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# DOWNTOWN
# REDEVELOPMENT
# BOZEMAN
# MONTANA

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Gary E. Gunville

# DOWNTOWN REDEVELOPMENT

for

BOZEMAN, MONTANA

by

Gary E. Gunville

A thesis submitted in partial fulfillment
of the requirements for the degree

of

BACHELOR OF ARCHITECTURE

MONTANA STATE UNIVERSITY

Bozeman, Montana

June 10, 1989

Ronald Hess
Thesis Advisor

Jerry Bancroft
Director, School of
Architecture

# DOWNTOWN

# REDEVELOPMENT

# BOZEMAN

# MONTANA

for katy

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# INTRODUCTION

The thesis project that I have chosen is a small part of downtown Bozeman, my hometown. The location for this project is on Main Street and Rouse Avenue.The main reason why I have chosen this particular area, is that I feel that Bozeman's downtown needs a space that will continue to support Bozeman's unique character. In the location that I have chosen, the following building or group of buildings that are to be designed are:

1. Opera House
2. Police/Firestation
3. City Hall
4. Apartments
5. Retail space
6. Parking garage

In addition to these buildings, a restoration of the Bozeman Hotel, renovated back into an operating hotel, would fit nicely into the downtown scene.

Lastly, the Bozeman Creek which flows from the mountains south of town and then through the downtown area, is to be included as part of the design project. That is, to be developed so that it plays a bigger part in creating a unique downtown enviroment.

Having not paid much attention to the architecture of Bozeman while growing up here, I developed a strong interest after I had been in college for a few years. I like the downtown area but when I walked east, towards Rouse Avenue, I felt that the downtown just ended as you went past the Bozeman Hotel. The scale of these buildings east of Rouse Avenue, to me, do not give the feel of an urban character that the rest of the downtown area does. It is my goal to develop the four block area of Rouse and Main into a gateway or centerpiece of Bozeman.

This project will use the historical context of the downtown area and so a research of Bozeman's history and the history of the architecture on Main Street is important.

On a personal note, the fact that my great-great grandfather, Frank Kirkaldie lived in the Bozeman area during the years of 1864-1865 adds to my strong interest of Bozeman's history. I believe that this was one of my main influences in deciding to do an urban design project for downtown Bozeman. The history of Bozeman is interesting and the resulting effect it had on the character of this town will hopefully be preserved.

# EDUCATIONAL GOALS

3

To present a well written program document that has been researched and organized.

To fully understand the design process by collecting and studying information that relates to urban design.

To become more knowledgeable about urban design.

To use my advisors experience and ideas in completing a successful project.

# HISTORY

5

Until the 1860's the Gallatin Valley was not inhabited by man, only migratory bands of Indians used this area as a common hunting ground.

The first documented visit to the Gallatin Valley was in 1806 by Captain William Clark of the Lewis and Clark Expedition. on their return trip to St. Louis, Clark and his party camped on the present site of Lindley Park.[1]

When gold was discovered near Virginia City and Helena Montana, many men came west looking for their fortune.To get to the gold fields one had to pass through the Gallatin Valley. One of the men to come west for gold was a man from Georgia, named John Marion Bozeman. After striking out in gold mining, he became a trail guide for people moving to Virginia City. However, after his first trip to Virginia City, he quit, and with two other men, they plotted out a new town on the east end of the Gallatin Valley.

At the first town meeting, held on August 9, 1864, it was resolved that the town be named Bozeman, it was to be called Montana City.[2] In the year of 1865 Gallatin County was formed and Bozeman was chosen as the county seat.

In the spring of 1867, John Bozeman was killed by Indians on the Yellowstone river, 10 miles east of present day Livingston. A year later Fort Ellis was built to protect the city of Bozeman against further attacks by the Indians.

The greatest factor in bringing people to the Bozeman area was the Gallatin Valley's rich soil. By 1865, 1500 acres were planted and around 20,000 bushels of wheat were produced that year.[3]

In 1869, the city's first newspaper, THE PICK AND PLOW, was published. Two years later on November 11, 1871, telegraph service was established in Bozeman.[4]

1883 was a big year for Bozeman, first, the Northern Pacific Railroad arrived in town, creating better access to other cities. Next, Bozeman became an incorporated city, and elected city councilmen. Also, Gallatin High School had its first graduating class.( 2 students )

By 1892, Bozeman had electric street car service, it was called the Gallatin Light, Power and Railway Co. The population of Bozeman was estimated at 4000 persons.

In 1889, Montana became a state, and Bozeman was a contender for the site of the state capitol. However, it placed fourth, but the city was named to be the new home of Montana State College of Agriculture and Mechanic Arts in 1893.

The first Sweet Pea Festival was held in August of 1906; one of Bozeman's successful entertainment projects. The festival however, was dropped after World War I and the flu epidemic of 1918. In 1977 the Sweet Pea Festival was started again, and has been going strong since then.

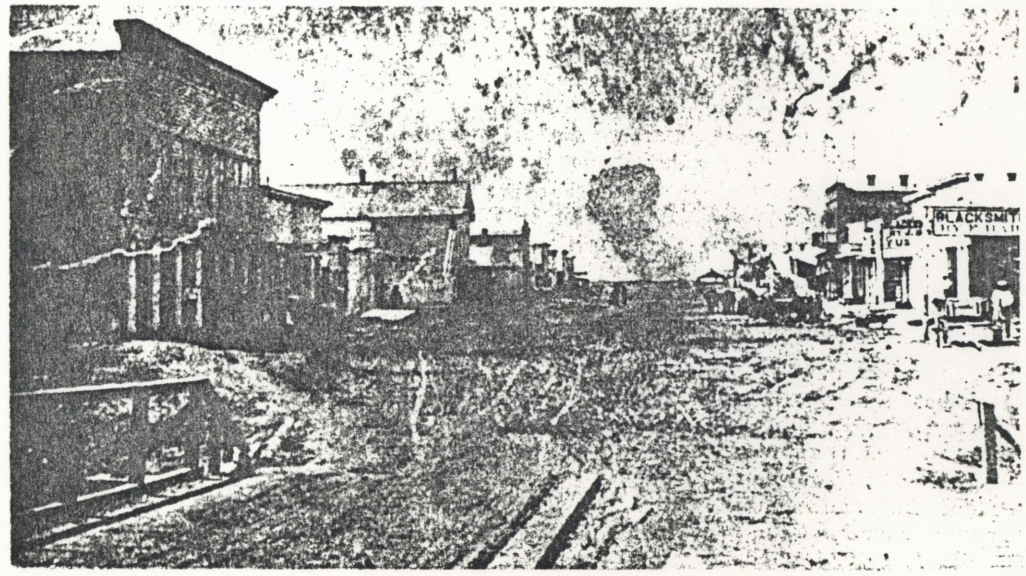
# ARCHITECTURAL HISTORY



In the book BOZEMAN'S HISTORIC RESOURCES there are five phases of Bozeman's architectural history. They are the

1. Townsite phase.....1864-72
2. Village phase.....1873-83
3. Civic phase.....1884-1912
4. Progressive phase.....1913-29
5. Nationalization phase....1930- 50

To not run the entire length of this book, I have researched only those buildings important to the downtown area.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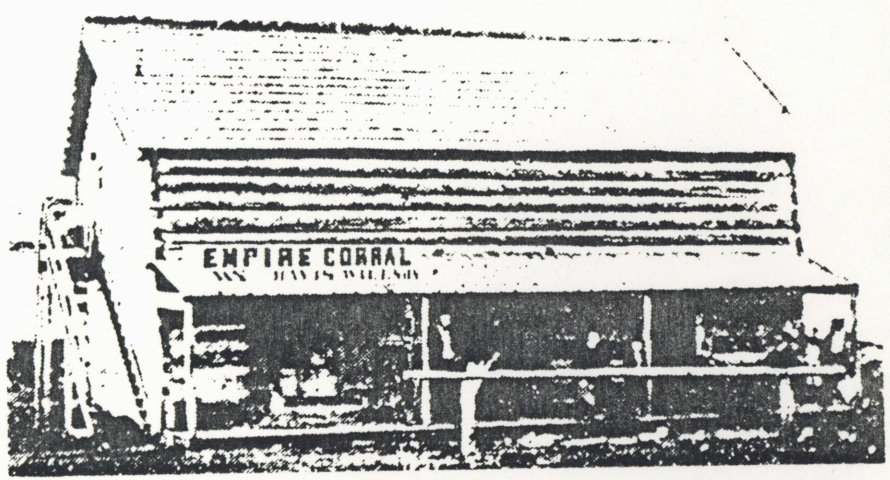



STAFFORD AND RICE LOG BUILDING
One of the first Hotels in Bozeman, built in 1864 of rough hewn square notched logs. It was located on the N.W. corner of Main St. and Bozeman Ave.



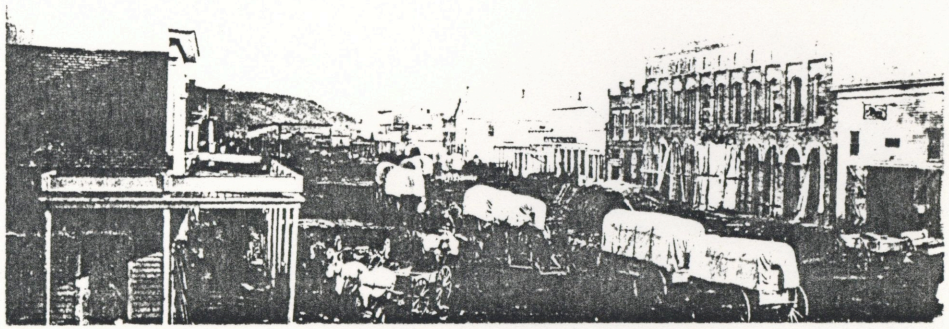

GUY HOUSE
Another hotel built on Main St. during the late 1860's, it was later known as the Northern Pacific Hotel.

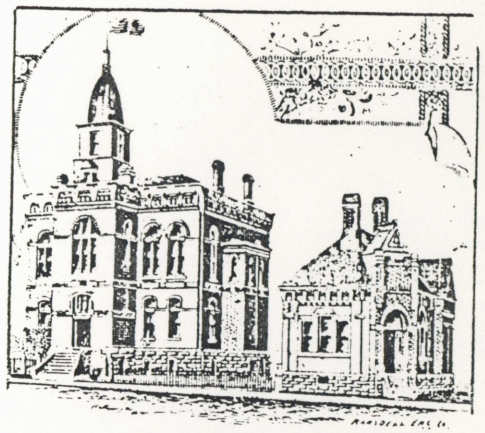



THE METROPOLITAN HOTEL
Later called the LaClede Hotel, it was one of Bozeman's first brick structures on Main St. It was 'the' hotel for the Bozeman area until the Bozeman Hotel was built. The date of construction is unknown. It was located on the N.E. corner of Main St. and Bozeman Ave.

# 1873-83

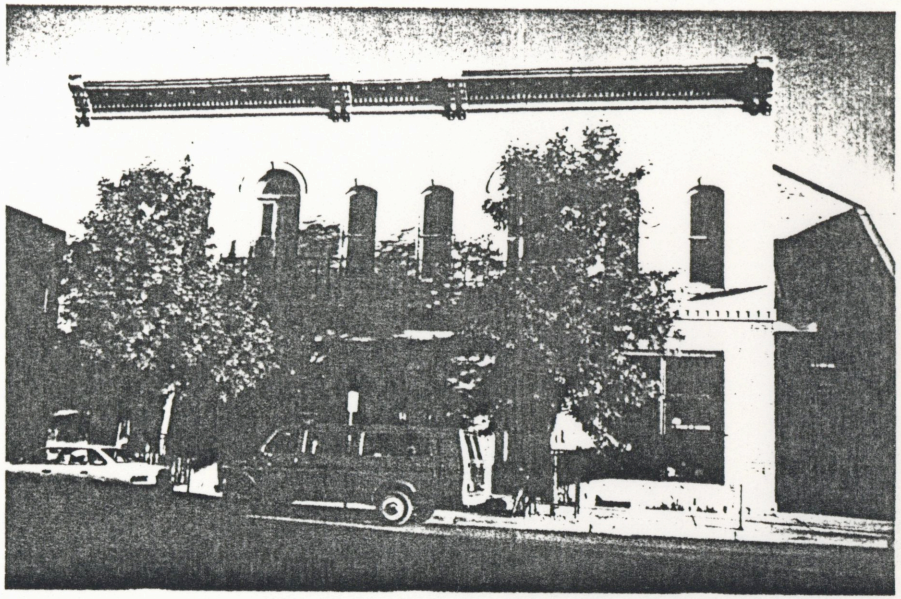
13

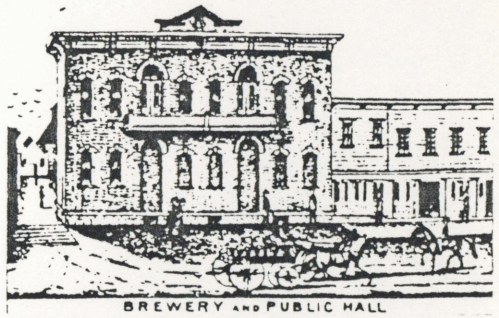




COURT HOUSE AND RECORDER'S OFFICE

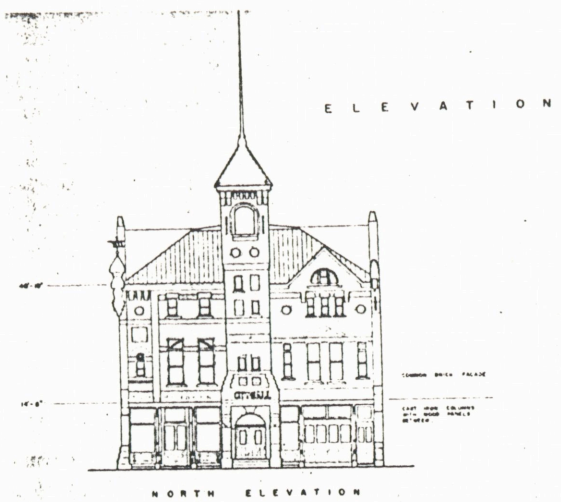
GALLATIN COUNTY COURTHOUSE
Designed and built in 1880 by Bozeman architect Byron Vreeland. It was located on the site of the present county courthouse.





BREWERY AND PUBLIC HALL

SPIETH AND KRUG BREWERY
This structure was built in 1883 and still stands in its original location. It combined both a public hall upstairs and a brewery on the ground level. Today only the ground floor is used, the home of an art shop, an antique shop and a restaurant. The second floor is currently vacant.







BOZEMAN OPERA HOUSE

On April 4, 1884, a $ 10,000 bond was passed to build a new city hall. It was designeed by local architect Byron Vreeland. The building also housed a firestation, a few city offices and the opera house on the 2nd level.

During the next 16 years, construction was off and on. The costs kept rising with the city having to vote two more times on bond issues to pay for the building. In the end the cost of the building came to $45,000. Another problem concerning the opera house was that the architect, B. Vreeland who had supervised the construction, died of congestion and paralysis of the lungs in October of 1889.

A year later, the opera house was finally ready for its first opening of local and traveling theater groups. The opera house also served as the spot for Gallatin County High School graduation ceremonies. On August 25, 1897, the first movie was shown in Bozeman. Called the Veriscope, it showed a Fitzsimmons-Corbett boxing match.

During the first world war, theater groups became more and more scarce and by the late 1920's the last of the opera shows was seen. Eventually the stage and seating area ( which held 675 seats ) gave way to more city offices and firemens dorms. In August of 1959, an earthquake damaged the building. City officials and engineers determined that the structure was unsafe. The opera house was torn down in 1966.

During the cornerstone laying ceremonies on July 4, 1888, Bozeman mayor John V. Bogart placed a metal box containing important city documents into a hollowed stone to immortalize the names of the cities founders. When the building was demolished 78 years later, the box was found, rusted, with the documents reduced to rotted scraps of paper.[6]



## House Staff

J. L. Kraher - - - *Manager*
C. A. Spinh - - - *Treasurer*
Frank Caller - - - *Chief Usher*
E. D. Myers - *Musical Director*
E. Heilman - *Stage Manager*

### NOTICE TO PATRONS.

Matinee Performances will begin promptly at 2:30. Evenings at 8:30.

Children in arms not admitted.

Tickets laid aside which have not been paid for will be sold at the box office after 8:15.

Patrons arriving after the rise of the curtain will not be seated till after the first act. This rule has been adopted at the request of many patrons. It is hoped patrons will be in their seats before the rise of the curtain.

Applause—To the boys in the gallery. — Kindly applaud with the hands only. Stamping of feet, whistling or shouting will not be tolerated.

Exits—Our numerous exits, each indicated by a red light, enables the house to be emptied in three minutes, and in case any extraordinary condition should arise, giving apparent cause for alarm, do not become excited; remain seated rather than crowd the aisles and halls. Be calm, move out quietly, steadily, deliberately. Do not crowd those in front of you; look where you are stepping, avoid loud talk, and thus avoid any possibility of accident. If each person will act upon these suggestions, even under the most trying circumstances, danger of panic and consequent serious disaster will be avoided.

Lost articles when found by patrons should be left at the box office and they will be returned to the owners upon application.

Hats—Ladies will please remove their hats. No head covering is to be worn. Those sitting behind you are entitled to view the stage without obstruction.

Physicians and others who are liable to a call during the performance will save time and annoyance by leaving their names and seat numbers at the box office.

Complaints—It is the desire of the management of the theatre to give comfort and pleasure to all, and should there be cause for complaint by reason of inattention, incivility or discourtesy on the part of attaches of this theatre, it is requested that same be reported to the management.

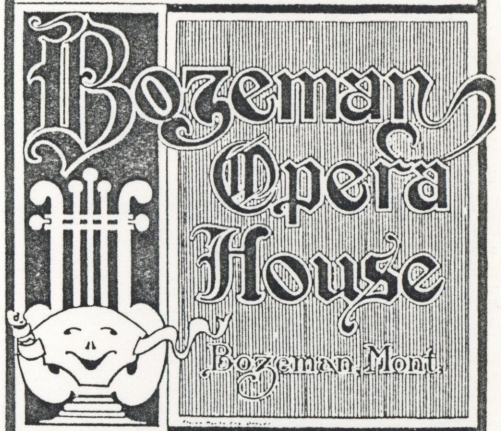
Tobacco Chewing and peanut eating are strictly prohibited. If you cannot conform to this rule, we do not want your presence.

THE DISTINGUISHED AMERICAN ACTRESS

# VIRGINIA HARNED

IN A NEW PLAY BY HERBERT BASHFORD

**"The Woman He Married"**




One Night

Monday, December 5th, 1910




BOZEMAN HOTEL

George Hancock was the architect who designed the Bozeman Hotel in 1890. The hotel held its grand opening on March 2 1891, a sky bridge connected the second floors of the hotel and the opera house for that one night. An evening of dining and theater going was on the menu for the night, the party lasted until the early hours of the next day.

Originally called the Hotel Bozeman, it was once known as the cities finest structure, for it boasted steam heat, electricity and 136 rooms.

# Hotel Bozeman

BOZEMAN

**Strictly First Class**



Banquet Work a Specialty.

Special Rates Given ta Athletic Teams.

**E. HUGHES, Manager**

Newspaper advertisment for the Hotel Bozeman. ca. 1910.

Elegant Rooms. Baths Electric Lights. Steam Heat

# The Oxford Hotel

MRS. N. B. HUSTON, Proprietress

A Modern, Up-to-Date House

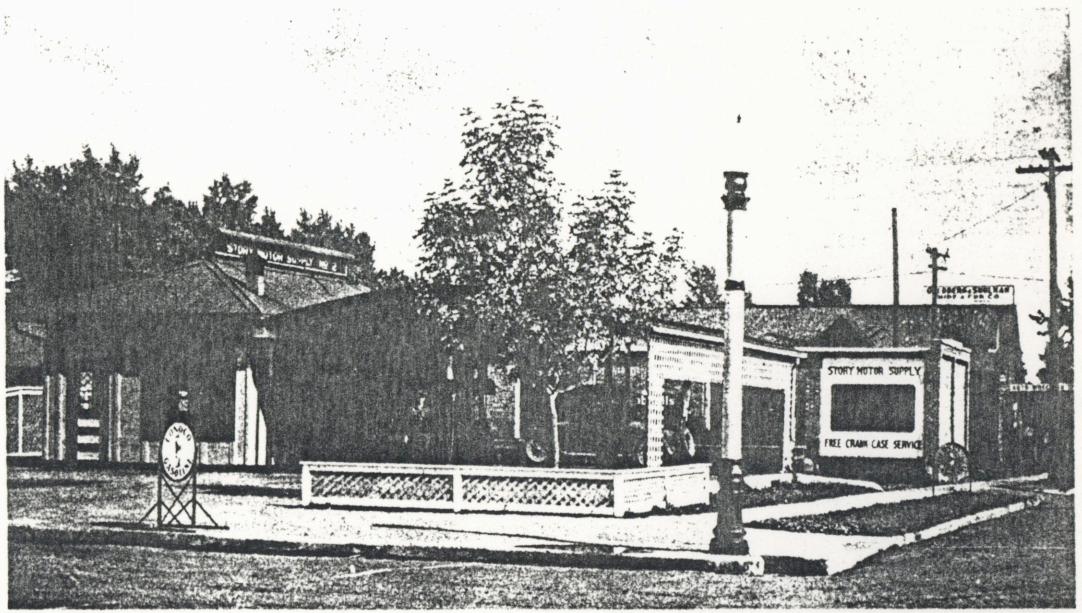
Corner Main Street and Central Avenue.

Bozeman, Mont.

Advertisment for the Oxford Hotel around 1906. It was located in the building that today houses the Ski Chalet and Charlies on the S.W. corner of Main St. and Willson Ave.

# 1913-29





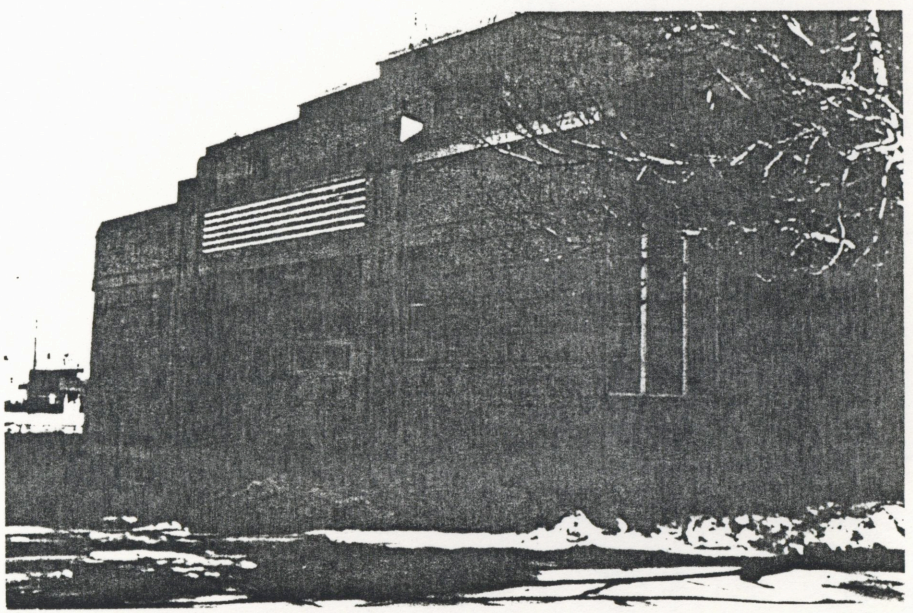

STORY MOTOR SUPPLY NO. 2
During this phase, America was hit in mass by the phnomenon called the automobile. The automobile became easier to buy after Henry Ford introduced the car to mass production and brought costs down. The Story Motor Supply No. 2 designed by Fred Willson in 1916, " celebrated the spirit of change and adventure which the automobile represented."[7] One of the first true filling stations in America, it sold only gasoline, and boasted, " no horseshoeing ". It was located on the N.W. corner of Main St. and Wallace Ave.

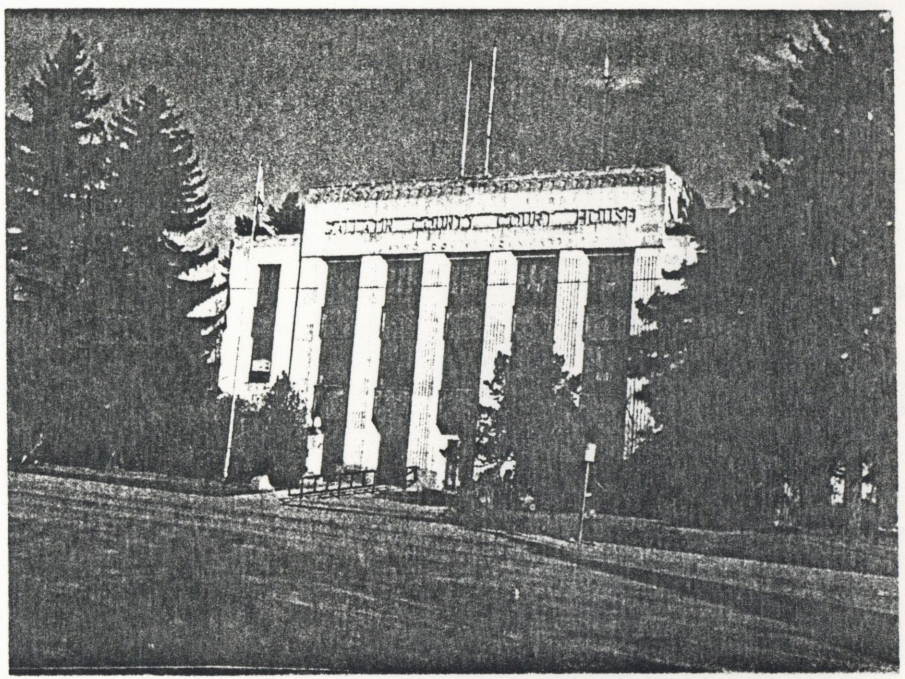


BAXTER HOTEL
This was another of many Bozeman buildings designed by Fred Willson. Built in 1928, it opened on March 2, 1929. This hotel took business away from the Bozeman Hotel, and was a popular hangout for Montana State College students.

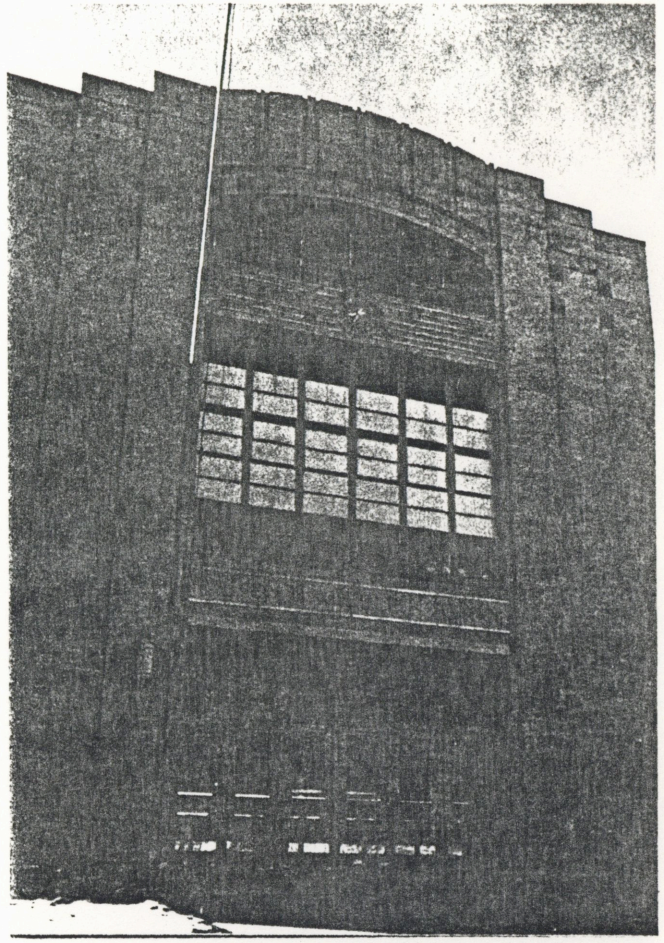
1930-50

215





GALLATIN COUNTY COURTHOUSE
Built in 1936, also designed by F. Willson, it was another building built with W.P.A. assistance during the depression.



WILLSON MIDDLE SCHOOL
Another Fred Willson design, built in 1937. It is of the popular art deco style.

# PROGRAM

# PROJECT GOALS



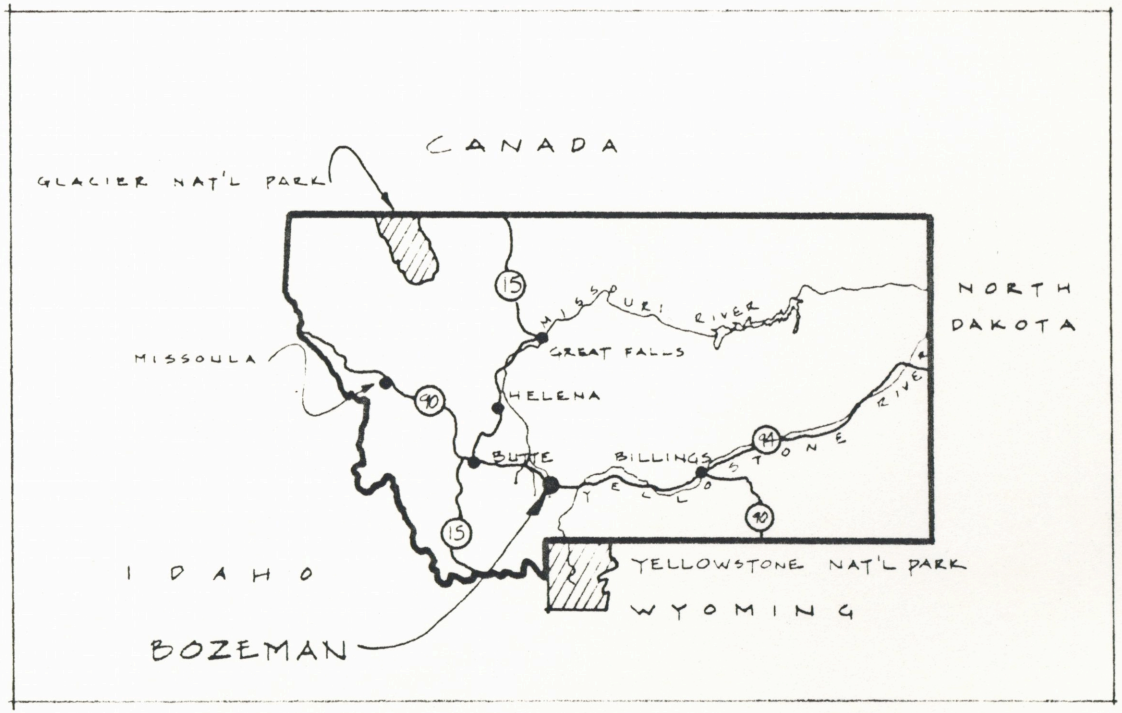
Rehabilitation of downtown Bozeman in the area of Main Street and Rouse Avenue.

Develop Bozeman Creek so that it creates a unique and exciting area for downtown visitors.

Use the historical context of Bozeman to preserve the downtown character.

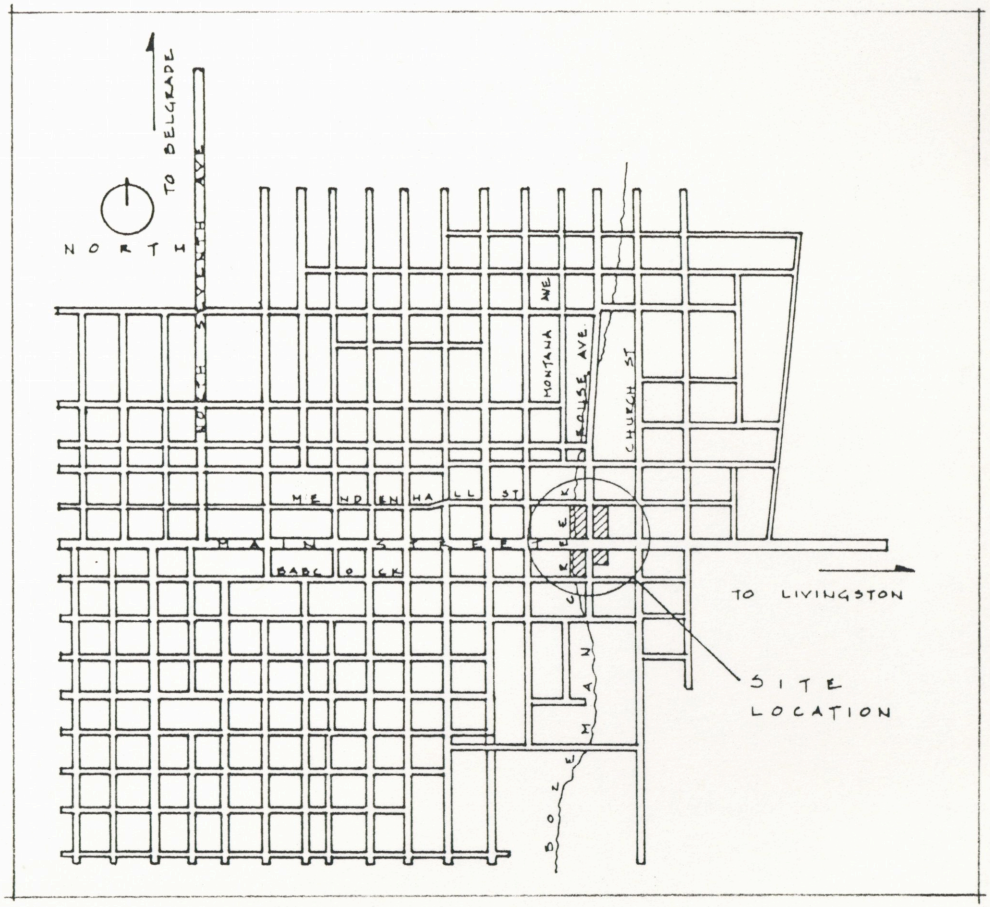
# REGION




CANADA
GLACIER NAT'L PARK
15
MISSOURI RIVER
NORTH DAKOTA
GREAT FALLS
MISSOULA
90
HELENA
BUTTE
BILLINGS
STONE
TELLO
94
15
IDAHO
YELLOWSTONE NAT'L PARK
WYOMING
BOZEMAN

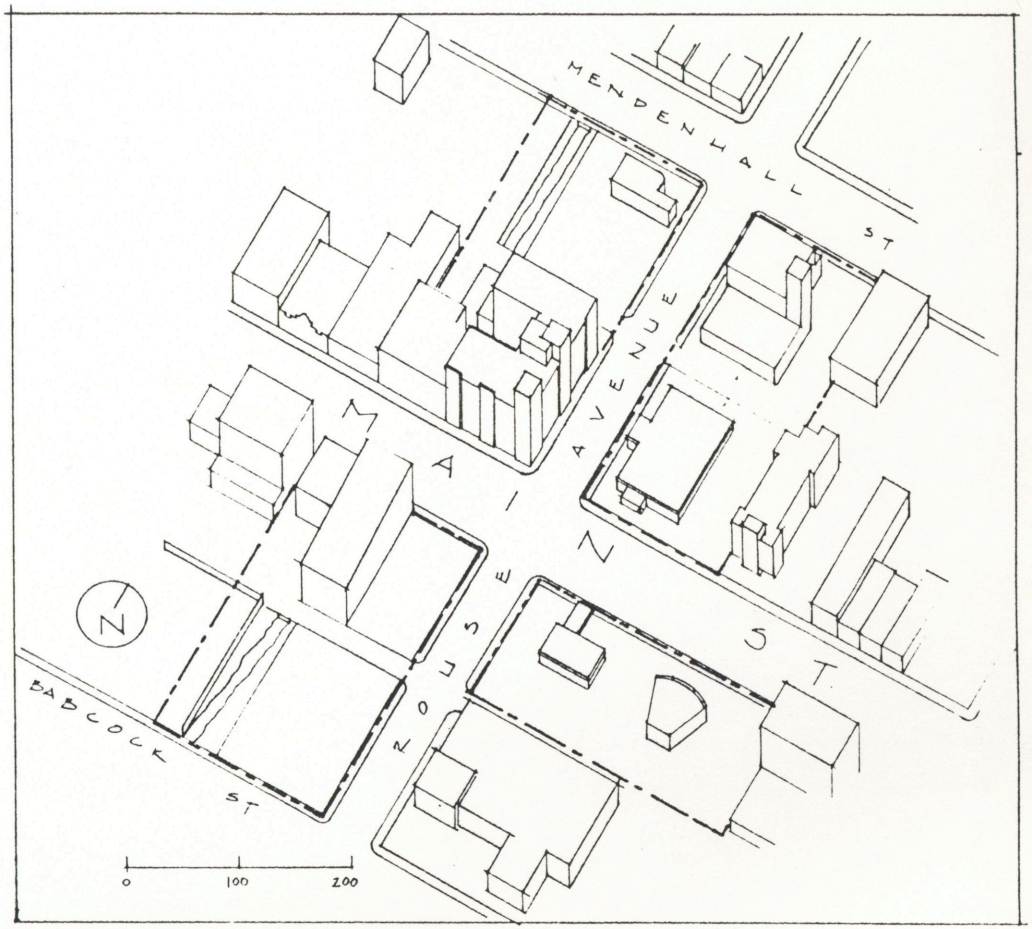
# LOCATION



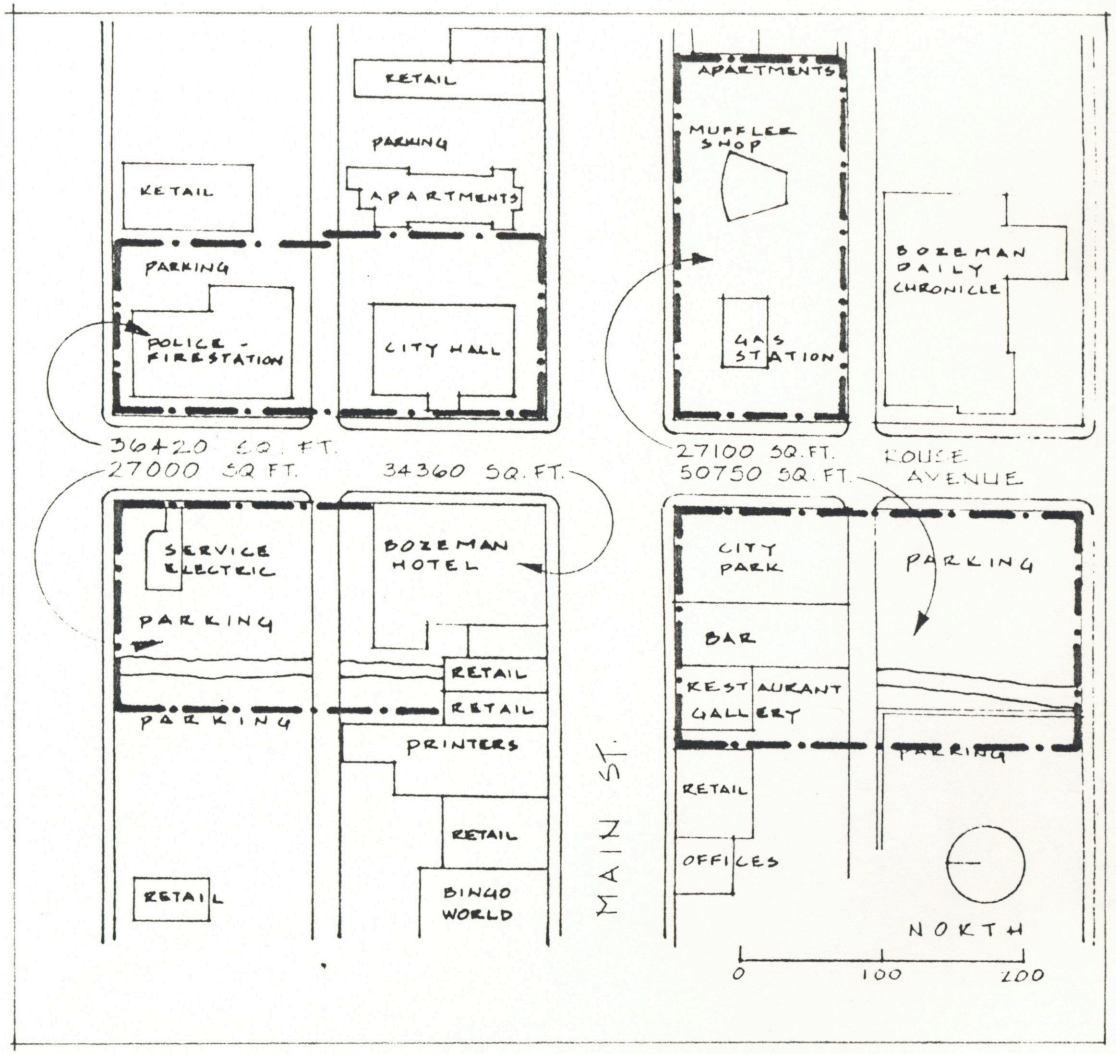

NORTH
TO BELGRADE
SOUTH 19TH AVE
MONTANA AVE
HOUSE AVE
CHURCH ST
MEADOW LARK LANE
MAIN STREET
BABCOCK
TO LIVINGSTON
SITE LOCATION
MAIN
BOZEMAN

# SITE

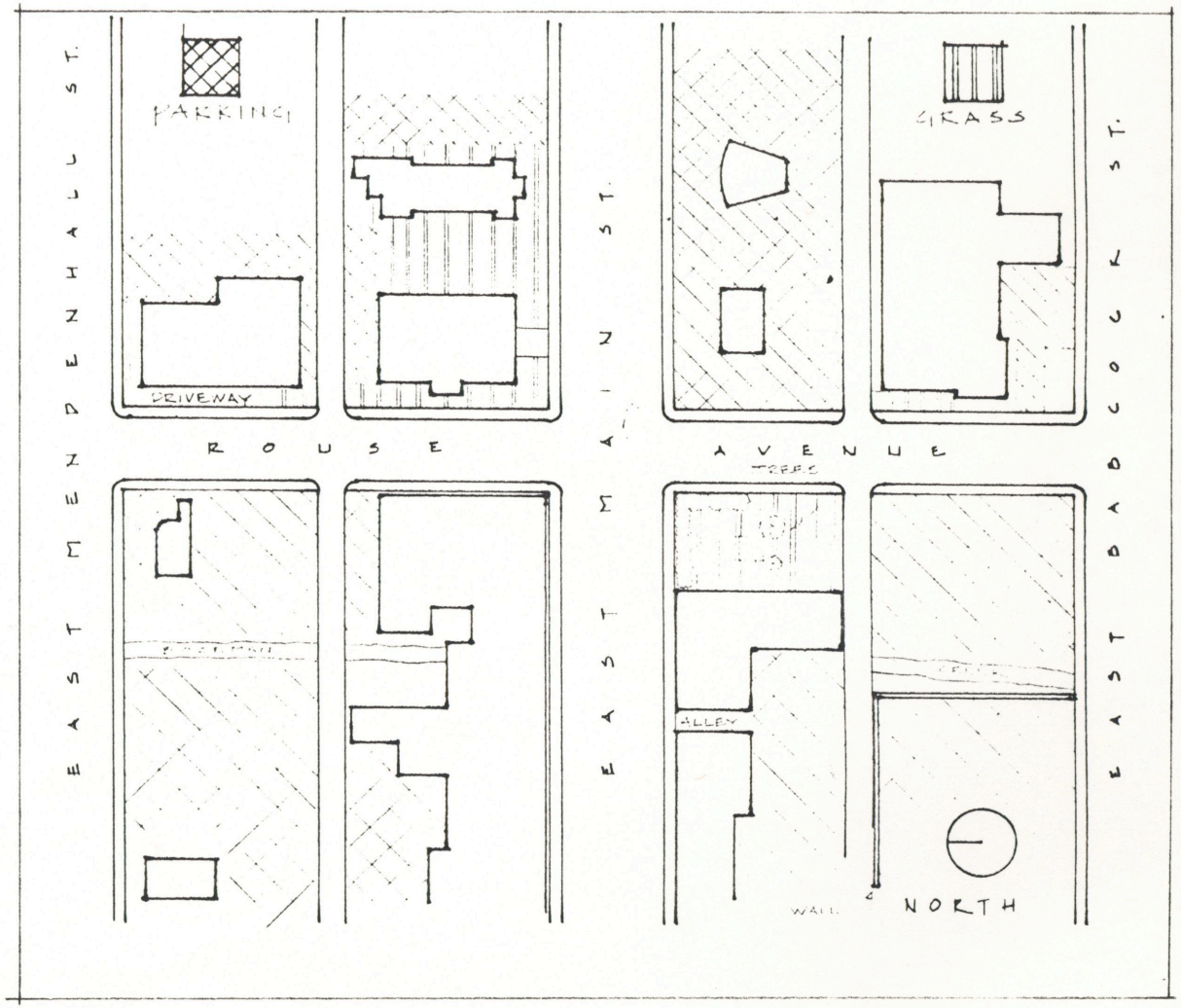




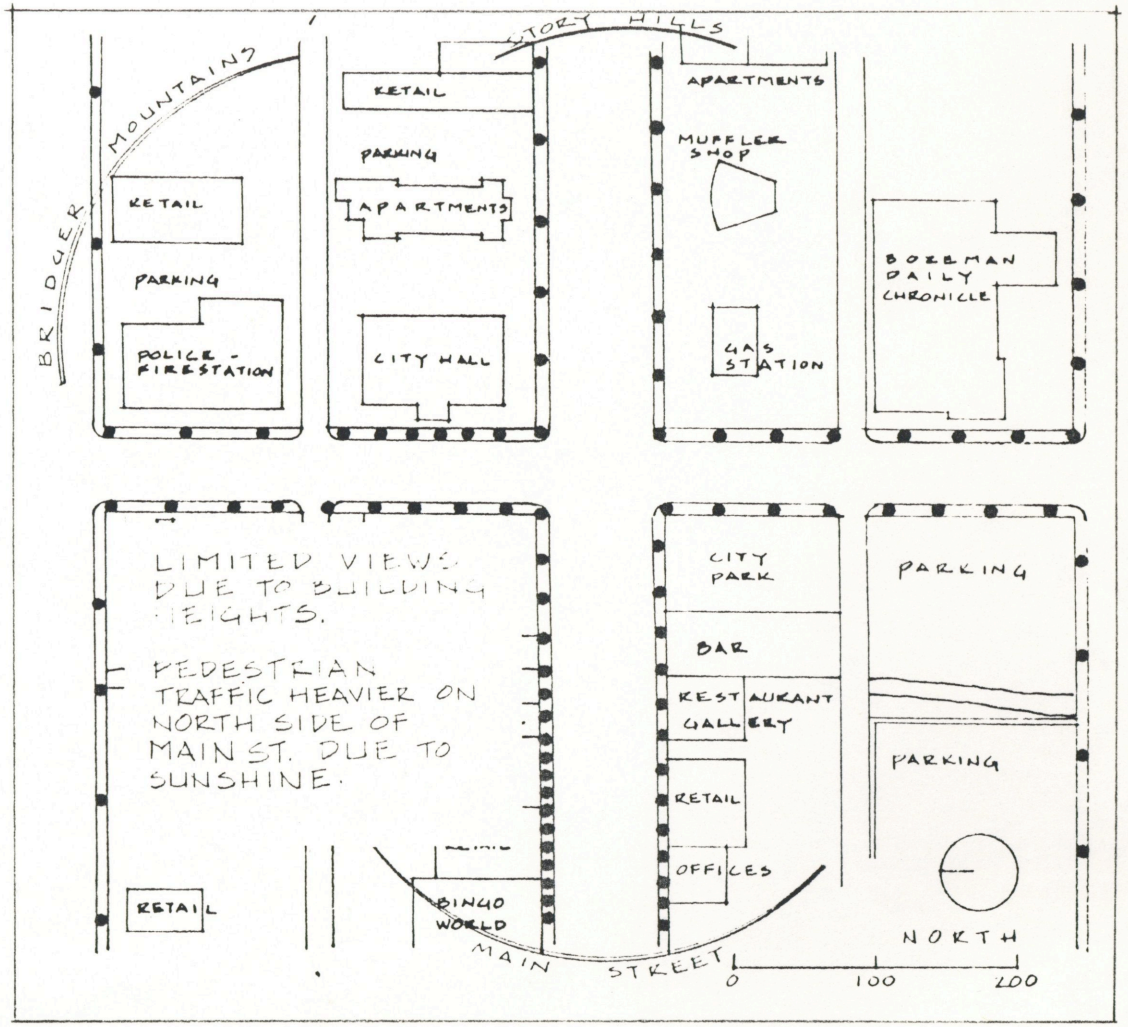
# SITE AREA


RETAIL
PARKING
APARTMENTS
RETAIL
PARKING
POLICE - FIRESTATION
CITY HALL
APARTMENTS
MUFFLER SHOP
GAS STATION
BOZEMAN DAILY CHRONICLE
36420 SQ. FT.
27000 SQ. FT.
34360 SQ. FT.
27100 SQ. FT.
50750 SQ. FT.
ROUSE AVENUE
SERVICE ELECTRIC
PARKING
BOZEMAN HOTEL
RETAIL
RETAIL
PARKING
PRINTERS
RETAIL
RETAIL
BINGO WORLD
MAIN ST.
CITY PARK
PARKING
BAR
RESTAURANT
GALLERY
PARKING
RETAIL
OFFICES
NORTH
0
100
200

# EXISTING USE OF EXTERIOR SPACES

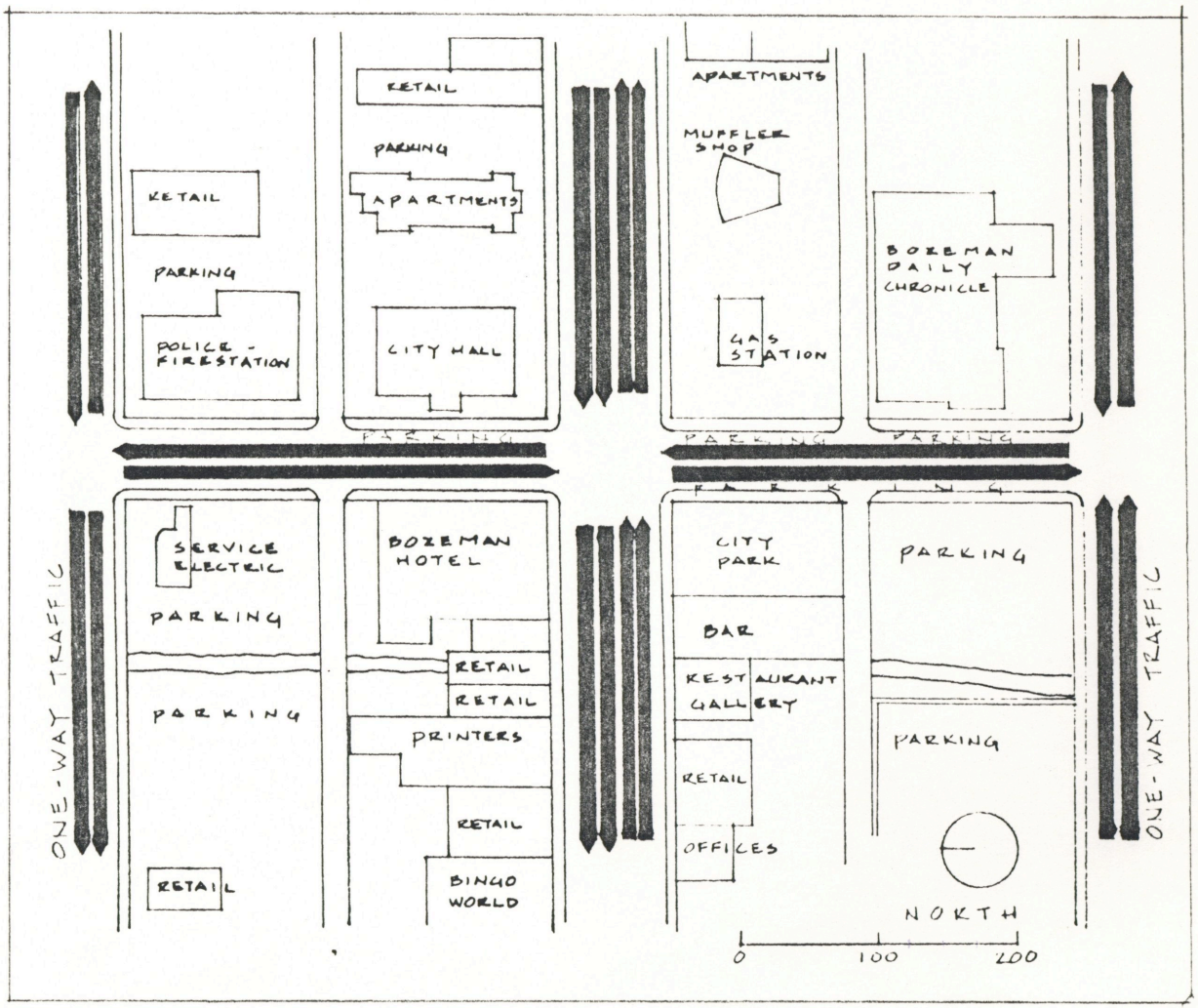


# PEDESTRIAN CIRCULATION /VIEWS



# VEHICLE CIRCULATION





# C L I M A T E

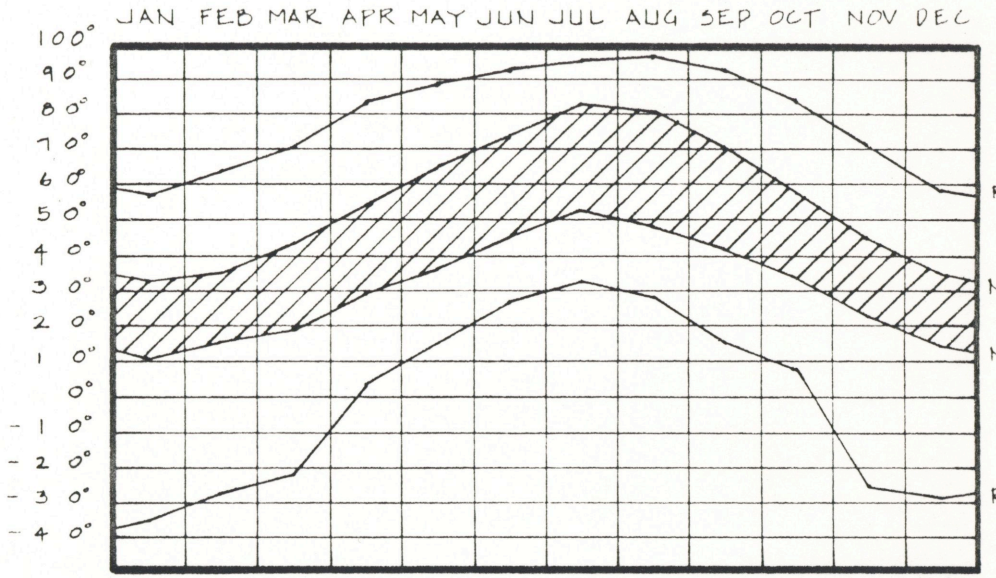
77

Bozeman is located at the east end of the Gallatin Valley, at the base of the Bridger Mountains. Bozeman's elevation is 4865' above sea level, and it experiences a mountain valley climate. Winters are long, with January being the coldest month having the greatest amount of days at 0 F. or below. The average winter temperature is about 25 degrees F. Summers on the other hand are pleasant, with warm days and cool nights. The average daily temperature is about 65 degrees F.

Precipitation in the form of either rain or snow averages about 18" per year.

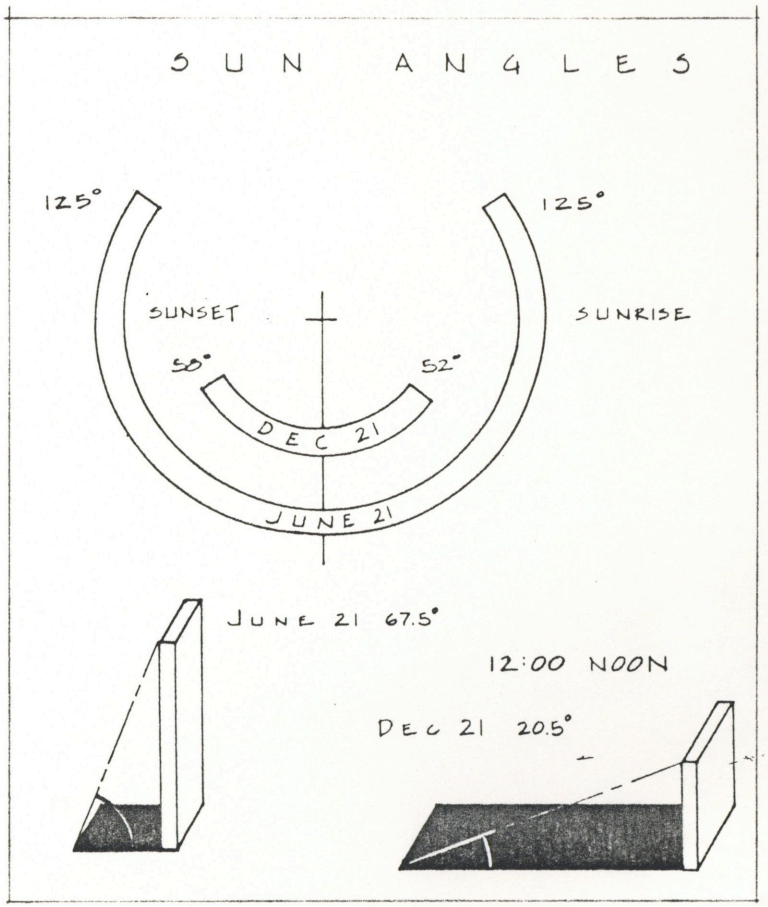
Wind is predominatly from the west and southwest. Winter storms produce a cold easterly wind.

# BOZEMAN TEMPERATURES




| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 21.2 | 25.0 | 30 | 29.2 | 28.7 | 28.7 | 31 | 30 | 27 | 26.5 | 20.7 | 19.2 | CLEAR DAYS |
| 9.8 | 3.0 | 1 | .8 | 2.3 | 1.3 | 0 | 1.0 | 3.0 | 4.5 | 9.3 | 11.8 | CLOUDY DAYS |

CLEAR DAY INFORMATION BASED ON A.S.H.R.A.E TABLES FOR A 48° LAT.


SUN ANGLES
125°
125°
SUNSET
SUNRISE
50°
52°
DEC 21
JUNE 21
JUNE 21 67.5°
12:00 NOON
DEC 21 20.5°

# USER DESCRIPTION

BOZEMAN HOTEL

| | | | |
|---|---|---|---|
| 1. | Lobby | 1500 sq. ft. | |
| 2. | Managers Office | 300 sq. ft. | |
| 3. | Restaurant | 2000 sq. ft. | |
| 4. | Coffee Shop | 800 sq. ft. | |
| 5. | Bar | 1200 sq. ft. | |
| 6. | Restrooms | 300 sq. ft. | 150 sq. ft. each |
| 7. | Retail space | 8000 sq. ft. | |
| 8. | Kitchen | 2500 sq. ft. | |
| 9. | Parking Garage | 28000 sq. ft. | |
| 10. | Hotel guest room | 300 sq. ft. | |
| 11. | Storage | 3000 sq. ft. | |
| 12. | Mechanical | 1000 sq. ft. | |
| | Total | 47600 sq. ft. | |

OPERA HOUSE

| | | | |
|---|---|---|---|
| 1. | Lobby | 1200 sq. ft. | |
| 2. | Office | 50 sq. ft. | |
| 3. | Coat Room | 300 sq. ft. | |
| 4. | Restrooms | 500 sq. ft. | 250 sq. ft. each |
| 5. | Ticket Booth/Office | 80 sq. ft. | |
| 6. | Concession | 100 sq. ft. | |
| 7. | Scenery Storage | 1500 sq. ft. | |
| 8. | Scenery Shop | 1500 sq. ft. | |
| 9. | Loading Dock | 200 sq. ft. | |
| 10. | Auditorium | 6500 sq. ft | 6 sq. ft. per seat |
| 11. | Balcony | 1200 sq. ft. | |
| 12. | Stage | 2000 sq. ft. | |
| 13. | Orchestra Pit | 1000 sq. ft. | |
| 14. | Costume Storage | 300 sq. ft. | |
| 15. | Dressing Rooms | 700 sq. ft. | |
| 16. | Green Room | 300 sq. ft. | |
| 17. | Mechanical | 1000 sq. ft. | |
| 18. | Storage | 500 sq. ft. | |
| 19. | Parking | 8000 sq. ft. | Employee parking |
| 20. | Control Room | 100 sq. ft. | |
| 21. | Spotlight Booth | 300 sq. ft. | Three booths |
| | Total | 26330 sq. ft. | |

FIRESTATION

| | | | |
|---|---|---|---|
| 1. | Chief's Office | 500 sq. ft. | |
| 2. | Company Quarters | 1500 sq. ft. | |
| 3. | Kitchen | 200 sq. ft. | |
| 4. | Watchroom/Dispatch | 100 sq. ft. | |
| 5. | Storage | 500 sq. ft. | |
| 6. | Hose Drying Tower | 250 sq. ft. | |
| 7. | Exercise Area | 800 sq. ft. | |
| 8. | Shop | 200 sq. ft. | |
| 9. | Apparatus Room | 6500 sq. ft. | |
| 10. | Mechanical | 800 sq. ft. | |
| | Total | 11350 sq. ft. | |

10 Fulltime Firemen 12 Parttime

POLICESTATION

| | | | |
|---|---|---|---|
| 1. | Lobby/Frontdesk | 350 sq. ft. | |
| 2. | Police Dispatch | 150 sq. ft. | |
| 3. | Secure Room | 200 sq. ft. | |
| 4. | Conference/ Interview | 300 sq. ft. | |
| 5. | Storage | 100 sq. ft. | |
| 6. | Officers Room | 200 sq. ft. | |
| 7. | Police Chiefs Office | 150 sq. ft. | |
| 8. | Locker Room | 200 sq. ft. | |
| 9. | Break Room | 300 sq. ft. | |
| 10. | Interrogation | 150 sq. ft. | |
| 11. | Restrooms | 300 sq. ft. | 150 sq. ft. each |
| 12. | Garage | 400 sq. ft. | One car |
| 13. | Mechanical | 500 sq. ft. | |
| | Total | 3300 sq. ft. | |

30 Policemen/Employees

CITY HALL

| | | | |
|---|---|---|---|
| 1. | City Clerk/Treasurer | 200 sq. ft. | |
| 2. | Traffic Fines | 400 sq. ft. | |
| 3. | City Revenue Office | 400 sq. ft. | |
| 4. | Public Utilities | 350 sq. ft. | |
| 5. | Parks and Recreation | 200 sq. ft. | |
| 6. | Accounting Office | 200 sq. ft. | |
| 7. | Finance Director | 200 sq. ft. | |
| 8. | Mayors Office | 300 sq. ft. | |
| 9. | City Attorney | 300 sq. ft. | |
| 10. | Conference Room | 400 sq. ft. | |
| 11. | Council Chamber | 400 sq. ft. | |
| 12. | City Court Room | 1200 sq. ft. | |
| 13. | Restrooms | 300 sq. ft. | 150 sq. ft. each |
| 14. | Employee Break Room | 200 sq. ft. | |
| 15. | Lobby | 300 sq. ft. | |
| 16. | Storage | 500 sq. ft. | |
| 17. | Mechanical | 500 sq. ft. | |
| | Total | 6350 sq. ft. | |

DOWNTOWN APARTMENTS

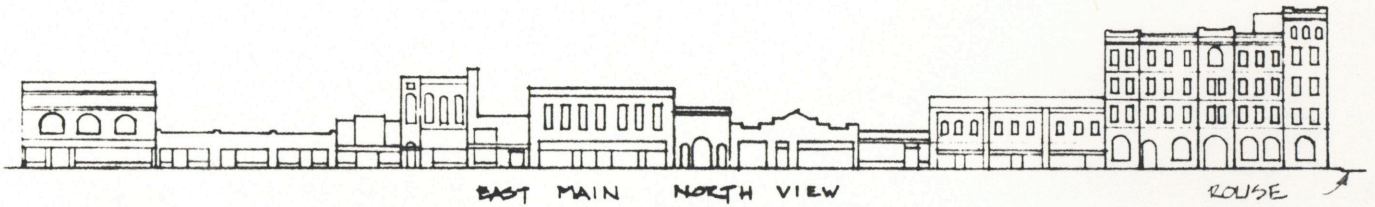
40 Middle income apartments

| | |
|---|---|
| 20 2 Bedroom units @ 1000 sq.ft. | 20,000 sq. ft. |
| 20 3 Bedroom units @ 1500 sq.ft. | 30,000 sq. ft. |
| Parking Garage for apartments<br>One space for each unit.<br>300 sq. ft. per car | 12,000 sq. ft. |
| Total | 62,000 sq. ft. |

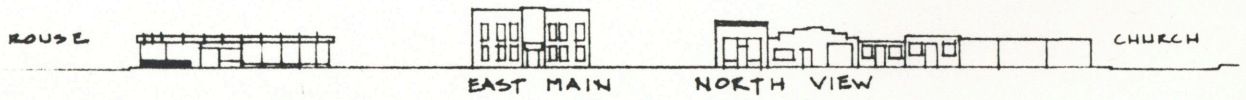
Bozeman has a variety of building types in the downtown area. The uses range from banks and clothing stores to art galleries and bars. The character of the downtown is that of a small town, the building heights are low, the majority of them being only two stories tall. The downtown is primarily between the Baxter and Bozeman Hotels, and as you walk through this area you experience the different stores and offices in a rather personal way. The store windows and doorways invite you in, each having a separate character or feel to them. Masonry is the primary material and is used in many different ways. Personally I like the buildings with a great amount of detail on them, and these are usally the oldest buildings in town.

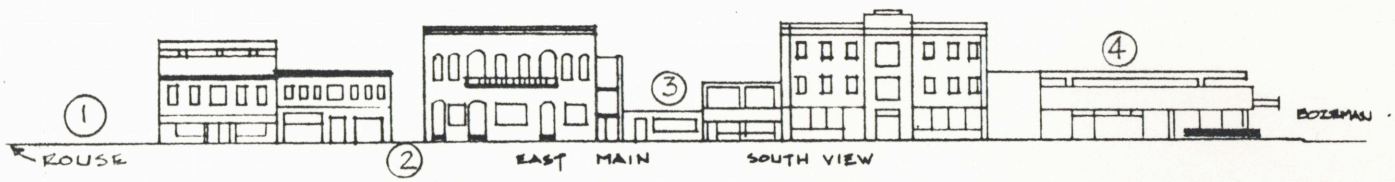
When the weather is nice, people like to sit on benchs in front of various stores on the north side of Main St. to catch the the warmth of the sun and watch whatever happens to be going by. Since Main St. is also a highway, a great amount of traffic goes through town. Large trucks, campers and bikers can be seen, this all in turn creates a sort of constant parade on Main St.

However, as you walk past the Bozeman Hotel, you feel as if the excitment has gone, and you are in a different part of Bozeman, perhaps North 7th.? Anyway. I personally feel that this area of Main St. could use a facelift to continue the character of Bozeman or maybe elongate the parade.

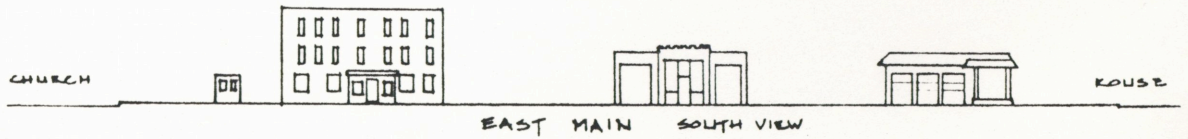


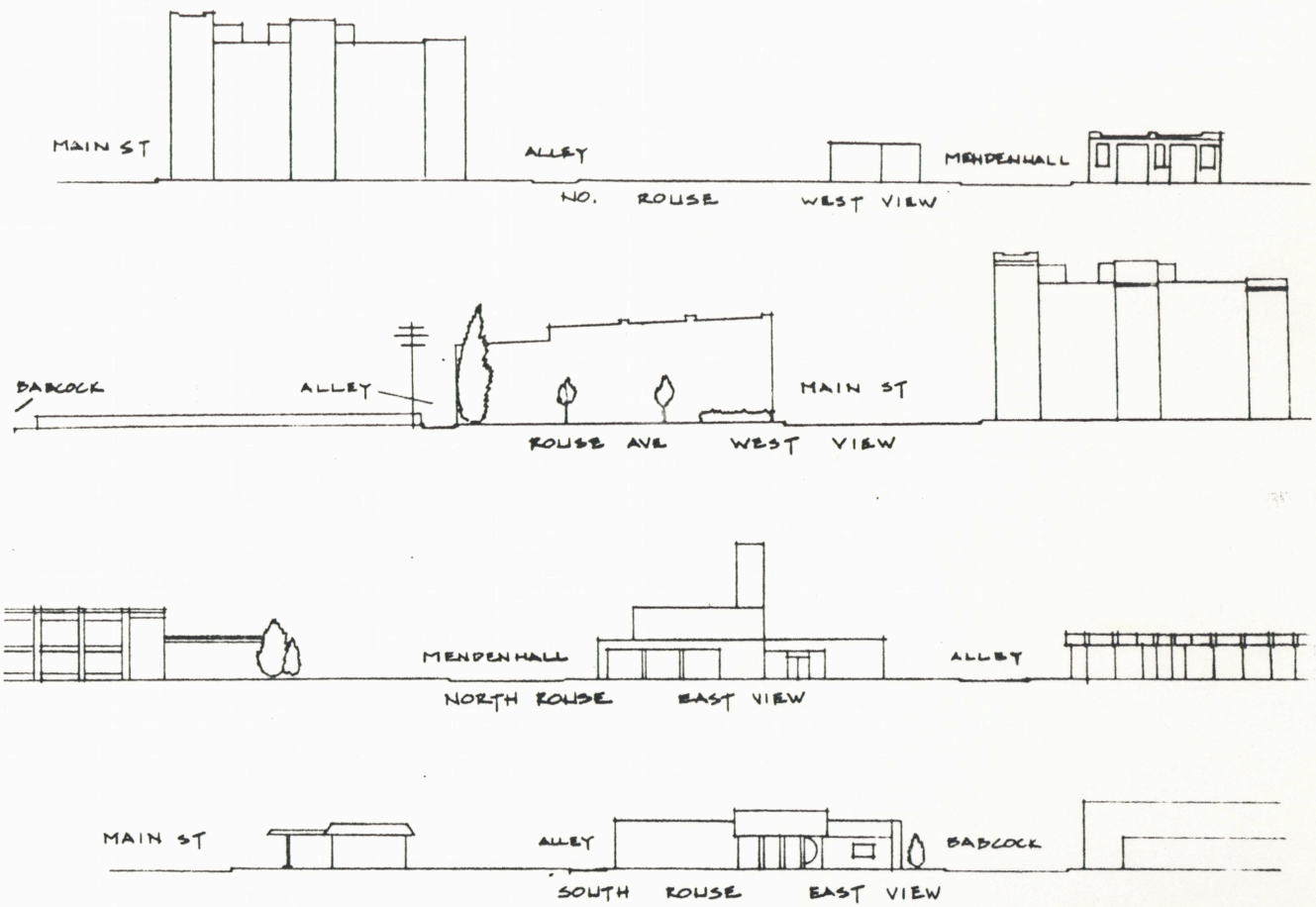

As you travel east, the unity of the street 'wall' is broken when you pass Rouse Ave. The gaps are a result of poor planning and indifference to the urban character.






More problems of the same type. 1 shows the park on the corner of Rouse and Main St., this gap should be built on, to form a strong corner, similar to the strong corner created by the Bozeman Hotel. 2 An alley to the parking lot in the back of the building. Can still work, but perhaps it could use a masonry gate. 3 and 4 show buildings that do not fit into the pattern of the street wall. 3 is too small in scale and 4 does not match materials or context.

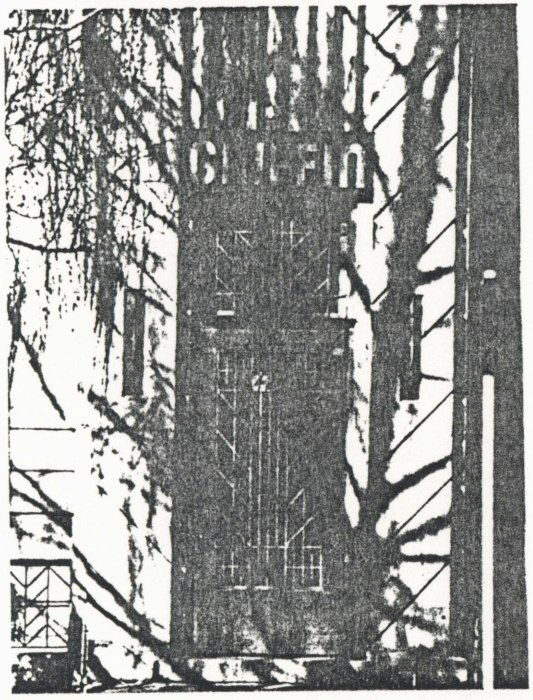


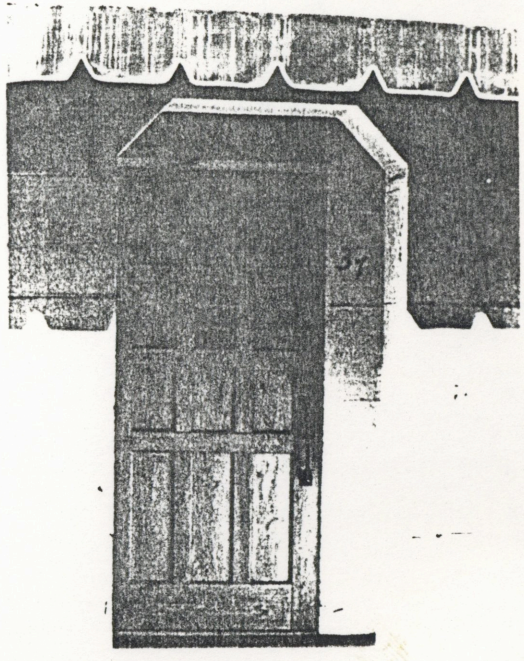


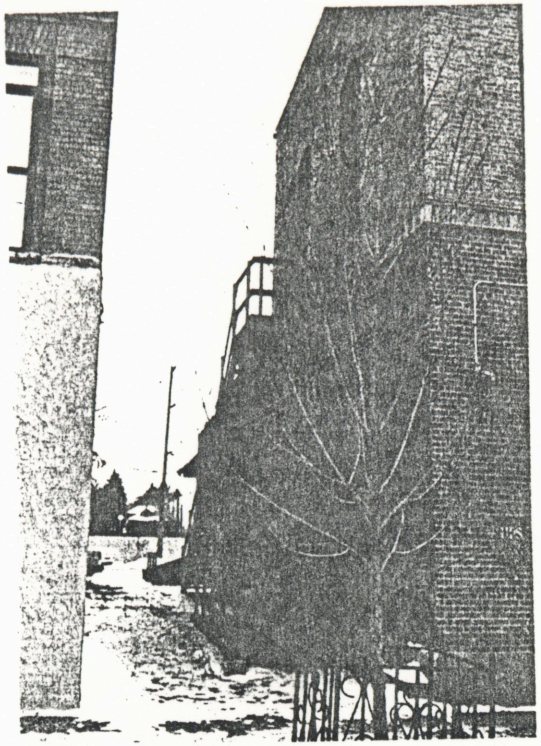

The buildings along Rouse Ave. have the problem of not maintaining the street edge. These too are low in scale and are out of character.

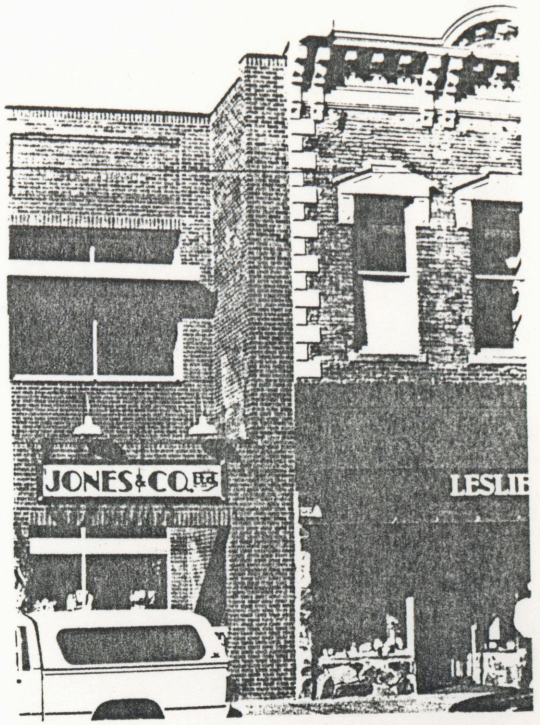


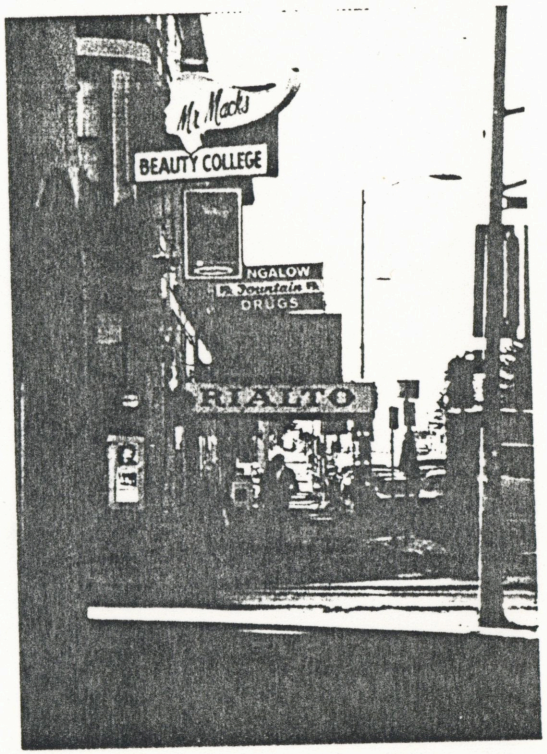




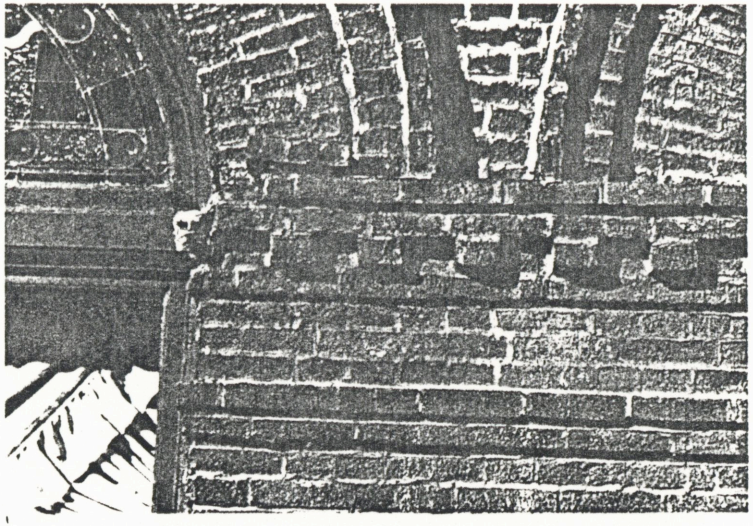


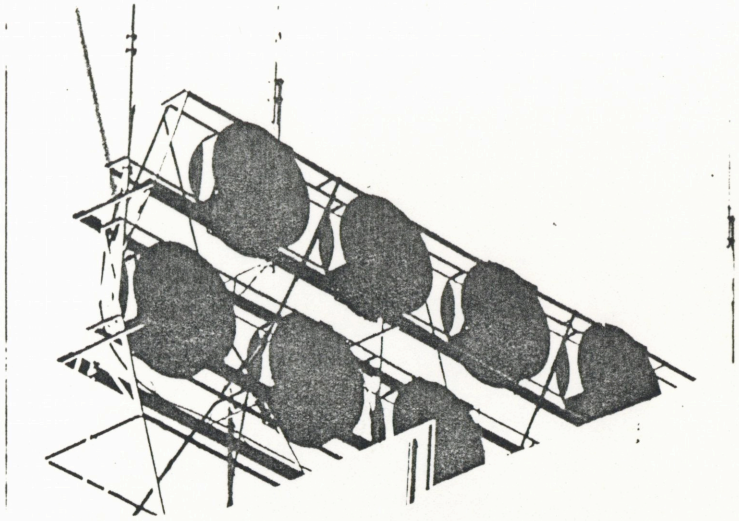


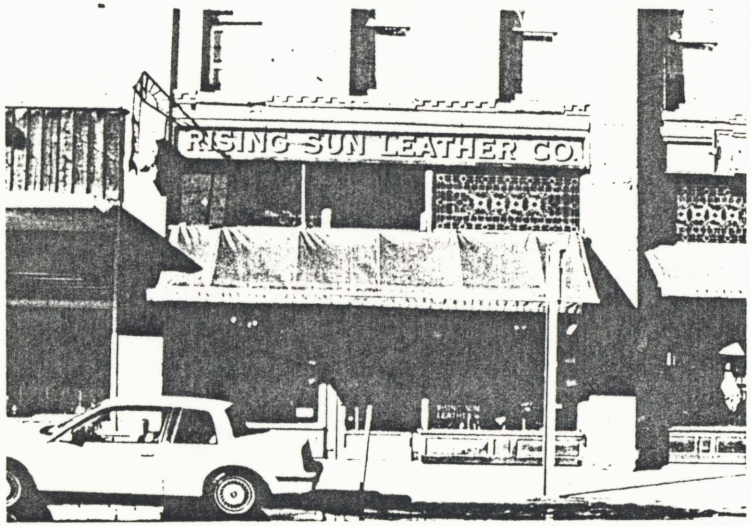

JONES & CO.
LESLIE

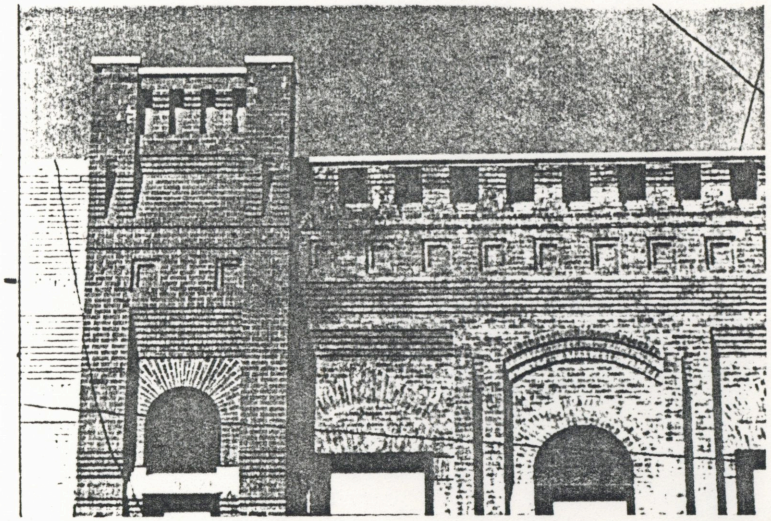

Mr Mack's
BEAUTY COLLEGE
NGALOW
DRUGS
RIALTO

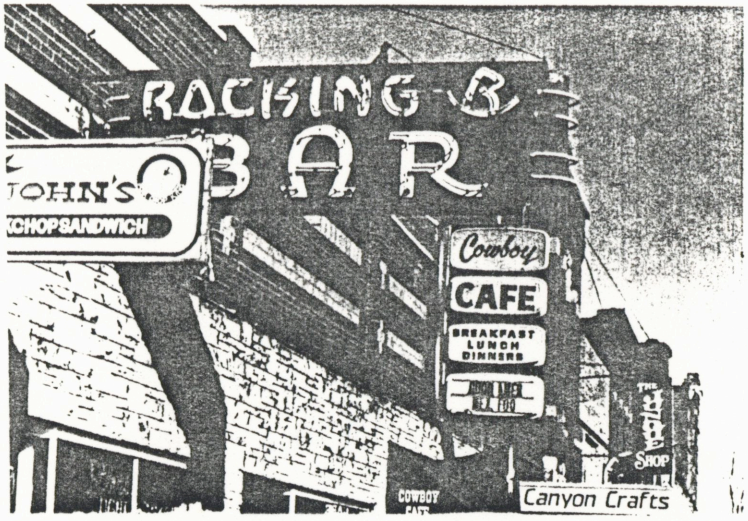


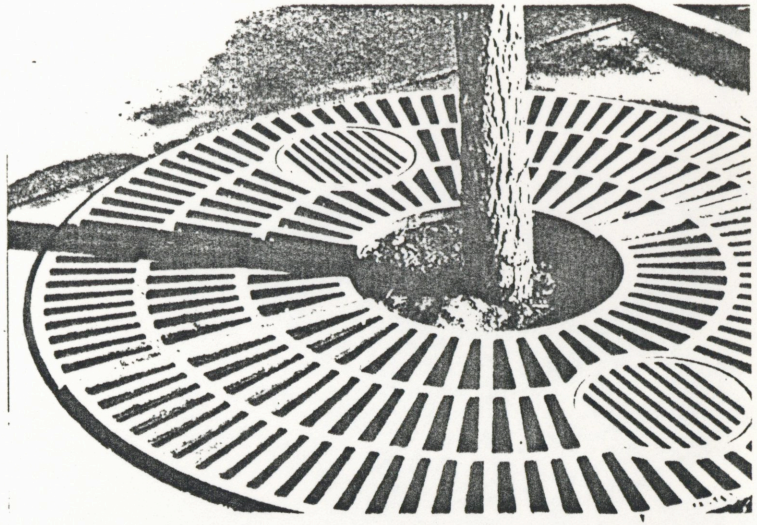


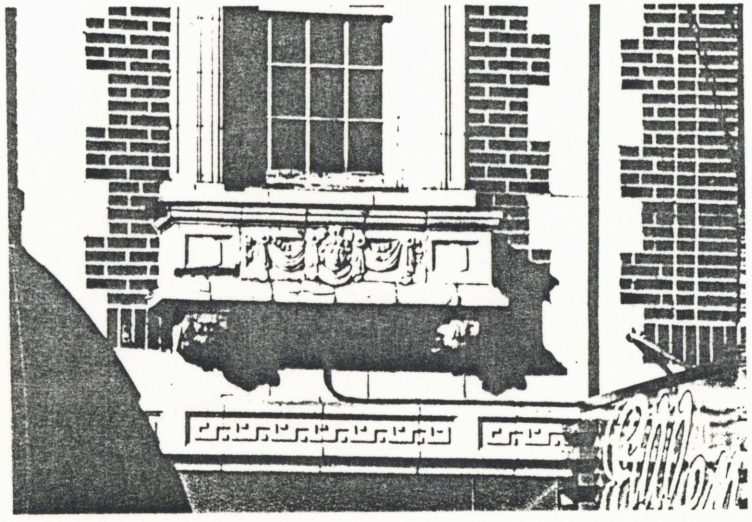


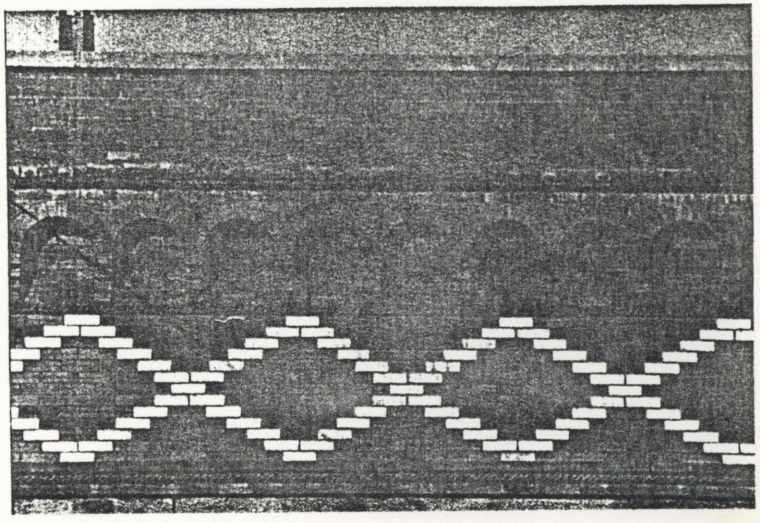

RISING SUN LEATHER CO.

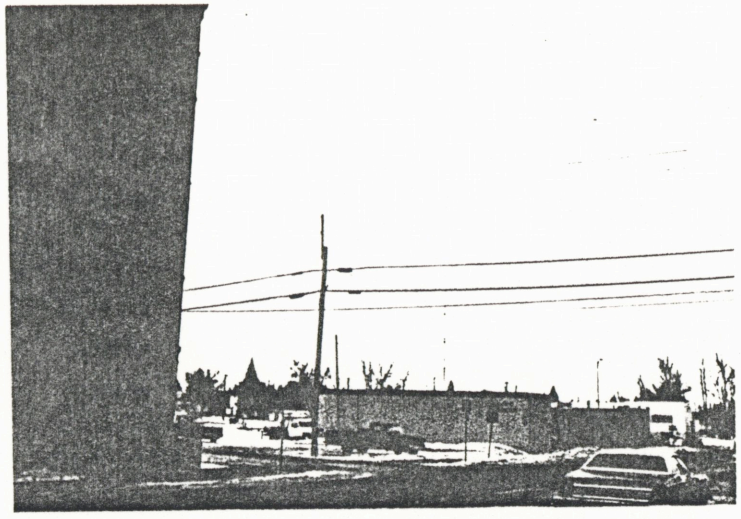



ROCKING B
BAR
JOHN'S
CHOP SANDWICH
Cowboy
CAFE
BREAKFAST
LUNCH
DINNERS
Canyon Crafts

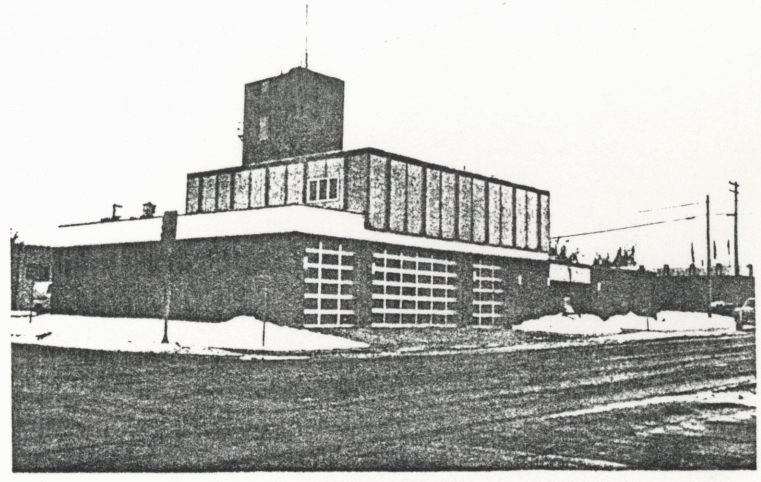








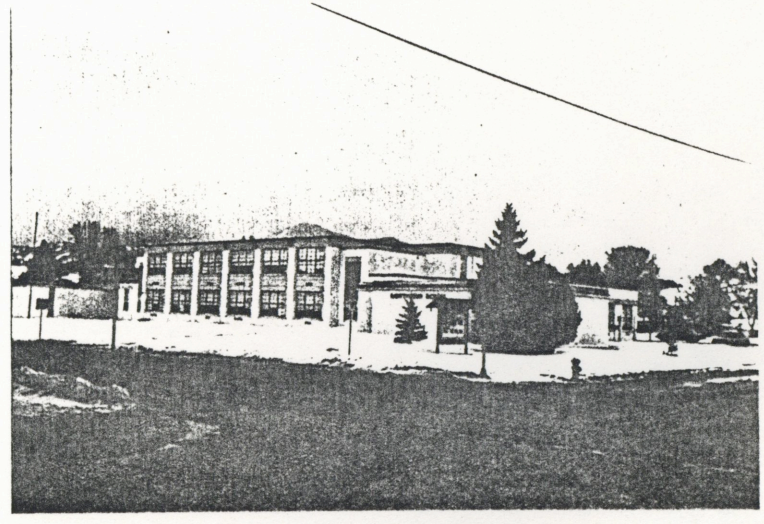
VIEW BEHIND HOTEL



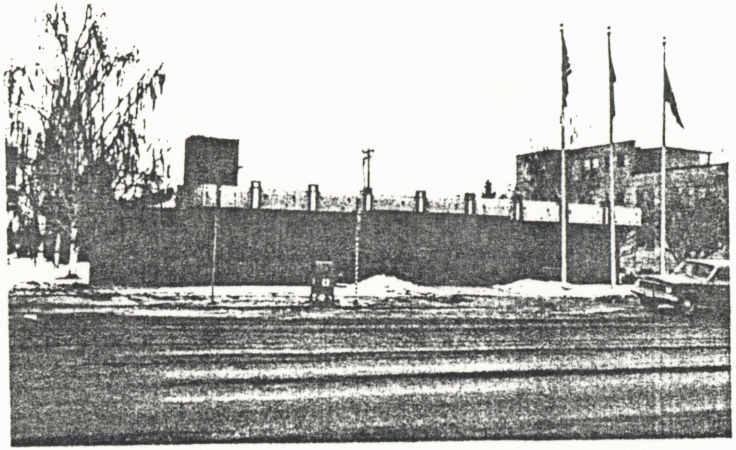
EXISTING FIRESTATION



SERVICE ELECTRIC



HAWTHHORN ELEMENTARY SCHOOL



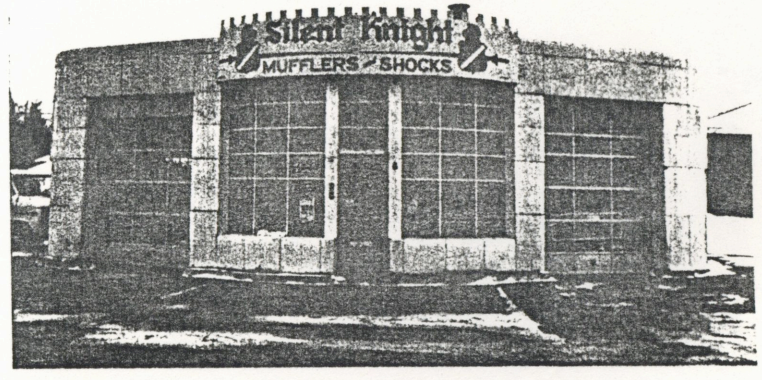
EXISTING CITY HALL



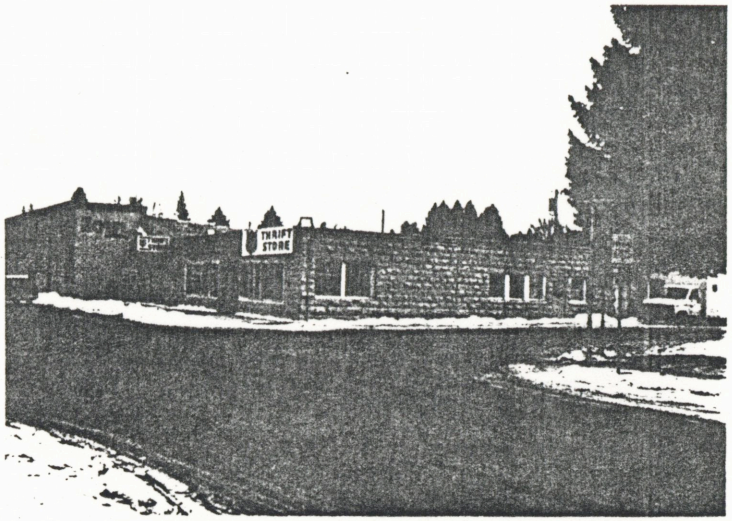
APARTMENTS



APARTMENTS



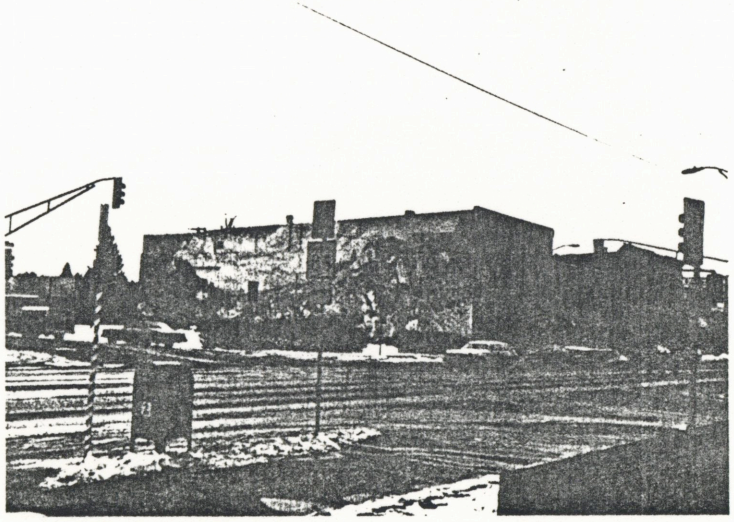

TO BE RELOCATED




SALVATION ARMY STORE (LOOKING S.E.)



LOOKING S.W.



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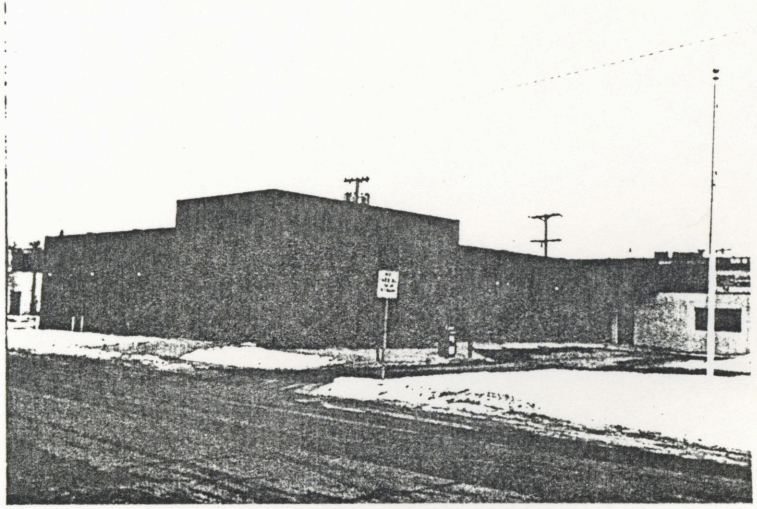


CHRONICLE BUILDING

# URBAN DESIGN

THE PROBLEM OF URBAN DESIGN TODAY

The usual process of urban development treats buildings as isolated objects sited in the landscape, not as part of the larger fabric of streets, squares and viable open space. Decesions about growth patterns are made from two dimensional land use plans, without considering the three dimensional relationships between buildings and spaces and without a real understanding of human behavior.

Every modern city has an amazing amount of vacant, unused land in its downtown core, hundreds of acres in most major Amercan cities.[8]

THE CAUSE OF LOST SPACE IN CITIES

Increased dependence on the automobile.

Attitude of architects of the modern movement was toward open space.

Zoning and land use policies of the urban renewal period that divided the city

An abandonment of industrial, military or transportation sites in the inner core of the city.[9]

THE DESIGNERS ROLE

The designer strives to create order, beauty and scale.

Order: Logical arrangment of seperate elements.The disposition of and relation of one element to another.

Beauty: The asthetics and outward visual impression.

Scale: The proportion of elements to the human figure that give a sense of well being and comfortable spatial relationship to the enviroment.

Urban scale is an enviromental art. Contextual design looks first outward then inward. Reassemble known components into new combinations. do not start from scratch.[10]

INTEGRATED APPROACH TO URBAN DESIGN

The designer should integrate new elements with old in order to express concept of time.

Small scale steps toward the renewal of an urban area are more effective than total redevelopment.

Spaces that can accomodate mixed uses have much greater richness and vitality than single space uses.

It is desirable to find new ways of integrating the automobile into the urban landscape, without destroying the quality of outdoor space for the pedestrian.

The integrated approach should promote closer proximity between housing and employment.[11]

TWO CATEGORIES OF OPEN SPACE

Hard space: Spaces that are bounded by architectural walls.

Soft space: Spaces that are dominated by the natural enviroment, whether inside or outside the city.

THE DESIGN PROCESS

The study of place:

The first step in the urban spatial design process is to study the evolution of the structure of the place. By developing descriptive biographies of growth and change.

Spatial analysis:

Analyze the existing physical form of the city, the urban solids and voids.

Identification of lost space and restructuring opportunities:

Lost space: Land that is vacant or underused.

Traffic patterns are examined to see if they cause pedestrian barriers.

Political and economic development policies are looked at in order to evaluate redevelopment sites where change is inevitable.

Historic and newer buildings that are to remain, become the cornerstones around which the restructuring framework is put in place.

Design intervention:

No buildings or spaces are to be designed without reference to the overriding spatial structure.

FIVE PHYSICAL DESIGN PRINCIPLES

1. Linking sequential movement:

   Exterior landscape acting as a link between buildings and directing sequential movement through a series of spaces.

2. Lateral enclosure and edge continuity:

   A successful public space depends on the character, materials, ornamentation, rhythm of openings and continuity of walls.

3. Integrated bridging:

   To design continous pedestrian spaces without the gaps that disrupt the spatial flow. The building acts as a bridge.

4. Axis and perspective:

   To set up visual orientation, connecting disjointed elements through lines of sight.

5. Indoor-Outdoor fusion:

   The importance between indoor and outdoor space.[12]

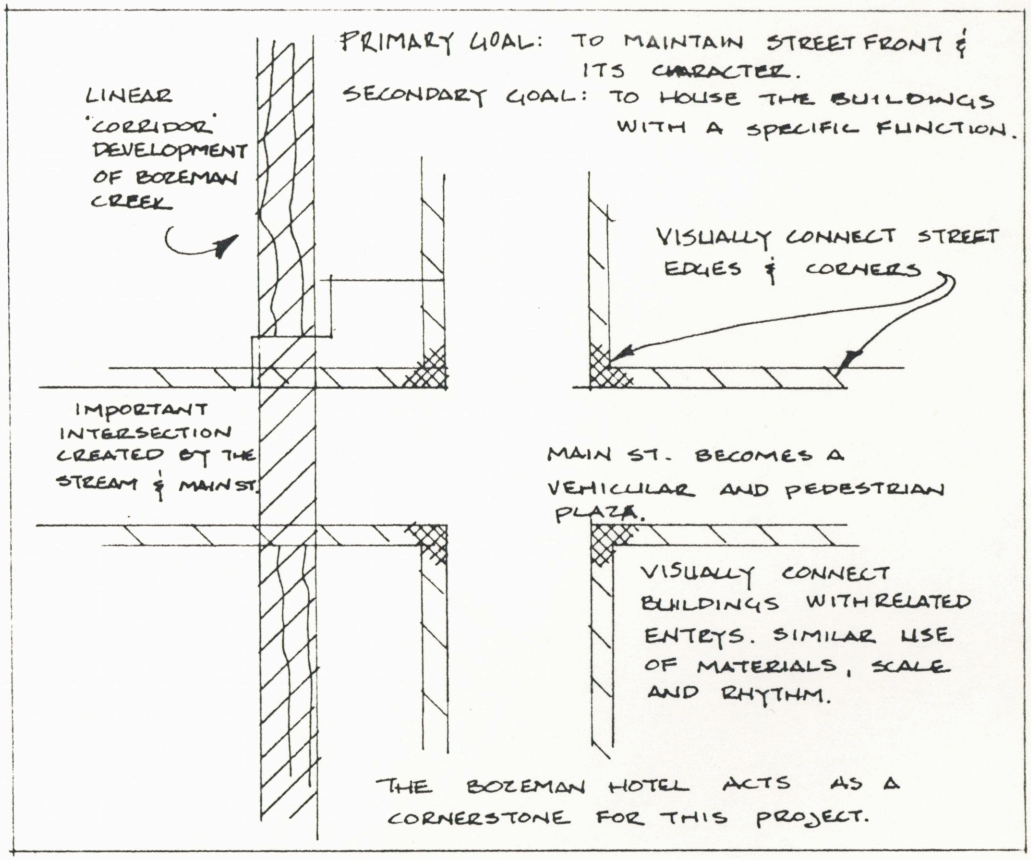
IMPORTANT GUIDELINES FOR URBAN DESIGN

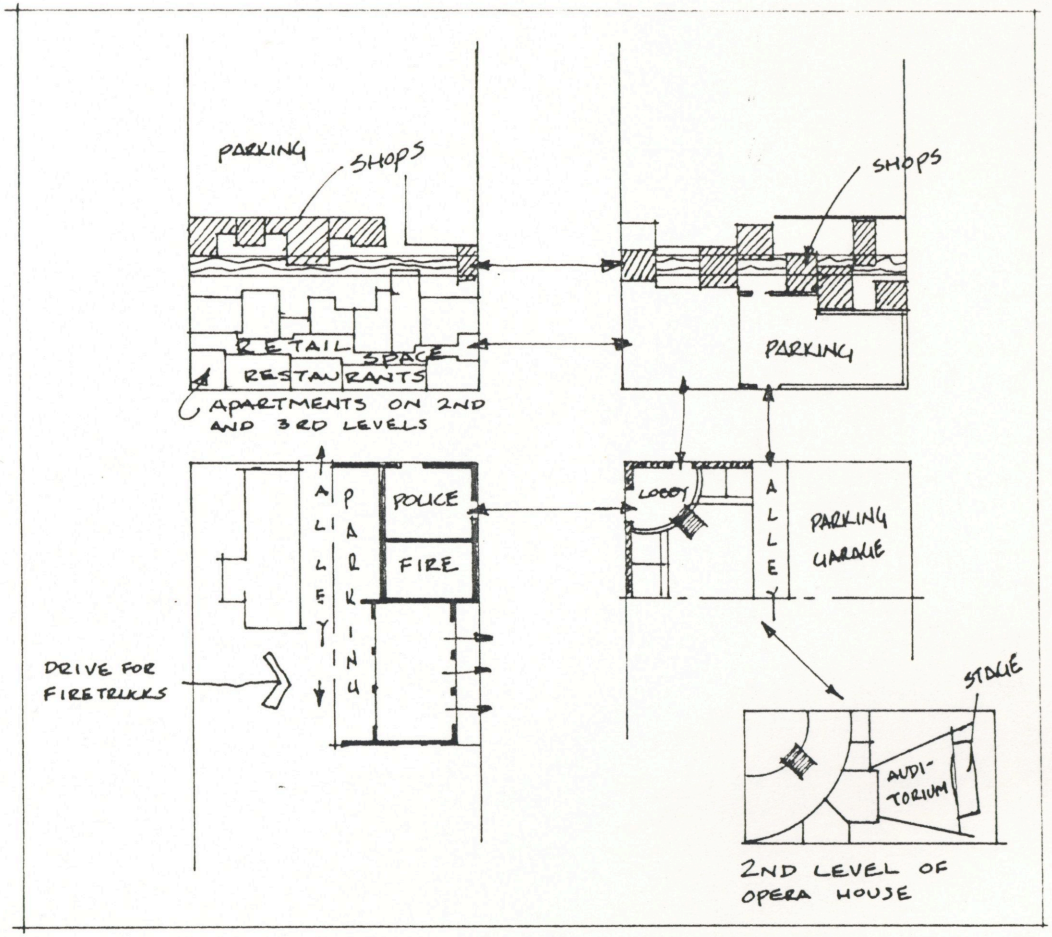
1. Maintain continuity of the street wall.
2. Respect the existing silhouette of buildings and landscape.
3. Prevent against building masses that are out of scale.
4. Match and/or complment materials.
5. Respect existing rhythms of facades and spatial elements.
6. Enhance patterns of public space usage.[13]

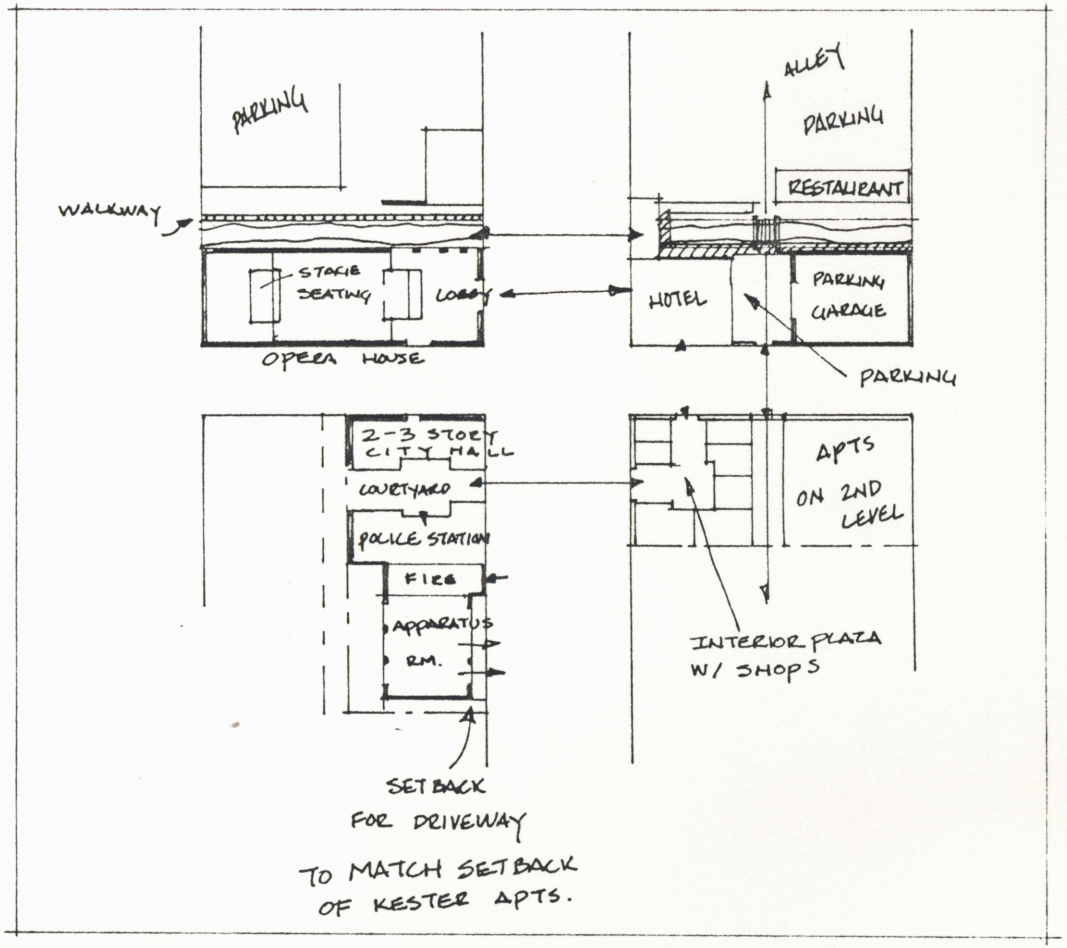
CONCEPT

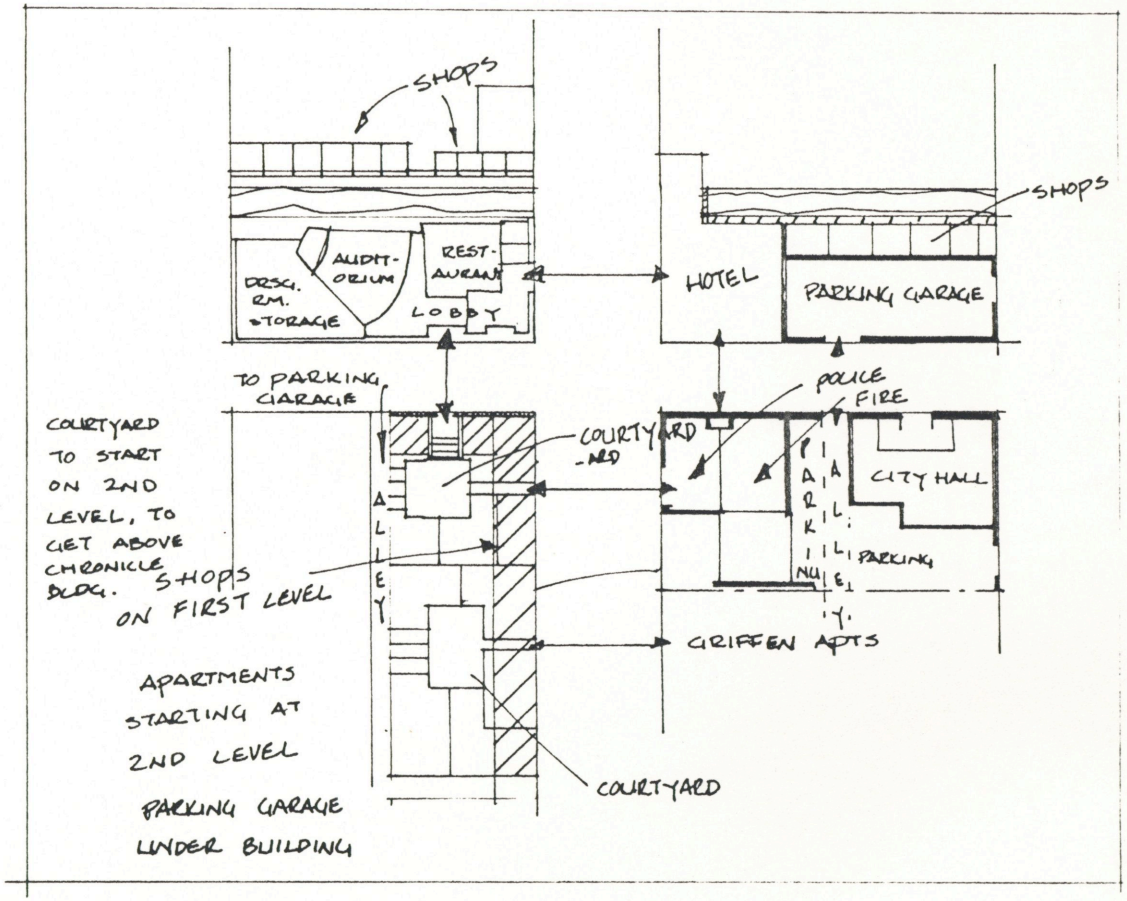
63

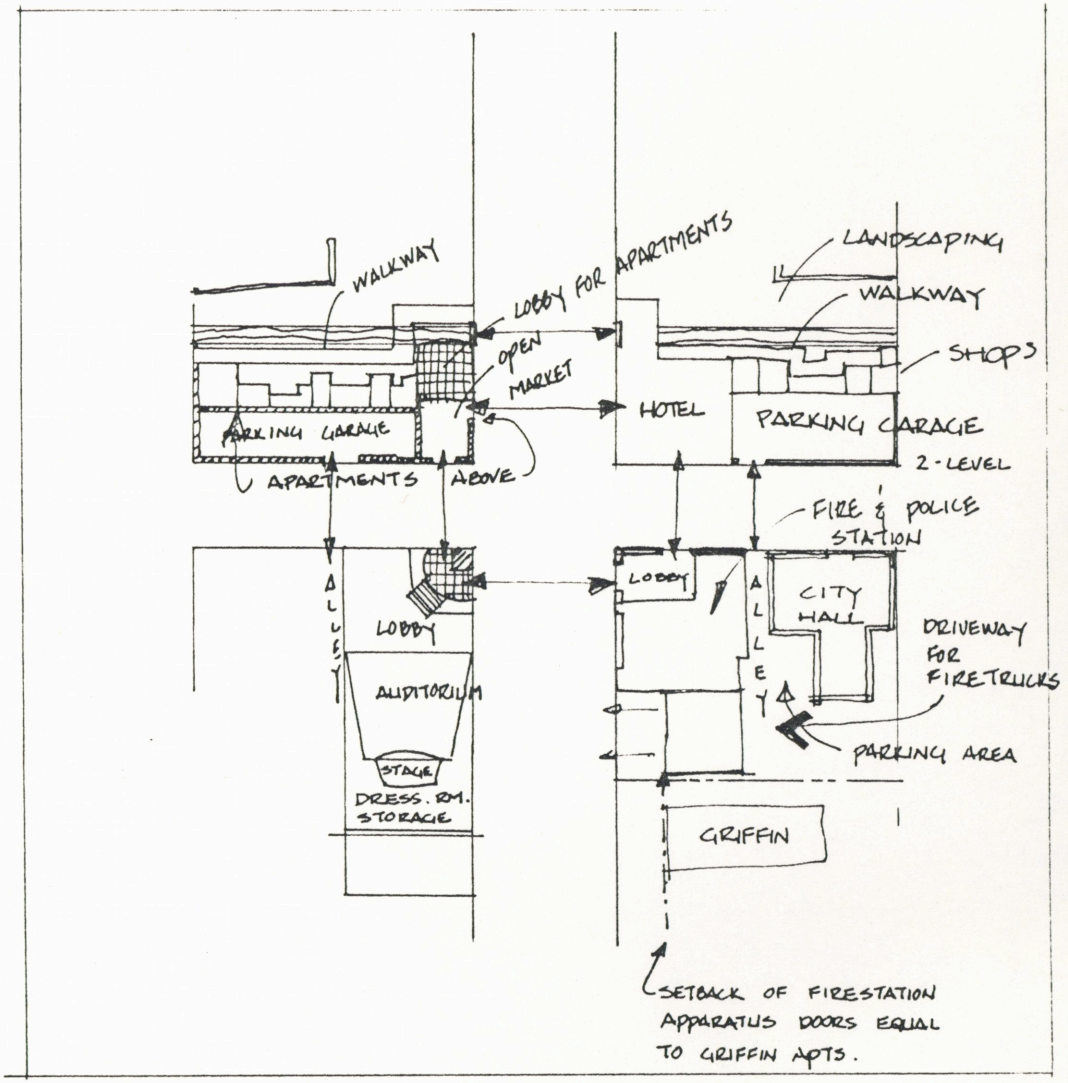
During the process of coming up with a concept for this project, two important items were kept in mind. One was that the idea of continuing the street edge to make the area east of Rouse Ave. fit in with the rest of Main St., and the other was to develop the stream area and have it take a bigger part in the downtown. Futhermore, the new buildings are to house business' or services that will enhance the culture and character of Bozeman.


PRIMARY GOAL: TO MAINTAIN STREET FRONT & ITS CHARACTER.
SECONDARY GOAL: TO HOUSE THE BUILDINGS WITH A SPECIFIC FUNCTION.
LINEAR 'CORRIDOR' DEVELOPMENT OF BOZEMAN CREEK
VISUALLY CONNECT STREET EDGES & CORNERS
IMPORTANT INTERSECTION CREATED BY THE STREAM & MAIN ST.
MAIN ST. BECOMES A VEHICULAR AND PEDESTRIAN PLAZA.
VISUALLY CONNECT BUILDINGS WITH RELATED ENTRYS. SIMILAR USE OF MATERIALS, SCALE AND RHYTHM.
THE BOZEMAN HOTEL ACTS AS A CORNERSTONE FOR THIS PROJECT.


PARKING
SHOPS
SHOPS
RETAIL SPACE
RESTAURANTS
APARTMENTS ON 2ND AND 3RD LEVELS
PARKING
ALLEY
PARKING
POLICE
FIRE
LOBBY
ALLEY
PARKING GARAGE
DRIVE FOR FIRETRUCKS
STAGE
AUDI-TORIUM
2ND LEVEL OF OPERA HOUSE


PARKING
WALKWAY
STAGE
SEATING
LOBBY
OPERA HOUSE
ALLEY
PARKING
RESTAURANT
HOTEL
PARKING
GARAGE
PARKING
2-3 STORY
CITY HALL
COURTYARD
POLICE STATION
FIRE
APPARATUS
RM.
APTS
ON 2ND
LEVEL
INTERIOR PLAZA
W/ SHOPS
SET BACK
FOR DRIVEWAY
TO MATCH SETBACK
OF KESTER APTS.


SHOPS
AUDIT-ORIUM
REST-AURANT
DRSG. RM. STORAGE
LOBBY
HOTEL
PARKING GARAGE
SHOPS
TO PARKING GARAGE
POLICE
FIRE
COURTYARD
COURTYARD TO START ON 2ND LEVEL, TO GET ABOVE CHRONICLE BLDG.
SHOPS ON FIRST LEVEL
ALLEY
PARK
ALLEY
CITY HALL
PARKING
GRIFFEN APTS
APARTMENTS STARTING AT 2ND LEVEL
PARKING GARAGE UNDER BUILDING
COURTYARD


WALKWAY
LOBBY FOR APARTMENTS
LANDSCAPING
WALKWAY
OPEN MARKET
SHOPS
HOTEL
PARKING GARAGE
PARKING GARAGE
2-LEVEL
APARTMENTS ABOVE
FIRE & POLICE STATION
ALLEY
LOBBY
LOBBY
CITY HALL
ALLEY
DRIVEWAY FOR FIRETRUCKS
AUDITORIUM
STAGE
PARKING AREA
DRESS. RM. STORAGE
GRIFFIN
SETBACK OF FIRESTATION APPARATUS DOORS EQUAL TO GRIFFIN APTS.

# CASE STUDIES

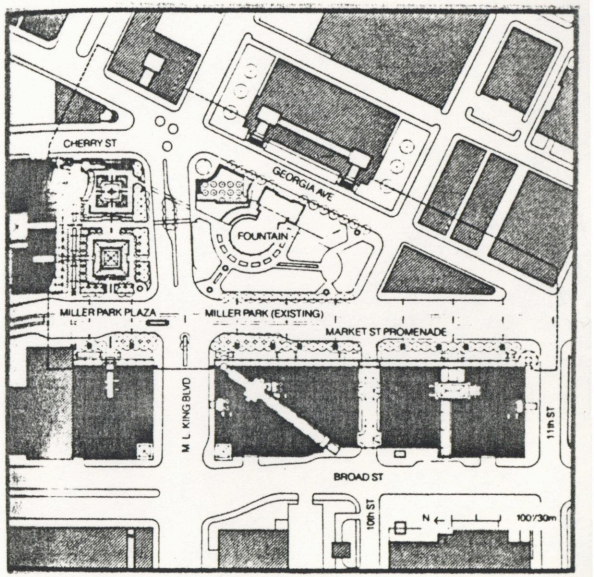
## CITATION

**Koetter, Kim & Associates**
**Stroud Watson and the Urban Design Conservancy**

**Project:** Miller Park District Urban Design Studies, Chattanooga, Tenn.
**Site:** Four complete or partial, underutilized blocks surrounding Miller Park, southern gateway to downtown Chattanooga's commercial spine, Market Street.
**Program:** Establish design guidelines for mixed-use development, accommodating office, residential, and commercial uses. Expand and redesign Miller Park as a major civic space.
**Solution:** The guidelines spell out footprint constraints, maximum building heights, setbacks and building profiles for each of four parcels to the north and west of Miller Park. Building entrances, through-block connections, below and above grade parking, building service areas, and public arcades are located in plan. The guidelines define options for building elevations in terms of both composition and materials, which are limited to stone, stone veneer, or brick masonry. The document also spells out implementation strategies, starting with a list of drawings and models to be required of prospective developers. In addition, the plan proposes expanding Miller Park to the north, across Martin Luther King Blvd, and suggests that the city consider installing a trolley line on Market Street.

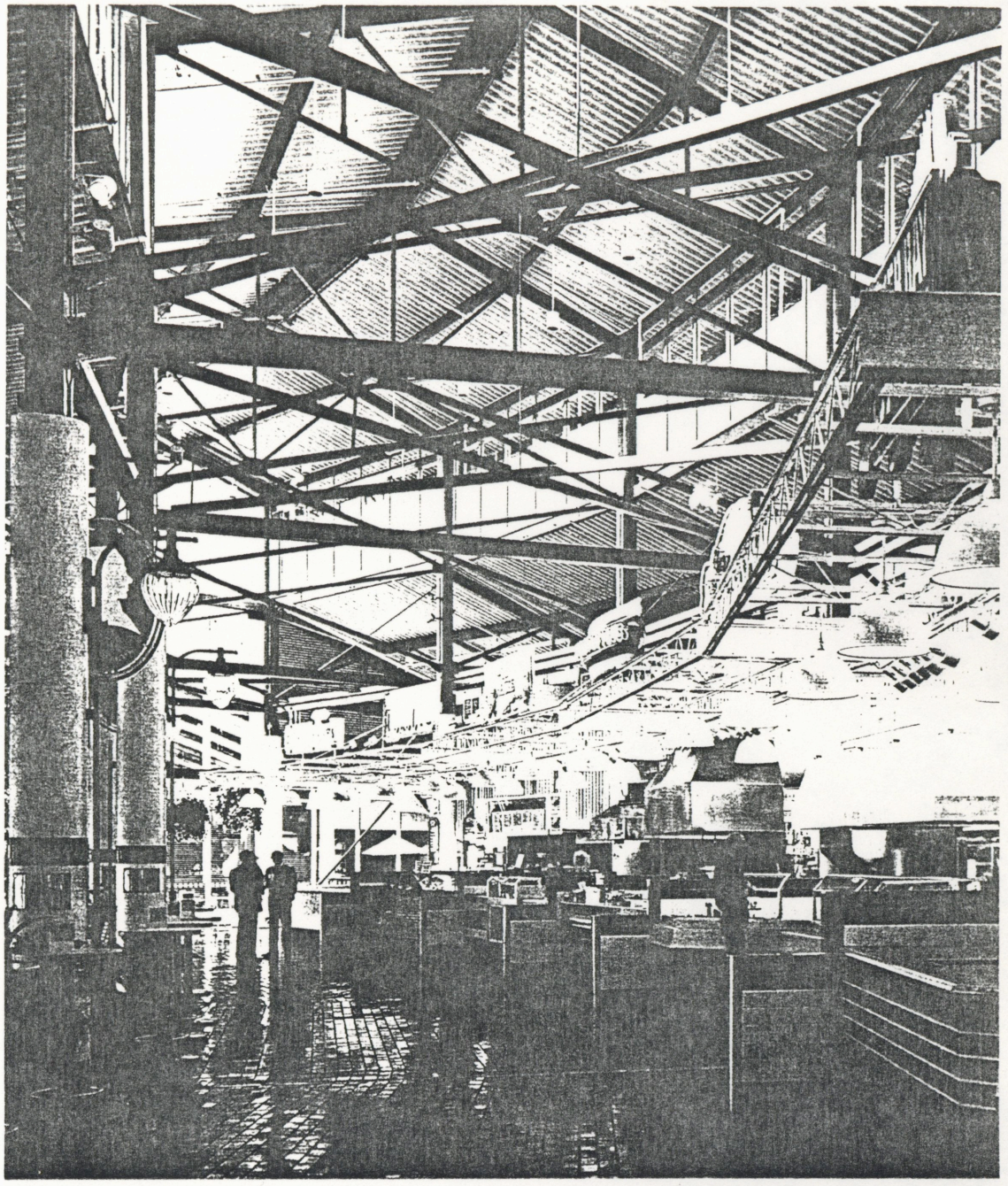


MILLER PARK DISTRICT PERSPECTIVE



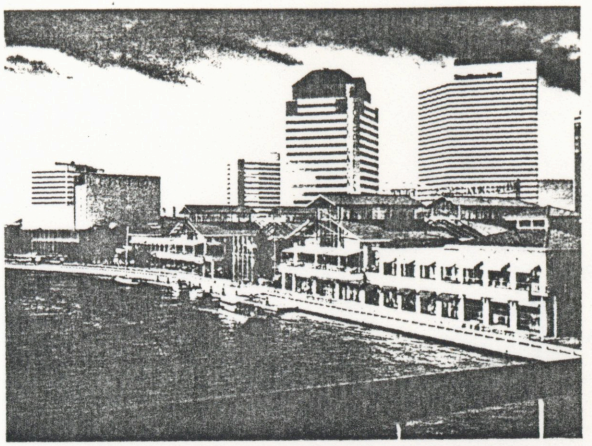

PROJECT: Miller Park District Urban Design Studies
Chattanooga, Tennesee.

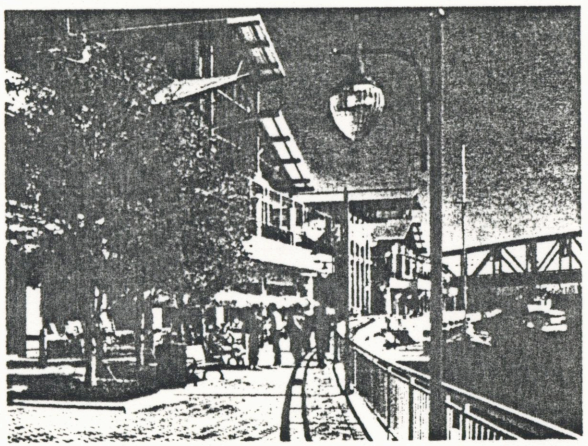
A project that resembles mine. However, this project sets up specific guidelines for the urban development, while I will use basic urban design guidelines.



PROJECT: Jacksonville Landing, Jacksonville, Florida.

The setting of the retail shops next to the water with a walkway in between is the image that I am looking for in the area of Bozeman Creek. I also like the large open areas created inside the marketplace.





In recent years Hemming Plaza, the former retail core of Jacksonville, lost five department stores to the attractions of suburban shopping centers, thus destroying the viability of the smaller downtown specialty shops, and seriously depleting retail tax revenues.

During the same period, however, vast quantities of new downtown office space were constructed, increasing the office work force to over 75,000 workers—more than twice the number in Orlando or Tampa. Recent projections have indicated that approximately 3,000 additional office workers per year over the next 10 years will further expand the downtown retail market.

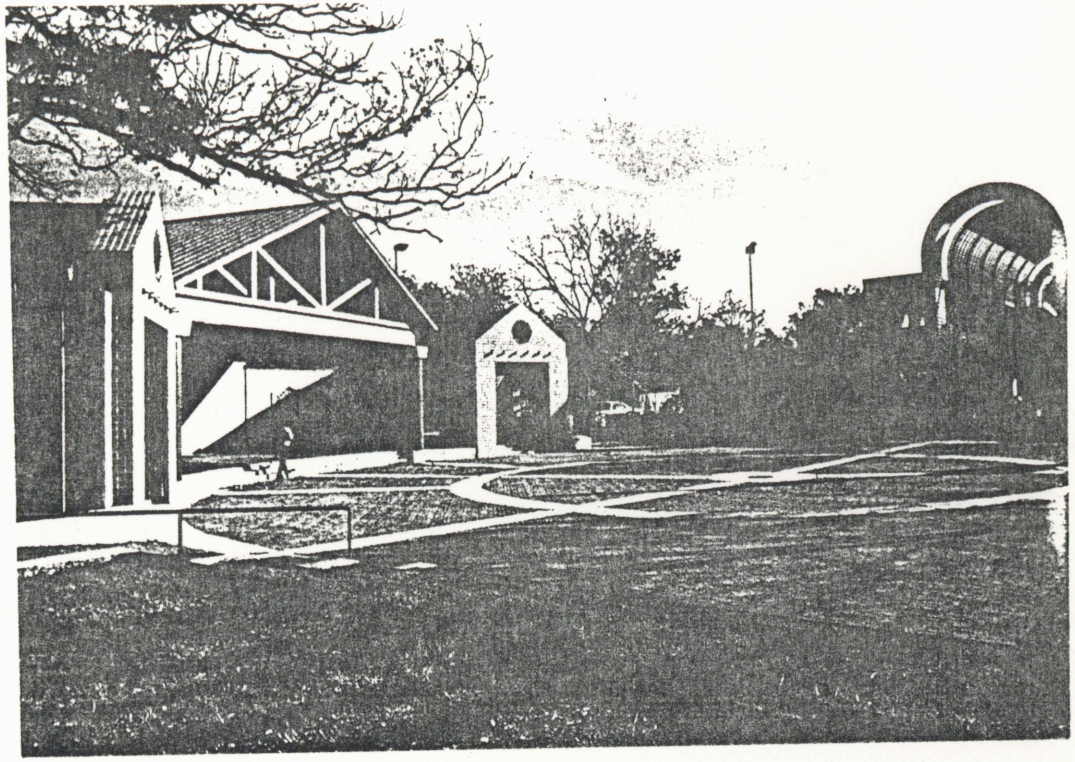
It was clear to Jacksonville's Downtown Development Authority that the downtown retailing environment could be profitably improved. To this end, a riverside site was selected, and a package of incentives was then put together and a small list of developers invited to submit proposals. The Rouse Company, working once more with BTA, was chosen to develop the market.

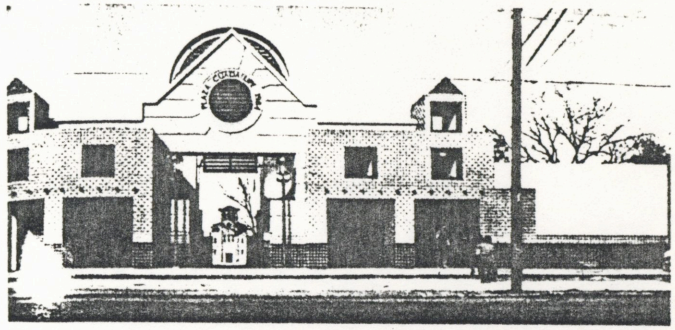
Jacksonville Landing offers more than 100 retail shops, restaurants, food markets, and stalls housed in a two-story horseshoe-shaped building flanked by two one-story rectangular wings. The horseshoe shape, a bold break away from the traditional rectilinear mall layout, embraces a broad public landing.

The building design takes maximum advantage of its river-edge setting. Activities within the landing can be comfortably watched from a second-story public terrace screened by a wood trellis.

The food hall (opposite), located on the second floor of the horseshoe gallery, is connected to covered porches with dining tables for casual picnicking, dining, and boat watching.

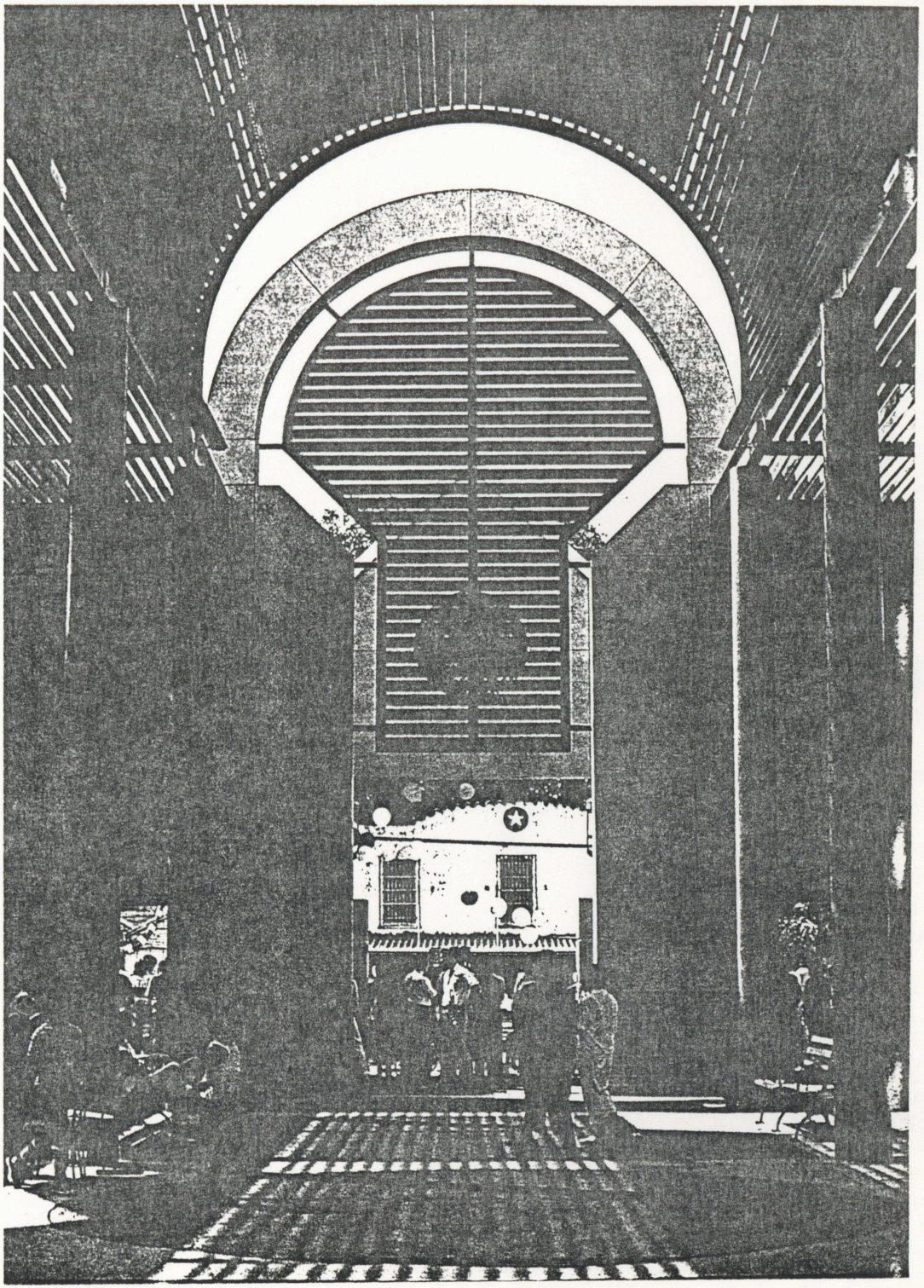
As in the rest of BTA's marketplace work, the language of Jacksonville Landing is reminiscent of the indigenous architectural expression of the region, in this instance the southern veranda. Hans Strauch, associate-in-charge of the project, is proud of the public significance of his work. "We designed the Landing courtyard to be a place offering relief from the hardness of city life. Here people find softer and more inviting spaces filled with flowers and trees."





PROJECT: Plaza Guadelupe, San Antonio, Texas.

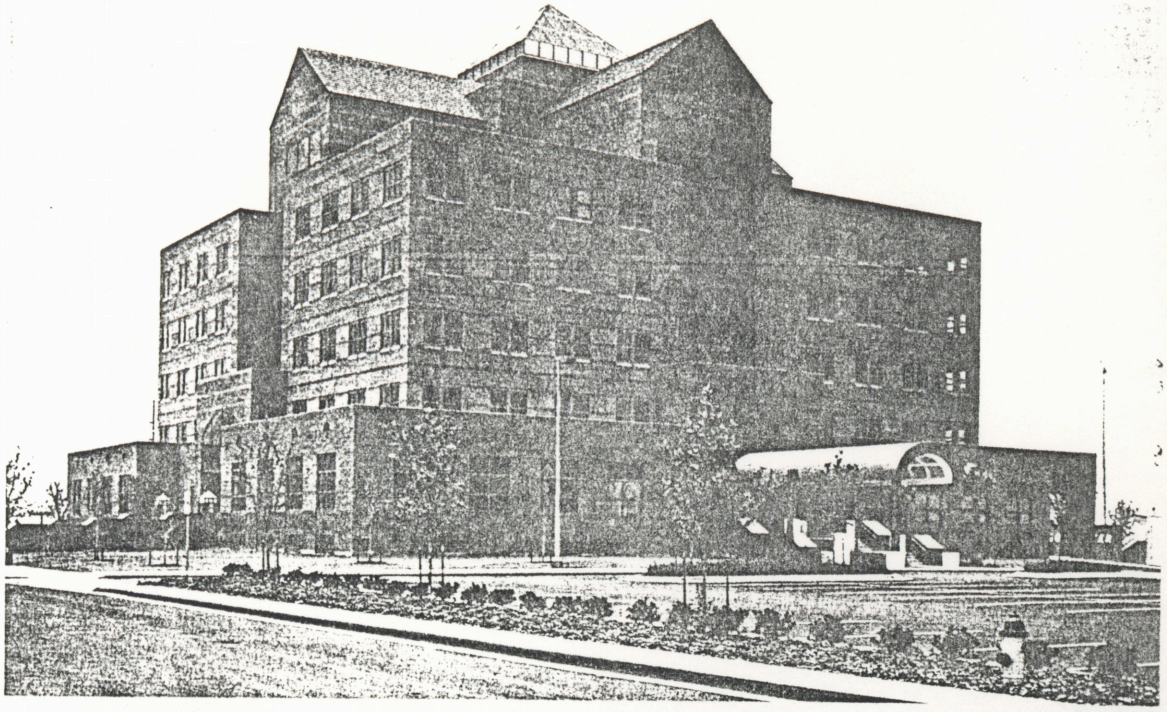
This plaza has all the character and detail that I want in my urban design for Bozeman. The design follows the historical context of the area.

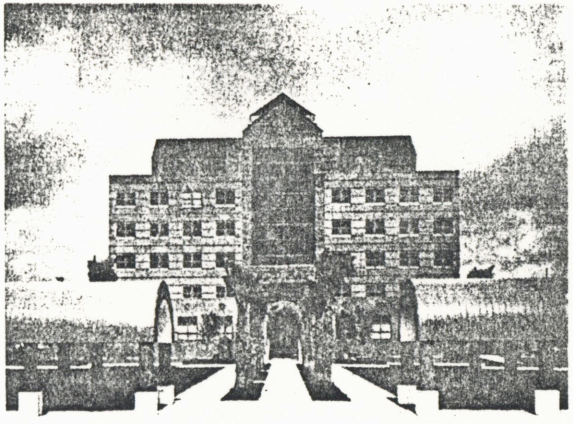


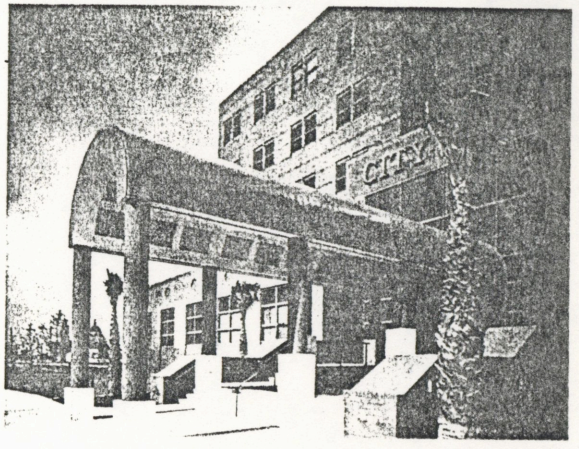


PROJECT: Republic Place, Washington D.C.

I like the feel that the exterior of this office building has,it seems to be rough and yet gives a sense of sophistication.








PROJECT: City Hall for Corpus Christi, Texas.

This building has a monumental scale. Perhaps too large for Bozeman but is still a nice building.

Sandwich, Ill., is a farming community of 5,000 people located 60 miles southwest of Chicago. The town was incorporated in 1860. By 1878 Sandwich had built a rather elaborate City Hall and Opera House. The first floor has continuously served as the center of government, but the once-popular Opera House on the second floor fell onto hard times and was abandoned by the late 1930s. During the 1950s the neglected theater was used as a firing range for the city's police department.

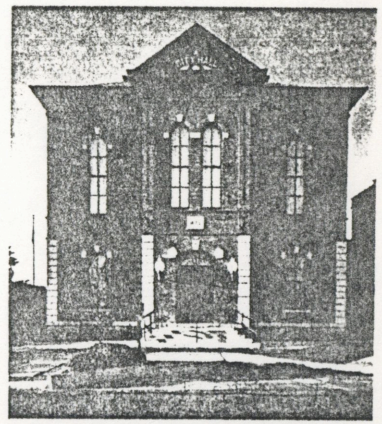
Now, after a 50-year hiatus, the Sandwich Opera House has reopened to rave reviews. Returned to its turn-of-the-century form, the 305-seat hall is the centerpiece of a $1.7 million restoration and addition by Dixon Associates of St. Charles, Ill.

The architects incorporated sophisticated acoustic and lighting systems within the historic fabric of the space and discreetly tucked a new elevator under the original balcony. They also replicated a walnut staircase that had been removed during an unsympathetic remodeling in the 1950s. Wall and ceiling stencil patterns and the original palette reflect the appearance of the theater in the 1890s. Existing 12-foot-high, cast iron columns with Corinthian capitals are restored; a five-foot-wide chandelier in the main hall and matching foyer chandeliers are new.

The 2,300-square-foot addition, which steps back along the rear of the original, houses a new community center, theater workshop, and support spaces for the Opera House. The architect matched the original brick and limestone and continued the metal cornice and roofline details.

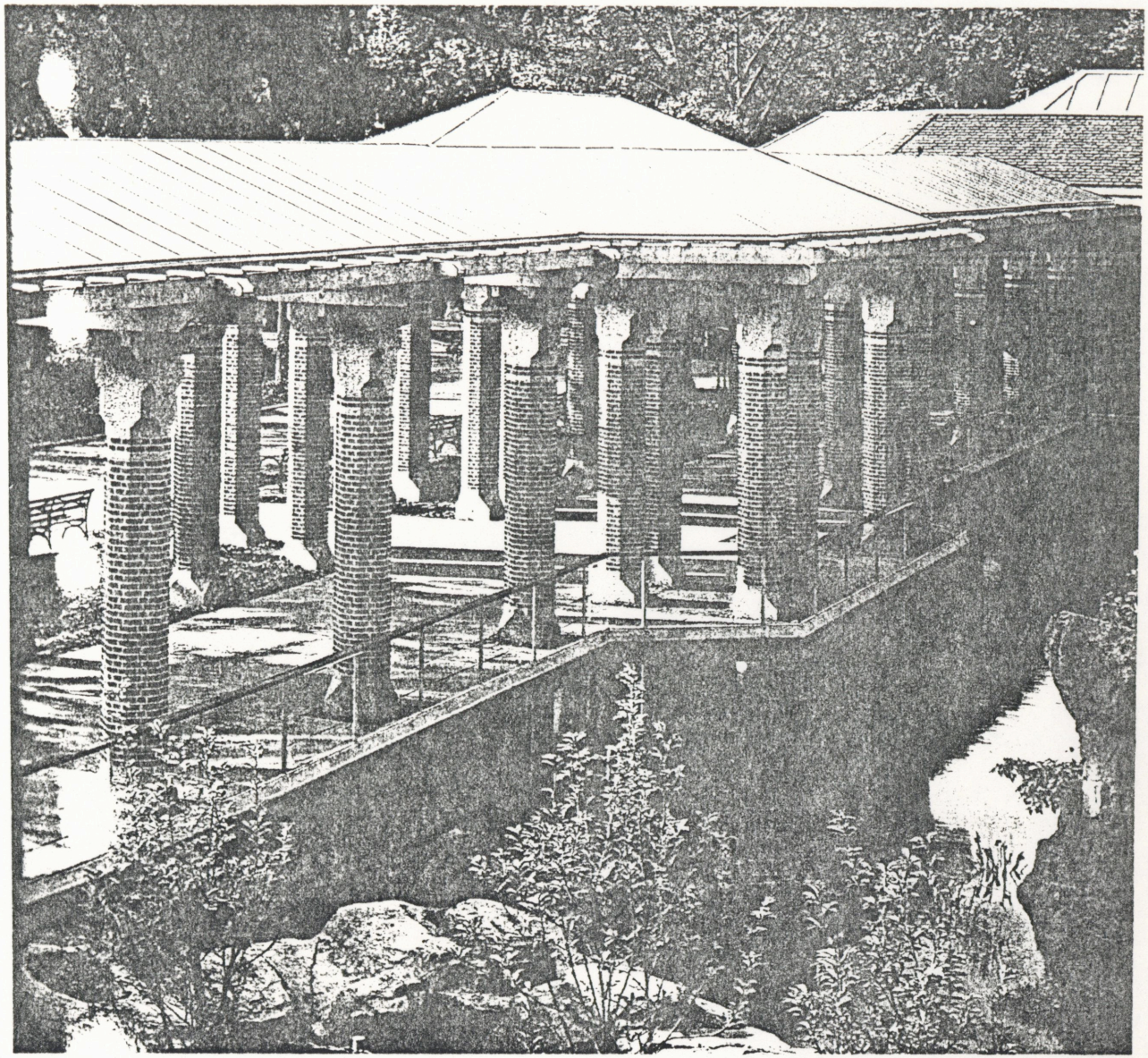
Michael Dixon, AIA, says that early in the project the citizens of Sandwich became "infected with a degree of curiosity about old buildings, the way in which they were built, and how they were used." The City Hall is now a symbol of civic pride and, not surprisingly, has served as a catalyst for downtown revitalization.—Lynn Nesmith

*Top left, balcony railing matches restored original columns. Below, new stage and restored proscenium. Left, main entrance.*



PROJECT: City Hall and Opera House, Sandwich, Illinois.

A nice restoration of a once abandoned building. Restoration keeps the town's history alive and makes for a great centerpiece for a city.



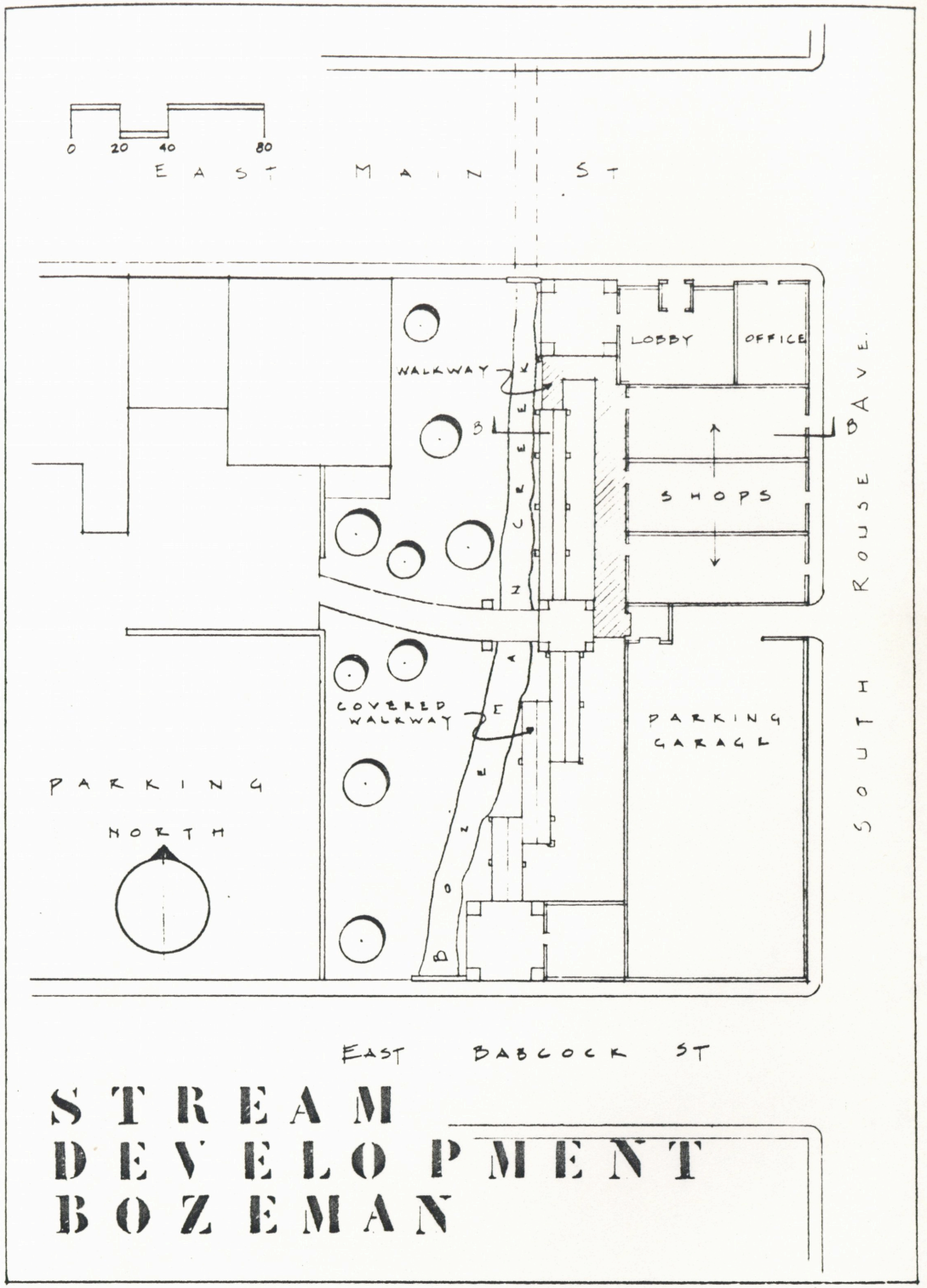
PROJECT: Zoo for the Bronx. New York.

This covered walkway in the zoo next to a stream caught my eye as the type of space I would like to create along Bozeman Creek.

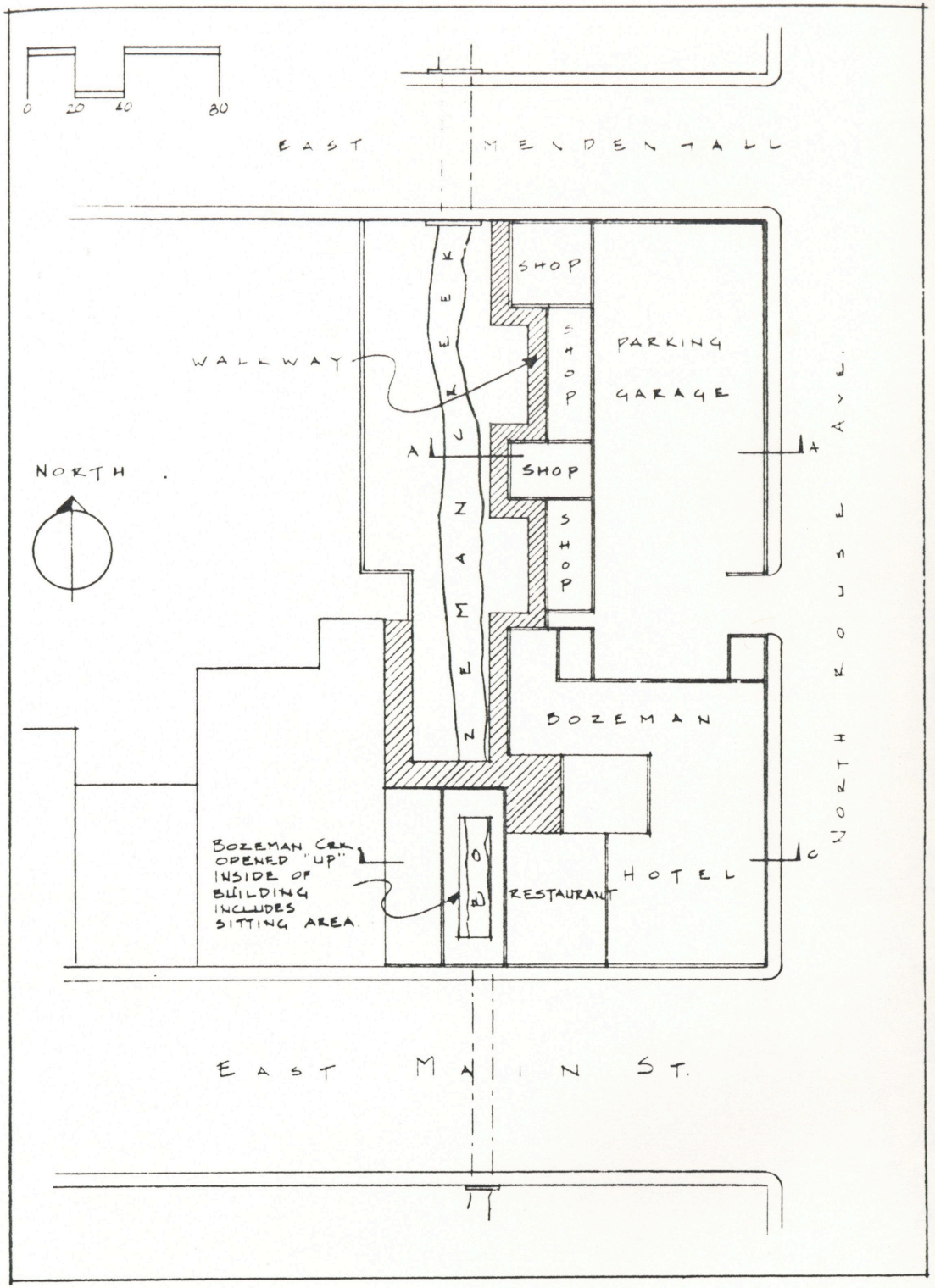
# APPENDIX

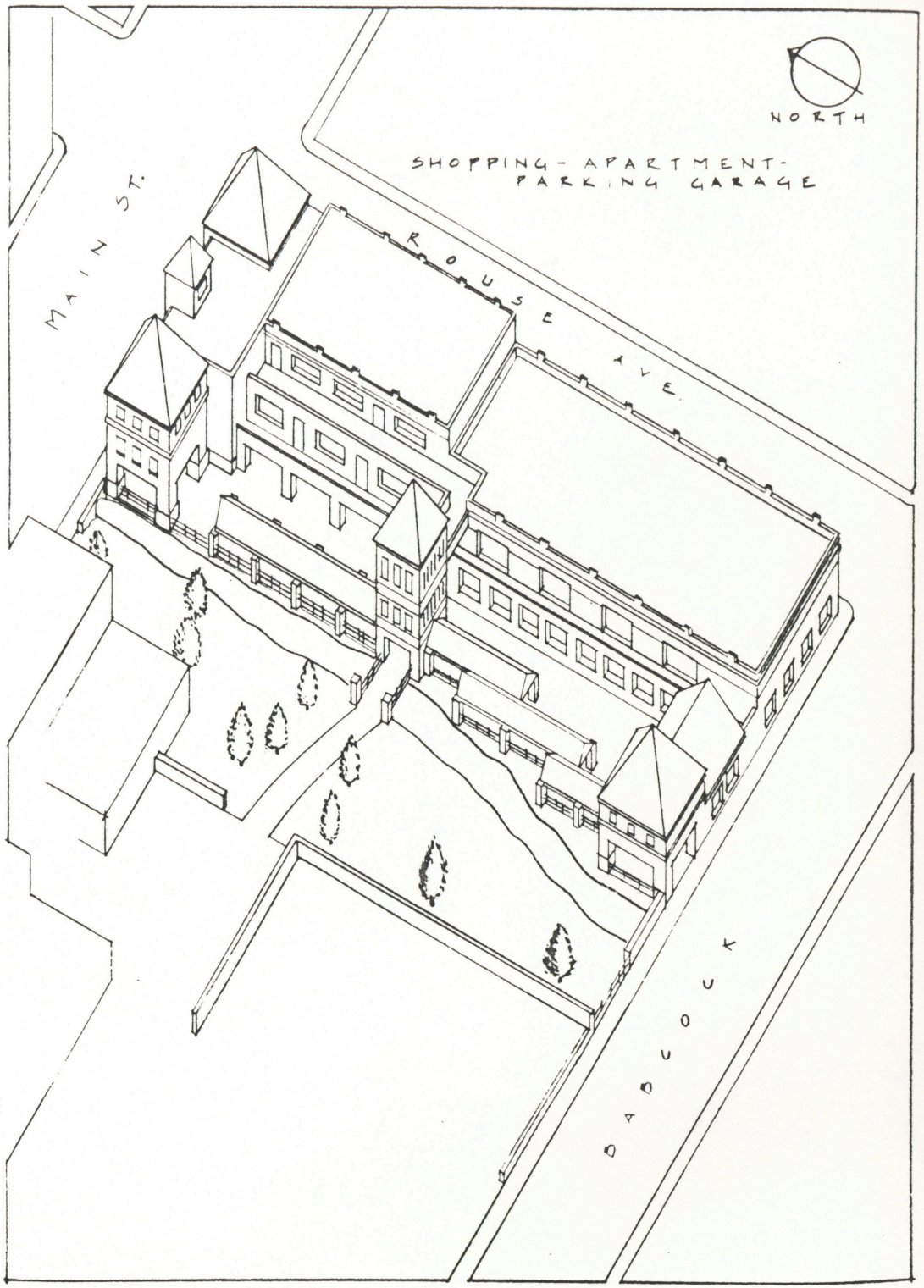


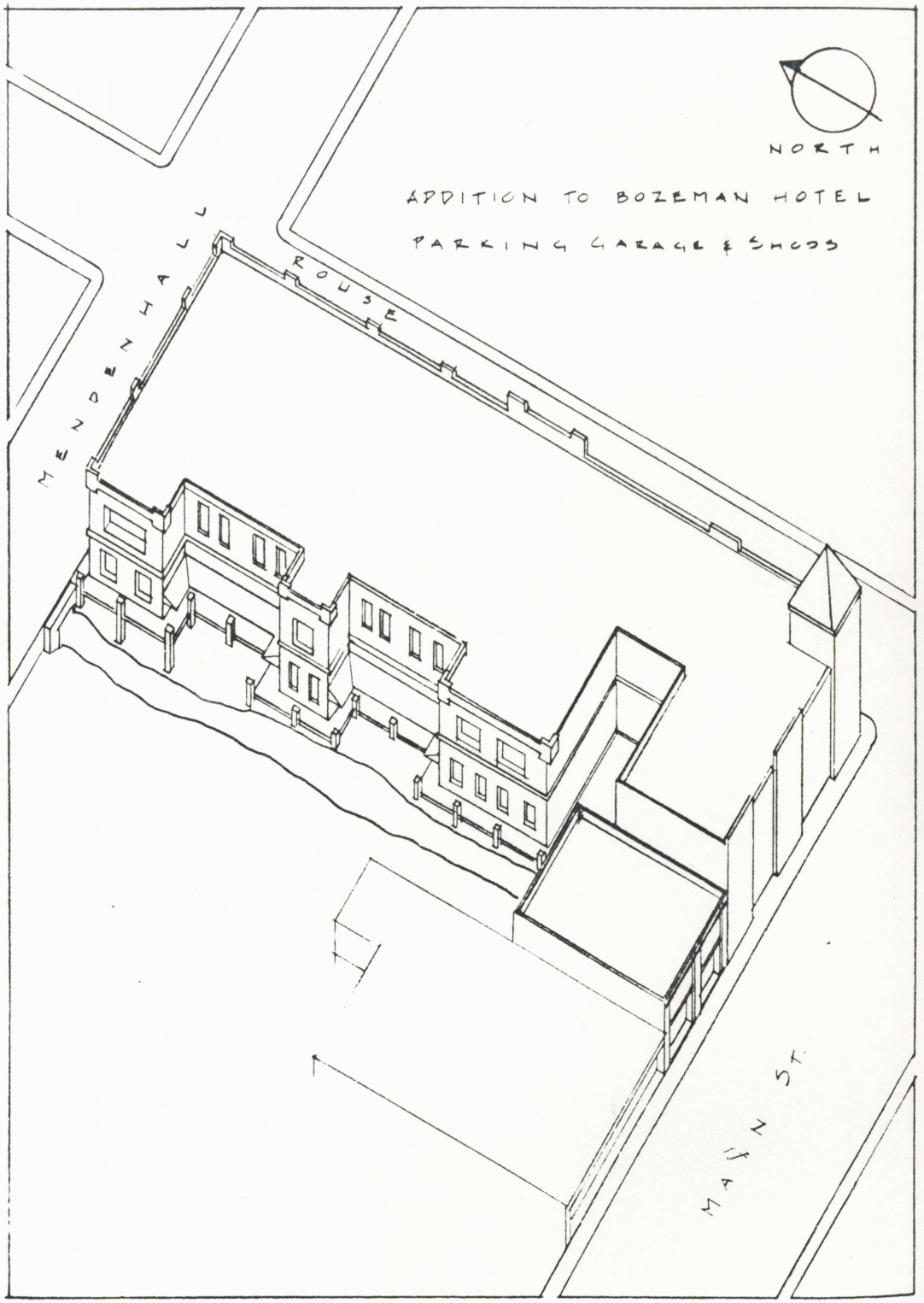
Project for Architecture 492. Urban Planning.
Development of Bozeman Creek.

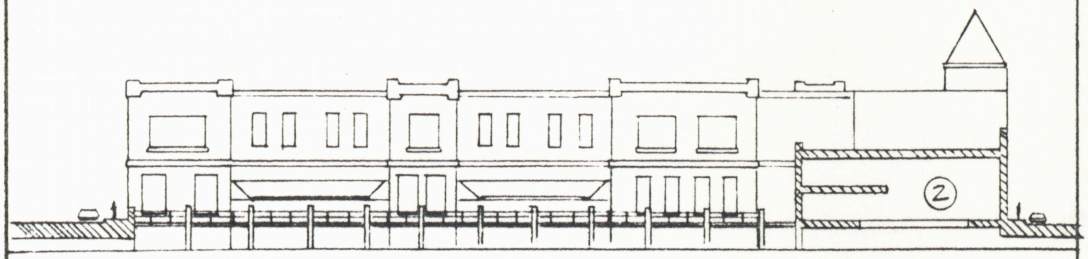



# STREAM DEVELOPMENT BOZEMAN


0 20 40 80
EAST MENDENHALL
SHOP
SHOP
PARKING
GARAGE
WALKWAY
WEST GALLATIN
A
A
SHOP
SHOP
NORTH
BOZEMAN
NORTH ROUSE AVE.
BOZEMAN CRK OPENED "UP" INSIDE OF BUILDING INCLUDES SITTING AREA.
C
HOTEL
RESTAURANT
EAST MAIN ST.


NORTH
SHOPPING - APARTMENT-
PARKING GARAGE
MAIN ST.
ROUSE AVE.
BAYOU


NORTH
ADDITION TO BOZEMAN HOTEL
PARKING GARAGE & SHOPS
MENDENHALL
ROUSE
MAIN ST.

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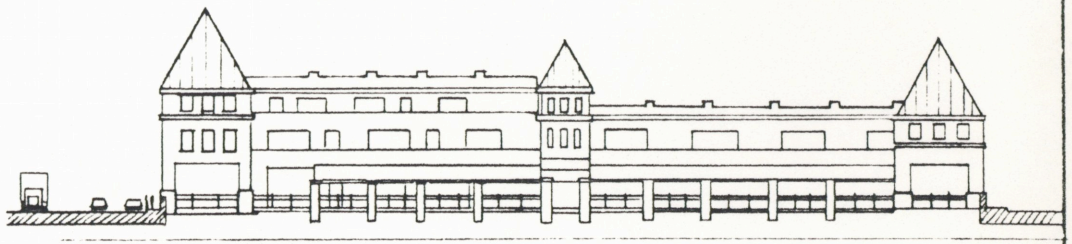

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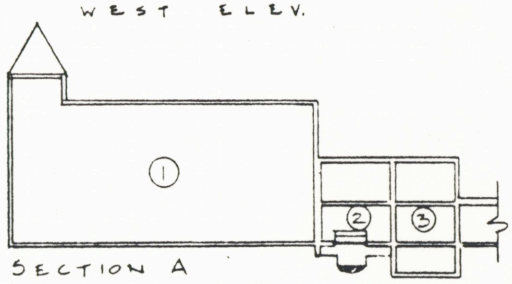
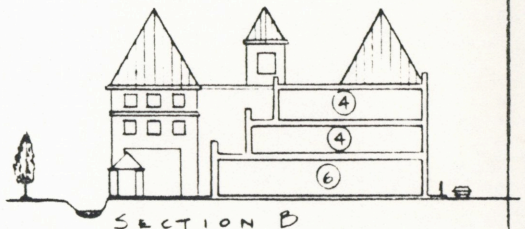
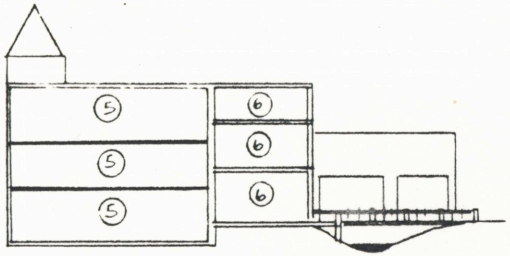



SECTION A




SECTION B

1 BOZEMAN HOTEL
2 OPEN AREA TO STREAM
3 RISING SUN LEATHER
4 APARTMENTS
5 PARKING
6 SHOPS




SECTION C

# ENDNOTES

1. McDonald, James R. Bozeman's Historic Resources. The Board, Bozeman MT. 1984. pg. 119

2. Burlingame, Merrill G. Gallatin County's Heritage: a report of progress, 1805-1976. Gallatin County Bicentennial Publication. Bozeman, MT. 1976. pg. 6

3. Ibid. pg. 22

4. McDonald, James R. Bozeman's Historic Resources. pg. 121

5. Bozeman Montana; An Economic Profile. Gallatin Development Corporation. Bozeman, MT. 1985 pg. 10

6. DeHaas, John N. and Bernice W. Footlights and Fireengines. Museum of the Rockies. Bozeman MT. 1967 pg. 7

7. McDonald, James R. Bozeman's Historic Resources. pg. 96

8. Trancik, Roger. Finding Lost Space; theories of urban design. Van Nostrand Reinhold Co. New York. 1986. pg. 1

9. Ibid. pg. 4
10. Ibid. pg. 225
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12. Ibid. pg. 220
13. Ibid. pg. 228

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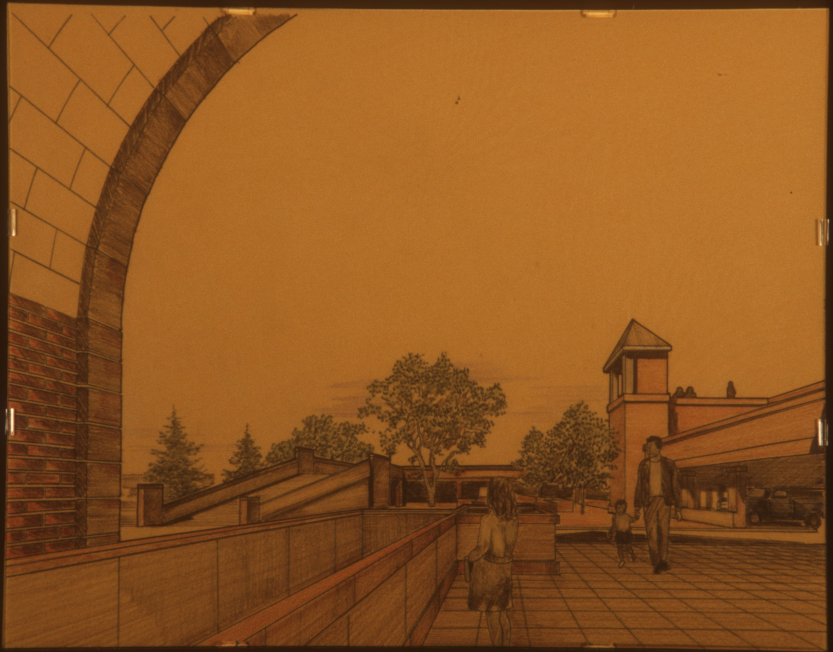
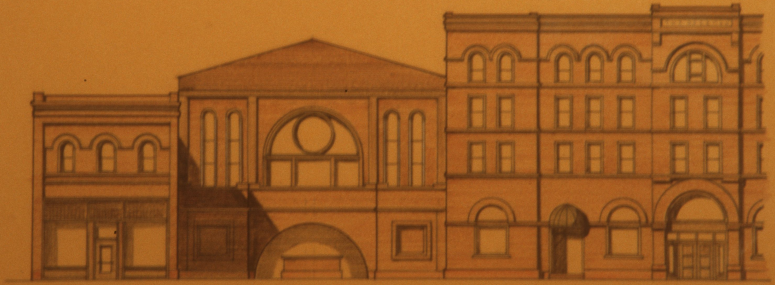
VIA **OKLAHOMA**


Bozeman
DOWNTOWN
REDEVELOPMENT
N





bozeman hotel addition

1"=10'








o p e r a h o u s e

1" = 10'








multi-use

1" = 10'




A I A



police-firestation

city hall

1"-10'



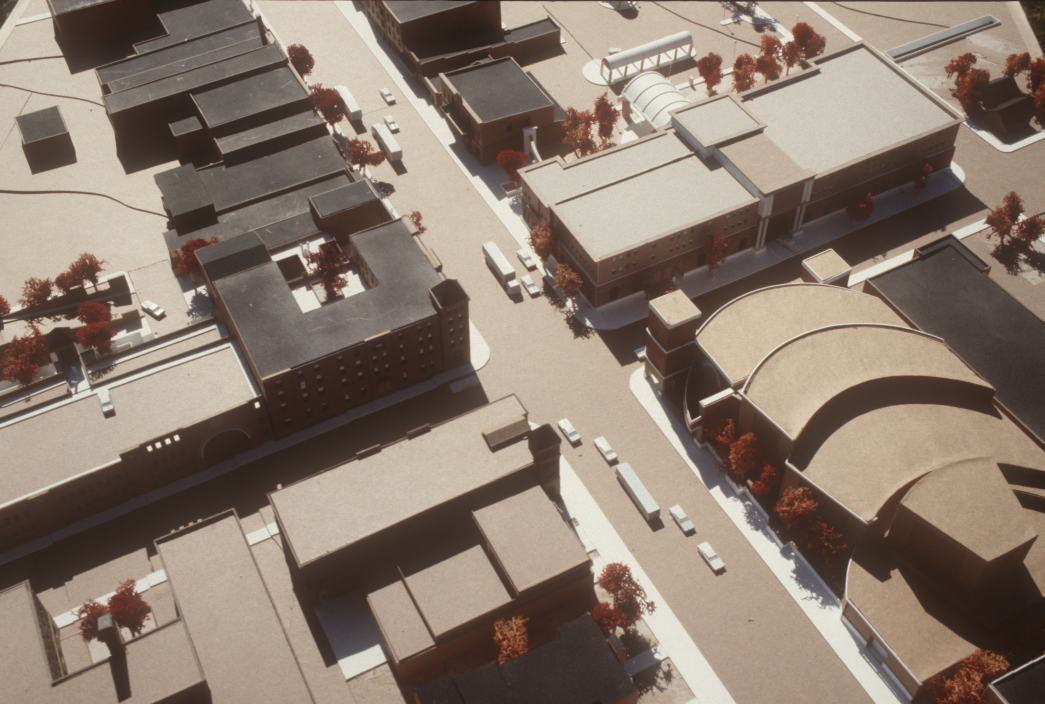












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