



NENA NEWS

SPRING
2020

See a full version of the newsletter at NENABozeman.org

NENA SPRING MEETING POSTPONED

UNTIL THE CITY DEEMS IT SAFE TO HOLD A PUBLIC GATHERING

NENA NEEDS YOU!



Step Up and Get Involved in Your Neighborhood!

The positions of President and Vice President are up for election at the NENA Spring Meeting. **BOTH POSITIONS ARE OPEN**, as neither Amy Hoitsma nor Paul House are running for re-election.

NENA is often referred to as the most active of the City's neighborhood associations. You will be supported by many long-serving volunteers! Put your name in the hat and help lead the neighborhood for the next two years!

Curious? Questions?

Email Amy Kelley Hoitsma @ aok@mcn.net

**THANK YOU FOR ALL YOU DO
FOR OUR NEIGHBORHOOD!**

BOZEMAN CLEANUP DAY 2020

SATURDAY · APRIL 25 · 8AM · BOZEMAN PUBLIC LIBRARY



REGISTER you or your group: bozeman.net/CleanUp



What's Happening with PhotoVoicesNE?

by Suzanne Held and Cathy Costakis

We believe our neighborhood deserves us to be active participants in its evolving future. By now, you probably are familiar with the **PhotoVoicesNE community art project** that took place last summer at Tinworks Art. Neighbors submitted over 80 photos—along with a sentence or two of text to provide a “voice” to the image—showing what they value/love/want to preserve about our neighborhood. Over 425 people came to the exhibit in August, engaged with each other about the images and the future of our neighborhood, and wrote comments alongside the photos.

Since then, we developed a transcription that contains all the images, voices, and comments that were written on the wall. We then met with the Community Development Director and other City staff to discuss ideas for moving forward. It became obvious that we needed a way to make sense out of all the input we received from the neighborhood. So, we reached out to the MSU School of Architecture and are working with two groups of students who are excited to work on our project. We provided them with the transcription, the R/UDAT report, and Bozeman planning documents including the Neighborhood Conservation Overlay District (NCOD) and consultant update recommendations. We let them know that we are interested in coming up with common themes and design metrics to

describe the character of our neighborhood. Dr. Sarah Church, an MSU faculty member who works in citizen involvement in planning, joined the PhotoVoicesNE group to help us think about how to move our work forward.

If you are interested in attending meetings, contact Suzanne Held at sznbzn@gmail.com



Public Safety Center Update

by Vickie Backus

Demolition at the future site Bozeman’s Public Safety Center has been completed and delightfully, many of the building materials were repurposed and reused and kept out of the landfill! Some minor contamination left over from decades of industrial use was exposed during demolition. The city continues to work with MDT on remediation.

Currently the city is completing construction documents and preparing a bid package to be ready in March. You will start seeing progress on site beginning late spring or early summer as the utility work gets started and construction begins.

Idaho Pole Superfund Site Delisted

by Amy Kelley Hoitsma

In early February, the EPA made a decision to remove the Idaho Pole site from its Superfund site list. That decision has caused concern among local residents and officials. The area was listed in 1986 due to soil and groundwater contamination by pentachlorophenol and polycyclic aromatic hydrocarbons after many years of wood treatment on the property just north of the Interstate near L Street and Cedar Street.

The Gallatin City-County Board of Health, the Gallatin Local Water Quality District, the City Commission, and Gallatin County continue to review the documents and the site in order to determine what type of development might be allowed on the site.

The ***Bozeman Daily Chronicle*** reported that: “The agency and the state Department of Environmental Quality determined all the required cleanup of the facility is complete and no additional work is needed to protect human health and the environment in the area.” Local officials are concerned that the EPA did not adequately work with them, and that the site may not be sufficiently cleaned up to allow for redevelopment.

Mayor Chris Mehl will attend the NENA spring meeting on March 24 to answer questions about this issue. More information and documents can be found at: glwqd.org/contaminated-sites/

CALLING ALL NEIGHBORHOOD ARTISTS:

Cottonwood + Ida — Tinworks Art

A pop-up art event in Bozeman's northeast neighborhood in Summer 2020!

Are you an artist living in or with a studio in the Northeast Neighborhood? We invite you to join the **NENA Artist Registry** and participate in a summer exhibition at Tinworks Art. **ALL** artists—professionals and hobbyists alike—are encouraged to participate.

Learn more and register at [NENA-artists.com](https://nena-artists.com)



INDRELAND AUDUBON WETLAND PRESERVE UPDATE

from the Sacajawea Audubon website

WE ENVISION the wetlands as a gateway to conservation. The IAWP will provide unique opportunities for experiencing wildlife through use of strategically placed, non-obtrusive blinds and observation points, and “windows in the wetlands” to view aquatic activity.

A nature center in Bozeman has been a community dream for decades. SAS plans to turn this dream into a reality by building an innovative, sustainable nature center of architectural importance in close proximity to the restored wetlands. Its size and scope will be dictated by community support and its location.



Nature Center illustration by Jakub Galczynski.

There is tremendous potential for building trail connectivity and safe wildlife corridors within and adjacent to the IAWP in the future.

More information and illustrations can be found at <https://bozemanwetlands.org/WP/>

New Developments in the Neighborhood

The Northeast Neighborhood has become one of the more desirable places to build in Bozeman, as it is one of the last vestiges of “Old Bozeman” with developable land. While it’s hard to keep up with all of the new proposals, and while projects can change dramatically over the course of the City review process, here is a summary of some of the projects in the works. For more information, contact the [Community Development Department](#).



Cottonwood + Ida Modifications

by Erik Nelson, Thinktank Design Group Inc.

The development team has been hard at work looking at ways to improve the overall project to better achieve our goals. We have found a few items for which we are requesting a minor modification for from the Planning Department. The planning department will be mailing out notices of this to the adjacent neighbors.

However, we would like to open the communication with the neighborhood as much as possible and would like any and all interested to reach out to us directly with any questions or just to gather information.

The best way to reach us is via email or phone at: erik@thinktankarchitects.com or 406-539-1176. Additionally you can contact the Planning Department to review the plans or visit bozemanrudat.com/cottonwood-ida-project to see updated concepts.

The relevant changes have reduced the overall intensity of use on the site going from 92 residential units down to 73. The number of affordable units has remained unchanged increasing the overall percentage of affordability from 10% of the rental units to 14%. The quantity of commercial uses has remained consistent but has been repositioned to better interface with the common public plaza space. The buildings along Ida Avenue have remained residential though their massing has been scaled down to be more residential in nature and the private alley, “woonerf”-style alley provides direct vehicular access into each of these townhome residences. All provisions have remained compliant with the requested relaxations from the PPUD. The refined character of the buildings aims to improve the project’s sense of place and strengthen its relationship to the neighborhood. The points achieved through the PUD will likely increase from 60 to 65 and the relaxations requested remain the same.

“Block 3” Concept Design

by Vickie Backus

The Medical Arts Building, including the parking lot west of the building, has been purchased by HomeBase Partners. Andy Holloran, along with Chicago Investment partners WHI Real Estate Partners, plan to redevelop the site with the help of Sera and SMA Architects.

NENA efforts to get developers to work with neighbors early on in the design process was taken seriously for this large scale (3 acre) project. In January, the development group hosted a “visioning workshop” on the project, currently called Block 3. NENA was well represented with several neighbors participating.

Participants were asked to envision what the space could become and how it could typify the character of the neighborhood. Ideas were discussed within small groups and then presented to the larger audience. Visions included Affordable Housing (not luxury condos), a downtown gathering spot including public art, affordable food vendors (e.g. food trucks), and a neighborhood grocery store.

In terms of general design concepts, participants overall encouraged creating a pedestrian-oriented neighborhood hub with a mix of indoor and outdoor environments, providing space for a variety of activities that would be inviting to all socioeconomic groups. An open design with multiple access points and alleys that maintains mountain views and encourages people to gather was also highly favored, as was providing a service to the community, such as housing a non-profit or community institution. A summary report can be found at [the NENA website](#).

It is hoped that this and future meetings will positively influence the project as well as provide transparency and neighborhood participation not seen in more recent downtown projects. The next working group meets March 25th. If you have any thoughts on the project, please email NENABozeman@gmail.com.





photo by Mike Cline

DOWNTOWN PARKING ORDINANCE

by Paul House

The city commission has been deliberating on a new Parking Benefit Zone plan and the March 2nd meeting had tensions running high. It wasn't a meeting that made me ever want to be a city commissioner as overall civility was running low. I do feel that the city is trying to get ahead of an imminent parking shortage in the neighborhoods north and south of downtown and protect residents' ability to park near their homes, but the proposed plan was criticized widely from being unworkable to unnecessary to start with. Ultimately the resolution passed 3:2 but with an important amendment that allows residents to veto a district with a 60% vote. From the general tone at the meeting this would seem to be easily accomplished! For certain, if residents in a parking zone aren't happy with the permit system then it should cease to exist.

The resolution is as complicated as the reasons we drive cars and how we ended up with societies built around them. It's sad to think of the original mass transit that was in place right here in Bozeman at the turn of the 19th century: electric trolleys emanating from the railroad depot, up Church Ave, down Main St and beyond. Of course there were passenger trains and there was even passenger service running north of Belgrade to Maudlow. How we could have gotten it so right all the way back then, and then proceeded to tear it out, is impalpable but that's our flavor of progress in the hyper-individualist American world. I digress... but let's be honest, the real problem is the car itself and of course our attachment to it. Contemporary signs of hope are Uber and the plethora of affordable electric bikes, scooters, etc. Of course those won't eliminate the car but could drastically reduce their numbers. A 3-lane Main St would also greatly increase parking and smooth out the traffic flow downtown. Additional mass transit is likely over time and there will eventually be more options for people to get downtown and all around. And let's not forget the all-time original mode of transportation: walking.

Back to the parking resolution, it is important to note that a permit system could only be proposed to be created if parking supply drops below 15%, and would still require city commission approval. Even if people were supportive of its concept, which is to protect residential neighborhood parking from being consumed by downtown-related use, it contains seemingly unworkable components—the most obvious being the online permit system. A resident would have to use an app to activate their parking permit(s) every time a different visitor arrived. No matter how conveniently this were to be done, it still entails a potentially stifling level of active management that

in some cases isn't even legal. For example, mental health providers would be required, illegally due to confidentiality laws, to obtain and register each client's license plate. There are other home-based businesses that would suffer hardship, and there are multi-bedroom rentals that would only be granted two permits at the lower residential rate of \$30-35/year.

There is also the issue of charging residents to park when they already pay street/tree taxes as well as burgeoning property taxes. Newer homes have also paid dearly for parking spots. Why not make the resident permits free and only charge the non-residents for parking in areas where they don't pay taxes/fees?

The city has invited comment and participation on this proposal from the beginning. I've been on the Parking Working Group within the Inter Neighborhood Council. It has been hard to get clear answers from the parking commissioner on details of the plan. Supposedly these types of districts exist around the country; I'd like to see more information about how they work and how well they've been received. I hope we take more time to learn before moving forward. Among the recommendations that we made to the city:

- Preferential treatment for residents of pre-existing apartment buildings that would allow purchase of resident parking permits;
- Special consideration for in-home businesses, elderly, fixed income, handicapped, and school/special event situations;
- 60% veto (which was adopted);
- Mitigation by developing Park & Ride routes, increasing Streamline service, more bike lanes, and 3-lane Main St.

The next step is for the city to supply parking data to the parking commission (another avenue for conveying comments). If the data shows that more than 85% of the parking spots are being used, the commission could create a Parking Benefit Zone within the larger Parking District that was approved on March 2nd. The city has made some amendments based on public comment thus far, contrary to what was said at the March 2nd meeting. And it is important to note that buildings with five or more units would not be eligible to purchase resident parking permits, though they would be allowed to purchase the 'commuter' or 'market' permit, which does not yet have a set price but \$100-200/month was indicated. The resident permits are proposed to be in the \$30-35/year range, matching the cost of the current permits such as the MSU parking district.

The parking issue exemplifies the need for residents to stay in touch and stay involved.



Front Street Pathway Closer to Completion

by Matt Marcinek, GVL Community Trails Program Manager

A trail connection project between Rouse Avenue and the Depot Park in the Northeast Neighborhood has seen advances lately. First approved by the City Commission in 2015, the **Front Street Pathway** project was delayed by the Rouse Avenue reconstruction project. Now that MDT plans to complete their Rouse Avenue project this year, the Front Street Pathway project can move forward.

Recently, GVL and the City received approval for additional funding for the Front Street Pathway from the Trails, Open Space and Parks Committee with the support of NENA. The City Commission will review the request of the Committee at a future meeting. City Engineering and Parks & Recreation are working through final designs and flood plain considerations before going to the Commission. Once complete the project will connect the Depot Park and Story Mill Spur Trail with Rouse Avenue at the intersection with Oak St., at the Cannery District and the new Public Safety Building.

ROUSE AVE—MAIN TO OAK RECONSTRUCTION PROJECT

by Takami Clark, Big Sky Public Relations

The Montana Department of Transportation thanks residents for their patience throughout construction last year. We anticipate an even busier year as construction will be in full swing, and look forward to providing a safer roadway for all by 2021.

Key Things to Know:

- **Construction will resume this April** and is expected to be substantially complete by the end of 2020. Work hours are anticipated to be Monday through Friday, 7 a.m. to 7 p.m.
- **For most of the duration of the project, travel will be limited to one-lane.**
- **From approximately June 15–August 15, Rouse Ave. between Main St. and Lamme will be completely closed and a detour will be in place.** The designated detour is Oak St. to 7th Ave. to Main St.
- Construction will begin near Oak Street and will move south to Main Street.
- Access to businesses and residences will remain open throughout the project.
- **Improvements include:** widening Rouse to include a center turn lane, sidewalks, and bike lanes throughout the project area. All intersections will be improved with new ADA ramps, curb and gutter, sidewalks, and crosswalks. Birch St., Tamarack St., Peach St., and E Mendenhall St. will have new traffic signals installed. Crews will also finish installing the box culvert on Rouse and will perform additional utility upgrades.



MDT encourages residents to attend an **open house** for the project on **Tuesday, March 31 from 4:30-7:00 p.m.** at **Hawthorne Elementary School Gym** (405 E Mendenhall). The full project team including MDT, Missouri River Contractors, and Big Sky Public Relations will be in attendance to answer questions and provide more information on construction.

Stay in the Know

A **weekly update** is available via text or email throughout construction. Updates will provide information on what is happening on the project and what changes have occurred.

Email: Takami at takami@bigskypublicrelations.com to subscribe

SMS Text: Text “ROUSE” to 41411 to subscribe

Listen for updates: KGLT Public Radio 91.9 FM | XL Country 100.7 FM | MY 103.5 FM | The Eagle 105.7 FM

Visit: bitly.com/rouseavenue for a full history of updates

If you have any questions or need anything during construction, please reach out to Takami Clark at takami@bigskypublicrelations.com or the project hotline at **406-207-4484**.