Northwest Bozeman Area Plan

...to protect existing natural resources consistent with thoughtful planning for public infrastructure and private development to meet the needs of a growing community.



FINAL DRAFT

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The Vision

The Northwest Bozeman Area Plan vision is to protect existing natural resources consistent with thoughtful planning for public infrastructure and private development to meet the needs of a growing community.

Planning Objectives

1. Protect natural resources and sensitive lands within the regulatory framework
2. Plan infrastructure to provide access for vehicles, bicyclists, and pedestrians and sufficient capacity for public utilities
3. Promote a mix of land uses to enhance economic health and community vitality
4. Engage the community to identify shared values to be reflected in the Area Plan
5. Collaborate with partners to ensure alignment with adopted community plans.

Recommendations

1. *Prioritize natural resource protection for water courses, wetlands, and riparian areas by minimizing the impacts of public and private development consistent with other requirements and community priorities.*
2. *Plan public infrastructure corridors for efficient delivery and long-term management of streets, water, sewer, stormwater, and active transportation facilities.*
3. *Implement an active transportation network that provides connectivity, efficiency, and safety for non-motorized commuting and recreation.*
4. *Apply future land uses and zoning that provide a variety of housing near employment, commercial services, and open spaces.*
5. *Continue to engage in cooperative planning and coordination with neighboring jurisdictions and governing agencies.*



1

Introduction

Introduction

Area Plan Overview

The Northwest Bozeman Area Plan serves as a long-range vision that helps protect public health, safety, and wellness, stewards natural resources, guides infrastructure improvements for cost efficiency and effectiveness, and facilitates land use decisions as growth occurs over time.

In short, the goal of the area plan is to proactively shape one of Bozeman's key growth areas before development occurs.

The area plan is the culmination of a long-range planning effort focused on approximately 3,000 acres in the northwest corner of the City's growth boundary.

The City of Bozeman initiated this planning effort in connection with municipal infrastructure to facilitate future development in this area, such as the planned Gooch Hill Sanitary Lift Station. While the lift station is a separate engineering project, the Area Plan guides how this area develops after the lift station is operational. The Area Plan addresses potential land uses, transportation connections, parks and open space, public infrastructure coordination, and protection of natural resources.

The purpose of the Area Plan is to thoughtfully envision the area's transition over time as growth continues, not to maintain the status quo. The Area Plan aligns with the Bozeman Community Plan and other adopted City plans to ensure future development reflects community priorities and city wide goals. The planning area has long been designated for urban development in the City's land use plan, Gallatin County's Envision Gallatin Plan, and the Triangle Plan (a collaboration between Bozeman, Belgrade, and Gallatin County).

The Area Plan provides general guidance and does not establish regulations. The Northwest Bozeman Area Plan is not a development plan but rather a long-range vision plan. The Area Plan does not require property owners to develop their land. It does not dictate when development will occur. Property owners retain the right to decide whether, when, and how they pursue development, subject to applicable regulations.

Existing Conditions

The Northwest Bozeman Area Plan boundary includes approximately 3,000 acres south of Interstate 90 between Bozeman and Belgrade. Most of the planning area is outside of the current Bozeman city limits consisting of private property primarily used for agriculture. The planning area also includes numerous residences along the eastern boundary including the Valley Center and Northwest Crossing subdivision.

The planning area contains dozens of natural and man-made water courses. Most notably, Aajker and Baxter Creeks traverse this geography south to north with McDonald Creek crossing the southwest corner of the planning area. Numerous primary and secondary irrigation ditches crisscross this area. A significant amount of wetland and riparian habitat flank these water courses.

The topography is relatively flat, gently sloping from south to north with elevations ranging between 4,500 and 4,750 feet above sea level. There are several small areas with slopes greater than 25% along parts of Harper Pucket Road, Baxter Creek, and a few abandoned railroad spurs.

Very few paved roads bisect the planning area. The primary north-south roads include North Cottonwood Road, Harper Pucket Road and Hidden Valley Road. The primary east-west corridors include East Valley Center Road, Baxter Lane, West Oak Street, and Durston Road. Almost no City services for water and sewer exist within the planning area.

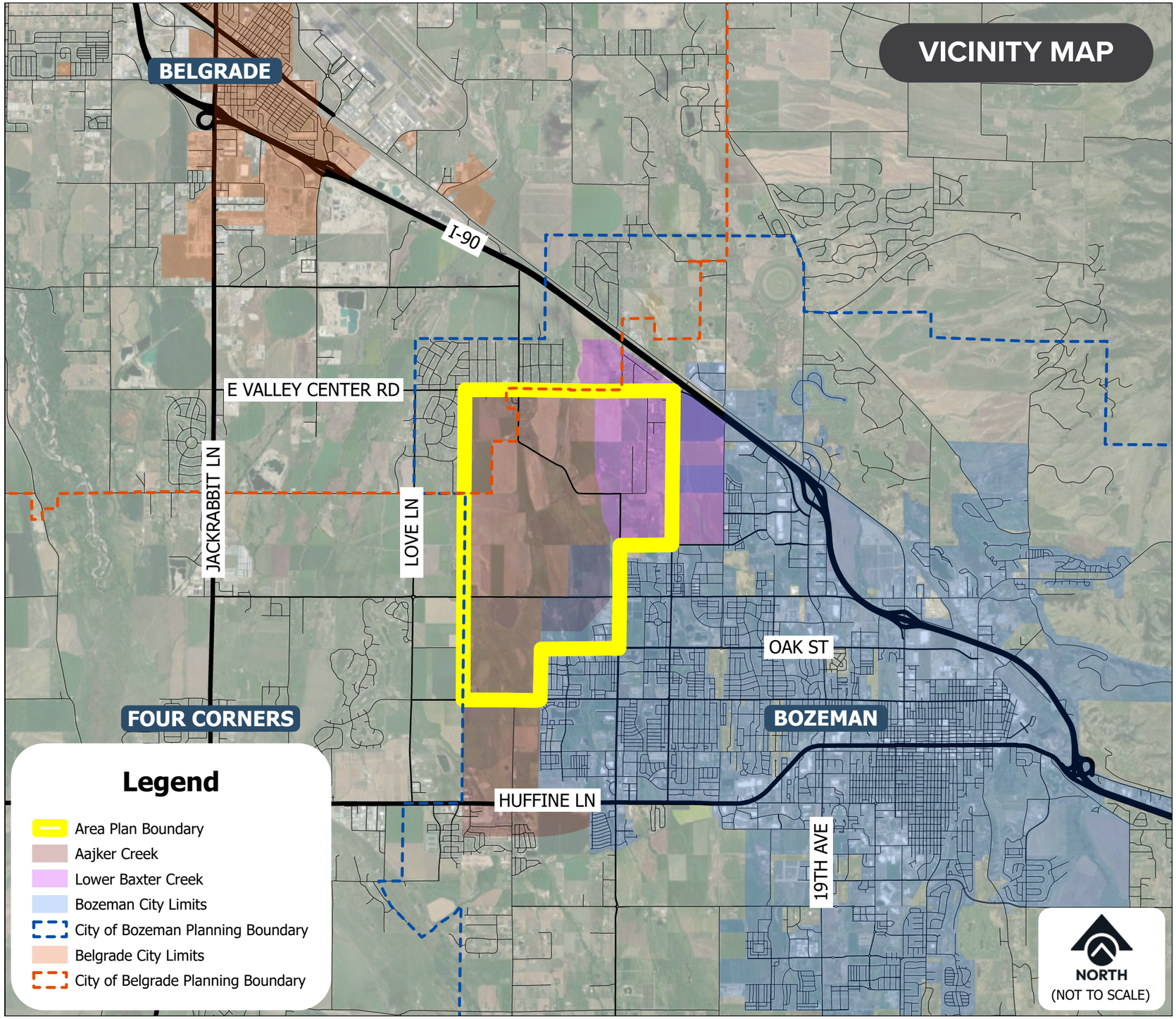
Area Plan Location and Jurisdiction

The Northwest Bozeman Area Plan boundary was determined by the portions of the two drainage basins to be partially serviced by the Gooch Hill Sewer Lift Station; more specifically, the northern portion of the Aajker Creek basin and the western half of the Lower Baxter Creek basin.

The planning area is defined by the existing and future road network. East Valley Center Road establishes the entire length of the northern plan boundary. The eastern and southern plan boundary align with Durston Road, Oak Street, Cottonwood Road, Cattail Street, and the potential future extension of Ferguson Avenue north back to East Valley Center. The western plan boundary runs north-south approximately one-half mile east of Love Lane.

Approximately 250 acres of the planning area is currently included in the Bozeman city limits located northwest of the Cottonwood and Oak intersection. The remaining 2,750 acres of planning area falls within the jurisdiction of Gallatin County. Areas within the Gallatin County jurisdiction are both zoned and unzoned. County zoning designations within the planning area include in order of prevalence: RR/A, AS, R-MH, and RS.

There are several other overlapping jurisdictions. Most of the planning area is within the Central Valley and Hyalite Fire Districts. Bozeman Elementary and Highs School District #7 covers much of the planning area with a small portion of the Belgrade Elementary and High School District #44 overlapping the northwest corner.



Planning Context

The Northwest Bozeman Area Plan geography is included within numerous planning boundaries including the City of Bozeman Community Plan, the Triangle Community Plan, the Bozeman Transportation Master Plan, and the newly formed Gallatin Valley Metropolitan Planning Organization.

The primary purpose of the Area Plan is to provide land use guidance when any of the private properties within the planning boundary are annexed into the City of Bozeman. Therefore, the Area Plan is primarily based upon the goals of the Bozeman Community Plan and is subordinate to the current edition of the Bozeman Community Plan. A complete list of related and referenced plans is provided in Appendix A.

Community and land use planning in Montana is defined and governed by the 2023 Montana Land Use Planning Act. A land use plan, commonly called a community plan, establishes community goals related to land use, housing, natural resources, economic development, public facilities, and local services. State law allows for the adoption of area plans that are consistent with the overall land use plan. The Bozeman Community Plan 2025 establishes the fundamental vision for guiding the continued growth of the community and articulates the resident's priority to maintain Bozeman as "a flourishing, safe, healthy, and a vibrant place to live, work, and raise a family."

The Northwest Bozeman Area Plan directly supports and advances the seven themes established in the Bozeman Community Plan.

1. A Resilient City

2. A City of Unique Neighborhoods

3. A City Bolstered by Downtown and Complimentary Districts

4. A City Influenced by Our Natural Environment, Parks, and Open Lands

5. A City that Prioritizes Accessibility and Mobility Choices

6. A City Powered by its Creative, Innovative, and Entrepreneurial Economy

7. A City Engaged in Regional Coordination.

The Area Plan incorporates by reference the content of the Community Plan for detailed information and projections relating to socio-cultural demographics, economic development, and infrastructure planning, in addition to the adoption and amendment processes. Additional comunity data is provided in Appendix D. The Northwest Bozeman Area Plan will become a supplement to the Bozeman Community Plan. As such, the process to formulate and adopt the Area Plan meets the land use plan requirements established by state law.

The 2020 census was an important milestone for the Bozeman area. It marked our population exceeding the 50,000-person threshold, which meant that we were no longer categorized as micropolitan. This entrance into metropolitan status also meant that we are federally required to create a Metropolitan Planning Organization, commonly known by its acronym, MPO.

A large group of partners has come together to form the MPO. These organizations include: City of Bozeman, City of Belgrade, Gallatin County, Montana Department of Transportation, and Streamline Transit.

MPOs are federally mandated transportation planning organizations comprised of local government organizations that work together in transportation planning for the area. While MPO status may not provide additional transportation funding, they can provide more direct access to federal funds and improve planning coordination.

- Gallatin Valley Metropolitan Planning Organization

The community plan is a policy document guiding further growth and community development in Bozeman. It sets forth Bozeman's policy for land-use and development. It reflects the community's shared values and priorities. The Plan helps guide residents, City staff, and elected officials' decisions. It brings land use policy into larger community discussions on many issues addressed by the City. Its measure of success is continuation of the Bozeman tradition— a flourishing, safe, healthy, and a vibrant place to live, work, and raise a family.

- Bozeman 2025 Community Plan

With population growth and fast-paced land development, the Triangle area of Gallatin County, which is loosely described as the area between Bozeman, Four Corners, and Belgrade, is experiencing change. The Planning Coordination Committee (PCC) has developed the Triangle Community Plan to coordinate land use development patterns, deliver community services and infrastructure, and protect important environmental resources, all in a manner that supports community values and vision while responding to rapid growth pressures.

- 2020 Triangle Community Plan



Community Engagement

A comprehensive community engagement effort was implemented throughout the planning process. The goals of this effort were to keep the public informed, generate new ideas, and gather feedback from the local community to ensure that the plan reflects the values of the area land owners, residents, and Bozeman community at large.

The planning team employed a variety of engagement strategies to reach as many individuals as possible. A project website kept the public updated through the project's entirety and provided opportunities for online feedback. Seven stakeholder meetings were held with representatives from city and county government departments, non-profit organizations, large and small property owners, and private utility companies in June 2026 with 62 total participants. Public open house events were held June 30 and July 8, 2026, with 120 total attendees. A pop-up event was held at the Bozeman Farmer's Market on July 14, 2026, with 47 participants engaged.

Much of the engagement feedback confirmed the priorities that the planning team had already identified for the Area Plan. One overarching sentiment was that proactively creating a vision is better than having no plan at all. More specifically, the following common issues emerged from the engagement process.

1. Wetlands & natural resource protection is widely supported
2. Transportation network opinions diverge between maximizing connectivity or protection of natural resources
3. Trail system includes strong east-west connections but lacks good north-south routes
4. Rural vs. urban character and density are sources of stark disagreement
5. Water & sewer capacity and infrastructure were identified as critical path issues

A compilation of the community engagement efforts and outcomes are included in Appendix C.

Website Statistics

4,700 *TOTAL PAGE VISITS*

4,095 *UNIQUE VISITORS*

1,160 *DOCUMENT DOWNLOADS*



Community Engagement Activities

FOCUS GROUP MEETINGS

6/5/26	**Transportation Representatives**
6/5/26	**Government Representatives**
6/5/26	**Natural Resources Representatives**
6/10/26	**Large Property Owners**
6/12/26	**Large Property Owners**
6/12/26	**Private Utility Providers**
8/25/26	**Gallatin Water Collaborative**

PUBLIC EVENTS

6/30/26	**Public Open House**
7/8/26	**Public Open House**
7/14/26	**Pop-Up at Farmer's Market**

WORK SESSIONS

9/8/26	**Planning Coordinating Committee**
9/23	**City Transportation Board**
10/13	**Gallatin County Planning Board**
10/14	**City Sustainability Board**
10/19	**City Community Development Board**
10/27	**City Commission**

PUBLIC DRAFT COMMENT PERIODS

10/08	**First Draft 30-day public comment period**
11/13	**Final Draft 30-day public comment**

FORMAL ADOPTION PUBLIC HEARINGS

11/16	**Community Development Board**
12/15	**City Commission**



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The Vision

The Vision

Vision Overview

The Northwest Bozeman Area Plan vision is to protect existing natural resources consistent with thoughtful planning for the public infrastructure, public services, and private development to meet the needs of a growing community.

The 2025 Bozeman Community Plan and the 2020 Triangle Community Plan provide the foundation upon which the Northwest Bozeman Area Plan was built. These guiding documents capture the diverse perspectives of Gallatin Valley residents and articulate the common values around community resilience, vibrancy, and sense of place.

More specifically, the Area Plan vision is informed by identifying the planning objectives, reflecting on the Community Plan themes, determining applicable future land use designations, and applying the framework elements. These components are described below and considered in more detail throughout the plan.

Planning Objectives

The Northwest Bozeman Area plan is structured around five planning objectives. These objectives reflect community values and guide future growth in ways that create safe, resilient, and inclusive neighborhoods in addition to complementary commercial and community services. The following objectives were informed by the initial community engagement.

1. Collaborate with partners to ensure alignment with adopted community plans

- Considering the numerous overlapping jurisdictions and planning boundaries, it is imperative that the Area Plan build upon the preceding planning processes. The goal is to apply the lessons learned from other plans to this particular geography.

2. Engage the community to identify shared values to be reflected in the Area Plan

- Community engagement helped guide and inform the Area Plan vision, planning objectives, and recommendations. The planning area has unique characteristics that resonate with the community and create a strong sense of place.

3. Protect natural resources and sensitive lands within the regulatory framework

- The quantity and quality of water courses, wetlands, and riparian habitat add ecological, social, and cultural value to the Gallatin Valley. Impacts to these natural resources should be minimized to the greatest extent possible.

4. Plan infrastructure to provide access for vehicles, bicyclists, and pedestrians and sufficient capacity for public utilities

- Future growth and annexation will require constructing a cohesive multimodal transportation network that accommodates vehicles, bicyclists, and pedestrians. Public and private utilities will align with the trans portation network.

5. Promote a mix of land uses to enhance economic health and community vitality

- The vision is to facilitate a diversity of services and amenities within or near new residential areas. Having convenient and proximate access to everyday needs reduces traffic and environmental impacts.

Community Desires

People who have participated in this Plan have consistently stated a desire for safe and accessible streets that support and encourage a variety of transportation preferences including walking, bicycling, transit, and driving. They want to live in walkable neighborhoods where they have easy access to everyday services, employment opportunities, healthy and affordable food, recreation, and social gathering places. Housing affordability is a concern; residents of all ages, abilities, and income levels require a diversity of housing types to meet their specific needs. Open space, parks, trails, and the preservation of local agricultural lands and view sheds were also priorities.

- 2025 Bozeman Community Plan

Plan Themes

The themes of the Northwest Bozeman Area Plan directly reflect and support the seven major components of the Bozeman Community Plan which "describe community-derived desired outcomes." The Community Plan explains that the themes "contain objectives and actions to guide the City towards its vision and evolve as the City grows." Each Community Plan theme has been adapted to apply specifically the attributes of the Area Plan geography.

Regional coordination creates and maintains a coherent land use pattern that supports the needs of existing and future citizens and the desire to protect community character and amenities. Belgrade, Bozeman and Gallatin County will coordinate land use in the Triangle to achieve:

- *Compact, contiguous development and infill to achieve an efficient use of land and infrastructure, reducing sprawl and preserving open space, agricultural lands, wildlife habitat, and water resources;*
- *Well-planned transportation systems, consistent with the overall growth management vision, support the development of multi-modal and public transportation networks;*
- *Community core that have adequate transportation, utility, health, educational and recreational facilities. Residential areas that provide healthy surroundings; and*
- *Opportunities for agriculture, industry and business, while minimizing conflict between adjacent land uses.*

-2020 Triangle Community Plan

A Resilient City

"Our City desires to be forward thinking, collaborative, and deliberate in planning and execution of plans and policies to enable our community to successfully ride the waves of change."

- Bozeman Community Plan

The Area Plan is a continuation of the long history of proactive planning by Bozeman, Belgrade, and Gallatin County. As growth expands to the northwest, it is incumbent that the community prioritize natural resource protection, wildfire preparedness, water conservation, and socio-cultural well-being. This is a chance to improve upon the community's already high quality built environment in a way that celebrates the area's exceptional natural environment.

A City of Unique Neighborhoods

"Our City desires to be diverse, healthy, and inclusive, defined by our vibrant neighborhoods, quality housing, walkability, excellent schools, numerous parks and trails, and thriving areas of commerce."

- Bozeman Community Plan

As Bozeman continues to grow to the northwest, there is an opportunity to learn from how the community has changed in the past and apply best practices and precedents to this new geography. The Area Plan envisions multiple development areas with a variety of housing sizes, styles, and price points to create interesting and diverse residential fabric. Equally important will be to strategically incorporate a host of commercial and civic services along primary transportation corridors.

A City Bolstered by Downtown and Complimentary Districts

"Our City is bolstered by our Downtown, Midtown, University and other commercial districts and neighborhood centers that are characterized by higher densities and intensities of use."

- Bozeman Community Plan

The Area Plan does not envision a new district that would resemble or rival Downtown, Midtown or other existing commercial destinations like North 7th or North 19th. But with the densities and mix of uses outlined in the Community Plan, this area will complement other parts of town as it expands northwest.



A City Influenced by our Natural Environment, Parks, and Open Lands

"Our City is home to an outdoor-conscious population that honors and protects our natural environment and our well-managed open space and parks system."

- Bozeman Community Plan

With the anticipated expansion of the city limits and urban development, public and private development should carefully evaluate this area's natural resources and compliment them with protected open spaces. Intentionally planning for a series of interconnected corridors of water courses, wetlands, and riparian habitat will not only preserve these critical natural resources but also significantly enhance the quality of life and sense of place for nearby residences and mixed-use centers.

A City that Prioritizes Accessibility and Mobility

"Our City fosters the close proximity of housing, services, and jobs, and desires to provide safe, efficient mobility for pedestrians, cyclists, transit users, and drivers."

- Bozeman Community Plan

This area presents an opportunity to connect every aspect of the community with dedicated active transportation facilities in conjunction with the traditional street network. A system of shared use paths, natural trails, and sidewalks will provide options to travel for work, services, and recreation. The Area Plan geography is central to building out the active transportation network envisioned by the 2021 Triangle Trails Plan and 2024 Parks, Recreation and Active Transportation Plan.

A City Powered by its Creative, Innovative, and Entrepreneurial Economy

"Our City benefits from and desires to further an expanding economy that is powered by the talents of its residents, a dedicated and engaged business community, and strong regional partnerships."

- Bozeman Community Plan

While most of the future growth will be residential development, expansion of the community to the northwest is conducive to a mix of uses that will bolster the local economy. Commercial uses could include restaurants and retail stores, professional services and offices, and health care services. Civic and institutional uses could include K-12 schools, recreation and fitness centers, and social services. Not only do these types of uses provide essential services to nearby residents, but they would also bring a significant number of jobs to this part of the community.

A City Engaged in Regional Coordination

"Our City, in partnership with Gallatin County, Montana State University, and other regional authorities, desires to address the needs of a rapidly growing and changing regional population through strategic infrastructure choices and coordinated decision-making."

- Bozeman Community Plan

This area is unique as it represents a transition between the traditional city limits of Bozeman and Belgrade. It is no coincidence that so many collaborative planning efforts have focused on this geography including the Triangle Community Plan, Triangle Trails Plan, and Greater Triangle Transportation Plan. The Area Plan aims to build upon the legacy of coordination between adjacent and overlapping jurisdictions and strategic infrastructure improvement for the benefit of the entire Gallatin Valley community.

Existing Future Land Use Map

The 2025 Bozeman Community Plan includes a Future Land Use Map that prescribes general categories of desired development types and densities for every area of the city. Each future land use is compatible with numerous zoning designations that implement the intended land uses.

Future Land Use designations are important because they aim to further the vision and goals of the City through promoting sustainability, citizen and visitor safety, and a high quality of life that will shape Bozeman's future development. The Community Plan utilizes nine future land use categories to illustrate and guide the intent, type of use, density, and intensity of future development. The Bozeman Community Plan 2025 proposes ways to meet the communities' needs for housing, economic activity, recreational needs, transportation, utilization of natural resources and efficient use of limited resources.

The current Future Land Use Map has established that the land within the Area Plan boundary is a mix of three different land use designations: Urban Neighborhood, Residential Mixed Use, and Community Commercial Mixed Use. The majority of the Area Plan land is currently designated as Urban Neighborhood, which allows residential development of various densities and some low-density commercial uses. The small nodes of Residential Mixed Use allow integrated development that is residential focused with some complementary commercial uses. Community Commercial Mixed Use emphasizes commercial uses supplemented with some residential development.

The Northwest Bozeman Area Plan recommends retaining Urban Neighborhood as the predominant future land use while moving the Residential Mixed Use and Community Commercial Mixed Use areas to more appropriate locations coordinated with other elements of the Area Plan. The Area Plan also considers the appropriateness of additional future land use designations.

Urban Neighborhood

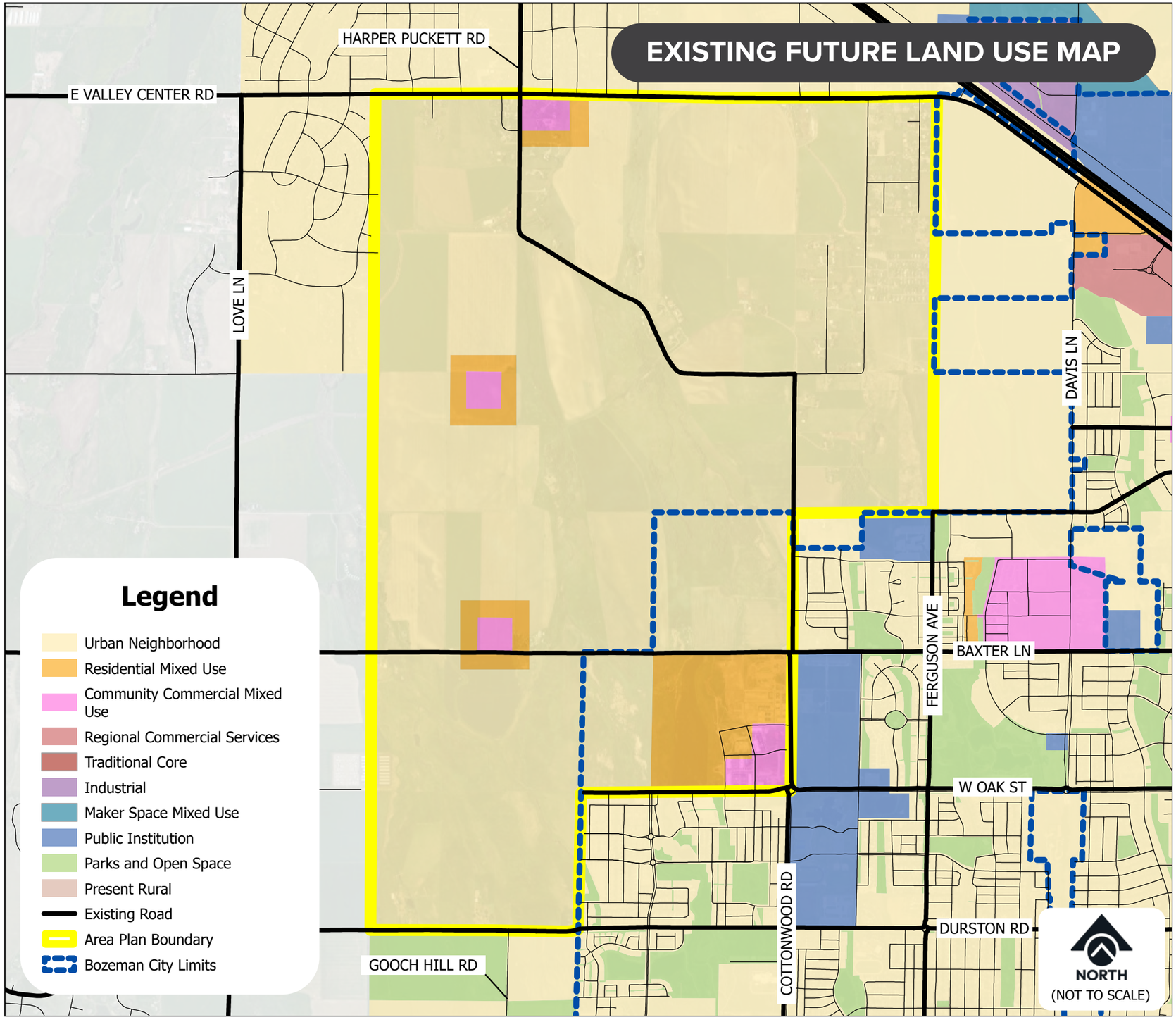
Allowed zoning districts: R-A, R-B, R-C, R-D, REMU, B-1, PLI

Residential Mixed Use

Allowed zoning districts: R-B, R-C, R-D, REMU, B-1, PLI

Community Commercial Mixed Use

Allowed zoning districts: REMU, B-1, B-2, B-2M, PLI



Framework Elements

The Northwest Bozeman Area Plan is structured around four framework elements that inform the alignment of natural resources, public infrastructure, active transportation, and future land uses. The purpose of the framework is to ensure that any future development on this land will create desirable neighborhoods that will thrive through a mix of uses, active transportation, unique identity, and natural resource protection.

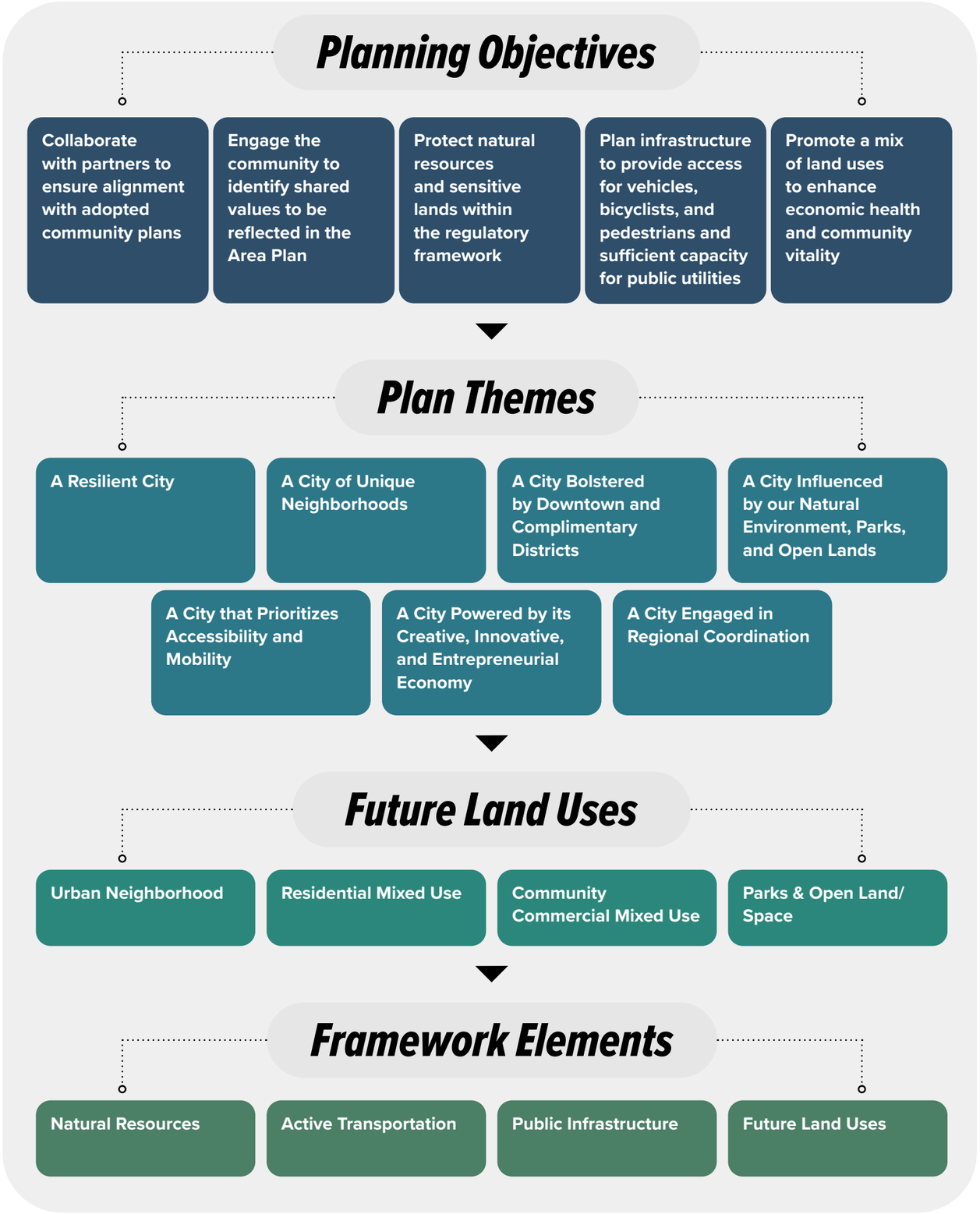
The Natural Resources framework element identifies streams, ditches, wetlands, associated setback areas, and slopes exceeding 25 percent. These natural resources and environmental features represent important community assets within the planning area. Mapping these resources helps inform where future infrastructure and development should be directed to minimize impacts and preserve sensitive landscapes.

The Active Transportation framework element incorporates a network of shared use paths and natural trails to provide opportunities for non-motorized recreation and commuting. Paved shared use paths will typically follow the collector and arterial street network. Natural surface trails will align with watercourses and natural areas when possible.

The Public Infrastructure framework element proposes a system of primary streets, water mains, sewer mains, and stormwater facilities. These infrastructure corridors are aligned to provide connectivity and distribution of services while minimizing natural resource impacts.

The Future Land Uses framework element revises the Future Land Use Map to appropriately locate the various land uses. The locations were determined using a suitability analysis in ArcGIS to collocate the more intense and commercial oriented land uses along primary transportation corridors and at major street intersections.

All four element layers are combined and create a comprehensive framework to guide future development. Natural resources establish important context. Public infrastructure creates corridors for travel and utilities while minimizing impacts. The active transportation system provides dedicated space and efficient connectivity for bicyclists and pedestrians. And, finally, future land uses are designated in the most suitable areas to meet the goals and objectives of the Bozeman Community Plan 2025.



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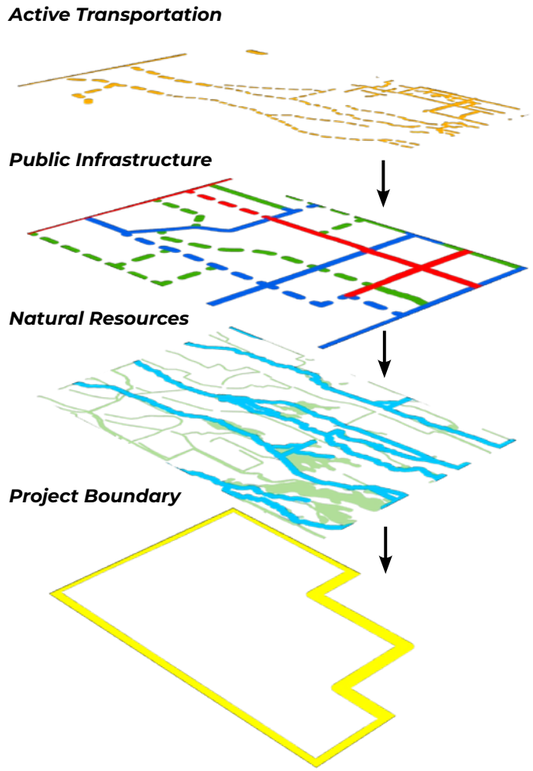
The Framework

The Framework

Framework Elements

The foundation of the Northwest Bozeman Area Plan is a framework map made up of various existing and future layers or elements. The framework elements identify current conditions including existing development, natural resources, and existing public infrastructure like roads, shared use paths, natural trails, water facilities, and sewer facilities. Additional framework elements map potential locations for future public infrastructure. These elements are then combined to 'net out' protected natural resources and the land needed for essential public infrastructure. The remaining land was then studied using a GIS-based suitability analysis to define the location, type, and intensity of potential future development.

Layering the Framework



Natural Resources

The adjacent map illustrates the significant number of natural resources found within the Northwest Bozeman Area Plan boundary. Wetlands, creeks, irrigation ditches, and large stands of mature trees are prominent across the area. The Gallatin Valley Sensitive Lands Study was the primary source of this data. The Area Plan incorporates the required natural resource supporting data by reference to the 2025 Bozeman Community Plan in Appendix B.

It is important to distinguish the difference between natural and human-made watercourses. Natural watercourses include creeks and streams. Irrigation watercourses are human-made privately owned infrastructure that convey water for agricultural uses subject to deeded water rights and specific state laws. The primary ditches related to the Area Plan geography include Farmer's Canal, Middle Creek Ditch, Beck and Border Ditch, Lower Middle Creek Supply Ditch, and West Gallatin Canal. Open-channel irrigation ditches provide important natural functions including providing wildlife habitat and recharging the groundwater aquifer.

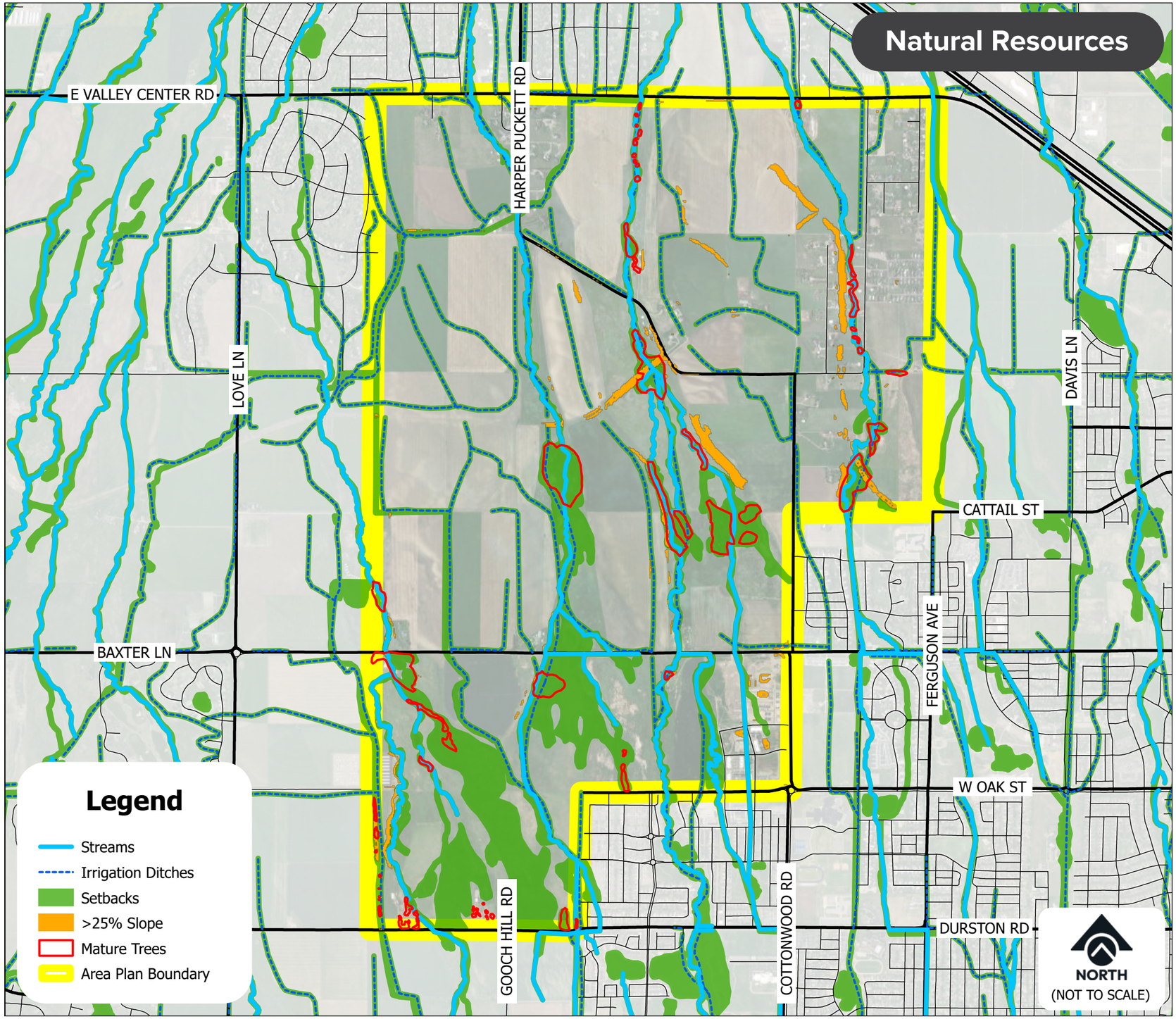
Despite considerable impacts from agricultural activities over the last century, these natural resources are important for a myriad of reasons. Riparian buffers, including wetlands and stands of trees, stabilize the banks of adjacent water courses. Dense vegetation also filters surface water of pollutants and sediment in addition to retaining important nutrients. These areas serve as important habitats for a diverse array of aquatic species, wildlife, and birds. The water courses, both natural and artificial, convey legal water rights for irrigation within the planning area and beyond.

To protect natural resources, the other framework elements have been planned to minimize the impacts of the proposed public infrastructure corridors, active transportation network, and future land uses. Impacts cannot be entirely avoided but with thoughtful planning, intentional design, and responsible construction most of the natural resources can be preserved.

There is the opportunity to go beyond protection and potentially enhance, and even expand, the natural resources within the planning area. The prominent watercourses, such as Aajker and Baxter Creeks, could be candidates for restoration projects. The Gallatin Valley needs additional wetland mitigation banking capacity to help offset wetland impacts elsewhere in the Gallatin watershed. A regional stormwater facility could treat runoff water from the built environment across several hundred acres and incorporate natural areas, open space, and parks.

Further analysis is needed to determine whether these restoration or enhancement projects would be viable in the northwest Bozeman planning area. These projects would require establishing strong public private partnerships to engage in planning, funding, construction, and maintenance.

The wetland, stream, and irrigation ditch information presented in this plan is from public data sources and may not accurately reflect the actual on-the-ground location or extents.



Public Infrastructure

The adjacent map proposes public infrastructure corridors consisting of the City of Bozeman rights-of-way that would include future streets, water mains, sewer mains, and stormwater facilities. The following adopted plans informed the proposed alignments: the 2017 Bozeman Transportation Master Plan, the 2015 Bozeman Water Facility Plan, the 2025 Wastewater Facility Plan, and the 2008 Stormwater Facilities Plan. These recommended corridors are consistent with the recommendations of the 2022 Greater Triangle Area Transportation Plan.

The Area Plan and the public infrastructure framework element focus on the three major street classifications: principal arterials, minor arterials, and collectors. These streets require between 90 and 120 feet of dedicated right-of-way. Water, sewer, and stormwater facilities are typically collocated within the same right-of-way as the streets. This approach reduces the amount of land required for providing these essential public services. Local streets are typically planned during the annexation or subdivision processes.

Street and utility networks are typically aligned in a grid providing regularly spaced east-west and north-south streets perpendicularly intersecting one another. Due to the prevalence of high-value natural resources, a uniform street grid may not be possible or preferable. The City's policy of a fully connected street grid will be influenced by the existence of natural resources and constraints. Harper Pucket Road bisects the planning area but does not have the typical east-west or north-due south alignment. Instead, it was built with an irregular alignment to minimize impacts where it parallels and crosses Baxter Creek.

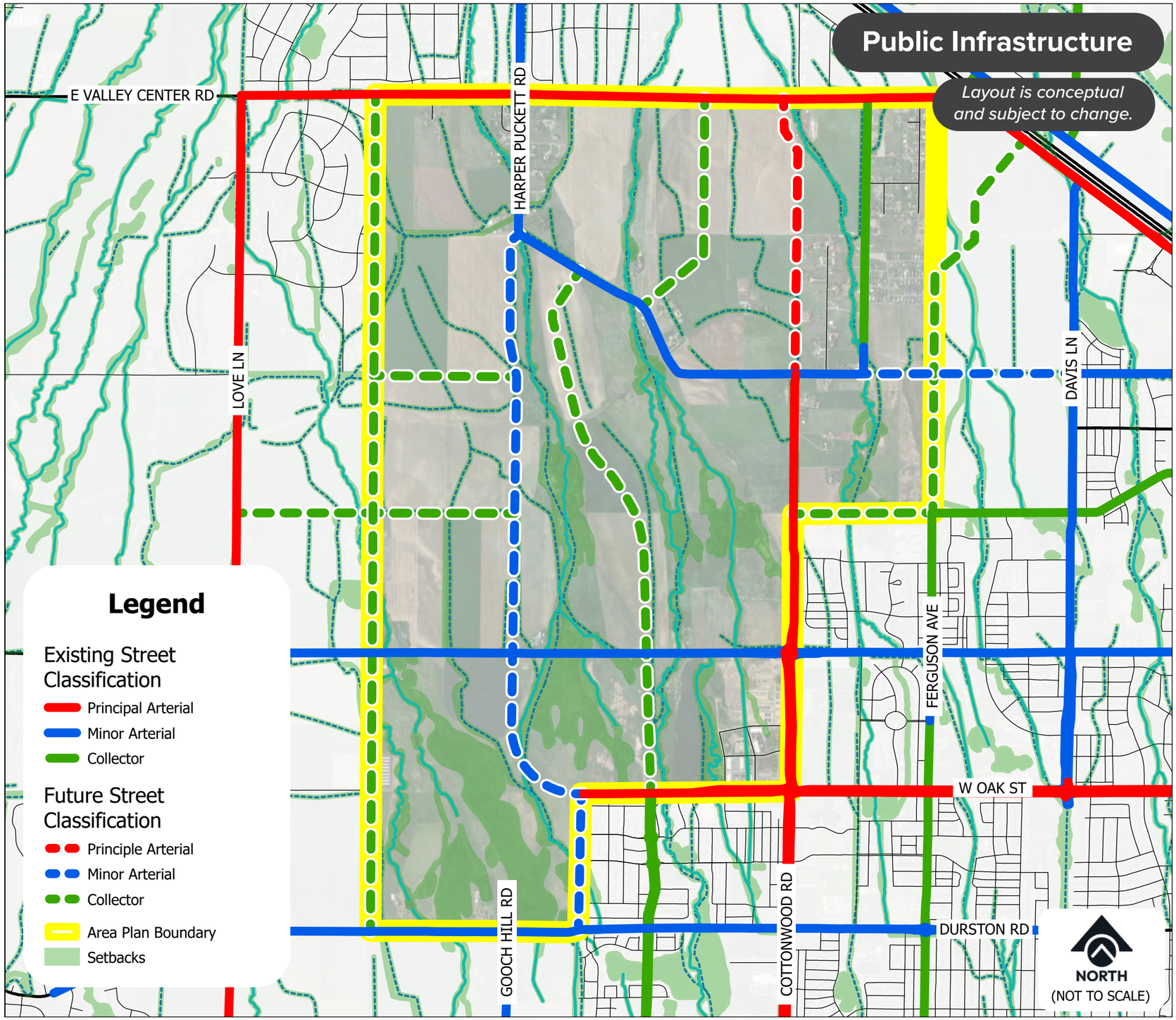
The goal of the proposed public infrastructure network is to minimize natural resource impacts. For instance, certain routes deviate from the typical perpendicular grid alignment to cross a watercourse or wetland at the narrowest point. In other cases, street and utility corridors are interrupted and do not connect across significant wetland areas. These proposed alignments will be more specifically analyzed as part of the update to the Bozeman Transportation Master Plan in 2027. The street layout shown is conceptual and may change based on unforeseen conditions, economic considerations, and community needs.

2017 Bozeman Transportation Master Plan

GOAL 6: Protect and Enhance Environmental Sustainability, Provide Opportunities for Active Lifestyles, and Conserve Natural and Cultural Resources.

Not only are impacts to the environment taken more seriously, but increasingly citizens are demanding a more holistic approach to transportation. The preservation of natural, historic and cultural resources, as well as promoting a healthy, active lifestyle, are priorities of this TMP and current Federal transportation planning guidance.

Objective 6.2. Coordinate transportation planning activities with appropriate federal, state, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.



Active Transportation

The adjacent map proposes an active transportation system of shared use paths and natural trails for the Northwest Bozeman Area Plan as previously proposed in the Bozeman Parks, Recreation, and Active Transportation Plan adopted in 2023. This network is also consistent with the recommendations of the 2021 Triangle Trails Plan.

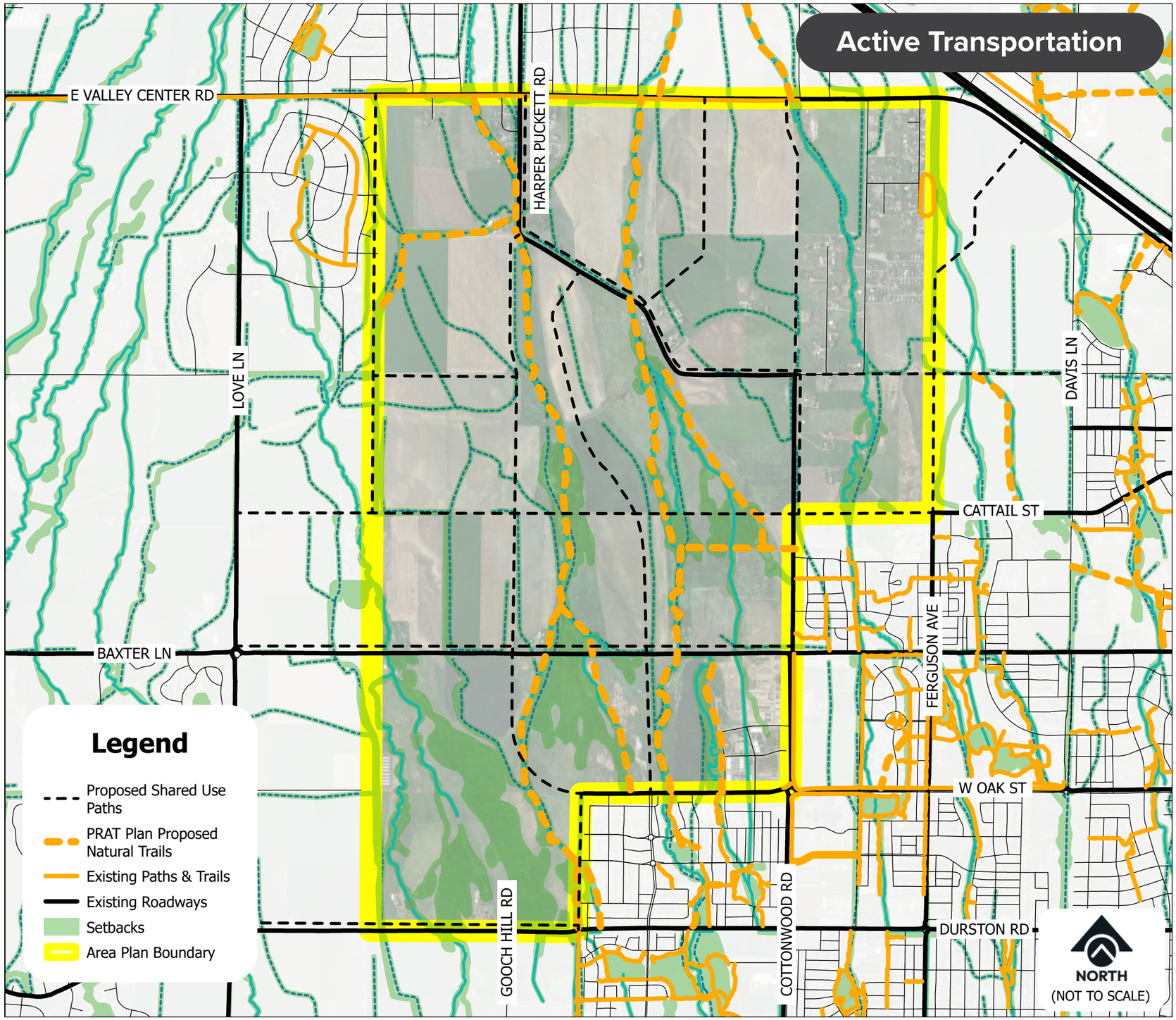
Since shared use paths are intended to provide a variety of transportation alternatives to single-occupancy motor vehicles. As such, shared use paths are paved, ranging between 10 to 16 feet wide, and typically parallel collector and arterial streets within the dedicated right-of-way. Natural surfaced trails ideally are located within greenways adjacent to watercourses to provide a better user experience focused more on recreational activities. Where a street alignment is interrupted by a natural area there may be an opportunity to connect a share use path or trail especially in conjunction with other underground utilities. With the advent of micromobility devices and e-assist technology best practices are rapid evolving and City policies will adapt to meet the mobility needs of its residents.

Natural surfaced trails ideally are located within greenways adjacent to watercourses to provide a better user experience focused more on recreational activities. Consideration should be given to the relationship between natural trails, watercourses, wetlands, and the corresponding regulatory setbacks. Natural surface trails are currently allowed by the City's Unified Development Code within the outer portion of a water course or wetland setback. When feasible, trails should be located adjacent but just outside such setbacks which would further reduce impacts and create wider greenway corridors.

As properties within the Area Plan boundary are annexed and developed, the expectation is that developments will incorporate shared use paths and natural trails as proposed by adopted plans. But careful design consideration should be given not only to the location and alignment of new active transportation routes, but also to incorporating safe path and trial crossings of major streets.

The 2023 PRAT Plan notes that "demand for new facilities to expand the current network of pathways, trails and bicycle facilities is strong and the network will need to keep up with the growing community". Most of the recent plans adopted by the City of Bozeman, City of Belgrade, and Gallatin County have prioritized building a more complete, better connected active transportation network. A more extensive system of shared use paths and natural trails will provide residents with the opportunity of walk and bicycle more thus reducing vehicle use.

> *"Communities that prioritize active transportation tend to be healthier [because they enable] residents to be more physically active in their daily routines and [because they have] cleaner air to breathe. Active transportation systems also foster economic health by creating dynamic, connected communities with a high quality of life that catalyzes small business development, increases property values, sparks tourism, and encourages corporate investment that attracts a talented, highly educated workforce."*
>
> **-2023 Parks, Recreation, and Active Transportation Plan**

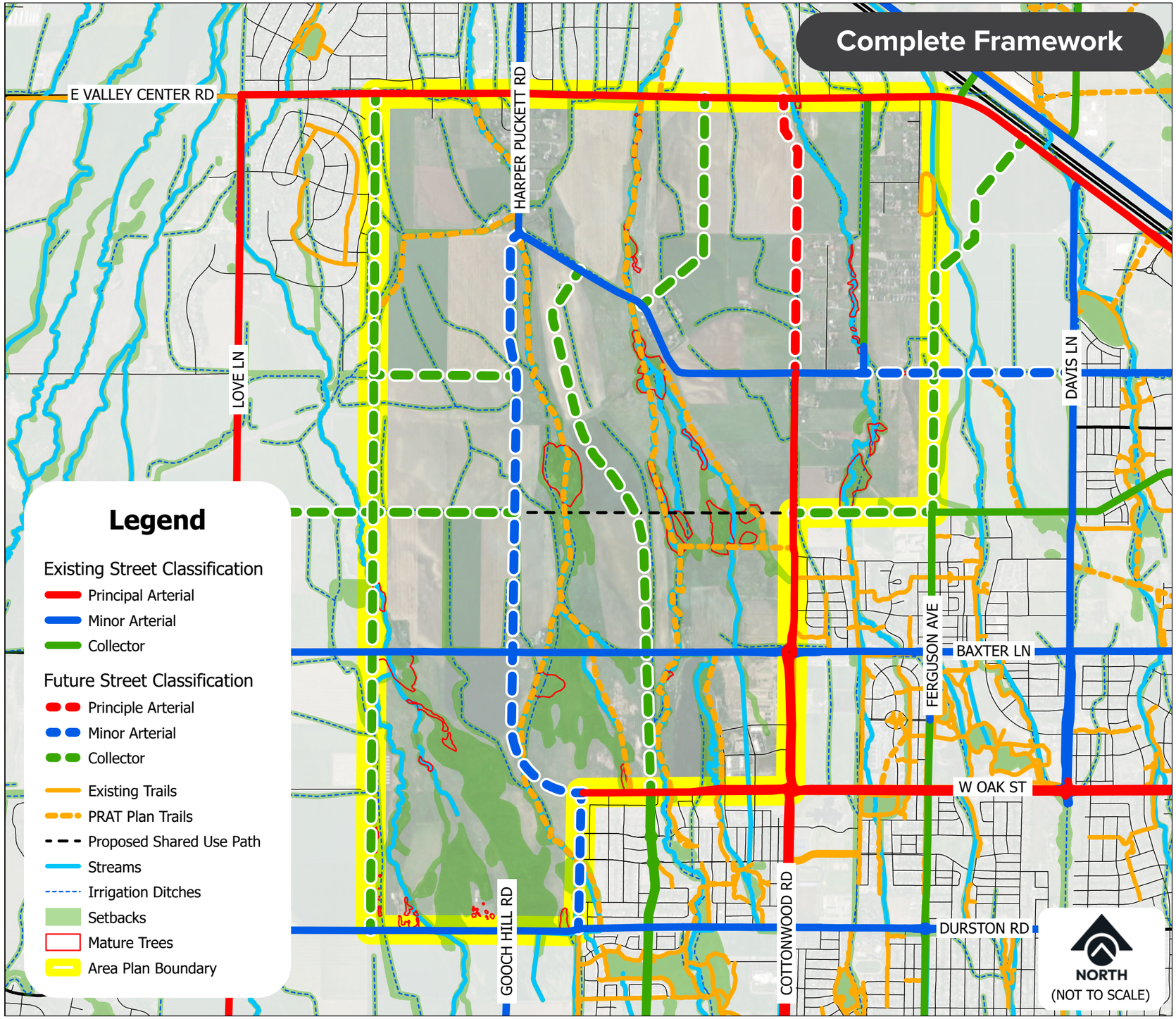


Complete Framework

The framework elements are layered upon one another to create an intentional, well-planned context guiding growth. The complete framework essentially establishes the ‘good bones’ of the future community. The Northwest Bozeman Area Plan envisions places where people can live, work, recreate, and socialize. Places where not only the ecological functions of natural resources are conserved but also celebrated as community assets adding value as park lands and open spaces for people to enjoy. Future residents will benefit from a thoughtful system of public infrastructure that provides efficient delivery of transportation, water, and sewer services while minimizing impacts to wetlands and watercourses. Residents and employees will have mobility choices thanks to a well-connected and safe active transportation network of shared use paths and natural surface trails for commuting and recreation.

The proposed future land uses will complement this framework of natural resources and public infrastructure. A variety of housing types and densities will provide options for residents based on their needs. Mixed use and commercial areas will be placed at the intersections of major streets to concentrate traffic and density appropriately. Other land uses will be incorporated within these areas including parks, open space, schools, and civic services.





Proposed Future Land Use

The adjacent map shows the proposed future land uses as Urban Neighborhood, Residential Mixed Use, and Community Commercial Mixed Use relocated to more appropriate locations. The Area Plan also proposes that Parks & Open Space is an appropriate future land use designation but does not include any specific locations.

With the natural resources and public infrastructure framework established, residential, mixed use, and commercial land use scenarios were mapped using a GIS analysis model to determine the most suitable locations and intensities for future development. More information about the suitability analysis is presented in Appendix B.

The predominant future land uses of Urban Neighborhood provide opportunities to create residential communities with a diversity of housing types and price points. The development encouraged by the Residential Mixed Use future land use will create vibrant live-work-play neighborhoods. The more intense commercial development allowed by the Community Commercial Mixed Use designation will concentrate services and amenities like restaurants, coffee shops, retail stores, and professional services near the intersections of major streets.

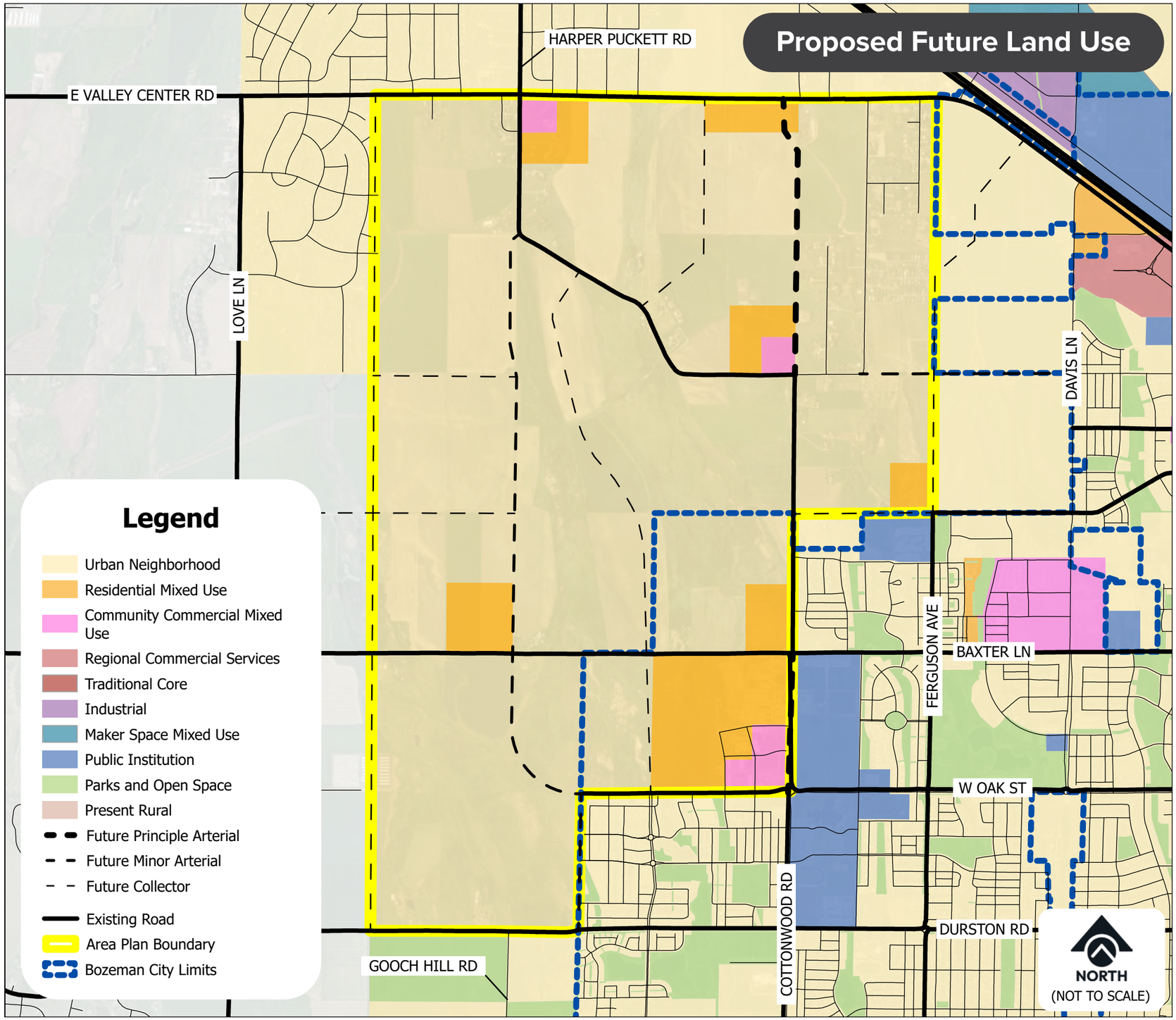
Due to the high quality agricultural soils, one potential land use particularly suited for the Area Plan geography would be community agriculture. The proposed future land uses and corresponding enabling zoning designations allow for community gardens and urban farms to be integrated into future neighborhoods.

Community Garden—An area of land managed and maintained by a group of community members used to grow and harvest food crops and/or nonfood, ornamental crops such as flowers, for personal or group use, consumption, donation or sale, or for educational purposes.

Urban Farm—A facility where food crops or nonfood, ornamental crops such as flowers are cultivated, processed, and distributed. Urban farming is generally practiced for profit or food producing activities.

- Bozeman Municipal Code

The Area Plan's proposed City of Bozeman future land uses align with the 2024 update to Gallatin County's growth policy, Envision Gallatin. Acknowledging that there is a concentration of natural resources and significant infrastructure deficiencies, the County plan identifies the land within the Northwest Bozeman Area Plan as likely to be developed. The corresponding County future land use map categorizes the Area Plan geography as either Annexation Holding Areas "having a high potential to be annexed into a municipality" or as Managed Growth Areas "suitable for moderate intensities of development".

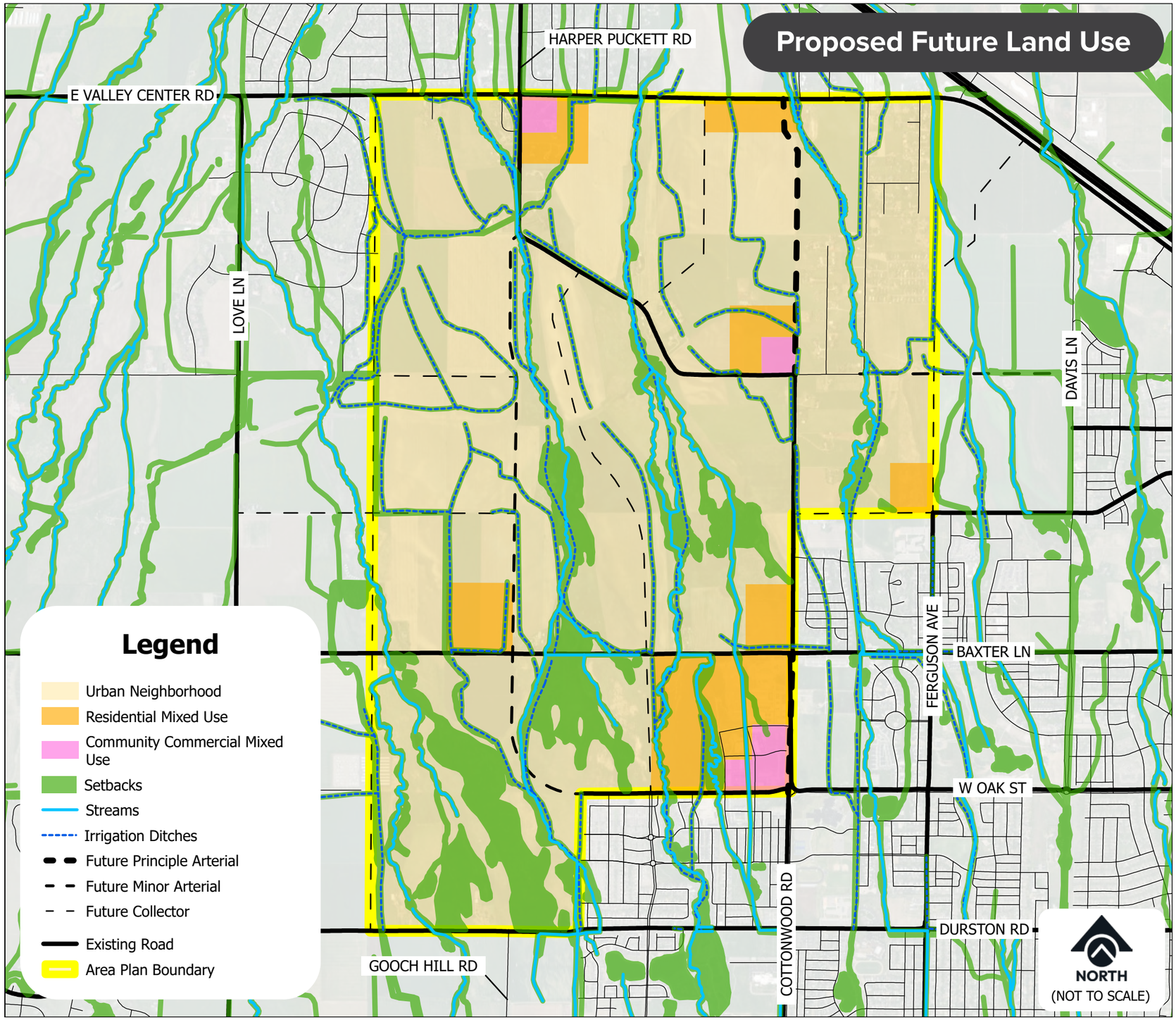


Proposed Future Land Use with Natural Resources

The adjacent map shows the proposed future land uses overlaid with the existing creeks, wetlands, and associated setbacks. The purpose is to show the geographical relationship between the proposed future land uses and the natural resources. If the Bozeman Community Plan Future Land Use Map is formally revised it will not show the natural resources but rather look like the map found on the previous page.

The Area Plan reinforces the need to balance natural resource protections with development. One the one hand the community places significant value streams, wetlands, riparian areas, and stands of mature trees. On the other hand efficient, compact development reduces sprawl, improves affordability, and supports the efficient provision of public services. The Bozeman Municipal Code (Sec. 38.410.010.B.) emphasizes this dynamic by stating “the design and development of all land uses must be properly related to topography, and must, to the maximum extent possible consistent with the other requirements of this chapter, preserve the natural terrain, natural drainage, existing topsoil, trees and other existing vegetation”.





4

The Plan

The Plan

Recommendations, Themes, Goals, & Objectives

The Northwest Bozeman Area Plan recommendations represent the vision and planning objectives established in Chapter 2. These recommendations are intended to guide more specific planning efforts in the future. Implementing these recommendations will require further consideration as properties are annexed into the City, public infrastructure is designed, and private developments are reviewed for compliance with adopted regulations.

Future development requires a series of design, review, and entitlement process to ensure federal, state, and local regulations are met. These development steps can include annexation, subdivision, master site planning, and site planning.

Each recommendation aligns with one or more themes, goals and objectives of the 2025 Bozeman Community Plan as noted, which demonstrates compliance with the Montana Land Use and Planning Act.

Bozeman's high rate of growth and changing economics, the rapid development in surrounding Gallatin County, and state law mandating that community plans be kept up to date, all make it necessary for Bozeman to update its community plan. Without guided growth and development, the community's identity and overall quality of life could be diminished by lack of housing and jobs, congestion, reduced services, and pollution. The City has had seven community plans dating back to 1958, the most recent being its 2020 plan. Each plan builds upon the others, reflecting the community's characteristics, vision and needs over time.

-Bozeman 2025 Community Plan

Recommendation No. 1

Prioritize natural resource protection for water courses, wetlands, and riparian areas by minimizing the impacts of public and private development consistent with other requirements and community priorities.

- **COMMUNITY PLAN THEME 4 | A CITY INFLUENCED BY OUR NATURAL ENVIRONMENT, PARKS, AND OPEN LANDS**
  - **Goal EPO-1:** Prioritize strategic acquisition of parks to provide a variety of recreational opportunities throughout the City.
    - ***EPO-1.5*** Work with partner organizations to identify and reduce impacts on at-risk, environmentally sensitive areas that contribute to water quality, wildlife corridors, or wildlife habitat, specifically wildlife habitat as we continue outward growth.
  - **Goal EPO-2:** Work to ensure that development is responsive to natural features.
    - ***EPO-2.1*** Where appropriate, activate connections to waterways by creating locations, adjacent trails, and amenities encouraging people to access them.
    - ***EPO-2.3*** Identify, prioritize, and preserve key wildlife habitat and corridors.

- **COMMUNITY PLAN THEME 7 | A CITY ENGAGED IN REGIONAL COORDINATION**
  - **Goal RC-3:** Collaborate with Gallatin County regarding annexation and development patterns adjacent to the City to provide certainty for landowners and taxpayers.
    - ***RC-3.1*** Work with Gallatin County to create compact, contiguous development and infill to achieve an efficient use of land and infrastructure, reducing sprawl and preserving open space, agricultural lands, wildlife habitat, and water resources.

Recommendation No. 2

Plan public infrastructure corridors for efficient delivery and long-term management of streets, water, sewer, stormwater, and active transportation facilities.

- **COMMUNITY PLAN THEME 3 | A CITY BOLSTERED BY DOWNTOWN AND COMPLEMENTARY DISTRICTS**
  - **Goal DCD-2:** Encourage growth throughout the City, while enhancing the pattern of community development oriented on centers of employment and activity. Support an increase in development intensity within developed areas.
    - ***DCD-2.1*** Coordinate infrastructure development, land use development, and other City actions and priorities through community planning.
    - ***DCD-2.6*** Evaluate and pursue joint mitigation of development impacts across multiple developments.
- **COMMUNITY PLAN THEME 5 | A CITY THAT PRIORITIZES ACCESSIBILITY AND MOBILITY CHOICES**
  - **Goal M-1:** Ensure multimodal accessibility.
    - ***M-1.1*** Prioritize mixed-use land use patterns. Encourage and enable the development of housing, jobs, and services in close proximity to one another.
- **COMMUNITY PLAN THEME 7 | A CITY ENGAGED IN REGIONAL COORDINATION**
  - **Goal RC-3:** Collaborate with Gallatin County regarding annexation and development patterns adjacent to the City to provide certainty for landowners and taxpayers.
    - ***RC-3.1*** Work with Gallatin County to create compact, contiguous development and infill to achieve an efficient use of land and infrastructure, reducing sprawl and preserving open space, agricultural lands, wildlife habitat, and water resources.

Recommendation No. 3

Implement an active transportation network that provides connectivity, efficiency, and safety for non-motorized commuting and recreation.

- **COMMUNITY PLAN THEME 3 | A CITY BOLSTERED BY DOWNTOWN AND COMPLEMENTARY DISTRICTS**
  - Goal DCD-3: Ensure multimodal connectivity within the City.
    - DCD-3.1 Expand multimodal accessibility between districts and throughout the City as a means of promoting personal and environmental health, as well as reducing automobile dependency.
- **COMMUNITY PLAN THEME 5 | A CITY THAT PRIORITIZES ACCESSIBILITY AND MOBILITY CHOICES**
  - Goal M-1: Ensure multimodal accessibility.
    - M-1.1 Prioritize mixed-use land use patterns. Encourage and enable the development of housing, jobs, and services in close proximity to one another.
    - M-1.2 Make transportation investment decisions that recognize active transportation modes and transit as a priority.
    - M-1.4 Develop safe, connected, and complementary transportation networks for pedestrians, bicyclists, and users of other personal mobility devices (e-bikes, electric scooters, powered wheelchairs, etc.).
- **COMMUNITY PLAN THEME 7 | A CITY ENGAGED IN REGIONAL COORDINATION**
  - Goal RC-3: Collaborate with Gallatin County regarding annexation and development patterns adjacent to the City to provide certainty for landowners and taxpayers.
    - RC-3.1 Work with Gallatin County to create compact, contiguous development and infill to achieve an efficient use of land and infrastructure, reducing sprawl and preserving open space, agricultural lands, wildlife habitat, and water resources.

Recommendation No. 4

Apply future land uses and zoning that provide a variety of housing near employment, commercial services, and open spaces.

- **COMMUNITY PLAN THEME 3 | A CITY BOLSTERED BY DOWNTOWN AND COMPLEMENTARY DISTRICTS**
  - **Goal DCD-1:** Support urban development within the City.
    - ***DCD-1.9*** Promote mixed-use developments with access to parks, open space, and transit options.
    - ***DCD-1.11*** Pursue annexations consistent with the future land use map and adopted facility plans for development at urban intensity.
  - **Goal DCD-2:** Encourage growth throughout the City, while enhancing the pattern of community development oriented on centers of employment and activity.
    - ***DCD-2.5*** Identify and zone appropriate locations for neighborhood-scale commercial development.
- **COMMUNITY PLAN THEME 5 | A CITY THAT PRIORITIZES ACCESSIBILITY AND MOBILITY CHOICES**
  - **Goal M-1:** Ensure multimodal accessibility.
    - ***M-1.1*** Prioritize mixed-use land use patterns. Encourage and enable the development of housing, jobs, and services in close proximity to one another.
- **COMMUNITY PLAN THEME 6 | A CITY POWERED BY ITS CREATIVE, INNOVATIVE, AND ENTREPRENEURIAL ECONOMY**
  - **Goal EE-1:** Promote the continued development of Bozeman as an innovative and thriving economic center.
    - ***EE-1.3*** Continue to facilitate live/work opportunities as a way to support small, local businesses in all zoning districts.
  - **Goal EE-2:** Survey and revise land use planning and regulations to promote and support economic diversification efforts.
    - ***EE-2.1*** Ensure the future land use map contains adequate areas of land for anticipated diverse users.

Recommendation No. 5

Continue to engage in cooperative planning and coordination with neighboring jurisdictions and governing agencies.

- **COMMUNITY PLAN THEME 7 | A CITY ENGAGED IN REGIONAL COORDINATION**
  - **Goal RC-1:** Improve communication and coordination with Gallatin County, the City of Belgrade, public schools, and other regional public entities regarding community planning and associated matters.
    - ***RC-1.2*** Coordinate planning activities to promote consistency throughout the region for parks, transportation, bus service, and other community infrastructure.
  - **Goal RC-3:** Collaborate with Gallatin County regarding annexation and development patterns adjacent to the City to provide certainty for landowners and taxpayers.
    - ***RC-3.1*** Work with Gallatin County to create compact, contiguous development and infill to achieve an efficient use of land and infrastructure, reducing sprawl and preserving open space, agricultural lands, wildlife habitat, and water resources.

5

Implementation

Implementation

Numerous factors will guide and impact when and how the Northwest Bozeman Area Plan vision may be realized. Formal adoption of the Area Plan does not obligate the City of Bozeman to implement the public improvements referenced or recommended in the plan. Likewise, the Area Plan does not stipulate when or if private property owners develop their land. Every property owner within the Area Plan boundary (and beyond) retains the right to decide whether, when, and how they pursue annexation into the City and subsequent development.

Beyond recognizing the intended future land uses, the Area Plan does not project more detailed development patterns, specific development types, or estimated potential densities. Specific development scenarios will be determined in the future and as stipulated by the City's land planning processes and development regulations. The applicable regulations and standards are primarily established in the Bozeman Unified Development Code (UDC). The UDC prescribes minimum dwelling units per acre for each residential zoning designation. Both the residential and commercial zoning designations regulate building scale and mass with specific standards for property line setbacks, lot area coverage, and maximum building heights. The UDC also mandates minimum amounts of open space and parkland for residential developments in addition to required amounts of pedestrian-oriented open space for commercial developments. The City has invested considerable time and resources updating these land use and development policies to accomplish the vision and goals of the Community Plan, and thus the UDC is a regulatory reflection of the community's shared values.

> *Regulations can do many things to ensure adequate physical facilities and a visually appealing and functional development of sites. They provide a framework within which people may pursue dreams of their own homes and businesses. For all they can accomplish, there are some things they cannot do. They do not prevent change or guarantee that change will happen in the way any particular person prefers.*
>
> **-Bozeman Community Plan**

Implementation of the Area Plan will take years if not decades to materialize. The evolution of the area northwest of Bozeman will be dependent on continued community participation, building upon existing partnerships, and establishing new collaborative relationships to address the challenges and realize the opportunities outlined below.

Challenges & Constraints

City planning documents, land use policies, and development regulations govern how growth can occur, but other challenges and constraints also influence property development. As Gallatin County's growth policy, Envision Gallatin, notes the area northwest of Bozeman has development constraints including natural resource value, some steep slopes, and a lack of public services. The ability to accommodate growth with public and community services will play a pivotal role in the future of the Northwest Bozeman Area Plan geography.

Natural Resources

As clearly documented, the Area Plan geography contains a significant number and acreage of natural resources. Watercourses, wetlands, riparian areas, and stands of mature trees present numerous challenges to the alignment of public infrastructure corridors and private development. Climate change is impacting historic patterns of precipitation and warming seasonal temperatures that are impacting hydrology. Another set of challenges are regulatory as local, state, and federal rules govern if, how, and to what extent wetlands and creeks can be impacted by development. Jurisdictions governing wetland and stream impacts include United States Army Corps of Engineers, Federal Emergency Management Agency, Montana Fish, Wildlife & Parks Department, Gallatin County, Gallatin Conservation District, and the City of Bozeman. Considering the shared common values that communities place on natural resources, they also present numerous opportunities.

It is important to note the distinction between the different types of surface waters. Watercourses are the primary type of surface water in the Area Plan boundary and generally refer to any naturally occurring seeps, springs, and creeks that flow continuously or intermittently. Ponds and lakes are another type of surface water. The water held within irrigation ditches is also a type of surface water as it is exposed to the atmosphere, but ditches and canals are not considered watercourses.

Irrigation Infrastructure

Human-made, privately owned irrigation ditches covey a significant amount of water to, from, and through the Area Plan geography. In essence, irrigation ditches are agricultural water user infrastructure that is strictly governed by water rights and state law. The long-standing irrigation regulatory system protects non-interference with water flows and allows property easements for ditch access and maintenance. State laws ensure ditch operations (MCA Title 70 Chapter 17) and provide important safety and flooding protections (MCA Title 85 Chapter 7). State law also allows irrigation infrastructure to be relocated, or even abandoned, in certain situations.

The Association of Gallatin Agricultural Irrigators represents over 30 ditch companies with infrastructure that crisscross the Gallatin Valley. The Association leads numerous important initiative including but not limited to protecting historically decreed water rights at the State and local level; engaging with the County and surrounding communities to support water resource planning; partnering with the Conservation District and Gallatin Watershed Council on educational resources; and developing tools to help member ditches deal with development pressures and infrastructure improvements.

The primary ditches related to the Area Plan geography include Farmer's Canal, Middle Creek Ditch, Beck Border Ditch, Maynard Border Ditch, Lower Middle Creek Supply Ditch, and West Gallatin Canal. Future public infrastructure and private development must adhere to the applicable laws and secure the required approvals to preserve irrigation facility flows, access, maintenance, and protections.

Irrigation infrastructure across the Gallatin Valley is poorly mapped, some known ditch locations are not accurate while others are missing altogether. The inaccurate irrigation data necessitates detailed site research on a property-by-property basis as part of the development review processes. Fortunately, this challenge is being actively addressed. There is an ongoing effort to utilize the United States Geological Survey 3D Hydrography Program (3DHP) to the improve digital data and mapping accuracy of irrigation infrastructure.

Municipal Water Supply

One of the main challenges associated with growth is the City of Bozeman's water supply needed to service new residential and commercial development. The City proactively manages the current water supply, adds additional supply, and plans to project future water needs. Future water demand and capacity is addressed in the City's Integrated Water Resources Plan (IWRP), which defines water supply for a 50-year plan horizon. The current plan was adopted in 2013 to guide how the City will provide long-term water supply. The City began updating the Integrated Water Resources Plan in 2026 to outline alternatives to improve Bozeman's water supply resiliency and ensure an adequate supply for the future.

Public Utilities

Currently most of the plan area is not served by municipal water, sewer, or stormwater facilities which typically are collocated under or adjacent to City streets. Like streets, public utility improvements are constructed either as part of City CIP projects or private development projects. An example of a City public utility CIP project is the proposed Gooch Hill sanitary sewer lift station which was a key factor in initiating the Area Plan. The lift station was identified as an essential public infrastructure improvement and was included in the City CIP which allocated funding for design and construction over several years.

Transportation Network

The biggest mobility challenge associated with the Area Plan is the lack of a connected transportation network across this part of Gallatin Valley. Growth northwest of Bozeman will require a tremendous investment in designing and constructing a multi-modal system of streets, shared use paths, and natural trails. These improvements and costs will be shared between the City's Capital Improvements Plan (CIP) process and private development. The CIP identifies high-priority public infrastructure projects to be funded with municipal dollars over a rolling five-year period. Private development projects are required to design and construct public infrastructure immediately adjacent to the associated property which accounts for the majority of new public improvements.

The Area Plan does not consider future interchanges being added to the Interstate 90 corridor. An additional interchange between North 19th Avenue (I-90 Exit 305) and Airway Boulevard (I-90 Exit 299) would have significant implications for the transportation system and directly impact the planning area.

Considering the inherent constraints of land use planning at the scale of 3,000 acres, the Area Plan generally identifies potential transportation network alignments. Exact alignments and classifications will be analyzed as part of the 2027 Bozeman Transportation Master Plan.

Community Services

Another important element that does not currently exist within the plan area is essential public and private community services. Public services typically include those provided by fire and police departments. Currently Gallatin Sherrif's Department provides law enforcement for the plan area outside the City limits. Likewise, fire protection services are provided by Hyalite and Central Valley Fire Districts. But as property is annexed into Bozeman the City Police and Fire Departments will need to extend their services to the northwest. Bozeman School District engages in long-term planning for future schools that may be needed as the community grows to the northwest. Typically parks and open spaces arerequired to be provided as part of private development projects, but the City Parks and Recreation Department services will subsequently need to be provided. A host of private community assets like health care and social services usually are introduced after a significant amount of development occurs in a new area.

Opportunities

The Northwest Bozeman Area Plan poses important opportunities that, if acted upon, would benefit the entire Gallatin Valley. The fact that the plan area is mostly undeveloped creates the opportunity to proactively craft a thoughtful plan and intentionally implement a purposeful vision. The very purpose of planning is to learn from and build upon the past to enable a better future. As suggested above, the plan's inherent challenges also pose exciting opportunities.

Natural Resources

The Area Plan focuses on the importance, and therefore the opportunity, to preserve and enhance the diversity of natural resources. Perhaps most significant are opportunities to enhance the intrinsic ecological function of the creeks, wetlands, riparian areas, and stands of mature trees within the planning boundary. There are few places that have the concentration and volume of these natural resources to utilize them on a scale to benefit the environment and the adjacent communities.

As highlighted in Chapter 3, the unique opportunities include stream restoration projects, establishing a wetland mitigation bank, and creating a regional stormwater management park. These visionary projects will require leveraging partnerships at every level from ideation to design to implementation. Fortunately, there are amazing potential community partners including Gallatin County, City of Belgrade, City of Bozeman, Montana State University, Gallatin Watershed Collaborative, Sacagawea Audubon Society, property owners, private developers, and philanthropists.

Cultural Heritage

The land considered in the Area Plan has a rich cultural history that should be acknowledged as growth in the area continues. Indigenous peoples shared the natural resources and wildlife of the Gallatin Valley for millennia prior to the Lewis and Clark expedition. Over the last two centuries the local cultural heritage has been shaped by pioneer settlements, western-style agriculture, the northern transcontinental railroad, and subsequent development of cities. As land in this area is annexed and developed, additional analysis of cultural and historic resources should be conducted to identify significant locations and structures.

Mandeville Creek Restoration Project

"The Mandeville Creek restoration project used low-tech, process-based structures to increase stream function, water quality, and water quantity. The project has reconnected the stream to its floodplain, developed healthier riparian and wetland habitats and increased groundwater retention."

Sacajawea Wetland Mitigation Bank

"The Sacajawea Audubon Society (SAS) is moving forward to establish a Wetland Mitigation Bank at the Indreland Audubon Wetland Preserve. Our intent is to provide a local wetland mitigation option to help offset wetland impacts."

Shiloh Conservation Area Regional Stormwater Facility

"Stormwater runoff is a significant source of water pollution on Billings west end as it transitions from agriculture to residential and commercial development. The 66-acre facility provides stormwater treatment and flood control for approximately 35 square miles."

A Method for Siting A Wetland Mitigation Bank in Gallatin Valley

A 2024 Montana State University Land Resources and Environmental Sciences Capstone project identified several potential wetland mitigation bank locations in the lower Gallatin Valley. The project utilized a GIS-based prioritization tool to analyze surface water, hydric soil, land use, and land cover data to determine highly suitable sites.

Transportation Network

The Area Plan provides an opportunity to align future street corridors and corresponding utilities in a way that not only provides efficient delivery of public services but also minimizes impacts to watercourses, wetlands, riparian areas, and stands of mature trees. This approach has become more prevalent over the last decade, and the plan area offers a chance to further prioritize low-impact public infrastructure design and construction.

It is important to recognize that minimizing natural resource impacts necessitates some tradeoffs in terms of efficiency and convenience. For instance, not fully connecting Oak Street, Gooch Hill Road, or Cattail Streets will disrupt the traditional transportation grid, but the protection of the corresponding natural resources justifies the compromise. The 2027 Bozeman Transportation Master Plan will analyze the proposed street alignments in much greater detail regarding connectivity and classification type.

Another opportunity to improve the safety of the transportation network is to strategically incorporate traffic calming measures along new and improved roads. The Institute of Transportation Engineers define traffic calming as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users". Traffic calming measures will be considered in the future during the infrastructure design process for each section of roadway.

Active Transportation

There may be an opportunity to span any street grid gaps with shared use paths or trails, especially if it is necessary to connect public utilities across sensitive areas. Active transportation facilities could be co-located with utility corridors which would provide bike and pedestrian connectivity with considerably less impact than a street.

There is a tremendous opportunity to implement a safe and well-connected active transportation network across the plan area. Dedicated bike and pedestrian facilities have become an integral part of the multimodal transportation system over the last fifteen years. Now more than ever shared use paths and natural trails are highly valued by the community and required essential infrastructure as the Gallatin Valley continues to grow. If possible, new shared use paths and trails should be completely disassociated from street corridors to create a safer, more enjoyable user experience. The Area Plan reinforces the active transportation network envisioned in the adopted 2023 Bozeman PRAT Plan. With the continued partnerships between the City of Bozeman, Gallatin County, Montana Department of Transportation, and the Gallatin Valley Land Trust this vision can become a reality.

Future Land Use

Building upon the future land uses established in the Bozeman Community Plan, the Area Plan has taken the opportunity to refine the locations of the mixed-use designations northwest of the city limits. The intent is to thoughtfully identify places suitable for gentle increases in density and mixed commercial and residential uses. The Area Plan proposes higher densities of mixed use and commercial development to be concentrated along major roadways and intersections. This allows higher intensities of use to be facilitated by higher-capacity public infrastructure. Correspondingly, the Area Plan recommends a variety of housing to be thoughtfully developed adjacent to and within walking distance of natural resource areas.

There are multiple benefits of this future land use approach including proximity between residential areas and everyday commercial services; diverse and vibrant mixed-use districts that offer live-work-play opportunities; safe multimodal connectivity between various areas and services; and reasonable concentration of development to reduce natural resource impacts.

Planning Process

The City of Bozeman has a variety of planning documents that work in conjunction to guide the growth of the community. The 2018 Bozeman Strategic Plan envisioned a “well planned city” that engages in “high-quality planning, ranging from building design to neighborhood layouts, while pursuing urban approaches to issues such as multimodal transportation, infill, density, connected trails and parks, and walkable neighborhoods”. Several local and regional plans influence and relate to one another while guidelines, policies, and regulations govern future growth.

Land Use Planning

Private land development involves a series of sequential planning processes. Each step described below has a finer scope and more detailed design requirements than the previous one. Several of the development entitlement processes provide additional opportunities for public engagement.

1. Area Plans apply the goals and objectives of the Community Plan to a more specific geography.
2. Annexation formally incorporates private property into the City limits subjecting it to Bozeman’s regulations and providing access to municipal services.
3. Master Site Plans are often required for large developments. A Master Site Plan outlines the phased development of a particular property.
4. Subdivision allows for private property to be divided into smaller parcels which can be individually sold or developed.
5. Site Plans are required for each development project and for each phase of an approved Master Site Plan.
6. Public Infrastructure Plan is required to design, improve, and construct new public streets, water mains, sewer mains, and stormwater management systems.
7. Building Permit is required to construct each building or component of an approved Site Plan.

Related Plans

A wide variety of local and regional planning documents are germane to the Northwest Bozeman Area Plan. They most notably include the 2025 Bozeman Community Plan, 2023 Parks, Recreation, and Active Transportation Plan, and 2017 Bozeman Transportation Master Plan. Likewise, some Gallatin County and regional plans have influenced this Area Plan including the 2020 Triangle Community Plan, 2021 Triangle Trails Plan, and 2023 Gallatin Valley Sensitive Lands Plan. A complete list of related and referenced plans is in Appendix A

Next Steps

The Northwest Bozeman Area Plan was created to conform with the Montana Land Use and Planning Act per Montana Code Annotated Title 76 Chapter 25 Part 2 which stipulates that it may be adopted as an amendment to the Bozeman Community Plan. If adopted, the Area Plan will conform to the implementation requirements stipulated by the Montana Land Use and Planning Act as set forth in Chapter 4 of the Bozeman Community Plan. Subsequently the Community Plan and any area plans must be reviewed every five years to determine whether an update should be completed. Future updates can modify any aspect of the Area Plan including but not limited to, the plan boundary, planning objectives, framework elements, and recommendations. Appendix E outlines the Community Plan amendment process. Compliance with the Montana Land Use Planning Act is documented in Appendix F.

A

Bozeman Planning Context

Community Plan Reference

The context for the Northwest Bozeman Area Plan is informed by other planning documents prepared by local and regional planning organizations. These documents establish broader goals and recommendations related to growth, transportation, parks and open space, and infrastructure. Collectively, they provide context and principles that helped guide the Area Plan.

City of Bozeman

- **Bozeman Urban Forest Management Plan (2016)**
- **Bozeman Community Plan (2025)**
- **Bozeman Stormwater Facilities Plan (2008)**
- **Bozeman Wastewater Facility Plan (2024)**
- **Bozeman Parks, Recreation and Active Transportation Plan (2023)**
- **Bozeman Strategic Plan (2018)**
- **Bozeman Transportation Master Plan (2017)**
- **Bozeman Water Facility Plan (2017)**
- **Bozeman Integrated Water Resources Plan (2013)**

Gallatin County

- **Gallatin County Wildlife and Transportation Assessment (2025)**
- **Envision Gallatin Growth Policy (2026)**
- **Greater Bozeman Area Transportation Master Plan (2007)**
- **Gallatin County Safe Streets for All Plan (2025)**

City of Belgrade

- **Belgrade Growth Policy (2020)**
- **Long Range Transportation Plan (2026)**

Other

- **Gallatin Valley Long Range Transportation Plan (2026 draft)**
- **Gallatin Valley Sensitive Lands Plan (2023)**
- **Greater Triangle Area Transportation Plan (2022)**
- **Triangle Trails Plan (2021)**
- **Triangle Community Plan (2020)**

B

Future Land Use Suitability Analysis

Northwest Bozeman Area Plan

Suitability Analysis

To model future development, the consultant team undertook a GIS suitability analysis to determine where within the study area development is likely to occur and where higher intensities are appropriate. This type of analysis is one of the tools frequently used to determine suitable future land uses at the city and county. Many factors influence where, when and how land is developed, the most influential is access: access to jobs and markets via transportation facilities like roads and trails, and access to services like water and sewer, schools, parks, and other amenities. Land with more access is better suited for more intense development than land with less access and is likely to develop sooner. Areas containing natural resources, such as streams and wetlands, are removed from the analysis as they are not suitable for residential and commercial development. These areas may be developed into parks and open space in a way that compliments or preserves the natural resources. Development is often attracted to areas adjacent to preserved natural resources, such as parks and open space. Therefore, areas adjacent to natural resources are weighed higher than areas further away. To model that suitability, the consultant team analyzed proximity of land within the plan area to fourteen different factors. Each was given a different weight multiplier and distance variable in rough proportion to its influence on development. For example, proximity to a principal arterial is more influential than proximity to an unscheduled City of Bozeman capital improvement project (Figure B.1 Suitability Heat Map Weight Table).

The thirteen factors analyzed are as follows:

1. Wetlands & Regulatory Setbacks
2. Streams & Regulatory Setbacks
3. Principle Arterial (Existing)
4. Minor Arterial (Existing)
5. Collector (Existing)
6. Principle Arterial (Planned)
7. Minor Arterial (Planned)
8. Collector (Planned)
9. Water Mains 12”+ (Existing)
10. Stormwater Mains (Existing)
11. Waste Water Mains (Existing)
12. Water Facility Plan Update 2017
13. Wastewater Collection System Facility Plan Update 2024
14. PRAT Plan

Those proximity factors were added to the ArcGIS suitability model to create a comprehensive heatmap of suitability (Figure B.2 Suitability Heat Map). Lastly, wetland and stream setbacks and slopes at or above 25% were removed as locations for future growth (Figure B.3 Suitability Heat Map with Undevelopable Land Removed). The remaining area was treated as most suitable for future growth for the purpose of considering revisions to the adopted Bozeman Community Plan's Future Land Use Map.

The suitability analysis map shows which areas are more or less suitable for future development based on the factors described above. Areas shaded blue have lower suitability scores and are generally less suitable for dense development. Areas shaded yellow have moderate suitability scores and are generally more suitable for dense development. Areas shaded red have the highest suitability scores and are the most suitable for dense development, including potential mixed-use and commercial development.

		Buffer Rings and Raster Cell Value					
	Suitability Factors	**1**	**2**	**3**	**4**	**5**	**Weight**
	Natural	0.125 mi	0.25 mi	0.375 mi	0.5 mi	>0.5 mi	
1	Wetlands and Regulatory Setbacks	3	2	1	1	1	2
2	Streams and Regulatory Setbacks	2	1	1	1	1	1
	Roadways						
3	Principle Arterial (Ex)	3	2	1	1	1	3
4	Minor Arterial (Ex)	3	2	1	1	1	2
5	Collector (Ex)	3	2	1	1	1	1
6	Principle Arterial (Planned)	3	2	1	1	1	2
7	Minor Arterial (Planned)	3	2	1	1	1	1.5
8	Collector (Planned)	3	2	1	1	1	1
	Water Facilities						
9	Water Mains 12"+ (Existing)	3	2	1	1	1	3
10	Storm Water Main (Existing)	3	2	1	1	1	1
11	Waste Water Main (Existing)	3	2	1	1	1	1
12	Water Facility Plan Update 2017	3	2	1	1	1	1
13	Wastewater Collection System Facility Plan Update 2024	3	2	1	1	1	1
	Rec Amenities						
14	PRAT Plan	3	2	1	1	1	1

Subtract Polygon from Model:

Wetland Setbacks
Streams Setbacks
Irrigation Ditch Setbacks
Slopes (25%)

Figure B.2 Suitability Heat Map

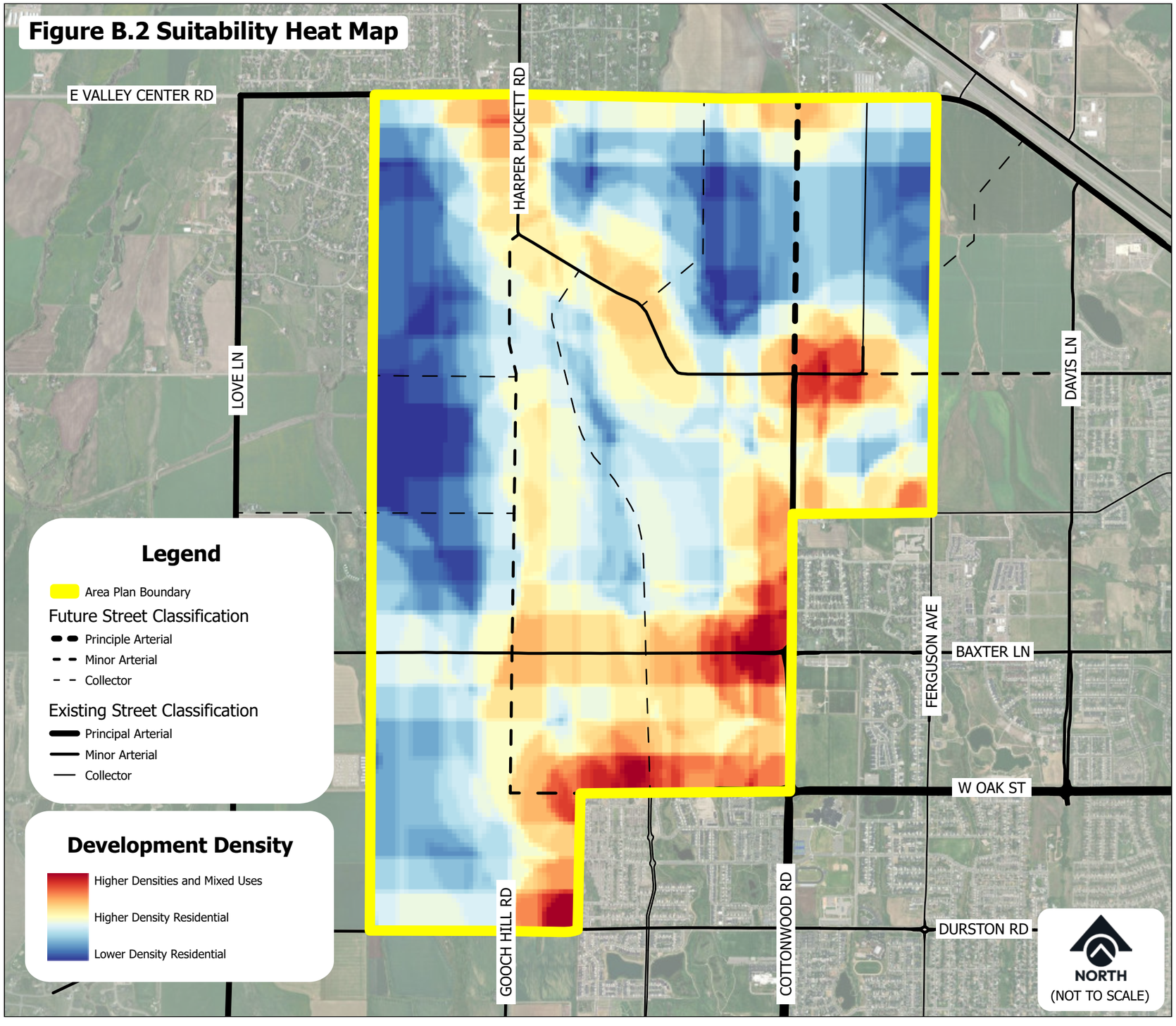
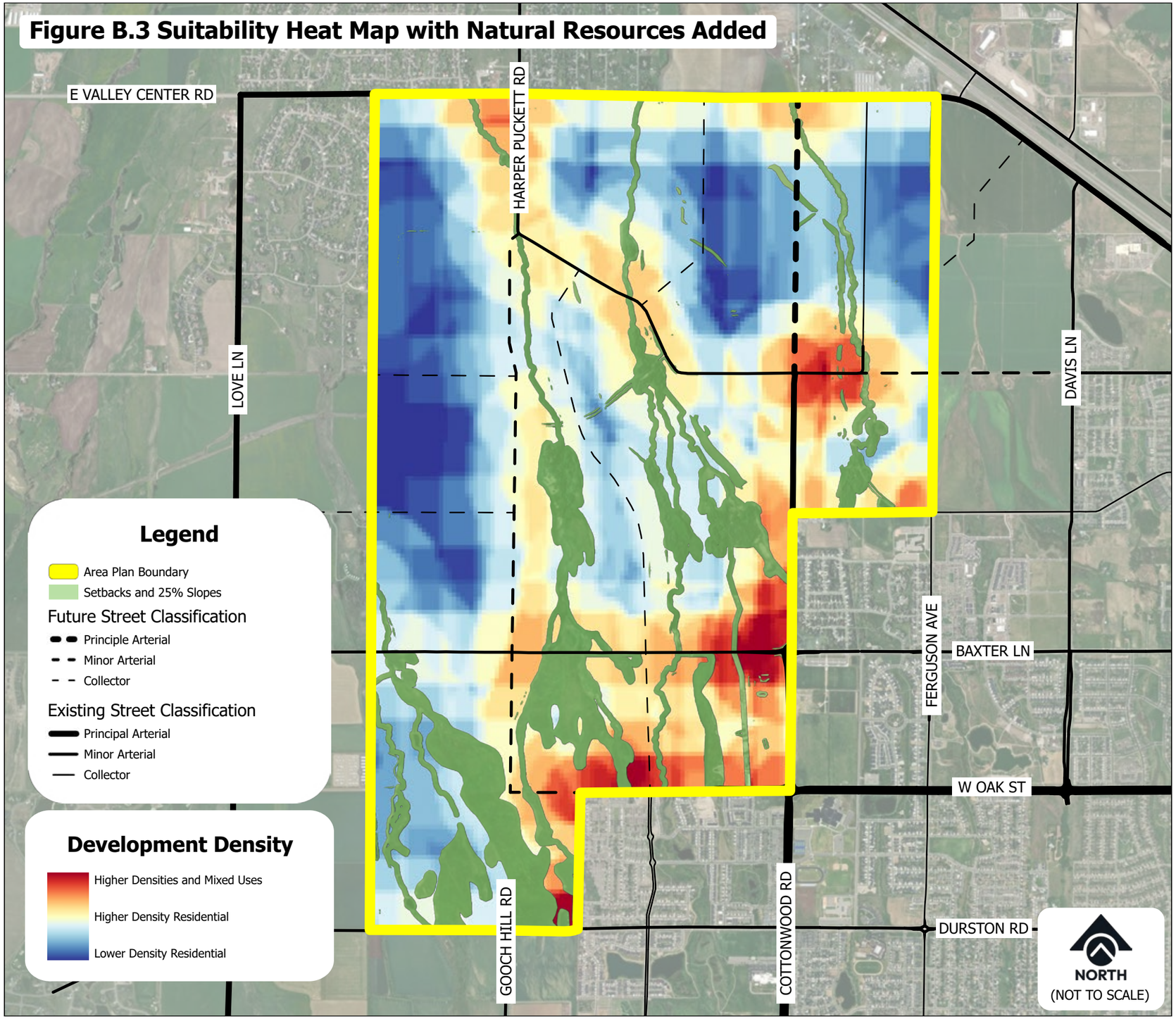


Figure B.3 Suitability Heat Map with Natural Resources Added



C

Community Engagement Materials

Community Engagement Materials

As outlined in Chapter 1, the community engagement process for the Northwest Bozeman Area Plan gave community members, stakeholders, organizations, and city officials a chance to share their perspective on the goals and content of the plan. Engagement activities such as public open houses, pop- up events, stakeholder meetings, and online based feedback using the Engage Bozeman platform allowed comprehensive feedback from multiple sources. This process informed the Area Plan and gave a deeper understanding to the principles guiding it.

The following documents and link provide additional detail about the public comment received:

1. A matrix of the first draft plan comments received from the public, City citizen advisory boards, and City Commission which indicates revision made to the final draft plan.

2. A summary of the public comments received during the initial community engagement with numerous stakeholder groups and three public events.

3. A spreadsheet of all the public comments submitted on the Engage Bozeman project webpage

4. A repository of all the public comment submitted to the City of Bozeman can be found here

Northwest Bozeman Area Plan (including Harper Puckett)

NORTHWEST BOZEMAN AREA PLAN

Draft Plan Revision Matrix

A compilation of requested Draft Plan revisions from recurring public comment, City and County Boards, and the City Commission

No.	Topic	Source	Comment	Action	Chapter	Page No.
1	Public Infrastructure	Public, Commission	Remove southern Gooch Hill jog adjacent to Laurel Glen subdivision	None. Classification of streets is an important function of the transportation master plan. This evaluation will be done and classifications may change as part of the transportation master plan update which will be completed in 2027	NA	NA
2	Public Infrastructure	Public	Reclassify Hidden Valley (EVC to Catamount) to a local street because through existing neighborhood and flanked by other collector and arterial	None. This proposed alignment will be evaluated as part of the transportation master plan update which will be completed in 2027	NA	NA
3	Public Infrastructure	Com Dev	Acknowledge potential future I-90 interchange/s north of project boundary	Added narrative in Challenges-Transportation section of Chapter 5	5	47
4	Public Infrastructure	Commission	Mention traffic calming design elements to address traffic/speed on future roads	Added narrative in Opportunities-Transportation section of Chapter 5	5	49
5	Active Transportation	Public, Transportation, Sustainability, Commission	Highlight future SUPs along existing county roads (Durston, Baxter, Harper Puckett, Cottonwood)	Added line work to framework maps and added narrative in Opportunities-Active Transportation section of Chapter 5	3, 5	31, 49
6	Active Transportation	Transportation, Sustainability, Commission	Identify the potential for E-W SUP in place of roads (Cattail alignment) with or w/o underground utility installation	Added line work to framework maps and added narrative in Opportunities-Active Transportation section of Chapter 5	3, 6	31, 49
7	Active Transportation	Commission	Articulate the vision to include bike/ped facilities that are complete dissassociated from streets/ROW	Added narrative in Opportunities-Active Transportation section of Chapter 5	5	31, 49
8	Natural Resources	Public, BTC, Sustainability, Commission	Acknowledge stands of mature trees as an included natural resource to avoid or minimize impacts throughout the document	Added narrative in Opportunities-Natural Resources section of Chapter 5	5	47
9	Natural Resources	Public, BTC, Sustainability, Commission	Map stands of mature trees as an important natural resource	Added line work to framework maps	3	27
10	Natural Resources	Commission	Explicitly address the need to balance natural resource protection with development, sprawl, affordability, and provision of municipal services	Added narrative in Propsed Future Land Use with Natural Resources section of Chapter 3	3	36
11	Natural Resources	Commission	Reference 38.410.010 "preserve natural resources to greatest extent possible"	Added narrative in Propsed Future Land Use with Natural Resources section of Chapter 3	3	36
12	Natural Resources	Comm. Sweeney	Show County setback distances on Natural Resources Framework Map for reference compared to City setback distances	None. This was not a commission majority direction. The City Commission had a policy discussion during the UDC revision process in 2025 and 2026 which resulted in no change from the current setback standards.	NA	NA
13	Natural Resources	Comm. Bode	Include statement that expanded setbacks is not a NBAP issue but a larger City-wide policy discussion	None. The City Commission had a policy discussion during the UDC revision process in 2025 and 2026 which resulted in no change from the current setback standards.	NA	NA
14	Natural Resources	Public, GWC, Commission	Clearly differentiate irrigation infrastructure from natural water courses and incorporate some key language recommended by Open Channels Working Group and ditch companies	Differentiated line work in framework maps and added narrative in Framework-Natural Resources section of Chapter 3 and Challenges-Natural Resources section of Chapter 5	3, 5	26, 46
15	Natural Resources	GWC, Commission	Acknowledge passive groundwater recharge from irrigation ditches	Added narrative to the Natural Resources section of the Framework Elements in Chapter 3	3	26
16	Natural Resources	Commission	Show County mapped aquifer recharge area on Natural Resources Framework Map	None. Aquifer recharge is not considered within the 2025 Bozeman Community Plan.	NA	NA
17	Natural Resources	Commission	Recognize high quality agricultural land/soils in plan area	Added narrative to the Proposed Future Land Use section in Chapter 3	3	34
18	Future Land Use	Commission	Acknowledge cultural significance of the area (indigenous people, agriculture, irrigation infrastructure) and stress importance of analysis in future planning/dev review	Added narrative in Opportunities-Cultural Resources section of Chapter 5	5	48
19	Future Land Use	Commission	Remove the REMU FLU that is proposed west of Oak terminus	Revised Proposed Future Land Use Maps in Chapter 3	3	35, 37
20	Future Land Use	Public	Move mixed use nodes to one quadrant of a major intersection rather than being entered on the intersection to create more walkable mixed use nodes.	Revised Proposed Future Land Use Maps in Chapter 3	3	35, 37

NOTE: "Commission" indicates more than one Commissioner seemed to support this revision

NORTHWEST BOZEMAN AREA PLAN

PUBLIC COMMENTS SUBMITTED ON ENGAGE BOZEMAN PROJECT WEBPAGE

Northwest Bozeman Area Plan | Engage Bozeman

Commentor Name	Date Received	Comment
Michael Sweeney	7/7/2026	Hello Diane, my name is Michael Sweeney. I live at 413 Stubbs Ln. within the proposed development area a couple issues that I would like to prescribe are 1) a green space in my development. The valley center subdivision was recently surveyed to allow for a road that cuts through our subdivision to access a development area east of us between Stubbs Lane and Davis. If people using hidden Valley coming off of Baxter are headed for that development area. They will be inclined if allowed to cut through our subdivision and would create serious traffic issues I would ask that that portion of the green space possibly slated for a road, not be approved. 2) as to the type of development in the overall area, high density residential in the form of single family unit homes and smaller apartment complexes would best maintain the suburban/rural character of the area. Please consider these issues as I am a long time Bozeman resident that would like to see the character of our community retained. Thank you.
Comments received during DRAFT Plan Review		
Karl N.	10/13/2026	The PDF link above only showed the left page, even #s and not the right page so most of the graphics to me were not there. Pretty tough to learn anything.
		RESPONSE 10/13/26--Thank you for taking the time to review the draft plan and share your comments. We want to make sure you can see all of the graphics and maps, which are an important part of the plan. If your PDF viewer is showing only one page at a time, switching to a two-page or side-by-side view in your viewer's display settings may help. In the meantime, we will gladly email you a copy of the PDF directly.
Jody B.	10/14/2026	Is there a calculation in this plan involving water usage versus water resources? It seems to me that Bozeman is already up against the wall when it comes to water resources. Where do you expect to pickup the additional needs for this 3000 acre build out? What are the projected water needs? To say that any deficit in water needs will be picked up through irrigation forfeitures , conservation or new wells is all well and good but what is that deficit based on current resources?
		RESPONSE 10/19/26--Thank you for raising this important question. The Northwest Bozeman Area Plan provides a framework for future growth and development but does not include a detailed analysis of projected water demand or long-term water supply availability. These questions are addressed through the City's Integrated Water Resources Plan (IWRP), which evaluates water supply needs over a 50-year planning horizon. The City's current plan was adopted in 2013, and an update is underway to reassess future needs and available resources. You can learn more about the IWRP update and access the 2013 plan on the Integrated Water Resources Plan page on Engage Bozeman. We've also placed an FAQ on the right hand side of this page with the links to the IWRP Engage Bozeman webpage and the 2013 plan.
ELM	10/14/2026	**Streets & Utilitie**s - In the plan, I see the proposed "minor arterial" road connecting Harper Puckett to Durston is placed immediately adjacent to the west end of the Laurel Glen neighborhood. This looks to be precisely where Aajker Creek is located. My home sits directly next to this creek, at a "dead end" where Glenwood meets Westgate. I cannot imagine this is the best placement for a north/south connector. Placing a road here will worsen quality of life for all residents along the neighborhood's west boundary. I purchased the property precisely because it was not located on a thru-street and our family would hear/see very little traffic. The area along the creek is currently tranquil and rural, and home to ducks, geese, and other wild birds. A road built so close will increase noise and car pollution, destroy natural habitat, and fundamentally lower my property's value. If a road must be placed to connect Durston to Oak/Valley Center, I strongly suggest routing along the Area Plan's westernmost boundary. **Active Transportation/Natural Resources** - Related to my above comment, I'd love to see the area around Aajker Creek (up to Durston) preserved for habitat and natural trails. This area is ideal for open space and a wetland preserve. Building an arterial road here would cost us this opportunity.
Maddie	10/23/2026	I find the sheer amount of acreage zoned for development to be staggering. I pulled the following acreage from the City of Bozeman's zoning GIS data. Residential Low accounts for 20.5% of the city, and Public Lands and Institutions comes in second at 19.5% of the city. This plan accounts for a substantial increase in acreage to the city of Bozeman. The 3,000 acres included in this area plan would increase the city from roughly 15,000 acres to 18,000. That is a 20% increase in size. If the plan is to reflect the current land uses in Bozeman, I would want to see the same percentage of existing Public Lands and Institutions. There are currently no public institutions included in the proposed area plan. I find the commitment to development equally astonishing. The area now is primarily farmlands, and I've seen deer practically every time I've driven Harper Puckett Rd. Ag land cannot compete with developers. Zoning this area as urban puts more pressure on an industry that is already difficult to sustain. Montana is Big Sky Country, and this plan feels as though it's eroding that character and paying absolutely no homage to what makes Bozeman the wonderful place it is.

John E. Edwards	10/27/2026	I assume there is no fixed schedule for construction of the Gooch Hill Lift Station. In the period before Gooch Hill is built, how will private development projects be reviewed by the county health department for the use of onsite septic systems for sewage treatment at both single family home lots and multihome subdivisions? Will we end up with a bunch of onsite subsurface sewage disposal systems that have to later be disconnected and the houses/subdivisions hooked up to the new public sewer system? Is there a plan for funding the cost of the new hookups to sewer from homes/subdivisions formerly on septic? Is there a vision for funding the sewer lines that lead to the new Gooch Hill lift station?
		RESPONSE 11/13/26--The lift station is currently scheduled for construction in the Capital Improvement Plan for 2029. However, construction is dependent on several other factors that could impact that date. One highly important factor is the funding is dependent on contributions from private projects that need the new sewer lift station. If that private funding is delayed, the lift station construction will be delayed. Gallatin County has regulations that govern if, where, and how septic systems can be constructed for residential development (https://www.healthygallatin.org/wp-content/uploads/2025/04/Final_HealthCodeChapter3_Amended_05232025.pdf). Please contact Gallatin County regarding how the County approaches development within the City's Growth Plan Boundary. Generally, it is failed septic systems that drive connection to the City sanitary sewer system. If a sanitary sewer main is adjacent to a building with a failed septic system, that property owner is required to connect to the municipal sewer main at that time. Generally, the Health Department requires that if a property is within 200 feet of a municipal sewer main and a municipal system is available, the owner must connect to that system rather than install a septic tank and drain field. Property owners can apply to the Health Department for a deviation from that requirement. No. When properties in the County are annexed into the City and connected to City water and sewer services, the property owner must cover the associated costs. Per the current capital improvements plan, the gravity sewer mains that will connect to the lift station will be constructed as part of private development projects and paid for by developers.
Holly Hillis	10/28/2026	I urge the City to revise the Northwest Area Plan to prioritize wetland preservation, protect existing neighborhoods, and change the proposed routing of Harper Puckett/Gooch Hill. Most concerning is the current map showing Harper Puckett/Gooch Hill cutting into the Laurel Glen neighborhood rather than continuing in a straight line. This would unnecessarily disrupt the neighborhood, increase traffic impacts, and further burden an area already experiencing speeding, parking shortages, and congestion. At the public comment session at the high school, we saw dozens of comments opposing the specific aspect of this plan, yet the proposed routing remains unchanged. We also attempted to attend the comment session at the farmers market, which was publicly scheduled from 5:00 p.m. until 8:00 p.m., only to find that the booth had closed around 6:00 p.m. These experiences raise serious concerns about whether residents' input is being meaningfully considered. The proposed road alignment also threatens the sensitive wetlands and riparian corridor along Aajker Creek, which borders Laurel Glen. The City should seriously question whether any road through the dense wetlands in the southern planning area is necessary. These wetlands provide essential water-quality, stormwater-management, and wildlife benefits that cannot easily be replaced once destroyed. The Northwest Area Plan identifies natural resource preservation as a priority, yet it does not adequately protect these resources or provide a clear vision for preserving open space. I urge the City to evaluate options such as a wetland conservation area, regional stormwater facility, or public natural area with low-impact recreational opportunities. The City should also prioritize development in areas that are already annexed and surrounded by existing development before sacrificing environmentally sensitive land. Please revise the Northwest Area Plan to keep Harper Puckett/Gooch Hill in a straight line and not cut into a neighborhood between Durston and Oak, protect the Aajker Creek wetlands and riparian corridor from unnecessary road construction and development, and demonstrate that residents' concerns have genuinely influenced the final plan. Once these natural resources are lost, they cannot simply be restored. The City has an opportunity—and a responsibility—to protect them before it is too late.

Kalem Gustafson	11/2/2026	I urge the City to revise the Northwest Area Plan to prioritize wetland preservation, protect existing neighborhoods, and change the proposed routing of Harper Puckett/Gooch Hill. Most concerning is the current map showing Harper Puckett/Gooch Hill cutting into the Laurel Glen neighborhood rather than continuing in a straight line. This would unnecessarily disrupt the neighborhood, increase traffic impacts, and further burden an area already experiencing speeding, parking shortages, and congestion. At the public comment session at the high school, we saw dozens of comments opposing the specific aspect of this plan, yet the proposed routing remains unchanged. We also attempted to attend the comment session at the farmers market, which was publicly scheduled from 5:00 p.m. until 8:00 p.m., only to find that the booth had closed around 6:00 p.m. These experiences raise serious concerns about whether residents' input is being meaningfully considered. The proposed road alignment also threatens the sensitive wetlands and riparian corridor along Aajker Creek, which borders Laurel Glen. The City should seriously question whether any road through the dense wetlands in the southern planning area is necessary. These wetlands provide essential water-quality, stormwater-management, and wildlife benefits that cannot easily be replaced once destroyed. The Northwest Area Plan identifies natural resource preservation as a priority, yet it does not adequately protect these resources or provide a clear vision for preserving open space. I urge the City to evaluate options such as a wetland conservation area, regional stormwater facility, or public natural area with low-impact recreational opportunities. The City should also prioritize development in areas that are already annexed and surrounded by existing development before sacrificing environmentally sensitive land. Please revise the Northwest Area Plan to keep Harper Puckett/Gooch Hill in a straight line and not cut into a neighborhood between Durston and Oak, protect the Aajker Creek wetlands and riparian corridor from unnecessary road construction and development, and demonstrate that residents' concerns have genuinely influenced the final plan. Once these natural resources are lost, they cannot simply be restored. The City has an opportunity—and a responsibility—to protect them before it is too late. We as a community have the opportunity to develop responsibly and incorporate the unique nature that we all love into our community. The greater yellowstone ecosystem is one of the most unique in the world and includes our hometown of Bozeman. Let's set the standard of how to develop responsibly with these natural resources and areas in mind and show the world that we can incorporate them into responsible growth; instead of simply burying them in pipes and pumps under roads and houses.the community is already crying out to unbury Bozeman creek and other natural resources, so let's plan this one right from the start before we lose something valuable that may never be fully restored.

NORTHWEST BOZEMAN AREA PLAN

Initial Community Engagement Summary

OPEN HOUSE COMMENTS & STAKEHOLDER MEETING NOTES



Engagement Overview

This summary brings together public input gathered during the initial community engagement for the Northwest Bozeman Area Plan. Public open house events were held June 30 and July 8, 2026, with 120 total attendees. A pop-up event was held at the Bozeman Farmer's Market on July 14, 2026, with 47 residents engaged. Seven stakeholder meetings were held with representatives from city and county government departments, non-profit organizations, large and small property owners, and private utility companies in June 2026 with 62 total participants.

SESSION	FORMAT / PARTICIPANTS	DATE
Public Open House Events	Sticky-note comments across four topic boards: Natural Resources, Public Infrastructure, Active Transportation, The Framework. 120 total participants.	June 30, 2026 and July 8, 2026
Public Pop-Up Event	Public engagement at Bozeman Farmer's Market. Space constraints limited interaction to verbal conversations. Substantively engaged with 47 residents.	July 14, 2026
Transportation Meeting	Gallatin Valley Metropolitan Planning Organization, Streamline Bus System, Montana Department of Transportation, City of Bozeman, Sanbell. 12 attendees.	Fri, June 5, 2026
Government Meeting	Gallatin County, Bozeman School District, Belgrade School District, City of Belgrade, Central Valley Fire District, City of Bozeman, Sanbell. 9 attendees.	Fri, June 5, 2026
Natural Resources Meeting	Gallatin Valley Land Trust, Bozeman Tree Coalition, Sacajawea Audubon Society, Gallatin Watershed Council, City of Bozeman, Sanbell. 10 attendees.	Fri, June 5, 2026
Large Property Owners (>75 acres)	Individual property owners, Intrinsik Architecture, City of Bozeman, Sanbell. 9 attendees.	Wed, June 10, 2026
Large Property Owners (>75 acres)	Individual property owners, Intrinsik Architecture, Stock Development, City of Bozeman, Sanbell. 13 attendees.	Fri, June 12, 2026
Small Property Owners	HOA/subdivision representatives from 11 neighborhoods, City of Bozeman, Sanbell (note none of the residential invitees attended the meeting)	Fri, June 12, 2026
Utilities Meeting	NorthWestern Energy, Yellowstone Fiber, Farmers Canal Company, Lift Station Design Team/HDR, City of Bozeman, Sanbell. 9 attendees.	Fri, June 5, 2026

What We Heard at the Public Open House Events

Public comments were collected on handwritten sticky notes across four topic boards at the two open house events held on June 30 and July 8, 2026. Between 110 and 120 people attended the events and 43 substantive comments were provided. A pop-up event was also held at the Bozeman Farmer's Market on July 14, 2026. Due to space constraints, no written comments were gathered but 47 citizens constructively engaged with project team members. Below is a summary of the recurring themes.

Natural Resources

The dominant message on this topic was protection of the existing natural resources including to preserve wetlands, old-growth trees, and wildlife corridors. Water supply was a concern among community members. More than one comment questioned where water for new residential units will come from, given existing restrictions.

> *"Create wildlife corridors. Please save the trees!"*
>
> *"Don't piecemeal undeveloped areas between wetlands. Keep them intact for a larger natural area rather than squeeze development on them."*
>
> *"Expand wetland and stream setbacks to 100 - 150 ft."*
>
> *Water is going to become a major issue. Where are you going to get water for all these new residential units? We have restrictions now!"*

Public Infrastructure

A clear majority favored a straighter, more gridded road network: extending Gooch Hill through in a straight line, better connecting Laurel Parkway's two segments, and avoiding dead-ends that would concentrate traffic. But not all comments aligned. In particular, several commenters want Gooch Hill Road to continue through to Durston for better north/south connectivity, while others explicitly oppose that connection to protect wetlands. Specific safety concerns were raised about intersections such as Laurel Parkway/Harper Puckett, Valley Spur Road. And there was a general concern that current street network can't absorb the traffic new development would add.

> *"Gooch Hill should connect to Durston. Only so many chances to connect north/south roads. Mitigate wetland impacts somewhere nearby."*
>
> *"Gooch Hill should not connect to Durston. Need to protect the existing wetlands."*
>
> *"North Laurel Parkway intersection w/ Harper Pucket would be potentially very dangerous due to partially blind corner."*

Active Transportation

Comment themes here included: the proposed trail network is fragmented and doesn't connect to anything useful, north/south shared use paths are not sufficient, and natural surface trails should be routed near streams and wetlands rather than through them. Several comments tied walkability directly to reducing car dependence.

> *"Trails are helpful when they connect to somewhere. Currently it's all broken up and less useful for transportation."*
>
> *"Not nearly enough pathways compared to what already exists in town."*
>
> *"Please keep trees and wetlands areas as much as possible and keep trails close to the trees and water."*

The Framework (Growth, Density & Utilities)

This board presented a compilation of the individual elements. Comments emphasized preserving rural character and low-density housing versus the reality that the area is expected to grow substantially. Multiple comments pressed on whether water and sewer capacity can support that growth, and whether existing wells would be affected. Several asked how the plan relates to the Triangle Plan and whether density would step down near that boundary.

> *"Preserve the rural character. Current low density housing — need to maintain that. Preserve the view shed for existing residences."*
>
> *"How does this fit into the triangle plan?"*
>
> *"Where is additional water for future development going to come from? Existing wells of residences CANNOT be affected!"*

What We Heard from Stakeholders

Seven stakeholder meetings were held over two weeks in June 2026, grouped by common interest including transportation agencies, government/jurisdictional partners, natural resource organizations, large property owners, utilities, and small property owners/HOAs. Below is a summary of those discussions.

Transportation Meeting

Gallatin Metropolitan Planning Organization, Streamline Bus, Montana Department of Transportation, and City of Bozeman staff focused on whether the future road network can support transit and regional traffic.

- This plan intentionally proposes the future arterial and collector network as the backbones of the transportation system.
- Street design will determine transit feasibility — a high-density layout full of cul-de-sacs cannot be served by transit, though code is expected to require transit-supportive buildouts.
- MDT is finalizing functional classification and is conducting an I-90 corridor evaluation that may add access points.
- Key north/south connectivity questions were discussed. Should Gooch Hill, Cottonwood, and Laurel Parkway connect through to Durston or Oak or Babcock? Where should Laurel Parkway terminate, Baxter or Harper Pucket?
- Existing east/west bike and trail connections are relatively strong, but north/south connections via shared use paths are notably weak.

Government Meeting

Gallatin County, the Bozeman and Belgrade school districts, the City of Belgrade, and Central Valley Fire District focused on jurisdictional coordination rather than plan content.

- This plan needs to explicitly account for the Belgrade planning area and Gallatin County jurisdiction, since Belgrade's ETA (extraterritorial area) transitions on July 1 alongside an update to the county's growth policy.
- A new public FAQ is needed clarifying "what this is vs. what this isn't," since a County Gooch Hill neighborhood plan already exists and is unrelated to this planning effort.
- Land use in this area only becomes relevant to the City when a parcel is annexed into Bozeman; the county is separately reforming its own zoning regulations in this area.
- There is a minor overlap with the Belgrade School District boundary just south of Valley Center and east of Love Lane; Belgrade's own Land Use Plan was approved in May, and its Transportation Master Plan is nearly finished.
- No conservation easements currently exist within this planning area.

Natural Resources Meeting

Gallatin Valley Land Trust (GVLT), the Bozeman Tree Coalition, Sacajawea Audubon Society, and the Gallatin Watershed Council joined City sustainability, parks, and floodplain staff for a discussion about natural resources.

- GVLT is not pursuing conservation easements inside the plan boundary, noting that this area isn't a good fit for that tool. They are more interested in trail coordination and implementation of the PRAT (Parks, Recreation, Active Transportation) Plan.
- The plan will reference the Gallatin Valley Sensitive Lands study.
- The wetland/stream setback currently shown on maps is 50 feet. It was suggested that this setback be increased to 100 or 150 feet.
- Formal wetland jurisdictional determinations have not yet been conducted for most of the area's wetlands, but City floodplain staff expect the Army Corps of Engineers will find most of them jurisdictional.
- Sacajawea Audubon's interest extends beyond birds to all wildlife and riparian areas, and specifically to whether the plan will require wetland mitigation.
- The Watershed Council wants to integrate a water-corridor study with a future park plan. They also raised the idea of a regional stormwater facility — the City asked Sanbell to explore feasibility, though City staff were skeptical.
- The county's future land use map shows an aquifer recharge overlay in this area. Protecting recharge zones doesn't preclude building but requires planning and designing development accordingly. A prior MSU study looked at wetland mitigation in the area and concluded this area would be suitable for a new mitigation bank.
- No dedicated future parks are currently identified in the plan area, but the trail network and greenways are expected to be the primary natural amenity.

- The City's GIS watercourse layer doesn't currently include irrigation main lines; the City's separate ditch-system layer will be shared with Sanbell to be included in the revised maps.

Large Property Owners (Session 1 of 2)

Representatives of the 14 property owners over 75 acres, several represented by Intrinsik Architecture, inquired about the planning process and intent.

- This plan is explicitly a high-level refinement of the community plan, not a master development plan, and will not revise the Community Plan boundary.
- The lift station cannot serve the full 3,000 acres and capacity will be first come, first served. The City does not yet have a specific target unit count and is still assessing various capacity models.
- Property owners discussed the central tension that the City wants more density, but neighboring residents want less density. The City noted that the designated future land uses will apply broad-brush density direction, with specific zoning designation to be determined upon annexation.
- It was noted that existing stream/wetland regulations already protect large swaths of the planning area, though no City regulations currently address wildlife corridors.
- The idea of establishing a tax increment financing district (TEDD or URD) was raised as a possible tool for funding the area's considerable infrastructure needs. City staff said it's worth exploring this option given the plan's scale.
- Road alignments shown are preliminary and expected to shift. The upcoming update of the Transportation Master Plan update will further analyze them later.

Large Property Owners (Session 2 of 2)

A second, smaller group of individual property owners met the following week.

- The plan is a high-level guiding document, not regulatory, that will create a general vision. Property owners retain full control over whether, and when, they choose to annex into the City.
- Until annexation most properties in the plan boundary remain within Gallatin County jurisdiction.
- Annexations into the City must be contiguous.
- Maps should reference the Belgrade planning boundary and Gallatin County zoning districts.
- Neither school district has committed to a specific future school sites in the planning area, though staff expect schools and other services will follow significant new development.
- Public involvement going forward will include community open houses, updates on the Engage Bozeman website, a public comment on the draft plan, and review by multiple City boards ahead of a formal adoption process by the City Commission.

Utilities Meeting

NorthWestern Energy, Yellowstone Fiber, Farmers Canal Company, the lift station design team manager from HDR, and City utilities staff met about public and private infrastructure.

- The plan area overlaps the existing Four Corners plan area; that boundary will be added to the maps.
- Lift station capacity depends on land use assumptions which have not been finalized. It is being designed for future capacity expansion.
- No conservation easements have been mapped in this area, consistent with what other meetings reported.
- Yellowstone Fiber network continues to grow and will be extended into the plan area regardless of annexation.
- Farmers Canal Company emphasized preserving irrigation infrastructure; current canal mapping data is outdated and contains naming errors. Farmers Canal representatives offered to review and suggest corrections.
- Water rights tied to parcels typically transfer to the City upon annexation which is a point of concern for the canal company.
- NorthWestern Energy is already looking ahead to future electrical and natural gas substation needs, anticipating that demand will accelerate quickly once development begins.

Small Private Property Owners / HOAs

Representatives from eleven subdivisions and HOAs (Laurel Glen, Boulder Creek, Traditions, NWX, Baxter Meadows, Flanders Mill, Westland Lofts, Cattail Creek, Wylie Creek, Valley Grove, and Valley West/The Lake) were invited to a meeting on June 12, 2026, but none attended.

Common Themes

Read side by side, the public comments and the stakeholder discussions focused on a handful of common issues — sometimes in close agreement and occasionally in direct conflict. One overarching sentiment is proactively creating a vision is better than having no plan at all.

1. **Wetlands & natural resource protection is widely supported.**
2. **Transportation network opinions diverge between maximizing connectivity or protection of natural resources.**
3. **Trail system includes strong east-west connections but lacks good north-south routes.**
4. **Rural vs. urban character and density are sources of stark disagreement.**
5. **Water & sewer capacity and infrastructure were identified as critical path issues.**



D

Community Plan Supporting Data

Community Plan Reference

The 2025 Bozeman Community Plan served as the guiding framework for the Northwest Bozeman Area Plan, establishing citywide development goals, policies, and priorities to inform subsequent planning efforts. Community Plan Appendix B provides a collection of technical reports, studies, and supporting data that helped inform both the Community Plan and the development of the Northwest Bozeman Area Plan.



INFRASTRUCTURE + SUPPORTING DATA

The Montana Land Use Planning Act (the Act), passed in 2023, requires extensive information on existing conditions, expected future conditions, and consideration of impacts of growth. The Act explicitly allows for use of issue plans to address required materials. An issue plan is a document that for all or part of a jurisdiction provides a more detailed or thorough analysis for any component of the land use plan. The City has a long history of developing issue plans for this purpose. Each issue plan considers needs for the future to address future demand for services.

This Appendix identifies required data, organized by the section number in state law addressing that topic. Information for issue plans is presented in tables with titles and links to the issue plans. The City updates multiple plans every year. If you have a question on applicability of data, please contact the City.

Some data is provided by state or federal agencies and links to websites or printed reports are provided. Data is available for different time frames. Sources like the US Census American Community Survey update annually but data is delayed in distribution for up to two years. Other data like the City's GIS viewers are active data that are continually updated to show recent zoning map changes. Information in this Appendix comes from City of Bozeman, state, federal, and other sources.

Rather than sampling the available data for the plan, where reasonable a link to the entire report or resource website has been provided. This allows the reader much greater latitude to explore areas of interest to them. Some basic data is provided in each section to illustrate the scope and applicability of the data to Bozeman. A grouping of maps is provided that address the topics below. Links in the table go to the entire map set. Links in the text point to a specific map. For those interested in the entire data set the documentation and maps are available.

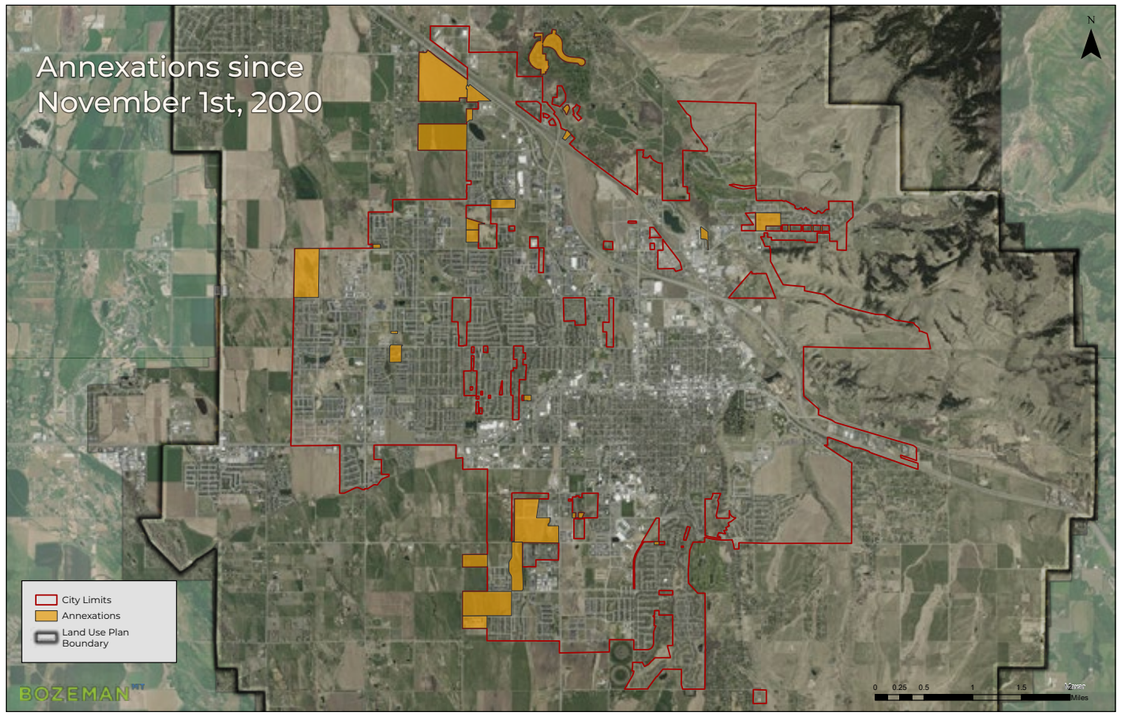
Bozeman only has legal control on land development within its legal borders. The jurisdictional area of this plan is therefore only the city limits. The Planning Area does extend beyond the city boundary but only in an advisory capacity to coordinate internal City of Bozeman functions, with Gallatin County, and landowners. As properties are annexed they are subject to the jurisdiction of this plan.

SECTION 76-25-203 EXISTING CONDITIONS AND POPULATION PROJECTIONS

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
2025-2045 Bozeman Population and Housing Forecast	Adoption by Resolution as part of the land use plan			Link (external PDF)
Bozeman Annual Land Use Inventory and map	No approval process applies	On-going		Link (external PDF) Link (external PDF)
GIS Data – Com. Dev. Viewer & Public Works Viewer	No approval process applies	Ongoing data updates		Link (External website) Link (External website)
Maps	Adoption by Resolution as part of the land use plan			Link (External website)
Non-City materials				
MT Dept of Commerce – Community Profiles	No City approval process applies			Link (external website)
US Census – American Community Survey Income and Poverty	No City approval process applies	On-going		Link (external website)
US Census – American Community Survey	No City approval process applies	On-going		Link (external website)
US Census – American Community Survey – SEC MT	No City approval process applies			Link (external website)
US Census – On The Map, Commuter flow	No City approval process applies	On-going		Link (external website) Link (external PDF)
National Vital Statistics Report	No approval process applies	Ongoing data updates		Link (External PDF)
US Census ACS Birth Trends	No approval process applies	Ongoing data updates		Link (External PDF)
Montana Cadastral	No approval process applies	Ongoing data updates		Link (External website)
MT Dep of Commerce – Residential Physical Condition	No approval process applies	Ongoing data updates		Link (External website)
MSU Quick Facts – All Students	No approval process applies	Ongoing data updates		Link (External website)

Bozeman's planning area is 70.8 square miles and the current municipal area as of Dec 1, 2024, is 22.03 sq. mi. Bozeman has annexed approximately 680 acres on 27 sites since the adoption of the prior land use plan in 2020. This represents roughly a 1% expansion in area per year. Fifteen of those annexations were filling in unincorporated areas surrounded by the City.

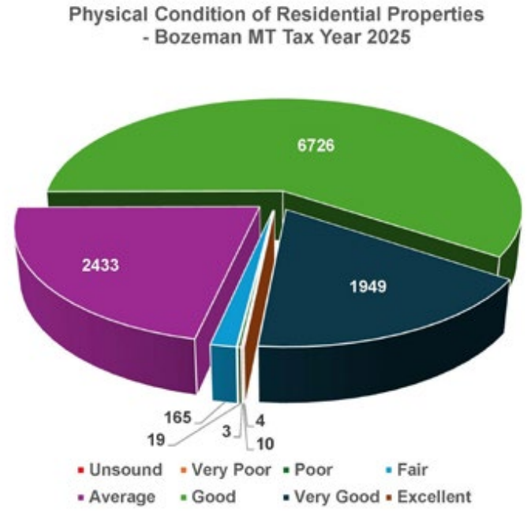
The City area is zoned for 26% employment and services, 5.3% mixed use district, 14.9% public lands, and 49.8% residential uses. All zoning districts allow for a range of uses. See the 2024 land use inventory linked above for greater detail. Bozeman is a relatively recently constructed community with MT Dept. of Revenue (MTDOR) data showing 47% of all structures being less than 30 years old. See the Age of Structures map set for distribution. MTDOR data also shows that the great majority of residential properties are in very good or better condition. This data excludes apartment buildings which are



considered commercial properties.

Trends for population and job characteristics and growth are presented in various documents above. Bozeman has a robust economy and has seen considerable in-migration for several decades. Montana State University has been a significant economic driver, as has a high amenity setting, ready national and international access through Bozeman-Yellowstone International Airport, the growth of remote work, increases in tourism, and being a services hub for southwest Montana.

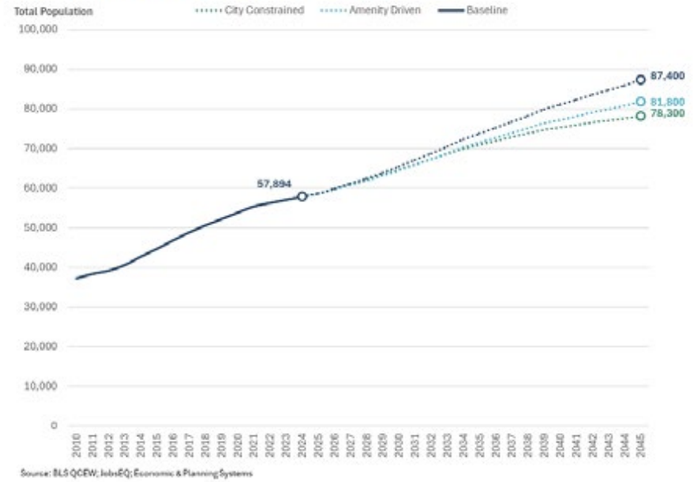
Future population increases, employment, and housing demand are provided in the 2025-2045 Bozeman Population and Housing Forecast linked above and elsewhere in this appendix. The City considers many factors when evaluating future trends and the forecast provides multiple scenarios. It also considers the larger region as the Bozeman economy and housing marking is embedded in the larger community.



2025-2045 Bozeman Population and Housing Forecast

Bozeman's population age composition is substantially impacted by the presence of Montana State University with over 17,000 students. Gallatin County as a whole has seen a decrease in poverty as wages have increased significantly over the past five years. However, cost of housing has increased faster than wages.

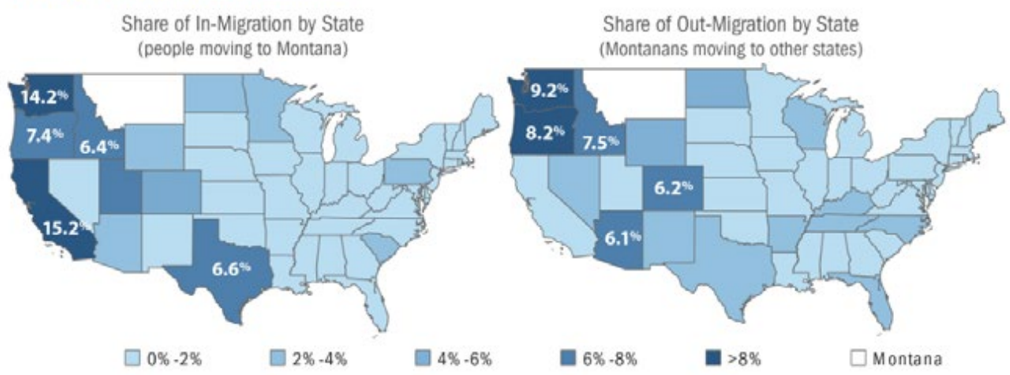
Figure 7. Bozeman Total Population Forecast Summary, 2010-2045



Source: BLS QCEW; JobsEQ; Economic & Planning Systems

Bozeman has experienced significant in-migration over the past several decades. As birthrates have declined most population growth has come from people choosing to move to Bozeman. This trend is expected to continue. A large portion of the enrolled students at Montana State University come from another state and tourism brings many people for the first time who decide to make that trip to Bozeman a permanent thing.

FIGURE 25. MIGRATION FLOWS BY STATE



Source: U.S. Census Bureau. State-to-State Migration Flows: 2023, using 2023 ACS 1-year estimates.

2025 Labor Day Report, MT Department of Labor and Industry

The growth of Bozeman can be seen on historic fire insurance maps. The Sanborn maps were published in cities and towns across the nation in the 19th and 20 centuries. The maps illustrate detailed information about structures, streets, property boundaries, building uses and materials. Local information on historic structures and historic districts is available through the City website and Map 14.

SECTION 76-25-206 HOUSING

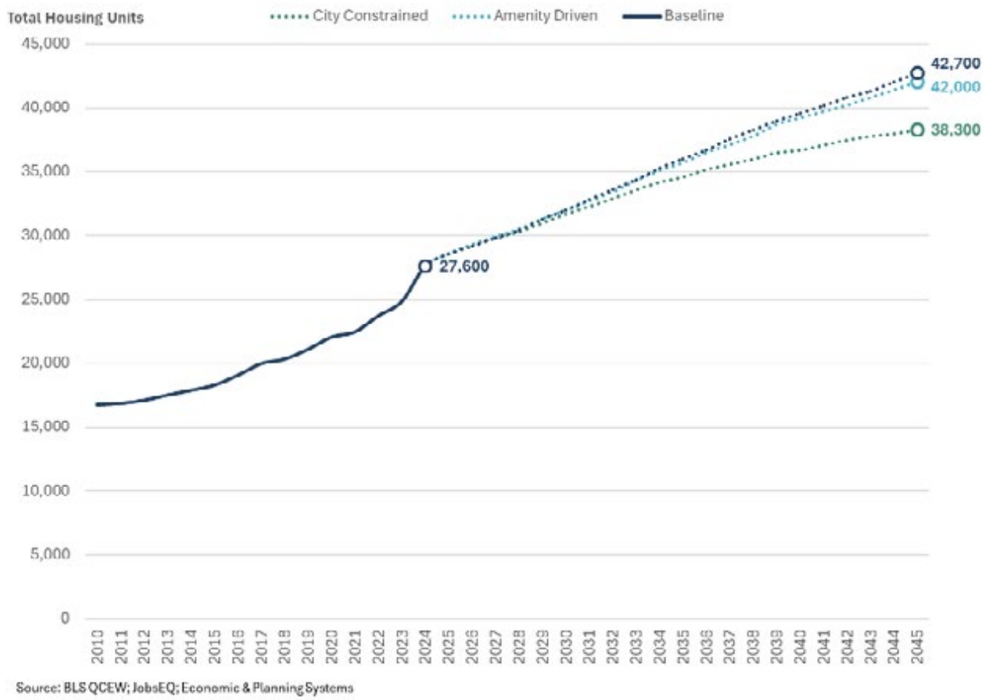
Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
2025-2045 Bozeman Population and Housing Forecast	Adoption by Resolution as part of the land use plan			Link (external PDF)
Community Housing Needs Assessment	Adoption by Resolution	Mar 11, 2019	5024	Link (external PDF)
Community Housing Action Plan	Adoption by Resolution	Apr 20, 2020	5143	Link (external PDF)
Five Year CDBG Consolidated Plan	Adoption by Resolution	July 23, 2024	5604	Link (external PDF)
Bozeman 2024 Q2 Market Report	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman Livable Sq. Ft. Report 2020-2025	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman 2020-2024 Building Data	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman 2024 Building Permit Annual Report	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman Community Housing Map	No approval process applies	Ongoing data updates		Link (external PDF)
Bozeman Building Permit Dashboard	No approval process applies	Ongoing data updates		Link (external PDF)
Maps	Adoption by Resolution as part of the land use plan			Link (external PDF)
Non-City materials				
MT Department of Commerce – Housing website	No City approval process applies			Link (external website)
US Census ACS Housing Trend – Gallatin County	No City approval process applies			Link (external PDF)
One Valley Foundation Regional Housing Report	No City approval process applies			Link (external website)
2025 Gallatin Valley Housing Report	No City approval process applies			Link (external PDF)

Bozeman has seen substantial residential construction over the past five years. The COVID pandemic drove substantial demand for housing and purchase prices escalated over 170%. Data provided above gives historical detail, projections for additional demand in the future, and information on the individual buildings being constructed.

Montana State University is the largest housing demand generator in the valley. It provides a variety of on-campus housing options for both undergraduate and graduate students. The University has constructed several new residential facilities recently as enrolled has significantly increased. The majority of students do not live on campus.

Housing demand and affordability have been an issue discussed in land use plans for the City since 1972. Affordable housing has been particularly concerning due to a consistent mismatch between local wage levels and cost of housing. The City has facilitated construction of additional homes with thoughtful infrastructure planning, review and adjustment of development regulations to match current circumstances, and financial support for price limited homes. The City's tools to support affordable housing are limited by law. The great majority of all price limited housing constructed in the past five

Figure 8. Bozeman Total Housing Units Forecast Summary, 2010-2045



Source: BLS QCEW; JobsEQ; Economic & Planning Systems

years has come through the federal Low Income Housing Tax Credit subsidy. All price limited housing requires substantial subsidization. Bozeman has created regulatory housing incentives, however recent state legislature action has reduced the effectiveness of the City's incentives. The One Valley housing report from 2021 describes some of the challenges. Rapid escalation in housing prices has increased the degree of subsidy needed.

Concern on housing available housing at prices people can support is a national issue. Changing demographics, increasing costs of labor and materials, land availability, and financing all influence both need for and availability of housing. The 2025-2045 Bozeman Population and Housing Forecast provides information on likely housing needs for the future. Bozeman has seen a recent spike on housing construction as a deficiency in basic supply was addressed. Vacancy rates during the COVID pandemic reached essentially zero which is very unhealthy for a housing market and the people who need somewhere to live.

The City has established a community housing program hosted in the Economic Development Department. This program works with price limited housing providers to identify locations and methods and to leverage state and federal incentives like Low Income Housing Tax Credits. Hundreds of homes have been constructed and are in construction now across the community through those programs in the past five years. See the Bozeman Community Housing Map, Housing Action Plan, and Housing Needs Assessment above for more information.

Most structures in Bozeman are quite young. According to MTDOR data, only 21.6% of structures in Bozeman are greater than 50 years of age. The housing stock is also in good condition. The older areas of the community have seen steady reinvestment and renovation of buildings. The good condition and corresponding value increases decreases the likelihood of existing properties being redeveloped as the difference in before and after construction value is less. The scope of this is shown on Map 7. Of the parcels for which data is available almost all have improvements worth more than the value of the land with 3,234 having a 3x improvement value to land value. In many older areas of town the improvement value to land value trends higher as these areas are often seen as desirable.

Map set 6 shows several density analyses evaluating existing development density to potential density. Many areas of the community have fewer homes on site than the zoning would allow. However, given the high value of existing improvements the likelihood of redevelopment is lower. Some areas of the map show greater development potential because they are zoned but not yet developed. Map 6d shows where development projects are actively in the review process and overlay many of the areas presently shown as vacant or undeveloped.

There is an estimated need for 10,700-15,100 new residences in Bozeman by the year 2045 to house projected population increase. The City's policies call for both infill and external expansion to meet this need. Many smaller infill opportunities may come from the addition of units to existing structures, accessory dwelling units, or new homes being added to larger lots. Larger projects may be able to financially support removal and replacement of existing buildings. If the balance of zoning districts remains as it is today, and minimum required density construction is completed then 2,275 to 2,935 acres will be needed to meet additional housing needs. The 2024 land use inventory shows that 1,084 acres are currently vacant, and 421 acres are currently undeveloped in residentially zoned districts. See the inventory for definitions. Not all of the vacant or undeveloped land will be capable of being developed as portions of those areas will be restricted by environmental limitations, dedication as future parks, or other constraints. These figures indicate that it is highly likely that additional annexations will be

Table 1: 2024Q2 Market Report

Description	2010	2015	2020	2023	2010-2023 Total	2010-2023 Ann. #	2010-2023 Ann. %
Population							
Bozeman	36,440	40,319	53,293	60,425	23,985	1,713	3.7%
Belgrade	7,281	7,738	10,460	12,060	4,779	341	3.7%
Manhattan	1,396	1,191	2,086	2,243	847	61	3.4%
Other/Uninc.	44,541	51,491	53,121	57,713	13,172	941	1.9%
Gallatin County	**89,658**	**100,739**	**118,960**	**132,441**	**42,783**	**3,056**	**2.8%**
Bozeman % of County Pop.	**40.6%**	**40.0%**	**44.8%**	**45.6%**	**56.1%**		
Housing Units							
Bozeman	16,761	18,293	23,535	27,130	10,369	741	3.5%
Belgrade	3,154	3,308	4,339	5,029	1,875	134	3.4%
Manhattan	574	653	872	924	350	25	3.5%
Other/Uninc.	20,841	23,715	24,089	25,893	5,052	361	1.6%
Gallatin County	**41,330**	**45,969**	**52,835**	**58,976**	**17,646**	**1,260**	**2.6%**
Bozeman % of County (HU)	**40.6%**	**39.8%**	**44.5%**	**46%**	**58.8%**		

Source: US Census; ESRI Business Analyst; Economic & Planning Systems

Table 2: Bozeman, Montana Population & Housing Forecast

Bozeman	Forecast 2025	2030	2035	2040	2045	2025-2045 Change Total	Ann. #	Ann. %
Jobs								
Baseline	53,200	59,500	67,000	73,600	79,300	26,100	1,305	2.0%
Amenity Driven	53,200	59,500	67,000	73,600	79,300	26,100	1,305	2.0%
City Constrained	53,200	59,500	67,000	73,600	79,300	26,100	1,305	2.0%
Population								
Baseline	58,600	65,500	73,800	81,100	87,400	28,800	1,440	2.0%
Amenity Driven	58,600	64,500	71,500	77,200	81,800	23,200	1,160	1.7%
City Constrained	58,700	64,800	71,000	75,400	78,300	19,600	980	1.5%
Total Housing Unit Demand								
Baseline	28,600	32,000	36,000	39,600	42,700	14,100	705	2.0%
Amenity Driven	28,600	32,000	35,700	39,200	42,000	13,400	670	1.9%
City Constrained	28,600	31,700	34,600	36,700	38,300	9,700	485	1.5%
Occupied Housing Units								
Baseline	26,800	29,900	33,700	37,000	39,900	13,100	655	2.0%
Amenity Driven	26,800	29,500	32,600	35,300	37,400	10,600	530	1.7%
City Constrained	26,800	29,600	32,400	34,400	35,800	9,000	450	1.5%
Vacant and Second Homes								
Baseline	1,800	2,100	2,300	2,600	2,800	1,000	50	2.2%
Amenity Driven	1,800	2,500	3,100	3,900	4,600	2,800	140	4.8%
City Constrained	1,800	2,100	2,200	2,300	2,500	700	35	1.7%

Source: Economic & Planning Systems

required to meet residential needs over the planning period. The most likely areas of physical extension of the City are to the northwest and southwest due to patterns of infrastructure and the natural grade to support sewer flow.

The City's zoning code and infrastructure planning are adequate to meet the future housing needs. The City is actively updating its zoning and subdivision regulations to meet the requirements of MLUPA. Completion of the updated process will occur prior to the May 2026 deadline for compliance. Execution of specific development proposals will incrementally produce the housing.

POTENTIAL RESTRICTIONS ON HOUSING

MLUPA requires an analysis of potential constraints to housing development.

1) Landowner willingness. The City cannot compel construction and development. If the landowner does not choose to bring land to market, the City cannot change that. This situation is equally applicable for infill sites or land being added to the City. There are several sites within municipal boundaries well suited for development for which the landowner has chosen not to develop or to do so in a very limited way. As noted above, additional land will be required to be annexed to meet housing needs. Montana law places primary control of the annexation process with the landowner. State tax rates set taxes for agricultural land very low which removes one potential motivation to annex and develop property.

Bozeman established an annexation policy to identify City priorities, plans for expansion of utilities and services, and has made a great amount of data available to the public. These actions lessen uncertainty and risk for the landowner and are an enticement to annex. The City works with Gallatin County as described in Theme 7 to encourage annexation. Annexations over the past 5 years are shown on Map set 4 and were all landowner initiated. Annexations back to 1996 are shown on the GIS Community Development viewer linked above. The City continues to encourage annexations consistent with the City's annexation policy.

2) Zoning restrictions are unlikely to limit housing production. Most of the residentially zoned property does not develop to the maximum possible amount as shown on Map set 6. Therefore, zoning does not appear to be a restriction to development. The City has long had a primarily administrative review process except where required state law; and MLUPA transfers additional administrative responsibility for review of subdivisions and other processes formerly reserved to the City Commission. Building permit information is shown in Map set 5 and in the Building Permit Dashboard linked above. The majority of residential zoning in Bozeman historically allowed buildings with multiple dwelling buildings and all residential zoning allows multiple homes on an individual parcel.

3) Utility capacity. The City actively plans for the long-term capability to increase service. The water, wastewater, and stormwater issue plans identify existing conditions, expected future demands, identify needed capital investments to maintain or expand the systems, operational improvements to reduces costs and improve efficiency, and enable coordination with other municipal services. The greatest constraint on utility capacity is state and federal permitting. Water, sewer, and stormwater utilities are subject to external permitting. Wastewater treatment requirements associated with the City's Montana Pollutant Discharge Elimination System Permit impose substantial costs and may represent unsolvable hurdles if the requirements are not well considered. Nutrient regulations are the current focus for MPDES discharge permit regulations that must be thoughtfully considered before implementing new regulations. New nutrient regulations may have a substantial impact on ability for wastewater treatment facilities to accommodate new housing. Impracticable standards introduce uncertainty and unreasonable cost in

service capacity expansion.

Sewer collection infrastructure can also be a large barrier to adding housing. This barrier is often a funding barrier. We have long-term plans for the infrastructure that lay out the most cost-effective means of building the infrastructure. We also have developed some funding in conjunction with public-private partnership funding. However, additional infrastructure funding would further remove barriers to housing development.

The City actively pursues water conservation, water supply acquisition, and best industry practices according to its 50-year water supply issue plan, which is currently being updated, to ensure high level of service and constrained costs to citizens. The City has an annual capital improvement program to identify priority projects, coordinate work within the utilities and across departments to minimize costs, and avoid infrastructure limitations on development. The City actively engages with regulatory agencies to get ahead of potential restrictions, ensure clear communications, and when necessary, pursue revisions to law and permitting processes. As such, there is a significant barrier to developing municipal water supplies, and therefore capacity for new housing, related to water rights permitting. Permitting needs to be streamlined for clarity, predictability, and to reduce time to obtain municipal water rights permits. Currently, municipal water rights permits take anywhere from 5-8 years and significant investment with no guarantee a municipal right can be obtained at the end of such a long process. Other western states with similar water scenarios have more refined and predictable processes for municipal water right development that Montana could benefit from generally known as growing communities doctrine.

4) Private covenants. Most of Bozeman's housing has been constructed in the last 30 years. It has been common for private covenants to be established with new subdivisions restricting the use of the land or establishing extensive design requirements and review processes. There is no state law governing private covenants or property owner associations to require the transparency and accountability that local governments must provide when restricting property. Covenants are not required to be modified to respond to changes in state land use policy like local governments are required to do and therefore are highly likely to conflict with recent state directives to allow increased building heights, greater flexibility in the type of homes constructed, or other mandates. Covenants are often written with a limited view and are not subject to the periodic review and update process required of local government land use planning. Many covenants have amendment requirements that are very difficult to meet, so that even practical or beneficial changes are not made. There is no legal expiration period for a private covenant so restrictions continue long past the time of utility.

SECTION 76-25-207 LOCAL SERVICES AND FACILITIES

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Fire and EMS Master Plan	Adoption by Resolution	Nov 6, 2017	4848	Link (External PDF)
Fire Department Strategic Plan	Administrative Order			Link (External PDF)
Fire Department 2024 Annual Report	No approval process applies	Ongoing data updates		Link (external PDF)

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Gallatin County Hazard Mitigation Plan & Community Wildfire Protection Plan	Adoption by Resolution	Jan 12, 2021	5256	Link (External PDF)
Mutual Aid Agreements – Fire	Approved by Motion	Mar 5, 2012	Motion	Link (External PDF)
City of Bozeman Law Enforcement	Internal document	2020		Link (External PDF)
Mutual Aid Agreement – Police	Approved by Motion	July 9, 2012	Motion	Link (External PDF)
Cemetery Master Plan	Approved by Advisory Board	Aug 4, 2017		Link (External PDF)
Integrated Water Resources Plan	Approved by Motion	Sep 30, 2013	Motion	Link (External PDF)
Integrated Water Resources Plan Implementation Plan	Approved by Motion	Dec 2, 2013	Motion	Link (External PDF)
Wastewater Collection Facilities Plan	Adoption by Resolution	December 17, 2024	5664	Link (External PDF)
Water Facilities Plan	Adoption by Resolution	Sep 25, 2017	4838	Link (External PDF)
Water Conservation and Efficiency Plan	Adoption by Resolution	Oct 23, 2023	5547	Link (External PDF)
Drought Management Plan	Adoption by Resolution	May 3, 2022	5398	Link (External PDF)
Storm Water Facilities Plan	Adoption by Resolution	May 6, 2025	Motion	Link (External PDF)
Public Works Facilities Master Plan	Internal document	2020		Link (External PDF)
Transportation Master Plan 2017	Resolution	May 1, 2017	4790	Link (External PDF)
Bozeman Community Transportation Safety Plan	Approved by Motion	May 18, 2015		Link (External PDF)
Downtown Strategic Parking Management Plan 2016	Approved by Motion	July 18, 2016		Link (External PDF)
Downtown Strategic Parking Management Plan Existing Conditions Report 2023	Internal document only	2023		Link (External PDF)

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Parks, Recreation, and Active Transportation Plan 2023	Resolution	Sept. 12, 2023	5502	Link (External PDF) Appendices not linked.
Urban Forestry Management Plan	Commission Resolution	February 22, 2016	4679	Link (External PDF)
GIS Data – Com. Dev. Viewer & Public Works Viewer	No approval process applies	Ongoing data updates		Link (External website) Link (External website)
Maps	Data is Incorporated as part of Land Use Plan			Link (external PDF)
Non-City Materials				
School District 7 Enrollment Projections and Trends	No City approval process applies	Updated annually		Link (External PDF)
School District 7 Enrollment Memo 2024	No City approval process applies	Updated annually		Link (External PDF)
Gallatin County Superintendent of Schools County-wide Data	No City approval process applies	Updated annually		Link (External PDF)
MT Office of Public Instruction - School Enrollment	No City approval process applies	Updated annually		Link (External PDF)
Gallatin County GIS Analysis of School Enrollment vs Population Growth Trends	No City approval process applies	NA		Link (External PDF)
Gallatin Solid Waste District Logan Facility License	Approved by MT DEQ.	Nov 15, 1995		Link (External PDF)
Bozeman Health Community Health Needs Assessment 2023	No City approval process applies	NA		Link (External PDF)
Medical Providers Exemplary List	No City approval process applies	NA		Link (External PDF)
Montana Department of Trasportation System Map	No City approval process applies	On-going		Link (External website)
Metropolitan Planning Organization	Approved by Motion	Dec 12, 2023	Motion	Link (External PDF)

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Streamline Coordination Plan	No City approval process applies			Link (External PDF)
Streamline Bus – Urban Transit District	No City approval process applies			Link (External website)
Triangle Trails Plan	No City approval process applies	November 23, 2021		Link (External PDF)

Infrastructure is a primary function of a municipality. The City prepares many issue plans to manage these very important and very expensive functions. The City also prepares issue plans and other documents to consider operational needs and data for services. The following table is an example of infrastrucfture located in Bozeman.

Infrastructure Type	Installed Total Miles Sept. 2025
Water	317.32
Sewer	256.03
Stormwater	135.90
Streets	399.03
	Total Acres
Parks	1,078.09

Most services expand incrementally as the community grows. The City has integrated most departments into the development review system so that all agencies can stay abreast of changes and likely increased demand for services. The funding for some departments, like utilities, come primarily from enterprise funds where regular fees are charged to cover the costs of operations. Some departments, like finance and legal, are funded entirely from the general taxes paid by landowners. Others, like community development, are a blend of fees and taxes. Historically, the state's tax structure has not provided a growth in tax revenues equal to the increase in demand for and cost of services. This has resulted in a greater reliance on service fees to fund municipal operations. The City may only use funding tools authorized by the state. Continuing change at the state level will directly affect the ability of the City to provide services.

The City often coordinates with partner jurisdictions. Mutual aid agreements set terms by which agencies support each other. When the City experienced a large gas explosion Downtown in 2006, many different fire departments in the valley assisted in the response. The City also actively plans for emergencies through the coordination of the Gallatin County Emergency Service. The hazard mitigation plan identifies many possible events that could occur and how to prepare and respond. Locations of local emergency service responders are shown on Map set 13.

MLUPA requires Bozeman to address with the land use plan a number of service subjects where the

City does not control the provision of services. Medical and schools are two examples. Those are separate entities but have provided information included above on existing and future needs. Shifting demographics will influence both municipal and non-municipal services. A declining national fertility rate reduces the number of births and therefore, the required number of schools, changes the types of recreation programming needed from the Parks Department, and likely effects enrollment at MSU. See data links above and Map 16.

Some services, like solid waste are provided both by the City of Bozeman and various private companies. Multiple companies provide composting, solid waste disposal, and recycling. There is one landfill in the county managed by the Gallatin Solid Waste District, of which Bozeman is one participant. The permitting for the landfill is managed by the state's Department of Environmental Quality and predated the preparation of this plan.

STRATEGY FOR DEVELOPMENT, MAINTENANCE, AND REPLACEMENT OF PUBLIC INFRASTRUCTURE.

The City of Bozeman actively manages its infrastructure. The issue plans listed above are integrated with other information through tools like the GIS viewers linked above and asset management software.

The planning area for each facility plan generally matches the planning area for this growth policy. Minor mismatches do occur at fringe locations. Over time, these will be corrected as each plan is updated and matched to the land use plan boundary. The water plans rely on geographical features and facilities located well outside of the land use planning area. This is reflective of the realities of watershed operation.

The City draws water from three sources:

- Sourdough drainage: 33 square miles
- Hyalite drainage: 51 square miles
- Lyman Spring recharge area: 13 square mniles

Each plan contains analysis of existing and future needs. For detailed evaluation of each facility please consult the appropriate facility plan. The City updates several issue plans each year. The planning time period and frequency of update needed to remain current varies by type of facility.

Some facilities, such as transportation, address the demands placed by many thousands of daily commuters and of persons passing through the community as well as residents. Others, like stormwater, primarily address needs by residents. A comparison of individual plans will therefore show differences in the size of anticipated service populations now and in the future.

The City has a highly robust web presence to share infrastructure information. Using web viewers, anyone can see existing and planned future infrastructure. They can select individual segments to obtain basic information on age, size, and type. This greatly facilitates infrastructure management and design by both public and private parties to upkeep and expand systems. The City has invested in sophisticated modeling systems that allow rapid evaluation of potential changes to the water and sewer systems.

The issue plan process provides a first level of review and mitigation for development impact. Facility plans like water or transportation consider probable development and resulting demands. This enables analysis of new demand against existing facilities, identification of where capacity expansion is required, and preliminary system design for new areas. The annual capital improvement program schedules specific projects for construction and coordinates funding. Individual development proposals provide a final level of detail before construction.

MAINTENANCE AND REPLACEMENT

City staff conduct daily maintenance and operations on all facilities and local services. Local services are all services provided by the City for the benefit of citizens and visitors. These services include, but are not limited to, police, fire, water, recreation, streets, parks, libraries, wastewater, and solid waste collection and disposal. Daily maintenance is supported by the annual budget funded by the taxes and fees assessed for services. The City's adopted budgeting principles commit to adequate maintenance and orderly replacement. Operational expenses from the water, sewer, sanitation, and stormwater functions are paid by the monthly service fees assessed to users of the service. Maintenance of streets is primarily funded by a city-wide special district that is billed with the semi-annual property tax bills. Where appropriate, special improvement districts help reconstruct some local streets. Parks is supported by a voter approved special district. For a more extensive discussion of budgeting and accounting principles, individual operations, and expenditures please see the most current City budget.

The City maintains a substantial inventory of various facilities. The characteristics of each item are included in the asset management program as well as its geographic location. This asset list enables departments to consider age, condition, and other factors to determine when maintenance or replacement is required. There are adopted standards for expected service life of each type of facility. The City includes maintenance concerns in its design process and standards. The City of Bozeman Engineering Division Design and Construction standards were updated in 2024. The operating departments prepare budget requests each year to provide needed funding to replace deficient items or those reaching the end of their service life. Substantial projects become part of the City's Capital Improvement Program (CIP) which provides public disclosure of substantial projects. The City has found that adequate maintenance reduces the frequency of required replacement and is less expensive for citizens over the long run.

INFRASTRUCTURE DEVELOPMENT

The facility plans look forward to construction of additional infrastructure needed to service an expanding City. Each considers where new work can best be located. Most facilities operate as networks of connections and therefore, placement of one new improvement can facilitate further expansion or improve function of existing work. The water, sewer, and transportation plans specifically identify needed improvements to expand or upgrade service in areas not currently annexed to the City.

The facility planning process provides an essential opportunity to coordinate between plans and agencies. As the City considers extensions of sewer and water it enables a change in land use from rural to urban uses. The City prioritizes identification of larger scale facilities such as collector and arterial streets. Local service items such as local streets and minimum sized water mains are most effectively designed during the land development process when greater information on uses is available.

The City has established design standards and performance standards for all levels of infrastructure. These standards guide the individual project designer during preparation of development applications.

The City uses a Capital Improvement Program system to plan for major projects over a five-year period and is updated annually through a public process. The facility plans provide the basic material from which to construct the CIP, having identified major needed projects to service an expanded city. This provides transparency in City operations and enables participation by the public in decision making.

Individual projects are identified, benefits and costs are described, funding sources are assigned and an overall picture of the revenue needed to construct the projects is determined. The CIP process

ensures that a longer-term vision of the community's development is always considered in prioritizing individual projects for construction. The annual update enables the City to be responsive to changing conditions including needs identified for proposed development. Funding for the CIP primarily comes from utility charges, street maintenance and stormwater assessments, and a park maintenance district for maintenance functions. Impact fees for water, sewer, fire/EMS, and transportation provide essential funding for capacity expanding work.

Much of the local scale infrastructure is constructed by private development and later transferred to the City with final plats or other completion processes. These are minimum standard improvements necessary to meet the day-to-day needs of residents and users of new development. In calendar year 2024, private installation of infrastructure resulted in 5.53 miles of streets, 5.52 miles of water mains, 3.31 miles of sewer mains, 2.91 miles of stormwater mains, and 6.965 acres of parks begin transferred to the City. Once transferred they are a maintenance responsibility of the City and municipal fees and taxes pay for their maintenance and operation.

After the 2020 US Census identified that the urban area had exceeded 50,000 persons, the City became part of a new Metropolitan Planning Organization [MPO] during the effective period of of the prior plan. An MPO is a federally required multi-community organization for areas over 50,000 in population that supports multi-jurisdiction coordination in transportation planning, multi-modal networks, and road development. As described in Theme 7 the City is committed to Regional Coordination and will take many different actions to participate in shared decision making. The MPO coordinates transportation planning across a defined area and includes the cities of Bozeman and Belgrade as well as Gallatin County. The MPO conducts analysis and prepares a long-range transportation plan every four years. The MPO is hosted by the City of Bozeman but is funded primarily by federal funds.

The Gallatin Triangle Planning Study in 2014 documented 10 different types of formal interlocal cooperation tools in place in the valley. In 2016, the City of Bozeman, City of Belgrade, and Gallatin County established the Planning Coordinating Committee to provide a forum for exchange of information and discussion regarding common issues of land use and development. The City and County staff regularly communicate on operations issues. Additional interlocal agreements will be adopted as needed to formalize coordination. The Triangle Community Plan was completed and adopted in 2021 establishing shared priorities in the area of common interest.

The City does not extend municipal services outside of its boundaries. Therefore, development desiring access to water or sewer service must first annex. The City has most recently documented this policy in Resolution 2025-007. This policy enables a clear delineation in service provision and supports a rational expansion of infrastructure and city boundaries. All services within the City are provided by the City. Services outside the City are provided by another government agency. Gallatin County's recently adopted future land use map identifies areas expected to annex over the near term. The City hopes to extend its boundaries incrementally and avoid unannexed areas surrounded by the City. Such inholdings complicate efficient delivery of service and can cause difficulties with extensions of utilities. Incremental expansion of the City can be seen on the annexation layer available on the Community Development GIS viewer linked above. Data shown is 1996 to current.

SECTION 76-25-208 ECONOMIC DEVELOPMENT

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
2025-2045 Bozeman Population and Housing Forecast	Adoption by Resolution as part of the land use plan			Link (external PDF)
2024 Q2 Economic and Market Update	Data - No approval process applies	Updated annually		Link (external PDF)
2023 Economic Vitality Strategy	Adopted by Resolution	Jun 6, 2023	5443	Link (external PDF)
Urban Renewal Plans	Adopted by Resolution or Resolution	Midtown – July 18, 2023 Pole Yard – July 18, 2023 North Park – Oct 9, 2017 South Bozeman Technology – Nov 5, 2012 Downtown – Nov 20, 1995 Northeast Neighborhood – Nov 14, 2005	Midtown - Ord 2145 Pole Yard – Ord 2146 North Park – Ord 1979 South Bozeman Technology – Res 4414 Downtown – Ord 1409 Northeast Neighborhood – Ord 1655	Link (external PDF) Link (external PDF) Link (external PDF) Link (external PDF) Link (external PDF) Link (external PDF)
Capital Improvement Plan	Adoption by Resolution of Annual Capital Improvement Plan	Dec 10, 2024 (most recent)	5662	Link (external PDF)
Annual Bozeman Land Use Inventory - 2024	Data - No approval process applies			Link (External PDF)
Maps	Adoption by Resolution as part of the land use plan			Link (external PDF)
MT Department of Labor & Industry, 2025 Labor Day Report	No approval process applies – Non-city document	Annual Report		Link (External PDF)
MT Department of Labor & Industry – Montana Labor Market Information	No approval process applies – Non-city website	On-going		Link (External website)
MT Department of Commerce – Site Selector	No approval process applies – Non-city website	On-going		Link (External website)
MT Department of Commerce – Workforce	No approval process applies – Non-city website	On-going		Link (External website)
Chamber of commerce – Tourism Data	No approval process applies – Non-city document	On-going data collection		Link (External PDF)
USDA Economic Research Service, Natural Amenities Scale	No approval process applies – Non-city document	On-going data collection		Link (External website)
Bozeman international Airport Annual Report and Data	No approval process applies – Non-city documents	On-going data collection		Link (External website)
MSU Annual Research Expenditure Report	No approval process applies – Non-city document	On-going data collection		Link (External PDF)
MSU Quick Facts Employees	No approval process applies – Non-city document	On-going data collection		Link (External PDF)
MSU New Students and Success	No approval process applies – Non-city document	On-going data collection		Link (External PDF)

Data on the jobs and economic status are contained in the 2025-2045 Bozeman Population and Housing Forecast and 2024 Q2 Economic and Market Update linked above. The City prepares an economic development issue plan, most recently completed in 2023 and also linked above.

Bozeman is a services hub for southwest Montana. Bozeman-Yellowstone International Airport provides exceptional access to the rest of the nation. As a main gateway to Yellowstone Nation Park, multiple well known ski areas, a Tier 1 research university,



AIRPORT ROUTE MAP, BOZEMAN, MONTANA 2024Q2 MARKET REPORT

and many other attractions Bozeman draws hundreds of thousands of visitors per year and many in-migrants.

Bozeman and the Gallatin Valley are leaders in job creation in Montana with expanding sectors for hospitality, retail, manufacturing, health care, technology, and education including the extensive research activities of Montana State University. An expansion of 26,100 jobs is forecast for the planning period. The 2025 Labor Day Report from the MT Dept. of Labor and Industry shows the Southwest region, including Gallatin County, had the fastest employment growth in the state of 1.0% in 2024, adding nearly 1,700 jobs and the second lowest unemployment rate of 2.7%.

Low unemployment, housing availability limitations, high cost of housing, and limited availability of childcare are all challenges in continued employment growth. Advantages are technology transfer from research at Montana State University, a culture of entrepreneurship, excellent access to national and international markets by broadband and air, and grow local approach to nurturing local businesses. The City supports a healthy economic climate by establishing urban renewal districts to help remove barriers to redevelopment, efficient provision of infrastructure, a land use regulatory environment that allows substantial flexibility, and other tools as outlined in the Economic Development Strategy.

SECTION 76-25-209 NATURAL RESOURCES, ENVIRONMENT AND HAZARDS

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document/Source
Bozeman Community Plan - Theme 4 and Theme 6	Adoption by Resolution as part of the land use plan	November 17, 2020 – Initial	5133	
Bozeman Community Plan Appendices	Adoption by Resolution as part of the land use plan			
GIS Data – Com. Dev. Viewer & Public Works Viewer	No approval process applies	Ongoing data updates		Link (External website) Link (External website)
Gallatin County Hazard Mitigation Plan and Community Wildfire Protection Plan	Adoption by Resolution	Jan 12, 2021	5256	Link (External PDF)
Bozeman Climate Action Plan	Adoption by Resolution	Dec 22, 2020	5248	Link (external PDF)
2024 Green House Gas Inventory	No City approval process applies	Ongoing data updates		Link (External PDF)
Gallatin Valley Sensitive Lands Protection Plan Model Viewer	Acceptance by Resolution	Dec 19, 2023	5559	Link (External website)
Gallatin Valley Sensitive Lands Protection Plan	Acceptance by Resolution	Dec 19, 2023	5559	Link (External PDF)
Economic Development Strategy Update	Adoption by Resolution	June 6, 2023	5443	Link (external PDF)
Urban Forestry Management Plan	Commission Resolution	February 22, 2016	4679	Link (External PDF)
Bozeman Boulevard and Park Tree Inventory	No City approval process applies	Ongoing data updates		Link (External website)
Maps	Adoption by Resolution as part of the land use plan			Link (external PDF)
Non-City Materials				
Montana State Library - Digital atlas, natural resources information system, and other data.	No City approval process applies	Ongoing data updates		Link (External website) FWP Link (External website) NRIS Link (External website) NRIS
State of Montana Field Guide	No City approval process applies	Ongoing data updates		Link (External website) Montana Field Guide
FEMA flood insurance studies	Adoption by Ordinance	March 9, 2021	2057	Link (external PDF)
MT DNRC Water Rights Query System	No City approval process applies	Ongoing data updates		Link (External website)
MT Bureau of Mines and Geology, Groundwater Information Center	No City approval process applies	Ongoing data updates		Link (External website)
MT Bureau of Mines and Geology, Montana Geologic Maps	No City approval process applies	Ongoing data updates		Link (External website)
MT DEQ Open Cut Mining	No City approval process applies	Ongoing data updates		Link (External website)
MT Climate Office	No City approval process applies	Ongoing data updates		Link (External website)
Gallatin County Wildlife and Transportation Assessment: Spatial Analysis	No city approval process applies	Completed May 2025		Link (External PDF)

Gallatin Conservation District Water Supply Outlook Reports	No City approval process applies	Ongoing data updates		Link (External website)
Gallatin County Environmental Health Map	No City approval process applies	Ongoing data updates		Link (External website)
MT Department of Natural Resources and Conservation State Lands Map	No City approval process applies	Ongoing data updates		Link (External website)
MT Department of Fish, Wildlife, and Parks	No City approval process applies	Ongoing data updates		Link (External website)
US Census of Agriculture	No City approval process applies	Ongoing data updates		Link (External website)

Bozeman is located in the Gallatin Valley and is part of the Greater Yellowstone ecosystem. Gallatin County covers over 2,500 square miles of mountain lands varying in topography and climate from temperate river valleys to snow-capped peaks and open ranch lands. Nearly half of all the land in Gallatin County is under public ownership by the Gallatin National Forest, the State of Montana, Bureau of Land Management or the National Park Service. There are also sizable areas of private land held under conservation easements to restrict future development.

Bozeman is adjacent to the Bridger range to the east and the Gallatin range to the south; and the Planning Area is crossed with many small streams. When Lewis and Clark came into the Gallatin Valley, they described it as “a smooth extensive green meadow of fine grass in its course meandering in several streams…and a distant range of lofty mountains ran their snow clad tops above the irregular and broken mountains which lie adjacent to this beautiful spot.” Resource extraction from beaver pelts, mining, and agriculture in support of the mines drew many early settlers to the area.

The waterways in the valley are primarily small streams, many of which have been modified as part of the agricultural water user facility network. Determining legal status of each waterway is a material challenge and ready and reliable data is difficult to find. One commonly referenced resource is the 1961 water resource survey. Although a very useful tool, the scale of mapping is becoming less useful as more urban development is occurring. Also, the data is now a more than half a century old and becoming less accurate as the area changes. The City has been working with Montana State University. water user representatives, and other partners to upgrade locally available date in both the geographic depiction and attributes of waterways across the planning area. This is a long term project but is making progress.

Bozeman took the lead in working with many community partners to assemble the Sensitive Lands Plan and viewer, completed in 2023. This brings together many different natural resource data sets to enable high-level evaluation of likely issues during development, consideration of conservation, and general awareness. See links above.

Bozeman was originally settled as a supply center for mining activities in Virginia City and elsewhere. Agriculture was a draw for the railroad to come to Bozeman to ship grain from the Story Mill complex and cattle. Development of agricultural irrigation facilities has substantially altered the “plumbing” of the valley, redirecting water flows, creating channels or modifying streams to carry additional flows for irrigation. The creation of the sweet pea industry in the area in the early 1900’s created industrial facilities and many jobs. Echoes of that industry live on in the Sweet Pea festival each summer. Although the economic influence of agriculture has decreased in the community over time, the community character of open fields and agricultural activities is still much appreciated and recognized. Multiple farmer’s markets, .ocal food initiatives, and other activities help local agriculture continue to be valued. Preservation of open lands and functional agriculture is a frequent comment on land use matters and agriculture uses a large portion of the total land area of Gallatin Valley.

Bozeman citizens have planted a significant urban forest in the Bozeman municipal limits with over 27,000 public trees and a great number of trees on private property. Most native trees follow streams or other water sources. The City Forestry Division is responsible for public trees. Development regulations require trees in the public rights-of-way with new construction, in parking lots, and along watercourses. This increases tree canopy, species variety, supports and increases wildlife habitat, and creates a more pleasant and healthful environment for people.

Development to urban uses changes both the appearance and function of land. There are many public resources, such as those linked above, which provide information on many aspects of the physical environment. This information provides early identification of plants, animals, topography, and other natural environment related issues that may need to be addressed through the development review process. The scale and refinement of the data is rarely adequate to meet the site design needs in an urban environment. For this reason, the development review process requires additional, more detailed, information.

The City has adopted regulations to protect natural features such as wetlands or watercourses. These regulations prioritize protection first and mitigation second. The regulations also recognize that humans and larger animals can conflict to the detriment of both. For this reason, the city does not attempt to preserve habitat within the city for larger animals like elk or bears. The 2025 Gallatin County Wildlife and Transportation Assessment: Spatial Analysis evaluated wildlife mortality from vehicle collisions. It documented vehicle related mortality along Montana Department of Transportation roadways (3,710 ungulates and 36 carnivores over 15 years) and identified methods of mitigation. Most of the study area was outside of the Planning Area but still provides valuable information.

Water is a common feature in wildlife and human habitat. Bozeman has adopted aggressive water conservation measures to reduce consumption. Attached housing such as apartment buildings consume less water per home that detached homes. Water consumption per home in Bozeman is less than other large Montana communities or rural development reliant on exempt wells. Development per Bozeman standards and in city limits therefore reduces impact on water supply and reduces withdrawals from natural sources. Bozeman has an active stormwater management program that ensures treatment onsite, controls storm surges from runoff, and actively maintains city storm water infrastructure to reduce pollutants and maintain a more natural water flow profile. The water reclamation facility treats sewage to a very high standard before discharge reducing water pollution and is more effective at removing pollutants than individual rural or suburban septic systems. Nutrient pollution in groundwater is an increasing problem across the valley. The Environmental Health Services division of the Gallatin-City County Health Department is responsible for review and issuance of septic permits in conjunction with subdivision or individually. Their website provides many resources and information on the topic.

Development that meets standards has addressed the natural resources issue unless specific information provided through the development process supports a different conclusion. Development

within the city reduces land consumption and encroachment into more appropriate habitat areas, lessens water consumption, and reduces water pollution. Streets in Bozeman also have lower speeds and urban development consumes fewer acres per person. Therefore, development within the city is protective of wildlife habitat and species when completed consistent with adopted standards.

The city also acts to protect the natural environment by enabling greater walking or biking in place of solely motor vehicle dependence. This is done through creation of safe and functional multi-modal transportation networks, both through parks and trails and also associated with the street network. This consistent with the City's Climate Action Plan, Parks Recreation and Active Transportation Plan, and Transportation Master Plan. A compact urban form is supportive of use of non-motorized transportation when paired with effective travel networks. Bozeman has been actively developing functional networks for many years and continues to work to close gaps, extend travel corridors, and coordinate different travel modes.

Natural Hazards in the Bozeman area include earthquake, flooding, wildfire, and drought. Earthquake faults are nearby and Montana is the fourth most seismically active state. Flooding is primarily a threat along Bozeman and Bridger Creeks as they pass through the community and floodplains are mapped for those watercourses. Setbacks required from watercourses provides space for water to flow and reduces likelihood of damage. Development regulations may require floodplain analysis for mapped and unmapped areas. Bozeman is not embedded in a natural forested area but is still at risk of grassland or other wildfire. City standards for street connectivity, water supply, and fire hydrant placement enable evacuation and fire fighting tools. Wooded areas do enter the community along watercourses like Bozeman Creek can provide entry points for fire hazard from rural into urban areas.

The City participates in a variety of hazard mitigation activities. Development regulations limit development on steep slopes, development within floodplains is prohibited, emergency service access is assured with each development, and the building codes address the physical construction of structures to ensure earthquake resistance.

The City partners with other local governments in preparing and implementing the Gallatin County Hazard Mitigation Plan to address these and many other hazards. The Integrated Water Resources Plan and other water planning documents address water supply, water conservation, and water management to limit the impacts of drought.

The natural environment contributes to Bozeman's economy as well. Agriculture both large and small scale continues to support local jobs. Artisan foodstuffs and products are featured in local restaurants serving tourists and locals alike and are available through multiple farmer's markets. Agriculture maintains open spaces that provide habitat and visual enjoyment. Skiing, hiking, fishing, and biking as well as other activities are tourism draws and amenities that encourage people to locate themselves and firms in Bozeman. Proximity to Yellowstone National Park and multiple ski areas has enabled growth in air services that in turn supports other business development.

SECTION 76-25-213 LAND USE AND FUTURE LAND USE MAP

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Bozeman Community Plan, Chapters 3 and 5	Adoption by Resolution as part of the land use plan			
Bozeman Annual Land Use Inventory - 2024	No approval process applies	On-going		Link (external PDF)
Maps	Data is Incorporated as part of Land Use Plan			Link (external PDF)

Chapter 3 of the Bozeman Community Plan describes the future land use map (FLUM) and the designations on it. The entire Planning Area has a designation. The FLUM is not tied to a specific timeframe or projection of growth but represents a potential future condition to occur if land changes from present use. The Planning Area boundary is not a limitation on municipal growth. Rather, it is a practical area for evaluation of growth potential and needs considering physical and jurisdictional limitations.

The FLUM indicates potential development options with multiple implementing zoning districts. This approach allows for a "best fit" zoning district analysis based on the specifics of a property and wishes of the owner. Municipal zoning does not apply until land is annexed and the land use plan likewise is only advisory until land is annexed.

Future need for land is identified in the various issue plans and documents provided above. The Planning Area is readily able to accommodate any of the population and employment forecasts from the 2025-2045 Bozeman Population and Housing Forecast. Discussion of the amount of land needed for future housing is provided above under the Housing topic.

Bozeman publishes an annual land use inventory for the city. This data describes actual use on a site, how much of each use is occurring within each zoning district, and the area of each type of zoning district in the City. The report is by acres and does not count dwellings or square footage of non-residential uses. The City has completed this work since 2000. The annual report includes the data for the current year and nine prior years. A large map of the 2024 inventory is provided as Map 1. The data is also available through the City's Community Development website and the GIS Community Development viewer.

The future land use map is focused on commercial nodes allowing for ready access to services and employment as the community grows and new residential areas development. The node based plan supports lower vehicle use, greater ability to walk or bike to services, and correspondingly lower costs for transportation and lesser pollution. Map set 15 shows distances buffers from existing commercial zoning and from proposed commercial areas. The placement of nodes allows reasonable service access from nearly anywhere in the planning area. The distances of the buffers are based on walking and biking generally accepted practical distances.

A small version of the future land use map is included in Chapter 3 of the Bozeman Community Plan. A large format version is available through the City's website and Map set 18. The area of different future land use designations within the City and in the Planning Area overall are below.

Designation Name	Acres in City	Acres in Entire Planning Area
No City Services	522.4	4566.1
Traditional Core	136.3	136.3
Regional Commercial and Services	1027.1	1028.4
Industrial	1119.3	1200.3
Makers Space Mixed Use	59.2	333.8
Residential Mixed Use	541.3	982.7
Community Commercial Mixed Use	1452.4	2115.0
Public Institution	1630.7	3428.3
Parks and Open Lands	1507.6	2905.8
Urban Neighborhood	6116.8	28,644.8
Total	14,113	45,341.4

SECTION 76-25-214 AREA PLANS

Document Name	Approval Process	Date of Approval	Resolution/ Ordinance	Hyperlink to Document
Downtown Bozeman Improvement Plan	Adoption by Resolution	April 15, 2019	5005	Link (external PDF)
Bozeman Creek Neighborhood Plan	Adoption by Resolution	April 18, 2005	3786	Link (external PDF)
Bozeman Health Subarea Plan	Adoption by Resolution	October 8, 2024	5597	Link (External PDF)
Midtown Action Plan 2017	Adoption by Resolution	August 21, 2017	4781	Link (External PDF)

The City has adopted several area plans over the years. These four are still consistent with the land use plan and are continuing forward. Area plans are periodically updated as necessary to remain consistent with the land use plan or are dropped from future jurisdiction wide plans.

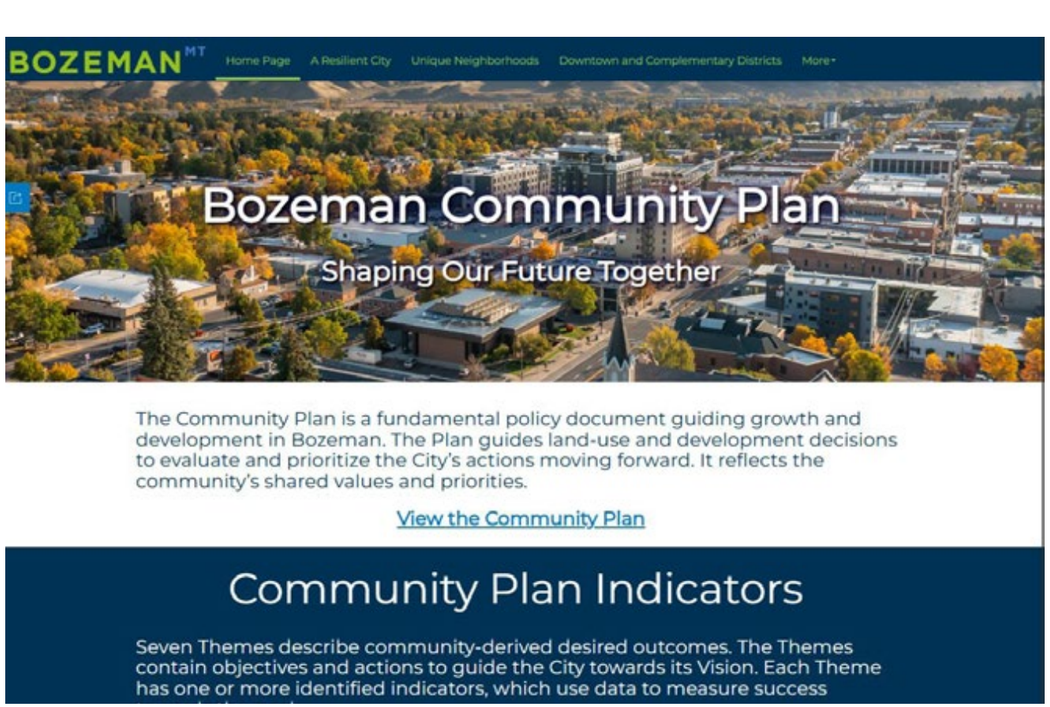
Each plan went through an independent development and review process with its own public engagement and decision. Each plan is available through the Community Development website.

SECTION 76-25-215 ISSUES PLANS

The city prepares many issue plans to assess current conditions, identify future needs, and determine courses of action for facilities and services. Most of them predate passage of MLUPA and when updated will follow the issue plan process as identified in MLUPA. See responses for Sections 76-25-206 to 76-25-213 MCA and Chapter 1 of the Bozeman Community Plan for identification of individual plans and links to them. All plans referenced are available through the City's Laserfiche archive.

SECTION 76-25-216 IMPLEMENTATION PLAN

Document Name	Approval Process	Date of Approval	Resolution/ Ord	Hyperlink to Document
Bozeman Community Plan, Chapter 4	Adoption by Resolution as part of the land use plan			
Bozeman Community Plan Metrics Dashboard				Link (external website)
Bozeman Community Plan Annual Implementation Report				Link (external PDF)
Capital Improvement Plan – Annually Updated	Adoption by Resolution of Annual Capital Improvement Plan	Dec 10, 2024 (most recent)	5662	Link (external website)
Issue Plans	Adopted independently as described above.			



Chapter 4 of the Bozeman Community Plan discusses implementation of the plan. Metrics to evaluate progress for each Theme are identified and an online dashboard displays aggregated data on implementation. No changes to the metrics adopted in 2020 are made by this update. Chapter 4 also calls for an annual report on implementation progress. The report for fiscal year 2024-2025 is linked above.

The 2020 edition of the land use plan identified 14 short term actions to advance the goals and objectives of the plan. The City completed 10 of 14 recommended actions or will complete them with adoption of the Unified Development Code update now in review.

This technical compliance update carried forward the remaining four short term actions and added a fifth to complete correction of identified inconsistencies between the future land use map and the zoning map. This new action item will be addressed with completion of the Unified Development Code update scheduled for completion by the end of calendar year 2025.

Short term action item #3 is currently underway. A gap analysis has been completed and prioritization and identification of funding is occurring. The remaining action items will be considered as part of the overall prioritization of work process.

Other goals and objectives of the plan are carried out as daily work. For example, “Goal RC-3: Collaborate with Gallatin County regarding annexation and development patterns adjacent to the City to provide certainty for landowners and taxpayers.” This goal was advanced by City participation in the County’s recent development of their future land use map and is advanced with individual applications for annexation as the City shares application information and provides an opportunity to comment to Gallatin County and Fire Districts presently servicing the site. Gallatin County encourages landowners adjacent to the City and considering development to contact the City regarding annexation.

Goal DCD-2: “Encourage growth throughout the City, while enhancing the pattern of community development oriented on centers of employment and activity. Support an increase in development intensity within developed areas.” This goal moves ahead as the City works with landowners to understand the opportunities they have for development of property. The zoning standards enable the construction of accessory dwellings, addition of additional residential structures, renovation of existing buildings, or removal and redevelopment of sites. No area of the city is blocked from further development. The City actively maintains its infrastructure including upgrading water and sewer mains as part of the regular maintenance cycle to provide additional capacity in areas of existing development. The CIP also helps identify timing for correction and removal of service impediments.

2026 Northwest Bozeman Area Plan

E

Montana Land Use Planning Act Compliance

MLUPA Compliance

Senate Bill 382 was passed in the 2023 Legislative Session and signed into law as the Montana Land Use Planning Act. The intention of the Act is to coordinate planning and development review processes. The Act places a greater emphasis on the public engagement during the community planning process and creation of land use regulations. Correspondingly, the Act restricts the public noticing and engagement requirements on individual development projects that conform to adopted land use plans and regulations. Notedly, the Montana Land Use Planning Act establishes that a community plan or growth policy will now be referred to as a Land Use Plan.

The Act defines the purpose of Area Plans as follows:

"A local governing body may adopt area plans for a portion of the jurisdiction to provide a more localized analysis of all or any part of a land use plan. An area plan may include but is not limited to a neighborhood plan, a corridor plan, or a subarea plan. The adoption, amendment, or update of an area plan must follow the same process as a land use plan provided for in this part and may be adopted as an amendment to the land use plan. The area plan must be in substantial compliance with the land use plan. To the extent an area plan is inconsistent with the land use plan, the land use plan controls."

The Act outlines the criteria for the adoption or amendment of a community's land use plan and future land use map in Montana Code Annotated 2025 TITLE 76. LAND RESOURCES AND USE CHAPTER 25. MONTANA LAND USE PLANNING ACT Part 2. Land Use Plan. The purpose of this appendix is to document how the Northwest Bozeman Area Plan, as an amendment to the Bozeman Community Plan 2025, complies with the Montana Land Use Planning Act. The Area Plan incorporates by reference the contents of the Community Plan. More specifically, the Area Plan incorporates by reference Appendix B: Infrastructure + Supporting Data of the Community Plan.

Montana Land Use Planning Act (MLUPA) Compliance

76-25-201: Adoption or amendment of land use plan and future land use map.

(1) The local governing body shall adopt or amend by resolution a land use plan and future land use map in accordance with this part only after consideration by and on the recommendation of the planning commission.

(2) Prior to making a recommendation to the governing body to adopt or amend a land use plan and future land use map, the planning commission shall:

(a) provide public notice and participation in accordance with 76-25-106; and

(b) accept, consider, and respond to public comment on the proposed land use plan and future land use map. All public comment must be part of the administrative record transmitted to the governing body.

(3) After meeting the requirements of subsection (2), the planning commission shall make a final recommendation to the governing body to adopt, modify, or reject the proposed land use plan and future land use map or any amendment to the proposed land use plan and future land use map.

(4) The governing body shall incorporate any existing neighborhood, area, or plans adopted pursuant to Title 76, chapter 1, that meet the requirements of this chapter into the land use plan and future land use map.

(5) (a) The governing body shall consider the recommendation of the planning commission to adopt, modify, or reject the proposed land use plan and future land use map or any amendment to the proposed land use plan and future land use map.

(b) After providing public notice and participation in accordance with 76-25-106, the governing body may adopt, with any revisions the local governing body considers appropriate, or reject the land use plan and future land use map or any amendment to the proposed land use plan and future land use map proposed by the planning commission.

(6) An amendment to a land use plan or future land use map may be initiated:

(a) by majority vote of the governing body;

(b) on petition of at least 15% of the electors of the local government jurisdiction to which the plan applies, as registered at the last general election; or

(c) by a property owner applying for a zoning, subdivision, or other land use permit.

(7) (a) After the initiation of an amendment to a land use plan or future land use map allowed in subsection (6), the planning commission shall make a preliminary determination of whether the proposed land use plan or future land use map amendment results in new or increased impacts to or from local facilities, services, natural resources, natural environment, or natural hazards from those previously described and analyzed in the assessment conducted in the development of the land use plan.

(b) If the planning commission finds new or increased impacts from the proposed land use plan or future land use map amendment, the local government shall collect additional data and conduct additional analysis necessary to provide the planning commission with the opportunity to consider all potential impacts resulting from the amendment before proceeding under subsection (2).

(8) The governing body may not amend the land use plan or future land use map unless:

(a) the amendment is found in substantial compliance with the land use plan; and

(b) the potential impacts resulting from development in substantial compliance with the proposed amendment have been made available for public review and comment and have been fully considered by the governing body.

RESPONSE: The City of Bozeman and its planning commission will follow the statutory amendment adoption requirements set forth in 76-25-201, subsections 1 through 7. The Northwest Bozeman Area Plan, an amendment to the Bozeman Community Plan 2025, will be initiated with a City of Bozeman Growth Policy Amendment application by majority vote of the governing body meeting the criteria of 76-25-201.6.a. The seven themes that make up the Northwest Bozeman Area Plan are directly adapted from the themes of the Bozeman Community Plan 2025, ensuring that the amendment is in substantial compliance with Bozeman's land use plan. Adequate time for public review of the amendment will be provided, and the City of Bozeman will follow statutory requirements regarding a complete review of the amendment before adoption.

76-25-202: Update of land use plan or future land use map.

(1) After a local government adopts a land use plan and future land use map in accordance with 76-25-201, the land use plan and future land use map must be reviewed by the planning commission every fifth year after adoption to determine whether an update to the land use plan and future land use map must be performed. The planning commission shall:

(a) make a preliminary determination regarding the existence of new or increased impacts to or from local facilities, services, natural resources, natural environment, or natural hazards from those previously described and analyzed when the land use plan and future land use map were previously adopted;

(b) provide public notice and participation in accordance with 76-25-106; and

(c) accept, consider, and respond to public comment on the review of the land use plan and future land use map. All public comment must be part of the administrative record transmitted to the governing body.

(2) (a) If the planning commission finds new or increased impacts under subsection (1), the planning commission shall recommend an update to the land use plan, future land use map, or both.

(b) If the planning commission finds no new or increased impacts under subsection (1), the planning commission shall make a recommendation to the governing body that no update to the land use plan or future land use map is necessary.

(3) After receiving the recommendation of the planning commission, the governing body may direct that an update of the land use plan, future land use map, or both be completed or may readopt the current land use plan, future land use map, or both.

(4) (a) In developing, drafting, and considering an update to the land use plan or future land use map, the planning commission shall follow the process set forth in 76-25-201 with respect to the changes proposed to the land use plan or future land use map.

(b) If the planning commission finds new or increased impacts resulting from the land use plan or future land use map, the local government shall collect additional data and conduct additional analysis necessary to provide the governing body and the public with the opportunity to comment on and consider all potential impacts resulting from an update to the land use plan or future land use map.

(5) At any time before an update is required after a review under subsection (1), the local governing body may direct that an update to the land use plan or future land use map be prepared for consideration by the planning commission and for recommendation to the governing body.

(6) Once an update to the land use plan or future land use map is adopted or the land use plan or future land use map is readopted, the information and analysis contained within the land use plan and future land use map must be considered accurate for the purposes of making site-specific development decisions in substantial compliance with the land use plan and future land use map.

RESPONSE: The City of Bozeman and its planning commission will follow the statutory Land Use Plan and Land Use Map update requirements set forth in 76-25-202, subsections 1 through 6. The Area Plan amendment will be reviewed in conjunction with the overall 5-year review cycle of the Bozeman Community Plan 2025.

76-25-203: Existing conditions and population projections.

(1) The land use plan must include, at a minimum, inventories and descriptions of existing conditions of housing, local services and facilities, economic development, natural resources, environment, and hazards, and land use within the jurisdictional boundaries of the land use plan.

(2) As set forth in 76-25-206 through 76-25-209 and 76-25-213 through 76-25-216, the land use plan must include, at minimum, a description, map, and analysis of how the jurisdiction will accommodate its projected population over the next 20 years and the expected impacts of the development in the areas of housing, local services and facilities, economic development, natural resources, environment, and hazards.

(3) The inventories and descriptions in the plan must be based on up-to-date surveys, maps, diagrams, charts, descriptive material, studies, and reports necessary to explain and supplement the analysis of each section of the land use plan.

(4) (a) A jurisdiction shall use demographics provided by:

(i) the most recent decennial census or census estimate of the United States census bureau; and

(ii) population projections for a 20-year period based on permanent and seasonal population estimates:

(A) provided by demographics published by the department of commerce;

(B) generated by the local government; or

(C) produced by a professional firm specializing in projections.

(b) When a population projection is not available, population projections for the jurisdiction must be reflective of the area's proportional share of the total county population and the total county population growth.

RESPONSE: The Northwest Bozeman Area Plan incorporates by reference the existing conditions, demographic information, and impacts of growth contained within the Bozeman Community Plan 2025. In Chapter 1, Chapter 3, and Appendix D, the Area Plan includes relevant existing conditions to provide the foundational context for the plan. Current land use, zoning, and public infrastructure information was incorporated from City of Bozeman 2026 GIS data. Details of the existing natural environment and resources specified in the Area Plan were informed by data from the City of Bozeman 2026 GIS and the 2023 Gallatin Valley Sensitive Lands Study.

76-25-206: Housing.

(1) A local governing body shall identify and analyze existing and projected housing needs for the projected population of the jurisdiction and provide regulations that allow for the rehabilitation, improvement, or development of the number of housing units needed, as identified in the land use plan and future land use map, including:

(a) a quantification of the jurisdiction's existing and projected needed housing types, including location, age, condition, and occupancy required to accommodate existing and estimated population projections;

(b) an inventory of sites, including zoned, unzoned, vacant, underutilized, and potential redevelopment sites, available to meet the jurisdiction's needed housing types;

(c) an analysis of any constraints to housing development, such as zoning, development standards, and infrastructure needs and capacity, and the identification of market-based incentives that may affect or encourage the development of needed housing types; and

(d) a detailed description of what actions the jurisdiction may take to accommodate the projected needed housing types identified in subsection (1)(a).

(2) The housing section of the land use plan and future land use map may incorporate by reference any information or policies identified in other housing needs assessments adopted by the governing body.

(3) If, after performing the analysis required in subsection (1), the local government determines that the total needed housing types may not be met due to lack of resources, development sites, infrastructure capacity, or other documented constraints, the local government shall establish the minimum number of housing units that may be rehabilitated, improved, or developed within the jurisdiction over the 20-year planning period and the actions the local government may take to remove constraints to the development of those units over that period.

(4) Progress toward the construction of the housing units identified as needed to meet projected housing needs during the 20-year planning period of the land use plan must be documented at each fifth year review of the land use plan as required in 76-25-202.

(5) The amount of detail provided in the analysis beyond the minimum criteria established in this section is at the discretion of the local governing body.

RESPONSE: The City of Bozeman will follow the statutory housing assessment and regulation creation requirements set forth in 76-25-203, subsections 1 through 5. A housing analysis, the Community Housing Needs Assessment, was completed by the City of Bozeman as an "issue plan," serving as a supplemental document to the Bozeman Community Plan 2025. The Northwest Bozeman Area Plan incorporates by reference the completed housing analysis included in the Bozeman Community Plan 2025 and the Community Housing Needs Assessment issue plan. The Area Plan proposes to maintain the extent of residential uses and overall residential densities prescribed by the current Community Plan and Future Land Use Map. The Area Plan supports and advances the Community Plan Theme 2: A city of unique neighborhoods by promoting "well planned, walkable neighborhoods" and "a diverse supply of quality housing units." In addition, the Area Plan will guide development that will help meet the City of Bozeman's projected housing demand over the next 20 years.

76-25-207: Local services and facilities.

(1) The land use plan must:

(a) determine the existing and anticipated levels of public safety and emergency services necessary to serve the projected population of the jurisdiction, including law enforcement, fire protection, emergency management system agencies, and local health care organizations;

(b) contain an inventory and map of existing fire protection, law enforcement, and emergency service jurisdictional areas and anticipated response times, a description of mutual aid or cooperative service agreements, and the location of hospitals or clinics in the jurisdiction;

(c) identify capital and service improvements for fire, law enforcement, emergency services, and health services for the jurisdictional area necessary to meet the projected population;

(d) determine the existing capacity, existing deficiencies, planned expansion, and anticipated levels of utility services necessary to serve the projected population in the jurisdiction, including water, wastewater, and storm water systems, solid waste disposal, and other utility services, as identified by the local government;

(e) contain an inventory and map of all utility service areas, system networks, and facilities;

(f) identify local utility capital and service improvements for the jurisdictional area necessary to meet the projected population;

(g) determine the existing capacity, existing deficiencies, planned expansion, and anticipated improvements to the transportation network serving the jurisdictional area necessary to serve the projected population in the jurisdiction;

(h) contain an inventory and classification map of all existing and planned roads within the jurisdictional area, including major highways, secondary highways, and local routes, all non-motorized routes, including bike lanes and pedestrian thoroughfares, and all public transit systems and facilities; and

(i) identify planned capital and service transportation improvements necessary to serve the projected population.

(2) The local government shall:

(a) coordinate with school districts within the jurisdiction to determine the existing capacity of, planned expansion of, and anticipated improvements necessary for the local K-12 school system to serve the projected population in the jurisdiction; and

(b) request that the local school district provide any inventory and maps of existing K-12 educational facilities within the jurisdictional area and identify any capital and service improvements necessary to meet the projected population.

(3) The local government may include an analysis of existing capacity and service levels, planned expansions of, and anticipated improvements necessary to provide other services to the projected population in the jurisdiction.

(4) The local government may incorporate by reference any information or policies identified in other relevant local services or facilities assessments adopted by the local governing body, such as a capital improvements plan or an impact fee study.

(5) The amount of detail provided in the analysis beyond the minimum criteria established in this section is at the discretion of the local governing body.

RESPONSE: The Northwest Bozeman Area Plan incorporates by reference the local services and facilities analysis of the Bozeman Community Plan 2025. Beyond recognizing the intended future land uses, the Area Plan does not project more detailed development patterns or estimate potential densities and services. Specific development scenarios and service demands will be determined in the future by others following the City's land planning processes and development regulations. Therefore, the Area Plan does not explicitly address subsections 11.1.a – 11.1.f. Per subsections 11.1.g and 11.1.i, the Area Plan identifies expanding the arterial and collector street network and proposes a robust active transportation system as part of a framework that prioritizes multimodal connectivity with the creation of future neighborhoods. These proposed networks can be seen in Chapter 3 on pages 28-31. In Chapter 3 on pages 28-31, per subsection 11.1.h, the Area Plan includes maps of existing roads by classification, the existing bike and pedestrian network, and planned roads and bike and pedestrian facilities. Therefore, the Area Plan supports the Community Plan Theme 5: A city that prioritizes accessibility and mobility choices by "ensuring multimodal accessibility and safety." The future transportation, utility, and emergency response service demands will be met by ensuring that the proposed public infrastructure network connects efficiently to existing street and utility system.

76-25-208: Economic development.

(1) The land use plan must:

(a) assess existing and potential commercial, industrial, small business, and institutional enterprises in the jurisdiction, including the types of sites and supporting services needed by the enterprises;

(b) summarize job composition and trends by industry sector, including existing labor force characteristics and future labor force requirements, for existing and potential enterprises in the jurisdiction;

(c) assess the extent to which local characteristics, assets, and resources support or constrain existing and potential enterprises, including access to transportation to market goods and services, and assess historic, cultural, and scenic resources and their relationship to private sector success in the jurisdiction;

(d) inventory sites within the jurisdiction, including zoned, unzoned, vacant, underutilized, and potentially redeveloped sites, available to meet the jurisdiction's economic development needs;

(e) assess the adequacy of existing and projected local facilities and services, schools, housing stock, and other land uses necessary to support existing and potential commercial, industrial, and institutional enterprises; and

(f) assess the financial feasibility of supporting anticipated economic growth in the jurisdiction.

(2) The local government may incorporate by reference any information or policies identified in other relevant economic development assessments.

(3) The amount of detail provided in the analysis beyond the minimum criteria established in this section is at the discretion of the local governing body.

RESPONSE: The Northwest Bozeman Area Plan supports the economic development priorities established in the Bozeman Community Plan 2025 and aligns with the Community Plan Theme 6: A city powered by its creative, innovative, and entrepreneurial economy. The Area Plan proposes multiple nodes of Residential Mixed Use and Community Commercial Mixed Use land uses. As such, the Area Plan provides for expansion of regional jobs and service base by envisioning new commercial development necessary to support future residential neighborhoods. The Area Plan proposes potential future mixed use districts that support and advance the Community Plan Theme 3: A city bolstered by Downtown and complimentary districts.

76-25-209: Natural resources, environment, and hazards.

(1) The land use plan must:

(a) include inventories and maps of natural resources within the jurisdiction, including but not limited to agricultural lands, agricultural water user facilities, minerals, sand and gravel resources, forestry lands, and other natural resources identified by the local government;

(b) describe the natural resource characteristics of the jurisdictional area, including a summary of historical natural resource utilization, data on existing utilization, and projected future trends;

(c) include an inventory, maps, and description of the natural environment of the jurisdictional area, including a summary of important natural features and the conditions of and real and potential threats to soils, geology, topography, vegetation, surface water, groundwater, aquifers, floodplains, scenic resources, wildlife, wildlife habitat, wildlife corridors, and wildlife nesting sites within the jurisdiction; and

(d) include maps of, identify factors related to, and describe natural hazards within the jurisdictional area, including flooding, fire, earthquakes, steep slopes and other known geologic hazards and other natural hazards identified by the jurisdiction, with a summary of past significant events resulting from natural hazards that includes:

(i) a description of land use constraints resulting from natural hazards;

(ii) a description of the efforts that have been taken within the local jurisdiction to mitigate the impact of natural hazards; and

(iii) a description of the role that natural resources and the environment play in the local economy.

(2) The local government may incorporate by reference any information or policies identified in other relevant assessments of natural resources, environment, or hazards.

(3) The amount of detail provided in the analysis beyond the minimum criteria established in this section is at the discretion of the local governing body.

RESPONSE: In Appendix D the Northwest Bozeman Area Plan incorporates by reference the natural resources, environment, and hazards inventories and assessments of the Bozeman Community Plan 2025. Chapter 3 of the Area Plan provides narrative and maps that identify the specific physical environmental conditions of the subject property. The Area Plan clearly establishes the existing quantity and quality of natural resources as the foundational framework element of the plan and emphasizes that future public and private development should minimize impacts to these natural resources. As such, the Area Plan supports and advances the Community Plan Theme 4: A City Influenced by our Natural Environment, Parks, and Open Lands by ensuring "that development is responsive to natural features".

76-25-213: Land use and future land use map.

(1) A land use plan must include a future land use map and a written description of the proposed general distribution, location, and extent of residential, commercial, mixed, industrial, agricultural, recreational, and conservation uses of land and other categories of public and private uses, as determined by the local government.

(2) The future land use map must reflect the anticipated and preferred pattern and intensities of development for the jurisdiction over the next 20 years, based on the information, analysis, and public input collected, considered, and relevant to the population projections for and economic development of the jurisdiction and the housing and local services needed to accommodate those projections, while acknowledging and addressing the natural resource, environment, and natural hazards of the jurisdiction.

(3) The future land use map may not confer any authority to regulate what is not otherwise specifically authorized in [sections 1 through 38].

(4) The future land use map and the written description must include:

(a) a statement of intent describing the jurisdiction's applicable zoning, subdivision, and other land use regulations;

(b) descriptions of existing and future land uses, including:

(i) categories of public and private use; (ii) general descriptions of use types and densities of those uses; (iii) general descriptions of population; and (iv) other aspects of the built environment;

(c) geographic distribution of future land uses in the jurisdiction, anticipated over a 20-year planning period that specifically demonstrate:

(i) adequate land to support the projected population in all land use types in areas where local services can be adequately and cost-effectively provided for that population; (ii) adequate sites to accommodate the type and supply of housing needed for the projected population; and (iii) areas of the jurisdiction that are not generally suitable for development and the reason, based on the constraints identified through the land use plan analysis;

(d) a statement acknowledging areas within the jurisdiction known to be subject to covenants, codes, and restrictions that may limit the type, density, or intensity of housing development projected in the future land use map; and

(e) areas of or adjacent to the jurisdiction subject to increased growth pressures, higher development densities, or other urban development influences.

(5) To the greatest extent possible, local governments shall create compatibility in the land use plans and future land use map in those areas identified in subsection (4)(e).

(6) The land use plan may:

(a) provide information required by a federal land management agency for the local governing body to establish or maintain coordination or cooperating agency status; and

(b) incorporate by reference any information or policies identified in other relevant assessments adopted by the local governing body, such as a pre-disaster mitigation plan or wildfire protection plan.

(7) The amount of detail provided in the analysis beyond the minimum criteria established in this section is at the discretion of the local governing body.

RESPONSE: The Northwest Bozeman Area Plan incorporates by reference the land use designations and Future Land Use Map of the Bozeman Community Plan 2025. The Area Plan proposes to keep the same three future land uses: Urban Neighborhood, Residential Mixed Use, and Community Commercial Mixed Use. However, the Northwest Bozeman Area Plan does seek to make revisions to the location and size of the Residential Mixed Use and Community Commercial Mixed Use future land use designations as shown in Chapter 3 pages 34-35. These future land use changes better align the mixed use nodes with the proposed arterial and collector street network. The proposed revision to the Future Land Use map supports and advances Community Plan Theme 2: A City of Unique Neighborhoods that create vibrant, walkable, "live-work-play" neighborhoods.

76-25-214: Area plans.

(1) A local governing body may adopt area plans for a portion of the jurisdiction to provide a more localized analysis of all or any part of a land use plan. An area plan may include but is not limited to a neighborhood plan, a corridor plan, or a Area Plan.

(2) The adoption, amendment, or update of an area plan must follow the same process as a land use plan provided for in [sections 7 through 17] and may be adopted as an amendment to the land use plan.

(3) The area plan must be in substantial compliance with the land use plan. To the extent an area plan is inconsistent with the land use plan, the land use plan controls.

RESPONSE: The Northwest Bozeman Area Plan will serve as an area plan amendment to the Bozeman Community Plan 2025. The Area Plan provides a more localized analysis of existing conditions and an overall development framework for the approximately 3,000-acre geography. The adoption of the Area Plan as an amendment to the Bozeman Community Plan 2025 will follow the statutory requirements set forth by the Montana Land Use Planning Act. Descriptions of the area plan's conformance to these sections are provided in this appendix. The Northwest Bozeman Area Plan is structured around the seven themes of the Community Plan which ensures that the amendment is in substantial compliance and thoroughly consistent with Bozeman's land use plan.

76-25-215: Issue plans.

(1) A local governing body may adopt issue plans for all or part of a jurisdiction that provide a more detailed or thorough analysis for any component of the land use plan.

(2) The adoption, amendment, or update of an issue plan must follow the same process as a land use plan provided for in [sections 7 through 17].

(3) If an issue plan covers the jurisdictional area of the land use plan, the issue plan may serve as the detailed analysis required in the land use plan.

RESPONSE: The Northwest Bozeman Area Plan incorporates by reference the existing issue plans identified within the Bozeman Community Plan 2025. Similarly, future issue plans adopted by the City will apply to this Area Plan. Below is a table of the existing issue plans identified in the Community Plan. In Chapter 4 on pages 40-43, the Area Plan outlines five recommendations and provides the corresponding Community Plan Themes, Goals, and Objectives.

76-25-216: Implementation.

(1) The land use plan and future land use map is not a regulatory document and must include an implementation section that:

(a) establishes meaningful and predictable implementation measures for the use and development of land within the jurisdiction based on the contents of the land use plan and future land use map;

(b) provides meaningful direction for the content of more detailed land use regulations and future land use maps; and

(c) requires identification of those programs, activities, actions, or land use regulations that may be part of the overall strategy of the jurisdiction for implementing the land use plan.

(2) The implementation section of the land use plan must include:

(a) if the local jurisdiction does not have current zoning regulations, a schedule by which zoning regulations and a zoning map will be adopted in accordance with the deadlines set forth in [section 5];

(b) if the local jurisdiction has current zoning regulations, an analysis of whether any inconsistencies exist between current zoning regulations and the land use plan and future land use map, including a map of the inconsistencies. If inconsistencies exist, the local government shall identify:

(i) specific implementation actions necessary to amend the zoning regulations and the zoning map to bring the zoning regulations and zoning map into substantial compliance with the land use plan and future land use map; (ii) a schedule for amending the zoning regulations and zoning map to be in substantial compliance with the land use plan and future land use map, in accordance with the deadlines set forth in [section 5]; (iii) a schedule for adopting a capital improvements program or for amending an existing capital improvements program to be in substantial compliance with the land use plan and future land use map; (iv) a schedule for expanding or replacing public facilities and the anticipated costs and revenue sources proposed to meet those costs, which must be reflected in a jurisdiction's capital improvement program;

(v) if applicable, a schedule for updating the plan for extension of services required in 7-2-4732 to be in substantial compliance with the land use plan; and (vi) a schedule for implementing any other specific actions necessary to achieve the components of the land use plan, including a timeframe or prioritization of each specific public action; and

(c) procedures for monitoring and evaluating the local government's progress toward meeting the implementation schedule.

RESPONSE: The Northwest Bozeman Area Plan incorporates by reference the overall implementation strategies contained within the Bozeman Community Plan 2025 related to zoning regulations, capital improvement planning, and facility upgrades. The Area Plan does propose implementation considerations including high level challenges, constraints, and opportunities in Chapter 5.