A MIXED-USE DEVELOPMENT

for

BILLINGS TOWNSITE HISTORIC DISTRICT



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A MIXED-USE DEVELOPMENT

FOR

BILLINGS TOWNSITE HISTORIC DISTRICT

by

Loren J. Smith

A professional paper submitted in partial fulfillment
of the requirements for the degree

of

BACHELOR OF ARCHITECTURE

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MONTANA STATE UNIVERSITY
Bozeman, Montana

June 1986

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Loren J. Smith

JUNE 13 1986

Date

DEDICATION

TO MY PARENTS...

without whose constant support over the past five years, this may never have been possible.

TABLE OF CONTENTS

		Page
TITLE/APPROVAL		i
STATEMENT OF PERMISSION TO COPY		ii
DEDICATION		iii
I.	PREFACE	1
II.	THESIS STATEMENT	
	Purpose	
	Scope	
	Focus	
	Methodology	
III.	HISTORY: BILLINGS TOWNSITE HISTORIC DISTRICT	
IV.	THE SITE	
	Area Map	
	Site Map	
	Character	
V.	USER NEEDS	
VI.	CITY STRATEGIES	
VII.	THESIS I PRESENTATION	
	List of Maps	
	Map Evaluations	
	Problems and Goals	
	Proposal	
VIII.	PROGRAM SYNOPSIS	
IX.	PROGRAM	
X.	THESIS II PRESENTATION	

TABLE OF CONTENTS -- continued

Page

XI. APPENDIX.....

Guidelines for New Construction.....
Standards for Rehabilitation.....
Interviews.....

XII. SELECTED BIBLIOGRAPHY.....

PREFACE (INTRODUCTION)

PREFACE (INTRODUCTION)

In the past years, Billings, Montana, probably has been the only city in Montana to show signs of steady growth. This growth is seen in two areas of the City:

(1) Downtown (since 1980). Billings has seen increased development in the area of mid-highrise office buildings -- first with the construction of the 18-story Norwest Bank Building; secondly with the construction of the 21-story Sheraton Hotel; and, within the last year, the completion of Montana's tallest building, the 18-story First Interstate Bank Building.

(2) The West End. Development is seen primarily in the residential area, but there has also been the construction of Rimrock Mall, Montana's largest enclosed mall, and the remodeling of West Park Plaza, Montana's oldest enclosed mall. Along with this other West-End development, there is the on-going development of Homestead Business Park.

It is this development of the West-End that is causing the problems currently seen in the Downtown Area. Even though there are major office developments, the retail developments are decreasing. A prime example of this is seen by looking at the J.C. Penney store. At one time one of the downtown's major department stores, it has

recently pulled out and moved to the mall. This same condition applies to retail shoppers; they would prefer to drive a few extra miles to shop at the malls rather than the downtown area. I don't feel that this problem is at tragic levels at this point, but I do feel this issue must be addressed, before the bottom falls out of the C.B.D. This has become a concern for me, and I hope that through the medium of my thesis I can begin to show a direction for the resolution of this problem. I realize that the contribution of my thesis cannot reverse the current negative direction completely, but it is a first step.

At this time, the City of Billings economically could not put into development an overall scheme such as the one I will propose; therefore, I have taken the liberty of making three assumptions to give my project credibility. First, I am assuming that people and the City government really want something to happen. Secondly, I will assume that one way or another, they will get it done. Lastly, I will assume that my project would be implemented in stages, which, in reality, could be feasibly accomplished.

THESIS STATEMENT

PURPOSE - SCOPE - METHODOLOGY - FOCUS

THESIS STATEMENT

Purpose

The purpose of this thesis is actually two-fold. I will be concerned initially with creating a project that would be the first project -- that if implemented by the City, would begin to revitalize the Downtown Business District. Realizing, of course, that it is not the total answer to the problem, hopefully it will be a step in the right direction. The second major purpose of this project will revolve around the Spanish/American people who live to the south of my site. Since my sister and her fiance own a house in the area, and since I have lived in Billings all my life, I have been able to observe first-hand some of the problems of these people. The major concern is that they have no place to go, and very little to do. Therefore, the second major objective of this thesis will be to rectify this problem. This was my primary reason for deciding to develop a community center.

Scope

The actual site for my thesis project is comprised of eighteen city blocks adjacent to the Central Business District. Of these eighteen, four blocks are designated as the Billings Townsite Historic District, and another five are currently consumed by two major-use railroad

tracks. The total site area is 66.1 acres; of this, the Historic District occupies 10 acres. The site is bound on the south by 1st Avenue South, on the north by 2nd Avenue North, on the east by 22nd Street, and on the west by 27th Street. To the north and south of the site are residential areas, to the west is the C.B.D., and to the east is the warehouse district.

My design proposal will be to introduce a mixed-use development. Within the development, I will be proposing the following uses:

(1) Elderly Housing

(2) Cultural Museum

(3) Community Center

(4) Enclosed Shopping Mall

(5) Housing

Along with these uses, I will also be concerned with the development of parks, paved spaces, and the re-introduction of uses into the Historic District. It is possible that a portion of the new building uses (1-5) may be rehabbed into Historic buildings, but my major concern for rehabs will be the introduction of retail shops/ restaurants, and other entertainment spaces.

Focus

For Thesis I, I have focused my efforts on developing my map series. This has been in order to arrive at the

problems of my area that I wish to solve, defining the goals that will solve these problems and, finally, arriving at a solution that meets my goals. This solution is very genetic, and is basically a concept diagram in which I will locate the areas for my new proposed buildings, parks, squares, and parking.

My intention in presenting the concept is to get input on whether or not my ideas are sound and if, in the mind of the jury, the project begins to reach the established goals. The focus, then, for Thesis II will be to take this plan and develop it, if I get a green light on it in Thesis I. I will develop a quick program for each proposed building, and then develop a footprint for the building. I will not concern myself with detailed floor plans, but will be emphasizing only physical layouts and size. I will then be able to focus my attention on arriving at an architectural expression which will be compatible with the buildings in the Historic District. Not only will I concern myself with the new buildings, but I also plan to develop the system of open spaces, and a section of the proposed alley-mall. Therefore, the end product is a fairly detailed overall plan for the area which will be compatible with the Historic District.

Methodology

The method that I chose for approaching this problem was one introduced to me in Planning 492. It is an approach to analysis, arrived at by Kevin Lynch. Lynch's analysis is based on the study of the City image. Images, according to Lynch, can be classified into five types of elements: paths, edges, districts, nodes, and landmarks. Paths are "channels along which the observer customarily, occasionally, or potentially moves." Edges are those "linear elements not used or considered as paths." Districts are "medium to large sections of the city, conceived of as having two-dimensional extent." Nodes are "points, the strategic spots in a city into which an observer can enter." Landmarks are "another type of point reference, which the observer does not enter into."

After arriving at these five elements, the basic process consisted of preparing an analysis map for each of the elements, locating all of these elements within the area. After doing these maps, and others introduced by Bob Meeker, it is a matter of sitting down with each map, analyzing it, and locating all the problems and issues that the City has relating to each element. After recognizing the problems, a list of goals can be reached which, in effect, should rectify all the problems. These goals can then become the basis for a design solution. This

process may be more easily seen by the flow chart on the following page.

HISTORY:

BILLINGS TOWNSITE HISTORIC DISTRICT

BILLINGS TOWNSITE HISTORIC DISTRICT

The Billings Townsite Historic District is comprised of four full city blocks. The buildings in the district are primarily commercial masonry structures, one to four stories in height, plus a large turn-of-the-century railroad depot. The Historic District is a portion of the original Commercial Business District of Billings. The district derives its name from a monument placed at the intersection of Montana Avenue and 25th Street in 1882, by the Montana and Minnesota Land Investment Company. This monument was used as a permanent reference for laying out the original City of Billings.

For several years, Montana Avenue was the main commercial area of Downtown Billings. However, as the town continued to grow, the center of business activity shifted northwest of the district. This shift in commercial interest was occurring around the year 1900. At the same time, the Northern Pacific Railroad was joining with the Great Northern, Burlington, and Quincy railroads to provide expanded passenger and freight service to Billings. This increase in travelers to Billings resulted in the need for added traveler accommodations, thus prompting a spurt in hotel construction near the depot. It is this 1900-1918 commercial development which

comprises the bulk of historically and architecturally significant structures within the present "Townsite Historic District."

The additional passenger and freight service provided by the railroads could not, however, significantly reverse the continuing shift and growth of the commercial-business district. As a result of this shift in commercial area emphasis, combined with the progressive decline and eventual discontinuance of rail passenger service, the district experienced increasingly severe economic and physical deterioration.

Although the area has continued to deteriorate into a "skid row" atmosphere, many Billings residents and Montana Avenue property owners endeavored to gain official recognition of the district's historical and architectural uniqueness. In addition, efforts were directed towards ensuring the long-term preservation of the Historic District structures. Because of this group's efforts, the Billings City Council in 1977 approved the adoption of ordinance 4112 -- "An ordinance creating a Historic District and establishing the procedure and criteria for granting certain buildings and demolition permits therein." On January 26, 1981, the Billings City Council approved ordinance 4331, an amendment to ordinance 4112. This ordinance called for the formation of a ten-member

Historic Preservation Board. This board would be responsible for advising the City regarding any action proposed, including new construction, as well as any change or alteration in color, design, or other treatment on any or all outside surfaces of any structure which may effect the historic and architectural integrity of the district. The Billings Townsite Historic District finally gained national recognition on March 13, 1979, with official approval and inclusion in the National Register of Historic Places.

On August 5, 1981, Burlington Northern Inc. submitted an application for demolition of the Burlington Northern Train Depot. Burlington Northern was not interested in demolishing the depot, however; it was utilizing the application process to "...evoke Historic Preservation Board involvement in seeking viable alternatives for the depot. If no viable alternatives were mutually acceptable, Burlington Northern would then be granted the demolition permit." Burlington Northern has since expressed that its primary concern is in selling the depot building with a long-term lease for the land.

"The successful resolution of ownership, building rehabilitation, and re-use of the long-vacant depot would serve to greatly enhance and stimulate the physical and economic revitalization efforts throughout the entire 'Billings Townsite Historic District.'"

SITE MAPS

THE SITE

As previously mentioned, the site has a total area of 66.1 acres. Of this, 10 acres are on the National Register of Historic Places.

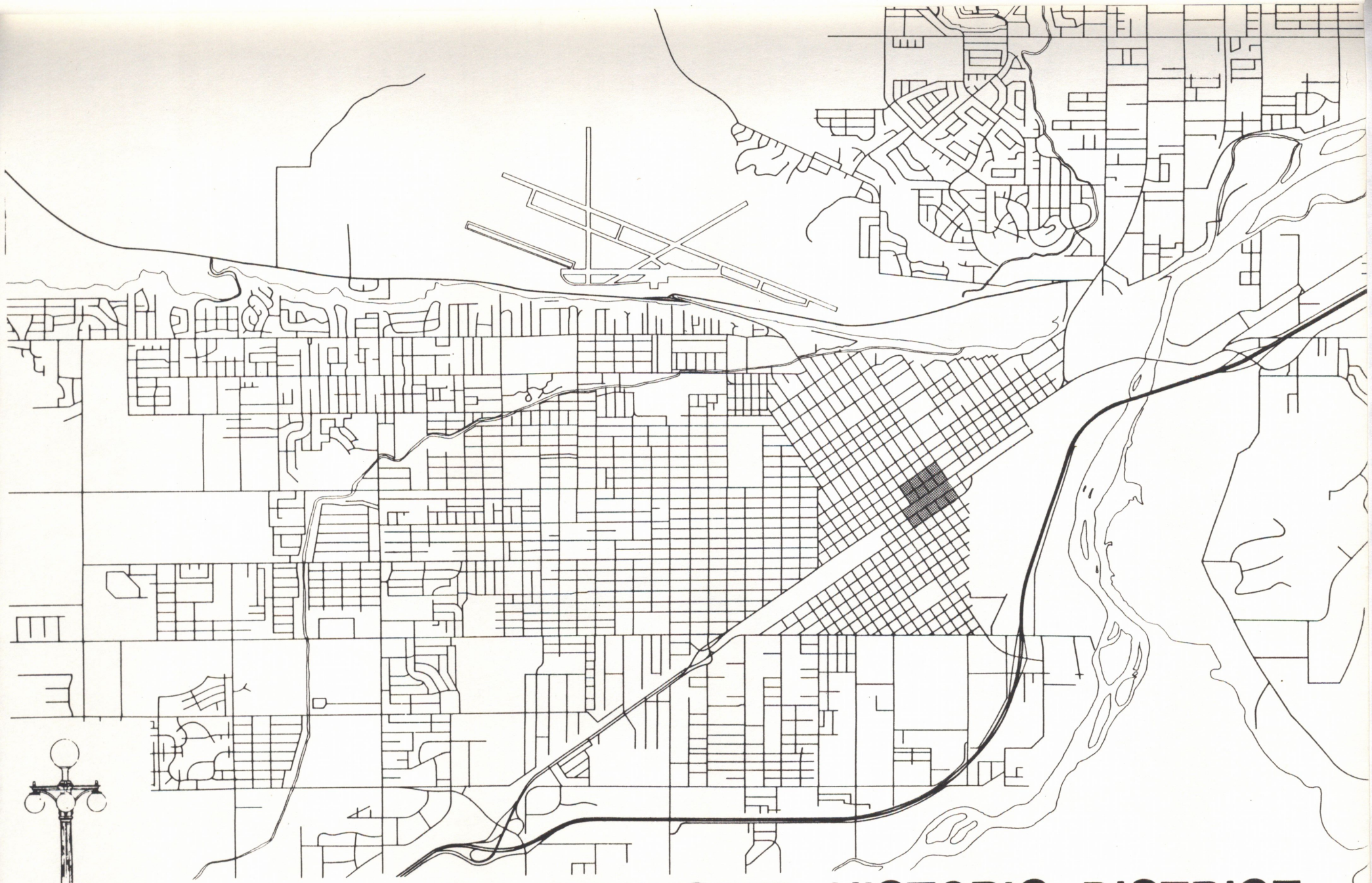
The Historic District is very rich in history and character. The buildings in the district were constructed primarily between 1900 and 1940. Probably the most identifiable building in the Historic District is the 1900's Railroad Depot Building. It is a large masonry building which takes on Richardsonian characteristics. This building is currently vacant, and has been for some years. The overall quality of building in the Historic District is quite poor. Of the four blocks of buildings, only about ten of them have had any exterior rehabilitation. The City has installed a number of 1900's replica light fixtures in the area, but that is the extent of its improvement projects.

Within the site area, the area to the north of the Historic District is primarily housing (single-family); however, one block is currently occupied by a large hotel and restaurant. To the south of the Historic District, the site is primarily vacant and derelict land. The reason for this is that the City is currently destroying a number of the buildings in the area because of their deteriorating condition.

The site is bordered on the west by the Central Business District, on the east by large warehouse buildings, on the north by a residential area, and on the south by the low-income Spanish/American population.

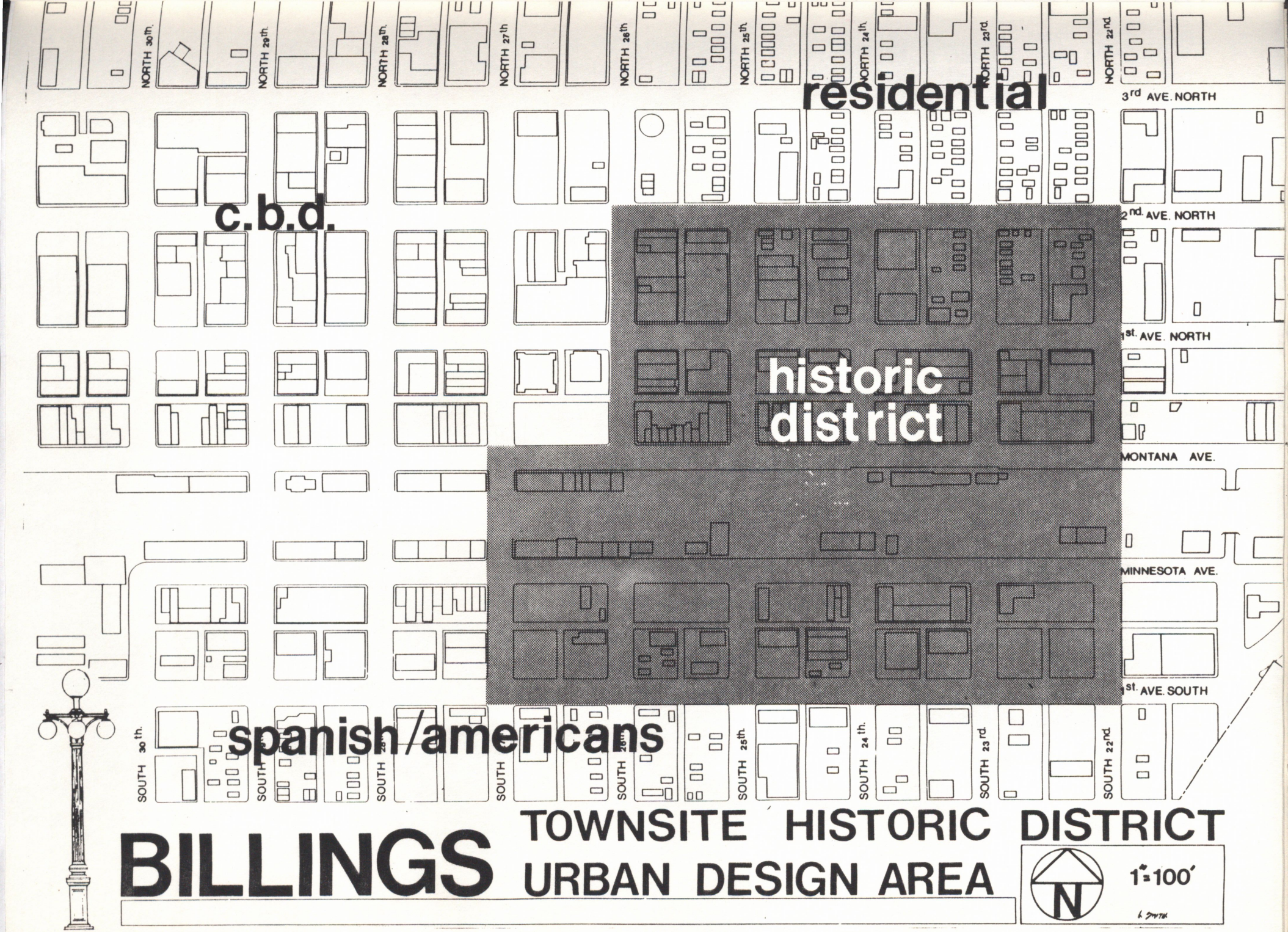
The area is easily accessed by Montana Avenue, a one-way arterial running from the west to the east, and by 1st Avenue North, a one-way arterial running east-to-west. The site is one block east of 27th Street, the arterial which leads from the interstate to the airport.

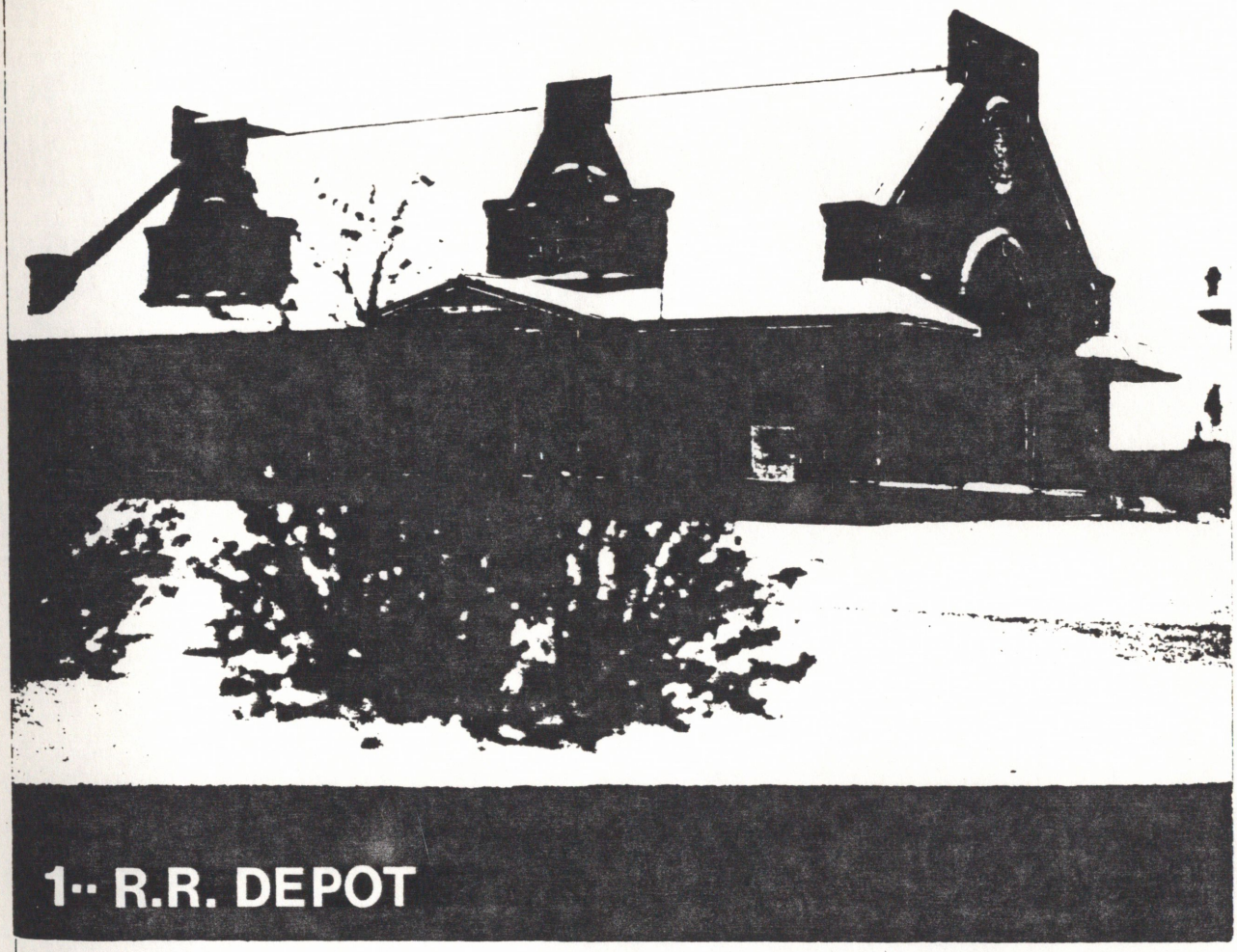
In its current condition, the site offers a number of different development opportunities. These range from the rehabilitation of exterior facades to the construction of large new buildings. I hope that in my project I can touch on all aspects of these development opportunities.



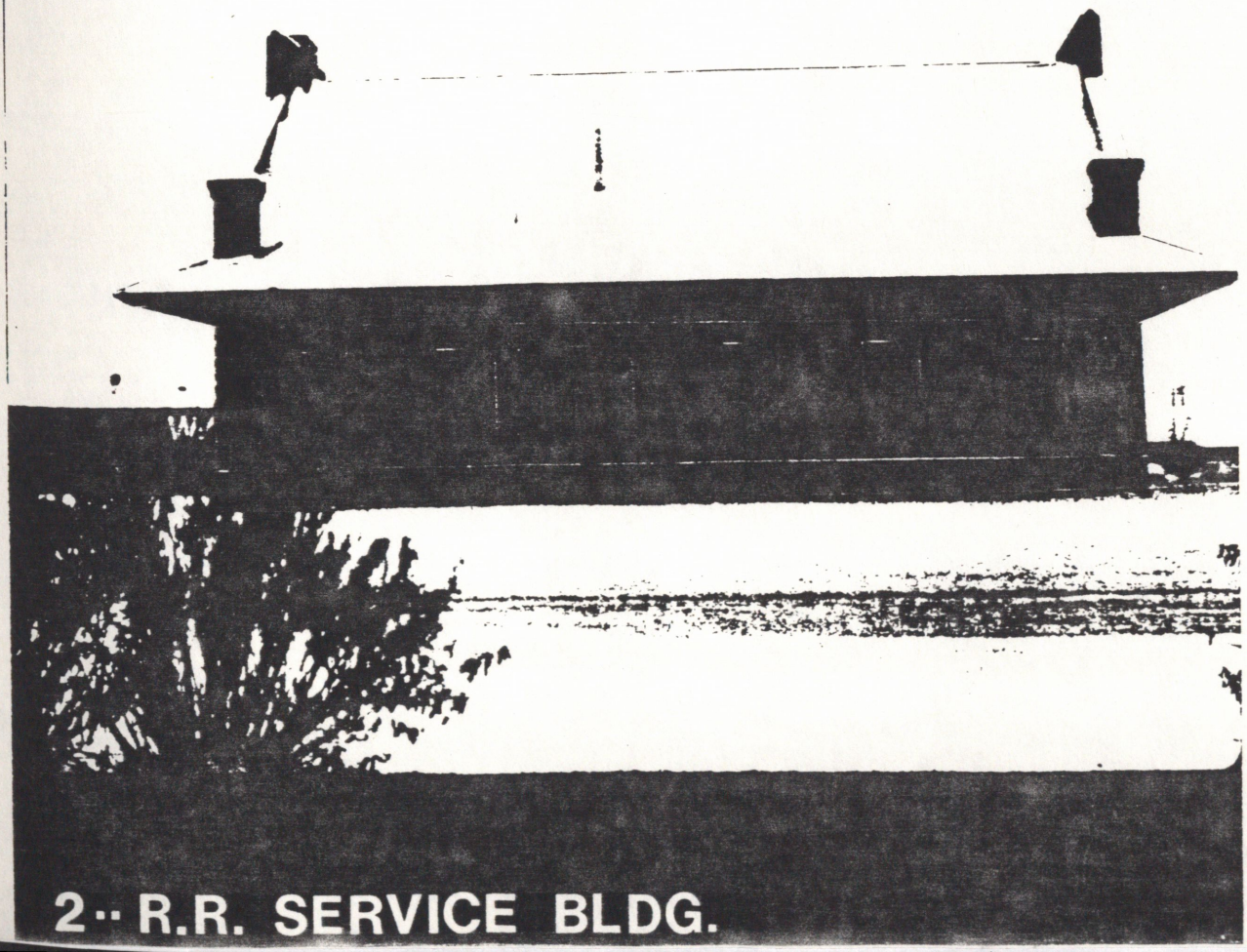
BILLINGS TOWNSITE HISTORIC DISTRICT URBAN DESIGN AREA

N

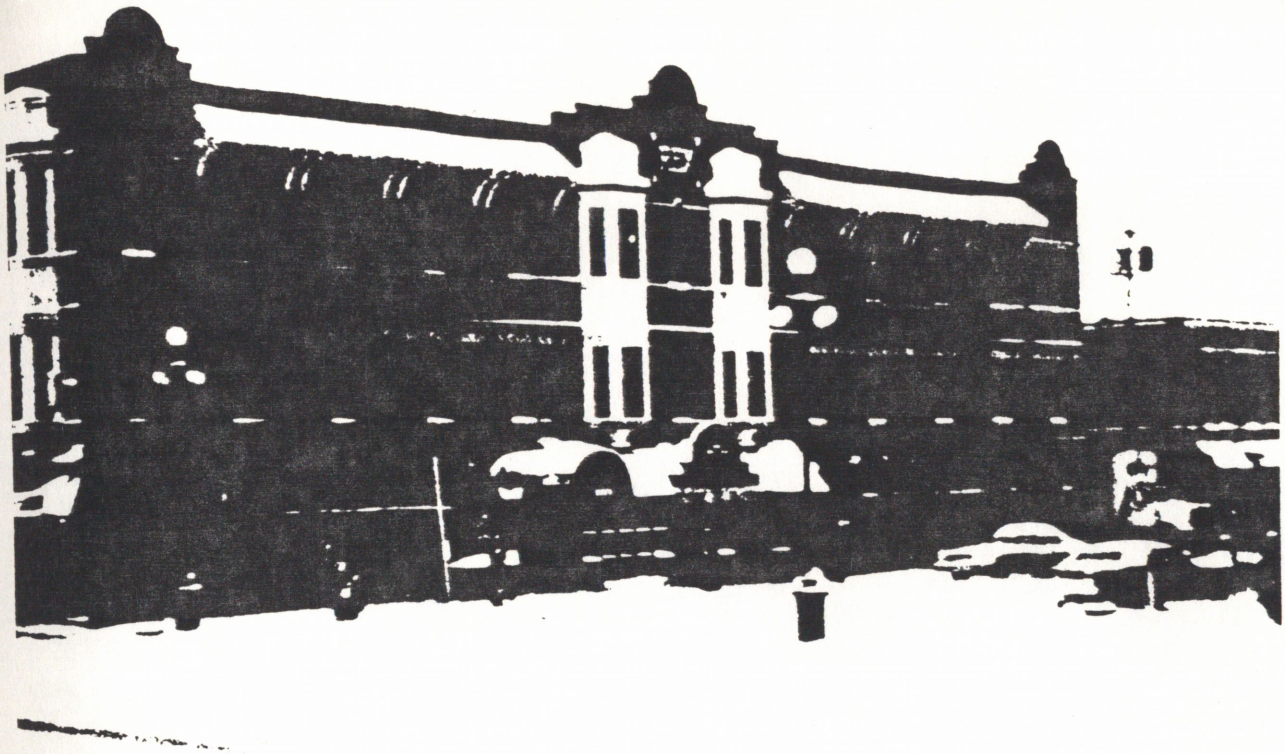

residential
c.b.d.
historic district
spanish/americans
NORTH 30th.
NORTH 29th.
NORTH 28th.
NORTH 27th
NORTH 26th
NORTH 25th.
NORTH 24th.
NORTH 23rd.
NORTH 22nd.
3rd AVE. NORTH
2nd. AVE. NORTH
1st. AVE. NORTH
MONTANA AVE.
MINNESOTA AVE.
1st. AVE. SOUTH
SOUTH 30th.
SOUTH 25th.
SOUTH 24th.
SOUTH 23rd.
SOUTH 22nd.
BILLINGS
TOWNSITE HISTORIC DISTRICT
URBAN DESIGN AREA
N
1"=100'



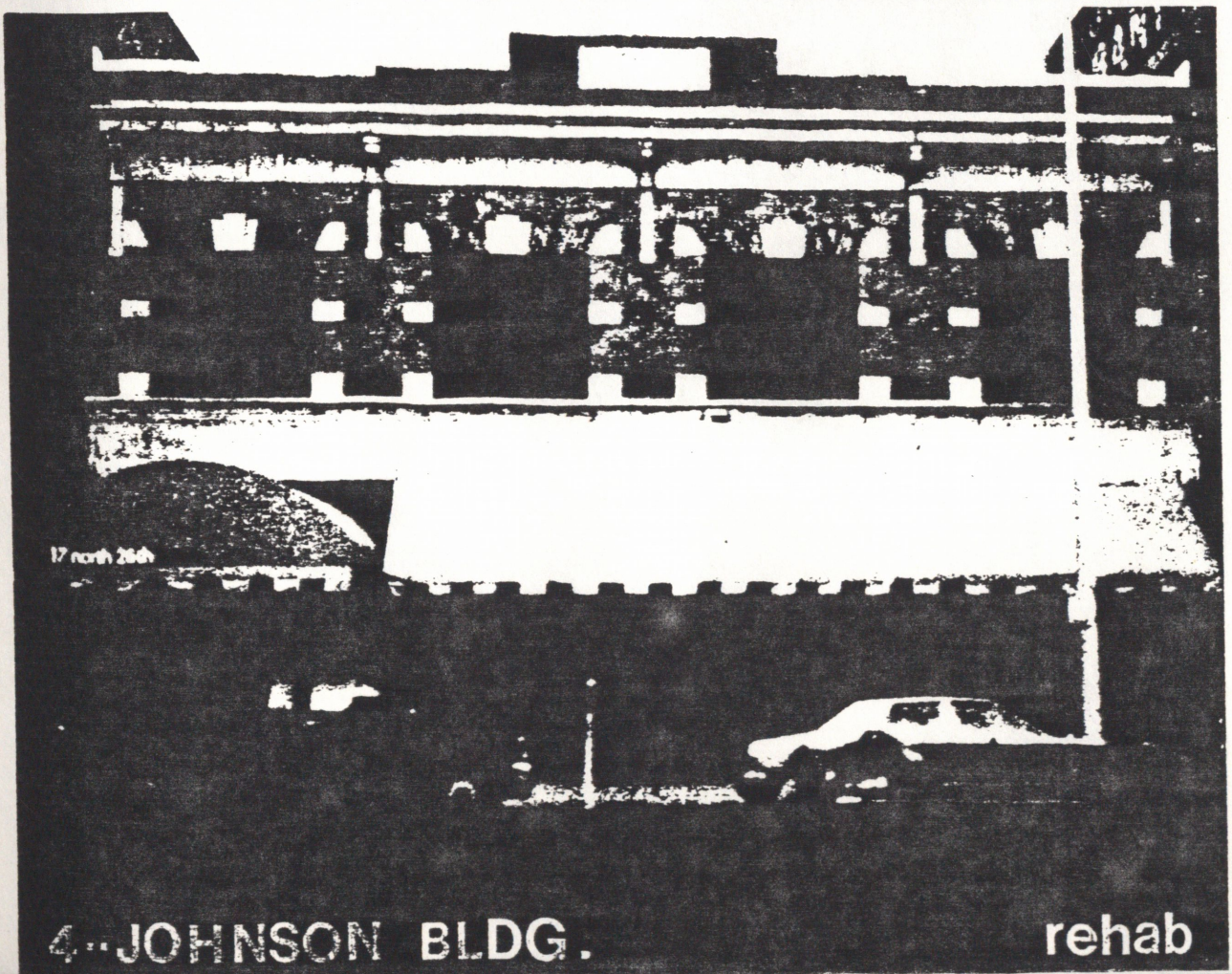
1-- R.R. DEPOT



2-- R.R. SERVICE BLDG.



3-- REX HOTEL rehab



4-- JOHNSON BLDG. rehab


5·· RES
rehab


ENTRY


7·· HO
ehab



8·· ARCADE BAR



10 -- MONTANA AVE.



11 ..



YELLOWSTONE GARAGE

USER NEEDS

USER NEEDS

In an effort to carry out the Lynchian mode of analysis to its entirety, and to give me some idea of what the residents of the area wanted, I decided to develop a questionnaire and submit it to people who live in the area. All questionnaires were given to people living south of 1st Avenue South, near South Park. The people who live in this area are primarily of Spanish/American heritage. My primary reason for focusing my attention on these residents is the fact that the purpose of my project is not only to re-establish a very active place within the C.B.D., but also to make the location a bridge between the C.B.D. and the Spanish/American residential area. In fact, I believe in order for one of these goals to be a success, so must the other be. If people who live within a few blocks of the Historic District don't feel comfortable in the area, it could not be expected that people on the West-End would come back downtown to use the area.

I feel that for a first attempt at a questionnaire, it was very useful. Throughout this instrument, I focused on trying to find out what the residents felt to be the major problem of the C.B.D. I also wanted to see how many people use the downtown. Surprisingly to me, only 37 percent of the people who filled out the questionnaire use

the downtown retail area; all the rest would rather drive out to the malls on the west end of the city because of easier parking access and enclosed malls. The major problem that people stated with the downtown is that it caters to more expensive shops and the inexpensive ones can't make it. The second major problem was the congestion that is caused by the railroad tracks.

Since my project is in the Historic District, I was also concerned that the people might not even know that the area is a Historic District. However, I found that 100 percent of the questionnaires returned said there was a Historic District, but only 62 percent said it was in the area of Montana Avenue. Lastly, I was concerned with what the people would like to see the area become. It was surprising to me that a couple of people mentioned the idea of an alley-mall, which is actually a proposal the City had made. It seems that people are also concerned with creating places where individuals can just stroll or sit outside, because at present you are constantly on the move in the downtown area.

All in all, I would say this was a worthwhile experiment, and I got a lot out of it. One of the returned questionnaires can be seen on the following page.

Arch 555 (Thesis I)
M.S.U. Shool of Architecture
Winter Quarter 1986

QUESTIONAIRE

"How Do You Feel About Billings Downtown Business District"

In this questionaire, I am trying to determine how Billing's residents feel about the downtown area. With this questionaire, I hope to see what the residents of the downtown area would like to see the downtown become, and than compare these to responses that I get from members of the City Planning Department. Your Cooperation in filling at this questionaire would be greatly appreciated.

A1. Where do you live? Heights

A2. How long have you lived there? 1 year

- -

B1. When you look at the downtown area, what do you see as its major problems and its benefits?
Problem Parking — Boaring + Stale Sidewalks + Store Fronts
Benefits Nice Verisity of Stores + Shops

B2. Do you do the majority of your shopping in: (Please check one).
A) ____ Downtown
B) 2 Billings Heights
C) ____ Westend (Rimrock Mall/Westpark Plaza/etc.)

B3. Why do you perfer this shopping area over the others?
Christmas Season - indoor mild Temperatures
Convenimess of stores in a close proximity

B4. Briefly explain why you feel the Billings downtown area is dying out?
Costs and Pleasant out door weather only 8 months per year. Downtown was good when there was no alternative.

C1. If someone were to ask you if Billings has a historic district, and where it was located, what would your response be?

Montana Ave Between 27th and 19th

Take off Blacktop & expose Cobbel stone

D1. If any of the following building uses were to be constructed in the downtown area of Billings, how would you rank them when thinking of their importance or need in revitalizing the area?

	Very Important	Important	So-so	Unimportant
A) Restaurant For Theater				X
B) Community Center	X			
C) Visiters Center		X		
D) Shopping Mall	X			
E) Elderly Housing			X	
F) Performing Arts Center	X			
G) Cultural Center/ Museum	X			

D2. Including the above buildings, and any others you can think of, which ones would you use if they were located in the downtown area?

JC Penny's converted to a mall and an atrium with mini shops

D3. Can you think of any other types of building uses that would draw people to the downtown area?

Conversion of the train depot into a fine Restaurant - needs parking & lighting

D4. Do you have any other suggestions, as to what might help bring people back to the downtown area?

Convert some of the allies into covered malls with little shops and quick eat delis

D5. Briefly explain what you would like to see the city do to bring life back into the downtown area.

Create an attractive atmosphere where an individual can stroll or sit outside and watch other people. Right now one has to be constantly on the move. To fast pace to spend small amts of money

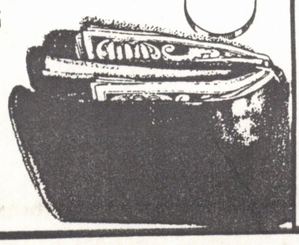
From the following Xeroxed pages, I think you can begin to see how the retail merchants in the area feel about the Historic District. They want to make something of it. These are items that I just ran across in the Billings Gazette since I started this thesis in January.

Put Extra Money In Your Pocket For Christmas!!

We have lots of Money to Loan!

NOBODY in this town can match our fantastic diversified inventory at unbelieveable low prices.

Log Cabin Pawn & Antiques



245-5768

Open 6 days

2519 Montana Ave.

Custom Made Saddles *Saddle & Tack Repair*

Ben Swanke

SADDLERY

259-9227 **2421 Montana**

BOOT REPAIR

Antiques & Collectibles

"The Perfect Gift"

for that Special Someone

Rich & Rare **2509 Montana**

Nostalgia For Christmas



This is an invitatiion to visit the largest display of antiques in the area! With over 150 pieces of pine, oak and walnut furniture, thousands of collectibles & local memorabilia to choose from

Greet the Holidays at

Oxford Antiques

2411 Montana Ave. 11-5:30 248-2094

HOME-MADE MEXICAN FOOD

- TACOS
- BURRITOS
- ENCHILADAS
- TAMALES
- COMBINATION PLATTERS



EL PASO CAFE

2517 Montana Ave. 248-4551

TUES.-SUN. 8 am-7 pm

The HISTORIC DISTRICT

Casey's GOLDEN PHEASANT

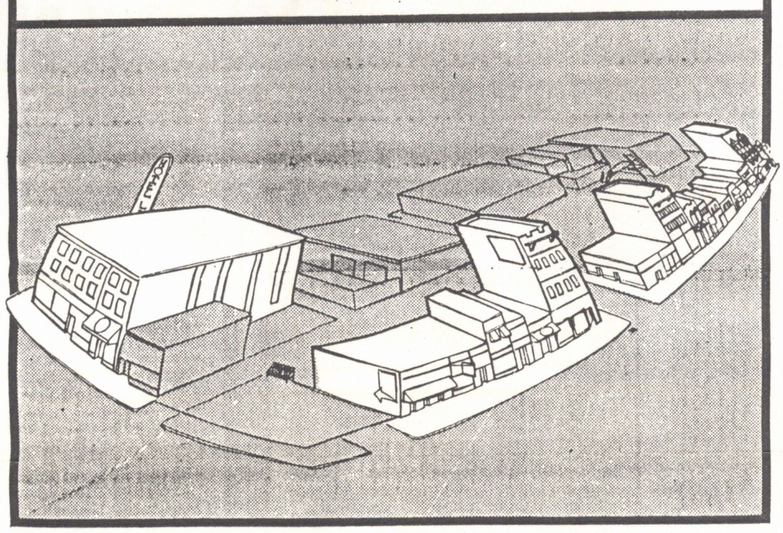
THE ACTION IS BACK IN HISTORIC BILLINGS

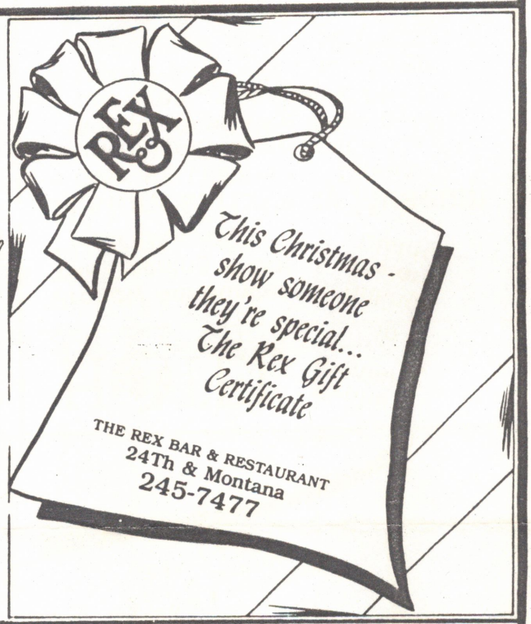
Casey's Golden Pheasant

is a pleasant blending of the old and the new.

The very location of *Casey's is* a unique mingling of the past and present. The Plaza 15 Building at 15 North 26th was built in 1908 and reconstructed in 1985.

Where the past meets the present





Casey's Calendar

Piano Bar Evenings — "Lyle . . . With Style" and Kinga on the Keys"

Friday, December 20 — Mellow Jazz by some old friends, "The Leon Neon Trio" — Brad Leon Edwards, Kelly Roberty & John Alexander

Plan your New Year's Celebration with us. Package prices for couples or groups. Watch for our Lewistown, Butte, Missoula, Helena & Bozeman nights in January.

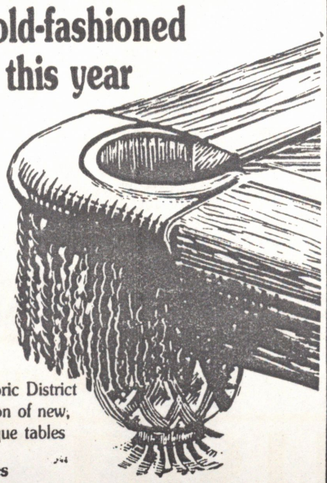
Antiques to Tools

If we don't have it... you don't need it!!

Montana Avenue Second Hand

2515 Montana Ave.

Enjoy an old-fashioned Christmas this year



from

Moss Cue

in Billings' Historic District

A great selection of new, used and antique tables

- **Pool Supplies**
- **Dart Supplies**
- **Table repair & recovering**
- ***We deliver!***

Now located at the Speakeasy. 2501 Montana Avenue

Hours: Mon-Sat. 10 a.m. - 6 p.m. Sun. 1 - 5 p.m.

Phone 248-9080

HOTEL LINCOLN

Explore Montana in Billings Historic District

Proudly Announces The Opening of Our *"Half Baked"*

Historical Hallway Museum

- Over 400 Old Photos, Stories and anecdotes present a lightheartead view of the people and events that shaped Montana.
- Open 2-5:30 daily No Charge

Each Completely renovated room provides a unique setting for your out of town guests. Small conference and meeting rooms are also available. Free Parking

FUN,INFORMATIVE at a REASONABLE PRICE

2520 1st Ave No. • (406) 245-8000

COLUMN

No egg pies, but he's for the birds

Real men (the kind that don't eat egg pie or drink in fern bars) don't watch birds.

But I do.

How a charter member of the Armed and Crazy River Expedition found himself stalking critters with no intent of killing them is an amazing story.

My son and I might have spent the afternoon shooting holes in rabbits, poaching pheasants or defending ourselves against the wild attack grouse.

We might have shot pool, tinkered with a truck or spent Sunday afternoon in any one of a dozen manly pursuits.

But two earlier events caused my juices to rise, and a columnist with rising juices is apt to be erratic.

First, a pair of bald eagles delighted the man and

At Large



Roger Clawson

frightened the spirit of the wild in me. Next, the great blue heron reappeared from his hidout in the south, to rule a Yellowstone River just opened for the season.

Seeing shikepokes and big raptors made me bird wary. Otherwise, I might have missed the wee machine that fluttered through the naked ash outside my door Sunday morning.

Following its flittering from ash to spruce and back, I fixed its image in my brain. Back in the house, I thumbed through the bird book my wife bought me for Christmas, looking for a small brown fellow with a reddish cap. Bingo! On page 440 I ran the the little flitterer to ground. He was Cassin's finch.

I had watched my first bird. (Among birders, a positive identification is the same as a clean kill).

Blood raced as adrenalin gushed, and a small tic afflicted my left eye. Suddenly I was hot to nail more of those feathery species.

Soon, my son and I were slugging through the mud of a cottonwood bottom along the river with our ears cocked and our eyes to the skies.

A magpie fell from a sapling in an arc that carried it near the ground, then upward. The only bird in Montana dressed in a tuxedo, he sailed away, towing his 12-inch tails behind. It would be easier to mistake a chicken for a Boeing 747 than to confuse this fellow with anyone else. We had our second confirmed sighting.

Next we saw a grackle. The book called this black sport "common." My son said it was "generic." In any case, the woods were full of common grackles and generic grackles, all of them making outrageous boasts of their sexual prowress and saying things not fit to print here.

Black capped chickadees, fat as golf balls, chattered after us like children chasing a photographer. Their anxiety was only relieved by my assurance that all of them would be included in my census.

A pair of canada geese, honking incessantly without pulling out to pass, cut a line across the sunset. Ducks flew over in disorderly, ragged "V's," too high and distant to be recognized. Since a guess is as good as a gutshot in this business, I let the ducks go and added the geese to my list.

A belted kingfisher killing minnows in Chub Ditch closed the inventory.

That brought our catch to six species, not counting the ducks that got away.

The day was exhausting and exhilarating. But the best part was arriving home with nothing stiff and bloody in the trunk of the car to pluck, scale or gut.

I enjoyed the experience and intend to repeat it. Laugh if you like, but I love watching birds. Still, don't get any ideas. This country boy still doesn't drink in fern bars or eat egg pies.

Clawson At Large appears Friday in ENJOY! and Sunday, Tuesday and Thursdays in The Gazette.

COVER STORY

Rebirth of Minnesota

An old street gets a new life

By JACQUELINE JOHNSON
Of The Gazette Staff

Minnesota Avenue's rustic character has spawned a new generation's interest.

The one-time saloon hub of Billings now has visitors that wear suits, but not ties after 5 p.m. or one neighborhood bartender will cut them off.

Two bars — The Western and the Silver Dollar — have catered to South Side working class patrons since their openings decades ago. They now attract college students and young executives, in addition to their long-time patrons.

Doug Martin, one of four Western owners, revels in the Old West flavor of his bar, gently teasing his uptown patrons.

"We had a couple of guys with suits come down here and order a 'perfect Manhattan'," tells Martin. "I gave them a shot of Jack Daniels with a beer chaser."

Martin refers to The Western as a rose among thorns, nestled between two adult bookstores on Minnesota Avenue. He says the Sheraton Hotel sits in The Western's shadow.

Martin and his partners took over the Minnesota Avenue bar three years ago, theorizing that if they added food to its offerings they'd bring in daytime customers from the north side of the tracks.

"We had a circle of friends with suits and ties that we could get down here because of our friendship," said Billings-native Martin. "We were a little worried about the two arcades, but they haven't been a problem."

Don't wear a tie to The Western after 5 p.m. or it'll be cut off, warns Martin, pointing to a large display of tie tips on the wall.

Now with the opening of the back section of the Silver Dollar, The Office, in November 1985, new patrons are out in full force, bustling between the two bars until they close at 2 a.m.

"This is the oldest business corner in town," tells one of The Office's two owners, Dan Kercher, who predicts that Minnesota Avenue will be the "hot spot again."

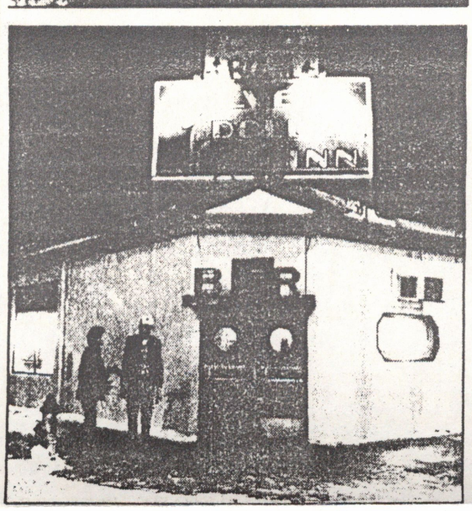
The front section of the Silver Dollar continues to draw patrons from the South Side neighborhood, but The Office, open Friday and Saturday nights, draws young professionals from the other side of town. Kercher said the South Side customers complain more about the new patrons than the new customers do about them.

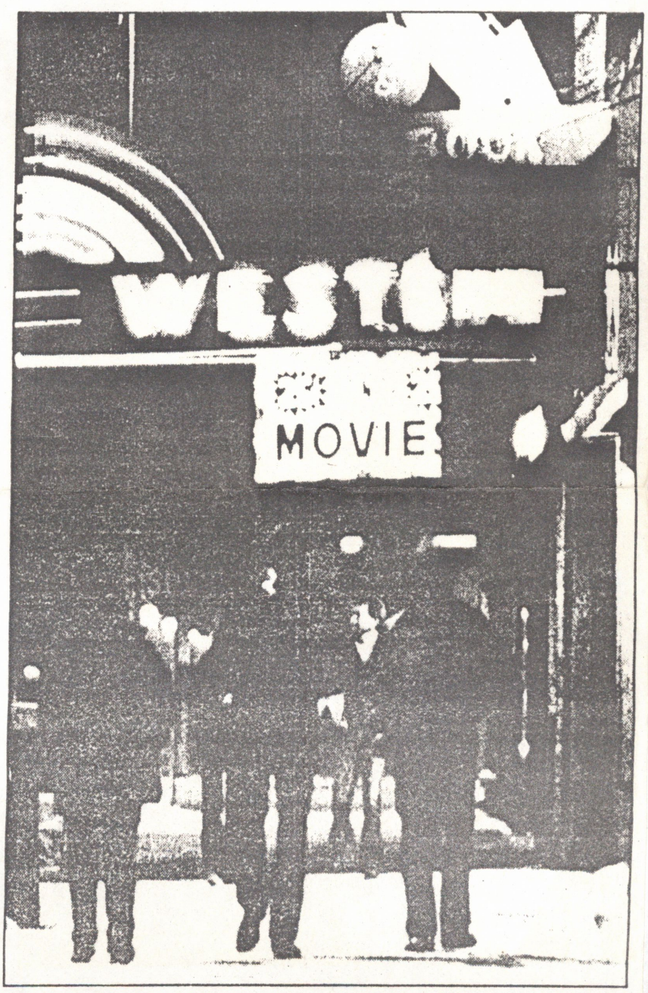
"We're drawing the younger crowd, they travel in groups and don't attach stigmas to this part of town," said Kercher.

Part of the bar's draw, according to many, is local jazz/rock band Neo Trio. One of its members Tom Cockrell recalls his initiation into the south side.

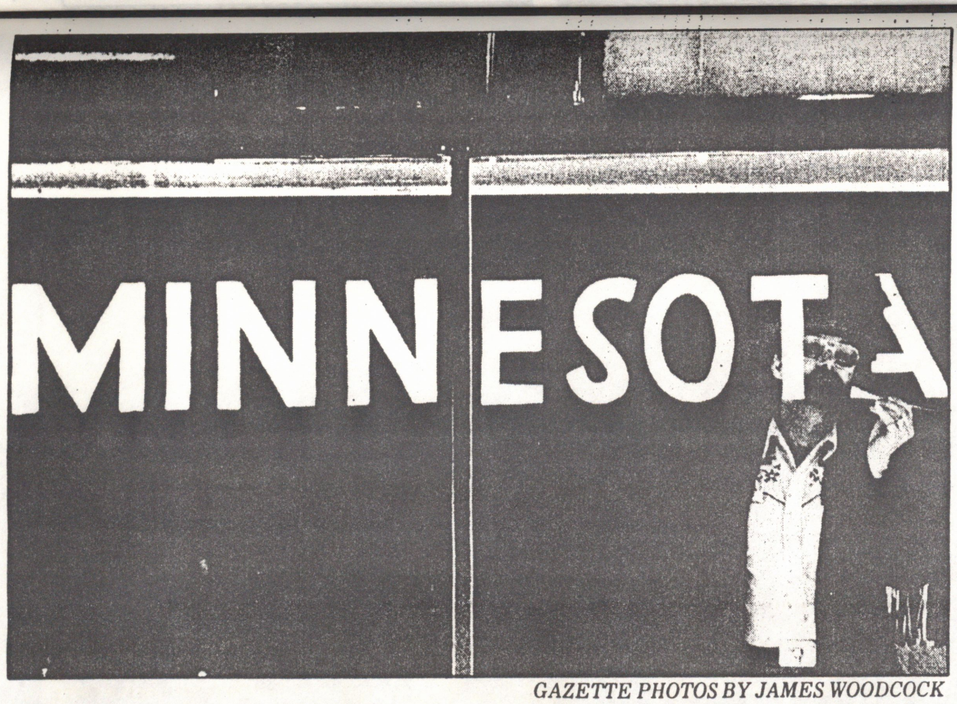
"I got three teeth knocked out by a pool cue in the Arcade," he recalled. "I probably asked for it though, wearing my Gerry ski jacket and loafers."







At left, The Office, in the back room of the Silver Dollar, Minnesota Avenue and South 29th Street, draws patrons from both sides of the tracks; an increasing number of north-siders enjoy strolling Minnesota Avenue between the Western and The Office; Forget It owners D.J. Svetich, left, and Mark Johns pose with one of their cats by the floral/gift/pet shop on Minnesota and South 27th.





GAZETTE PHOTOS BY JAMES WOODCOCK





At top, signpainter Robert Fisher examines his work at Minnesota Avenue Furniture Company; top right, Jeannie Johnson, left, and Sheree Thom meet outside the Western Bar and Grill, 2712 Minnesota, for a night out; above left, enjoying a drink at the Western are Felecia O'Toole and Wes Keeley; discussing plans by the Silver Dollar are Ben Loney, left, and Jeff Lokkin.

Minnesota Avenue was remembered by one former bartender as being an interesting mixture of sheepherders, miners and others traveling through the state.

"The last time I tended bar was at the Buffalo on South 27th, where the Montana Bar is," recalled a 77-year-old South Side resident. "It was a lively town then."

Esther Elliot, owner of Elliots Furniture, located on Minnesota Avenue since 1926, recalls a later Minnesota Avenue where former mayor, the late Willard Fraser rode his bike every morning.

"He used to ride his bike through here op his way to City Hall," recalled Elliot. "He saw me pick up a piece of litter one morning on his way through and he sent me a letter, thanking me for keeping Billings clean."

Elliot said she was glad of her new neighbors, commenting, "I think this could be a charming neighborhood."

In November, another new business opened on Minnesota Avenue and South 27th Street — Forget It.

Its owners, Mark Johns and D.J. Svetich, remodeled a former warehouse into a gift/floral/pet shop, retaining most of its 50-plus year-old charm.

"A lot of people questioned our choice of locations," said Johns. "They said people won't walk there. They won't cross the tracks."

But they have crossed the tracks, if for no other reason than curiosity, according to Johns.

BEST BETS

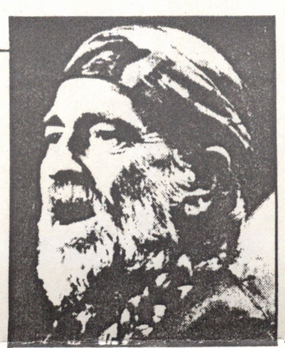
Free concert features Sousa, 'Carnival'

The Billings Community Band will present a free performance Wednesday, March 12, 7:30 p.m., at the Billings Community Center, 360 N. 23 St.

The 60-member concert band will play Carnival of the Animals by Saint-Saens, Tamboo arranged by Floyd Werle, Dark Eyes (a Russian folk song) and Carnival of Venice featuring a trumpet solo by Donald Ferguson, music instructor with Billings Public Schools. Sousa's Stars and Stripes Forever closes the public performance.

Willie returns

Singer Willie Nelson is in concert Monday, March 10, at 8 p.m., in the Brick Breeden Fieldhouse at Montana State University Bozeman. Country singer John Anderson opens. Tickets are $15, through at Budget Tapes and Records in Bozeman, Billings and Butte. For more outlets call 994-3591. Sponsors are MSU Associated Students, Wrangler, Feyline Productions.



High noon's ranch treats

The free spring lecture series, "High Noon at the Western Heritage Center" continues next Thursday, March 13, at 12:10 to 12:50 p.m. "The Humor and Independence of the Ranch Woman" will be presented by Gwen Peterson, ranch woman and author from Big Timber. She will provide personal anecdotes of life on a small ranch; read some "cowgirl" poetry from her book, "Tall in the Sidesaddle," co-authored with Jeane Rhodes, and use excerpts from an autobiography of Georgie Sicking, a Nevada cowgirl who rode the range.

After the lecture Gwen will autograph her "Tall in the Sidesaddle" and other books.

The noontime lecture and film series at the Center continues through March, examining the role of women's work in agriculture, both historical and contemporary, using regional humor, literature, oral history and film.

The Center is located at 2822 Montana Ave. in downtown Billings. Visitors are invited to bring a bag lunch, enjoy a noontime program and tour the Center's latest exhibition "Beautiful Daring Western Girls: Women of the Wild West Shows." Beverages will be provided and the series is free to the public. For more information, call 256-6809.



Gwen Peterson will tell humorous ranch anecdotes.

CITY STRATEGIES

CITY STRATEGIES

The City of Billings has in a very limited scope arrived at some solutions to the problems in the Historic District. However, unlike my proposal, the City has focused its solution only on the Historic District. Some of these solutions I plan on implementing in my proposal, and others I will bypass with solutions of my own.

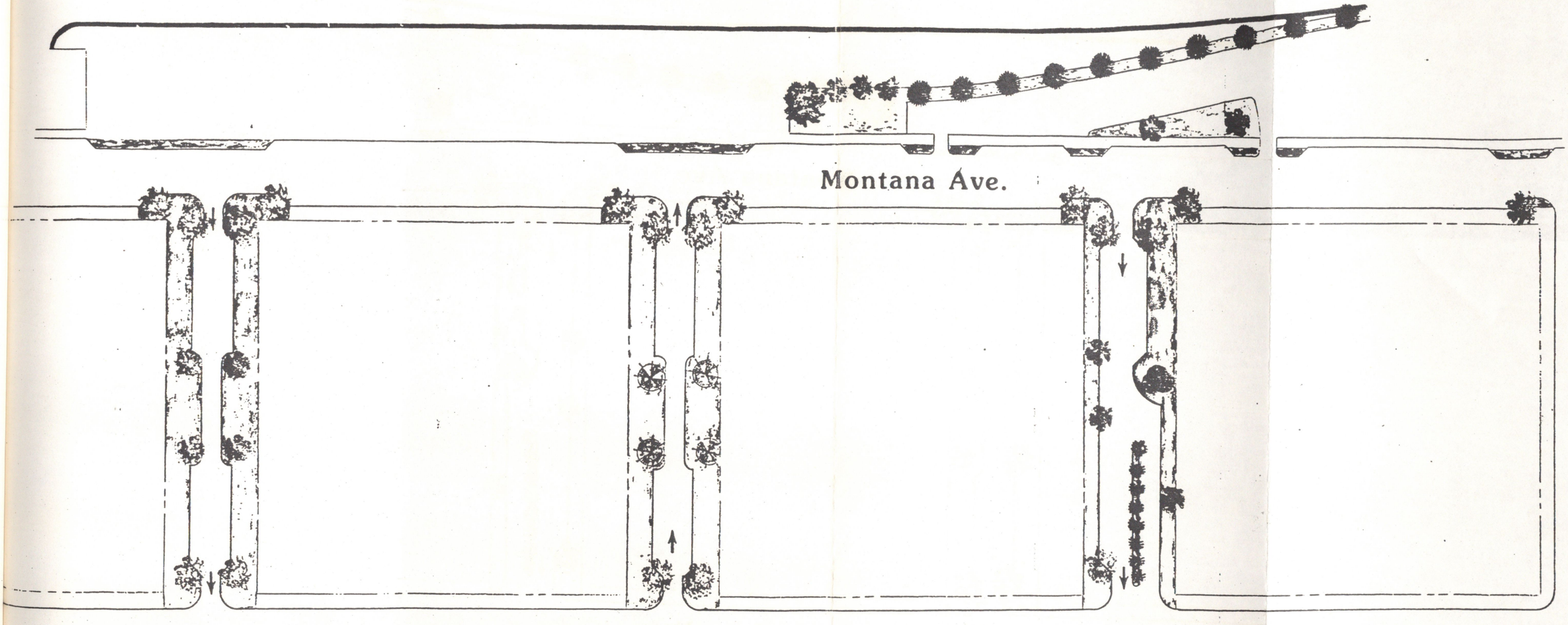
The City has realized, through a pretty intense study, that the conflict between vehicular traffic and pedestrians is a major problem within the district. A total of three options were considered for reducing vehicular flow and increasing pedestrian flow. Of the three options, both the planning staff and the Historic Preservation Board recommended the implementation of the "Bulb Island Concept." The reason this plan was chosen over the other two is two-fold:

(1) It calls for a reduction of only 25 revenue-generating, on-street parking meters.

(2) It stresses safety, and ease of ingress and egress design components for both pedestrian and vehicular traffic.

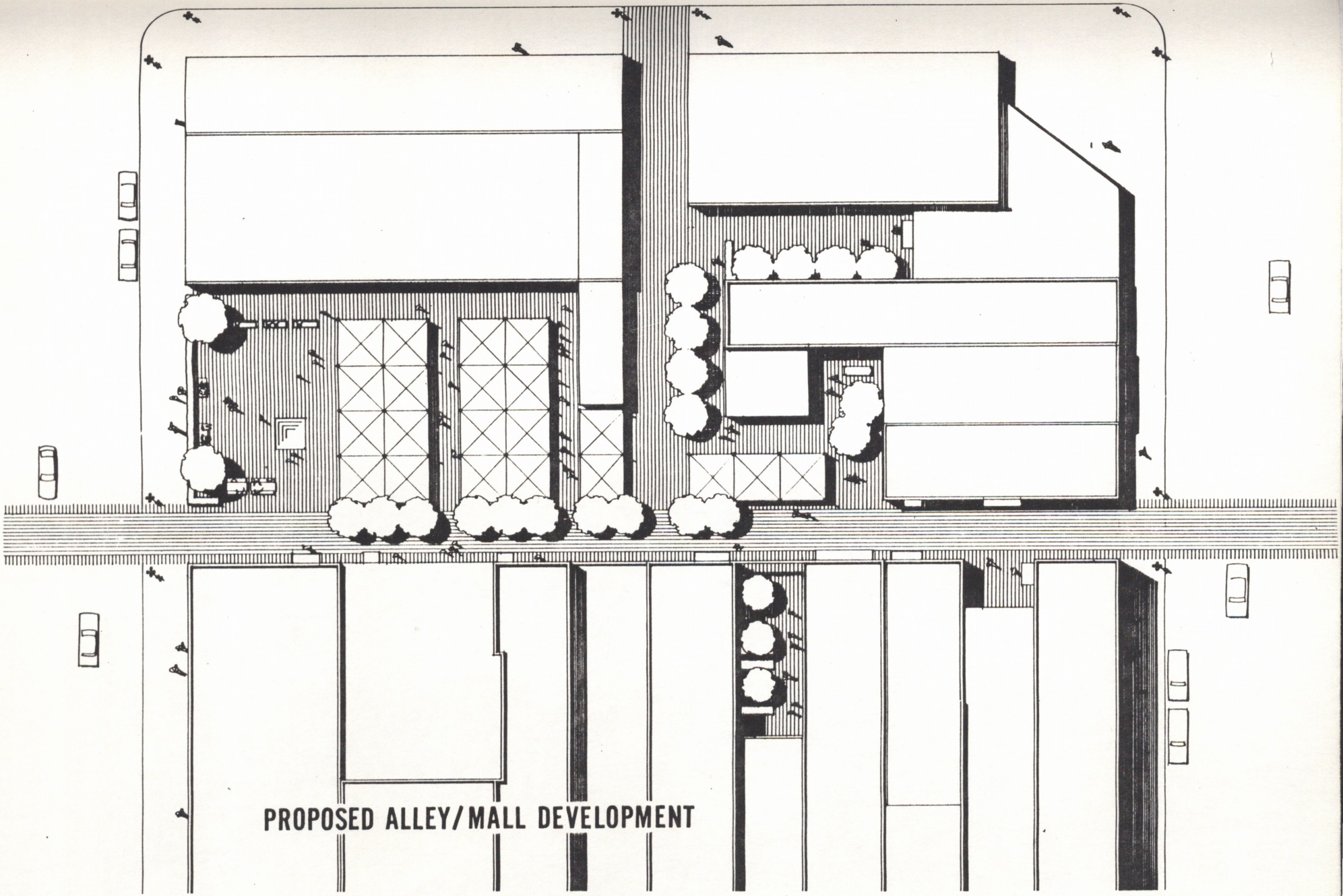
This design option allows for one-way alternating one-lane vehicular access through the Historic District on North 23rd, 24th, and 25th Streets. Bulb islands at each

corner and each alley entrance reduce traffic to one land and expand pedestrian walkway areas. This option plan would represent a cost to the City of $170,340 to implement, as called for in the "Billings Townsite Historic District--Assessment and Option Plan." This solution, as proposed, is illustrated on the following pages.



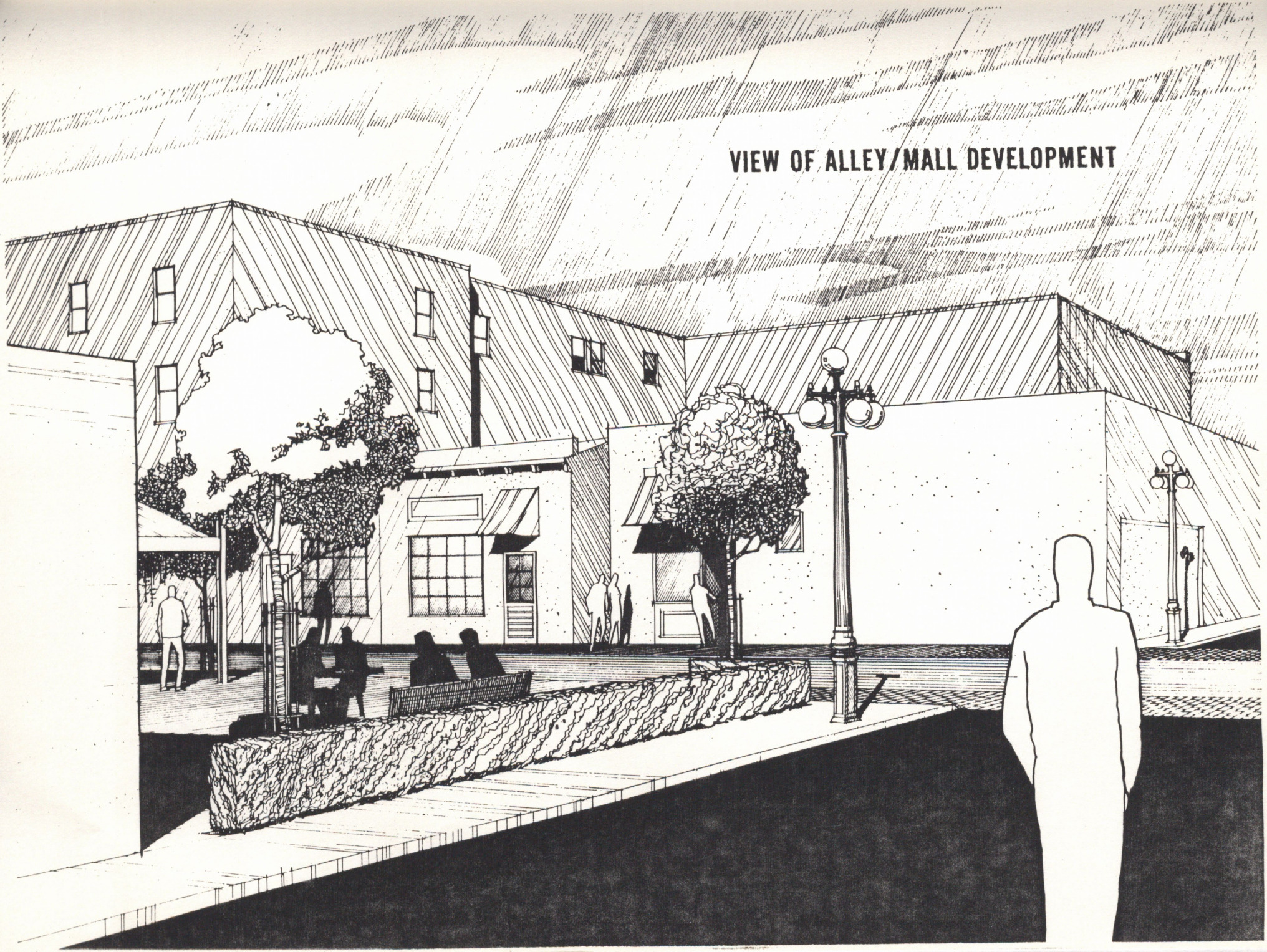
prepared by
Christian, Spring, Sielbach & Associates
2020 Grand Avenue Billings, Montana 59102
406-656-6000
CONSULTING ENGINEERING SURVEYING PHOTOGRAMMETRIC ENGINEERING

The second major design strategy proposed by the City is the implementation of an Alley/Mall. This proposal would affect all alleys between North 26th Street and North 22nd Street. The City is not proposing this to be implemented in one phase. The planning staff feels that due to economic conditions, the proposal would be implemented between North 26th Street and North 25th Street. Then, in a system of phases, the remaining three blocks could also be developed. The major reasoning behind this proposal is that it provides a way to re-establish a pedestrian link between the downtown and the Historic District. This proposal calls for the creation of a retail mall in the alley space. The areas currently being used for parking in the alleys would be redeveloped into a system of paved open spaces. Another advantage to this proposal is that it would begin to encourage retail shop owners to begin rehabing the alley facades of historic buildings. This proposal can be seen in the map and perspective on the following pages.



PROPOSED ALLEY/MALL DEVELOPMENT

VIEW OF ALLEY/MALL DEVELOPMENT



THESIS I

PRESENTATION

LIST OF MAPS

(1) City Concept Diagram

(2) Land-use

(3) District/Nodes/Edges

(4) Historic Building Analysis

(5) Vehicular Paths

(6) Pedestrian Paths

(7) Problems and Issues

(8) Formal and Functional Strengths

CITY CONCEPT DIAGRAM

The City Concept Diagram is a very useful map, not so much for the information I got from it, but rather for the information it gives the viewer. By looking at this map, one can clearly see how my site fits into the City structure. I feel that this map, better than any other, clearly shows how the railroad tracks divide the City into two separate areas. This map also indicates where the major areas of residential development are located within the City. It also clearly indicates where the malls are being constructed to serve the residential developments. This is all quite important because, through a survey, I found that there are people who would drive from Lockwood, through the C.B.D., and out to the malls to do their shopping. This diagram also clearly identifies the major vehicular arterials in the City. I feel this is probably the most important way of determining how my site fits into the City, since it shows how the users would be accessing my site.

LAND USE

Of all the analysis maps, the land-use was probably the most helpful. By looking closely at the map, you can begin to pinpoint many of the problems of my site. Clearly the most noticeable problem is the large amount of derelict land on the site's southern borders. Most of this area is just open fields; however, some portions are fenced for secured storage areas. Another very noticeable fact from the map is the lack of open green areas within this part of the City. In fact, there is only one usable public green located on the map, which covers the entire downtown area. People who work downtown have very little means for enjoying a pleasant outdoor atmosphere. By studying this map, one can also quickly locate the many vacant and partially vacant buildings within the Historic District. The last important item to note on this map is that the railroad tracks occupy a large area of land within the district. If it were possible to relocate these tracks, this space could then open up as prime development areas.

DISTRICTS/NODES/EDGES

The purpose of this map was to show the way that the site fits into the surrounding area, in a way similar to how the City Concept Diagram showed the site fitting into the structure of the City.

This map shows, better than any other, the location of the Historic District in relation to my study area. It also shows how the other districts (residential, industrial, warehouse, and C.B.D.) front my site. In addition, the map identifies all the major nodal points in the area, and at the same time shows that there is a lack of high quality nodes within the designated site area. On this map I also identified all the edges which I feel exist in the area. I felt this was important, because it clearly shows the edge that is formed by the railroad tracks.

HISTORIC BUILDING ANALYSIS

The purpose of this map is actually two-fold. First, it clearly delineates the borders of the Historic District, and secondly, it identifies historic buildings and their present condition.

This map told me a number of things, even though it seems quite simple. First, it identifies those buildings which are of no historical significance in the district. This tells me that these buildings could be removed to create open areas, or that they could be replaced by infill buildings. Secondly, this map tells me the condition of exterior facades. I felt this was significant because if I get into the rehab of exterior facades, I would need to know where to concentrate my efforts. Those facades identified by an "A" would require very little work, if any, whereas those identified by a "D" would require an extreme amount of work. The last thing that this map told me was the fact that it identifies the time period in which each building was built. I found this helpful because obviously a building built in 1900 is going to have different characteristics than a building constructed in the 1930's. When designing infill buildings and facades, it is quite important to be able to identify those characteristics of adjacent buildings which could and should be carried over into the current design project.

VEHICULAR PATHS

The purpose of this map is to identify all those paths which the user of the site will use to access the site, other than by foot. The map is an analysis of the following types of circulation: (1) car; (2) city bus, and (3) railroad. After examining this map, I felt that the most important thing to note is that there is a lack of bus routes servicing the Historic District. In fact, the nearest bus route to the Historic District is two blocks away. Public transit routes servicing the district would greatly increase user accessibility to the site. This would be very important if elderly housing is to be considered for the Historic District. Another important item to note on this map deals with the railroad traffic. One can clearly see how the location of this railroad would hinder vehicular flow in the area, and at the same time, it is important to note how the tracks seem to physically divide the area into two distinctly separate parts. This is important, since the prime user groups would have to cross the tracks to access my site. The last item to call out on the map is the fact that Montana Avenue physically divides my site area into two equal halves. Montana Avenue will be the major avenue of access for visitors coming to the site from Billings' major

center of population on the west end. Because of this, it would be important that everything on the site be easily accessible from Montana Avenue.

PEDESTRIAN PATHS

The purpose of this map is similar to that of the vehicular paths map, except that it concentrates only on foot traffic. With this map, I located pedestrian circulation for: (1) retail shoppers, (2) vagrants, and (3) street walkers. Along with this, I located all magnet facilities in the area. These are the structures that draw people to the site area. They include general retail, churches, theatres, hotels, department stores, and other entertainment outlets.

This map was useful in many ways. First, it clearly shows that the retail shopper is centered in the heart of the C.B.D., and by the time you hit 27th Street, pedestrian circulation is almost non-existent. Secondly, the map shows that my site area lacks in good magnet facilities. At the present time, there is very little to draw people to the area. Why would people want to go do into the site when everything they want is in the C.B.D.? The last thing that I found of significance in this map was that it pointed out the problem of vagrants in the area. You can clearly see that the major vagrant circulation path runs through my site. This could be a problem if you want to encourage people to use the area. They just would not feel comfortable or safe in the same area. It would

be almost impossible to get rid of the conflict, but measures can be taken to lessen the strain.

PROBLEMS AND ISSUES

The purpose of this map was to take all the problems that I found on my previous maps and graphically represent them on one map. Rather than just being able to read the problems and issues, you can locate them physically on the site map.

This map locates all the major areas of vacant or derelict land, vehicular/train conflicts, vehicular/pedestrian conflicts, the scattered placement of adult book stores, vacant and semi-vacant buildings, poor points of entry, inappropriate building uses, and the location of poor alley facades.

What I did was take bits and pieces of information from each map and apply them all on one map. It was very useful to me because I could very easily look at it and I could locate the problems that I wanted my design to solve. The information on this map was then used to formulate my last map -- the formal and functional strengths.

FORMAL AND FUNCTIONAL STRENGTHS

The purpose of this map was to identify and graphically call out all of the strengths of the site. This map works in conjunction with the problems and issues map, and is actually formulated from it.

Basically what this map does is to take the problems and issues and translate them into strengths. For example, all of the derelict land which I identified on the problems map has been translated into major development opportunities on the strengths map. This is also seen in the Historic District. On the problems and issues map, I called out an area of buildings as having inappropriate uses. However, on the strengths map, this area becomes major rehab opportunities.

In order to get all the strengths on the same map, I also re-identified the magnet facilities in the area. I felt these were strengths because they are drawing people to the site. The final item on the map is the location of the one pedestrian green in the C.B.D.

In the same way that the problems and issues map took all the problems from the previous map, this one takes all their strengths and places them on one map. It helps to give the viewer an unobstructed view of the area strengths.

PROBLEMS AND GOALS

PROBLEMS AND GOALS

By constructing the eight maps which I have just explained, I was able to arrive at a list of problems for my site. I then developed a goal which solves each problem. I hope that through my design I have met all the goals, thus solving the problems. The problems and goals are listed below.

P: (a) There is a back-up of traffic at the railroad crossings, due to heavy train traffic; (b) railroad traffic creates a barrier for north/south pedestrian movement.

G: Reduce the problem of traffic back-up at railroad crossings, and at the same time make it possible for north/south pedestrian access across the tracks

P: High vehicular flow on Montana Avenue creates a conflict with pedestrians trying to reach the railroad depot building.

G: Solve the pedestrian vehicular conflict that exists on Montana Avenue. Ease pedestrian access to depot building.

P: The Historic District seems to lack a special identity.

G: Give the Historic District characteristics of its original image.

P: A node for vagrants exists on the site, around the area of the bus depot and liquor store.

G: Reduce the problem of vagrants collecting at the bus depot and liquor store.

P: (a) Many of the prime historic buildings in the district have vacant upper floors; (b) many of the larger historic buildings are currently being used only for storage and warehouses.

G: Use proposed alley-mall concept to re-establish use of vacant upper floors.

P: The Historic District lacks the magnet facilities needed to draw people to the area.

G: Propose new magnet facilities which would draw people to the site.

P: The overall quality of existing buildings in the Historic District is poor, especially the alley facades.

G: Implement the proposed alley-mall to encourage the rehav of historic buildings.

P: There is a large amount of derelict land to the south of the railroad tracks.

G: Use derelict land to the south of the railroad tracks as major area for new construction.

P: The entire C.B.D. lacks in good high-quality gathering spaces.

G: Design a system of greens and open spaces to create nodal points for the C.B.D.

P: In its present state, the Historic District does not present a point of entry or exit.

G: Establish a sense of entry into Historic District.

P: There is a lack of public transportation (bus routes) servicing the Historic District.

G: Create a shuttle bus system to link C.B.D. to Historic District.

P: *Pedestrian circulation is almost non-existent beyond 27th Street moving east.*

G: *Re-establish a pedestrian link between the C.B.D. and the Historic District.*

CONCEPTUAL PROPOSAL

In this proposal, I have decided to incorporate some of the City's proposals while abandoning others. The major concept behind the proposal is to create a center which will act as a bridge between the City and the low-income Spanish/Americans.

The reason I decided to abandon the proposed City strategies in my development was that the City's concept seemed to be to keep the low-income out of the City. A good example of this is the issue of the railroad tracks. The City has proposed moving the tracks one block to the north. By doing this, they would then be able to bridge over the tracks for vehicular traffic. This strategy does alleviate the problem of traffic back-up; however, it seems to ignore the pedestrian. The major component of my proposal revolves around these railroad tracks. In my proposal, I have called for depressing the railroad approximately 20 feet below grade. By doing this, I would then be able to purchase air-rights over the tracks and use the now-vacant land for development. By putting the tracks below grade, I have eliminated the problem of traffic, and I have also made it possible to develop pedestrian circulation through the area.

The second major area of my proposal is the pedestrian alley-mall. This is a proposal that the City has

made, and I plan on using it in my development. However, I would like to make it much more lively and active than the City has depicted it in its drawings. I would incorporate into the mall the proposed bulb island concept that the City is considering. I would develop small islands at the end of each alley. These would actually take up one lane of traffic, thus reducing traffic to one lane on all side streets in the Historic District. These islands, along with the bulbs on each corner, would be tied into the alley-mall by a similar use of paving materials on each. This would help to create a coherent pedestrian circulation system.

It is at this point where my proposal separates from what the City has done. I am proposing a number of new buildings for the area, which the City has not. The first of these is the Community Center. I felt that this would be the center of the development, because it wants to serve both the area residents and the downtown executives. It is because of this that I centrally located it on the site with easy access from Montana Avenue, yet still within walking distance of the residential areas. In conjunction with the Community Center, I have also proposed a large park with playing fields. The play areas would include baseball, basketball, and tennis. I did not want this area to seem as a private area only for use by

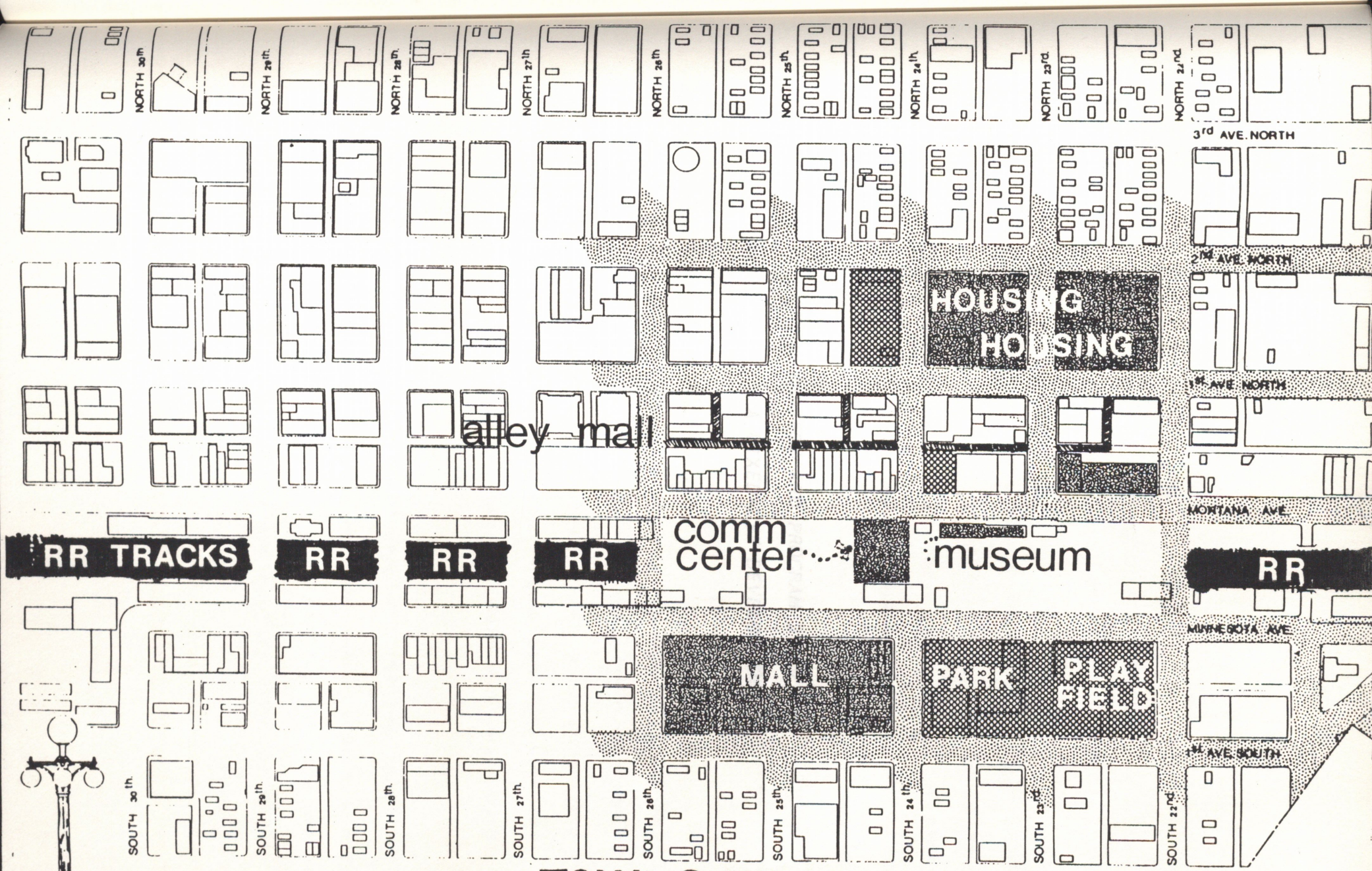
members of the Community Center, so I pulled it one block south of the center. By doing this, I have made the area accessible to the Community Center, but more importantly, I have opened it up for use by the low-income residents of the area. It would actually become a public park.

The next proposal I have made is for the development of a residential area. Within this proposal, the City or a private developer would buy up the run-down homes and vacant land to the north of the Historic District. This two-block area would then be developed into a secured, medium-income, residential area. The development would consist of all single-family residences, and would have a common green area adjacent to it.

The last phase in this plan is the development of a neighborhood retail mall. The major user of this facility would be the Spanish/Americans. Therefore, I pulled the facility as far to the south as possible. This places the mall as close to the Spanish/Americans as possible, and puts it within easy walking distance. Another reason for placing it so far south is because I did not want the mall to become a competitor for the C.B.D. I felt it would be better if it focused on the area residents.

This proposal could be implemented in a number of phases, and put into operation as the economy progressed in the City. The first phase in implementing this proposal

would probably be a general clean-up of the Historic District and the construction of the Community Center. Second would come the development of the Alley-Mall. Third would be the development of the neighborhood mall, and completion would come with the construction of the residential area. Following this, the area to the east of the railroad depot could be developed. For the sake of not getting in over my head on this thesis, I am designating this area as future development of civic buildings.



BILLINGS TOWNSITE HISTORIC DISTRICT URBAN DESIGN AREA

PROJECT AND PROGRAM SYNOPSIS:

A MIXED-USE DEVELOPMENT

PROJECT AND PROGRAM SYNOPSIS: A MIXED-USE DEVELOPMENT

This project is a mixed-use development to be located within, and around, the Billings Townsite Historic District. As previously stated, the total site area is approximately 66 acres, and is located just to the east of the Central Business District in downtown Billings, Montana. After completing a detailed site and urban analysis in Thesis I, I have decided that the project will consist of the following components:

(1) Community Center: This structure will be new construction and will be located within the boundaries of the Historic District. It will have two basic user groups: (a) low-income Spanish/Americans who live in the area, and (b) downtown businessmen and executives.

(2) Community Mall: This also will be new construction, but will be located outside the Historic District. The primary users of this facility will be the residents who live to the south of my site, primarily the Spanish/Americans.

(3) Elderly Housing: This will be a rehab of two existing buildings on the east end of the Historic District. The primary users of the facility will be the elderly over the age of 65, who are looking for the convenience of being near the downtown area and all major medical facilities.

(4) Cultural Museum: This structure will be a rehab of the existing 1900's railroad depot in the center of the development. The primary users of this facility will be visitors to Billings, and will hopefully be a major draw for the area.

(5) Automat (Cafe): This will also be a rehab of the existing liquor store on my site. This building will be a replica of the automats which existed in New York in the 1950's. This will probably be the most unique structure within the development and will also hopefully act as a drawing agent to bring visitors and Billings residents to the site.

(6) Wholesale Market: This will be a rehab of two existing warehouse buildings within the Historic District. Its primary function will be to make available leasable space for residents to sell homemade products and produce, etc. It will also have leasable store

space for general retail outlets. The primary users of the facility will be the low-income, looking for a reasonably priced outlet to purchase goods. However, since it will be located on the pedestrian mall, it will be readily accessible to all.

(7) Infill Housing: This is to be located within an established residential area to the north of the Historic District. Rather than totally destroying two blocks of housing, which I proposed in Thesis I, I will now just be infilling vacant and derelict lots with single-family dwellings.

(8) Pedestrian Mall: This is a development to be located within the Historic District. It will run the entire four blocks of the Historic District, and will be located in the alleys. All vehicular traffic within the alleys would be suspended except between the hours of 6:00 AM and 10:00 AM, to allow for all service vehicles.

For Thesis II, I have decided to focus my design attention on (1) the Pedestrian Alley Mall, and (2) the Community Center. Even though the majority of my effort will be focused here, I will also develop a master site plan for the entire 66 acres.

PROGRAM

COMMUNITY CENTER

The Community Center, as I see it, is the center and focal point of my entire development. The Center will be a prime magnet facility for drawing people to the site. Its focus will not only be on servicing the south-side residents, but also any other nearby residents, and the downtown executives.

A user-free system will be developed for the facility. The owners of the facility would develop this fee system based on variable fees -- according to the facilities used by the members. Individuals, couples, and families could purchase a "membership." The price of these memberships would vary, based on the facilities that the individual or group would use. Along with the memberships, a one-time user pass could be purchased at the facility. This pass would allow the individual to use the facility for a set period of time.

This facility will offer a number of different activities within it. In some ways, it relates to services offered by a health club, but is much more extensive. This facility will give individuals in the area an alternative to the streets. It will be a facility in which a person can display his creativity and learn something at the same time.

		Sq.Ft.
(1)	Community Facilities	
	(a) Administrative Offices.....	400
	1) Director (120)	
	2) Secretary/files/waiting (200)	
	3) Mailing/storage/reproduction/ kitchenette (80)	
	(b) Library.....	2000
	1) Office & workroom (150)	
	2) Control & circulation (100)	
	3) Children's section (400)	
	4) Periodicals (150)	
	5) Stacks (600)	
	6) Reading room (600)	
	(c) Craft Rooms.....	3200
	1) Pottery (600)	
	2) Woodworking (600)	
	3) Sewing & weaving (600)	
	4) Painting & drawing (600)	
	5) Darkroom (200)	
	6) Greenhouse (600)	
	(d) Meeting Rooms.....	1200
	1) Two rooms (@ 300 ea.)	
	2) One room (@ 600)	
	(e) Day Care.....	600
	1) An outdoor play area should accompany this space.	

		Sq.Ft.
(f)	Teen Room.....	600
	1) Lounge with television & sound equipment	
	2) Video gallery	
(g)	Snack Bar.....	600
	1) To be located near the main kitchen.	
(h)	Main Kitchen.....	1100
	1) Preparation (600)	
	2) Pantry & refrigeration (500)	
(i)	Restrooms.....	300
	1) Two (@ 150 ea.)	
(2)	Sports Facilities:	
(a)	Main Hall.....	14000
	1) Roll-out seating for 500	
	2) Second-floor running track	
	3) Stage area (1000)	
	4) Wings (@ 500 ea.)	
	5) Storage room (1000)	
	6) Projection booth (100)	
(b)	Racquetball Courts.....	1600
	1) Two (@ 20' x 40' ea.)	
(c)	Equipment & Weight Room.....	900

		Sq.Ft.
(d)	Women's Facilities.....	1500
	1) Locker & dressing area (750)	
	2) Showers & drying room (300)	
	3) Toilet room (350)	
	4) Sauna (100)	
(e)	Men's Facilities.....	1500
	(Same as Women's Facilities)	
(f)	Plunge Pod.....	3500
	1) Pool (25' x 40' = 1000)	
	2) Deck area (2250)	
	3) Hot tub area (250)	

URBAN RETAIL MALL

This mall is designed to be a NEIGHBORHOOD SHOPPING CENTER. Due to its size and the various types of leasable spaces, it will not, in my opinion, cause a decrease in usage within the C.B.D. itself. This mall will be designed to cater to those individuals (Spanish/Americans) who live on the south side of Billings, or that area adjacent to my site to the south. This mall will provide amenities which these residents need, and will locate them in such an area that they will be accessible to the pedestrian foot traffic.

The Community Builders' Handbook, compiled by the Urban Land Institute (ULI), is an important source for suburban and planned unit developments. According to this source, a great deal of conventional wisdom about shopping centers has been accumulated over the past decades.

Neighborhood Shopping Center Guidelines

(1) Market Area: A neighborhood shopping center serves a market area of one-half mile, or five minutes driving time, providing there are no other shopping centers within the area. Walk-in traffic enhances the viability of the shopping center, but foot travel distance should not exceed one-quarter mile. Developers

aggressively seek the best location, and competition is fierce.

(2) Center Size: Neighborhood shopping centers vary between 30,000 and 100,000 sq.ft. of gross leasable area. These figures are based on several years of continuing surveys by the ULI of existing neighborhood shopping centers throughout the USA.

(3) Anchor Facilities: Anchor facilities are the chief retail entity of any shopping center. The primary anchor of a shopping center is always a supermarket, which may range in size from 20,000 to 30,000 sq.ft. GLA. The secondary anchor is often a drugstore (now a super drugstore) which may range in size from 10,000 to 20,000 sq.ft. GLA, and which will market a great variety of household necessities as well as pharmacy items. The supermarket and drugstore are often side-by-side, companion facilities in the shopping center.

(4) Ancillary Shops and Services: Adjoining the magnet facilities there may be several retail stores and services. Besides shops, food places, convenience stores, and personal services, these may include medical services, small offices, entertainment facilities, and gas stations.

(5) Shopper Amenities: The shopping center should have public toilet rooms for men and women, and should provide public phones, drinking fountains, a first-aid and a "lost-and-found" station. Interior landscaping, benches, and trash receptacles are very important to the ambience and maintenance of the center.

(6) Image, Character, Identity, and Ambience: These architectural aspects of the shopping center have become crucial to success, and provide the competitive edge nowadays. Formal coherence is the over-goal, and may be achieved through lighting, signage, the palette of materials, consistent detailing, a perceptible formal vocabulary, and a comprehensive formal organization. Exterior landscaping, lighting, signage, paving, and pedestrian furniture are as important parts of the designer's responsibility as the design of the buildings and their interiors.

	Sq.Ft.
(1) Supermarket.....	30,000
(120 parking spaces; 3 loading spaces)	
(2) Super Drugstore.....	20,000
(80 parking spaces; 2 loading spaces)	

		Sq.Ft.
(3)	Three Large Shops @ 2000 sq.ft. (ea.).....	6,000
	(a) Drycleaners	
	(b) Hardware Shop	
	(c) Family Shoes	
	(d) 20 parking spaces; 1 loading space	
(4)	Eight Medium Shops @ 1000 sq.ft. (ea.).....	8,000
	(a) Laundromat	
	(b) Hairdresser	
	(c) Natural Foods	
	(d) Newsstand & Tobacco	
	(e) Bakery	
	(f) Delicatessen	
	(g) Ice Cream Parlor	
	(h) Pizza	
	(i) 80 parking spaces; 1 loading space	
(5)	Four Small Shops @ 500 sq.ft. (ea.).....	2,000
	(a) Florist	
	(b) Shoe Repair	
	(c) Key Service	
	(d) Candy & Nuts	

ELDERLY HOUSING

This component of the entire mixed-use development will probably be one of the most critical to the plan's success. This housing development will give the plan a substantial user group. Because the people who will occupy these units will be elderly, they will most likely be heavily reliant upon those amenities which are within walking distance of their individual units.

Due to the fact that this component of the plan will be a rehab of an existing building, it will not be a typical housing development. A typical development for elderly housing would most likely house within it a community facility of some type. My housing development will not have a community facility such as this on the site; however, there will be one within walking distance of the development. It is a community facility designed to meet the needs of both the elderly and the other people living in the adjacent area. It will be accessible to the elderly via a non-vehicular pedestrian mall.

There are several reasons which make elderly housing a viable development in the area. First is its close proximity to medical facilities. The site I have chosen for the housing is only minutes from Billings' two major hospitals and medical clinics. Secondly, the housing site

would be within walking distance of the Billings Central Business District, giving the elderly easy access to every possible amenity that they would need. Finally, the elderly would have easy access to Billings' mass transit bus service transfer stations, permitting them to travel virtually anywhere in Billings for free.

Program Synopsis

The buildings which will occupy this housing development have a total gross square footage of 35,600. The breakdown of unit types should be as follows:

(1) 75% one-bedroom, single-occupancy units of approximately 475 net sq.ft.

(a) Living Room..... 200 sq.ft.

(b) Dining Room..... 50 sq.ft.

(c) Kitchen..... 80 sq.ft.

(d) Bathroom..... 45 sq.ft.

(e) Bedroom..... 100 sq.ft.

(2) 20% one-bedroom, double-occupancy units of approximately 550 net sq.ft.

(a) Living Room..... 220 sq.ft.

(b) Dining Room..... 80 sq.ft.

(c) Kitchen..... 80 sq.ft.

(d) Bathroom..... 45 sq.ft.

(e) Bedroom..... 125 sq.ft.

APPENDIX

GUIDELINES FOR NEW CONSTRUCTION

taken from

Bowsher, Alice Meriwether. Design Review in Historic Places. Washington, D.C.: By the author, 1978.

GUIDELINES FOR NEW CONSTRUCTION

Contemporary Design

New construction is not a pressing problem for many review boards. Because it may occur, however, and because it lacks the clear-cut considerations of modifying an existing building, it is well to be familiar with the basic issues.

The first question is whether or not contemporary design should be allowed or encouraged. Advocates believe that it contributes vitality and cultural continuity to a district. They argue that a new building related to an old one solely by facade details -- for example, brick veneer and reproduction windows -- compromises the integrity of both the old and the new. Imitation, they say, detracts from the authentic buildings, misleads the untrained eye and, in such nonperiod structures as drive-in banks or gas stations, is ludicrous. The great challenge is to relate modern technology, materials and design philosophy to older buildings; to do so requires understanding those aspects of the older building and being able to integrate them with the functional and structural requirements of the new building.

Traditional Design

Another viewpoint questions the appropriateness of contemporary design in a district dominated by the architecture of another period. Some who hold this view contend that few architects have the skill to relate contemporary buildings to other styles and that a district's ambience is therefore best protected through the use of period motifs. To many, 'traditional' architecture is a legitimate contemporary style that provides a harmonious background for the period architecture from which it is derived.

Policy

A review board can handle the issue of contemporary architecture in several ways. It can encourage or discourage contemporary design as a matter of policy, or it can allow both contemporary and traditional or period design without preference. A policy that restricts architects to period architecture involves less risk for a review board and is probably easier to administer, but it is unlikely to stimulate outstanding architectural achievement. It may, in fact, prevent it. Most architects will regard it as an unfair restriction on their creative freedom. An unrestrictive policy can be supplemented by guidelines to discourage incompatible designs.

Scale

The most complex questions of design relationship arise when two widely different scales are juxtaposed. For example, the harmony of window proportions in a Federal-style house is lost when those windows are stretched across a seven-story, block-long facade. High-rise buildings in a pedestrian-scale setting are inevitably disruptive. In such circumstances, the architect's skills are the critical factor in achieving a good relationship.

District Character

Guidelines cannot guarantee design excellence -- in a historic district or anywhere else -- but they can focus attention on those special visual and spatial qualities that a historic district is established to protect. These are likely to derive from:

- *Building heights*
- *Scale*
- *Orientation, spacing and site coverage of buildings*
- *Facade proportions and window patterns*
- *Size, shape and proportions of entrances and porch projections*
- *Materials, textures, color*
- *Architectural details*

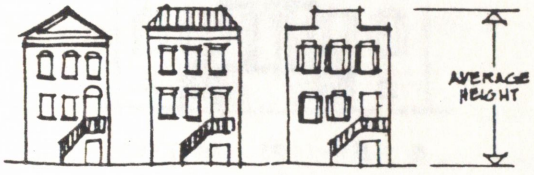
- *Roof forms*
- *Horizontal, vertical or nondirectional emphasis*
- *Landscaping, walls and fences.*

Because architectural styles and details may vary from one section of the district to another, many guidelines for new construction emphasize relationships among buildings in the immediate setting rather than specific styles or details.

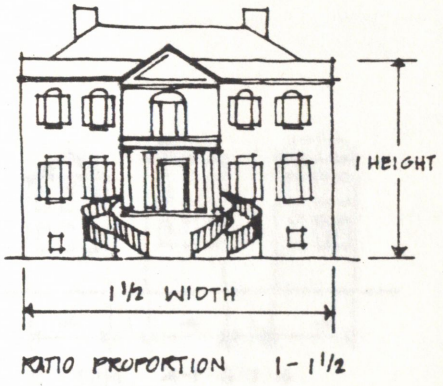
Requirements

If the guidelines are to be effective, it is important that the review board define what constitutes compliance, the extent to which the guidelines are mandatory and the context in which the appropriateness of the new construction will be judged (for example, the district as a whole, a designated sub-area, the immediate block, or adjacent and facing buildings).

CRITERIA



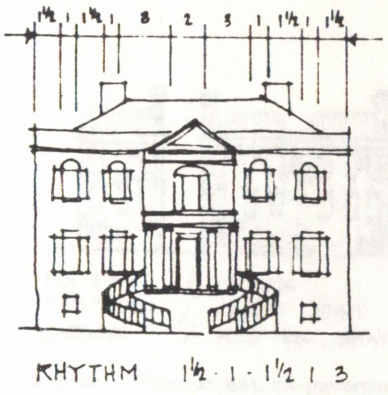
1. Height – This is a mandatory criteria that new buildings be constructed to a height within ten percent of the average height of existing adjacent buildings.



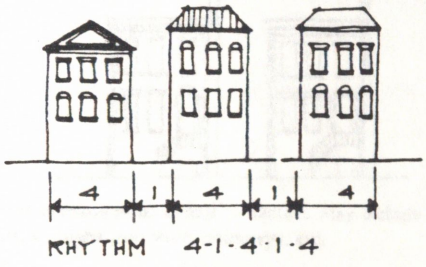
2. Proportion of buildings' front facades – The relationship between the width and height of the front elevation of the building.



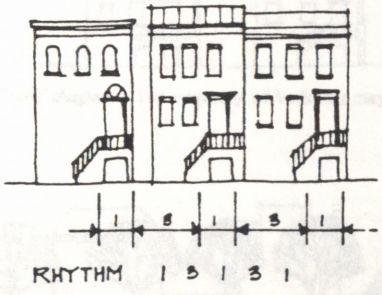
3. Proportion of openings within the facade – The relationship of width to height of windows and doors.



4. Rhythm of solids to voids in front facade – Rhythm being an ordered recurrent alternation of strong and weak elements. Moving by an individual building, one experiences a rhythm of masses to openings.



5. Rhythm of spacing of buildings on streets – Moving past a sequence of buildings, one experiences a rhythm of recurrent building masses to spaces between them.



6. Rhythm of entrance and/or porch projections – The relationships of entrances to sidewalks. Moving past a sequence of structures, one experiences a rhythm of entrances or porch projections at an intimate scale.

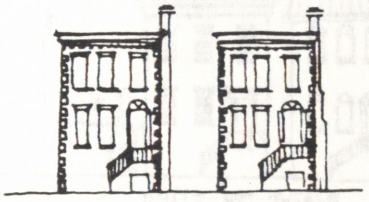


MATERIAL / BRICK
TEXTURE / RAKED JOINT
COLOR / RED BK., GRAY TRIM

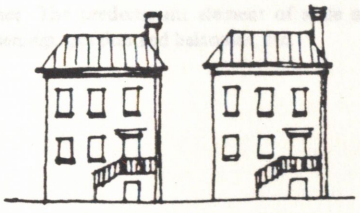
7. Relationship of materials – Within an area, the predominant material may be brick, stone, stucco, wood siding,or other material.

8. Relationship of textures – The predominant texture may be smooth (stucco) or rough (brick with tooled joints) or horizontal wood siding, or other textures.

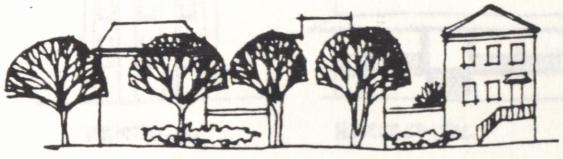
9. Relationship of color – The predominant color may be that of a natural material or a painted one, or a patina colored by time. Accent or blending colors of trim is also a factor.



10. Relationship of architectural details – Details may include cornices, lintel, arches, quoins, balustrades, wrought iron work, chimneys, etc.



11. Relationship of roof shapes – The majority of buildings may have gable, mansard, hip, flat roofs,or others.



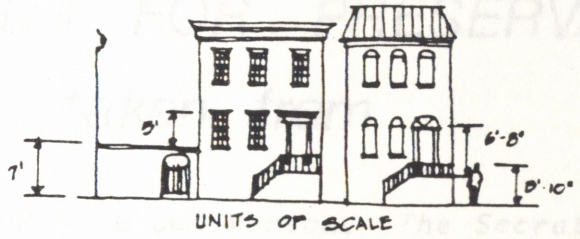
WALLS & LANDSCAPING CONTINUOUS

12. Walls of continuity – Physical ingredients such as brick walls, wrought iron fences, evergreen landscape masses, building facades, or combinations of these, form continuous, cohesive walls of enclosure along the street.

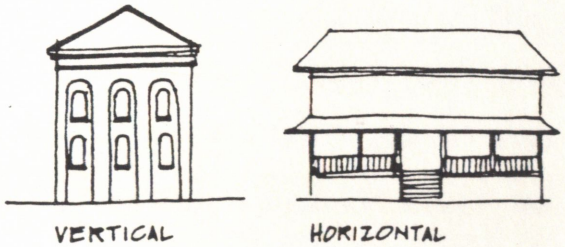
13. Relationship of landscaping – There may be a predominance of a particular quality and quantity of landscaping. The concern here is more with mass and continuity.



14. Ground cover – There may be a predominance in the use of brick pavers, cobble stones, granite blocks, tabby, or other materials.



15. Scale – Scale is created by the size of units of construction and architectural detail which relate to the size of man. Scale is also determined by building mass and how it relates to open space. The predominant element of scale may be brick or stone units, windows or door openings, porches and balconies, etc.



16. Directional expression of front elevation – Structural shape, placement of openings, and architectural details may give a predominantly vertical, horizontal, or a non-directional character to the building's front facade.

STANDARDS FOR PRESERVATION

taken from

Hume, Gary L., and W. Brown Morton. The Secretary of the Interior's Standards for Historic Preservation Projects. Washington, D.C.: U.S. Government Printing Office, 1979.

GENERAL STANDARDS FOR HISTORIC PRESERVATION PROJECTS

The following general standards apply to all treatments undertaken on historic properties listed in the National Register:

(1) Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building structure, or site and its environment, or to use a property for its originally intended purpose.

(2) The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.

(3) All buildings, structures, and sites shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged.

(4) Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment.

These changes may have acquired significance in their own right, and this significance shall be recognized and respected.

(5) Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site, shall be treated with sensitivity.

(6) Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

(7) The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken.

(8) Every reasonable effort shall be made to protect and preserve archeological resources affected by, or adjacent to, any acquisition, protection, stabilization, preservation, rehabilitation, restoration, or reconstruction project.

Standards for Preservation:

(9) Preservation shall maintain the existing form, integrity, and materials of a building, structure, or site. Substantial reconstruction or restoration of lost features generally are not included in a preservation undertaking.

(10) Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

Standards for Rehabilitation:

(9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historic, architectural, or cultural material

and such design is compatible with the size, scale, color, material, and character of the property, neighborhood, or environment.

(10) Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.

Standards for Restoration:

(9) Every reasonable effort shall be made to use a property for its originally intended purpose or to provide a compatible use that will require minimum alteration to the property and its environment.

(10) Reinforcement required for structural stability or the installation of protective or code required mechanical systems shall be concealed whenever possible so as not to intrude or detract from the property's aesthetic and historical qualities, except where concealment would result in the alteration or destruction of historically significant materials or spaces.

(11) When archeological resources must be disturbed by restoration work, recovery of archeological material shall be undertaken in conformance with current professional practices.

Standards for Reconstruction:

(9) Reconstruction of a part or all of a property shall be undertaken only when such work is essential to reproduce a significant missing feature in a historic district or scene, and when a contemporary design solution is not acceptable.

(10) Reconstruction of all or a part of a historic property shall be appropriate when the reconstruction is essential for understanding and interpreting the value of a historic district, or when no other building, structure, object, or landscape feature with the same associative value has survived and sufficient historical documentation exists to ensure an accurate reproduction of the original.

(11) The reproduction of missing elements accomplished with new materials shall duplicate the composition, design, color, texture, and other visual qualities of the missing element. Reconstruction of missing

architectural features shall be based upon accurate duplication of original features substantiated by historical, physical, or pictorial evidence rather than upon conjectural designs or the availability of different architectural features from other buildings.

(12) Reconstruction of a building or structure on an original site shall be preceded by a thorough archeological investigation to locate and identify all subsurface features and artifacts.

(13) Reconstruction shall include measures to preserve any remaining original fabric, including foundations, subsurface, and ancillary elements. The reconstruction of missing elements and features shall be done in such a manner that the essential form and integrity of the original surviving features are unimpaired.

INTERVIEW :
Tom Mc kerlick: Community Development Dept.
City Offices
Monday – December 16 , 1985
1:30 P.M

MEKERLICK INTERVIEW

Through this interview with Mr. Mekerlick, I learned many things about the City's position toward the Historic District. The City, at this point, is not forcing development, but the funds are available for developers -- for private development. The reason that the City is not forcing any development is because they cannot get current shop owners to clean up their buildings and the surrounding area. Through a combination of tax increment loans and bank loans, the City has worked with developers to rehab ten buildings within the City. This system could be used by developers to rehab historic buildings within the Historic District, and has been effectively utilized in the past. It was used, for example, in the rehab of the Rex Hotel.

The City is currently considering two additional proposals, the first of which is the possible rerouting of Montana Avenue behind the railroad depot. This proposal would allow for easier pedestrian access to the historic railroad depot and would, at the same time, create more area for parking. The current location of Montana Avenue would then be developed into a pedestrian mall.

The second proposal of the City is the possible re-routing of the railroad tracks one block to the south.

The City would then implement pedestrian/auto overpasses at 27th Street and 26th Street. This is an effort to reduce the problem of traffic back-up at the railroad crossings.

Even though the City is not forcing development in the area, the planners are interested in making it a working, active place. The City has taken the first step in working on the area; that is, they have installed 1901 replicas of 5-globe street lights along Montana Avenue at a cost of $50,000.

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