.
- Local roads and streets - Facilities with an all-weather surface and carry automobile and light truck traffic all year. They have a sub grade of cut or fill soil material; a base of gravel, crushed rock, or stabilized soil material; and a flexible or rigid surface. Cuts and fills generally are limited to less than 6 feet.
- Lawns and landscaping - These require soils on which turf and ornamental trees and shrubs can be established and maintained.

**Limitation Definitions.**

- Slight - Slight limitations indicate that the soil properties and site characteristics generally are favorable for the indicated use and limitations are minor and easily overcome.
Moderate - Moderate limitations indicate that the soil properties or site characteristics less than favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize the limitations.

Severe - Severe limitations indicate that the soil properties or site characteristics are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance are required. Special feasibility studies may need to be performed where the soil limitations are severe.

**Doughty Loam, 8 to 15 percent slopes.** For building/site development, limitations for shallow excavations are moderate due to slope and cut banks caving. Limitations for dwellings with basements, dwellings without basements, and small commercial buildings are moderate due to slope. Street and road limitations are moderate due to slope and frost action. Lastly, limitations for lawns and landscaping are moderate due to slope and content of large stones.

**Anceney Cobbly Loam, 15 to 60 percent slopes.** For building/site development, limitations for shallow excavations are severe due to slope and contents of large stones. Limitations for dwellings with basements, dwellings without basements, and small commercial buildings are severe due to slope. Street and road limitations are severe due to slope and frost action. Finally, limitations for lawns and landscaping are severe due to large stones and slope.

**Blackmore Silt Loam, 0 to 4 percent slopes.** For building/site development, limitations for shallow excavations are moderate due to cut banks caving. Limitations for dwellings with basements, dwellings without basements, and small commercial buildings are moderate due to shrink-swell. Street and road limitations are severe due to shrink-swell, frost action, and low strength. Limitations for lawns and landscaping are slight.

**Blackmore Silt Loam, 4 to 8 percent slopes.** For building/site development, limitations for shallow excavations are moderate due to cut banks caving. Limitations for dwellings with basements, dwellings without basements, and small commercial buildings are moderate due to shrink-swell. Street and road limitations are severe due to shrink-swell, frost action, and low strength. Limitations for lawns and landscaping are slight.

**Blackmore Silt Loam, 8 to 15 percent slopes.** For building/site development, limitations for shallow excavations are moderate due to slope and cut banks caving. Limitations for dwellings with basements, dwellings without basements, and small commercial buildings are moderate due to slope and shrink-swell. Lastly, limitations for lawns and landscaping are moderate due to slope.

**Enbar-Nythar Loams, 0 to 4 percent slopes.** For building/site development, limitations are severe due to wetness. Limitations for dwellings without basements, dwellings with basements, and small commercial buildings are severe due to flooding and wetness. Limitations for streets and roads are severe due to wetness and frost action. Finally, limitations for lawns and landscaping are severe due to wetness.
Meagher-Shawmut-Bowery Complex, 15 to 45 percent slopes. For building/site development, limitations for shallow excavations are severe due to slope. Limitations for dwellings without basements, dwellings with basements, and small commercial buildings are severe due to slope. Limitations for streets and roads are severe due to slope. Lastly, limitations for lawns and landscaping are severe due to slope.

Conclusion

Soils list moderate effects for construction of roads, shallow foundations, and other shallow excavations due to the presence of large rock, shrink-swell potential, and frost action. Several soils identified in the area have properties that may affect the construction of roads and foundations. However, no soils are identified in the area that would preclude construction of buildings and roads on the property. Additionally, when present, poor soil conditions for construction purposes can be mitigated using a variety of methods including, but not limited to, soil stabilization (adding amendments) and over-excavation and backfilling with a more suitable material. Site specific requirements for construction will be identified during engineering phases of the development and further investigation of soil conditions in proposed construction areas.

2.2.6 Topography and Slope

Topography of the study area is generally low rolling, sloping towards the north with several natural drainage swales (Figure 2-10). With the exception of limited areas near the drainage swales, the overall land slope ranges between 0 and 8%. One primary drainage glen traverses the property from the south to the north, surrounded by steeper slopes on both its east and west sides. Very limited area throughout the property has a slope exceeding 10%, some areas exceeding 25% or more. These steeper slopes are present in the immediate vicinity of the drainage swales throughout the property.

The proposed residential and commercial development of the property, including roadway construction, limits impacts to the primary glen and natural drainage swales throughout the property. The intent of the development is to maintain the natural state of these unique features to the extent feasible. The drainage swale will remain as open space and parkland, with extensions of the trail system.

One location in the larger drainage glen is proposed for a roadway and crossing, allowing interconnectivity and access between the eastern and western portions of the property. One suitable crossing location has been identified to limit impacts to the natural drainage system and wetlands. Additionally, the roadway may be designed using a bridge or pre-cast crossing over the drainage channel, keeping the channel in its natural state to the extent feasible.

The City's current land development regulations state that “slopes of 25% or greater shall be presumed unbuildable unless otherwise provided by the developer.” This regulation applies to all development within City limits. In general, the larger natural drainage swales, where the slopes of 25% or greater exist, will be untouched by the development. The larger glen traversing the property north to south will remain as undeveloped land for the proposed park and trail system, with the exception of the one roadway crossing. No buildings are anticipated for construction in areas with slopes greater than approximately 10-20%.
2.2.7 Wildlife Habitat and Fisheries

The minor watercourse in the bottom of the glen has been dammed by beaver activities in several places near the center of the glen and extending to the north. The watercourse does not contain fish; however, several smaller mammals and bird species thrive in the area. No existing roads or culverts cross the watercourse within the property boundary. The Subarea Plan calls for one crossing in the glen. Construction of the proposed crossing may include an elevated road surface to lessen detrimental impacts and allow free migration of animals and pedestrians under the road.

The glen area does represent some wildlife habitat within an urban area. Animals seen frequenting the area include deer, fox, beaver, raccoons, and other small mammals. Any specific development plans will need to address the impact on the wildlife habitat and mitigation.

2.3 Community Impacts

The BDHS property is located at the boundary between City limits and unincorporated Gallatin County. It is bordered by City and County lands along the northern edge, City lands to the west, and unincorporated County land to the south and east. Accordingly, properties to the west and northwest of the BDHS property have existing municipal services, including water, sanitary sewer, and storm water drainage systems. The entire property is encompassed with improved, paved roadways. With the presence of developed property located north and west, municipal services are in close proximity to the development, which provides the opportunity for extension and improvement of the existing systems.
2.3.1 Water Distribution

2.3.1.1 Municipal Water Supply

Portions of the subject property, including the hospital and Hillcrest facilities, are serviced by municipal water supply systems. Three water main lines serve the existing facilities as well as the surrounding properties. Figure 2-11 shows the existing main line alignments and sizes serving the western portions of the BDHS property. One main line running in and in close proximity to Highland Blvd serves the BDHS property. A second main line enters the property from the west from Church Ave, crossing through Burke Park and the Hillcrest facility area. One additional main line serving the area is located along Kagy Blvd. A water main extension is located along Haggerty Ln, within the road right-of-way and serves the Life of Montana Building as well as Comstock Apartments.

The main line running along Haggerty Ln has been terminated at a hydrant and valve, adjacent to the BDHS Property. The main line running along Kagy Blvd has been extended to the edge of the existing New Hyalite View Subdivision to a hydrant and valve, located approximately 700 feet west of the BDHS property limits. Both main line extensions provide connection points for a water supply network for the proposed development, including a "looped" pipe network required for new developments to provide alternate water supply routes during maintenance and repairs.

Initial discussions with the City Engineering Department indicate that there is adequate pressure and supply capacity in the area of the proposed development. As the subdivision alternatives are developed, specific use areas are further characterized, and development density is determined, water system modeling and analysis will be required to determine the necessary water main sizes and alignments in order to serve the proposed development as well as allow for future extension of the system.

2.3.1.2 Wells

There are several wells on and in the vicinity of the BDHS property, listed for domestic and irrigation uses. According to the Montana Bureau of Mines and Geology, 12 wells are located in Section 17, where the majority of the BDHS property is situated. The Bozeman Deaconess Hospital is the owner for three wells, two of which are for irrigation purposes, and another that has been abandoned in place. Several residents in the New Hyalite View Subdivision, primarily on Maple St, utilize groundwater for domestic and irrigation uses.

The subdivision property includes plans for extension of municipal water supply networks throughout the development and around the property edge along Kagy Blvd, Highland Blvd, Haggerty Ln, and Bozeman Trail Rd. With the presence of a municipal water supply additional wells to serve residences and businesses will not be necessary. Additional wells will likely be installed for irrigation in the various improved parks which will reduce demand on municipal supplies for watering.
2.3.2 Sewage Collection and Disposal

2.3.2.0 Municipal Sewer

The BDHS property is currently served by two sanitary sewer main lines located in what is designated as Zone 1 in the City's Wastewater Facility Plan (1998). One 8-inch tile sewer main serves the hospital and traverses under Haggerty Ln and Main St, then northwest towards the main line in Rouse Ave, in successively larger lines. Figure 2-11 shows the existing alignment of the sanitary sewer system serving the BDHS property area. Analysis of the main line in the area indicates that several segments are flowing near or at capacity (90%) during peak flow hours, downstream of the hospital property. The Wastewater Facility Plan adopted by the City of Bozeman in 1998 recommends several upgrades to the sanitary sewer system as further development progresses. The Wastewater Facility Plan is currently being updated to include upgrades and additional future improvements. The updated Facility Plan may be completed in late 2005 or early 2006.

Another sewer main line serves the New Hyalite View Subdivision, Highwood Estates and portions of Graf's 1st Subdivision. The main line for these subdivisions traverses the BDHS property through a natural drainage swale, leading north towards Comstock Apartments and subsequently downstream to the main trunk line (Figure 2-11). Sections of the sewer system, located within the existing subdivision limits, were rehabilitated using cast-in-place methods to improve the aging condition of the pipes and to correct damaged pipe sections resulting from protruding tree roots. The main line segments down gradient from the existing subdivision area have not been improved since installation.

The Wastewater Facility Plan includes recommendations for the main lines serving the BDHS property as well as additional areas to the south and east. Larger diameter trunk mains with extensions of the existing network were recommended to serve existing and future developments in the area. The proposed development of the property will require replacement of deficient sections of the existing sanitary sewer networks as well as installation of additional main lines. Specific sanitary sewer capacity requirements, alignments, sizes, and necessary down gradient improvements would be identified during planning and engineering phases of the proposed development, once specific use and layouts are further defined.

2.3.2.1 On-Site Septic Systems

There are several on-site septic systems in the vicinity of the BDHS property. The majority of the systems are located north of Haggerty Ln, east of Bozeman Trail Rd, or in other unincorporated areas. However, there are 6 septic systems serving single household homes on Maple Dr in the New Hyalite View Subdivision. Although municipal sanitary sewer service has been installed for the remainder of the New Hyalite View Subdivision, the six residences along Maple Dr continue to utilize on-site systems.
With the development of the BDHS property, sanitary sewer mains and service lines will be extended throughout the area to provide municipal sewer service to the development. The City’s Uniform Development Ordinance requires that new developments connect to the municipal system unless some extenuating circumstance prevents the connection. With the extension of existing sanitary sewer mains and service lines, the use of on-site septic systems will not be required for the development. Additionally, sanitary sewer mains will be extended to the edge of the property as appropriate to allow future connections for additional development as the need arises.

2.3.3 Storm water

Storm water runoff is managed through local inlets and subsurface piping near the roads and existing facilities and residences. Storm water is generally collected at catch basins and inlets in improved areas, and directed to down gradient surface channels and storm water retention areas. Storm water retention areas exist near the corner of Ellis St and Highland Blvd to collect runoff from the hospital facility area. Additional retention areas have been built near the New Hyalite View Subdivision, adjacent to the BDHS Property.

The eastern portion of the BDHS property is unimproved with no storm water management facilities. Runoff from this area naturally infiltrates or flows towards the drainage swales or along the edges of Haggerty Ln and Bozeman Trail Rd. Runoff, when present, flows to the area near Comstock Apartments through the natural glen traversing the property from south to north.

Runoff from up gradient areas (Painted Hills Subdivision, agricultural areas south of Kagy Blvd) enters the BDHS property through culverts located under Kagy Blvd during significant storm events. However, no significant flow is evident through the culverts or on the property due to the absence of erosion and sediment accumulations within the culverts themselves.

The larger glen traversing the property from south to north will remain largely undeveloped and in its natural state. Storm water utilities, including additional catch basins, inlets and subsurface piping will deliver runoff to retention areas and ultimately to the natural drainage. Storm water retention areas will be built into the development where necessary to minimize impacts to the glen from the proposed development. Additionally, the presence of the natural glen and the intention to leave this area undeveloped lends itself to adding in storm water retention areas throughout the drainage, which may enhance the existing wetlands.

2.3.4 Transportation and Traffic

Roadway Descriptions

Four primary roads surround the BDHS property including Highland Blvd, Kagy Blvd, Haggerty Ln, and Bozeman Trail Rd. The area is accessed by two principal arterial streets including Main St and Kagy Blvd. A preliminary assessment of the roads and streets around the property was completed in early 2005 which summarizes the existing configurations as well as provides initial recommendations for improving the roadways around the property. Additional traffic data for area intersections were obtained from the Montana Department of Transportation (MDT). The following information summarizes the initial roadway assessment prepared for BDHS and this Subarea Plan.
Roadway Classification Definitions (Excerpts taken from the Greater Bozeman Area Transportation Plan, 2001 update)

11.1.2 Principal Arterial System - Kagy Blvd

The purpose of the principal arterial is to serve the major centers of activity, the highest traffic volume corridors, and the longest trip distances in an urbanized area. This group of roads carries a high proportion of the total traffic within the urban area. Most of the vehicles entering and leaving the urban area, as well as most of the through traffic bypassing the central business district, utilize principal arterials. Significant intra-area travel, such as between central business districts and outlying residential area, and between major suburban centers, are served by principal arterials.

The spacing between principal arterials may vary from less than one mile in highly developed areas (e.g., the central business district), to five miles or more on the urban fringes. Principal arterials connect only to other principal arterials or to the interstate system.

The major purpose of the principal arterial is to provide for the expedient movement of traffic. Service to abutting land is a secondary concern. It is desirable to restrict on-street parking along principal arterial corridors. The speed limit on a principal arterial could range from 25 to 70 mph depending on the area setting. Principal arterials typically carry between 10,000 and 35,000 vehicles per day (vpd) in urban areas.

11.1.3 Minor Arterial Street System – Highland Blvd, Bozeman Trail Rd, Haggerty Ln

The minor arterial street system interconnects with and augments the urban principal arterial system. It accommodates trips of moderate length at a somewhat lower level of travel mobility than principal arterials, and it distributes travel to smaller geographic areas. With an emphasis on traffic mobility, this street network includes all arterials not classified as principal arterials while providing access to adjacent lands.

The spacing of minor arterial streets may vary from several blocks to a half-mile in the highly developed areas of town, to several miles in the suburban fringes. They are not normally spaced more than one mile apart in fully developed areas.

On-street parking may be allowed on minor arterials if space is available. In many areas on-street parking along minor arterials is prohibited during peak travel periods. Posted speed limits on minor arterials would typically range between 25 and 55 mph, depending on the setting. Minor arterials typically carry between 5,000 and 15,000 vpd in urban areas.
11.1.4 Collector Street system

The urban collector street network serves a joint purpose. It provides equal priority to the movement of traffic, and to the access of residential, business, and industrial area. This type of roadway differs from those of the arterial system in that the facilities on the collector system may traverse residential neighborhoods. The system distributes trips from the arterials to ultimate destinations. The collector streets also collect traffic from local streets in the residential neighborhoods, channeling it into the arterial system. On street parking is usually allowed on most collector streets if space is available. Posted speed limits on collectors typically range between 25 and 45 mph. Collector streets typically carry between 2,000 and 10,000 vpd in urban areas.

Highland Boulevard

Highland Blvd is a two-lane paved road between Main St and Kagy Blvd, with turning pockets into the hospital. According to the Greater Bozeman Area Transportation Plan, updated in 2001 (GBATP), this road is designated as a minor arterial (Figure 2-12). The existing pavement is approximately 28 feet wide and rated in fair to good condition. Average daily traffic counts obtained from the MDT indicate that this section of road carries between 5,300 and 7,140 vehicle trips per day (MDT Planning Division, 2004 ADT Count Data). Average travel and running speeds on Highland Blvd range between 25 and 35 miles per hour. The GBATP projects average daily traffic volumes to increase to between 6,000 and 7,800 vehicle trips per day by the year 2010, and between 8,500 and 11,200 by the year 2020.

An initial assessment of the existing and future traffic demands for Highland Blvd recommended that this segment of road be upgraded to a 2-lane urban arterial. The 2-lane road would include a 50-foot back-of-curb to back-of-curb width, with two 11-foot wide travel lanes, and an 8-foot parking lane and 5-foot bike lane on each side of the road. Additionally, an 11-foot wide landscaped boulevard and a 5-foot sidewalk would be installed on both sides of the roadway.

Additional considerations for turning lanes and/or pockets, signalization, and emergency traffic access to Bozeman Deaconess Hospital would be incorporated as necessary in future roadway and intersection design prepared as a part of the BDHS property development. A detailed traffic impact assessment will be completed to identify specific roadway and intersection design requirements.

Initial discussions conducted with the City Engineering Department indicate that the roadway could be improved by removing the existing curb and gutter on the east side of the road, and constructing the new roadway to meet urban arterial standards. However, a more detailed traffic study will identify the extent of improvements required for the development, according to anticipated property uses and future traffic conditions.
Kagy Boulevard

Kagy Blvd is a two-lane paved road between Highland Blvd and Bozeman Trail Rd, with a pavement width of approximately 24 feet. The GBATP designates this section of roadway as a principal arterial (Figure 2-12). Average daily traffic counts obtained from the MDT indicate that this section of road carries up to 2,550 vehicle trips per day to the area near the Painted Hills Subdivision, and 1,990 vehicle trips further to the east. Both average travel and running speeds on Kagy Blvd range between 25 and 35 miles per hour. The GBATP projects average daily traffic volumes east of Highland Blvd to increase to 3,200 vehicle trips per day by the year 2010, and 4,700 by the year 2020.

The initial assessment of existing and future traffic demands for Kagy Blvd recommends that this segment of road be upgraded to a 2-lane rural arterial with minor realignment. The 2-lane rural arterial includes a 39-foot wide pavement width, which includes two 11-foot travel lanes, and an 8-foot shoulder on each side. A more detailed traffic study will be completed to identify the extent of improvements required for the development according to traffic demands based on anticipated property uses and future traffic conditions.

Bozeman Trail Road

Bozeman Trail Rd is a 2-lane paved road between Kagy Blvd and Haggerty Ln, with a pavement width of approximately 24 feet. The pavement in this road is generally low quality with numerous patched areas. The GBATP designates this road as a minor arterial (Figure 2-12). Average daily traffic counts obtained from the MDT indicate that this section of road carries up to 1,520 vehicle trips per day in the area of the proposed development. Average running and travel speeds were not included in the GBATP updated in 2001. The GBATP projects average daily traffic volumes to increase to approximately 2,600 vehicle trips per day by the year 2010, and 3,600 by the year 2020.

The initial assessment of existing and future traffic demands for Bozeman Trail Rd recommended that this segment of road be upgraded to a 2-lane urban arterial. The 2-lane road would include a 50-foot back-of-curb to back-of-curb width, with two 11-foot wide travel lanes, an 8-foot parking lane and 5-foot bike lane on each side of the road. Additionally, an 11-foot wide landscaped boulevard and a 5-foot sidewalk would be installed on both sides of the roadway.

A more detailed traffic study will be completed to identify the extent of improvements required for the development according to traffic demands based on anticipated property uses and future traffic conditions. Additionally, a more comprehensive assessment of the existing pavement condition will be completed to determine any necessary reconstruction of the existing paved surface.
Haggerty Lane

Haggerty Ln is a 2-lane paved road between Main St and Bozeman Trail Rd, with a pavement width of approximately 28 feet. This section of road has recently been milled and overlaid. The GBATP designates this section of roadway as a minor arterial (Figure 2-12). Average daily traffic counts obtained from the MDT indicate that this section of road carries approximately 3,420 vehicle trips per day. Average running and travel speeds were not included in the GBATP updated in 2001. The GBATP projects future traffic demands for Haggerty Ln to increase to 3,500 vehicle trips per day by the year 2010, and 9,200 for the western segment of the road and 4,900 for the eastern segment (separated near Comstock Apartments) by 2020.

The initial assessment of existing and future traffic demands for Haggerty Ln recommended that this segment of road be upgraded to a 2-lane urban arterial. The 2-lane road would include a 50-foot back-of-curb to back-of-curb width, with two 11-foot wide travel lanes, and an 8-foot parking lane and 5-foot bike lane on each side of the road. Additionally, an 11-foot wide landscaped boulevard and a 5-foot sidewalk would be installed on both sides of the roadway.

A more detailed traffic study will be completed to identify the extent of improvements required for the development according to traffic demands based on anticipated property uses and future traffic conditions.

Additional Streets and Connectivity

The Subarea Plan includes collector roads to connect Kagy Blvd to Highland Blvd, around the northern and eastern boundaries of the New Hyalite View Subdivision. Another collector is proposed to be installed from Haggerty Ln, across the natural glen, and connect to the Kagy/Highland Blvds collector. The commercial areas within the Subarea Plan front on existing arterials (Kagy and Highland Blvds). The mixed use village will also have frontage on the proposed collector roads. The collector roads should include facilities that encourage non-automotive transportation along their respective routes.

The residential areas will also connect to the two new collectors with standard neighborhood street designs. Specific intersection points will be determined in conjunction with specific development proposals as will additional intersection points on the existing perimeter road network. The park and trail plan discussed in more detail in Section 2.3.6 will include several trail connections that link areas together without the need to use the new collector routes in order to move efficiently around the property using non-automotive means.

The opportunity to connect existing City neighborhood streets to new development within the study area exists in two places. In the New Hyalite View Subdivision, Maple St could be extended to connect to the proposed internal collector road. The Subarea Plan notes the location but does not advocate the connection as Maple St is a local resident only street now and making a connection to the north could adversely affect the area currently served by Maple St.
In addition, Kenyon Dr could be extended to the interior of any new developments to the north. The presence of a City potable water storage site directly adjacent to Kenyon Dr could be a determining factor in whether or not to extend Kenyon Dr.

**Intersections**

**Highland Boulevard and Main Street**

The intersection of Highland Blvd and Main St is a two-lane roadway on Highland Blvd and five lanes on Main St. The Greater Bozeman Area Transportation Plan, updated in 2001, indicates that this intersection is operating at Level of Service (LOS) B during the morning peak hour and LOS C during the evening. However, comments from residents in the area indicate that this intersection may be operating below LOS C. The additional future traffic generated by the proposed development will require that this intersection be improved to maintain an acceptable LOS (C or better). Likely improvements include intersection geometry realignment, additional turning lanes on Highland Blvd, and signal upgrades. A detailed traffic study will include analysis of the intersections and be used to identify the specific requirements of the intersection improvements.
Highland Boulevard and Ellis Street

With current hospital expansion and proposed future development, the intersection of Highland Blvd and Ellis St will likely be improved to manage traffic demands. Potential improvements may include realignment and additional turning lanes, as well as signal installation. Specific improvements will be identified once a detailed traffic study has been completed.

Highland Boulevard and BDHS Entrances

There are currently three entrance locations to the front of the hospital along Highland Blvd. The proposed development will impact current traffic flows and conditions, and may create the need to designate a main entrance location to the hospital. The main entrance to the hospital property may require installation of a traffic signal, depending on traffic demands. Emergency vehicle traffic, daily area traffic, and access to hospital parking areas will dictate the necessary improvements for BDHS entrances. Specific requirements for the hospital intersections will be identified in a detailed traffic study.
Haggerty Lane and Main Street

The intersection of Main St and Haggerty Ln currently operates at a Level of Service F, according to the initial assessment of the roads and intersections around the BDHS property. This intersection is located in close proximity to the intersection of Highland Blvd and Main St, as well as the East Main St Interstate 90 on and off ramps. Improvements to this intersection to raise the Level of Service may include realignment and signalization. Due to the proximity to the Interstate on and off ramps, this intersection will likely require significant input from and corroboration with the Montana Department of Transportation as well as the City Engineering Department. A detailed traffic study will be completed to identify specific requirements for this intersection.

Additional Intersections

Several intersections in the vicinity of the proposed development have not been included in previous traffic studies. Intersections where no analysis has been completed include Kagy and Highland Blvds, Kagy Blvd and Bozeman Trail Rd, as well as several local access intersections along the roads around the perimeter of the BDHS property. New local access streets will be constructed to access the developed property at existing intersection locations to maintain continuity where feasible. Additional intersections may be constructed in new locations where necessary to provide local access to portions of the developed property.
2.3.5 Electric Transmission Infrastructure

Figure 2-13 shows all existing above grade and below grade electrical lines. It also shows existing natural gas piping. NorthWestern Energy currently maintains a 50KV distribution line across the property running east to west. The line serves the hospital and Hillcrest buildings, existing residences and commercial buildings in the vicinity, as well as the Fort Ellis area east of the BDHS Property. NorthWestern Energy personnel have indicated that they intend to upgrade the line by installing new poles and realigning the power lines across the property. The new alignment of the power line will relocate poles away from the existing residences in the New Hyalite View Subdivision. During the course of development on the property, a new alignment for the power line may be coordinated with NorthWestern Energy to provide the necessary easements and access to the line.

2.3.6 Parks, Trails, and Open Space

Parks There are several parks in the immediate vicinity of the study area. Burke Park, designated a "community park" is on the western boundary of the study area. Burke Park is approximately 40 acres in size and features an extensive trail system as well as an abundance of native plants and flowers. In addition, the Sports Complex is located to the north of the project. This "specialty" park is 14.65 acres in size and has five softball fields with concessions, parking, and restrooms. The Sports Complex also has an extensive trail system but there is no trail connection to Burke Park.

Trails As mentioned above there are many trails in the immediate area of the study. In addition to the trails mentioned in the formal park spaces, there are improved trails along the entire western and southern boundaries of the study area. No formal trail system exists on the northern and eastern boundaries of the study area. All of the existing trails are 5’ to 6’ wide gravel with the exception of an 8’ wide paved trail that follows the Highland Blvd alignment from its intersection with Main St to the intersection with Kagy Blvd where it connects to standard city sidewalks. In the winter, the Bridger Ski Foundation installs and maintains cross country skiing trails on the vacant Lindley Cemetery grounds as well as on some of the western BDHS properties that are the subject of this study. The trails and the walking, running, biking, and cross country skiing opportunities that they provide are the main recreational opportunity for people in the immediate vicinity of the study area.

Open Space Other than the formal park spaces discussed above, there is not an abundance of informal open space around the study area. The largest amount of open space is the trail corridor and drainage that exists between the BDHS and the New Hyalite View Subdivision.

2.3.7 Historical, Cultural, and Archeological Resources

The State Historic Preservation Office (SHPO) has not been formally contacted in regards to this Subarea Plan. However, it is likely that there are some archeological sites in the natural Glenn portions of the property. The City's land development regulations contain the following requirements regarding historic, cultural, paleontological, and archeological sites:
1.24 **Affected Areas.** Describe and locate on a plat overlay or sketch map any known or possible historic, paleontological, archeological, or cultural sites, structures, or objects which may be affected by the proposed development.

1.25 **Protective Measures.** Describe any plans to protect such sites or properties.

1.26 Describe procedures to be followed if any paleontological, archeological, or cultural sites, structures, or object are found on site during site preparation and construction.

1.27 The developer shall discuss the impact of the proposed development on any historic features, and the need for inventory, study and/or preservation with the State Historic Preservation Office (SHPO). The developer shall provide written documentation from SHPO that 1) verifies that SHPO has reviewed the proposed plat or plan, 2) lists any SHPO recommendations, 3) outlines any plans for inventory, study, and/or preservation, and 4) describes any mitigation planned to overcome any adverse impacts.

1.28 Information on historical sites shall be prepared by a qualified professional, including persons with a professional or educational background in history, architectural history, archeology, art history, historic preservation, anthropology and cultural resource management.

### 2.3.9 Schools

There is one 10-acre school site sufficient for an elementary school located in the southeast quadrant of the intersection of Kagy and Highland Blvds. The Bozeman School District #7 has an open enrollment policy, and is statutorily required to educate any and all school-aged children in the district.
CHAPTER 3
GOALS AND OBJECTIVES

3.0  Bozeman Deaconess Health Services Goals and Objectives

In addition to the 2020 Community Plan Goals and Objectives listed below, the BDHS Subarea Plan will also advance the mission of Bozeman Deaconess Health Services. The mission of the organization is “to improve community health and quality of life.” The development of the study according to the goals and objectives of the 2020 Community Plan will result in BDHS being able to offset future costs of continued Hospital operations and healthcare services and help to keep quality healthcare for the entire community more affordable.

3.0.1  Bozeman Deaconess History

Bozeman Deaconess Hospital was incorporated in 1911 and has operated as a community hospital since its inception. Bozeman Deaconess Health Services is a community owned non-profit organization responsible for the operations of Bozeman Deaconess Hospital, Highland Park Medical Office Complex, and Hillcrest Senior Living Retirement Community. As a non-profit organization, BDHS provides health care to the public, an essential community service, and reinvests all of its net proceeds and resources in the communities it serves. Its mission is furthered by the philanthropic gifts provided via the Bozeman Deaconess Foundation, which as a separate non-profit organization, generates private financial support for and on behalf of BDHS. Facilities and services have been expanding since the hospital's inception in order to meet growth and development. Constant growth in the area's population has resulted in an increased demand for healthcare services and programs that cannot be met exclusively with the Hospital's proceeds from operations.

3.0.2  Bozeman Deaconess Health Services Need for Plan Implementation

Across the nation healthcare organizations are facing major financial challenges due to a strict regulatory environment, economic pressures, and rapid demographic changes. Bozeman Deaconess Hospital is a state-of-the-art facility with well-trained staff and a strong financial position. However, maintaining this position is becoming increasingly difficult. Demands on services are escalating, reimbursements are declining, and costs are rising. The primary challenge is maintaining sufficient capital to fund infrastructure and keep pace with technological advancements, while continuing to improve the quality of medical care and to provide access to care for all community residents. The purpose of the land development is to generate the funds needed to support the future healthcare needs of the community.

3.1  Applicable Bozeman 2020 Community Plan Goals and Objectives

The following goals and objectives of the Bozeman 2020 Community Plan guided the preparation of the Bozeman Deaconess Subarea Plan and can be advanced through the implementation of the Plan.

1.6.1  Growth Management–Promote the unique history and character of Bozeman by preserving, protecting, and enhancing the overall quality of life within the planning area.
Objective 1. Ensure that growth is planned, directed, and developed in an orderly manner that maintains Bozeman as a functional, pleasing, and social community.

Objective 6. Develop neighborhood plans for all appropriate areas of the City to reflect the values of each neighborhood, with consideration for local conditions, history, and neighborhood character.

4.9.1 Community Design–Create a community composed of neighborhoods designed for human scale and compatibility in which services and amenities are convenient, visually pleasing, and properly integrated and designed to encourage walking, cycling, and mass transit use.

Objective 1. Give all citizens the opportunity to participate in shaping the future of their neighborhoods.

Objective 2. Support the blending of housing types, sizes, and styles to encourage a wide variety of housing within each neighborhood in order to encourage a mingling of social and economic classes.

Objective 4. Reinforce the development of functional and visually appealing neighborhoods.

Objective 5. Achieve an environment through urban design that creates, maintains, and enhances the City's industrial, commercial, and institutional areas.

Objective 6. Develop infill within the existing area of the City rather than developing land requiring expansion of the City’s area.

Objective 7. Achieve an environment through urban design that maintains and enhances the City's visual qualities within neighborhood, community, and regional commercial areas.

4.9.2 Neighborhood Design–New neighborhoods shall be pedestrian-oriented, contain a variety of housing types and densities, contain parks and other public spaces, and have a commercial center and defined boundaries.

Objective 3. Provide for neighborhood focal points to encourage local identity within the community and provide a place for social interaction.

Objective 4. Establish minimum residential densities in new and redeveloping residential areas.

Objective 5. A Neighborhood Commercial Center will provide uses to meet consumer demands from surrounding Residential Districts for everyday goods and services, and will be a pedestrian oriented place that serves as a focal point for the surrounding neighborhoods.
Objective 6. Integrate a wide variety of open lands, such as parks, squares, greens, playing fields, natural areas, orchards and gardens, greenways, and other outdoor spaces into neighborhoods.

5.7.1 Housing—Promote an adequate supply of safe housing that is diverse in type, density, and location, with a special emphasis on maintaining neighborhood character and stability.

Objective 1. Encourage and support the construction of a broad range of housing types in proximity to services and transportation options.

Objective 4. Promote the construction of a wide variety of housing types to meet the wide range of residential needs of Bozeman residents.

Objective 5. Encourage socially and economically diverse neighborhoods, which are preferable to ethnic or economic groupings that often lead to other forms of discrimination and service disparity.

6.6.1 Create a sense of place that varies throughout the City, efficiently provide public and private basic services and facilities in close proximity to where people live and work, and minimize sprawl.

Objective 1. The land use map and attendant policies shall be the official guide for the development of the City and shall be implemented through zoning regulations, capital improvements, subdivision regulations, coordination with other governmental entities, and other implementation strategies.

Objective 2. Planned Neighborhood Areas shall be the guiding principle for development and shall establish the context for review of individual developments in the Bozeman Planning Area in July 2003.

Objective 4. Encourage citizen involvement and concern in their neighborhood and community.

6.6.2 Centers—Designate centers for commercial development rather than corridors to encourage cohesive neighborhood development in conjunction with non-motorized transportation options.

Objective 1. Develop a land use pattern oriented on half-mile radius neighborhood service centers incorporating employment, recreation, and residential uses.

Objective 2. Locate high density community scale service centers on a one mile radius to facilitate the efficient use of transportation and public services.

Objective 3. Support and encourage compatible infill development to avoid sprawl and unnecessary public expense.
Objective 4. Provide for a limited number of carefully sited regional service centers which
are appropriately sized and serviced by adequate infrastructure.

6.6.4 Natural Environment and Aesthetics—Ensure adequate review of individual and
cumulative environmental and aesthetic effects of development to preserve the
views, natural functions, and beauty which are fundamental elements of Bozeman's
class.

Objective 1. Protect important wildlife habitats, and natural areas which provide for
beneficial functions, such as floodplains.

Objective 4. After July 2003, development in Planned Neighborhood Areas shall begin
only after adoption of applicable specific Subarea plans. Specific plans shall
specify the locations of various residential land uses, parks, schools,
neighborhood commercial uses, streets, trails, and other infrastructure.
Subarea plans shall include a mix of residential densities.

7.6.1 Promote and encourage the continued development of Bozeman as a vital economic
center.

Objective 1. Support business creation, retention and expansion.

Objective 2. Coordinate the provision of infrastructure necessary to support economic
development.

7.6.2 Support balanced policies and programs to encourage a vigorous and diverse economy.

Objective 4. Foster a diverse economy that will protect the economic climate for existing
businesses and maintain opportunities in the Bozeman 2020 Community
Plan.

8.14.1 Protect the health, safety, and welfare of Bozeman area residents, and protect private
and public property.

Objective 1. Discourage development in areas characterized by wetlands, hydric soils,
flood-plain and flooding, high water table, seismic activity, steep slopes,
faults, landslide hazard, and fire-dependent natural areas.

8.14.2 Identify, protect, and enhance natural resources within the planning area, and the
important ecological functions these resources provide.

Objective 1. Retain and enhance the benefits wetlands provide such as groundwater and
stream recharge, fish and wildlife habitat, flood control, sediment control,
erosion control, and water quality.

Objective 3. Protect riparian corridors to provide wildlife habitat and movement areas,
and to buffer water bodies.
Objective 4. Develop and implement a citywide noxious weed control plan.

8.14.3 Ensure good environmental quality of water resources, air, and soils within the planning area.

Objective 1. Protect, restore, and enhance wetlands in the planning area.

9.9.1 Parks & Recreation–Provide for accessible, desirable, and maintained public parks, active and passive open spaces, trails systems, and recreational facilities for residents of the community.

Objective 4. Acquire and/or preserve significant properties within the City and Planning Area.

Objective 5. Enhance the community's quality of life through recreational programming and the development of recreational facilities.

10.8.1 Transportation System–Maintain and enhance the functionality of the transportation system.

Objective 4. Ensure that adequate interconnections are made throughout the transportation system to ensure a variety of alternatives for trip routing.

10.8.2 Ensure that a variety of travel options exist which allow safe, logical, and balanced transportation choices.

Objective 1. For the purposes of transportation and land use planning and development, non-motorized travel options and networks shall be of equal importance and consideration as motorized travel options. This balance shall ensure that a variety of travel opportunities are available which do not require the use of automobiles for all local trips.

Objective 4. Promote pedestrian and bicyclist safety.

10.8.3 Encourage transportation options that reduce resource consumption, increase social interaction, support safe neighborhoods, and increase the ability of the existing transportation facilities to accommodate a growing city.

Objective 1. Promote and ensure a high-quality public transit system.

10.8.4 Pathways–Establish and maintain a integrated system of transportation and recreational pathways, including bicycle and pedestrian trails, neighborhood parks, green belts and open space.

Objective 1. Coordinate development of non-motorized transportation systems in conjunction with motorized vehicular transportation systems.
Objective 2. Create and maintain an interconnected and convenient pedestrian and bicycle network for commuting and recreation as discussed and described in the transportation facility plan and in coordination with the design standards of the transportation facility plan and the Parks, Open Space, and Trails Plan.
CHAPTER 4
LAND USE ALTERNATIVES

4.0 Land Use Designations, Density Alternatives, and Park/Open Space Description

4.0.1 Land Use Designations

The Subarea Plan identifies 8 separate land use designations. These designations do not necessarily represent specific 2020 Community Plan designations or zoning designations. They do represent desirable future land uses. The designations will be used through the implementation of the Subarea Plan, to determine whether any amendments to the Bozeman 2020 Community Future Land Use Map or the Bozeman Official Zoning Map are necessary. The following future land use designations were used in the Bozeman Deaconess Subarea Plan. These future land use designations are shown in Figure 4-1.

- Contiguous Hospital Area: 24.5 acres
- Contiguous Hillcrest Area: 6 acres
- Multi-Use Campus: 16.5 acres
- Neighborhood Services: 6 acres
- Highland Village Mixed Use: 67 acres
- Hillcrest Neighborhoods: 41 acres
- Highland Neighborhoods: 180 acres
- Total Future Use Designation Acreage: 341 acres
- Approximate Central Park Area: 170 acres - see section 4.3 for complete description.

4.0.2 Land Use Designation Definitions

**Contiguous Hospital Area**  Area reserved for the future expansion of the Hospital campus and facilities. Uses include professional office/doctor space, hospital treatment facilities including patient beds and all related treatment/support functions. Surface, sub-surface, or above grade parking is also envisioned. All development in this designation will continue to be subject to the design guidelines described in “Condition 21.”

**Contiguous Hillcrest Area**  Area reserved for the future expansion of the Hillcrest/Aspen Pointe assisted living campus. Uses include multi-unit building residential assisted living condominiums, detached single household homes, and all necessary related support functions. Surface, sub-surface, or above grade parking is also envisioned. All development in this designation will continue to be subject to the design guidelines described in “Condition 21.”

**Multi-Use Campus**  Uses include a mental health facility, hospital related facilities and approx. thirty small scale residential houses, with the potential for hospital employee housing.
Neighborhood Services  Smaller-scale commercial area designed and intended to service the needs of neighborhoods in the vicinity. This area is intended to support and help give identity to the individual neighborhoods by providing a visible and distinctive focal point. Some residential living units may be provided on upper levels of multi-story buildings. The target net density for this area is 8 units per acre.

Highland Village Mixed Use  Activities within this land use category are the basic employment and services necessary for a vibrant community. Establishments located within these categories draw from the community as a whole for their employee and customer base and are sized accordingly. A broad range of functions including retail, education, professional and personnel services, offices, residences, and general service activities typify this designation. Given the proximity to transportation routes, the scale of development in this area is intended to serve an area of several square miles around this designation. The density of development will be higher than has historically occurred in Bozeman commercial areas and will include multi-story buildings. Residences will be built on upper levels in some instances, and high density residential only development will also occur in some areas. The target net density for this area is 24 units per acre.

Hillcrest Neighborhoods  These residential areas will be used by Hillcrest to provide a new senior living alternative for active adults that need or desire to live near the Hillcrest and Hospital facilities but are capable of living in an un-assisted, independent state. The residential neighborhoods will consist of detached single household homes. The design of these neighborhoods will create a pedestrian friendly setting and will discourage through traffic, or non-resident vehicular traffic. The target net density in these areas is 9 units per acre. Development of this designation to the west of Highland Blvd will continue to be subject to the design guidelines included in “Condition 21.”

Highland Neighborhoods  This category designates places where the primary activity is urban density living quarters. Other uses which compliment residences are also acceptable such as parks, low intensity home occupations, fire stations, churches and schools. The dwelling unit density in this designation varies. Areas of higher density should be located in proximity to the commercial uses to facilitate the broadest range of feasible transportation options for the greatest number of individuals and to support the businesses in the commercial areas. A variety of housing types will be developed according to the following density designations: Low density areas shall have a target net density of 4 units per acre, medium density areas will have a target net density of 8 units per acre. High density areas will have a target net density of 10 units per acre. Multi-household living unit areas will have a target net density of 18 units per acre. Any required affordable housing provisions will be met through the implementation of the City of Bozeman Regulations. The land use alternative study further defines where each of the separate densities are located and the number of acres assigned to each.

4.1 Density Calculations and Alternatives

The Subarea Plan includes density, living unit, and population estimates using the above stated designations and the targeted densities. The plan also includes 3 density alternatives for the Highland Neighborhoods. The alternatives for the Highland Neighborhoods have been generated based on the density ranges set in the Bozeman 2020 Community Plan.
The density of the project (number of dwelling units) affects the total amount of park space that will be required. All following density alternatives anticipate that some of the park land dedication requirements will be provided within the different land use areas as shown on figures 4-1 through 4-5. These parks are referred to as “neighborhood” parks. The remaining requirements for park land will be met by dedications of the “community” and “perimeter” park spaces shown on figure 4-6 and discussed in section 4.3. See section 4.3.3 for a tabulation of required park spaces and how the Subarea Plan meets the requirements.

4.1.1 Density/Living Unit/Population Estimates - Commercial, Hospital, and Hillcrest Designations

Contiguous Hospital Area  No residential units are intended to be built in this designation. The land area is sufficient to allow the hospital campus to double, based on gross acreage. This plan is not intended to restrict or schedule how the hospital expands on the designated area, simply to reserve that area for future hospital expansion when the hospital deems it appropriate.

Contiguous Hillcrest Area  Senior citizen assisted/retirement living units are intended for this designation. This plan is not intended to restrict or schedule how Hillcrest expands on the designated area, simply to reserve that area for future Hillcrest expansion when Hillcrest deems it appropriate. Based on gross acreage the plan estimates that Hillcrest could add an additional 65 living units in this designation.

The following calculations show gross and net acreage, estimated dwelling units, and population for the residential and commercial areas.

Hillcrest Neighborhoods:

Gross Acreage: 41 ac.

less

Road R.O.W.: 8 ac. - 20% of gross acreage
Alley Ways: 2 ac. - 5% of gross acreage
Internal Parks: 6 ac. - 15% of gross acreage - see note 1

Net Acreage: 25 ac. - 60% of gross acreage

Target Density: 9 units per net acre
Estimated Living Units: 225
Estimated Population: 338 - estimate 1.5 people per unit - see note 2

Note 1: The Hillcrest Neighborhoods will have a higher percentage of internal, or “neighborhood” park space than the Highland Neighborhoods due to the need for additional private pedestrian/park facilities. See section 4.3.3 for complete park area calculations.

Note 2: The population estimate is based on 1.5 people per unit rather than the 2.26 stated in the 2020 Community Plan due to the specific segment of the population that the Hillcrest Neighborhoods will be used by.
Highland Mixed Use Village:

Gross Acreage: 67 ac.
Less
  Road R.O.W.: 13 ac. - 20% of gross acreage
  Internal Parks: 3 ac. - 5% of gross acreage
Net Acreage: 51 ac. - 75% of gross acreage

For the purposes of estimating dwelling units and populations, the Subarea Plan assumes that 25% of the net acreage in the Village Mixed Use area will be developed as high density residential. An additional 35% of the net acreage will contain mixed uses with some residential incorporated, the remaining 40% of the net acreage will be purely commercial as some commercial functions are not appropriate for mixed use such as hotels, large scale grocery, and medical/research and related facilities. The following calculations further allocate the net acreage noted above to residential, mixed use, and commercial:

Net Acreage: 51 ac.
Residential Development: 13 ac. - 25% of net acreage
Mixed Use Development: 18 ac. - 35% of net acreage
Commercial Development: 20 ac. - 40% of net acreage

Residential Estimates, Net Acreage: 13 ac.
Target Density: 24 units per net acre
Estimated Living Units: 312
Estimated Population: 705 - estimate 2.26 people per unit (per 2020 Community Plan)

For the Mixed Use and Commercial areas, the Subarea Plan assumes that 75% of the net area is going to be used as parking and other site improvements and the remaining 25% is available for building pads. Of the building pad area, 75% is actual constructed space. For the Mixed Use areas the plan assumes one level of constructed commercial space, with the higher levels being used for the residential component. For the commercial only areas, the plan assumes an average building height of 3 stories to estimate the amount of constructed floor space. The estimates included herein are for general planning purposes only, derived from other area commercial projects and does not take into account such items as parking garages or building heights that exceed the current zoning and/or conditional uses.

Mixed Use Estimates, Net Acreage: 18 ac.
Target Density: 24 units per net acre
Estimated Living Units: 432
Estimated Population: 976 - estimate 2.26 people per unit (per 2020 Community Plan)
Estimated Building Pad Area: 4.5 acres or 196,020 sf - 25% of net acreage
Estimated Commercial Space: 147,015 sf - 75% of building pad - one story of commercial

Commercial Estimates, Net Acreage: 20 ac.
Estimated Building Pad Area: 5 acres or 217,800 sf - 25% of net acreage
Estimated Commercial Space: 490,000 sf - 75% of Building Pad - three stories of commercial
All Highland Village uses, Net Acreage: 51 ac.

Estimated Living Units: 744
Estimated Population: 1681 - estimate 2.26 people per unit (per 2020 Community Plan)
Estimated Building Pad Area: 9.5 acres
Estimated Commercial Space: 767,695 sf

Neighborhood Services:

The neighborhood services area has no deductions from gross acreage for right-of-way or park space due to its location on Kagy Blvd, an arterial, and being surrounded by park land with pedestrian connections.

Net Acreage: 6 acres (Kagy Blvd dedication already deducted)
Target Density: 8 units per net acre
Estimated Living Units: 48
Estimated Population: 108 - estimate 2.26 people per unit (per 2020 Community Plan)
Estimated Building Pad Area: 2 acres or 87,120 sf - 25% of net acreage
Estimated Commercial Space: 65,340 sf - 75% of building pad - one story of commercial

4.2 Density Alternatives for Highland Neighborhoods

The Subarea plan includes a low, medium, and high density alternative for the Highland Neighborhood areas due to the fact that 2020 Community Plan gives a range of densities for the residential designation. In addition, the alternatives attempt to show a wide range of housing options that is also encouraged by the 2020 Community Plan.

The Subarea Plan and all three alternatives include four density and housing type designations:
Low Density Single Family Detached (Low): Single household detached site built homes. Target net density of 4 units per acre or 10,000 square foot lots.

Medium Density Single Household Detached/Attached (Medium): Single household or duplex site built homes. Target net density of 8 units per acre, or 5,000 and 6,000 square foot lots.

High Density Single Household Detached/Attached (High): Single household or multi-household site built homes. No more than 6 attached dwelling units, all having independent outdoor access to each dwelling unit. Target net density: 10 units per acre.

Multi-Household (Multi): Multi-household, multi-story buildings, condominiums and apartments. Shared outdoor access for all dwelling units. Target net density: 18 units per acre.

The three alternatives all anticipate placing the highest density uses towards the center of the project, and the lowest density towards the exterior of the project to transition to existing development.
### 4.2.1 Alternative 1 - Low Density (Figure 4-2).

<table>
<thead>
<tr>
<th></th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
<th>Multi</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allocated ac.</td>
<td>100 ac</td>
<td>32 ac</td>
<td>34 ac</td>
<td>14 ac</td>
<td>180 ac</td>
</tr>
<tr>
<td>Percentage</td>
<td>55%</td>
<td>18%</td>
<td>19%</td>
<td>8%</td>
<td>100%</td>
</tr>
<tr>
<td>Less</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R.O.W. 20%</td>
<td>20 ac</td>
<td>6 ac</td>
<td>7 ac</td>
<td>3 ac</td>
<td>36 ac</td>
</tr>
<tr>
<td>Alleys 5%</td>
<td>5 ac</td>
<td>2 ac</td>
<td>2 ac</td>
<td>n/a</td>
<td>9 ac</td>
</tr>
<tr>
<td>Internal Park 5% - see 4.3.3</td>
<td>5 ac</td>
<td>2 ac</td>
<td>2 ac</td>
<td>1 ac</td>
<td>10 ac</td>
</tr>
<tr>
<td>Net Acreage</td>
<td>70 ac</td>
<td>22 ac</td>
<td>23 ac</td>
<td>10 ac</td>
<td>125 ac</td>
</tr>
<tr>
<td>Target Density</td>
<td>4 units/acre</td>
<td>8 units/acre</td>
<td>10 units/acre</td>
<td>18 units/acre</td>
<td>7 units/acre</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>280 DU</td>
<td>176 DU</td>
<td>230 DU</td>
<td>180 DU</td>
<td>866 DU</td>
</tr>
<tr>
<td>Population</td>
<td>633 residents</td>
<td>400 residents</td>
<td>520 residents</td>
<td>407 residents</td>
<td>1960 residents</td>
</tr>
</tbody>
</table>
4.2.2 Alternative 2 - Medium Density - Preferred Alternative (Figure 4-3).

The following alternative has been selected as the preferred alternative due to the even balance between allocations and the placement of low density next to existing rural properties. The overall net density of 8.5 units per acre is in line with the stated goals of the 2020 Community Plan. The desired density is realized while a transition from rural development to urban development is also achieved.

<table>
<thead>
<tr>
<th></th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
<th>Multi</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allocated ac.</td>
<td>46 ac</td>
<td>54 ac</td>
<td>66 ac</td>
<td>14 ac</td>
<td>180 ac</td>
</tr>
<tr>
<td>Percentage</td>
<td>25%</td>
<td>30%</td>
<td>37%</td>
<td>8%</td>
<td>100%</td>
</tr>
<tr>
<td>Less</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R.O.W. 20%</td>
<td>9 ac</td>
<td>11 ac</td>
<td>13 ac</td>
<td>3 ac</td>
<td>36 ac</td>
</tr>
<tr>
<td>Alleys 5%</td>
<td>2 ac</td>
<td>3 ac</td>
<td>3 ac</td>
<td>n/a</td>
<td>8 ac</td>
</tr>
<tr>
<td>Internal Park 5%</td>
<td>2 ac</td>
<td>3 ac</td>
<td>3 ac</td>
<td>1 ac</td>
<td>9 ac</td>
</tr>
<tr>
<td>5% - see 4.3.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net Acreage</td>
<td>33 ac</td>
<td>37 ac</td>
<td>47 ac</td>
<td>10 ac</td>
<td>127 ac</td>
</tr>
<tr>
<td>Target Density</td>
<td>4 units/acre</td>
<td>8 units/acre</td>
<td>10 units/acre</td>
<td>18 units/acre</td>
<td>8.5 units/acre</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>132 DU</td>
<td>296 DU</td>
<td>470 DU</td>
<td>180 DU</td>
<td>1078 DU</td>
</tr>
<tr>
<td>Population</td>
<td>298 residents</td>
<td>669 residents</td>
<td>1062 residents</td>
<td>407 residents</td>
<td>2436 residents</td>
</tr>
</tbody>
</table>
4.2.3 Alternative 3 - High Density (Figure 4-4).

This alternative considers converting some of the centrally located parkland to Multi Household designation due to the proximity to the Mixed Use Commercial area. Therefore the gross acreage is increased to 191 acres and the central park system is reduced to 160 acres.

<table>
<thead>
<tr>
<th></th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
<th>Multi</th>
<th>Total</th>
</tr>
</thead>
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<tr>
<td>Allocated ac.</td>
<td>28 ac</td>
<td>35 ac</td>
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<td>25 ac</td>
<td>191 ac</td>
</tr>
<tr>
<td>Percentage</td>
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<td>Less</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R.O.W. 20%</td>
<td>6 ac</td>
<td>7 ac</td>
<td>21 ac</td>
<td>5 ac</td>
<td>39 ac</td>
</tr>
<tr>
<td>Alleys 5%</td>
<td>1 ac</td>
<td>2 ac</td>
<td>5 ac</td>
<td>n/a</td>
<td>8 ac</td>
</tr>
<tr>
<td>Internal Park 5% - see 4.3.3</td>
<td>1 ac</td>
<td>2 ac</td>
<td>5 ac</td>
<td>1 ac</td>
<td>9 ac</td>
</tr>
<tr>
<td>Net Acreage</td>
<td>20 ac</td>
<td>24 ac</td>
<td>73 ac</td>
<td>19 ac</td>
<td>136 ac</td>
</tr>
<tr>
<td>Target Density</td>
<td>4 units/acre</td>
<td>8 units/acre</td>
<td>10 units/acre</td>
<td>18 units/acre</td>
<td>10 units/acre</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>80 DU</td>
<td>192 DU</td>
<td>730 DU</td>
<td>342 DU</td>
<td>1344 DU</td>
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<tr>
<td>Population</td>
<td>181 residents</td>
<td>434 residents</td>
<td>1650 residents</td>
<td>773 residents</td>
<td>3038 residents</td>
</tr>
</tbody>
</table>

4.2.4 Cumulative Density and Population Estimate (Figure 4-5).

This cumulative tally of all Subarea Plan land designations combines the estimates of all Hospital, Hillcrest, and Commercial designations with the estimates for the preferred alternative (Alternative 2) for the Highland Neighborhoods.

<table>
<thead>
<tr>
<th>Designation/Statistic</th>
<th>Gross Acres</th>
<th>Net Acres</th>
<th>DU</th>
<th>Population</th>
<th>Comm/Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cont. Hospital Area</td>
<td>24.5</td>
<td>24.5</td>
<td>N/A</td>
<td>N/A</td>
<td>Undetermined</td>
</tr>
<tr>
<td>Cont. Hillcrest Area</td>
<td>6</td>
<td>6</td>
<td>65*</td>
<td>65*</td>
<td>N/A</td>
</tr>
<tr>
<td>Multi-Use Area</td>
<td>16.5</td>
<td>16.5</td>
<td>N/A</td>
<td>N/A</td>
<td>Undetermined</td>
</tr>
<tr>
<td>Hillcrest Neighborhoods</td>
<td>41</td>
<td>25</td>
<td>225</td>
<td>338</td>
<td>N/A</td>
</tr>
<tr>
<td>Village Mixed Use</td>
<td>67</td>
<td>51</td>
<td>744</td>
<td>1681</td>
<td>767,695 sf</td>
</tr>
<tr>
<td>Neighborhood Services</td>
<td>6</td>
<td>6</td>
<td>48</td>
<td>108</td>
<td>65,340 sf</td>
</tr>
<tr>
<td>Highland Neighborhood Alt. 2</td>
<td>180</td>
<td>127</td>
<td>1078</td>
<td>2436</td>
<td>N/A</td>
</tr>
<tr>
<td>Total</td>
<td>341</td>
<td>256</td>
<td>2160</td>
<td>4466</td>
<td>833,035 sf</td>
</tr>
</tbody>
</table>

* - Senior Citizen Assisted Living Condominiums

4.3 Subarea Parks, Trails, and Open Space
The Subarea Plan (with the preferred alternative 2) designates approximately 170 acres or 33% of the vacant portion of the Subarea Plan as park and open space classified as "Community Park" and Perimeter Park. The majority of these park spaces are located over the natural drainage and glen areas that cross the property. The glen and drainage areas are largely unable to be developed for residential or commercial uses due to the excessive slopes and some critical lands in the bottom of the drainage. In addition to the community and perimeter parks, the subarea plan calls for individual neighborhood parks as well. The combination of these park spaces dedicate more than enough park space according to current City guidelines and regulations. Below is a description of the park and open spaces and the improvements thereto within the study area.

### 4.3.1 Parks and Open Space - see figure 4-6.

**Community Park.** The Subarea Plan designates one hundred acres as a community park. This park is located over the major drainage that spans the entire property. While this area is not useful for residential or commercial uses it is very useful for the recreational purposes of the residents in the study area and the larger community as well. This linear natural park space is intended to serve as a year round recreational area for City and County residents in the southeastern quadrant of the city. The presence of other City parks and trails in the immediate area present an excellent opportunity to connect the proposed "community park" to the existing facilities via non-automotive connections.

**Perimeter Parks.** In addition to the "community park" the Subarea Plan calls for a perimeter park system around the boundary of the entire study area. The perimeter parks comprise approximately sixty-five acres. The perimeter parks are intended to serve as pedestrian corridors as well as landscaped space buffers between existing uses and arterials around the perimeter of the study area and the uses in the interior of the Subarea Plan.

**Neighborhood Parks.** Although the specific locations of these parks are not shown in the Subarea plan, the individual land use designations will also have additional park spaces located within the interior of the individual land use areas. These park areas are deducted from the gross acreage in all of the density calculations and alternatives. While they will be public parks, these park spaces will be intended to serve the residents that reside in the neighborhood areas and will be scaled accordingly. All of these internal neighborhood park spaces will be connected to the “community” and “perimeter” parks via trails and sidewalks. The Subarea Plan anticipates an additional 18 acres of park space in the interior of the individual land use areas.

**Park Dedication Requirements.** The current City land development regulations state the 0.03 acres of park space is required for each dwelling unit. Using the preferred alternative, the Subarea Plan calls for 2,088 dwelling units. The current City regulations therefore would require 62.64 acres of dedicated park land. See section 4.3.3.
4.3.2 Trails and Improvements

Community Park: The community park is largely intended to be left in its natural state with the major improvement being a trail system and public access points. There are 3 public access points in the plan. The northern access facility is intended to be located where the existing historic farm house and outbuildings are located. This facility will be maintained and available for public gatherings and functions. Some of the outbuildings may be appropriate for park maintenance facilities and/or other private organization needs. The addition of parking spaces is also anticipated. The central access facility is located at the intersection of the two internal collector roads. This area will also have public parking and restroom facilities. This site will also feature some improved and landscaped areas as well as active recreational opportunities, realizing the topography is a limiting factor. The third access point is located on the southern end of the community park, off of Kagy Blvd. This facility will also include parking and restrooms and will be able to be integrated with some other public works facility such as a fire station. The topography of the southern access point limits the ability to make any active recreation improvements.

The Subarea Plan shows the conceptual location of the trail system in the community park. It is not intended to show the final configuration and layout of the trails. As the development process moves forward, the Recreation and Parks Advisory Board, and other interested and appropriate parties will be consulted with to determine the correct location and construction of the trails and what activities are to take place on the trails. Consideration will be given to protecting critical lands as well and appropriate construction techniques will be used when trails cross wetlands or other critical habitat. The trails will be designed so that year round, but season appropriate, use is possible.

Perimeter Parks. The perimeter parks offer an opportunity to construct the pedestrian and bicycle lanes separated from the arterial roads. The appropriate departments and personnel within the City Planning and Engineering Departments will be consulted to determine where it is and is not appropriate to construct trails/sidewalks and bike lanes in the perimeter park space rather than the arterial right-of-way. All perimeter parks that have frontage on any of the existing perimeter roads will be landscaped and irrigated along with designed mounding and shaping. Perimeter parks that are not fronting on the arterial network will be left in its natural state, but maintained for weeds.

The trails in the perimeter parks will be designed and locations will be determined through consultation with the appropriate City personnel. The main goal of the perimeter trails is to serve as connectors between the community park and existing park and trails facilities discussed in Chapter 2. The Subarea Plan calls to attention four trail/arterial road crossings that will be designed so that pedestrian crossings of the arterial are safe. This may include grade separated crossings if deemed appropriate.

Neighborhood Parks. The interior neighborhood parks will be landscaped and irrigated. In addition, smaller scale active recreation and playgrounds will be installed. The interior neighborhood parks will be designed and master planned to serve primarily school-aged children that reside in the neighborhood areas.
4.3.3 Tabulation of Provided and Required Park/Open Space Dedications

Total park/open space dedications anticipated by Subarea Plan:

- Community Park: 100 acres
- Perimeter Park: 70 acres
- Neighborhood Park: 18 acres - Internal park areas within each land use designation
- Total: 188 acres

The City of Bozeman regulations include different park dedication requirements for single household and multi household developments. The dedication requirement for standard single household development is .03 acres per dwelling unit. For multi household development the dedication requirement depends on the final tract size on which the multi household structure is to be built, ranging from 11% of the net land area to 2.5% of the net land area. The Subarea Plan does not anticipate the final sizes of the tracts of ground for multi household and condominium housing products. Therefore the Subarea Plan will use the most restrictive dedication requirement (.03 ac./DU) to compare anticipated park dedication against the most restrictive dedication requirements. Following is the most park space that could be required based on total dwelling units. Note: area that is dedicated for commercial use only has no requirement for park dedication.

Required Park Dedication per City of Bozeman Uniform Development Ordinance - .03 acres per dwelling unit:

<table>
<thead>
<tr>
<th>Area</th>
<th>Dwelling Units</th>
<th>Acreage Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contiguous Hillcrest Area</td>
<td>65</td>
<td>2</td>
</tr>
<tr>
<td>Hillcrest Neighborhoods</td>
<td>225</td>
<td>7</td>
</tr>
<tr>
<td>Highland Village</td>
<td>744</td>
<td>22</td>
</tr>
<tr>
<td>Neighborhood Services</td>
<td>48</td>
<td>1</td>
</tr>
<tr>
<td>Highland Neighborhoods (alt 2)</td>
<td>1078</td>
<td>32</td>
</tr>
<tr>
<td>Total</td>
<td>2160</td>
<td>65</td>
</tr>
</tbody>
</table>

Surplus Park/Open Space: 123 acres. (188 ac.-65 ac.)

While some of the surplus area will not qualify to count towards the dedication requirement due to frontage and/or critical land setback classifications the Subarea Plan does designate ample land area for park and open space as the requirement for subarea plans is to reserve "adequate area to represent at least 60% of expected parklands to be dedicated through development in the area." - see section 1.2.2
CHAPTER 5
PLAN IMPLEMENTATION

5.0 Implementation Overview

The Bozeman Deaconess Health Services Subarea Plan has been prepared to summarize the desired development and pattern for the BDHS property. The preferred alternative consists of additional area and residences for the Hospital and Hillcrest facilities as well as a medium density residential development throughout the remainder of the property. With the desire to provide the community with recreational opportunities consistent with planning goals of the City of Bozeman, open space and parkland will be incorporated into the development to extend the Main Street to the Mountains trail system, provide easy access to park facilities for local residents as well as employees of area businesses, and minimize impacts to important natural swales and drainage areas on the property. The goal of the preferred alternative is to provide the Hospital, Hillcrest residents and employees, and local residents with a high-quality development offering a combination of residential and commercial space while meeting the City of Bozeman's growth policies.

Bozeman Deaconess Health Services has the opportunity to develop the available land in a manner that will meet growth needs for the Hospital, Hillcrest as well as area residents and the City of Bozeman. Their goal to develop the land in a responsible and equitable manner in order to allow future expansion of the Hospital and Hillcrest facilities as the area grows and demands increase and change.

5.1 Plan Element Overview

5.1.1 Land Use

The land use outlined in the preferred alternative provides significant diversity with commercial areas available for Hospital and Hillcrest expansions, specific areas reserved for Hillcrest residents and others needing close access to the hospital facilities, additional commercial area for associated businesses and support facilities, residential communities providing a range of housing opportunities for area residents, and a significant amount of open space and parkland providing connectivity to existing trail systems and new parkland for residents. The preferred alternative with medium density residential areas is consistent with the Bozeman 2020 Plan and allows BDHS the opportunity to develop the property in a manner which meets applicable guidelines and requirements of the City of Bozeman.

As the preferred alternative is reviewed by the City of Bozeman, minor changes to the Bozeman 2020 Community Plan Future Land Use Map and Bozeman's official Zoning maps should be updated accordingly to show the property as it is developed.
5.1.2 Parks, Trails and Open Space

The preferred alternative includes a variety of parkland available to the public and residents of the community. Near the center of the property, a large area will be designated park land for all residents to use. In addition to the larger central park facility, smaller neighborhood parks will be developed to allow residents of the community close access to park land. Open space and the larger park area have been connected to allow extension of the trail system to the available parkland, allowing easy access for anyone wishing to use the park and trail network.

Additionally, the preferred alternative provides a significant amount of open space incorporated into the property. The open space allows extension of the existing Main Street to the Mountains trail system, utilizing the natural topography and character of the property to the extent feasible. The proposed trails in open space will be extended to the existing trail system and expanded throughout the property to create several pathways for the community to enjoy this beneficial resource. Upon acceptance of the Subarea Plan a park and trail master plan should be developed to guide the development of the perimeter and community park spaces discussed in this Subarea Plan.

5.1.3 Transportation

The preferred alternative will increase vehicle traffic and travel demand in the area, which will impact area roads and intersections. In order to minimize effects on the existing transportation network, Kagy and Highland Blvds, Bozeman Trail Rd and Haggerty Ln will be improved to arterial standards to convey the additional traffic generated by the development. Intersection improvements including reconstruction, realignment and signalization will also be required to manage the additional traffic. Initial assessment of the existing intersections indicate that Highland Blvd and Main St, Haggerty Ln and Main St, Ellis Ave and Highland Blvd as well as hospital entrance locations, will require improvements, which may include installation of new signals to manage traffic demands.

Local access and collector streets will be constructed throughout the proposed development in order to convey traffic within the property, provide access to area parks and the trail system, and provide an interconnected transportation network. Access points into the property will be aligned with existing streets to provide connectivity with existing development. Internal access streets will be aligned to minimize impacts to the natural drainage swales on the property. One crossing is proposed across the primary drainage glen on the property. The crossing is projected to be elevated to allow pedestrian access below to maintain a continuous trail network, and limit detrimental effects to the existing channel and riparian habitat.

The Greater Bozeman Area Transportation Plan, updated in 2001, designates the roads around the property as arterial streets, which is consistent with the proposed upgrades and improvements. Design and construction of the improved roads as well as new collector and local access streets will be coordinated with the City of Bozeman and the Montana Department of Transportation to ensure that traffic and travel demands are met following development of the property.
5.1.4 Water and Sewer Infrastructure

The preferred alternative will generate additional water and sewer infrastructure demands according to the proposed land uses and facilities constructed on the property. Municipal water infrastructure is already in close proximity to the property and discussions with the City Engineering Department indicate that there is adequate supply for the proposed development. Water mains and service lines will be extended to the development, based on final layouts and configurations. Extensions for future developments and use will be incorporated into the water system construction as required for all new developments that expand the existing water supply network. Municipal sewer service is located within the property boundary in alignments that are consistent with the Wastewater Facility Plan utilized by the City of Bozeman. The proposed development will require extension and expansion of the existing system, based on the final layout of the community as well as anticipated property uses. Upgrades and improvements to the existing system will likely be required to meet new system capacity which may include modifications and larger diameter sewer mains on the property and down gradient trunk line segments. Improvements and upgrades to the existing sewer mains will be identified during engineering phases of the development based on the final layout and anticipated uses of the developed land.

5.2 Implementation Strategies

The goals and objectives of the Bozeman Deaconess Health Services Subarea Plan provide the basic premises for developing the land according to the Bozeman 2020 Community Plan and other applicable guidelines and requirements. As the specific details of the development are further refined to identify lot layouts, building sites, and anticipated land uses for commercial areas, the implementation of the Subarea Plan will require improvement and extension of existing municipal and transportation systems accordingly to meet new demands. As the development progresses, implementation policies and strategies should be recognized and followed in order to ensure that the project meets the guidelines and policies set forth by the Bozeman 2020 Community Plan and other applicable regulations.

5.2.1 Managing Growth and Development

The City of Bozeman will adopt zoning according to the preferred alternative to guide future use on the BDHS Property.

The City of Bozeman Planning Board and the City Commission will utilize the preferred alternative when evaluating proposed construction projects for the developed properties in accordance with adopted zoning requirements.

The City of Bozeman will discourage any future proposal and zoning amendment that increases residential density in the developed area above the densities identified in the preferred alternative.

The City of Bozeman will preserve the open space, parkland and trail network by discouraging any future proposal or zoning emendation that modify designated areas in the preferred alternative.
5.2.2 Project Scheduling and Coordination

BDHS should develop a project schedule that allows a phased development and construction approach allowing immediate development of necessary areas and facilities, while planning for future growth and expansion on the property as the development project progresses over time.

The Bozeman Deaconess Foundation should develop a long-term infrastructure design and construction schedule that identifies specific project phases, construction periods impacting existing utilities and roadways, and key milestones for each portion of the project. The project schedule should identify specific development areas proposed for construction and the associated infrastructure improvements required for each phase, including off-site work to be completed.

The Bozeman Deaconess Foundation should coordinate any off-site improvements required for the development with the City of Bozeman Engineering Department in order to identify any improvements already planned as a part of the updated Water and Wastewater Facility Plans being prepared for the City, scheduled for completion in late 2005 or early 2006.

5.2.3 Infrastructure Construction and Improvements

BDHS should begin the engineering phases of the proposed development to evaluate and identify the necessary infrastructure improvements to meet the increased municipal service demands as well as mitigate traffic impacts generated by the development.

BDHS will work closely with engineers and the City of Bozeman Engineering Departments to identify necessary off-site improvements and extensions for water and sewer infrastructure.

BDHS will coordinate with the Montana Department of Transportation and City Engineers to identify the required improvements to roadways and intersections, insuring agreement and approval for construction of the roadways.

Infrastructure construction within the property should be completed in areas that minimize detrimental impacts to natural resources, riparian habitats and vegetation. Where it is necessary to extend utilities through the primary drainage glen or other open space areas, utilities should be constructed adjacent to the trail system to provide access for maintenance purposes and eliminate the need for additional access roads.

5.2.4 Building Public Awareness and Support

The Bozeman Deaconess Foundation should work closely with local media sources to generate public awareness and support for the Bozeman Deaconess Subarea Plan and the proposed development.

The Bozeman Deaconess Foundation should present long term goals and requirements to area residents through local media sources identifying future plans to meet health care demands of continued growth throughout the valley and surrounding communities.
The Bozeman Deaconess Foundation should work closely with the Parks and Recreation Departments and local interest groups to coordinate development of the proposed park land, open space and trail system to build support for the project and to identify any specific requests or requirements for extending trail network, including public access, parking areas and special needs.

5.2.5 Long-term Infrastructure Planning and Support

Utility systems constructed on and through the property should be extended to the property boundaries with currently unincorporated areas to allow future extension of the system if or when further development occurs.

Water and sewer main extensions should be designed to accommodate additional development in currently unincorporated areas according to existing and anticipated zoning, to the extent feasible, and in conjunction with adopted facility plans and applicable City codes.