



WEST PARK STREET CORRIDOR PLAN

BUTTE, MT



FEBRUARY 2016

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INTRODUCTION

Butte-Silver Bow applied and was accepted to receive technical assistance from Community Builders, via the New Mobility West Initiative. The project, known as Butte Connects, was designed to enhance the desired character and economic development potential of West Park Street and strengthen the connection between the Corridor's major anchors Montana Tech and the Central Business District (CBD).

The Butte team who submitted the application was made up of a variety of disciplines including historic preservation, planning, transportation, and economic development. To provide technical assistance specific to the project's needs, Community Builders contracted Progressive Urban Management Associates (P.U.M.A.). P.U.M.A. is a land use planning and economic development firm based in Denver, CO that provides expertise in market-based planning, zoning regulations, and community engagement. P.U.M.A.'s role included a summary of existing conditions, community engagement, and recommendations to achieve desired outcomes for West Park Street.

PURPOSE

West Park Street is a major east-west transportation corridor in Butte, MT and serves as an important connection between Montana Tech and the CBD. Once a bustling part of the city, the decline of the area's major industry, copper mining, and subsequent decades of disinvestment resulted in a Corridor with tremendous historic assets but also many vacancies and blighted properties.

The impetus for this project was the multi-million-dollar investment in West Park Street by the Montana Department of Transportation (MDT). MDT has several curb-to-curb improvements as well as sidewalk repairs planned for the Corridor in 2016. Butte Connects is a separate endeavor but is intended to leverage MDT's investment in order to achieve a comprehensive revitalization of the Corridor.

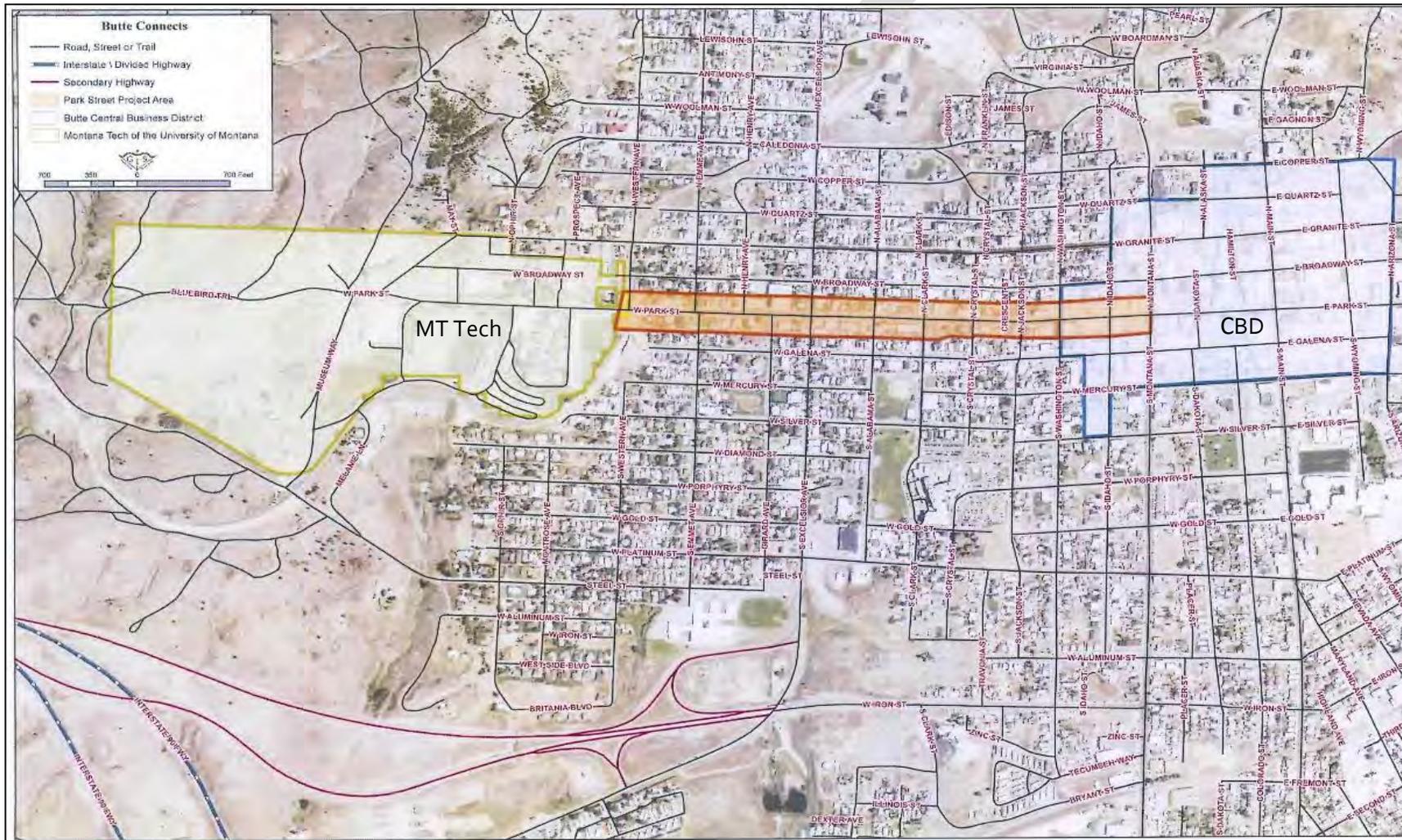
RECOMMENDATIONS

The heart of this document are the recommendations on pages 20 through 28. These recommendations are designed to accomplish community goals of enhancing the character and economic development potential of the West Park Street Corridor. They are designed to generate a sense of positive change, while being mindful of the capabilities of the project team and local government to affect private development decisions.

This document's recommendations are specific to West Park Street but a similar process could be replicated along other major corridors in Butte. The intent of this process is to pair planned street investments with community engagement to determine the desired character of the street and provide targeted recommendations to achieve that character.

STUDY AREA

The study area, pictured in orange below, runs east-west along West Park Street from Montana Street to Western Avenue.

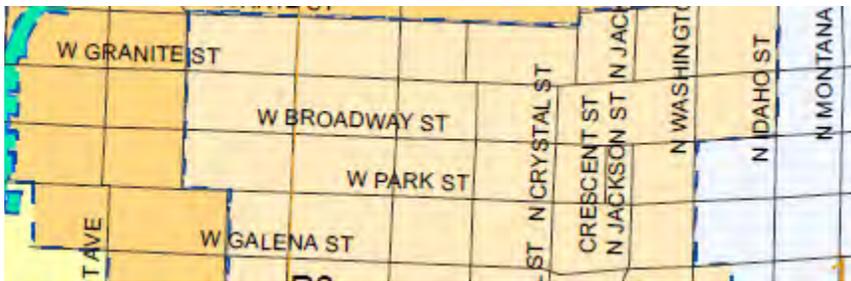


REGULATORY SUMMARY

The section below summarizes existing regulations including zoning, historic preservation and building codes affecting West Park Street. In addition to reviewing regulations, P.U.M.A. reviewed previous plans that impact Uptown Butte to help inform recommendations for West Park Street. A summary of previous plans can be found in the Appendix.

ZONING REGULATIONS

West Park Street is zoned Two-Family Residence (R2) on the west end near Montana Tech; Multi-Family Residence (R3) along most of the Corridor; and Central Commercial (C3) on the east end as it enters the Central Business District.



Allowed Uses by District

The C3 district, shown in light blue, allows a wide variety of commercial uses including all commercial uses allowed in the Community Commercial (C2) district as well as an additional list of uses including lodging and upper floor apartments, among others.

The R2 zone, shown in dark orange, is primarily intended for two-family, or duplex, housing. This low density housing is a buffer between Montana Tech and multifamily housing. The R3 zone, shown in light orange, is intended primarily for multifamily residential. Both the R2 and R3 zones allow day-care and home-based businesses. In R2 and R3 zoning districts, professional office buildings are conditionally allowed subject to discretionary review as are “medical, dental offices and clinics” in the R3 zoning district.

Existing Commercial Uses

In addition to many allowed uses along West Park Street, between Washington Street and Henry Avenue, some commercial businesses such as restaurants and small shops are present. These are non-conforming “grandfathered” uses in R3; zoned so as to be phased out and eventually replaced with allowed uses. They may stay in their existing configuration but are not allowed to expand within the building or site, and if discontinued for a year cannot be reinstated.

HISTORIC PRESERVATION REGULATIONS

Butte-Silver Bow’s local historic preservation law is an ordinance originally passed in 2007 and revised in January 2015. That revision identifies and describes the responsibilities of the Historic Preservation Commission (HPC),

Historic Preservation Officer (HPO), and establishes programs for the protection of historic properties countywide, including contributing properties within the West Park Street Corridor. Requests for permits to demolish historic properties must be reviewed by the HPC to ensure that viable alternatives to demolition are considered, while affording the public the opportunity to comment. If the HPC approves a demolition it may impose conditions, including design review of new infill construction, if proposed. A delay of no more than 45 days may be imposed for consideration of demolition alternatives. Design Review applies to the rehabilitation of historic properties and new infill construction in historic districts if the proponent is using local incentives, such as an Urban Renewal Authority (URA) grant. The HPC has no authority to review demolition permits for non-historic properties, including noncontributing properties in the West Park Street Corridor, or to conduct design review for rehabilitation projects or new infill construction using private monies only, unless design review was a condition of a demolition permit. Proponents may appeal a decision by the HPC to the Council of Commissioners.

BUILDING CODES

Butte has adopted both the International Building Code and the Existing Building Code. The former applies to any new buildings constructed in the study area and the latter to existing buildings such as those that contribute to the historic character. The Existing Building Code helps make rehabilitation and reuse of existing buildings possible. It does this by allowing the continuation of building systems that are in good condition rather than requiring potentially cost-prohibitive upgrades to bring all systems up to current standards.

MARKET PROFILE

This section of the document summarizes market conditions that inform recommendations for West Park Street. The data is illustrative of what type of investment may occur naturally along West Park Street and/or where market forces may need to be supplemented with public resources to achieve desired outcomes.

PRIMARY MARKET AREA

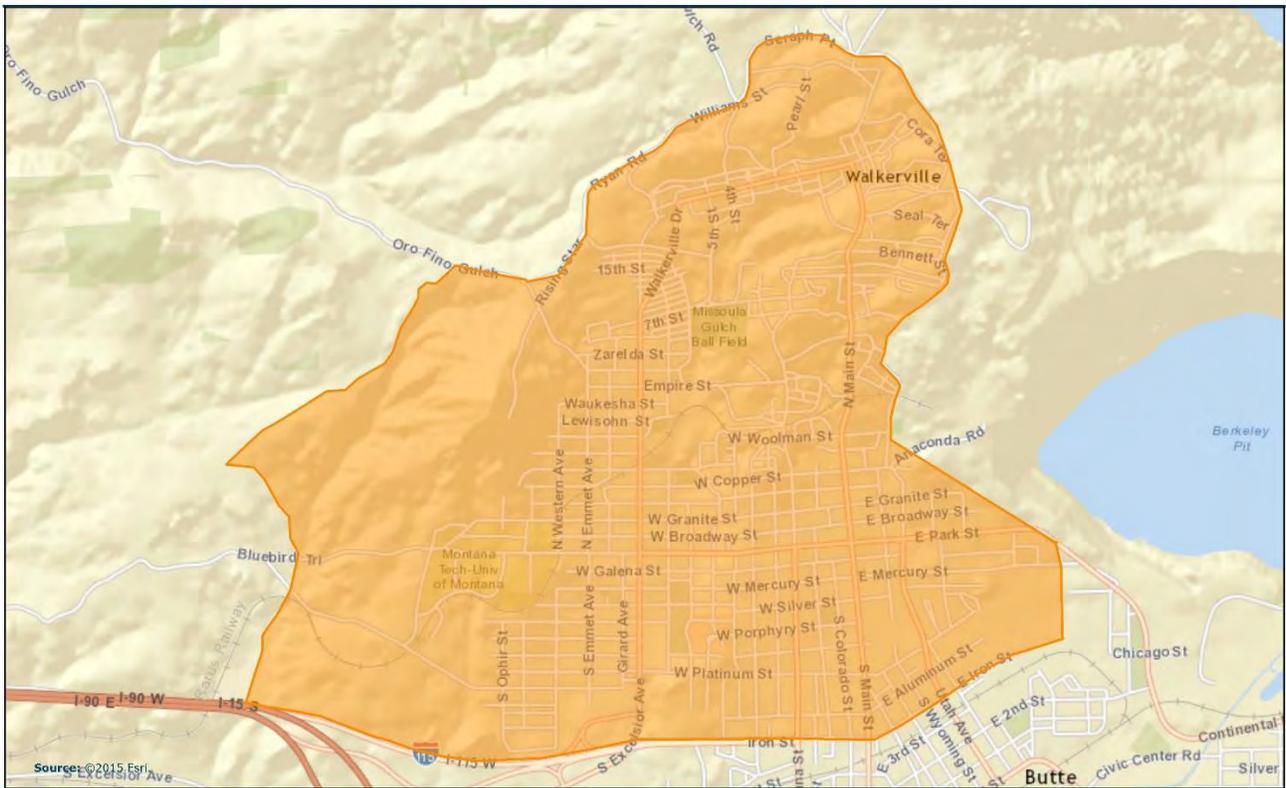
Understanding that West Park Street does not exist in a vacuum, a Primary Market Area (PMA) was established to better understand market opportunities. The PMA boundary includes the study area as well as nearby areas where residents are readily able to access and support West Park Street establishments. The boundary largely follows census tracts 1 and 2 but deviates slightly to include the Walkerville neighborhood, where many residents commute to Butte's Central Business District, adjacent to West Park Street. The neighborhoods south of I-115 W and Iron Street were not included as their location relates more closely to commercial areas south of the Interstate.

The PMA boundary illustrated below is bound by I-115 W and Iron Street to the south, Montana Tech to the west, the Walkerville neighborhood to the north, and Wyoming Avenue and Continental Drive to the east.



West Park Street Corridor Market Area

Butte MT



DEMOGRAPHICS SUMMARY

P.U.M.A. extracted the following data for the PMA using ESRI Business Analyst Online. The data summary presented below contains figures from the most current available estimates (2015) unless otherwise noted. The ESRI reports generated for this project can be found in the Appendix.

PMA Compared to County Data

Select findings below illustrate PMA data compared to Butte-Silver Bow County. Compared to the county, the PMA has a younger population, at least partly attributable to the student population at Montana Tech. The PMA has lower household income and a greater percentage of renters. Homes in the PMA tend to be much older than those throughout the county.

	Primary Market Area	Butte-Silver Bow County
Population	9,027	34,980
Households	4,216	15,497
Average household size	2	2
Households with children (2010)	23%	27%
Median age	34	42
Residents ages 15 to 34	36%	26%
Median household income/yr.	\$27,337	\$37,301
Households receiving food stamps (2009-2013)	26.10%	16.90%
Households with a disability (2009-2013)	33%	31%
Owner-occupied housing units	40%	58%
Renter-occupied housing units	44%	32%
Vacant housing units	16%	11%
Median home value	\$158,411	\$174,035
Homes built before 1940	70%	39%
Adults (25+) with associates degree or higher	31%	31%
Enrolled undergrad or graduate student	13%	8%

BUSINESS & EMPLOYMENT DATA

Businesses

ESRI estimated the following related to businesses and employment:

- There are 639 businesses in the PMA, employing 6,719 persons.
- Top businesses by type include:
 - By Standard Industrial Classification (SIC): Services (43%); Retail (18%); and Government (13%)
 - By North American Industry Classification System (NAICS): Public Administration (14%); Health Care & Social Assistance (13.5%); Other Services (12%); and Retail (11%)

Retail Leakage

ESRI identifies retail demand and supply and resulting retail leakage or surplus. Overall, the PMA has a net leakage in retail trade and food and drink, with \$29.6M more in demand than supply. Where there is leakage, businesses are likely to be able to attract customers who would have otherwise had to travel further to meet their demand for the product or service offered.

The following retail types show notable leakage in the PMA. However, leakage does not necessarily mean the retail types are desired or appropriate for the character of the Corridor.

- General Merchandise Stores - \$13.3M
- Automobile Dealers - \$12.6M
- Grocery Stores - \$7.2M
- Health and Personal Care Stores - \$2.6M

Resident Employees

ESRI provides estimates from the 2009-2013 American Community Survey for civilian employed population over the age of 16 that reside in the PMA (resident employees). These employees may be employed either within or outside of the PMA. According to estimates:

- There were 3,959 resident employees.
- Top industries include health care and social assistance (23%); retail (14%); accommodation and food services (13%); and educational services (12%).
- Nearly 1/4 of residents are occupied by either food preparation and serving (12%) or office and administrative support (12%).
- The majority of area workers (73%) drive alone to work; 9% walk to work.
- 3/4 of workers commute less than 20 min.

HOUSEHOLD RETAIL SPENDING

ESRI's Market Potential Index (MPI) measures "the relative likelihood of the adults or households in a trade area to exhibit certain consumer behaviors or purchasing patterns compared to the U.S." An MPI of 100 represents the U.S. average.

PMA residents tend to be more price conscious and oriented toward convenience purchases over luxury or discretionary items. PMA households have an MPI higher than the national average in categories such as: convenience store items, low-cost home computers, fast food, bars and nightclubs. PMA households had an MPI lower than the national average in categories such as: domestic and international travel, new car purchases, subscribing to high end technologies, and using services such as a housekeeper or other professional cleaning service.

Psychographics

ESRI psychographic profiles highlight the nuances and particularities of distinct consumer spending habits and preferences. The top psychographic types in the PMA are:

Set to Impress (37%)

This group tends to live in multi-unit apartment buildings with lower than average rents. More than half are singles in nonfamily households. Many work in food service while they are attending college and have lower income levels. These consumers value fashion, trends and personal image, but are also price sensitive and always looking for a deal. These residents are into the local music scene.

Small Town Simplicity (16%)

This group includes young families and seniors who are community-oriented and live down-to-earth lifestyles. They are connected but don't require the latest and greatest gadgets. The majority live in older single family homes. Since almost 1 in 4 households is below poverty level, they keep their finances simple.

In Style (14%)

This group is comprised of professional couples and singles without children, who have higher household incomes and the time and money to focus on their homes and personal interests. The majority are home owners, who live in a mix of single-family, townhomes, and small apartment buildings in older established neighborhoods. These consumers are tech savvy and value an urban lifestyle that allows them access to arts, music, and culture.

Old and Newcomers (12%)

This market is a mix of age groups, including those just beginning their careers and those who are retiring. Mostly singles and childless couples, this group is more likely to rent and live in a mix of single family and multifamily housing. With lower incomes, this group is price sensitive and focused more on convenience than consumerism. This cohort is environmentally supportive and prefers urban living.

ADDITIONAL RETAIL MARKETS

In addition to the PMA, there are several other potential markets for the West Park Street Corridor. These include through-traffic, destination visitors, and family members of Montana Tech students.

- **Through-traffic** brings additional exposure and potential customers to West Park Street. In 2014, annual average daily traffic counts along West Park Street were approximately 5,000 vehicles, with seasonal peaks averaging closer to 7,400 vehicles.

- **Destination businesses** or institutions along, or in close proximity, to West Park Street draw consumers from a broader area. A sample of these destinations include: The Motherlode Theater, Dancing Rainbow Natural Grocery, Butte-Silver Bow Public Library, Butte Central Catholic High School and the Hummingbird Cafe. Destination businesses anchor other retailers and can offer attractive synergies to those that seek a similar customer.
- **Montana Tech** students are included in the study area and PMA data but their families are not. While students often offer stronger spending potential than their incomes suggest, they generally have less disposable income than older members of their family. Parents visiting their children at college will often opt for a nice meal out, help their kids purchase accessories for their rooms, and look for a quality place to stay in proximity to campus.

COMMUNITY ENGAGEMENT

ONLINE SURVEY SUMMARY

The popularity of online community engagement tools is increasing because they allow people to participate in community discussions from the convenience of their own home or while on the go. For this reason, the project team developed an online survey to complement the in-person components of the project. Use of the survey tool expanded the overall number of people who were able to engage in the project and enriched the information shared between participants and the project team.

The survey was available online during the first half of November, 2015. Members of the project team circulated the survey link to their networks, the Montana Standard wrote a short story about it, and students and faculty of Montana Tech were sent the link directly. As a result, 359 individuals participated in the survey. Nearly 50% of survey respondents were faculty or students of Tech. Over 40% of respondents lived near the Corridor, and over 40% of respondents accessed businesses located on the Corridor.

Key Survey Findings:

- 75% of respondents travel the Corridor alone in their personal vehicle; 3% bicycle and 16% walk as their main form of transportation.
- Pedestrians feel relatively safe along the Corridor, with 49% of respondents rating safety as a 7 or greater (with 10 being safest).
- 74% of respondents rate the attractiveness of the Corridor as a 5 or less (out of 10, 1 being very unattractive). The most cited reasons being the appearance of dilapidated buildings and structures, sidewalks in disrepair and a general lack of landscaping.
- More landscaping within the Corridor is desired.
- People feel strongly about the historic look and feel of the Corridor and desire to retain that character. There is a strong sentiment to (1) clean up and revitalize existing buildings that contribute to the historic character, and (2) ensure new developments are designed to complement the historic character.
- People appreciate the mix of uses along the Corridor, particularly the residential aspects, and desire to see them continue.
- Elements of the Corridor respondents wish to change include: sidewalks in disrepair, inadequate night-time lighting, increased landscaping, and a greater mix of uses.
- Overwhelmingly, people desire more variety in places to eat on the Corridor (87%) and more small-format retail shops (71%).
- People would welcome the opportunity to sit and dine along the Corridor if they were buffered from the roadway.
- Street lighting is desired; respondents overwhelmingly prefer lighting that has an “antique” appearance.



Example of “antique” lighting

STAKEHOLDER FOCUS GROUPS & INTERVIEWS

P.U.M.A. and New Mobility West staff visited Butte from November 2nd to 5th, 2015, for an intensive immersion and strategic problem solving effort. During this timeframe, the team conducted a total of 16 focus groups and interviews with stakeholders representing diverse interests in West Park Street. A full documentation of notes taken during stakeholder meetings can be found in the Appendix. The following summarizes key themes that emerged from stakeholder engagement.

Historic Character

The historic character along West Park Street is widely recognized as a unique asset and important to preserve. However, most stakeholders felt that some buildings on West Park Street are not worth preserving. Some buildings are in serious disrepair and/or have lost their historic integrity due to numerous structural or façade changes over time.

Buildings in Disrepair

The physical condition of the Corridor, specifically deteriorating buildings and vacant lots, was a consistent concern. Many expressed a desire for the city to be stricter on code enforcement to bring these buildings and lots into better condition. Many of the same participants acknowledged a need to be sensitive to owners, especially owner-occupants, who may not have the resources to make repairs and a lack of incentives outside the URA to assist with such repairs. Many noted that the condition of the Corridor is a deterrent to attracting students to Montana Tech. A related issue is the lack of quality student housing off campus. It was noted that some property owners are starting building rehabilitation and there has been slow but notable progress.

Mix of Uses

Stakeholders are happy with the current mix of uses on the Corridor and do not want to see existing commercial uses phase out over time. There is some desire for additional (light) commercial uses, particularly those that serve residents and/or appeal to students. However, there is some difference in opinion on where new commercial uses should be located. Some feel commercial uses should be concentrated closer to the CBD; others think there could be some adaptive re-use in the blocks closer to Tech to help draw students along West Park Street. Excelsior Avenue was commonly cited as the block where the character changes along the Corridor. Stakeholders generally like the idea of allowing re-use of historic homes for office uses as a way of fixing them up. All indicated a desire to maintain residential uses along the Corridor.

Beautify

In addition to cleaning up blighted properties, there is desire for additional beautification measures along the Corridor. Lighting, landscaping and art were suggested in the public realm. Programs to help paint and repair building exteriors facing West Park Street were also seen to have a community benefit of improving overall appearance.

Pedestrian Friendly

The condition of sidewalks was of large concern. Many are deteriorating and in immediate need of repair. Some stakeholders also desire wider sidewalks to make it more comfortable for pedestrians and to add room for things like signage and outdoor seating. Safety was brought up as a concern and a need for better/brighter lighting was noted. A few participants also mentioned uses with windows and activity to help add vitality and a sense of “eyes on the street.”

Connect to Tech

A range of stakeholders mentioned a desire to get more students traveling West Park Street to patronize the businesses there and in the rest of Uptown. Better transportation infrastructure for bikes and walking were commonly cited. In addition, more commercial uses along the Corridor that cater to students such as food venues and “places to hang out” were seen to help. Other suggestions included improving the pedestrian experience through landscaping, lighting, interactive art pieces, better sidewalks and more frequent/visible transit option between Tech and Uptown, with extended hours.

Predictability for Development

There was concern, particularly among the development community, that zoning regulations and the historic preservation review processes were time consuming and intimidating to work through. Stakeholders resoundingly complimented city staff and decision boards on being helpful and coming to good decisions. However, the need for negotiation was also seen as leading to inconsistent outcomes and discouraging new and non-local parties from investing. A strong desire was expressed for more predictability in terms of what can and can't be done.

Street Design

The proposed streetscape design for West Park Street, being conducted through MDT, had mixed reviews. Stakeholders liked the idea of slowing traffic and many agreed that West Park Street could get by with one lane in each direction – although there were a few concerns about lane reduction. Generally, people were supportive of beautifying the Corridor and thought that adding trees in a median could contribute to that goal. However, a number of people also expressed concern about the long-term costs for maintenance and how a median would work with snow removal and truck deliveries.

Parking

Parking was seen as an issue by some focus groups but not by others. Some groups felt strongly that there was a lack of parking on West Park Street. Others said they usually found spots within a few blocks of their destination and did not see it as a big issue. There was some concern that if additional commercial uses were added to the Corridor it would increase the parking problem. Angled parking was seen as appropriate on additional blocks within and near the CBD (although this may not be permitted by MDT).

COMMUNITY FORUM

In addition to targeted focus groups and interviews, a community forum was held the evening of November 4th at the Baptist Church on West Park Street, with several dozen people in attendance. The intent of the forum was to gather broad community input on the desired character of the Corridor. This event was publicized through the news media and direct contact to many of the stakeholders in the Corridor. The forum began with an overview of the project presented by New Mobility West and P.U.M.A., followed by three activities designed to engage and seek input from participants.

Q & A with Topical Experts

Members of the project team were present throughout the evening and available to answer questions related to their area of expertise. These topical experts were identified by name badge and introduced to participants at

the start of the activities so they could be sought out for questions. Areas of expertise included: land use and zoning, historic preservation, university affairs, economic development, planning and landscaping.

Corridor Land Use Mapping

Survey respondents and focus group participants conveyed an appreciation for existing businesses along West Park Street and a desire for additional light commercial uses, in keeping with the residential nature of the Corridor. A dot mapping activity was designed to gather broad community input on where specific land use types should be located.

Butte project team staff provided a large-scale, aerial map of the Corridor that made it easy for participants to identify landmarks, parcels and streets within the study area. The team also provided colored dots representing three different land use types: yellow for personal services; green for food services; and red for medical/professional services. Participants were given one dot of each color and asked to place it on the map where the use would be most desired. Participants were also encouraged to make suggestions via post-it notes to capture additional thoughts.

In general, participants tended to place dots on specific sites where there was known vacancy. Dots were placed to cluster uses in three sections of West Park Street:

- Western Avenue to Henry Avenue
- The Intersection of West Park and Clark Streets
- Jackson Street to Idaho Street

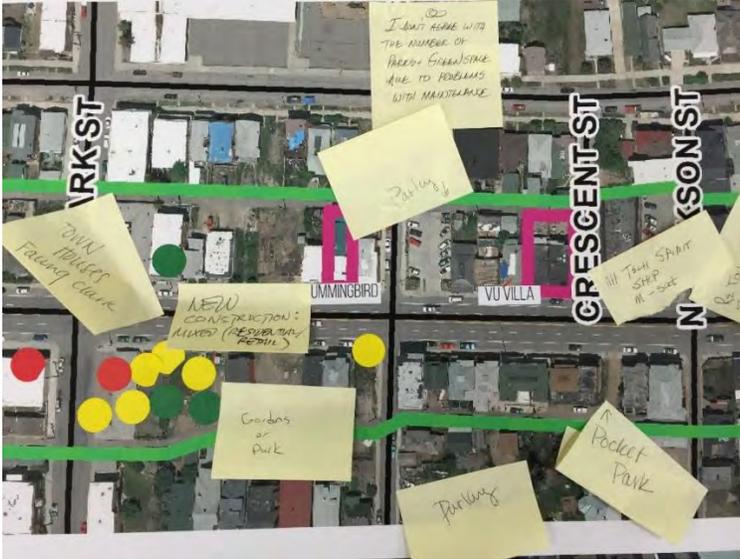
Western Avenue to Henry Avenue

Within this section of West Park Street, nearest to Montana Tech, participants generally desired additional light commercial uses, particularly food services.



Intersection of West Park and Clark Streets

Along the south side of West Park Street at Clark Street, participants indicated that new light commercial uses, primarily personal services, would be beneficial.



Jackson Street to Idaho Street

On the north side of West Park Street, within the existing CBD zoning in Uptown, participants envisioned the broadest mix of uses, indicating interest in medical/professional, food and personal services.



A sample of additional ideas noted on post-its include:

- Fiber loop
- Parking
- Green spaces
- Mixed use residential/retail
- Tech spirit shop
- Tourist information kiosk

- Craft shops
- Neighborhood grocery
- Bed & breakfast

Design Posters

This activity was used to gather design input for West Park Street. Five posters were created, each displaying a different image and a series of questions about design elements such as windows, landscaping, sidewalks, seating areas and lighting. Participants were asked whether or not the elements were appropriate for West Park Street. There was also space on each poster to capture additional thoughts. One of the posters is shown below and all five can be found in the Appendix.

Desired Design Elements

Based on the feedback received from all posters, the following items are strongly supported as being appropriate for West Park Street.

- Ample windows on first floor commercial
- Pedestrian scale street lighting
- Street trees or other landscaping
- Outdoors pedestrian seating
- Sidewalks wide enough to accommodate lighting, trees, benches, bike racks and so forth
- On-street parking
- Re-use of existing residential buildings for commercial businesses



USING THE IMAGE ABOVE AS REFERENCE, PLEASE READ EACH OF THE QUESTIONS BELOW, PLACING ONE CHECK MARK IN THE COLUMN WITH WHICH YOU MOST AGREE:

QUESTION	AGREE	DISAGREE
Is the left-most building generally appropriate for the West Park Street Corridor?	X	
Is the middle building (red stucco) generally appropriate for the West Park Street Corridor?	X	X (not on main)
Is the right-most building generally appropriate for the West Park Street Corridor?	X	X It doesn't appear to have meaning
The amount of windows at the street level in the right-most building would be appropriate for the West Park Street Corridor?	X	X The amount of windows is not a great design element
The sidewalk provides enough space and would be appropriate for the West Park Street Corridor?	X	
The street lamps would be appropriate for the West Park Street Corridor?	X (same as 70)	X not with high-voltage lights
I would enjoy walking here.	X	X more landscaping

ADDITIONAL THOUGHTS:

So that they really start looking correct - agreed
But you have to have a parking solution
I like the high ceilings on the red building
There's more grass & trees would be nice for walking

NOTE: WILL THESE STREET LAMPS BEAT
THE UTILITY POLES? CAN WE DO THIS TOO?

DESIRED CORRIDOR CHARACTER

West Park Street is envisioned as a mixed-use, aesthetically pleasing, clean and safe Corridor. It should be pedestrian friendly and consider accommodating other modes such as biking and trolley transit. Stakeholders enjoy the existing businesses along the Corridor and would like to see additional commercial uses that are neighborhood serving and preserve important historic character.

Examples of Desired Uses

- *Quality housing*
- *Restaurants*
- *Boutique retail; clothing*
- *Uses catering to Tech students such as, food places, spirit shop, electronics store*
- *Coffee shop or café; place to hang out with Wi-Fi*
- *Small health care practices; doctors or dentist office*
- *Small grocery market*
- *Drug store*
- *Bed & breakfast or other quality lodging*



RECOMMENDATIONS

This section of the report offers recommendations for enhancing the character and economic development potential of the West Park Street Corridor. The recommendations are designed to accomplish a wide range of community goals, among them:

- Make the most of the public investment in the street and sidewalk infrastructure;
- Enhance appeal and aesthetics;
- Encourage private investment that is consistent with community desires; and
- Promote a stronger connection between the CBD and Montana Tech.

The top recommendations directly target these goals, while additional recommendations support these goals and advance related themes and community desires heard during the course of the project.

TOP RECOMMENDATIONS

Design and Build a Walkable Street

As described in the introduction, this project was initiated to align with and capitalize on planned street enhancements for West Park and Excelsior Avenue. During community engagement, goals expressed for West Park Street included making it more enjoyable for walking and biking. This goal can be addressed both with the design of the street and sidewalks, as well as the design of adjacent development.

It is understood that many inputs, each with technical and financial implications, will be balanced in selecting the final street design for West Park Street. This recommendation provides input received during the course of this project in hopes that it can be considered and accommodated in the design selection.

During the site visit, P.U.M.A. suggested the city coordinate with MDT to incorporate the following into the project consultant's survey of the Corridor:

- Potential locations for curb variations, such as bulb outs, to widen sidewalks and shorten the crossing distance for pedestrians where variations would not disrupt drainage or require digging or other subsurface utility changes.
- Potential locations for future trolley and/or bus stops.



Vu Villa is already a walking destination from Tech

In early 2016, participate in the selection of design elements that enhance walkability, reinforce the character of different segments of West Park Street, and meet community goals with available funds.

- Select locations for streetscape elements identified above.
- Select locations for future trolley and/or bus stops.
- Slow down traffic to posted speeds, through street design, to increase pedestrian and bicyclist comfort and safety.
- Include mid-block pedestrian crossings and refuges to facilitate walking between destinations.
- Add pedestrian scale lighting.

- Where possible, provide curb variations¹ to create space for bike racks, trash cans, interactive art (e.g., “Before I Die...” wall), café seating, wayfinding and bike/walk times signage, trolley stop benches or shelters, and other amenities that enhance the pedestrian appeal.
- Irrigated, tree-lined medians were seen as a good solution to beautify and create the right character between Excelsior Avenue and the campus. However, this treatment was not seen as especially additive in other sections of the Corridor, and concerns were raised about dormancy outside the short growing season and about maintenance costs.

Finally, to keep positive momentum, advocate for project scheduling such that West Park Street improvements are completed first, then other sections of Excelsior Avenue.

Create Attractive Character

In addition to a more walkable Corridor, many stakeholders expressed an interest in seeing a considerably more beautiful and visually distinctive Corridor. While the tree-lined median was seen as a good fit from Excelsior Avenue to the Tech campus, a different median treatment could be selected for the blocks from Washington Street to Excelsior Avenue. West Park Street is known for having several event venues including the Mother Lode Theater. The emerging art scene in Butte could be harnessed to create a distinctive, artistic look and feel for West Park Street that would invite students.

The streetscape project could include attractive and durable hardscaped medians with ample, well-secured bases and surfaces for public art pieces. Surfaces that allow adequate sight lines, such as concrete columns scaled to West Park Street could be placed in colored or stamped concrete. This would likely be no more expensive than installing irrigation and landscaping in these areas.



Median Art in Fort Worth. Source: www.freese.com



Surfaces could be painted by volunteer artists such as the individual in Butte who is currently using trash cans as canvases. Re-painting could occur organically or during an annual event. Funds that would have been used for maintenance of landscaping could support the cost of paint and other supplies. Periodically, the best works could be selected through a community process and designated as permanent “no paint-over” works. Other types of art pieces could be installed between the columns by corridor businesses or other community and Tech alumni donors. The initial installation should include ample bases to add pieces over time, as retrofitting additional bases would be more expensive.

In addition to art in the median, interactive and informal art should be encouraged within the Corridor. As appropriate, connecting festivals and events that take place in Uptown to West Park Street can add to its reputation and character as being authentic and hip.

¹ Many people would prefer wider sidewalks along the full length of the Corridor, but resulting increases in cost would likely add about 50% more to project cost as well as timeline delays. Hence, we suggest exploring more targeted locations for “curb variations” such as bump-outs.

Property Maintenance

While the community embraces the historic character of West Park Street and takes pride in many exemplary buildings there, many were very unhappy about properties that are poorly maintained. These include both cosmetic issues such as overgrown grass, animal feces, and peeling paint; as well as buildings with crumbling railings and buckling walls or roofs. Many stakeholders noted challenges with absentee landlords of rental properties, particularly concentrated near the Tech campus. At the same time, community members were passionate about property owners, particularly those who are also occupants, who cannot afford to maintain an aging property or are physically unable to do routine upkeep such as painting and mowing.



An example of a well-maintained historic building on West Park Street

Poor exterior maintenance of a minority of buildings along the Corridor has a substantially negative impact on the perception of West Park Street and feels unfair to property owners who are doing their part. Better code enforcement along the Corridor can be expected to help restore its image as a place of quality in order to help attract new investment. A recommended three-fold approach includes incentives, code enforcement, and assistance to achieve more consistent exterior property maintenance. The program could be piloted on West Park Street and expanded to other historic neighborhoods.

Target Incentives

Most (though not all) of the Corridor falls outside the tax increment financing district and is not eligible for historic restoration assistance funds. There is a sense that no resources are available to help Corridor property owners defray the cost of rehabilitating historic buildings. There are a range of longstanding and some new assistance programs in the community. Existing programs can support lead attic dust abatement and weatherization, and provide a limited amount of free paint. Annually, the Council of Commissioners awards grants for economic development. In addition, restoration grant funds have recently been allocated for a range of uses, including historic preservation and economic development. A list of incentive programs can be found in the Appendix. Additively, these programs are not inconsequential for supporting small business and residential improvements. The Butte Local Development Corporation should develop a resource packet with assistance programs available city-wide and distribute it to existing property owners, as well as announce it to the community at large through web and traditional channels.

To coincide with the street enhancements on West Park Street, community groups that make granting decisions should consider a temporary, two-year prioritization of projects on the West Park Street Corridor. Best practice studies routinely demonstrate that clustering upgrades in a targeted area has a bigger impact than dispersing resources community-wide. After the two-year focus on West Park Street, another target area could be selected.

Code Enforcement

Lack of code compliance was cited repeatedly as a weakness of the Corridor. However, community members were cautious about suggesting more aggressive code enforcement. They also mentioned that code enforcement officers may have ample workload and lack time to do proactive work.

In most communities, code enforcement officers are primarily responsive to community complaints. Secondly, some communities give criteria to the code enforcement division about how to prioritize proactive code enforcement in accordance with community concerns. Criteria can include property types, ownership types, neighborhoods, corridors, or types of problems – such as overgrown weeds or graffiti. Based on specific goals of protecting historic buildings and improving the visual



A view of West Park Street Source: Happy-Tracks.com

appeal of the Corridor, Butte-Silver Bow should direct code enforcement to proactively enforce code violations visible from West Park Street, and to give priority to (1) building maintenance of historic properties (2) other violations at multi-unit, rental residential properties and (3) vacant lots. Code enforcement letters could be sent with information about incentives (see above) and assistance (see below). The city could charge a fee to negligent property owners per violation and put that money toward correcting the violation. Some of the work may be done during the winter when fewer code complaints are typically received. As with other recommendations in this plan, this program could be piloted on West Park Street for a limited time coinciding with street enhancements and later expanded or transferred to other neighborhoods.

An additional code enforcement issue raised by focus groups was a loophole that allows property owners to defer maintenance of a property if it is for sale. It was reported that some owners list vacant property for sale at prices higher than the market will realistically bear simply to avoid maintenance and repair. A vacant building register ordinance is forth coming and is expected to close this loophole, hence this report makes no further recommendation.

Assistance

Many stakeholders noted a range of challenges with code compliance, particularly for aging property owners who can no longer physically do maintenance work, and may not be able to afford it. Others suggested that finding and monitoring lawn care, shoveling, and handyman services is difficult for out-of-town owners. A range of suggestions were offered for linking property owners to entities or individuals who can offer assistance, including:

- A community organization serving low income seniors could coordinate neighborhood and student volunteers to do exterior maintenance projects such as shoring up railings and decks or painting.
- Tech students could be assisted to start and staff a business that provides a variety of regular and on-call maintenance services. The business could provide students income on a very part-time employment basis while attending school.

- The city could create a fee-based service where out-of-state owners could pay for basic once-a-month mowing, shoveling, or other maintenance.
- The city, through its Community Enrichment Department, can assist in identifying residents who need some level of assistance to address property maintenance issues, and form partnerships with other local organizations to provide volunteer assistance or coordination of services.

Many cities choose not to take on such activities in order to avoid potential liabilities, and because the fee-based services can be provided by the private sector. However, in Butte there is a strong for a proactive and compassionate approach to property maintenance and enthusiasm among many stakeholders for participating in one or more of these assistance activities. As such, we recommend that the West Park Street project team work with other community partners to explore what entities in the community may be able to partner to establish one or more of the above code compliance assistance mechanisms.

Invite Investment with Predictable Zoning

As discussed in the regulatory summary, development regulations along the Corridor are such that the vast majority of new non-residential uses and buildings require discretionary review. Without predictable outcomes, many would-be business and property owners prefer to locate elsewhere. This is especially true of non-locals who may not be aware that Butte-Silver Bow's track record is one that generally approves such waivers and variances as may be needed to welcome new investment.

Many stakeholders were surprised to learn that the zoning on much of the Corridor requires a variance to open a business like the ones that are beloved along West Park Street. In addition, the existing historic development pattern – which most see as an asset – is not consistent with regulations that are designed for new development. While many stakeholders report that they are eventually able to get a permit that acknowledges existing and historic buildings and use, the process takes time and lacks predictability. The time needed to negotiate and the uncertainty of outcomes discourages many would-be investors/businesses and can sometimes feel unfair across years of case-by-case decisions.

An overlay district is recommended to allow for more consistency and faster development approvals. It should apply only to parcels with frontage on West Park Street, rather than the full block depth so that parcels fronting parallel streets help provide transition to the neighborhood.

Uses

We recommend allowing a wider range of uses by-right by administrative approval (without any hearing) in contributing historic buildings, to encourage historic rehabilitation. The uses should be of a type and scale that serve students and the surrounding neighborhood.

- Allow new eating and drinking establishments and neighborhood serving personal services (e.g., nail salon) by-right in contributing buildings in the historic district.
- Establish performance standards for noise, hours of operation, and size of business that are consistent with uses that serve primarily the students and the neighborhood. If a business does not meet these standards, it would be a conditional use. The standards provision can be written so that a permit approval can be administratively revoked if performance standards are violated and not corrected.



Stakeholders indicated support for existing and new food service uses on West Park Street

Parking

A frequently cited concern is that existing historic properties cannot meet the standard parking requirements, which discourages businesses in the Corridor. At the same time, residents want to be sure that there will still be adequate parking for them in the adjacent neighborhoods.

- Waive or reduce parking requirements for small (>8,000 sq. ft.) commercial uses in contributing historic buildings, allowing the owner and market to determine how much parking to provide.
- Allow shared parking arrangements between uses and properties.
- Allow uses to provide parking on lots within one block (but do not allow stand-alone pay parking lots).
- Require that parking be placed to the side or rear of any new building, rather than facing onto West Park Street.
- Commercial buildings shall provide bicycle racks in a location visible from West Park Street.

Design

Our recommendations for design regulations consider parking (above), building placement, seating areas, and windows. Existing height provisions of the underlying zoning districts appear to ensure that new buildings and additions will fit in reasonably well with existing buildings, and are not recommended to be modified in the overlay zoning.

- New buildings or additions must match or differ by no more than 5% from the front setbacks of contributing historic buildings on abutting lots to either side. Where the setbacks on abutting parcels differ, the building may either average the abutting setbacks or match that of the more similar building.
- Permanent seating areas such as fenced patios, even if not fully enclosed, count in meeting the front setback standard.
- Seating areas that are not part of the enclosed building, including covered decks and patios, are allowed in the front yard.
- Movable furniture may encroach onto the sidewalk provided that a minimum pedestrian travel area is maintained.
- Non-residential buildings shall have a minimum of 50% glass on the ground floor street face on West Park Street, which shall be maintained as transparent. (This provision is consistent with the prevailing character and also provides light and visibility to the street, making it more pedestrian friendly).

Adopting overlay zoning regulations as recommended is expected to streamline the development approval process for uses and buildings that fit the desired character of the area.

Adopt Criteria for Demolition Permits

The community values the diversity of historic buildings in the district. However, we heard from a range of stakeholders that a minority of buildings are in such disrepair that they hinder economic development along the Corridor rather than enhance it. In 2015, the revised Historic Preservation Ordinance improved the demolition process by reducing the time the Historic Preservation Commission (HPC) can deliberate alternatives from 90 days to 45 days. However, based on stakeholder feedback about the length and uncertainty of the demolition process, we recommend an additional step of developing a clear set of criteria that, if met, can further expedite the process.

To respond to community concern, P.U.M.A. suggests the City work collaboratively with the HPC to establish a set of criteria that would expedite the demolition process for those buildings that most community members agree should be taken down. If the building meets *all* criteria, it would trigger administrative approval of a demolition permit. The majority of buildings, however, will not meet all criteria and will continue to be reviewed through the existing hearing process. In order for the criteria to be predictable and effective, it is essential to avoid adopting criterion that require the applicant or the HPC to undertake historical research or make interpretations such as, “the building is not the only remaining example of its kind.” Below are sample criteria, which are intended to be further refined by the city and HPC.

- The building is determined dangerous by the Fire Marshall, based on the Fire Department safety standards that are already in place.
- The building is not individually designated historic (individually designated buildings would always go to a hearing).
- The building footprint is less than 5,000 sq. ft., or an amount to-be-determined by the community (larger buildings would always go to a hearing).
- Demolition would not create a gap in an otherwise completely intact historic block face (intact blocks are especially valued for their historic character; any demolition that would disrupt an otherwise completely intact block face would go to a hearing).



Having specific, objective criteria also ensures that the HPC does not have to defend a subjective judgement. The HPC would in fact be required to approve the permit if the building meets all criteria; only a challenge to the administrative findings would trigger a hearing. Note that this recommendation is expected to apply beyond the West Park Street Corridor, throughout Butte.

ADDITIONAL RECOMMENDATIONS

Improve Transit between Tech and Uptown

Although bus service does exist between Montana Tech and Uptown, many stakeholders were either unaware it existed or indicated that it is underutilized and should be enhanced. More frequent service, longer/late hours of operation, and additional stops along West Park Street would better connect students to the Corridor and Uptown. To the extent that shuttle stops are incorporated periodically along West Park Street, a shuttle can improve the desirability of investing in the Corridor as well as Uptown. For example, a stop near the YMCA building might help build momentum for locating housing or other student-serving use there. Shuttle stops placement should be considered with other planned streetscape enhancements.

Butte-Silver Bow owns a trolley that is not currently in use and could potentially be deployed on West Park Street. Funds for operations and maintenance have yet to be identified. Butte-Silver Bow and Montana Tech are logical partners for developing such a shuttle service.



Historic Uptown Butte Trolley

Educate

During community engagement, various gaps in public knowledge came to light. Resolving these through better or more easily accessed information can help move forward project goals.

- Transit information about the existing bus service between Tech and Uptown can be difficult to find. Better distribution to more locations and inclusion in the Visit Montana App can help.
- The development process flow chart is helpful. Versions for conditional uses and variances are needed.
- Clarify that within the historic district, it is the use of public monies that triggers historic preservation review and requirements, but when using private money, an owner has full discretion.
- Recognize and promote successes on West Park Street. One campaign idea is "I'm elevating West Park Street" window posters.
- Reach out to property owners/businesses when new zoning & incentive are in place, allow them the same terms and uses without a formal permit change approval process.

Demonstrate Ideas

Project team members suggested a range of immediate activities that could demonstrate the long term potential of West Park Street and help the community envision how it might evolve. Some demonstration project ideas include:

- Temporary demonstrations of how new lanes will be configured using traffic cones. This could be done with more than one design to get community input in advance of final selection.

- Parklet seating in areas where curb variations are envisioned. Parklets are generally seasonal, removable structures built to fit within one or two parking spaces.
- Wayfinding signs with estimated times (not just distance) for biking and walking.
- Pop-ups in vacant lots or store fronts such as a portable green house, pocket park, outdoor library, or lawn chess.
- Historic photos in the windows of vacant historic buildings, as has been done in Uptown.



An example of a parklet

Add Design Guidance for Historic Buildings

As noted throughout this document, Butte residents highly value the historic character of West Park Street (as well as other parts of Butte). Many business owners and developer feel, however, a great deal of uncertainty about design review requirements and costs, which can be a barrier to investment. Butte is not alone in this challenge; it is common in many historic districts. Across the county, many communities² have created supplementary guidance that help explain to property owners and developers how federal guidelines apply to local historic district purposes and representative styles. These documents generally are heavily illustrated with local examples. Guidelines for Butte would have to consider the wide range of building and architectural styles that contribute to the labor history.

The Historic Preservation Commission can use this design guidance to assist local funding agencies, such as the URA, in the evaluation of potential projects. The guidance should clearly reiterate the requirements of the Historic Preservation Ordinance that design review by the HPC is not required for rehabilitation projects relying on private funds only. While providing this guidance will not remove all concerns about costs of historic preservation, it can help to establish expectations and reduce uncertainty, which can help invite investment in the Corridor as well as other parts of the historic district.



A zoomed view of Uptown from MT Tech

Encourage Rental Housing Upgrades

Stakeholders lament poor maintenance of rental housing at the west end of the Corridor, and Tech representatives expressed concern about some of the housing that students occupy here. Residential property brokers indicate that many Tech students are willing to pay for better quality rental housing, but supply of well-maintained units is quite low. In a number of communities, universities partner with local government and other local non-profit agencies to operate programs that encourage better rental housing maintenance near campus. Even when on-campus housing is sufficient, many students prefer to live off-campus.

² Online searching turns up local historic preservation guidelines in a wide range of communities including Oklahoma City, OK; Aspen, CO; Grand Rapids, MI; San Jose, CA; and Portsmouth, VA.

Near-campus rental housing quality programs offer a variety of incentives for property owners to maintain rental properties to a set of standards. For example, Tech may keep a referral list of rental properties located within a set number of blocks of campus that have passed an annual, multi-point inspection. The program is voluntary for property owners, who participate because of the resulting tenant referrals. These programs encourage owners to participate by demonstrating how upgrades can pay for themselves through better rents. They often help connect out-of-town owners with reliable local contractors to make upgrades, sometimes even running enterprises that do maintenance. Some programs are even able to offer low interest loans to bridge upfront costs to the property owner. Such a program could be highly beneficial to the West Park Street Corridor if local partners collaborate and find sufficient funds for operation.

APPENDIX

Appendices to this document include:

- Incentive List
- Previous Plans Summary
- Stakeholder Meeting Notes
- Community Survey Results
- Design Poster Results
- Corridor Land Use Mapping Results
- ESRI Market Profile Reports

INCENTIVE LIST

LOCAL

Butte Local Development Corporation

The Butte Local Development Corporation (BLDC) provides financial and technical assistance to businesses for job retention and expansion, and new business recruitment in Butte-Silver Bow. Eligible recipients can apply for low interest loans new construction, building rehabilitation, infrastructure installation and improvements, architectural and engineering planning, equipment purchases, and operating capital. For more information, see: www.buttemontana.org

Butte-Silver Bow Urban Revitalization Agency

The Butte-Silver Bow Urban Revitalization Agency (URA) provide grant funding and loan assistance for eligible building revitalization and infrastructure improvements projects in the district. Grants are awarded for reimbursement of 25% of approved cost after completion of the work. Loan assistance is provided for approved building costs. For more information, see: www.co.silverbow.mt.us/134/Urban-Revitalization-Agency

Butte Citizens for Preservation and Revitalization

The Butte Citizens for Preservation and Revitalization (Butte CPR), a non-profit organization dedicated to preserving Butte's historic buildings, offers small grants through its Historic Improvement Program (HIP) to eligible applicants for exterior facade improvements, including both residential and commercial properties. Grants are awarded on an annual basis and generally average between \$300 and \$2000. Successful applicants are reimbursed their grant amount after completing their project and submitting receipts for materials and/or labor. No match is required. Grant applications must be to Butte CPR each year by May 1. For more information, see: www.buttecpr.org/services/grants.php.

Butte-Silver Bow Superfund and Redevelopment Trust Fund

The Butte-Silver Bow Superfund and Redevelopment Trust Fund was established as a result of a negotiated settlement between Butte-Silver Bow County and the Atlantic Richfield Company. The Redevelopment Trust is intended to provide financial resources to projects that foster the development and beneficial reuse of those properties where mine wastes remain. Eligible activities applicable to the West Park Street Corridor include:

- Historic Preservation
- Open Space and Recreational Areas
- Community and Economic Development

Minimum grant award is \$5,000 with recommended amount of any project funding ranging from \$10,000 to \$25,000. Match funding is strongly recommended. For more information, see:

<http://co.silverbow.mt.us/DocumentCenter/Home/View/5962>.

FEDERAL

U.S Department of Treasury – New Market Tax Credits

Federal tax credits for equity investment for eligible Community Development Projects. The credit equals 39% of the investment paid out over 7-years. Minimum of \$4 million project cost and at least 20% of annual income from commercial use. For more information, see: www.cdfifund.gov.

U.S Department of Interior – Historic Tax Credits

Federal tax credits (20% which can be combined with Montana State Tax Credit of additional 5% - total tax credit of 25%) of qualifying expenses for rehabilitation of historic, income producing buildings. For more information, see: www.nps.gov/tps/tax-incentives.

PREVIOUS PLANS SUMMARY

There have been a number of planning efforts in Butte over the past five to ten years. The following plans were reviewed and summarized to gain a greater understanding of Uptown Butte and gather insights to inform recommendations for West Park Street.

BUTTE-SILVER BOW TARGET INDUSTRY ANALYSIS 2014

With the goal of diversifying the Butte-Silver Bow economy, this study analyzed industries that would be most appropriate for further development in Butte-Silver Bow. The five target industries identified include: Tourism and Destination Retail; Manufacturing; Logistics; Mining and Environmental Engineering; and Innovative and Specialized Services.

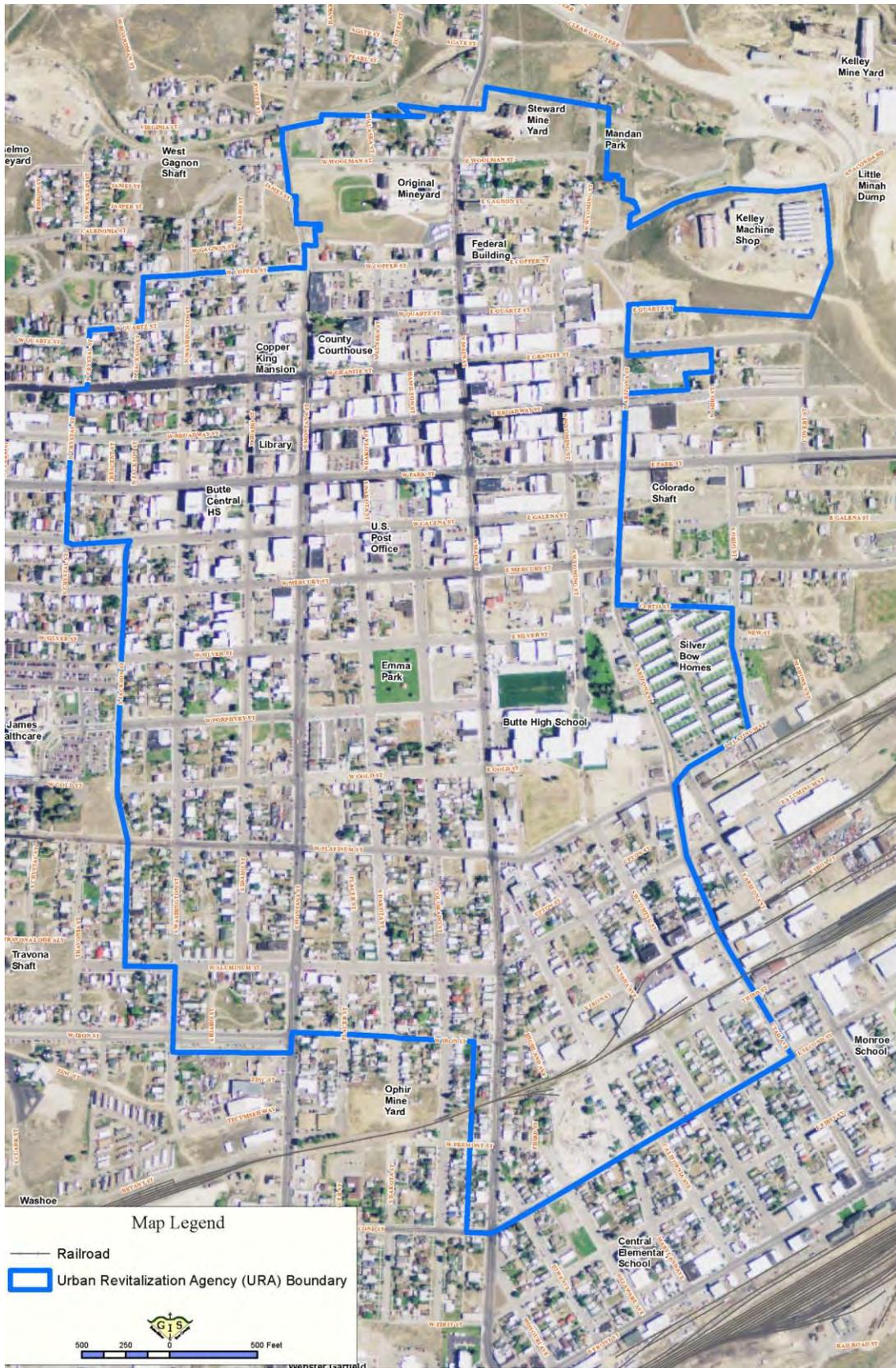
Should additional commercial uses be desired on West Park Street, the most likely of the identified industries to fit with the existing character are Tourism and Destination Retail and/or Innovative and Specialized Services. Specific businesses within Innovative and Specialized Services that might be a good fit along West Park Street, specifically in proximity to Montana Tech, include: entrepreneurial co-working space, design firms, creative content providers, education and health technologies. In terms of Tourism and Destination Retail, Bed and Breakfasts and live-work studio apartments for local artists might be appropriate.

BUTTE UPTOWN URBAN RENEWAL PLAN 2014

In 2013 the Butte-Silver Bow Council of Commissioners renewed its commitment to urban revitalization, passing a resolution that declared the Uptown area blighted. The findings of blight included: physical deterioration, inappropriate mix of land uses, defective street layout and unsafe and unsanitary conditions. In response, the local government created the new Butte Uptown Urban Revitalization District, which includes several blocks on the east end of the West Park Street Corridor. The economic development goals of the plan include: increasing good-paying jobs, promoting a vibrant local business climate, enhancing community aesthetics, and developing scenic and cultural resources in support of tourism and recreation. The plan also states the importance of identifying businesses that can support and compliment, rather than compete with, existing businesses in Uptown Butte.

Tax Increment Boundary

The portion of the study area between Crystal Street and Montana Street is within the Uptown Urban Revitalization Authority (URA) District Boundary, identified on the next page. This district was reset so that the base level of taxation started in January 2014. Within the district, the city has authorized the use of tax increment financing (TIF) which can support development expenses related to the public realm, such as sidewalks or utilities upgrades. One caveat of the URA Plan is that projects receiving TIF must contribute to the historic character of the district.



CENTER FOR COMMUNITY PROGRESS: VACANT SPACES INTO VIBRANT PLACES 2014

This document addresses vacancy and abandonment issues with a focus on Uptown Butte. Uptown Butte is substantially poorer than the rest of the county and its vacancy rate is almost double. While attractive homes in good condition sell at a reasonable, even exceptional, price points, much of the area's housing stock is in marginal condition and often below replacement cost. Specific actions recommended for managing and addressing vacancy include: vacant property registration, rental registration and code enforcement liens.

The past ten years have shown modest improvement and conversion of older buildings in the historic core to residential uses. There is a desire to market Uptown Butte as a desirable place to live and suggested target markets include: employees of St. James Hospital, Montana Tech faculty, artists, and retirees who may have left Butte but would be interested in coming back.

This plan identified West Park Street as a targeted area for intervention. The Corridor has significant historic assets but also numerous problems with vacancies and underutilized parcels. Historic preservation is seen as a central element of any revitalization strategy in Uptown Butte.

BUTTE-SILVER BOW COUNTY COMPREHENSIVE HISTORIC PRESERVATION PLAN 2014

This plan recognizes Butte-Silver Bow as a premier area of historic buildings and structures and identifies strategies for using historic preservation as the engine for reinvestment and economic development. A few key strategies include creation of a "one-stop source" where residents, developers, and property owners can find organizations and programs that provide financial assistance and/or technical expertise for historic preservation; enforcement of City-County codes; and prioritization of areas for historic preservation efforts and funding. The plan's primary administrative goal is to improve local government compliance with all federal, state, and local laws, regulations, ordinances, and guidelines for historic preservation.

VISITOR ASSESSMENT BUTTE MONTANA 2013

Butte is located between two major attractions: Yellowstone and Glacier National Park and has an opportunity to capture a greater percentage of these visitors, among others. Butte already hosts a number of popular events, such as the Montana Folk Festival, that draw a large crowd in the summer. However, more could be done to capture visitors' interest and extend their stay. As visitors approach Uptown Butte, the streetscape is fairly bleak and may discourage visitors from further exploration. Awnings, street trees, varied facades, benches and information kiosks are recommended to enhance the visitor experience. Other challenges for visitors include wayfinding difficulties, a lack of Uptown lodging options and a perception that the area is unsafe.

HISTORIC UPTOWN BUTTE ECONOMIC AND COMMUNITY PLANNING AND DEVELOPMENT 2012

This report was funded by Northwestern Energy with the goal of identifying and prioritizing future projects in Uptown Butte. Priority projects broadly include: coordinating and expanding marketing and promotion;

improving visitor access to Uptown through signage and apps, enhancing historic preservation, and enhancing financial incentives for Uptown development, and retail business retention and expansion.

MONTANA TECH MASTER PLAN

Montana Tech envisions growing its student enrollment nearly 30% by 2025, to a total of 3,500 students. The school would need to expand to be able to accommodate this growth and has identified sites to the west of campus, which are undeveloped and suitable for expansion.

BUTTE-SILVER BOW COUNTY GROWTH POLICY 2008

This plan sets forth a comprehensive Vision for the community and actions for achieving that Vision. The community envisions Butte as a place with unique (preserved) character, a safe and clean environment, diversified economic base, decent and affordable housing, and preserved open spaces.

The Growth Policy states that Butte's historic properties are key to the redevelopment of the community. Many are threatened due to the loss of population, decay in the urban core and a lack of design review for proposed renovations and infill construction. The Growth Policy encourages infill development on existing lots, especially within Uptown, that takes into consideration the historic density of the neighborhood and the character of individual blocks.

Uptown Butte is slowly transforming from a regional retail center to an employment center. Uptown is home to a variety of corporate, professional, governmental, and technical office uses and some specialty retail. The majority of other commercial and service activities have moved south and out of Uptown.

The Growth Policy does not encourage more intensive land uses within residential areas. However, some institutional uses that directly serve the residential neighborhood may be permitted subject to special approval via the local government.

BUTTE-SILVER BOW TRANSPORTATION PLAN UPDATE 2005

This plan provides a unified transportation vision that supports future growth in Butte-Silver Bow. An important theme expressed by stakeholders was the need for convenient routes to connect critical destinations such as the YMCA, the airport, Montana Tech, Uptown Butte, and St. James Healthcare. Uptown Butte is an area targeted for economic growth. The plan recommends a clearly defined entryway into the CBD as well as historic signing that directs tourists to Uptown Butte and other historically significant sites around town. This plan will be updated by the end of 2016.

STAKEHOLDER MEETING NOTES

The following are notes from focus groups and stakeholder interviews conducted by New Mobility West and Progressive Urban Management Associates staff members as part of the West Park Street Corridor project. This is not a transcript and does not make any effort to connect specific ideas with individual speakers. Rather, the purpose of these notes is to record and summarize ideas, opinions and information offered by stakeholders during the site visit portion of the project.

RESIDENTIAL OWNERS & OCCUPANTS

What's working on West Park Street?

- Community garden
- Great businesses
 - Vu
 - Hummingbird
 - Laundry Mat
 - Pasty
 - Zip Trip (meeting place)
- Historic character
- Residents feel safe enough

What's not working on West Park Street?

- Parking is limited (most houses don't have garages)
 - Difficult after 5pm
 - Challenges with parking at Tech
- Trucks delivering to businesses block lanes
- Sidewalks are a wreck
- Vacant lots
- Trash
- City Center Motel
 - Attracting vagrants
- Perception that W. Park St./Uptown is unsafe
 - Parents wary of letting their kids go to MT Tech
- Code enforcement lacking
- Developers not attracted to Butte
- Old buildings are hard to heat and have a lot of costs

What uses do you want to see on West Park Street?

- Like the businesses that are there currently, don't want them to go away
- Put businesses in old buildings and fix them up
- More uses that fit with college students' needs – such as food places

Are there any uses you don't want to see on West Park Street?

- Weed stores

Character of the Corridor:

- The character seems to change after Excelsior Ave.
- West of Jackson doesn't seem like a good fit for commercial uses – except maybe some adaptive re-use of homes could work

What would encourage more walking down West Park Street?

- Improve condition of sidewalks
- Sidewalks are wide enough in some places but in others there are barriers, such as a crosswalk sign placed in the middle of the sidewalk
- Better winter care
- Improve lighting (historic lighting would be nice)
- Weed control

Other:

- We (residents) pay a premium (about 30% more) on property taxes to be on Park St.
 - What are we paying for?
 - Don't want to pay even more of a premium for the new streetscape improvements
- Would be nice to have angled street parking and a turn lane to get around trucks
- There is a quality housing shortage for MT Tech students
 - Looking for something clean and well maintained
 - 3 bedroom places are hard to find, at a premium.
- Costs for nice places are around \$450/\$500 for a 1 bd. and \$600/\$700 for a 2 bd.

BUSINESS OWNERS

Why did you locate on West Park Street?

- There was an open building
- Near Uptown
- Near MT Tech; ee wouldn't make it without Tech

What's working on West Park Street?

- Seeing progress, some rehab of buildings
 - 800 block doing well
- Great character; gorgeous buildings
- Community Garden – need more of this kind of thing

What's not working on West Park Street?

- Lincoln Hotel
- City Center Motel
 - Attracts homelessness

- Absentee landlords
- Increase in transient population
- Apartments around the Vu - rough/abandoned
- Shady activities
- Not a great impression for MT Tech prospective students
- Absentee owners
- Big need for parking
- Issues with security at night
 - We don't let female employees walk to their cars by themselves
- Need more lighting (brighter), police
 - Like the lighting that was done on Main
- Laws are in place but they are not being enforced
- We can't take care of all buildings, some are not worth saving

Thoughts on proposed street design?

- Bike lanes don't make sense on Park St. – better on Granite or other streets
- Agree the street needs to be prettied up
- Concern over who takes care of the new landscaping
- Don't want trees that impede the walking path
- Boulevard would be difficult with snow removal
- Not sure a Boulevard is a good idea with so much traffic
 - However Utah is as busy as Park and it works well
- A Boulevard would be difficult for truck deliveries
- Changing to one lane in each direction would be good to slow down traffic
- Widening sidewalks (or Parklet treatments) for more sidewalk seating?
 - Outside seating would be good, not enough of it in Butte
 - Parklets could be trouble in some spots because you lose parking
 - Liability issues, people drive fast/sightline over the hill – need some kind of barrier

Mix of uses:

- Some difference of opinion. Some think the current mix is about right, no need for more commercial. Some think there should be more commercial east of Excelsior
- As you go further from the CBD it becomes more residential and that makes sense
- Let's concentrate more energy on the east
- There are a glut of available offices east of Montana, maybe that's where the professional businesses should go
- More businesses on W. Park St. could result in more parking issues

Historic preservation issues:

- Desire to tear down buildings that are really in rough shape – but can't
- If you want URA funding you have to do what historical says
- Uncertainty, inconsistency
- Incentives don't do enough to cover the costs

Other:

- Use an empty lot for a pocket park
- Volunteer day (students help) older people with limited income fix up their places
- More defined rules for historic preservation

YOUNG PROFESSIONALS

What's working on West Park Street?

- Existing businesses are doing well – evidence of demand
- Good node of activity around the Hummingbird Cafe
- Community Garden
- Trail connection at Tech
- Adaptive re-use

What's missing on West Park Street?

- Restaurants (closer to Tech)
- Food Trucks
- Heated sidewalks/better sidewalks
- Nice bus shelters – one on Montana and one at Tech
 - Need information on bus schedules
 - Later hours
- More parks, green space
- Outdoor seating
- Retail
- Pop-up shops
- Pet stuff – dog park!
- Something fun down the corridor
 - Metal mine puzzles
- Bike lanes
- "Smart" lights
- Co-working spaces
- Incubator space for the type of businesses we're seeking (restaurants?)
- Trolley down the middle of the street

Parents' taking their kids to visit Tech, have a bad first impression coming in on Park St. Looks like a ghost town. Buildings are crumbling and look crummy. It is a barrier to recruitment.

What would encourage more walking down West Park Street?

- Art stuff
- Garbage cans
- Better lighting
- Trees
- Maintenance

Parking?

Perception that parking it's bad. Agree there is some annoyance but don't feel it is too bad.

Mix of uses:

Definitely don't want to see the existing commercial uses to go away. If anything, want more commercial. Mixed-use zoning would be good.

Are there any uses you don't want to see on West Park Street?

- Big box retail

Other:

- Need to beautify
- Rope tow up the hill to Tech
- Angled parking on the hill
- Opportunity site at the empty lot at Tech – owned by the Environmental Engineering Dept.
- A more seamless process for development – know what's possible
- Re-use YMCA
- Need better technology at the Mother Lode theater to bring in better shows
- Some historic buildings are pointless to keep, should remove
- Program to incentivize start-ups on Park St.
- Butte is pretty accommodating of people investing.
- There is an attitude from some people who don't want Butte to change.
- The mentality at Tech is very campus – and studying - oriented. Students don't get out much in the community doing extra-curricular stuff.
- They're starting a Makers space in the Phoenix building just outside the study area.

COMMUNITY ORGANIZATIONS

What uses would be appropriate on West Park Street?

- Uptown still struggling, bad idea to encourage more uses along Park instead need to concentrate them in Uptown
- Retail should follow rooftops, need to add residential uses along Park
- Keep existing uses, no new businesses, no commercial past Excelsior
- Missing use is maybe a drugstore. Driscoll's is great but not serving all the need. Students want a Walmart next to campus. Zip Trip provides many convenience goods.

What would help connect Tech and Uptown?

- Better transportation from Tech to Uptown. Use the existing Trolley and run frequent service.
 - This is also a parking solution because it reduces the need for cars and the City is adding parking structure in Uptown.

Street Improvements:

- Concern that street improvements will cause traffic to be pushed onto Granite

- Several scary intersections on Granite & Excelsior, Granite & Clark where kids play and drivers go too fast or aren't always paying attention.

How to stimulate investment and rehabilitation?

- Need to put together resources to help building owners, reach out to them proactively and offer help. Not a punitive approach, just contact and offer may we enter the property to resolve. If its exterior it has a community benefit, don't worry about whether they should be doing it just get it done.
- HPC will have grants. There is money from the Restoration funds and they expect to be able to give away about \$50k per year; could consider targeting it to Park Street for some time.
- Sherwin Williams will donate paint.
- Weatherization folks have slow times and all the equipment could maybe help based on need (income).
- CPR Sign removal funds also be available, could be used.
- Montana Tech students program for historic preservation could do projects.
- There are lots of neighbors who are willing to help with the labor, if there's a need they will show up, it's a very neighborly community.

PLANNING ORGANIZATIONS

Street Design:

- Center island is needed
 - Roadway is too wide
 - Need it from Washington to Tech
 - It will add trees to beautify, slow traffic, divide the street, add privacy to residential uses
- Some worries about traffic flow if only one lane
- Angled parking and congestion at Park & Excelsior are concerns. At peak times there are waits.
- Snow removal that is timely is a concern.
- Extension can provide information about what trees to use that will survive and create the desired effect.
- Sidewalks – Not just replace, want to be wider. Too narrow to accommodate wheel chairs, strollers in some places. Would be better to add sidewalk tree wells instead of in the center. Would like to be able to add benches, invite people to sit.
- Lighting is ugly and nondescript. Would like to make it more "period" similar to NW Energy.
- Angled Parking has been a positive in uptown, would not want to eliminate for the median/boulevard.
- Rather have a middle lane for turning, deliveries, snow removal, etc.
- Add bar arms so can close off the hill from Excelsior to Tech when the weather is bad.
- Bikes lanes should not be in this "half pipe" area from Excelsior to Tech. Bike Share – Butte is not a bike town. Plow the existing Rails to Trails route rather than building more infrastructure.

Mix of uses:

- This is a mixed income/varied neighborhood, need to respond to range of uses
- Medical/dental is good
- There are really three character districts, Montana to Idaho, Idaho to Excelsior, & Excelsior to Tech.

Parking?

- Parking for residents a concern – not sure how supply really meets the need, there are times when it seems tight but rare
- Parking not really a problem, even when events at Motherlode at most you can park within a block, even festivals not really a problem
- Need more shared parking, formalize for lots that are empty most of the time

Incentives for property owners?

- Incentives for Mothballed owners – printed window coverings about history has been done in Uptown.
- Tax incentives should be tied to the corridor frontage to get the maximum community impact.

What would help connect Tech and Uptown?

- Would like to see a walking tour with placards to get Tech students to walk Park St.

Other:

- Would be helpful to have some uniformity to the corridor to give it more identity. Need an info kiosk in the Uptown area, maps etc., point out key assets in the neighborhood like at the Jacobs House.

EVENTS CENTERS

Character of the corridor?

- Old Butte. Beautiful mansions. It was the core of historical Butte. It's deteriorated now though. Many are kept up, others are not. If the big mansions could be intact, that would be good. To this day is beautiful, tomorrow could be gorgeous.
- "You see Butte" "It tells a story"
- Need to help owners keep buildings up to date. Need some incentives for owners to upgrade buildings.
- Washington / Park and Montana / Park are major intersections.
- City Center motel intersection could be improved.
- Between Washington and Excelsior is not appealing.

Uses needed?

- Need more retail in the corridor, but it's difficult to bring people Uptown. This corridor would be a prime spot for new retail.
- More services and restaurants in the areas.
- Fast food may be appropriate here too.
- A new, nice motel or hotel for parents to stay while visiting children.
- Parking garage closer to Washington st.
- Kumar has a few lots by City Center that he thought about taking down and creating a smaller mall and hotel.
- A good sports bar (like a buffalo wild wings)

Pedestrian experience in corridor:

- Sidewalks are cracked

- People don't shovel sidewalks
- Need basic maintenance. Someone should clean snow along length. Gather the landowners together to discuss issues and find solutions. Block by block party. Community organizing.
- Should get uniformity in sidewalk width along the length of corridor

Challenges:

- Historic preservation community is stopping the deconstruction of poor quality old buildings.
- Have to find a balance between protecting history and finding opportunity.
- Hilly, it makes it hard to bike
- Code enforcement is crucial, but we don't do it very well. But we should educate too.
- Jaywalking should be ticketed as well as bad driving.
- We can keep us as a historic town and keep it at 30,000 people, or we can bring it in to the 21st century and grow

Infill and adaptive reuse:

- Should be able to reuse existing buildings, but the job should be finished.
- It's smart to reuse existing buildings.
- New buildings should blend in with historic character.

REVITALIZATION ORGANIZATIONS

What's not working on West Park Street?

- Sidewalks are in pitiful condition, there have been falls at the Vu
- National Historic District focus is on buildings from 1890s to 1930. HPC follows Secretary of Interior Standards. The standards really apply to commercial and shouldn't be applied to residential. Butte stuck enforcing a lot of strict rules to get federal funds. 5,000-6,000 historic buildings is too many to save all.
- Too lenient perhaps on code enforcement of income generating properties.
- Council rolls over many HPC decisions. HPC followed brand new ordinance in making a recommendation, was still overturned.

What would improve West Park Street?

- An ideas book or some non-regulatory way to help make the standards more accessible would really help. HPC Chair wrote a whitepaper on applying the standards. Will supply.
- Park St should be a CID; does not make sense to extend URA or create new one. Would take too long, not generate enough TIF.
- Absolutely need to retain historic buildings but not everything should be saved. Shouldn't be so long/arduous to get a demo permit for some buildings. Criteria for a demo permit would be helpful, make sense.

Mix of uses?

- Mix of uses should include commercial - like C1 or C2 perhaps. Level the playing field on uses.

- All uses that are there should be allowed as new uses also, mixed uses, a drugstore. As long as they are the right scale - perhaps maximum occupancy or square feet by-right to make sure is in scale, above that would be conditional use
- Row houses would be good where the City Center motel is

Other:

- Properties that are critical to the character are generally the stately commercial uses such as Masonic, Motherlode, McKinley School and the Mansions.
- Don't want to see Park St. changed to 2 lanes.

DEVELOPERS

What's working on West Park St.?

- Montana Tech
- The building permit process is easy, once you get to that stage
- Good businesses along the corridor
- URA grants help
- Some beautiful historic buildings, e.g. mansions – preserve this character
- Upper west side is improving, façade improvements.
- After Excelsior it widens up and looks better.

Experiences with local government permitting?

- On Granite Street, there's affordable housing units but they won't sell it because of historic regs.
- Historic preservation is an intimidating entity for developers.
- But how much teeth does HP really have?
- Let's save those that are worth saving, but get rid of the others.
- Turn up the heat of city government to enforce. Need to listen to those with the money.

Challenges/Barriers to Development

- Code enforcement has been a HUGE challenge.
- City Center is an eyesore, sketchy
- Absentee owners
- City gave away buildings in hopes that new owners would fix them up, but they haven't.
- A lot of time has passed with little improvement
 - Corridor is embarrassing
- Need a mechanism for city to take back ownership of dilapidated buildings.
- Dump fees for tear-down
- Need a big check book to be able to rehab properties
- Perceived lack of predictability in regulations
 - Time consuming!
 - Always a negotiation
 - Inconsistencies – who gets approval for what
- Navigating the zoning process (& historic preservation) is frustrating and intimidating – there are easier places to develop

- Historic preservation meets once a month, need to meet more frequently.
- Historic preservation is too nitpicky (e.g. specific material for a door)
- Developers are perceived by the city to have money, so when they propose something they get hit with making improvements, whereas existing landowners are not required to do anything.
- Reputation as “the plywood city”
- Loopholes if property is for sale, you don’t have to make any fixes to it
- The blocks of blight leading up to MT Tech are a deterrent to students/parents.

What would make West Park St. more appealing to developers?

- Fewer cost barriers to entry, city could help with this
- More predictable process
 - Design guidelines
- Communication between government, developer and education
- Need to know what historical guidelines are
- Stop fighting the removal of blighted properties
- Need to listen more to private developers

What else does West Park St. need to improve?

- More aesthetically pleasing
 - Landscaping
- We tolerate too much and need to be more aggressive in cleaning up sidewalks and structures etc.
- More pedestrian friendly
- Code enforcement
- Listen to the needs of MT Tech
- Would love to be more like Bozeman or Missoula. We can create a more aesthetic corridor leading to MT Tech.

Other:

- An expanded TIF area would be good
- Have a timeline for tax sale properties – ensure new owners make improvements
- MT Tech needs more student housing, this should be a win for Butte.
- There is about 1M sq. ft. of empty space in Uptown.

REALTORS

What’s working on West Park Street?

- Vu
- Pita Pit
- Hummingbird
- Buildings that have been fixed up
- Laundromat
- Kumar’s building (this kind of thing is what’s missing here now!)
- Decent dwelling places.

Activity on West Park Street.

- Have sold several houses and businesses on the corridor
- Income property like rentals
- Used to do property management on the corridor.
- Sold liquor licenses
- More difficult to sell on Park Street.
- Taxes are higher on the street, higher assessed valuation.
- Selling is when the price is right.
- Closer to school is easier to sell.
- Single family homes don't sell as frequently as income properties and businesses.
- 1/3 of property owners are absentee. There may be more here than elsewhere uptown.
- Out of state landowners are more inclined to live in Uptown, but Butte residents are less inclined

Character of the corridor?

- Tough to get people around city center area. Vagrants possibly living in the area.
- Mixed bag...
- Think there's a lack of zoning.
- Feeling that many buildings need to be condemned. Rundown buildings affect values.

Experiences with local government permitting?

- It's a struggle to get gov't to help clean up dilapidated properties
- Code enforcement.
- Struggle to work together
- Lot of complaints from lower level employees about higher ups and elected.
- Average response in terms of their engagement.

What do you want to see to improve it?

- Sidewalk, lighting and paint!
- Need better sidewalks.
- Need better lighting!
- Landscaping and trees are needed as well.
- Need some special funds to help landowners spruce up their homes. Tax credits.
- Need design guidelines in the historic district!!
- IN favor of expanding TIF district in area.
- Start small on streetscaping and development will come in. The domino effect.
- Repaint the ghost signs on the building edifices.

Uses needed?

- Smallish grocery store where city center is
- Restaurants
- Streetscapes and outside seating would be nice

- Widened sidewalks
- Programming new activities (music, art, etc)
- More frequent and visible transit.
- More public spaces, like community garden, and invite activity.

Uses to avoid?

- Marijuana shops
- Pawn shops
- Adult uses
- Children uses.

Infill and adaptive reuse.

- Need to keep historic feel of area but we need design guidelines bad. Can have some modern elements, but has to blend in in total.

STREETScape/MONTANA DEPARTMENT OF TRANSPORTATION

Proposed design:

- Raised, landscaped median (14 ft.) from Washington to Western
 - Plants
 - Historic lighting?
 - Pedestrian refuge
 - Will need to be maintained
- The following treatments will be done from the west side of Montana to Western
 - One lane in each direction
 - Bike lane on each side (not protected)
 - On-street parking on each side (parallel)

Are sidewalks part of the design?

Yes. A consultant is doing a sidewalk inventory and will recommend which segments need to be repaired. In addition, all corners will be made to be ADA compliant.

Widening sidewalks is not part of the scope. But alternative treatments such as parklets and bump-outs could be considered and built into the plan, most likely with limited/modest impact on time and scope.

Trolley consideration?

Could deploy trolley along Park Street if that was an option. Would need to think it through with the street design. As long as the street is designed for parking, there would be room to pull the bus over for a stop in lieu of some parking spaces.

Perhaps Tech could be a funding partner.

Where are you in the process?

- Currently doing preliminary plans and surveying.
- Finalizing the Consultant's scope of work by December 1.
- Feb/March – alignment/grade review meeting. A good time to discuss different treatments from among what has been surveyed.
- Plan in hand (60% design) May 2017.

Possibility for modifying design?

There is some flexibility if it can fit within the project scope. A scope change, such as a uniform widening of the sidewalk, would significantly enhance cost (rough estimate of up to 50%) and extend the project timeline at least a year. A sidewalk expansion is expected to be very expensive because it affects crowning, drainage, forces ground work which can affect utilities, etc.

Other:

If bike lanes are put in on Park St. – need to think about bike parking (bike racks) as well.

BUTTE-SILVER BOW COUNTY COMMISSIONERS

What's working on West Park Street?

- There have been lots of improvements lately with several properties
 - Resolving loitering at the City Center Motel
 - Better enforcement
 - New garbage collection system

What uses do you want to see on West Park Street?

- Things the students would want
 - Verizon store
 - Music venue
 - Coffee shop
 - Places to hang out
- Adding predictability for a wider range of uses could be a good thing
- Non-student residents of the immediate surrounding area are aging. Not sure what uses they would want to frequent along Park, not likely to walk to uses.

What would improve connections between Uptown and Tech?

- Want to see transit/trolley that links MT Tech & Uptown
 - Use equipment
- Uptown businesses need to cater to students more with specials, be more welcoming.

What would improve West Park Street?

- Sidewalks & lighting, they are inadequate and unattractive
 - LED street lights must be allowed.
 - Wider sidewalks would be better

- Code enforcement is a concern, in progress with Community Enrichment updates, Vacant Building registry. Will help to enforce for absentee or otherwise inattentive owners. Need to help homeowners that may not be able to, not go after them.
- Parking a challenge now, transit would help make it feasible to add more commercial and residential without needing to add so much parking
- Historic preservation very important, many buildings would be terrible to lose. However, there are some buildings that should be allowed to be demolished. Demo permit criteria might make sense.

Other:

- Bike lanes – hill from Excelsior to Tech seems really tough, connect riders to other options like trail and Granite.

MARY MCCORMICK, HISTORIC PRESERVATION BOARD

What's working on West Park St.?

- Positive momentum/activity, particularly on the east end close to Uptown
- Preserved important buildings
- Great new business additions, such as the Hummingbird café and doctors office
- New painting happening in the mansion district
- Folk Festival is helping to change perceptions of Butte
- Dramatic setting
- People who grew up here are coming back
- Affordable properties, opportunities for investment

What's not working on West Park Street?

- Residents concerned about parking
- Sidewalks are in bad repair
- Absentee landlords who don't keep up their building
- Enforcement of existing codes

What type of uses would be appropriate on West Park Street?

- Live/work studios for artists
- Bed and breakfasts
- Light retail, e.g. clothing boutique
- Coffee shops
- Doctors office
- YMCA proposal for student housing

What type of uses would not be appropriate on West Park St.?

- Strip development (better in the flats)

Mixed Use:

- Keep a healthy mix of residential

- Little boutiques, coffee shops, restaurants (light commercial) would be greater closer to Tech but want to be careful not to pull students away from Uptown
- The area around Montana Street is becoming a sophisticated nightlife area – would like to see more of this – up to about Crystal – mostly on the north side of the street. Historically Butte was a cultural center.
- Keep the mansion area as strong residential

What funding is available for re-hab of historic buildings or structures?

- URA – 30% grant for the cost of doing rehab on a building.
- Outside the URA District, federal tax credit for interiors and exteriors – but need to be a really monumental project to make it worth it - 20% of investment as a tax credit for commercial properties. State matches tax credit by 5%.

Other:

- Mountain View Church turning into a studio and music venue. The area really needs this and it is very exciting!
- Tried to rezone Park St. for commercial before and it failed because of residents fear of parking.
- Sidewalk District idea.
- There is a misconception that historic preservation has all these demands. Really we only do design review when public monies are involved. If a developer is using private money, they can do whatever they want.
- Design and historic integrity really matter, so we need to be careful. But all for new infill that is compatible. The new Northwestern building is great.
- It is not try that we don't want to tear anything down. There are some homes and properties that have lost historic integrity and there are some dilapidated buildings that are not worth saving.
- Highlands Tech College and CPR have worked on some small house projects. Would like to grow this program.
- There is some appetite for volunteer days but it's a huge undertaking.

JON SESSO, BUTTE-SILVER BOW PLANNING DIRECTOR

Regulations on West Park Street:

- The National Historic Landmark District covers a very large area, probably too large, but there are certain areas where these kinds of rules should apply, such as the West Park Street Corridor
- Historic Preservation Overlay that used to exist did not help with predictability, was seen as burdensome, that's why it was repealed.
- There was an attempt in '05 to change the zoning and expand C-2 zoning to Clark St. but owners pushed back because they thought it would become too commercial.
- Low impact commercial, C-1, would better complement the neighborhood around W. Park
- Consider a mixed-use overlay zone - Could hand pick the uses that are allowed. There are also T-transitional and L- Limited zoning functions that can be added.
- Might want to have height restrictions on the north side of the street for solar exposure.
- Like the idea of tying more by-right commercial uses to adaptive reuse of existing historic buildings.
- Want to keep with more residential closer to Tech; more commercial closer to Montana. Don't want to build too many uses immediately around Tech and not keep a reason for students to travel to Uptown.

- Issue with signs being too bright and on for too many hours.

Other:

- The YMCA is an important anchor for the Corridor, needs to be rehabilitated
- Recommend we talk to someone at the hospital as well as the high school

MATT VINCENT, CHIEF EXECUTIVE, CITY AND COUNTY OF BUTTE-SILVER BOW AND JOE MCCLAFFERTY, VICE CHANCELLOR, MONTANA TECH

What's working on West Park Street?

- History of Butte
- Hummingbird has been a catalyst

What's not working on West Park Street?

- The reputation (inc. Butte as a whole)
 - Tribal, dirty water, party town, etc.
- The hill and residential uses near campus is somewhat of a barrier to students continuing on Park St.
 - Granite St. doesn't have the hill – and has bike lane
- Need more of a grand entrance to the school – beautify, slow traffic etc.
- Need more reasons for students to travel down Park st.

Mix of uses:

- Vacancies need infill, don't want to limit development potential – defer to the market
- It's already functioning as a mixed use corridor
- Market opportunity for food service on Park St. – students don't like campus food

What other uses do students need/want?

- Retail
- Food Market
- Corner Store
- Place to hang out, WiFi/Coffee
- A Starbucks close to campus would be busy (open late)
- Electronics store
- Brew pub (Irish?!)
- More (quality!) student housing
 - Stock age of rentals is 150 years old
- Event space

Three wishes for West Park Street?

- Curb to curb enhancements – don't need 4 lanes of traffic
- Slow down traffic esp. coming over the hill
- Pedestrian friendly lighting
- Add landscaping, green space, park space

Transit:

- City has lots of transit capacity, open to improving connection between CBD and Tech
- Could add more dependable transit back and forth along Park to cater to students
 - More evening hours, frequency
- Testing free transit – has increased ridership about 30%

Other:

- New Living-Learning Center will help students feel more programed and connected
- Some students have quite a bit of disposable income
- Promote trail connections at MT Tech
- City is building 250 space parking structure next year - just east of Park St. on Montana
- A redo of City Center motel opens up new potential
- What about a bakery with tutors available for students

DON BLACKKETTER, CHANCELLOR OF MONTANA TECH

What's working on West Park Street?

- Transportation convenience. No stop lights or signs.
- Some lovely homes that look nice and contribute to a good feel.
- Neighborhood south of campus is nice.

What's not working on West Park Street?

- Code enforcement
- I have trouble attracting students to Tech
 - The corridor has a feel of "Detroit"
 - If you grew up in LA, this is not a place you want to be
- We are missing students because housing is old and run down

Parking issues:

- Parking within corridor is insufficient to make it convenient
- Residents are challenged to find spaces
- Could provide alley-loaded parking
 - Good example of alley-loaded parking in the area
- Need to examine parking requirements in zoning ordinance

What uses do you want to see on West Park Street?

- Retail within the corridor. We have a captive audience.
- Uses catering to college kids outside of the Vu Villa.
- Frat houses and sororities along W. Park?
- Knock down or rehab rundown buildings close to campus and replace with whatever uses we want.
- Mix commercial and retail with student housing
- Live/work units closer to campus.
- College district should start at Excelsior. Emmett at bottom of hill forms southern boundary.

Vision for the Corridor:

- Boulevard Street would be nice
- A clean aesthetic/environment leading up to Tech
- Improved housing arrangements for students
 - Scarcity of quality housing
 - Recent housing study discusses student preferences for housing.
 - Renovations of existing housing stock is important
- Bozeman's downtown is a classic case of keeping historic downtowns.

How do we get there?

- Get city to ensure that codes are enforced
 - Only last winter did they say they need to shovel sidewalks
 - If you don't take out of bad stuff soon, the weather will...
- Convince long-time residents that this is a good vision
- Create competition. School is putting in dorms, which are nicer than housing in corridor, so it's attracting students away from the rundown units.
- Providing more housing creates more demand for retail services that the private sector will respond to
 - Retail may be more afraid of the summer than the school year.

Constant Contact Survey Results

Survey Name: West Park Street Corridor Community Survey

Full, unabridged comments shared in the survey are under a separate cover and can be obtained from the Butte-Silver Bow government office.

1. What is your relationship to the West Park Street Corridor? (Check all that apply)

	Number of Response(s)	Response Ratio
I reside on the corridor	22	8.00%
I own a business along the corridor	10	3.60%
I own property along the corridor	14	5.10%
I am a student or employee at Montana Tech	130	47.60%
I use the corridor on my commute to/from work	95	34.70%
I access businesses located within the corridor	121	44.30%
I live near the corridor	113	41.30%
I am a local government official	6	2.10%
I work for MDT	0	0.00%
Other	37	13.50%
Total	273	100%

2. What is your main mode of travel on the West Park Street Corridor? (Select one)

	Number of Response(s)	Response Ratio	(No response) removed	
Personal automobile, alone	205	57.10%	205	75.09%
Personal automobile, carpool	11	3.00%	11	4.03%
Bicycle	9	2.50%	9	3.30%
Walk	44	12.20%	44	16.12%
Bus/transit	2	<1%	2	0.73%
Other	2	<1%	2	0.73%
No Responses	86	23.90%	273	
Total	359	100%		

3. Putting yourself in the place of a pedestrian, on a scale of 1 to 10, how safe do you feel walking on the West Park Street corridor? (1 being very unsafe and 10 being very safe)

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Very Unsafe										Very Safe
	6	7	20	33	40	33	41	36	31	26	
	2%	3%	7%	12%	15%	12%	15%	13%	11%	10%	

4. Putting yourself in the place of a motorist, on a scale of 1 to 10, how safe do you feel driving on the West Park Street corridor? (1 being very unsafe and 10 being very safe)

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Very Unsafe										Very Safe
	5	3	11	23	30	36	50	39	36	40	
	2%	1%	4%	8%	11%	13%	18%	14%	13%	15%	

5. Reflecting on the last two questions, describe the factors that make you feel unsafe, if any.

188 Response(s)

6. On a scale of 1 to 10, how attractive is the West Park Street corridor overall? (1 being very unattractive and 10 being very attractive)

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Very Unattractive										Very Attractive
	21	24	49	63	44	35	22	8	5	2	
	8%	9%	18%	23%	16%	13%	8%	3%	2%	1%	

7. Thinking back to the previous question, which parts of the corridor do you find MOST attractive? Why?

218 Response(s)

8. Which do you find LEAST attractive, why?

220 Response(s)

9. What about the corridor do you hope will not change?

189 Response(s)

10. What about the corridor do you hope would change?

209 Response(s)

11. What do you consider to be the most important issues facing the West Park Street corridor today?

189 Response(s)

12. If located in a building that fits the neighborhood character, which uses would be a good fit, along with residential uses, in the corridor? (check all that apply)

	Number of Response(s)	Response Ratio
Only existing / grandfathered, no new businesses	24	8.80%
Only residential uses	23	8.40%
New food service (e.g., coffee shop, café)	237	87.10%
New professional office (e.g., accountant or lawyer office)	142	52.20%
New small format retail (e.g., clothing shop, drugstore)	193	70.90%
New neighborhood services (e.g., dry-cleaning, daycare)	141	51.80%
New personal services (e.g., hair salon, tattoo parlor)	139	51.10%
New medical office (e.g., doctor, dentist)	124	45.50%
None - phase out existing businesses	4	1.40%
Total	272	100%

13. The following images depict different examples of cafe seating arrangements. Some of the images depict seating inside a business, some outside but closer to the business, and others outside but closer to the street. Please select the type of seating arrangements you prefer. Check all that apply.

	Number of Response(s)	Response Ratio
Outside seating, close to street	85	32.10%
Outside seating, sheltered from street	144	54.50%
Inside seating, exposed to sidewalk	157	59.40%
Outside seating, close to building	105	39.70%
Outside seating, buffered from sidewalk	120	45.40%
Pocket seating	168	63.60%
Total	264	100%

14. Do you prefer business signage that advertises for several businesses on the same sign, or single signs for individual businesses? Select one.

	Number of Response(s)	Response Ratio
Advertising multiple businesses	81	22.50%
Advertising one business	183	50.90%
No Responses	95	26.40%
Total	359	100%

15. The following images depict different forms of roadway landscaping. Please select the type of roadway landscaping you prefer. Select one.

	Number of Response(s)	Response Ratio
Sidewalk boulevard landscaping	175	48.70%
Sparse landscaping	17	4.70%
Median with landscaping	71	19.70%
No Responses	96	26.70%
Total	359	100%

16. The following images depict several examples of street lighting. Please select the lighting types that you feel are most appropriate for the West Park Street corridor. Check all that apply.

	Number of Response(s)	Response Ratio
Overhead pedestrian	127	47.70%
Bollard lighting	74	27.80%
"Cobra head"	10	3.70%
Antique	224	84.20%
Total	266	100%

17. The following images show a few examples of building architecture and design. Which of these building examples do you feel would be appropriate for the West Park Street Corridor (if any)? Check all that apply (or check none if you feel none are appropriate).

	Number of Response(s)	Response Ratio
Example 1	221	84.30%
Example 2	31	11.80%
Example 3	92	35.10%
Example 4	92	35.10%
Total	262	100%
77 Comment(s)		



USING THE IMAGE ABOVE AS REFERENCE, PLEASE READ EACH OF THE QUESTIONS BELOW, PLACING ONE CHECK MARK IN THE COLUMN WITH WHICH YOU MOST AGREE:

QUESTION	AGREE	DISAGREE
Are these buildings generally appropriate for the West Park Street Corridor?	X 11 ✓ X ✓ ✓ X ✓ X ✓	1 ✓ ✓ ✓ too dense but not until Washington St.
The street lamps would be appropriate for the West Park Street Corridor.	X ✓ ✓	X 11 ✓ ✓ ✓ what we have now 18-19 X ✓ ✓ X ✓
The amount of glazing (windows) in these structures would be appropriate for the West Park Street corridor?	X 1 ✓ X X ✓ ✓ X ✓ X ✓	1
The landscaping would be appropriate for the West Park Street Corridor?	X 1 ✓ ✓ ✓ ✓ could be better ✓ need more in center	X 1 ✓ 1 ✓
I would enjoy walking here.	X 1 ✓ ✓ X ✓ X ✓ fair ✓ ✓	X 1 ✓ ✓ ✓ ✓

auto add
lower level
planters
trees

ADDITIONAL THOUGHTS:

There's not a lot of eye appeal here
 This is too sterile
 One of two of these would be ok, but not all of them
 Needs more shade for summer
 Disability access looks limited



USING THE IMAGE ABOVE AS REFERENCE, PLEASE READ EACH OF THE QUESTIONS BELOW, PLACING ONE CHECK MARK IN THE COLUMN WITH WHICH YOU MOST AGREE:

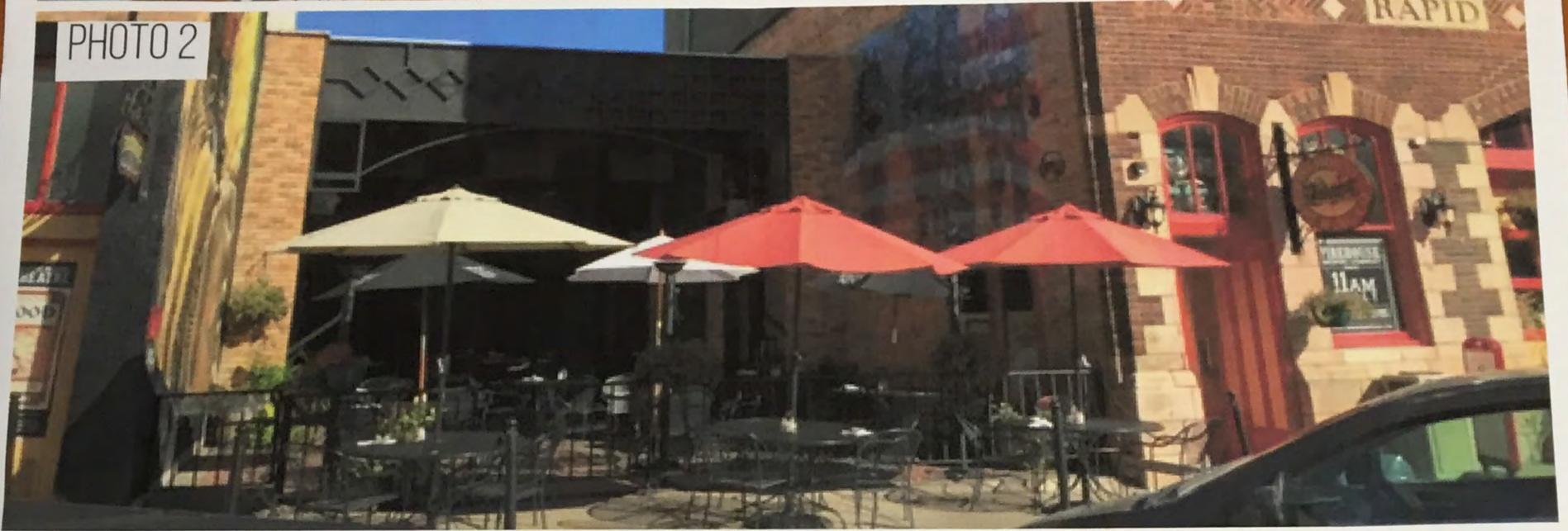
QUESTION	AGREE	DISAGREE
Is building #1 generally appropriate in the West Park Street Corridor?		✓ ✓ ✓ ✓ x ✓ x ✓ ✓
Is building #3 generally appropriate in the West Park Street Corridor?	✓ ✓ x ✓ ✓ x ✓ ✓ ✓	
The street lamps would be appropriate for the West Park Street Corridor.	✓ x ✓ ✓ x ✓ ✓ ✓	✓ but need good lighting from trees
The amount of windows at the street level in building #1 would be appropriate ifor the West Park Street Corridor?	✗	✓ x ✓ ✓ x ✓ ✓
The amount of windows at the street level in building #2 would be appropriate ifor the West Park Street Corridor?	✓ x ✓ x ✓ x ✓ ✓	
The amount of windows at the street level in building #5 would be appropriate ifor the West Park Street Corridor?	✓ ✓ x x	✓ x x ✓ ✓
The landscaping would be appropriate for the West Park Street Corridor?	what landscaping?	x x x x x what landscaping ✓
I would enjoy walking here.	x x x	(nature) ✓ x ✓ no x

ADDITIONAL THOUGHTS:

Handicap access?
shade?
Stairs shouldn't encroach on sidewalk
Water spouts.



PHOTO 2

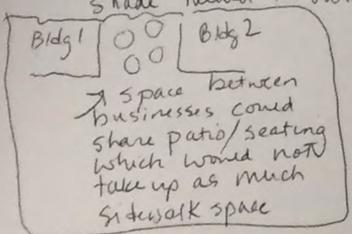


USING THE IMAGES ABOVE AS REFERENCE, PLEASE READ EACH OF THE QUESTIONS BELOW, PLACING ONE CHECK MARK IN THE COLUMN WITH WHICH YOU MOST AGREE:

QUESTION	AGREE	DISAGREE
Would the location of seating in picture 1, which replaces parking on the street, be appropriate for the West Park Street Corridor?	✓ X III ✓ ✓ X X ✓ ✓ ✓ ✓	✓ X ← on the east end ✓
Would the style of seating in picture 1 be appropriate for the West Park Street Corridor? <i>not in winter</i>	X ✓ III ✓ ✓ ✓ ✓ X ✓ ✓ X X ✓	✓ ✓
I would enjoy walking in picture 1.	✓ X III ✓ ✓ ✓ X X ✓ ✓ X X ✓	✓ ✓ ✓
Would the location of seating in picture 2 be appropriate for the West Park Street Corridor?	✓ X III ✓ ✓ ✓ ✓ ✓ ✓ X X ✓ ✓	✓ X ✓ ✓
Would the style of seating in picture 2 be appropriate for the West Park Street Corridor?	X X III ✓ ✓ ✓ ✓ ✓ X X ✓ ✓	✓ X ✓ ✓
I would enjoy walking in picture 2.	✓ X III ✓ X ✓ ✓ ✓ X X ✓ ✓ X X ✓	✓ ✓
Is the landscaping in picture 1 appropriate for the West Park Street Corridor?	X ✓ III ✓ ✓ ✓ X ✓ <i>for need trees!</i>	✓ X ✓ X ✓ ✓ <i>✓ - due to weather limitations quantity & type of vegetation must be practical + sustaining</i>

ADDITIONAL THOUGHTS:

options on landscape - but needed shade needed in outside seats areas, along with pedestrian thorough fare



too much commercial close to Tech is a "no-no"! shuttle to existing up town (or walk)



USING THE IMAGE ABOVE AS REFERENCE, PLEASE READ EACH OF THE QUESTIONS BELOW, PLACING ONE CHECK MARK IN THE COLUMN WITH WHICH YOU MOST AGREE:

QUESTION	AGREE	DISAGREE
Is the left-most building generally appropriate for the West Park Street Corridor?	X ✓ X ✓ ✓ ✓ ✓ ✓ ✓ ✓ X ✓ ✓ ✓ ✓ ✓	
Is the middle building (red stucco) generally appropriate for the West Park Street Corridor?	✓ ✓ ✓ X ✓	X ✓ ✓ X (not an asset) ✓ ✓ ✓ ✓ X to modern
Is the right-most building generally appropriate for the West Park Street Corridor?	X ✓ ✓ ✓ X ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	It doesn't appear to attract passers-by ? ? X X ✓ looks like garage of street windows for
The amount of windows at the street level in the right-most building would be appropriate for the West Park Street Corridor?	X ✓ ✓ ✓ ✓ see, but windows appear too wide X ✓ ✓ ✓ ✓ ✓	 what is there to see through these windows - stairs!
The sidewalk provides enough space and would be appropriate for the West Park Street Corridor?	X ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ X ✓ ✓ ✓ ✓ ✓ too much space	
The street lamps would be appropriate for the West Park Street Corridor?	X ✓ X ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ X (FAVORITE!) ✓ ✓ ✓ nice	but with high quality / style
I would enjoy walking here.	X ✓ X ✓ ✓ fair X ✓ ✓ ✓ ✓ ✓ more landscape	X needs landscaping

ADDITIONAL THOUGHTS:

See Dark Sky friendly streetlamp comment - agreed
But you have to have a parking solution
I don't like the gutters/bars on the red building
Having more grass & trees would be nicer for walking

NOTE: ALL OF THESE STREET VIEWS DON'T HAVE UTILITY POLES! CAN WE DO THIS TOO?



USING THE IMAGE ABOVE AS REFERENCE, PLEASE READ EACH OF THE QUESTIONS BELOW, PLACING ONE CHECK MARK IN THE COLUMN WITH WHICH YOU MOST AGREE:

QUESTION	AGREE	DISAGREE
Is the reuse of existing residential for commercial businesses appropriate for the West Park Street Corridor?	XI XII *DENY ✓ ✓ ✓ ✓ ✓	✓
The sidewalk provides enough space and would be appropriate for the West Park Street Corridor?	XI ✓ X I ✓ ✓ ✓ X ✓ ✓	XI ✓
Access to the brown house (via on street parking) would be appropriate for the buildings within the West Park Street corridor?	X XII ✓ ✓ ✓ ✓ X ✓ ✓	I
The street lamps would be appropriate for the West Park Street Corridor?	XI XII ✓ X ✓ some ✓ X ✓ ✓	✓ ✓
The landscaping would be appropriate for the West Park Street Corridor?	XI XII ✓ ✓ ✓ X ✓ ✓ ✓	
I would enjoy walking here.	XI IV ✓ X I ✓ X ✓ ✓ ✓	

ADDITIONAL THOUGHTS:

Dark sky Friendly street lamps would be more appropriate. Agreed for all sheets - need a parking solution. Brick sidewalk one hand on rollis, suitcases, wheel chairs, etc

Need landscaping in a boulevard effect in middle of street
Historical street lamps - yes! But need to insure enough light

I AGREE DARK SKY (BUT HISTORIC) STREET LIGHTS SHOULD BE USED
I LIKE THE HAND PAVED IN SIDEWALKS. MAY BE A WAY TO DISTINGUISH THE CORRIDOR



ACS Housing Summary

Butte Market Area
Area: 3.69 square miles

Prepared by Esri
Latitude: 46.01642864
Longitude: -112.548019

	2009-2013 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	9,286		956	High
Total Households	4,125		348	High
Total Housing Units	4,927		359	High
OWNER-OCCUPIED HOUSING UNITS BY VALUE				
Total	1,918	100.0%	236	High
Less than \$10,000	43	2.2%	52	Low
\$10,000 to \$14,999	14	0.7%	12	Low
\$15,000 to \$19,999	23	1.2%	23	Low
\$20,000 to \$24,999	73	3.8%	34	Medium
\$25,000 to \$29,999	2	0.1%	3	Low
\$30,000 to \$34,999	37	1.9%	26	Low
\$35,000 to \$39,999	31	1.6%	36	Low
\$40,000 to \$49,999	147	7.7%	94	Medium
\$50,000 to \$59,999	78	4.1%	62	Low
\$60,000 to \$69,999	159	8.3%	82	Medium
\$70,000 to \$79,999	171	8.9%	92	Medium
\$80,000 to \$89,999	203	10.6%	104	Medium
\$90,000 to \$99,999	124	6.5%	51	Medium
\$100,000 to \$124,999	175	9.1%	70	Medium
\$125,000 to \$149,999	87	4.5%	60	Low
\$150,000 to \$174,999	125	6.5%	55	Medium
\$175,000 to \$199,999	64	3.3%	49	Low
\$200,000 to \$249,999	184	9.6%	100	Medium
\$250,000 to \$299,999	80	4.2%	43	Medium
\$300,000 to \$399,999	39	2.0%	24	Medium
\$400,000 to \$499,999	14	0.7%	22	Low
\$500,000 to \$749,999	27	1.4%	24	Low
\$750,000 to \$999,999	0	0.0%	0	
\$1,000,000 or more	20	1.0%	30	Low
Median Home Value	\$88,966		N/A	
Average Home Value	N/A		N/A	
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS				
Total	1,918	100.0%	236	High
Housing units with a mortgage/contract to purchase/similar debt	1,004	52.3%	185	High
Second mortgage only	29	1.5%	31	Low
Home equity loan only	80	4.2%	54	Low
Both second mortgage and home equity loan	13	0.7%	22	Low
No second mortgage and no home equity loan	883	46.0%	176	Medium
Housing units without a mortgage	914	47.7%	171	High
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	N/A		N/A	
Housing units without a mortgage	N/A		N/A	



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	2009-2013 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT				
Total	2,206	100.0%	300	High
With cash rent	2,182	98.9%	299	High
Less than \$100	110	5.0%	107	Low
\$100 to \$149	0	0.0%	0	
\$150 to \$199	52	2.4%	63	Low
\$200 to \$249	200	9.1%	125	Medium
\$250 to \$299	142	6.4%	85	Medium
\$300 to \$349	100	4.5%	52	Medium
\$350 to \$399	225	10.2%	107	Medium
\$400 to \$449	285	12.9%	110	Medium
\$450 to \$499	225	10.2%	96	Medium
\$500 to \$549	307	13.9%	139	Medium
\$550 to \$599	57	2.6%	50	Low
\$600 to \$649	178	8.1%	118	Low
\$650 to \$699	112	5.1%	70	Medium
\$700 to \$749	41	1.9%	39	Low
\$750 to \$799	42	1.9%	51	Low
\$800 to \$899	48	2.2%	51	Low
\$900 to \$999	15	0.7%	24	Low
\$1,000 to \$1,249	43	1.9%	52	Low
\$1,250 to \$1,499	0	0.0%	0	
\$1,500 to \$1,999	0	0.0%	0	
\$2,000 or more	0	0.0%	0	
No cash rent	25	1.1%	22	Low
Median Contract Rent	\$446		N/A	
Average Contract Rent	\$444		\$90	Medium
RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT				
Total	2,206	100.0%	300	High
Pay extra for one or more utilities	1,767	80.1%	262	High
No extra payment for any utilities	440	19.9%	168	Medium
HOUSING UNITS BY UNITS IN STRUCTURE				
Total	4,927	100.0%	359	High
1, detached	3,128	63.5%	317	High
1, attached	15	0.3%	20	Low
2	419	8.5%	145	Medium
3 or 4	546	11.1%	179	Medium
5 to 9	158	3.2%	101	Medium
10 to 19	390	7.9%	152	Medium
20 to 49	187	3.8%	112	Medium
50 or more	71	1.4%	48	Low
Mobile home	13	0.3%	14	Low
Boat, RV, van, etc.	0	0.0%	0	



ACS Housing Summary

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	2009-2013 ACS Estimate	Percent	MOE(±)	Reliability
HOUSING UNITS BY YEAR STRUCTURE BUILT				
Total	4,927	100.0%	359	High
Built 2010 or later	9	0.2%	14	Low
Built 2000 to 2009	100	2.0%	51	Medium
Built 1990 to 1999	149	3.0%	73	Medium
Built 1980 to 1989	85	1.7%	50	Medium
Built 1970 to 1979	82	1.7%	63	Low
Built 1960 to 1969	83	1.7%	64	Low
Built 1950 to 1959	335	6.8%	114	Medium
Built 1940 to 1949	597	12.1%	185	Medium
Built 1939 or earlier	3,486	70.8%	336	High
Median Year Structure Built	1939		N/A	
OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT				
Total	4,125	100.0%	348	High
Owner occupied				
Moved in 2010 or later	129	3.1%	77	Medium
Moved in 2000 to 2009	789	19.1%	189	Medium
Moved in 1990 to 1999	418	10.1%	128	Medium
Moved in 1980 to 1989	223	5.4%	93	Medium
Moved in 1970 to 1979	152	3.7%	71	Medium
Moved in 1969 or earlier	208	5.0%	71	Medium
Renter occupied				
Moved in 2010 or later	1,004	24.3%	253	Medium
Moved in 2000 to 2009	1,059	25.7%	216	Medium
Moved in 1990 to 1999	118	2.9%	72	Medium
Moved in 1980 to 1989	15	0.4%	18	Low
Moved in 1970 to 1979	9	0.2%	17	Low
Moved in 1969 or earlier	2	0.0%	3	Low
Median Year Householder Moved Into Unit	2005		N/A	
OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL				
Total	4,125	100.0%	348	High
Utility gas	3,433	83.2%	339	High
Bottled, tank, or LP gas	78	1.9%	42	Medium
Electricity	410	9.9%	125	Medium
Fuel oil, kerosene, etc.	0	0.0%	0	
Coal or coke	0	0.0%	0	
Wood	163	4.0%	75	Medium
Solar energy	0	0.0%	0	
Other fuel	21	0.5%	26	Low
No fuel used	19	0.5%	34	Low



ACS Housing Summary

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	2009-2013 ACS Estimate	Percent	MOE(±)	Reliability
OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE				
Total	4,125	100.0%	348	High
Owner occupied				
No vehicle available	54	1.3%	42	Low
1 vehicle available	573	13.9%	147	Medium
2 vehicles available	745	18.1%	158	Medium
3 vehicles available	317	7.7%	111	Medium
4 vehicles available	150	3.6%	98	Medium
5 or more vehicles available	79	1.9%	58	Low
Renter occupied				
No vehicle available	505	12.2%	169	Medium
1 vehicle available	1,050	25.5%	232	Medium
2 vehicles available	592	14.4%	170	Medium
3 vehicles available	31	0.8%	40	Low
4 vehicles available	28	0.7%	39	Low
5 or more vehicles available	0	0.0%	0	
Average Number of Vehicles Available	1.6		0.2	High

Data Note: N/A means not available.

2009-2013 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2009-2013 ACS estimates, five-year period data collected monthly from January 1, 2009 through December 31, 2013. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow—use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.



Housing Profile

Butte Market Area
Area: 3.69 square miles

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Population		Households	
2010 Total Population	8,861	2015 Median Household Income	\$27,337
2015 Total Population	9,027	2020 Median Household Income	\$29,205
2020 Total Population	9,174	2015-2020 Annual Rate	1.33%
2015-2020 Annual Rate	0.32%		

Housing Units by Occupancy Status and Tenure	Census 2010		2015		2020	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	4,721	100.0%	4,891	100.0%	5,028	100.0%
Occupied	3,982	84.3%	4,126	84.4%	4,226	84.0%
Owner	2,051	43.4%	1,960	40.1%	1,978	39.3%
Renter	1,931	40.9%	2,166	44.3%	2,248	44.7%
Vacant	739	15.7%	765	15.6%	802	16.0%

Owner Occupied Housing Units by Value	2015		2020	
	Number	Percent	Number	Percent
Total	1,962	100.0%	1,977	100.0%
<\$50,000	120	6.1%	84	4.2%
\$50,000-\$99,999	371	18.9%	334	16.9%
\$100,000-\$149,999	436	22.2%	390	19.7%
\$150,000-\$199,999	321	16.4%	273	13.8%
\$200,000-\$249,999	240	12.2%	260	13.2%
\$250,000-\$299,999	161	8.2%	197	10.0%
\$300,000-\$399,999	157	8.0%	176	8.9%
\$400,000-\$499,999	67	3.4%	115	5.8%
\$500,000-\$749,999	50	2.5%	74	3.7%
\$750,000-\$999,999	11	0.6%	28	1.4%
\$1,000,000+	28	1.4%	46	2.3%
Median Value	\$158,411		\$183,059	
Average Value	\$204,256		\$241,755	

Data Note: Persons of Hispanic Origin may be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.



Housing Profile

Butte Market Area
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Census 2010 Owner Occupied Housing Units by Mortgage Status		
	Number	Percent
Total	2,051	100.0%
Owned with a Mortgage/Loan	1,155	56.3%
Owned Free and Clear	896	43.7%

Census 2010 Vacant Housing Units by Status		
	Number	Percent
Total	739	100.0%
For Rent	210	28.4%
Rented- Not Occupied	25	3.4%
For Sale Only	60	8.1%
Sold - Not Occupied	26	3.5%
Seasonal/Recreational/Occasional Use	52	7.0%
For Migrant Workers	0	0.0%
Other Vacant	328	44.4%

Census 2010 Occupied Housing Units by Age of Householder and Home Ownership			
	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	3,980	2,050	51.5%
15-24	583	73	12.5%
25-34	647	196	30.3%
35-44	569	299	52.5%
45-54	801	445	55.6%
55-64	702	486	69.2%
65-74	381	307	80.6%
75-84	206	173	84.0%
85+	91	71	78.0%

Census 2010 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership			
	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	3,984	2,052	51.5%
White Alone	3,750	1,987	53.0%
Black/African American	14	2	14.3%
American Indian/Alaska	93	28	30.1%
Asian Alone	9	1	11.1%
Pacific Islander Alone	5	1	20.0%
Other Race Alone	38	18	47.4%
Two or More Races	75	15	20.0%
Hispanic Origin	160	79	49.4%

Census 2010 Occupied Housing Units by Size and Home Ownership			
	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	3,983	2,052	51.5%
1-Person	1,614	686	42.5%
2-Person	1,274	745	58.5%
3-Person	534	278	52.1%
4-Person	338	207	61.2%
5-Person	137	88	64.2%
6-Person	57	32	56.1%
7+ Person	29	16	55.2%

Data Note: Persons of Hispanic Origin may be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.



ACS Population Summary

Butte Market Area
Area: 3.69 square miles

Prepared by Esri
Latitude: 46.01642864
Longitude: -112.548019

	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	9,286		956	High
Total Households	4,125		348	High
Total Housing Units	4,927		359	High
POPULATION AGE 15+ YEARS BY MARITAL STATUS				
Total	7,664	100.0%	719	High
Never married	3,156	41.2%	447	High
Married	3,013	39.3%	324	High
Widowed	466	6.1%	144	Medium
Divorced	1,029	13.4%	213	Medium
POPULATION AGE 3+ YEARS BY SCHOOL ENROLLMENT				
Total	8,956	100.0%	913	High
Enrolled in school	2,666	29.8%	415	High
Enrolled in nursery school, preschool	27	0.3%	23	Low
Public school	26	0.3%	23	Low
Private school	2	0.0%	2	Low
Enrolled in kindergarten	201	2.2%	128	Medium
Public school	201	2.2%	128	Medium
Private school	0	0.0%	0	Low
Enrolled in grade 1 to grade 4	606	6.8%	192	Medium
Public school	520	5.8%	172	Medium
Private school	86	1.0%	85	Low
Enrolled in grade 5 to grade 8	259	2.9%	107	Medium
Public school	217	2.4%	97	Medium
Private school	42	0.5%	46	Low
Enrolled in grade 9 to grade 12	399	4.5%	184	Medium
Public school	390	4.4%	183	Medium
Private school	9	0.1%	16	Low
Enrolled in college undergraduate years	999	11.2%	274	Medium
Public school	967	10.8%	274	Medium
Private school	33	0.4%	45	Low
Enrolled in graduate or professional school	176	2.0%	109	Medium
Public school	176	2.0%	109	Medium
Private school	0	0.0%	0	Low
Not enrolled in school	6,290	70.2%	546	High
POPULATION AGE 25+ YEARS BY EDUCATIONAL ATTAINMENT				
Total	5,754	100.0%	556	High
No schooling completed	34	0.6%	62	Low
Nursery School	0	0.0%	0	Low
Kindergarten	0	0.0%	0	Low
1-4th Grade	0	0.0%	0	Low
5-8th Grade	144	2.5%	80	Medium
Some High School	268	4.7%	89	Medium
High School Diploma	1,612	28.0%	284	High
GED	529	9.2%	177	Medium
Some College	1,461	25.4%	251	High
Associate's degree	540	9.4%	184	Medium
Bachelor's degree	803	14.0%	215	Medium
Master's degree	237	4.1%	120	Medium
Professional school degree	34	0.6%	32	Low
Doctorate degree	92	1.6%	62	Low

Source: U.S. Census Bureau, 2009-2013 American Community Survey

Reliability: High Medium Low

October 13, 2015



ACS Population Summary

Butte Market Area
Area: 3.69 square miles

Prepared by Esri
Latitude: 46.01642864
Longitude: -112.548019

	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION AGE 5+ YEARS BY LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH				
Total	8,806	100.0%	903	
5 to 17 years				
Speak only English	1,439	16.3%	380	
Speak Spanish	19	0.2%	30	
Speak English "very well" or "well"	19	0.2%	30	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other Indo-European languages	2	0.0%	6	
Speak English "very well" or "well"	2	0.0%	6	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
18 to 64 years				
Speak only English	5,870	66.7%	636	
Speak Spanish	188	2.1%	113	
Speak English "very well" or "well"	188	2.1%	115	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other Indo-European languages	135	1.5%	84	
Speak English "very well" or "well"	135	1.5%	84	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other languages	221	2.5%	177	
Speak English "very well" or "well"	221	2.5%	149	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
65 years and over				
Speak only English	899	10.2%	182	
Speak Spanish	11	0.1%	12	
Speak English "very well" or "well"	11	0.1%	12	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other Indo-European languages	22	0.2%	20	
Speak English "very well" or "well"	22	0.2%	20	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	

Source: U.S. Census Bureau, 2009-2013 American Community Survey

Reliability: high medium low

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	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY PLACE OF WORK				
Total	3,839	100.0%	508	High
Worked in state and in county of residence	3,334	86.8%	444	High
Worked in state and outside county of residence	431	11.2%	184	Medium
Worked outside state of residence	74	1.9%	69	Low
WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION TO WORK				
Total	3,839	100.0%	508	High
Drove alone	2,805	73.1%	436	High
Carpooled	346	9.0%	146	Medium
Public transportation (excluding taxicab)	7	0.2%	9	Low
Bus or trolley bus	7	0.2%	9	Low
Streetcar or trolley car	0	0.0%	0	
Subway or elevated	0	0.0%	0	
Railroad	0	0.0%	0	
Ferryboat	0	0.0%	0	
Taxicab	0	0.0%	0	
Motorcycle	0	0.0%	0	
Bicycle	21	0.5%	36	Low
Walked	350	9.1%	119	Medium
Other means	214	5.6%	118	Medium
Worked at home	95	2.5%	52	Medium
WORKERS AGE 16+ YEARS (WHO DID NOT WORK FROM HOME) BY TRAVEL TIME TO WORK				
Total	3,744	100.0%	504	High
Less than 5 minutes	263	7.0%	121	Medium
5 to 9 minutes	905	24.2%	208	Medium
10 to 14 minutes	815	21.8%	224	Medium
15 to 19 minutes	908	24.3%	232	Medium
20 to 24 minutes	288	7.7%	118	Medium
25 to 29 minutes	104	2.8%	84	Low
30 to 34 minutes	187	5.0%	102	Medium
35 to 39 minutes	23	0.6%	34	Low
40 to 44 minutes	16	0.4%	26	Low
45 to 59 minutes	181	4.8%	107	Medium
60 to 89 minutes	21	0.6%	27	Low
90 or more minutes	33	0.9%	30	Low
Average Travel Time to Work (in minutes)	N/A		N/A	



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	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
CIVILIAN EMPLOYED POPULATION AGE 16+ YEARS BY OCCUPATION				
Total	3,959	100.0%	514	High
Management	146	3.7%	88	Medium
Business and financial operations	48	1.2%	35	Low
Computer and mathematical	37	0.9%	32	Low
Architecture and engineering	122	3.1%	77	Medium
Life, physical, and social science	73	1.8%	51	Low
Community and social services	104	2.6%	61	Medium
Legal	13	0.3%	18	Low
Education, training, and library	229	5.8%	108	Medium
Arts, design, entertainment, sports, and media	94	2.4%	66	Low
Healthcare practitioner, technologists, and technicians	312	7.9%	142	Medium
Healthcare support	201	5.1%	111	Medium
Protective service	112	2.8%	71	Medium
Food preparation and serving related	472	11.9%	176	Medium
Building and grounds cleaning and maintenance	156	3.9%	86	Medium
Personal care and service	202	5.1%	83	Medium
Sales and related	324	8.2%	112	Medium
Office and administrative support	469	11.8%	177	Medium
Farming, fishing, and forestry	18	0.5%	28	Low
Construction and extraction	171	4.3%	70	Medium
Installation, maintenance, and repair	132	3.3%	82	Medium
Production	167	4.2%	91	Medium
Transportation and material moving	358	9.0%	182	Medium
CIVILIAN EMPLOYED POPULATION AGE 16+ YEARS BY INDUSTRY				
Total	3,959	100.0%	514	High
Agriculture, forestry, fishing and hunting	38	1.0%	36	Low
Mining, quarrying, and oil and gas extraction	16	0.4%	19	Low
Construction	133	3.4%	58	Medium
Manufacturing	213	5.4%	121	Medium
Wholesale trade	53	1.3%	33	Medium
Retail trade	539	13.6%	199	Medium
Transportation and warehousing	133	3.4%	101	Low
Utilities	84	2.1%	59	Low
Information	57	1.4%	55	Low
Finance and insurance	81	2.0%	51	Medium
Real estate and rental and leasing	40	1.0%	47	Low
Professional, scientific, and technical services	111	2.8%	58	Medium
Management of companies and enterprises	10	0.3%	13	Low
Administrative and support and waste management services	153	3.9%	95	Medium
Educational services	455	11.5%	152	Medium
Health care and social assistance	913	23.1%	218	Medium
Arts, entertainment, and recreation	77	1.9%	59	Low
Accommodation and food services	507	12.8%	181	Medium
Other services, except public administration	162	4.1%	111	Low
Public administration	187	4.7%	73	Medium
FEMALES AGE 20-64 YEARS BY AGE OF OWN CHILDREN AND EMPLOYMENT STATUS				
Total	2,460	100.0%	342	High
Own children under 6 years only	143	5.8%	76	Medium
In labor force	59	2.4%	40	Low
Not in labor force	83	3.4%	66	Low
Own children under 6 years and 6 to 17 years	147	6.0%	93	Medium
In labor force	113	4.6%	80	Low
Not in labor force	34	1.4%	47	Low
Own children 6 to 17 years only	558	22.7%	182	Medium
In labor force	326	13.3%	125	Medium
Not in labor force	232	9.4%	134	Medium
No own children under 18 years	1,613	65.6%	268	High
In labor force	1,103	44.8%	211	High
Not in labor force	511	20.8%	146	Medium

Source: U.S. Census Bureau, 2009-2013 American Community Survey

Reliability: High Medium Low

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	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION BY RATIO OF INCOME TO POVERTY LEVEL				
Total	8,752	100.0%	940	High
Under .50	1,001	11.4%	388	Medium
.50 to .99	2,086	23.8%	601	Medium
1.00 to 1.24	727	8.3%	302	Medium
1.25 to 1.49	667	7.6%	297	Medium
1.50 to 1.84	703	8.0%	277	Medium
1.85 to 1.99	48	0.5%	29	Medium
2.00 and over	3,520	40.2%	640	High
CIVILIAN NONINSTITUTIONALIZED POPULATION BY AGE & TYPES OF HEALTH INSURANCE COVERAGE				
Total	9,037	100.0%	952	High
Under 18 years:	1,941	21.5%	431	Medium
One Type of Health Insurance:	1,793	19.8%	424	Medium
Employer-Based Health Ins Only	654	7.2%	294	Medium
Direct-Purchase Health Ins Only	58	0.6%	45	Low
Medicare Coverage Only	0	0.0%	0	
Medicaid Coverage Only	1,060	11.7%	353	Medium
TRICARE/Military Hlth Cov Only	0	0.0%	0	
VA Health Care Only	21	0.2%	39	Low
2+ Types of Health Insurance	83	0.9%	69	Low
No Health Insurance Coverage	64	0.7%	65	Low
18 to 34 years:	2,686	29.7%	476	High
One Type of Health Insurance:	1,831	20.3%	386	Medium
Employer-Based Health Ins Only	1,111	12.3%	304	Medium
Direct-Purchase Health Ins Only	389	4.3%	197	Medium
Medicare Coverage Only	0	0.0%	0	
Medicaid Coverage Only	266	2.9%	143	Medium
TRICARE/Military Hlth Cov Only	20	0.2%	34	Low
VA Health Care Only	46	0.5%	59	Low
2+ Types of Health Insurance	124	1.4%	59	Medium
No Health Insurance Coverage	730	8.1%	233	Medium
35 to 64 years:	3,499	38.7%	436	High
One Type of Health Insurance:	1,932	21.4%	316	High
Employer-Based Health Ins Only	1,152	12.7%	282	Medium
Direct-Purchase Health Ins Only	205	2.3%	97	Medium
Medicare Coverage Only	174	1.9%	83	Medium
Medicaid Coverage Only	352	3.9%	126	Medium
TRICARE/Military Hlth Cov Only	21	0.2%	37	Low
VA Health Care Only	27	0.3%	38	Low
2+ Types of Health Insurance	506	5.6%	168	Medium
No Health Insurance Coverage	1,062	11.8%	292	Medium
65+ years:	912	10.1%	181	Medium
One Type of Health Insurance:	219	2.4%	87	Medium
Employer-Based Health Ins Only	2	0.0%	4	Low
Direct-Purchase Health Ins Only	0	0.0%	0	
Medicare Coverage Only	218	2.4%	87	Medium
TRICARE/Military Hlth Cov Only	0	0.0%	0	
VA Health Care Only	0	0.0%	0	
2+ Types of Health Insurance	692	7.7%	177	Medium
No Health Insurance Coverage	0	0.0%	0	

Source: U.S. Census Bureau, 2009-2013 American Community Survey

Reliability: High Medium Low

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	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
CIVILIAN POPULATION AGE 18 OR OLDER BY VETERAN STATUS				
Total	7,346	100.0%	668	High
Veteran	903	12.3%	200	Medium
Nonveteran	6,443	87.7%	622	High
Male	3,914	53.3%	459	High
Veteran	879	12.0%	200	Medium
Nonveteran	3,035	41.3%	425	High
Female	3,432	46.7%	391	High
Veteran	24	0.3%	25	Low
Nonveteran	3,408	46.4%	391	High
CIVILIAN VETERANS AGE 18 OR OLDER BY PERIOD OF MILITARY SERVICE				
Total	903	100.0%	200	Medium
Gulf War (9/01 or later), no Gulf War (8/90 to 8/01), no Vietnam Era	67	7.4%	77	Low
Gulf War (9/01 or later) and Gulf War (8/90 to 8/01), no Vietnam Era	51	5.6%	60	High
Gulf War (9/01 or later), and Gulf War (8/90 to 8/01), and Vietnam Era	0	0.0%	0	
Gulf War (8/90 to 8/01), no Vietnam Era	156	17.3%	108	Low
Gulf War (8/90 to 8/01) and Vietnam Era	21	2.3%	37	Low
Vietnam Era, no Korean War, no World War II	272	30.1%	95	Medium
Vietnam Era and Korean War, no World War II	0	0.0%	0	
Vietnam Era and Korean War and World War II	0	0.0%	0	
Korean War, no Vietnam Era, no World War II	44	4.9%	32	Low
Korean War and World War II, no Vietnam Era	1	0.1%	2	Low
World War II, no Korean War, no Vietnam Era	16	1.8%	25	Low
Between Gulf War and Vietnam Era only	215	23.8%	119	Medium
Between Vietnam Era and Korean War only	54	6.0%	36	Low
Between Korean War and World War II only	7	0.8%	20	Low
Pre-World War II only	0	0.0%	0	
HOUSEHOLDS BY POVERTY STATUS				
Total	4,125	100.0%	348	High
Income in the past 12 months below poverty level	1,379	33.4%	278	Medium
Married-couple family	181	4.4%	92	Medium
Other family - male householder (no wife present)	52	1.3%	52	Low
Other family - female householder (no husband present)	311	7.5%	149	Medium
Nonfamily household - male householder	604	14.6%	210	Medium
Nonfamily household - female householder	230	5.6%	98	Medium
Income in the past 12 months at or above poverty level	2,746	66.6%	289	High
Married-couple family	1,061	25.7%	204	High
Other family - male householder (no wife present)	143	3.5%	93	Medium
Other family - female householder (no husband present)	229	5.6%	82	Medium
Nonfamily household - male householder	679	16.5%	177	Medium
Nonfamily household - female householder	633	15.3%	158	Medium



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	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS BY INCOME				
Total	4,125	100.0%	348	High
Less than \$10,000	706	17.1%	221	Medium
\$10,000 to \$14,999	517	12.5%	162	Medium
\$15,000 to \$19,999	386	9.4%	132	Medium
\$20,000 to \$24,999	418	10.1%	145	Medium
\$25,000 to \$29,999	183	4.4%	80	Medium
\$30,000 to \$34,999	226	5.5%	101	Medium
\$35,000 to \$39,999	256	6.2%	101	Medium
\$40,000 to \$44,999	148	3.6%	72	Medium
\$45,000 to \$49,999	178	4.3%	92	Medium
\$50,000 to \$59,999	291	7.1%	119	Medium
\$60,000 to \$74,999	269	6.5%	94	Medium
\$75,000 to \$99,999	308	7.5%	129	Medium
\$100,000 to \$124,999	127	3.1%	76	Medium
\$125,000 to \$149,999	29	0.7%	19	Medium
\$150,000 to \$199,999	22	0.5%	25	Low
\$200,000 or more	60	1.5%	44	Low
Median Household Income	\$25,854		N/A	
Average Household Income	\$39,640		\$6,261	High
Per Capita Income	\$18,049		\$3,015	High
HOUSEHOLDS WITH HOUSEHOLDER AGE <25 YEARS BY INCOME				
Total	531	100.0%	169	Medium
Less than \$10,000	131	24.7%	103	Low
\$10,000 to \$14,999	92	17.3%	72	Low
\$15,000 to \$19,999	57	10.7%	58	Low
\$20,000 to \$24,999	97	18.3%	70	Low
\$25,000 to \$29,999	13	2.4%	22	Low
\$30,000 to \$34,999	49	9.2%	60	Low
\$35,000 to \$39,999	0	0.0%	0	
\$40,000 to \$44,999	13	2.4%	23	Low
\$45,000 to \$49,999	7	1.3%	34	Low
\$50,000 to \$59,999	3	0.6%	5	Low
\$60,000 to \$74,999	23	4.3%	21	Low
\$75,000 to \$99,999	15	2.8%	24	Low
\$100,000 to \$124,999	31	5.8%	47	Low
\$125,000 to \$149,999	0	0.0%	0	
\$150,000 to \$199,999	0	0.0%	0	
\$200,000 or more	0	0.0%	0	
Median Household Income for HHr <25	\$18,482		N/A	
Average Household Income for HHr <25	N/A		N/A	



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	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS WITH HOUSEHOLDER AGE 25-44 YEARS BY INCOME				
Total	1,285	100.0%	263	■ ■
Less than \$10,000	183	14.2%	111	■ ■
\$10,000 to \$14,999	100	7.8%	59	■ ■
\$15,000 to \$19,999	90	7.0%	82	■
\$20,000 to \$24,999	232	18.1%	120	■ ■
\$25,000 to \$29,999	64	5.0%	46	■
\$30,000 to \$34,999	23	1.8%	23	■
\$35,000 to \$39,999	92	7.2%	70	■
\$40,000 to \$44,999	69	5.4%	56	■
\$45,000 to \$49,999	79	6.1%	72	■
\$50,000 to \$59,999	142	11.1%	99	■
\$60,000 to \$74,999	20	1.6%	30	■
\$75,000 to \$99,999	85	6.6%	74	■
\$100,000 to \$124,999	74	5.8%	57	■
\$125,000 to \$149,999	0	0.0%	0	
\$150,000 to \$199,999	16	1.2%	25	■
\$200,000 or more	15	1.2%	25	■
Median Household Income for HHr 25-44	\$27,718		N/A	
Average Household Income for HHr 25-44	N/A		N/A	
HOUSEHOLDS WITH HOUSEHOLDER AGE 45-64 YEARS BY INCOME				
Total	1,697	100.0%	254	■ ■ ■
Less than \$10,000	360	21.2%	167	■ ■
\$10,000 to \$14,999	198	11.7%	87	■ ■
\$15,000 to \$19,999	129	7.6%	67	■ ■
\$20,000 to \$24,999	63	3.7%	44	■
\$25,000 to \$29,999	79	4.7%	53	■
\$30,000 to \$34,999	80	4.7%	62	■
\$35,000 to \$39,999	140	8.2%	70	■ ■
\$40,000 to \$44,999	52	3.1%	41	■
\$45,000 to \$49,999	70	4.1%	56	■
\$50,000 to \$59,999	85	5.0%	48	■ ■
\$60,000 to \$74,999	181	10.7%	80	■ ■
\$75,000 to \$99,999	177	10.4%	99	■ ■
\$100,000 to \$124,999	10	0.6%	14	■
\$125,000 to \$149,999	22	1.3%	15	■
\$150,000 to \$199,999	5	0.3%	7	■
\$200,000 or more	45	2.7%	36	■
Median Household Income for HHr 45-64	\$31,077		N/A	
Average Household Income for HHr 45-64	N/A		N/A	



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	2009 - 2013 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS WITH HOUSEHOLDER AGE 65+ YEARS BY INCOME				
Total	612	100.0%	126	
Less than \$10,000	33	5.4%	31	
\$10,000 to \$14,999	126	20.6%	96	
\$15,000 to \$19,999	109	17.8%	57	
\$20,000 to \$24,999	25	4.1%	17	
\$25,000 to \$29,999	26	4.2%	29	
\$30,000 to \$34,999	74	12.1%	53	
\$35,000 to \$39,999	23	3.8%	25	
\$40,000 to \$44,999	14	2.3%	21	
\$45,000 to \$49,999	22	3.6%	24	
\$50,000 to \$59,999	61	10.0%	43	
\$60,000 to \$74,999	46	7.5%	39	
\$75,000 to \$99,999	31	5.1%	24	
\$100,000 to \$124,999	12	2.0%	15	
\$125,000 to \$149,999	7	1.1%	12	
\$150,000 to \$199,999	2	0.3%	2	
\$200,000 or more	0	0.0%	0	
Median Household Income for HHR 65+	\$27,237		N/A	
Average Household Income for HHR 65+	N/A		N/A	
HOUSEHOLDS BY PUBLIC ASSISTANCE INCOME IN THE PAST 12 MONTHS				
Total	4,125	100.0%	348	
With public assistance income	96	2.3%	58	
No public assistance income	4,028	97.7%	349	
HOUSEHOLDS BY FOOD STAMPS/SNAP STATUS				
Total	4,125	100.0%	348	
With Food Stamps/SNAP	1,075	26.1%	237	
With No Food Stamps/SNAP	3,050	73.9%	305	
HOUSEHOLDS BY DISABILITY STATUS				
Total	4,125	100.0%	348	
With 1+ Persons w/Disability	1,371	33.2%	262	
With No Person w/Disability	2,753	66.7%	308	

Data Note: N/A means not available. Population by Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2013, adjusted for inflation.

2009-2013 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2009-2013 ACS estimates, five-year period data collected monthly from January 1, 2009 through December 31, 2013. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow—use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.



Community Profile

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Population Summary	
2000 Total Population	9,215
2010 Total Population	8,861
2015 Total Population	9,027
2015 Group Quarters	592
2020 Total Population	9,174
2015-2020 Annual Rate	0.32%
Household Summary	
2000 Households	4,037
2000 Average Household Size	2.15
2010 Households	3,982
2010 Average Household Size	2.08
2015 Households	4,126
2015 Average Household Size	2.04
2020 Households	4,226
2020 Average Household Size	2.03
2015-2020 Annual Rate	0.48%
2010 Families	1,856
2010 Average Family Size	2.84
2015 Families	1,893
2015 Average Family Size	2.79
2020 Families	1,917
2020 Average Family Size	2.78
2015-2020 Annual Rate	0.25%
Housing Unit Summary	
2000 Housing Units	4,921
Owner Occupied Housing Units	45.5%
Renter Occupied Housing Units	36.5%
Vacant Housing Units	18.0%
2010 Housing Units	4,721
Owner Occupied Housing Units	43.4%
Renter Occupied Housing Units	40.9%
Vacant Housing Units	15.7%
2015 Housing Units	4,891
Owner Occupied Housing Units	40.1%
Renter Occupied Housing Units	44.3%
Vacant Housing Units	15.6%
2020 Housing Units	5,028
Owner Occupied Housing Units	39.3%
Renter Occupied Housing Units	44.7%
Vacant Housing Units	16.0%
Median Household Income	
2015	\$27,337
2020	\$29,205
Median Home Value	
2015	\$158,411
2020	\$183,059
Per Capita Income	
2015	\$19,443
2020	\$22,097
Median Age	
2010	33.7
2015	34.4
2020	35.2

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.



Community Profile

Butte Market Area
Area: 3.69 square miles

Prepared by Esri
Latitude: 46.01642864
Longitude: -112.548019

2015 Households by Income

Household Income Base	4,126
<\$15,000	23.8%
\$15,000 - \$24,999	21.5%
\$25,000 - \$34,999	15.6%
\$35,000 - \$49,999	10.3%
\$50,000 - \$74,999	14.5%
\$75,000 - \$99,999	5.2%
\$100,000 - \$149,999	6.8%
\$150,000 - \$199,999	1.0%
\$200,000+	1.3%

Average Household Income \$42,617

2020 Households by Income

Household Income Base	4,226
<\$15,000	24.4%
\$15,000 - \$24,999	18.2%
\$25,000 - \$34,999	14.8%
\$35,000 - \$49,999	10.0%
\$50,000 - \$74,999	13.7%
\$75,000 - \$99,999	6.8%
\$100,000 - \$149,999	9.2%
\$150,000 - \$199,999	1.3%
\$200,000+	1.5%

Average Household Income \$48,072

2015 Owner Occupied Housing Units by Value

Total	1,960
<\$50,000	6.1%
\$50,000 - \$99,999	18.9%
\$100,000 - \$149,999	22.2%
\$150,000 - \$199,999	16.4%
\$200,000 - \$249,999	12.2%
\$250,000 - \$299,999	8.2%
\$300,000 - \$399,999	8.0%
\$400,000 - \$499,999	3.4%
\$500,000 - \$749,999	2.6%
\$750,000 - \$999,999	0.6%
\$1,000,000 +	1.4%

Average Home Value \$204,256

2020 Owner Occupied Housing Units by Value

Total	1,978
<\$50,000	4.2%
\$50,000 - \$99,999	16.9%
\$100,000 - \$149,999	19.7%
\$150,000 - \$199,999	13.8%
\$200,000 - \$249,999	13.1%
\$250,000 - \$299,999	10.0%
\$300,000 - \$399,999	8.9%
\$400,000 - \$499,999	5.8%
\$500,000 - \$749,999	3.7%
\$750,000 - \$999,999	1.4%
\$1,000,000 +	2.3%

Average Home Value \$241,755

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.



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2010 Population by Age	
Total	8,859
0 - 4	5.7%
5 - 9	4.9%
10 - 14	4.9%
15 - 24	22.5%
25 - 34	13.7%
35 - 44	11.3%
45 - 54	15.1%
55 - 64	11.7%
65 - 74	6.0%
75 - 84	3.1%
85 +	1.2%
18 +	81.3%
2015 Population by Age	
Total	9,029
0 - 4	5.6%
5 - 9	4.6%
10 - 14	4.6%
15 - 24	18.7%
25 - 34	17.3%
35 - 44	11.0%
45 - 54	13.1%
55 - 64	13.2%
65 - 74	7.2%
75 - 84	3.4%
85 +	1.3%
18 +	82.4%
2020 Population by Age	
Total	9,173
0 - 4	5.7%
5 - 9	4.5%
10 - 14	4.4%
15 - 24	17.1%
25 - 34	18.0%
35 - 44	10.9%
45 - 54	11.8%
55 - 64	13.5%
65 - 74	8.9%
75 - 84	4.0%
85 +	1.4%
18 +	82.7%
2010 Population by Sex	
Males	4,845
Females	4,016
2015 Population by Sex	
Males	4,934
Females	4,093
2020 Population by Sex	
Males	4,987
Females	4,187

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.



Community Profile

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2010 Population by Race/Ethnicity

Total	8,862
White Alone	91.5%
Black Alone	0.6%
American Indian Alone	3.4%
Asian Alone	0.5%
Pacific Islander Alone	0.1%
Some Other Race Alone	1.1%
Two or More Races	2.7%
Hispanic Origin	5.0%
Diversity Index	24.1

2015 Population by Race/Ethnicity

Total	9,028
White Alone	90.2%
Black Alone	0.9%
American Indian Alone	3.5%
Asian Alone	0.8%
Pacific Islander Alone	0.1%
Some Other Race Alone	1.5%
Two or More Races	3.0%
Hispanic Origin	6.1%
Diversity Index	27.8

2020 Population by Race/Ethnicity

Total	9,175
White Alone	88.7%
Black Alone	1.3%
American Indian Alone	3.6%
Asian Alone	1.2%
Pacific Islander Alone	0.1%
Some Other Race Alone	1.7%
Two or More Races	3.4%
Hispanic Origin	7.2%
Diversity Index	31.7

2010 Population by Relationship and Household Type

Total	8,861
In Households	93.3%
In Family Households	61.9%
Householder	20.7%
Spouse	13.3%
Child	22.9%
Other relative	2.5%
Nonrelative	2.5%
In Nonfamily Households	31.4%
In Group Quarters	6.7%
Institutionalized Population	3.1%
Noninstitutionalized Population	3.6%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.



Community Profile

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2015 Population 25+ by Educational Attainment

Total	6,009
Less than 9th Grade	2.6%
9th - 12th Grade, No Diploma	4.0%
High School Graduate	28.3%
GED/Alternative Credential	7.2%
Some College, No Degree	27.2%
Associate Degree	9.5%
Bachelor's Degree	14.5%
Graduate/Professional Degree	6.7%

2015 Population 15+ by Marital Status

Total	7,695
Never Married	42.9%
Married	36.2%
Widowed	6.4%
Divorced	14.5%

2015 Civilian Population 16+ in Labor Force

Civilian Employed	93.6%
Civilian Unemployed	6.4%

2015 Employed Population 16+ by Industry

Total	4,319
Agriculture/Mining	1.5%
Construction	3.8%
Manufacturing	2.2%
Wholesale Trade	0.5%
Retail Trade	12.8%
Transportation/Utilities	6.2%
Information	0.2%
Finance/Insurance/Real Estate	1.9%
Services	63.1%
Public Administration	7.6%

2015 Employed Population 16+ by Occupation

Total	4,318
White Collar	49.7%
Management/Business/Financial	7.6%
Professional	24.7%
Sales	6.5%
Administrative Support	10.9%
Services	29.1%
Blue Collar	21.2%
Farming/Forestry/Fishing	0.3%
Construction/Extraction	2.8%
Installation/Maintenance/Repair	2.0%
Production	5.8%
Transportation/Material Moving	10.3%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.



Community Profile

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2010 Households by Type

Total	3,982
Households with 1 Person	40.5%
Households with 2+ People	59.5%
Family Households	46.6%
Husband-wife Families	29.8%
With Related Children	11.9%
Other Family (No Spouse Present)	16.8%
Other Family with Male Householder	5.7%
With Related Children	3.5%
Other Family with Female Householder	11.0%
With Related Children	7.5%
Nonfamily Households	12.9%
All Households with Children	23.3%
Multigenerational Households	2.0%
Unmarried Partner Households	8.3%
Male-female	7.7%
Same-sex	0.6%

2010 Households by Size

Total	3,982
1 Person Household	40.5%
2 Person Household	32.0%
3 Person Household	13.4%
4 Person Household	8.5%
5 Person Household	3.4%
6 Person Household	1.4%
7 + Person Household	0.7%

2010 Households by Tenure and Mortgage Status

Total	3,982
Owner Occupied	51.5%
Owned with a Mortgage/Loan	29.0%
Owned Free and Clear	22.5%
Renter Occupied	48.5%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography.



Business Summary

Butte Market Area
Area: 3.69 square miles

Prepared by Esri
Latitude: 46.01642864
Longitude: -112.548019

Data for all businesses in area

Total Businesses:	639
Total Employees:	6,719
Total Residential Population:	9,027
Employee/Residential Population Ratio:	0.74:1

by SIC Codes	Number	Percent	Employees	
			Number	Percent
Agriculture & Mining	4	0.6%	174	2.6%
Construction	24	3.8%	177	2.6%
Manufacturing	19	3.0%	256	3.8%
Transportation	10	1.6%	61	0.9%
Communication	2	0.3%	13	0.2%
Utility	3	0.5%	38	0.6%
Wholesale Trade	23	3.6%	100	1.5%
Retail Trade Summary	113	17.7%	742	11.0%
Home Improvement	3	0.5%	25	0.4%
General Merchandise Stores	0	0.0%	0	0.0%
Food Stores	6	0.9%	132	2.0%
Auto Dealers, Gas Stations, Auto Aftermarket	7	1.1%	43	0.6%
Apparel & Accessory Stores	9	1.4%	19	0.3%
Furniture & Home Furnishings	9	1.4%	38	0.6%
Eating & Drinking Places	40	6.3%	325	4.8%
Miscellaneous Retail	39	6.1%	160	2.4%
Finance, Insurance, Real Estate Summary	63	9.9%	117	1.7%
Banks, Savings & Lending Institutions	32	5.0%	20	0.3%
Securities Brokers	6	0.9%	18	0.3%
Insurance Carriers & Agents	12	1.9%	34	0.5%
Real Estate, Holding, Other Investment Offices	13	2.0%	45	0.7%
Services Summary	273	42.7%	3,354	49.9%
Hotels & Lodging	4	0.6%	21	0.3%
Automotive Services	9	1.4%	30	0.4%
Motion Pictures & Amusements	12	1.9%	36	0.5%
Health Services	62	9.7%	1,319	19.6%
Legal Services	13	2.0%	54	0.8%
Education Institutions & Libraries	16	2.5%	751	11.2%
Other Services	158	24.7%	1,144	17.0%
Government	82	12.8%	1,481	22.0%
Unclassified Establishments	21	3.3%	207	3.1%
Totals	639	100.0%	6,719	100.0%

Source: Copyright 2015 Infogroup, Inc. All rights reserved. Esri Total Residential Population forecasts for 2015.

October 13, 2015



Retail Market Potential

Butte Market Area
Area: 3.69 square miles

Prepared by Esri
Latitude: 46.01642864
Longitude: -112.548019

Demographic Summary	2015	2020
Population	9,027	9,174
Population 18+	7,441	7,583
Households	4,126	4,226
Median Household Income	\$27,337	\$29,205

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Apparel (Adults)			
Bought any men's clothing in last 12 months	3,687	49.5%	103
Bought any women's clothing in last 12 months	3,321	44.6%	99
Bought clothing for child <13 years in last 6 months	1,822	24.5%	87
Bought any shoes in last 12 months	3,957	53.2%	97
Bought costume jewelry in last 12 months	1,354	18.2%	91
Bought any fine jewelry in last 12 months	1,345	18.1%	93
Bought a watch in last 12 months	733	9.9%	86
Automobiles (Households)			
HH owns/leases any vehicle	3,483	84.4%	99
HH bought/leased new vehicle last 12 mo	278	6.7%	78
Automotive Aftermarket (Adults)			
Bought gasoline in last 6 months	6,343	85.2%	100
Bought/changed motor oil in last 12 months	3,899	52.4%	105
Had tune-up in last 12 months	2,355	31.6%	104
Beverages (Adults)			
Drank bottled water/seltzer in last 6 months	4,469	60.1%	92
Drank regular cola in last 6 months	3,647	49.0%	107
Drank beer/ale in last 6 months	3,203	43.0%	102
Cameras (Adults)			
Own digital point & shoot camera	2,147	28.9%	89
Own digital single-lens reflex (SLR) camera	609	8.2%	95
Bought any camera in last 12 months	466	6.3%	87
Bought memory card for camera in last 12 months	395	5.3%	92
Printed digital photos in last 12 months	202	2.7%	80
Cell Phones (Adults/Households)			
Bought cell phone in last 12 months	2,803	37.7%	103
Have a smartphone	3,420	46.0%	94
Have an iPhone	1,176	15.8%	85
Number of cell phones in household: 1	1,572	38.1%	119
Number of cell phones in household: 2	1,516	36.7%	99
Number of cell phones in household: 3+	763	18.5%	74
HH has cell phone only (no landline telephone)	2,062	50.0%	132
Computers (Households)			
HH owns a computer	3,054	74.0%	97
HH owns desktop computer	1,757	42.6%	88
HH owns laptop/notebook	2,058	49.9%	98
Spent <\$500 on most recent home computer	721	17.5%	124
Spent \$500-\$999 on most recent home computer	796	19.3%	95
Spent \$1,000-\$1,499 on most recent home computer	350	8.5%	85
Spent \$1,500-\$1,999 on most recent home computer	164	4.0%	86
Spent \$2,000+ on most recent home computer	185	4.5%	116

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2015 and 2020.



Retail Market Potential

Butte Market Area
Area: 3.69 square miles

Prepared by Esri
Latitude: 46.01642864
Longitude: -112.548019

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Convenience Stores (Adults)			
Shopped at convenience store in last 6 mos	5,022	67.5%	111
Bought brewed coffee at convenience store in last 30 days	1,211	16.3%	106
Bought cigarettes at convenience store in last 30 days	1,342	18.0%	137
Bought gas at convenience store in last 30 days	2,738	36.8%	111
Spent at convenience store in last 30 days: <\$20	780	10.5%	128
Spent at convenience store in last 30 days: \$20-\$39	758	10.2%	112
Spent at convenience store in last 30 days: \$40-\$50	605	8.1%	106
Spent at convenience store in last 30 days: \$51-\$99	350	4.7%	103
Spent at convenience store in last 30 days: \$100+	1,996	26.8%	116
Entertainment (Adults)			
Attended a movie in last 6 months	4,443	59.7%	99
Went to live theater in last 12 months	904	12.1%	97
Went to a bar/night club in last 12 months	1,482	19.9%	117
Dined out in last 12 months	3,079	41.4%	92
Gambled at a casino in last 12 months	990	13.3%	90
Visited a theme park in last 12 months	1,093	14.7%	82
Viewed movie (video-on-demand) in last 30 days	1,189	16.0%	102
Viewed TV show (video-on-demand) in last 30 days	885	11.9%	97
Watched any pay-per-view TV in last 12 months	767	10.3%	79
Downloaded a movie over the Internet in last 30 days	526	7.1%	107
Downloaded any individual song in last 6 months	1,474	19.8%	96
Watched a movie online in the last 30 days	1,136	15.3%	113
Watched a TV program online in last 30 days	1,163	15.6%	116
Played a video/electronic game (console) in last 12 months	1,067	14.3%	126
Played a video/electronic game (portable) in last 12 months	306	4.1%	92
Financial (Adults)			
Have home mortgage (1st)	2,021	27.2%	86
Used ATM/cash machine in last 12 months	3,487	46.9%	96
Own any stock	473	6.4%	81
Own U.S. savings bond	405	5.4%	95
Own shares in mutual fund (stock)	499	6.7%	89
Own shares in mutual fund (bonds)	297	4.0%	81
Have interest checking account	1,880	25.3%	87
Have non-interest checking account	2,039	27.4%	97
Have savings account	3,747	50.4%	94
Have 401K retirement savings plan	847	11.4%	77
Own/used any credit/debit card in last 12 months	5,466	73.5%	99
Avg monthly credit card expenditures: <\$111	1,044	14.0%	118
Avg monthly credit card expenditures: \$111-\$225	425	5.7%	88
Avg monthly credit card expenditures: \$226-\$450	446	6.0%	95
Avg monthly credit card expenditures: \$451-\$700	363	4.9%	90
Avg monthly credit card expenditures: \$701-\$1,000	285	3.8%	88
Avg monthly credit card expenditures: \$1,001+	464	6.2%	68
Did banking online in last 12 months	2,319	31.2%	89
Did banking on mobile device in last 12 months	733	9.9%	95
Paid bills online in last 12 months	2,996	40.3%	96

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Grocery (Adults)			
Used beef (fresh/frozen) in last 6 months	5,288	71.1%	99
Used bread in last 6 months	7,085	95.2%	100
Used chicken (fresh or frozen) in last 6 mos	5,161	69.4%	97
Used turkey (fresh or frozen) in last 6 mos	1,301	17.5%	95
Used fish/seafood (fresh or frozen) in last 6 months	3,731	50.1%	90
Used fresh fruit/vegetables in last 6 months	6,331	85.1%	98
Used fresh milk in last 6 months	6,723	90.4%	100
Used organic food in last 6 months	1,278	17.2%	87
Health (Adults)			
Exercise at home 2+ times per week	2,080	28.0%	98
Exercise at club 2+ times per week	918	12.3%	95
Visited a doctor in last 12 months	5,456	73.3%	97
Used vitamin/dietary supplement in last 6 months	3,776	50.7%	95
Home (Households)			
Any home improvement in last 12 months	936	22.7%	82
Used housekeeper/maid/professional HH cleaning service in last 12	432	10.5%	80
Purchased low ticket HH furnishings in last 12 months	628	15.2%	98
Purchased big ticket HH furnishings in last 12 months	807	19.6%	93
Purchased bedding/bath goods in last 12 months	2,073	50.2%	94
Purchased cooking/serving product in last 12 months	900	21.8%	90
Bought any small kitchen appliance in last 12 months	898	21.8%	98
Bought any large kitchen appliance in last 12 months	484	11.7%	91
Insurance (Adults/Households)			
Currently carry life insurance	3,084	41.4%	95
Carry medical/hospital/accident insurance	4,703	63.2%	98
Carry homeowner insurance	3,181	42.7%	90
Carry renter's insurance	707	9.5%	128
Have auto insurance: 1 vehicle in household covered	1,582	38.3%	122
Have auto insurance: 2 vehicles in household covered	1,083	26.2%	94
Have auto insurance: 3+ vehicles in household covered	599	14.5%	66
Pets (Households)			
Household owns any pet	2,108	51.1%	96
Household owns any cat	1,050	25.4%	112
Household owns any dog	1,400	33.9%	85
Psychographics (Adults)			
Buying American is important to me	3,482	46.8%	109
Usually buy items on credit rather than wait	794	10.7%	94
Usually buy based on quality - not price	1,279	17.2%	96
Price is usually more important than brand name	2,072	27.8%	101
Usually use coupons for brands I buy often	1,509	20.3%	108
Am interested in how to help the environment	1,359	18.3%	109
Usually pay more for environ safe product	966	13.0%	103
Usually value green products over convenience	844	11.3%	111
Likely to buy a brand that supports a charity	2,589	34.8%	102
Reading (Adults)			
Bought digital book in last 12 months	899	12.1%	108
Bought hardcover book in last 12 months	1,669	22.4%	100
Bought paperback book in last 12 month	2,471	33.2%	98
Read any daily newspaper (paper version)	2,158	29.0%	103
Read any digital newspaper in last 30 days	2,616	35.2%	112
Read any magazine (paper/electronic version) in last 6 months	6,806	91.5%	101

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Restaurants (Adults)			
Went to family restaurant/steak house in last 6 months	5,561	74.7%	99
Went to family restaurant/steak house: 4+ times a month	1,972	26.5%	92
Went to fast food/drive-in restaurant in last 6 months	6,794	91.3%	101
Went to fast food/drive-in restaurant 9+ times/mo	3,145	42.3%	104
Fast food/drive-in last 6 months: eat in	2,652	35.6%	98
Fast food/drive-in last 6 months: home delivery	680	9.1%	116
Fast food/drive-in last 6 months: take-out/drive-thru	3,641	48.9%	104
Fast food/drive-in last 6 months: take-out/walk-in	1,402	18.8%	96
Television & Electronics (Adults/Households)			
Own any e-reader/tablet	1,466	19.7%	93
Own any portable MP3 player	2,554	34.3%	102
HH owns 1 TV	967	23.4%	116
HH owns 2 TVs	1,165	28.2%	107
HH owns 3 TVs	808	19.6%	91
HH owns 4+ TVs	657	15.9%	81
HH subscribes to cable TV	2,272	55.1%	108
HH subscribes to fiber optic	153	3.7%	56
HH has satellite dish	767	18.6%	73
HH owns DVD/Blu-ray player	2,524	61.2%	99
HH owns camcorder	446	10.8%	69
HH owns portable GPS navigation device	937	22.7%	82
HH purchased video game system in last 12 mos	310	7.5%	82
HH owns Internet video device for TV	142	3.4%	79
Travel (Adults)			
Domestic travel in last 12 months	3,286	44.2%	88
Took 3+ domestic non-business trips in last 12 months	866	11.6%	93
Spent on domestic vacations in last 12 months: <\$1,000	800	10.8%	96
Spent on domestic vacations in last 12 months: \$1,000-\$1,499	420	5.6%	94
Spent on domestic vacations in last 12 months: \$1,500-\$1,999	197	2.6%	75
Spent on domestic vacations in last 12 months: \$2,000-\$2,999	211	2.8%	74
Spent on domestic vacations in last 12 months: \$3,000+	256	3.4%	63
Domestic travel in the 12 months: used general travel website	405	5.4%	77
Foreign travel in last 3 years	1,358	18.3%	77
Took 3+ foreign trips by plane in last 3 years	204	2.7%	63
Spent on foreign vacations in last 12 months: <\$1,000	209	2.8%	67
Spent on foreign vacations in last 12 months: \$1,000-\$2,999	165	2.2%	73
Spent on foreign vacations in last 12 months: \$3,000+	244	3.3%	67
Foreign travel in last 3 years: used general travel website	268	3.6%	66
Nights spent in hotel/motel in last 12 months: any	2,694	36.2%	88
Took cruise of more than one day in last 3 years	528	7.1%	81
Member of any frequent flyer program	856	11.5%	69
Member of any hotel rewards program	729	9.8%	69

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2015 and 2020.



Retail MarketPlace Profile

Butte Market Area
Area: 3.69 square miles

Prepared by Esri
Latitude: 46.01642864
Longitude: -112.548019

Summary Demographics

2015 Population	9,027
2015 Households	4,126
2015 Median Disposable Income	\$22,911
2015 Per Capita Income	\$19,443

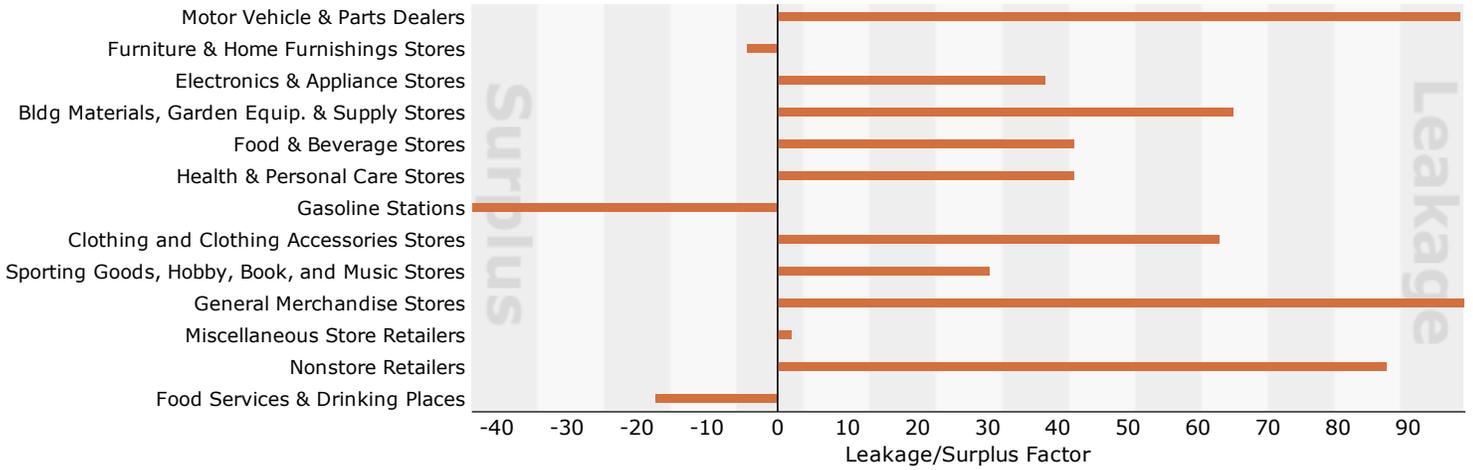
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45	\$78,022,836	\$48,355,171	\$29,667,665	23.5	93
Total Retail Trade	44-45	\$69,967,262	\$36,875,804	\$33,091,458	31.0	61
Total Food & Drink	722	\$8,055,573	\$11,479,367	-\$3,423,794	-17.5	32

Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$14,884,027	\$188,939	\$14,695,088	97.5	1
Automobile Dealers	4411	\$12,640,528	\$0	\$12,640,528	100.0	0
Other Motor Vehicle Dealers	4412	\$1,106,436	\$188,939	\$917,497	70.8	1
Auto Parts, Accessories & Tire Stores	4413	\$1,137,062	\$0	\$1,137,062	100.0	0
Furniture & Home Furnishings Stores	442	\$1,625,145	\$1,771,104	-\$145,959	-4.3	4
Furniture Stores	4421	\$963,711	\$1,193,452	-\$229,741	-10.7	1
Home Furnishings Stores	4422	\$661,434	\$577,652	\$83,782	6.8	3
Electronics & Appliance Stores	443	\$2,021,568	\$900,460	\$1,121,108	38.4	6
Bldg Materials, Garden Equip. & Supply Stores	444	\$2,348,625	\$494,751	\$1,853,874	65.2	3
Bldg Material & Supplies Dealers	4441	\$1,965,798	\$366,975	\$1,598,823	68.5	3
Lawn & Garden Equip & Supply Stores	4442	\$382,827	\$127,777	\$255,050	50.0	1
Food & Beverage Stores	445	\$11,846,931	\$4,781,844	\$7,065,087	42.5	6
Grocery Stores	4451	\$10,910,389	\$3,670,473	\$7,239,916	49.7	4
Specialty Food Stores	4452	\$184,069	\$212,317	-\$28,248	-7.1	1
Beer, Wine & Liquor Stores	4453	\$752,473	\$899,054	-\$146,581	-8.9	1
Health & Personal Care Stores	446,4461	\$4,324,174	\$1,745,326	\$2,578,848	42.5	5
Gasoline Stations	447,4471	\$8,765,126	\$22,335,038	-\$13,569,912	-43.6	3
Clothing & Clothing Accessories Stores	448	\$4,215,754	\$951,721	\$3,264,033	63.2	6
Clothing Stores	4481	\$2,970,121	\$389,118	\$2,581,003	76.8	3
Shoe Stores	4482	\$540,673	\$246,857	\$293,816	37.3	1
Jewelry, Luggage & Leather Goods Stores	4483	\$704,960	\$315,747	\$389,213	38.1	2
Sporting Goods, Hobby, Book & Music Stores	451	\$2,229,241	\$1,193,035	\$1,036,206	30.3	8
Sporting Goods/Hobby/Musical Instr Stores	4511	\$1,712,813	\$621,548	\$1,091,265	46.7	5
Book, Periodical & Music Stores	4512	\$516,428	\$571,487	-\$55,059	-5.1	3
General Merchandise Stores	452	\$13,500,483	\$128,867	\$13,371,616	98.1	1
Department Stores Excluding Leased Depts.	4521	\$5,060,776	\$128,867	\$4,931,909	95.0	1
Other General Merchandise Stores	4529	\$8,439,707	\$0	\$8,439,707	100.0	0
Miscellaneous Store Retailers	453	\$2,358,206	\$2,257,554	\$100,652	2.2	17
Florists	4531	\$75,641	\$171,592	-\$95,951	-38.8	1
Office Supplies, Stationery & Gift Stores	4532	\$721,740	\$698,467	\$23,273	1.6	4
Used Merchandise Stores	4533	\$328,568	\$352,397	-\$23,829	-3.5	6
Other Miscellaneous Store Retailers	4539	\$1,232,257	\$1,035,098	\$197,159	8.7	7
Nonstore Retailers	454	\$1,847,982	\$127,165	\$1,720,817	87.1	1
Electronic Shopping & Mail-Order Houses	4541	\$1,036,972	\$127,165	\$909,807	78.2	1
Vending Machine Operators	4542	\$43,126	\$0	\$43,126	100.0	0
Direct Selling Establishments	4543	\$767,885	\$0	\$767,885	100.0	0
Food Services & Drinking Places	722	\$8,055,573	\$11,479,367	-\$3,423,794	-17.5	32
Full-Service Restaurants	7221	\$3,282,104	\$4,175,281	-\$893,177	-12.0	6
Limited-Service Eating Places	7222	\$3,902,685	\$2,404,624	\$1,498,061	23.8	4
Special Food Services	7223	\$374,188	\$215,300	\$158,888	27.0	1
Drinking Places - Alcoholic Beverages	7224	\$496,597	\$4,684,162	-\$4,187,565	-80.8	21

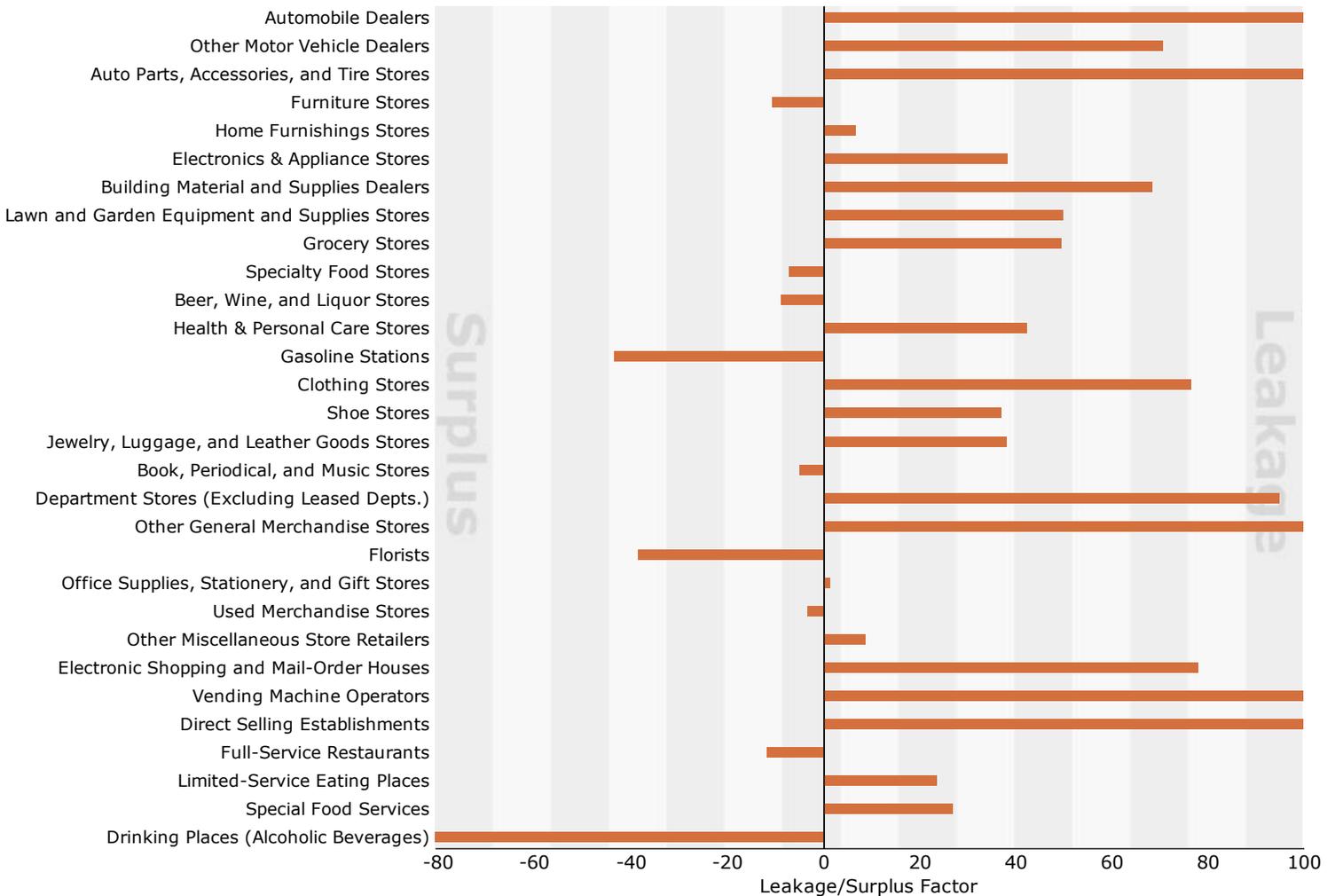
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

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Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



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Constant Contact Survey Results

Survey Name: West Park Street Corridor Community Survey

1. What is your relationship to the West Park Street Corridor? (Check all that apply) - Other responses

Answer

visitor
I work near the corridor
COncerned citizen
Own rental property near the corridor
I am a Realtor and have sold property and have clients who own property there
I travel through the corridor daily.
interested citizen
Engaged citizen
Real estate
Ride the city bus
It ties me to the historic viewshed on the NHLD
Use to use it to go to work-all the construction stopped that.
Just a Butte native
I live elsewhere in Butte
citizen
I own property near the corridor
I have lived, worked, and attended school on W. Park St. in the past five years.
retired, use Park St to access Tech and businesses
I use it frequently
i drive this route daily to access walking trail
My parents live on the 1000 block
I manage property in the corridor
Employee at World Museum of Mining
concerned citizen of BSB
My workplace is located on the corridor
I attend church there
I am a former employee of Montana Tech.
just interested
Travel Park St. often for my job
Butte resident
Work in the uptown area & concerned citizen
I live in Deer Lodge & often visit Butte.
I work near the corridor and walk in the corridor
I am a professor at Montana Tech
concerned citizen
I own commercial property near the corridor
Would like to own property on the corridor

5. Reflecting on the last two questions, describe the factors that make you feel unsafe, if any. -

Answer

Bad sidewalks, poor lighting.
broken or uneven sidewalks, blank walls, gaps in the buildings that are not well kept (empty lots), buildings that
All of the cars parked along side of the road, makes it scary - someone could open their car door, or step out into
Crumbling curbs and sidewalks. Abandoned buildings with hiding spots
Faded street paintings during certain months of the year make it hard to see the traffic lanes. This has made
What makes me feel safe, is that there is not a lot of traffic for a 4-lane road. However this can lead to some cars
bomb down the street, from both directions, with little congestion or traffic to slow them down.
count and it's only because I'm hyper-aware when walking that I haven't been hit... yet. Also pertaining to being a
motorist as well, very few follow traffic laws in Butte as they are rarely enforced... no knowledge, no
consequences.
down the hill just past the Montana Tech arch over west park street. the dumbass jumped up on the sidewalk to
avoid having to stop behind a car stopped on the street and almost killed us. it was 5 years ago, but i'm still really
pissed off.
I think people in Butte often drive wrecklessly. The biggest problem is crossing Park Street from one side to the
other. There aren't really any crosswalks and it can be dangerous on a hill.
blind spots behind parked cars, unsafe drivers pulling out, the speed at which motorists travel
The two lanes that abruptly change to one lane before the hill, heading west.
The speed limit is 25mph, but the actual range of vehicles is likely 20-40mph.
There are many unsightly properties on the corridor that feel unsafe to walk along.
Narrow driving lanes make the road more unsafe.
Drivers do not yeild to pedestrians at crosswalks.
Many sidewalks are not shoveled.
When walking, it's such a big street to cross, and there aren't many traffic signals. The hills make it hard to see
any oncoming traffic at certain points (a problem when walking or driving). There isn't a lot of traffic, though, which
in some ways makes it feel safer (not too hard to cross), and in other ways less safe (it can feel very creepy).
Poor sidewalks making transportation unsafe
poor visibility due to hills, crossing Park is difficult--both in vehicle and pedestrian
Crossings are far and few between. Some are not marked well. Some blind spots.
Line of sight issues and width variation issues
When people a fighting on th street. Whn automobiles fail to stop when I am crossing th street. When there is a
Dark, roads in poor condition.
The corridor is most unsafe under winter weather driving conditions particularly on the steep portions of W. Park,
including immediately east of the Tech campus and in the 4-600 block.
none
Lots of blind intersections (due to the vehicles parked on the road or the vertical curve near the Vu). When
walking and needing to cross - it is a very wide road with no safety lane.
Risk for emerging vehicle or pedestrian traffic/lack of peripheral visibility. Not the worst location in Butte.
As a pedestrian, I would be concerned at times that so many street lights can often be out and much of the
corridor is generally poorly lit at night. Also, there are areas where sidewalks need improvements.
There are some sketchy apartments. Also vehicles don't yield (or see) pedestrians.
cars drive too fast and the road feels too wide
PED: Cracked, bumpy sidewalks. Poor lighting at crosswalk intersections.
MOTORIST: No need for two lanes in each direction, horrible pavement conditions

The speeds can get pretty high when going down the hill. There are some blind spots from the topography of the area that make crossing Park Street at certain places not idea.
As a pedestrian: Lack of sufficient lighting Condition of sidewalks and narrowness in some places Severe drop offs at locations of vacant property Crossing Park can be difficult, with 2 lanes and speed of traffic
As a motorist: Speed
Large trucks in the center of the road
Loaded question, given that the Tech Chancellor has already decided that it is unsafe.
Sidewalks are narrow and need repairs. It doesn't feel very "walkable". No crosswalks until you get near Tech.
Unnecessary 2 lanes each way, lots of pot holes no cross walks
the street is pretty tight with parking on both sides
No crosswalks, sketchy neighborhood and dogs running free.
Traveling west coming over the hill there are blind spots when going in/out of parking spots in some areas. The driving lanes are not conducive for bicyclists to be able to change lanes or bike with vehicles going in/out of high and low terrain, poor visibility for vehicles and pedestrians not being able to see oncoming vehicles traveling west or east. Also most vehicles travel above posted speed limit of 25 mph
The Tech students and teachers drive like maniacs. No respect for walkers. Noisy trucks, throw trash, loud
The sidewalks are narrow and deteriorating in spots. The traffic lights do not allow enough time to cross the streets before they turn red. Some of the residents are sketchy and make me uncomfortable when walking in the the old Motel that is fenced off sometimes have strange folks hanging out. Also some of the residents in homes
No comment
Narrow driving lanes, poor visibility at intersections and at Crystal/Park.
The steep grade to Tech during the winter covered with snow and ice can be unsafe for both pedestrian's and motorists. Poor lighting at night can give an unsafe feeling for pedestrians. Dogs roaming free in the area make
Lightening needs improved but in a historically appropriate manner as does the speed limited need to reflect the terrain (hills) and not the ability of modern autos.
While walking - cars not stopping when I try to cross the street - most are right hand turns. Driving is cars not stopping at the lights as they should - I think some of that is due to the number of traffic lights - go a block stop go
Pedestrians - Sidewalks uneven in some place, few established crosswalks/drivers don't look for pedestrians.
Driving - Pot holes, uneven road, lanes are narrow with many cars parked on the side, other drivers speeding
(1) Speeding cars & trucks (2) shortage of crosswalks (3) inconsistent street lighting (4) general lack of attractiveness except along blocks where homes or businesses are well maintained
The Party Palace and the City Center Motel
The ice build up in the winter on the sidewalks going up Park Street is unsafe.
With two lanes of traffic, people drive extremely fast.
There are some places where there is limited visibility while driving.
nothing
The sidewalks in many places are destroyed. People drive really fast. There are no crosswalks. The neighborhood has some shady/creepy characters. People don't know how do share the road with bikes.
There are zero Cross walks or watch for pedestrian signs anywhere withing the corridor. No signs for biker awareness absolutely nothing making motorist aware pedestrians exist in the area.
Very few crosswalks. The lanes are so wide they encourage people to drive faster and it can be hard to get
I think vehicle travel is safe, but pedestrian traffic does not feel safe. The street should be narrowed to one lane in each direction with a center turn lane same as Main street was done. Then the sidewalks should be boulevard

Poor condition of sidewalks, tripping hazards and transients at the city center motel.
Pulling out of parking lot onto Park Street is sometimes tricky. Drivers often times do not signal when changing
The sidewalks near Tech are in terrible shape and in the winter, snow and ice make the steep areas very treacherous. Crossing the street can be difficult except at controlled intersections. Also, several residents park
I walk my dog on Park Street from Emmet to Main, and in places the sidewalk is too narrow to feel safe. I am
speed
There is quite a bit of speeding that occurs on West Park St.
Need clearly marked traffic lines (stop lines, crosswalks, parking, etc.).
Unsafe walking: poor lighting, horrible sidewalks, scary residences
Unsafe driving: too narrow for 4 lanes of traffic, icy hills in winter
Road is pretty bumpy and people tend to speed. This makes crossing the street- esp on foot rather chaotic.
The great number of criminal types. Pre-release, mentally ill and drunks with open containers.
I have been told that butte teens and their parents are afraid of park street.
Over 35 years of experience driving, biking, and walking on west Park Street in Butte America
many vehicles travel at excessive rates of speed on both W Park and W Broadway - it would seem this is not well policed, and that many drivers seem to feel it is their right to speed through this area.
sidewalks broke up and missing in certain areas. Distance to cross street is too far.
As a driver, the difficulty is being able to watch for pedestrians and vehicles that pull out of the alleys and side
I live on the corner of Broadway and Emmett. Crossing Park Street on Emmett is hampered by the "jog" that
The sidewalks are too narrow arnd aren't cleared properly in the wintertime. Plus, there's broken glass and other garbage along the route. As a driver, the lanes are too narrow. They should be wider, even if that means ther
Disappearing driving lane once you near Tech.
Walking past the Party Palace and the bus transfer station.
Sometimes students drive too fast down the hill.
People drive very fast and there is a quick merge before MTECH. Having 2 lanes is excessive in this area.
I walk along W. Park and the sidewalks are in need of repair. They truly are unsafe for walking in some areas.
When walking, I often encounter bums and other unsavory homeless looking people once you get past the
The curve at the crest of the hill between S. Washington and S. Crystal is dangerous as vehicles do not stay in their own lanes and pedestrians are crossing with no site distance for motorists.
There is a problem with speeding (and just plain bad) drivers to and from Tech and to and from the area west of
inattentive, possibly impaired drivers
crossing the st. Motorists may not see me around parked cars when I cross. Same goes for when I'm driving and pull out of a street.
I bike and scooter on Park and the road condition is really scary.
Many streets entering Park are difficult with ones view being blocked to traffic.
I don't like being asked for money by the transient population that hang around at the bus stop and do not feel comfortable when the pre-release people are walking in large groups.
AS a home owner living on W. Broadway St for the past 29 years I feel very safe walking or driving on the West
Poor street lighting, rough roads, lot of rental property that is in despair.
Pedestrians have to cross four lanes of road. Kids live in the neighborhood and cross traffic lanes.
Four lanes is too many. Cars tend to drive too fast. Cars tend to pass each other unnecessarily (speed limit is 25 mph-why the drag racing)? Cars oon't always see pedestrians or respect rtheir r.o.w.
Park Street is comprised of 4 lanes which are not needed given the traffic count. This scenario invites motorists to exceed the speed limit, especially given the hills. Additionally, the sidewalks are not wide enough and motorists
The transient population when walking around near the gas station on park street.
Some of the intersections are at strange angles, which makes it difficult to know what others are doing.
there are not alternative routes into campus.
Sidewalks are in poor condition, which makes walking tough. Again, during winter, most sidewalks are icy and
Four lanes. Steep hills.

Some sections not well lit for night walking.
Poor sidewalk conditions, no public resting areas like benches or jutting out sidewalk to lessen distance to cross
One of the problems in this area is visibility at intersections.
Not well marked or defined crosswalks. Width is daunting to cross without signals or good crosswalks
The speeding is terrible. I think something like the speed limit light at the top of campus would be great to also
Low income housing whose residents, upon appearance, make me feel uncomfortable but I'm sure they are nice
Mostly it's the low income apartments and residents who hang out in that area - it can be very sketchy at night
Parallel parking on the hill is dangerous and makes it hard to see other cars or pedestrians.
So many business trucks end up having to be parked in the driving lanes to drop merchandise off at the businesses (i.e. the Zip Trip) causing driving hazards.
Parking situation and inattentive drivers
Appearance of the area, street conditions.
Tripping on some broken or uneven sidewalks.
bars, the homeless people, frequent police activity... Let's face reality here, Butte is not a "safe" city. Open drinking etc. only adds to the problem. Lack of snow removal combined with the hills make makes winter driving hazardous.
There is not much sidewalk space and little lighting at night.
Lack of cross walks, broken sidewalks causing injury, poor lighting
Areas with closed buildings not well lit and without people walking through for positive purposes
I don't feel unsafe when I drive, but I do worry about hitting pedestrians running out into the streets from the bars.
Very rough road and tight proximity to parked cars.
Little room in the lanes and parking lane is too close to driving lanes. Already had one person open door into my vehicle while driving. Refuse to drive in either of those right side lanes
Bicyclists zip down the hill from Tech. The sidewalks are uneven with no clear crosswalk at many intersections.
I feel that coming down the West side hill by the Vu Villa is dangerous when disturbers come to drop off goods and services to the businesses on Park street taking up one entire lane of the street.
As a pedestrian the sidewalks are poorly taken care of, if they're there at all. Some of the places/people around the area are not the most respectable, making one question walking. As a driver there are too many potholes.
poor road conditions, lack of lighting.
I would appreciate a few more street lamps during my walk home from campus after a late night.
Turn on side streets are usually blind when pulling into park.
Icy sidewalks
There's a lot of potholes in the road and the sidewalk is destroyed. When driving you have to swerve to avoid potholes and when walking it's often through horrible conditions.
The hill up to Montana Tech in the winter and the Excel/Park intersection in the winter.
Often many drunks late at night. Have seen young women harassed on the street.
Sidewalk quality/continuity is poor, motorists don't stop for pedestrians.
condition of road, especially park-excelsior intersection, and sidewalks
The sidewalks are falling apart. I have seriously sprained my ankle stepping into a hole in the middle of the
Pedestrian crossing lights are VERY short - like about 3 seconds. For an able-bodied person, it takes longer than that to cross . . . for an elderly or disabled person, it's ridiculously dangerous.
pot holes, bad drivers, sketchy people
Speeders, traffic bullies, and poor street condition. Why are most streets in town so uneven, bumpy, and full of
Other motorist on the road are my main concern for safety.
As a pedestrian crossing perpendicular streets to Park can be dangerous
I think there are a lot of pedestrians that cross the street and many times cars speed pass pedestrians waiting to
Rough roads poor visibility with high walls
Steepness of the hill during the winter time
The street is too wide, the sidewalks need maintenance, pedestrian crossing points are not well-marked, and
The empty lots, abandoned buildings and condition of sidewalks
The Excelsior and park intersection makes me feel unsafe because it feels like my car is going to fall apart every

I've walked from campus a few times and the busyness of the streets don't seem to be the problem. The drivers whether student or local residents always move quickly, in a hurry and when they are shooting down the hills they people not paying attention when driving up the tech hill.
The sidewalks are in horrible condition especially right below mt tech. Traffic tends to drive very fast on the down
Feels narrow and confusing on what lane to be in at times
a lot of traffic, no electronically signaled crosswalks other than at traffic light intersections
A lack of street lights that make walking at night a scary task sometimes. More lights would be nice.
Many people speed up the hill towards tech. Hill is very dangerous in winter.
Blind hills can make turning onto park more difficult. Motorists don't recognize the pedestrian crossing at western
I walk down Park street from Montana Tech a few times a week and the sidewalks are in terrible shape in certain areas; particularly on the south side of the street between Western Ave. and Emmett Ave. This is a very unsafe
Parking on the road blocks the view of oncoming traffic that can be traveling very fast. It's always a quest when
As a pedestrian I feel safe during daylight hours like walking up to Montana Tech. However, walking near some of the run down apartments late at night can cause me to be cautious of some people. As a motorist I feel quite
Folks in Butte drive fairly reasonable, and I rarely encounter close calls. I usually see people yield for pedestrians, crazy drivers, people stopping, pulling out
Motorists drive fairly fast and most of the crosswalks don't have lights
Dilapidated sidewalks, poor lighting and prerelease residents hanging out on Park and Broadway.
There are a lot of shady people around that area. Some seem intoxicated and on drugs.
Crowded with two lanes , parking, and houses close, line of sight is often low, up and down add to the unease.
Ice build up on side walks near corners is difficult to remove and hard to walk around.
The roadway/pavement is outdated and need redone
Sketchy people, drunk drivers
After dark not as safe
light it is too dark for such street i almost had a car-pedestrian
The snow in the winter is brutal on the MT Tech hill. That street is always a sheet of ice and with all of the traffic going up to tech it just gets worse. Also, there aren't any cross walks for pedestrians.
Pedestrians
Inadequate Lighting
Cars speeding up and down the street, not using turn signals, and the fact that it happens so often without police stopping drivers. There is also a large transient group that convenes on Park St. everyday getting drunk and high in full view of the public, also with very little police deterrence. Frequent reports of violent crimes do not help.
View obscured when backing out on upper end of west park, motorists also don't slow down for pedestrians
LACK OF CROSSWALKS
marked crosswalks and dedicated bike lanes that have more clearance between cyclists and autos. Add some traffic calming devices and GET RID OF THE TIMED LIGHT INTERSECTIONS between Excelsior and Montana St. Thank you!
The low quality of the road, and the low quality of Butte drivers.
Specifically it is not well maintained in the winter and cars that cannot make it up the hill get stuck and cause
I think the streets are too dim, and the area looks run-down, which invites burns to the streets.
Its very dark and not very user friendly to pedestrians at night.
Crumbling sidewalks, no bikes lanes, outdated housing with low-income families primarily living along corridor
Icy road conditions during the winter, unable to stop or go while traversing that street.
The parked cars - too many parked cars on the street.
I wouldn't have a problem, walking or driving in daylight hours, but I wouldn't walk alone there after dark. I don't
Crumbling sidewalks make walking unsafe. College kids in rentals never shovel snow and the city let's them get away with it. Traffic can be bad when deliver trucks decide to randomly park in the lanes for long periods.
Party Palace
People from the party palace hanging around the rest of the street
Bright hair studio sign makes night time visibility limited

<p>The faster the vehicular traffic, the less safe it is for vehicles --- but particularly unsafe for pedestrians. Thus, the slower, or nonexistent, is the vehicular traffic --- the more viable the strip would become for safe, vibrant commercial enterprises dependent upon walking tourists, shoppers, & students How about a trolley line there?</p>
<p>Going past properties that are not in good shape and the related uncertainty of the character of the people who</p>
<p>West Park street is rough to the point of being dangerous, especially when people swerve to miss a divot in the street. Walking is fine, there are section on the south side missing sidewalks, and certain people on the south</p>
<p>The sidewalks need work, I walk in the daytime, but wouldn't have a very safe feel at night. In driving the area, it seems like it sometimes is confusing because of no overhead lane signage and the streets really need work.</p>
<p>The two lane road in each direction can feel narrow when cars are parked on the sides and it is pretty rough in</p>
<p>Very low visibility when turning on park from the smaller side streets.</p>
<p>The street is narrow, and driving (especially in bad weather) can be very nerve-wracking. The road isn't maintained very well at all, and neither are the sidewalks. In that respect, it can be difficult walking or driving.</p>
<p>The streetscape is car oriented</p>
<p>As a motorist the poor timing of the lights results in a lot of stop and go traffic which in turn leads to vehicles treating each stop light as a drag race. If the traffic were less impeded by stop lights I think it would be safer.</p>
<p>The more run down houses and buildings suggest poverty and drugs which conveys an unsafe feeling. Some of</p>
<p>The streets are too narrow to accomadate both. During the winter months the snow removal hinders safe travel can be somewhat unerving, but I've never had any problems. The apartments in the 700 block are bad. They stink of weed and I have witnessed fist fights outside them, that makes me the most nervous. Sometimes the Vu can get too unruly.</p>
<p>Lanes are not real wide, can get pretty crowded with one car in each lane plus oncoming traffic and the parked bad sidewalks</p>

7. Thinking back to the previous question, which parts of the corridor do you find MOST attractive?

Answer

Great historic architecture! From one end of the corridor to the other.
Granite block masonry retaining walls
Wrought iron fences
well kept historic buildings, trees, new sidewalks, interesting things to look at (i.e., storefronts with lots of windows), continual building (no gaps unless it is well-kept greenspace).
Between Montana and Main. The buildings have charm.
Community garden is a bright spot
Historic buildings are attractive, but do not appear as attractive as they could be. Building owners don't maintain their buildings as well, and some buildings do not appear as beautiful even if they have the potential to look
The stretch from Montana St. to the Hummingbird is pretty good. The buildings are mostly occupied, some could certainly use some work, but its not too bad. And the north side of the street around Excelsior because of the big
The historic, restored buildings.
The buildings that have been renovated stand out in a good way.
The community garden and houses and businesses that have been fixed up and restored around it. Also, the landscaping around the Tech arch has been improved so that is good. Still need more trees though.
The entrance to campus. Looking to campus from the top of the hill by the Vu/Hummingbird. The Hummingbird recycling bin, facade of some of the buildings, trees, grassy areas, view of the mountains, sidewalks: all of these things make me want to walk and drive in this corridor - they are aesthetically pleasing and inviting for humans
Not much.
Archway at Tech - beautiful and bright, great addition to Tech.
North side of the 800 block of park street - mansions (although some properties are more sightly than others).
The buildings that have been redone or kept up are great -- Park 217's wine bar, Hummingbird, and several of the
The entry to Mt. Tech archway is beautiful
nice homes that are kept well
Old buildings, feels like a big city.
the historic buildings
None
Run down and vacant properties. along the corridor.
The houses that have been restored and rehabbed. Local gardens, trees.
everywhere, it needs some serious help. The best thing in this corridor, is the community garden, but you can't even really see it from the street. And what is the deal with the dead church? Needs a serious upgrade, the whole area.
The most attractive parts of the corridor are those where businesses and residences have been maintained and/or recently improved. These include particularly but not exclusively the first two blocks west of Montana and
Amazing Historical buildings.
The cool old houses. They are always so interesting to look at and dream about 'the old days.'
Business storefronts and the community garden give a greater sense of vibrance than even the newest, most
mansions near Excelsior. classic structures
The historical buildings and the general setting of the corridor are most attractive to me. Nothing should be done to detract from that, and much more should be done to preserve the buildings in the corridor.
none
the historic buildings and homes
Most attractive is from about the 700 block to Tech. Older homes, more trees, etc.
Hummingbird Cafe area is well maintained new and looks good. Some of the residents on the street have been
properties.
It contains a lot of beautiful historic properties, an asset to our community.
the historic buildings
The closer one gets to the statue entering Montana Tech

Montana Tech
The parts near Tech and Montana Street. The mansions near Excelsior. The Mother Lode Theater even though
The older buildings/houses that have been well maintained.
Trees, businesses, historical residences
Well kept historic buildings, hill up to tech, hummingbird cafe
The few local businesses along the corridor. Anywhere with trees/vegetation and intact sidewalks.
scenery going up the hill
MT Tech sign.
Some properties that haven't into disrepair, lack of an urban tree canopy, broken sidewalks
Old well kept houses
Being able to see the entrance to Tech; quite impressive. There are several homes and businesses who have
rehabbed their buildings to be quite attractive. The community garden is attractive and puts an empty lot (city park
Historic houses, the fact that it runs east and west, great views. I see a lot of trees going west
Historic Mansions and businesses that are kept in good condition. These enhance the corridor aesthetically and
Tech's arch
A few nice homes when you get around Excelsior. Most properties are run down student rentals, rotten sidewalks,
There is nothing attractive about Park street from Montana Street to the arch--
Going up to the Tech campus and the arch is beautiful
Historical houses and businesses, also love the hill going up to tech.
Historic homes that have kept their historic features.
The entrance to MT Tech. Because they take pride in it, they maintain it, they make it look nice. Also the
community garden is attractive as well as some of the well maintained historical architecture.
Refer to question 8
Seeing the run down buildings being restored. I like the community garden also.
The drive up the hill to the college - the archway and the buildings on the campus.
A lot of the buildings are really beautiful because they are well maintained and have great paint jobs, the garden by
Homes that are maintained.
(1) East of Excelsior, the best are residential blocks such as the 800 block, (2) Hummingbird Cafe, (3)
commercial blocks just west of Montana. Also the area just east of Tech has potential. The key is private
West of Excelsior - seems to be cleaner
Renovated or well maintained buildings and landscapes are the most attractive.
The houses and buildings are most attractive.
The Hummingbird cafe building is attractive.
Entrance to MT Tech (arch)
The historic buildings which are kept up. The Tech sign on the top of the hill. The community gardens.
The area of houses between Clark and Park St and the entry way to Montana tech. The hummingbird cafe and
Beautiful homes. The Hummingbird.
The corridor is hideous until you get to the area of Montana tech. Homes and buildings that border the street are run
down and ill taken care of. Perhaps some of the community enrichment dollars could be offered to the
Lack of trees or green spaces. Abandoned buildings and/or buildings in disrepair.
The north side of Park Street. Businesses and residence are kept in better condition.
The mansion district, the motherlode, and other well kept up, historical buildings are the most attractive.
Beautiful and interesting historic homes, shops, and buildings, great views, diverse mix of people.
Ukulele the Montana Tech sign over the street.
building and homes
The Montana Tech arch, the view going east on West Park.
Trees, historic buildings.
Historic, nicely painted buildings
The history and potential of the properties is amazing. The architectural details in many places just do not exist in
the old buildings
Historic homes and buildings
the wonderful views of Butte America and the arch was a nice attractive addition.

The older larger historical homes are the most attractive, esp'ly those with landscaping and trees.
the Historic architecture is fantastic..Park Street is a huge contributing area to the Historic District . All buildings need their historic integrity left intact. Under no circumstance should a Franchise type of building be allowed.
I focus mostly on the architecture. It's one of the best views as you can see the houses lined up all the way to
View of MT Tech; view of Butte.
Montana to Main. The rest looks like it used to be beautiful.
The north side of the street just east of Excelsior where the historic homes are.
It is nice wherever there is an uninterrupted row of historic homes.
I like the block where the Motherlode Theater is.
The buildings that are being remodeled both resident and business.
I like the historic buildings that fit in with old Butte charm.
The newly restored houses on the north side of the street, the fixed retaining walls. It retains the previous historic
There is great potential on W. Park however some buildings need attention--the hotel, the empty motel, several
apt. buildings & houses, the LD light at the beauty shop. Park St. needs some serious tlc--not demolition--just
some good care and attention going into some of the places. The new sign on the KC hall is most welcome.
The big, beautiful mansions are attractive. The dilapidated old houses are unattractive and attract vagrants.
S. Washington to N. Western has horrible road surface, bad curbs and sidewalks along with unsightly buildings in
There are several very cool historic buildings and homes with neat architecture and features.
The well maintained historic buildings on Park Street make the corridor attractive (both residential and
commercial). The old Dodge Brothers building and Park Hotel are nice, the Mother Lode Theater is fabulous.
Between Montana and Crystal streets, generally buildings are better kept
area because it is really just an extension of my neighborhood and feels like home. I like the trees and any
gardens that people have on their property. The community garden and nearby cafe is nice because it is kept
looking neat.
none
MT Tech entrance is terrific. Uptown is shabby. It could use new lighting and landscaping. This would make it a
little more inviting and maybe people would like to shop...why not plumb for exterior heaters?
The area near the mansions on that side of the street
Looking up at the arch as you drive up Park St is a great site to see. The garden areas on each side of the arch
are a plus. And the walking trail that crosses upper park street is used a lot by everyone, myself included. The
The intersection of Park and Excelsior streets. This area has some very nice Historical homes.
I love the historic buildings along Park Street. Also like the Hummingbird Cafe, a nice business located in a sweet
historic building. Nice to have the community garden along that street.
The section from Montana Street west to Crystal because there is a lesser degree of blight.
The well maintain houses especially the historic homes.
The older homes that have been well maintained.
I like the area immediately going into the campus. This section has lots of green space. The archway is
The block west of the arch - flowers, landscaping, great view of Summit Valley
Only two lanes of traffic
N side of the 6 and 700 block because of the historic homes
The historic architecture and feel of a neighborhood.empty
The historic buildings.
Well-maintained historic buildings
Older homes like the mansions around that area. The homes that are taken care of.
The section where "Park 217" is located- I like the building and that section of the street is well kept. Also the
section where the hummingbird is nice especially in the summer when there is a garden. I also love the old
The new, well kept businesses and the well kept, historic homes are very nice.
Archway to Tech and some of the restored homes.
Beginning and the end. With the exception of a few properties, needs work
The view of Mt Tech

campus view from the east; renovated private homes and spruced up businesses.
navigate while walking, is brightly lit.
I like the signs on the lights and the holiday decor.
Old architecture
Businesses that are actually open and buildings that are kept up. Park 217, hummingbird, vu villa, mother lode,
Historic buildings - houses mostly on the west, and businesses on the east end
The. Homes along the street some have been maintained and provide a sense of Butte. Others need attention and should be fixed in a complimentary historical manner.
The homes that are maintained, the college, the beautiful architecture.
There has been some great revitalization to some of the historical homes and the Park St. garden is lovely. The
New mt power building, metals bank, storefronts that have been taken care of and updated. The new taco del sol
The 4 lanes and sidewalks
The flower baskets and the new pita pit. they're nice looking
The Motherlode Theater, KC, Pita Pit, all because they look like thriving businesses, or well-kept historic
The historic homes east of excelsior.
The steep hills become very slippery when there's ice.
The nice old structure look
The view of the city is nice along the corridor.
The gateway to the Montana Tech Campus is very attractive, as well as the old architecture and historic
Campus, it has a collaborative effort to keep the grounds and facilities clean and overall nice looking.
Newer shops and areas, the hummingbird for example. New roads and sidewalks, along with prettier business
I love the community garden! And the charing old architecture.
Tech
Properly painted/restored historic buildings, sidewalks, signs, etc.
Tech. Tech has great landscaping and takes pride in its looks.
The old buildings and their authentic looks
Many of the historic buildings are very nice.
The well-maintained historic buildings.
This is not something I care about, sorry
poor roads, no plants, places aren't kept up
-From Excelsior to Alabama: All the houses are well maintained and there is very little trash.
-The Hummingbird is a nice building and business that is adding positively to this corridor
The parts that have been revamped and spruced up.
The new Northwestern Energy building. It is not an eyesore, and is the only form of new development uptown.
The nice homes between excelcior and crystal street
The sign at the top of tech.
Tech Arch
Some of the historic buildings, which have gardens and are maintained better, are attractive.
The tech arch and historic arch and historic architecture
Historical buildings because they have been there along time and hold a lot of history
None.
The historical homes are beautiful and they are very charming. some of the ones that are sun down would be
The old buildings are beautiful but the decaying and overrun areas ruin the beauty of the old mining town
the mansions and homes that have been upkept.
The rehabilitated buildings and homes. Like the home on the corner of park and excelsior. It is beautiful and they
The old style buildings and shops
The old buildings
800 block, nice house fronts
All of the old houses are really gorgeous, especially when all they need is a coat or two of paint!
The old architecture
I find the Tech gate very attractive, and some of the shops and old homes are very attractive.

A lot of the houses/businesses could use a fresh coat of paint
There have been many residents and businesses alike that have made lovely renovations to the homes and
The MT arches
Montana Tech makes the corridor look good because it is well kept and people care about it. A few of the
businesses such as the Vu Villa and other restaurants also help because they keep their buildings presentable
i find the older buildings have a certain quality to them. They are appealing and provide a window to the past;
however, they could use some remodeling and better upkeep.
the shops
Historic buildings
Hills trees mountains sky buildings
The old Victorians and the Tech entrance are most attractive due to architecture and lighting.
The older structures that have been maintained well or renovated and restored.
The buildings that have been updated on the outside.
The view when you are at the top and by the historic well kept buildings.
The architecture is so interesting to look at as a pedestrian. Constant stimulation from buildings is very valuable.
the old buildings
View
The east side is more attractive due to a higher density of businesses
not so much for me because of the up and down in the street make it hard in the winter
I like the signage for Tech and some of the older houses along the street.
Historic structures
The historic homes that have invested in maintenance and restoration and keep their property clean.
By Emmet, quiet at night
FROM ALABAMA STREET TO MONTANA TECH
THE ARCHITECTURE
Aside from the Mother Lode, buildings on the north side of the street offer more interesting architecture, and
varieties of businesses. The community garden is also very appealing.
the houses are broken and ugly, tweakers walk around aimlessly. The side-walks are narrow and in ill-repair.
The Tech Arches are a beautiful piece and draw your attention away from all the dilapidated houses
I like the newer restaurants like Park 217 because it looks warm and inviting.
The older homes that have been maintained since they actually look nice. The hummingbird cafe is also a prime
part of Park street since its a nice business that displays itself well on the exterior.
The WELL maintained vintage housing looks nice
The old architecture.
The old architecture
The individual homes and the vistas.
The well-maintained old houses.
There's some nice old mansions, but that's the only attractive thing. It resembles a war zone otherwise.
Trees and plant life.
Building architecture
Where it's safest to walk, is where it's the most attractive.
The block east of Excelsior Street because of the mansions and other homes there be better maintained.
The buildings, I love the Victorian architecture.
The mansions and old houses along both sides of Park Street are really beautiful with a huge variety of
Some of the housing is magnificent, beautifully painted homes with real care, others really need some tender
Looks like the rest of Butte... The entrance to the Tech campus is the most attractive because you have a view of
I think the Tech arch is a great way to welcome students to campus. The historical homes are also very pretty.
The historical charm of some of the buildings is really appealing. It's appealing because it's unique to Butte and
Wide streets, beautiful building facades. Nice to walk on the sidewalk and have a parking lane between
pedestrians and motorists. The buildings add to the historical value of the corridor and are attractive to look at.
The remaining historic properties that give character to the streetscape

The mansions that are well kept up and small shops such as the hummingbird cafe are what I find most attractive on the corridor. I love the other old buildings and houses as well but many of them are not maintained and really
None. The simple fact that there are vagrants wandering from the CCCS provides a very disagreeable look. There is little to no economic development which also hinders the visual appeal.
I love the old style houses. The houses that have been fixed up look gorgeous with their old stained glass and a style you just don't find anymore. The two mansions are really cool and I think the old school (now a church)
The sidewalk is in good shape, the houses are nice, and it feels residential despite being a high-traffic
The old mansions, the Tech archway
Historic well kept buildings.

8. Which do you find LEAST attractive, why? - Responses

Answer

THE AWFUL LED light at the beauty school. The inappropriate modern infill buildings -City Center Motel, Zip sidewalk coming right up to the street (would be nice if the sidewalk was wider (at least in parts) and there was a buffer between the pedestrian and the street with trees and possibly benches installed. Buildings and lots in
From Tech to Excelsior - rental properties, broken sidewalks.
Curbs and sidewalks. Boarded buildings. Unmaintained lots. Leonard field needs an update
Poorly maintained buildings make the street and town look neglected and abandoned.
From the Hummingbird to Alabama-ish Street. The weird old motel that is fenced in, sidewalks are not too inviting (i.e. more trees, plants, whatever to spruce up spaces adjacent to sidewalks.) Also, something in the old YMCA
Run-down and/or unoccupied rentals
The buildings that NEED to be renovated and occupied by businesses are an eyesore.
Park. Also, the house next to his that a nice mexican family bought 4 years ago and stared to fix up but then moved out and it's looked like hell ever since.
And seriously, why is that nasty "City Center" motel on West park still there!!!!?
All the ramshackle houses and apartments, particularly the ones closer to campus.
unkempt houses and properties and trash on the ground - not very aesthetically pleasing
The various property owners who do not take care of their rental properties. Many of the bricks are nearly falling
The old motel at Park & Clark - dirty, misuse of property, vagrants often found there, drug use, vandalism, etc.
This is a very visible intersection and seriously puts a scar on the Park St corridor.
Some buildings are super run down... I can't think of specific blocks because there are so many sad-looking
Homes that need facelifts , and old looking streets/sidewalks
student/bar traffic in and out of the Vu Villa that spills into neighborhoods just outside of the corridor. Trash, no trees, homes that are not kept up. Old motel with fencing and parking lot.
Dilapidated buildings. Not enough trees.
run down housing and lack of trees
The corridor is a mismatch of commercial and residential properties. There is nothing appealing or interesting or
The empty lots full of weeds, dirt, trash all blowing around. The City Motel Site, The cars falling into disrepair.
All the vacant dying properties.
As a general rule about Butte, but perhaps not as much so with Park Street, is the deteriorated condition of the
Boarded up and vacant buildings. Run down. Dark at night.
The empty lots, not cared for houses, broken down vehicles, the uncared for sidewalks (if the sidewalks exist)
Side/Uptown connection and stagnation there is a discouraging sign of the greater economic problems in Butte of attracting high paying jobs to infuse the greater local economic ecosystem. The same can be said for the YMCA bldg.
run down buildings. 500 - 700 blocks
As said, that much of the corridor is not all that inviting to pedestrians, night times, nor is much of the surrounding neighborhoods, especially to the south of it. Sidewalk improvements would be good as well.
very run down, dilapidated, dirty feeling, gross sidewalks
the wide lanes and busy traffic
Montana St to Vu Villa. Hair salon LED sign has got to go. Old YMCA area is trashy.
The older houses close to Tech that are not kept up. College students are not inclined to keep yards and exteriors well cleaned. I think being able to replace some of the older houses along the corridor with newer
Vacant properties and lots lacking cleanup and care. Lack of vegetation, street trees and landscaping.
new crap
Empty YMCA area, Vu Villa area, and empty motel and other structures before ascending the hill.
Dilapidated buildings.
The middle decrepit houses and buildings in the middle. The neon sign at the beauty school.
The buildings in disrepair, particularly the ugly old motel. Also, the ugly flashing sign at the beauty college.
Run down residential and business property
Gaudy my tech sign lit up at night, dilapidated buildings/buildings under constant remodel

Crumbling sidewalks, buildings in poor condition, and a general lack of many businesses.
no vegetation, trees. Both sides should be tree lined
Dirty and dilapidated homes, cracked sidewalks and overgrown weeds.
properties in disrepair
Slum lord apartments
to travel on West Park after you pass Hummingbird Cafe as there are no retail unless you are specifically going to Tech.
The lights on Park Street are not synchronized and I wonder at the need for all lights.
Bad pavement everywhere, old not historic street lights, sidewalks and curbs not uniform, some vacant or abandoned properties. Poor or bad commercial property signs and lighting
Some sidewalks and buildings are in rough shape. Some of the buildings show that Butte is not progressing and
Run down buildings. Boarded up windows.
Run down student rentals. Trash. Bad sidewalks icy in winter. You have to walk in the road and then get run down
The majority of the house are seedy, the road is no better than a cow path, there is no vegetation
Motel area, Vu Villa are where there is often puke broken bottles etc out on the sidewalk
The old houses that need work or torn down, and sidewalk/street repairs.
Motel at Alabama and Park...eyesore as it presently suggests crime area.
Curbing installed on the quick and cheap that does not include an integral gutter. This curbing looks horrible, is not a good transition to the street, and should not be allowed. Poor lighting, either too little, or too much with no shielding
slum looking garabge
Modern infill and the lack of pride in home ownership with respect to maintaining a painted home and maintained yard. demolition by neglect is not a viable option within the prestigious nature of the corridor and preservation
Abandoned hotel
The new Power building - it takes away from the character of the old buildings on that street - does not fit in.
Some of the building are run down, City Center Motel is fenced off, the gas station on Excelsior and Park is ugly, the Beauty School sign is ugly and does not fit with the historic character.
rentals that are not maintained. Trash around the front and on streets. sidewalks not shoveled. Martha Sorini's
(1) City Center Motel and other seemingly abandoned properties. (2) Lighted moving signs.
The Party Palace and the City Center Motel
The crumbling sidewalks, trash, and people not cleaning up after dogs is not at all attractive.
The street is in terrible shape. There are not many mature trees. It seems messy and gloomy.
There are many run-down houses and vacant lots.
run-down properties
The huge raceway-look of Park Street. The many run-down houses. The awful old motel. The lack of businesses and restaurants. It looks like a bad part of town to any visitors.
vacant lots and collapsing sidewalks accross from the community garden. Allowing people to put dumpsters in the on street parking area as opposed to the rear of the property. And worst of all the Dilapidated Hotel that is an eyesore
Very few trees/plants. The road is a wide tarmac of pavement. Seriously, you could land a Boeing.
Rotting retaining walls and run down buildings. Revitalization through this area is imperative if the corridor is to be cleaned up. You can make the street look as pretty as you want but if it is lined with shabby homes and
Lack of trees or green spaces. Abandoned buildings and/or buildings in disrepair.
The south side of the street from Washington to Excel. A lot of poorly kept rental properties. Vacant lots on both
The run down or empty residences and businesses. Also, the corridor looks like a highway that was placed in a dense urban area (not very friendly to foot traffic or bikes). Little to no trees or vegetation.
Narrow sidewalks, litter, broken glass, property not maintained, no landscaping.
The road could stand to be paved. A lot of them were paved last summer, very speedily I might add.
city center motel and the 500-600-7-- blocks park st.
The abandoned, fenced in hotel 1 block east of Park Street Pasties. Some of the buildings are in a state of
Run-down buildings, dirty & cluttered homes, broken sidewalks.

Lack of greenery (trees), poorly maintained buildings, trash
Many abandoned building and many in disarray
the unkept and empty store fronts. very getto.
Deteriorated buildings and vacant lots
the empty lot at southeast corner of Western
the older homes in severe decay; empty businesses; the vacated 'motel' area;
Buildings and sidewalks are in bad repair. Old motel needs demolished. Ordinances need inforced to get building
Some houses are in need of significant repair. Some greenery along the street would be nice, but not so much
Houses that are in disrepair; uneven sidewalks; lack of trees.
see above
The gas station at Excelsior. The horrible LED sign in front of the beauty school. The lowest part of the street where there are boarded up buildings. Summit Title parking lot. Hummingbird Cafe parking lot.
Empty buildings, bad sidewalks, garbage. Party Palace with drunk people hanging outside of the bar; drunk and
Many of the buildings in the area are rundown and/or not well maintained (i.e., chipping paint, deteriorating bricks, or cheap tacky additions. The cracking sidewalks, and landscaping are also not attractive and there is broken
Very few trees, large holes around manholes. Houses/businesses which do not work on restoring/maintaining the
The sign on the beauty shop because it does not fit with the neighborhood.
There are some really crappy looking houses along there, I am assuming rentals owned by slum-lords
Road surface and buildings. Visitors think they took a wrong turn and are in the bad section of town!
Many of those cool old buildings are in various states of disrepair or abandonment. The old closed motel is a
The least attractive are - as an example - the three structures on the SW corner of Park and Emmett streets, where the original structures have been poorly remodeled. Also, the LED signs specifically the one on the Beauty
Between Alabama and Emmet, buildings in disrepair
The student ghetto housing on the south side of Park and Emmett, the old City center motel (which should be redone or something other than a fence!). Trash, disrepair, and plain old eyesores. Any homes on the corridor
Street in need of repairs and there are many run down buildings. Sidewalks are in bad shape.
Empty buildings. In Hawaii the empty buildings have nice paper over the windows that give the appearance of something happening not plywood and broken windows on the second story.
The unused, decaying motel and the Leonard Hotel.
The homes that are rentals are generally not taken care of by the tenants or the owners. Yards are not taken care of. Litter or trash may be seen. Sidewalks may be deteriorating.
Probably from the old YMCA to the bottom of the hill going west. A lot of rental property that is not in very good
Wide roadway consisting of four lanes of traffic with few trees is unattractive. LED sign at Park and Washington is extremely annoying and inappropriate in historic neighborhood. Empty lots with no landscaping ..Lack of trees to
The area from Crystal west to Alabama because of the blight.
Run down homes and lack of street cleaning.
Poorly kept up homes and apartments.
Montana street to Empire is pretty poorly maintained. There is very few trees and the properties are ill maintained. The sidewalks are crumbling. The old motel with the fence around it should just be torn down. The
400 and 500 blocks. Lots of trash from the Vu Villa. Empty residences and commercial buildings (old YMCA).
No trees, few gardens, unkept rental properties.
Empty lots overly bright signage like LED lighting.
Unoccupied buildings, trash on the street.
Decaying historic buildings and non-historic buildings (CITY CENTER MOTEL)
Some of the older houses/places that are unkept
The roads are in terrible condition and don't promote cyclists at all and there is often shattered glass in parking lots or on sidewalks. And a lot of the homes are really run down. I also think the area across from the mother load
Run down, vacant buildings
Condemned buildings with boarded up windows
The old hotel I believe it was called the city center.
Corner of Park and Clark. abandoned motel on both sides of Park is a vagrant magnet
Unkept buildings, lack of landscaping

Dilapidated, weathered private homes, for sure.
weekends.
The area from the VU to Excelsior seems run down and clearly needs some upkeep, and this is another area where there seem to be a lot of children/families yet there is a lack of cross walks.
Lack of parking for commerical locations
Houses in disrepair
Empty businesses, rundown homes, and that horrible beauty school sign.
garish signs, like at Zip Trip, the beauty parlor
Four lanes could be made into one. Right lane on both sides puts you too close to parked vehicles..
The broken beer bottles on the sidewalk and in the street. The homes and yards that are not maintained. Being an outsider or new to town it is VERY obvious to us but locals seem to not even notice.
Some of the homes are falling apart and boarded up. Along with the storage unit. The Vu needs to be responsible as a business to better clean their area of beer cans and cigarettes.
Run down buildings and wide street that encourages vehicular travel over walking
Old exerdance and old thomas's building areas.
The uneven crappily paved road
the party palace
Many of the buildings that either need to be razed and new structures built, or make improvements to existing structures. But, some structures that are beyond repair need to be removed. Including the long defunct Motel
The run down, falling apart houses and amount of garbage from bars.
The sidewalks are unattractive and so are some of the houses.
The quality of the street, as well as the houses and sidewalks that aren't being taken care of by their owners.
Many of the buildings are abandoned or worn down. If somehow people could start businesses I. These buildings rather than crating new facilities, it make butte ultimately a better place.
The roads, old apartment buildings, the old sketchy motels and abandoned buildings.
All the litter. :(Everyday on my walks to and from school I pick up all the litter I see.
All old abandoned buildings
Decaying buildings, sidewalks, signs, etc.
The houses along park. A can of paint can go a long way.
The old, run down buildings.
Driving up and down hills in the winter
Run down buildings, broken sidewalks, rough streets
A lot of the historic buildings need serious repair. What also makes it unattractive is the "dead" zone of the area. It
There are some very run down buildings - both residences and business buildings - that diminish the beauty and
Houses are falling apart. The empty lots look horrible.
As above, this just isn't something I care about.
houses, dirty, run down
-The Corner of West Park and Clark: there are two condemned buildings on either side of park where people smoke and drink constantly
The stop lights
There's a lot of older buildings on the corridor and, sadly, most of them are in sub-par condition to the human eye. Butte still has the old dirty mining town look and feel.
Also, poor lighting generally speaking.
The Party Palace. It's a disgusting establishment.
Run down homes on the south side of the street
The worn down house and the church is a very ugly blue color.
Road. Poor maintenance
There is too much pavement, almost no trees, lots of trash in places, and many buildings that are falling apart or
Broken down four plex building's and that motel
The houses that look like you could buy meth at the back door
The potholes and cracks along the entire street. Manholes sticking up in the middle of the road.
The homes falling apart, whether we like it or not first impressions are everything!

Those GD hotels that are boarded up. They need to be burned to the ground.
The rundown homes and business buildings.
The beat up road
Excelsior to MT Tech broken sidewalks and unkempt road surfaces
The gas station and the really bright hair dressing sign
Many homes could use some TLC. Sidewalk is not kept up very well.
There are many homes and buildings in disrepair along the corridor. The old YMCA building, for one, has such incredible potential. It might be a great possibility for Tech housing.
The worn down out houses
demolished. They attract a crowd of people that are lazy and/or criminals. This is why there is such a major drug dealing problem throughout uptown. I live on Galena Street and am quite sure I have multiple neighbors who sell/do drugs.
A old motel that has been chain linked off. You can tell that it is not part of the older Butte, Built around the sixties. It is a real eyesore for an area that is relatively classic and very trendy right now.
shitty houses
Few trees and some run down housing
trash
The run down buildings from the 600-400 block. Poor condition of the sidewalks. Looks neglected and run down.
The falling down broken buildings and cracked sidewalks.
Run down places especially the Vuvilla which is an active business. The Vu gives the impression we it is okay for our Butte businesses to not take care of their place, that a nice atmosphere isn't necessary. Our standards are
Least attractive is lack of green, building deterioration, storm water run off freezing in place.
the street
Boarded up buildings
The west side doesn't have as many businesses
not so much for me because of the up and down in the street make it hard in the winter
There are many houses that are needing a huge makeover along that street. There needs to be more trees and
Broken sidewalks
dilapidated buildings, broken sidewalks, unkept properties.
Number one is the hourly motel-turned storage units on Clark St. This is a hub of homeless drinking and loitering, and often in close proximity to small children. Second is the Vu Villa and general appearance of the building and signage. The bar also does not do nearly enough to clean up garbage that is clearly coming from that place.
Washington and Idaho streets, bad light timing.
FROM MAIN STREET TO MONTANA STREET
VAGRANTS AND PANHANDLERS
Run down buildings on south side, old motel and the general appearance and function of the intersection of Park And Excel. This intersection is the introduction to Butte for travelers taking the city center exit from the eastbound
Tweakers. They are ugly people.
Ugly, run down houses
Old run-down buildings because it makes Park street look like the ghetto.
The homes that are not very maintained as well as the street itself. The street is patchy and needs work in some areas. The bus stop and the 'mall' sort of area that Park Street has could use some work. It is just a bunch of run
Many residences look poorly maintained and the many buildings simply look ugly even though they are historical.
I don't find that area unattractive.
lack of foliage
Dilapidated buildings, street parking, and smoke from the wood furnace of the mansion on the NE corner of
The run down looking four plex type of apartments
Crumbling sidewalks and rundown houses. Few people have pride in the homes.

Party Palace
Buildings that are degrading into uninhabitable.
Bare stretches of sidewalk where there is no plant life and no stores.
Boarded up windows of the Park Street Gym
Where the vehicular traffic is the fastest, & the least safe to walk.
From the Mother Lode theater west because of the condition of the buildings
There are a few places that need to be fixed up or torn down, and some gapping holes that should be filled in our
The lack of trees planted along the route.
At the bottom of Park an old hotel looks bad.
Staring at the the red lights at the two intersections west of Montana St. are the most unattractive thing about the corridor. Most of the time I will sit through a whole red light without seeing a car even approach in either direction.
The run down looking homes closer to campus.
The low upkeep of the sidewalks, houses, and road. It's hard to appreciate the finer details when you're trying to constantly avoid giant cracks in the sidewalk or potholes in the street. Also, to be honest, the traffic on Park and
Unkempt sidewalks - provides unnecessary challenges like mud and unexpected ice when walking during rain, snow, etc. Dirty streets - gives the whole area a dirty feel, like the city isn't invested in keeping this part of town
Empty lots,boarded up former motel, current sidewalk design
There is a lot of ugly building and vehicles
vacant buildings and streets
The various buildings and houses that are not maintained, Epecially the businesses! the retaining walls that are falling apart, the buildings with boards on the windows (YMCA, city center motel), the beauty school sign is also
The people
Those ratty apartments that stink of weed and have fights outside them.
That's hard to say. See below.
many run down, old houses/duplexes, very few trees
Dilapidated buildings. Old crumbling sidewalks.

9. What about the corridor do you hope will not change? - Responses

Answer

-All of the historic buildings to remain NO DEMOLITIONS.
-Upgrades to historic buildings that are consistent with historic preservation standards.
-No commercial strip like development.
-No fast food restaurants
-No big parking lots in front of or around buildings
-No buildings constructed with dryvit or cinder block, vinyl -- only qualities materials used in the past such as brick and wood.
The historic significance of the street, with well-maintained historic structures.
I don't think there needs to be more lanes.
Keep era-appropriate architecture
I hope the corridor keeps its historic and unique charm.
walking this corridor. The Motherlode is cool (I wish its programming and events were better, but that's something else.) The cool houses around Excelsior, particularly the north side of Park Street. I also love the fact that RD's/Ziptrip/whatever is located on Excel as a neighborhood convenience store for basic things (beer, gas-station coffee, chips, etc). Essentially, any of the businesses that are farther west, I'm glad they're there.
Personal parking spaces in front of private residences and the community garden.
Don't cut down trees, add more trees. A nice big wooded path from uptown to Tech would be very inviting and
The larger historic buildings, including the mansions on Park and Excelsior. They should be renovated if possible. Other than that, I am not attached to much on the corridor.
accessibly sidewalks
Historic appeal
Historic buildings (just fix them, don't raze them!).
Nothing in particular
Community garden and the Hummingbird.
The big feel and nice views.
hard to say
I support making changes that encourage growth and development of the uptown area and the corridor.
The
The historic character of the street scape.
Community Garden, except make it more visible.
modern) building placement close-in to the street rather than set back (which includes most if not all of the commercial properties); relatively few vacant spaces along the route; both residential and commercial buildings which retain and strongly display their historic attributes. I hope that whatever improvements are made do not
While I believe almost the entire corridor needs improvement, the historical nature should be considered.
I really want to discourage the median in the road - the maintenance of that green area is not worth it in the long term.
advocacy for community improvement and cleanliness is important, we can also support our less fortunate neighbors in this task.
Regarding parking, introducing increased angle parking uptown whilst trying to bolster a parking garage is a bit contradictory.
Don't reduce the number of driving lanes or make us share the lane with bikes making it stupid like main street.
The many historical buildings and general features associated with those. They are very important to the character of the corridor and should not be replaced with modern buildings of any kind, nor redone is such a
Vu Villa.
the historic arhitecture
N/A
If change is done appropriately and with thought and planning than I am not opposed to change.

That people and businesses live along this corridor.
no bicycle lanes
the historic buildings and fabric of the corridor, one of the most intact and interesting parts of the Historic District.
Landscaping as you enter Tech campus.
I like the feel of the old homes even though some need repairs. I like the existing businesses there -
The nice old buildings.
Multi-lane traffic
Residential/business feel
Its just not attractive the way it is
The MT Tech sign.
historical significance
The Tech hill
Overall historic, residential feel. It's a great place to take visitors to view the varied home styles.
Keep trees and historic sign markers
Tech is taking peoples property for expanding. They force you to sell cheap. The President has a company doing the development. I don't like Tech taking over without nobody telling us what's going on.
Nothing
Walkablity
No comment
The beautiful range of historic buildings, whether cottages, apartments, or mansions.
The historic architecture. The entrance to Tech.
history the old look
The historic setting is paramount to the corridor.
I am open to change and development of this area
The historic character of the homes/mansions.
historic character
rejuvenated and reused, perhaps for Tech-related purposes (old YMCA, Kelley and Hennessy mansions are prime candidates for this). (2) Since Tech was founded, West Park has been the primary east-west corridor in uptown Butte. It's good to have that traditional role recognized and reinforced.
There is nothing on this corridor that I think doesn't need improvement. Obviously the houses and businesses that add to the beauty should stay. Others (like that old motel off of park) should be fixed up or torn down.
Traffic access.
I hope that the Hummingbird stays in business. I hope the community gardens stay in place.
The historic character and the efforts to appropriately restore the values and condition of the structure that exist
Beautiful homes. The Hummingbird.
refurbishing some of the buildings vs. tearing them down. Our history is precious but we need to stop shooting ourselves in the foot by trying to save every building! Lets use common sense and find common ground on the historical issue. This would not only benefit this corridor...but the entire uptown Butte. Keep the history that can be kept and do away with the ones that have been left to rott for far too long. No financially responsible person or business is going to put three times the money into revitalizing a building than it would cost them to build new on
Do not lower the speed limit!
The closely spaced historic buildings.
I hope it stays a 2-way street.
I think it is fine as it is, & funds can be spent to further fix other roads in Butte.
history
I would like it to remain a four lane road.
Historic buildings, 4 lanes.
Properly maintained buildings
the mom and pop shops
It's historic character-- it's Butte-ness.
nothing it's great. There are much better use of any public moneys than a needless "upgrade"
I would NOT want to see the street widened; I would not want to see fast-foods or "big-box-like" stores going into

the Historic integrity and feel.
See Questions 8 and 9.
Neighborhood feel.
the buildings themselves. The lack of crappy retail.
I hope no more historic homes get demolished. We don't need more vacant lots.
I hope there is no intrusion of commercial uses. Keep it residential. There is a million or more sq.ft. of vacant space in Uptown which is not far away. Keep the commercial uses in Uptown. Keep the arch at the top of the hill at Tech.
The building setbacks should remain the same, even for new construction.
Now that the Northwestern building is almost complete and other businesses that have opened, I would hope
Keep it historic in nature.
Historical integrity
I hope there will be continued work on the beautiful old homes along the corridor
The historic structures will keep their integrity.
that compliment the existing historic buildings and continue the period design and heritage of Butte. I.e lots of brick and granite, perhaps some new and interesting 19th century esque store fronts. No new strip malls, no T11 siding, no full size acreage consuming malls, no giant parking lots...
I hope the historic buildings will continue to represent the era in which they are built and any new buildings will
The entrance to Montana Tech
Keep all the vegetation, trees and so forth to keep it looking neighborhood like. I hope it stays non-commercial unless businesses use the existing buildings. Don't tear down stuff and put in new buildings that aren't fitting with the neighborhood.
Keep the neighborhood small town feel please.
nothing
of a kind.
keep it Butte...keep it unique
The businesses like Pita Pit,mother new wine bar, the charm of the historic homes and mansions.
I wouldn't want to see any commercial businesses.
The whole area needs to be improved from Montana street all the way to the Tech Archway..
Historic character of the neighborhood is important...also the fact that it is a primarily residential neighborhood. I do not want to see flashy crappy businesses. Keep any businesses in historic buildings or -if new- make sure the
The sign to Montana Tech.
I do not want bike lanes on West Park since it is heavily traveled by college students I feel this will make it less
Its historical feel.
I like the historic buildings, but they absolutely need to be maintained. I would defer to new buildings if the old
Residential nature.
The historic buildings are irreplaceable. Some need repair and paint.
Historic buildings and neighborhood feeling.
The historic buildings, the historic glass & wording printed in the sidewalks
Historic integrity and mix of uses (residential with Businesses)
Other then the couple small businesses, the mother load and the KC I think a lot has to change.
The historic character
Historical integrity.
Each structure has its own beauty and it needs to be enhanced
old vic's
It's overall appeal
I like the historic feeling of Uptown Butte/Park St corridor. I like that businesses
The character of Butte.
I hope the restaurants stay in business.

Mix of residential and businesses. Student housing
keep buildings but clean them up..keep traffic light on Excelsior..
not sure
Hummingbird and Park St. garden.
Historical nature
The architecture of the buildings is original.
Change is good, but there should be ordinances that says if a building is removed and a new one is built, that the exterior must reflect the historic period of the corridor, so the new looks old.
The old town look and feel.
There is plenty of parking right now. I would hate to see more restrictions on parking.
I would hope that the change would not effect the historic buildings alongside the corridor.
NA
I would never want to see modern buildings. Let's use what we have!
Not much
Historic facades
The potholes in the road. And don't do a crappy chip seal like on granite. That was a mistake to do that during
The historic look and grandeur of the buildings.
The beautiful historic buildings!
Nothing
walking abilty
The public garden
I like the mix of residential and commercial buildings.
I am not attached to anything.
N/A
I hope the historic buildings will remain, provided that they can be maintained and made safe. For buildings that must be removed, I hope the building materials can be salvaged and used in new buildings, or to restore others
The history of buildings
The vu
History, character and charm of the building.
The history
Not a lot. There needs to be new pavement places there
The history. The old feel. I think things need rehabilitated but it should still all feel original.
The old buildings and shops
The facades of the old buildings and homes
nice wide sidewalks
Turning onto major streets, particularly north of park for students
I enjoy the "down-home" feel the area has.
Nothing
I want the corridor to stay friendly to college students. As a student at Montana Tech, I can say I love living uptown. It is nice to have the social environment of the corridor so close to where I live. Also, the housing is
The buildings and their allure. I hope they just get paint and made more safe for the residents.
The hummingbird cafe and vu villa
See above
The historical look and feel.
All the restaurants and bars in the area giving it some social atmosphere.
Can't think of anything really.
I hope the architecture remains.
the street gets redone
Hummingbird cafe
I like it being a 4 lane street in some parts. Don't change that.
We need to keep bike lanes out of Butte.
Historic character

The historic nature of the buildings and the continuing restoration and preservation. Private citizens and other organizations that have taken it on themselves to improve the area are the ones who are leading this effort.
Two lanes up to Emmet
Historic structures and a variety of businesses. Some mixed use and diverse residential opportunities.
RDs party stop, now the thriftway. On a serious note, I wouldn't want to see it turn to a three lane road from it's current four lanes. BSB already made a giant mistake by placing the bike path on Granite Street. The bike path
The Butte History (Historical homes)
Not much
The buildings along that area.
old architecture
The historic homes, appropriate attractive businesses and the vistas.
Stop light at excelsior.
Fair accessibility for both pedestrians and motorists.
safe & pedestrian-friendly, & then maybe install a sort of San Francisco trolley system to turn those hills into a positive. -- But, if not a true trolley system, then at least an interesting trolley-like bus system, that could also be a unique attraction for tourists.
The mix use of the corridor.
No center median of concrete otherwise where will the plows put the snow for removal.
Having two lanes for driving.
The historic preservation of the homes and businesses, churches, etc.
Leave the historical mansions. They are part of Butte's history.
The historical charm of some of the houses.
I hope that there will continue to be four driving lanes and two parking lanes, as this provides less constant traffic, sufficient resident parking, and allows pedestrians to cross the road more easily.
Historic character, visual and physical link between east and west Butte
There's a lot of nice antique looking houses.
historical look
I hope that the corridor will maintain its historic appearance and that as many historic structures as possible will
Nothing. I hope that the entire corridor changes.
I really hope it isn't turned into some bullshit trendy row of houses. They should be kept affordable for the people that are already there, not even necessarily for students. The families that are there are really nice.
Want my cake and to eat it too. The sidewalks are nice and wide. And I think it would be stressful driving it with only two lanes (tailgating and traffic backup mainly) The speed limit seems appropriate.
easy access, business accessibility
Historical character.

10. What about the corridor do you hope would change? - Responses

Answer

Reduce the driving lanes from 4 to 2

Bike lanes

Boulevard with lots of trees,

Ample sidewalks,

Historically-appropriate pedestrian lighting, benches and trash cans. bike lanes,

realistically restore will be removed to allow for new historically appropriate buildings to be put in their place.

Where it is not possible to build (or not right away) perhaps adding some greenspace/parks or community gardens? New local neighborhood businesses and perhaps a small grocery store could come to the

Better lighting, sidewalks and higher standards for the appearances of houses along Park between Tech and

More businesses. Fix sidewalks. Bike lanes

I would like to see incentives for business owners to take more action to fix up their buildings. If the buildings are fixed, the street would not look so neglected. Also, it would make the corridor look more inviting if there were

REDO OR GET RID OF THE F#@%ING LIGHTS AT IDAHO AND WASHINGTON STREETS!!!!!!!!!! They make the rest of Park unsafe because people either just run them (knowingly or not - they're hard to see at that height

Would like to see older buildings renovated and occupied by businesses and meeting places. Would like to see

See previous comments about nasty run down houses on south side of the street just west of Emmett. Buy em out and make a little park or something. Its the last thing you see before getting to campus and it detracts heavily

uptown). There is so much garbage everywhere. Having garbages would really help. Last spring many Montana Tech employees cleaned up garbage along the length of West Park and West Granite Streets. There was a ton of it. Garbage cans please.

I would like to see Montana Tech and the city invest in the properties on both side of West Park from Emmett to campus. These houses/apartments could be spruced up and turned into campus housing. This is the main entrance to campus and almost every house in that area is getting to be beyond disrepair. It's a real eyesore and detracts from the entrance to campus.

I would like to see more small trees along the corridor. Small trees/shrubs could be planted along the sidewalks.

more recycling bins and grassy areas/native plants, benches to sit on

I would love to see a boulevard with trees and other landscaping to help make the route to Montana Tech appear could be similar to Park St. since 8th St. is also a quite corridor to MSU)

Sidewalk repairs are needed.

More emphasis on crosswalks - sidewalks that protude into the road would help and be attractive. (again, see 8th Ave. in Bozeman)

That hideous lcd sign at the beauty college, getting rid of litter, fixing up homes along the corridor. I wouldn't mind a bike lane or perhaps some crosswalks with traffic lights (maybe the kind that is always green unless there is a

Better sidewalks, more trees

More trees. Repairs and restoration of buildings that are at risk. Improvements that enhance the connections

whole way. Also it would be nice to have a center line area where trees and other vegetation could be planted, similar to other towns around the college area. I'd like to see more small businesses like the Hummingbird and

Park St. Pasties, but I realize that means more parking which will be a challenge unless some lots are freed up for that purpose. Bike lanes should be mandatory. There is a lot in the 600 block of W. Broadway owned by BSB

that could maybe used fpr parking or traded for another location (just north of the community garden. Maybe we

Make it inviting and interesting. Add consistent signage that would guide residents and tourists throughout

uptown butte and to other butte attractions on the flat. Add landscaping and trees where possible to make the

Sidewalk repair, lot management, public gardens, trees, cafe, retails..

Everything else.

trees, per se, the thought of a central boulevard seems a dangerous proposition for winter travel. I am instead a fan of shorter, slow-growing trees or shrubs that border the existing street and do not pose a threat to winter drivers, are more easily maintained, and won't harm my high profile vehicle when they are left untrimmed.

I hope that the recent trend in building restoration, painting, and the like continues to be fostered by the example of successful work. I cite particularly Park 217, Hummingbird Cafe and adjacent business, Knights of Columbus, former Butte Central Junior High School, Acme Apartment Building (on-going), apartment at northeast corner of Park and Alabama, several houses in the 800 block of Park St., and the repair and reoccupation of two formerly-Improvements to existing historical structures. New housing. Additional trees and flowers. Improved sidewalks and lighting to express a vibrant neighborhood connecting the Uptown and Tech.

A much more inviting corridor - that suits the gateway to a prestigious school. More trees, banners, unique shops, bars, restaurants. Probably one lane of traffic each way. Change some of the parking. Perhaps widen Sidewalk modernization and an effort to encourage connection between neighbors would go a long way.

County economic support to allow small businesses to incubate would be tremendous.

Better lighting, better sidewalks, more assistance for people who need it to improve and preserve the historical Economic development through tax incentives for demolishing of buildings and replacing with businesses. A flagship restaurant would certainly help bring folks to the area.

the wide lanes - sidewalk improvements and landscaping

Just about everything. Pavement, lighting, sidewalks, landscaping, you name it. Also, signal at Excelsior needs to be upgraded to side-street detection instead of left on timer.

I would like to see it cleaned up and have more commercial development such as services that would enhance the college. I believe strongly that Park Street should be used as a corridor to link Montana Tech and Uptown Park Street need new investment and there are opportunities to fill in the gaps left from demolished properties. Good landscaping and appropriate lighting would go a long way to improving the corridor's appearance.

keep facelifting the buildings

Free public transportation from Berkeley Pit to Mining Museum.

More landscaping if they were to tear down vacant and deteriorating structures.

Remove the old houses and buildings. Add trees and landscaping. Add some additional commercial business such as food/shopping for students, etc.

I would like to see safer sidewalks and more trees along the corridor. Ideally, more businesses too. Get a sign at

Removal of a few of the really ugly buildings (such as the motel mentioned above). Addition of landscaping and Dilapidated buildings

More pedestrian friendly, slowing down cars

More businesses! Particularly those that can provide service or have some tie in to the Montana Tech community.

If there was adequate space center trees would be an asset.

to have some new businesses as well. Not just bars! Make it equally as attractive as MSU and U of M grounds. I also would love to see more evergreen trees. They will make Butte look nice year round and not just three months out of the year. Butte looks pretty bare in the winter.

Make the corridor more friendly to bikes & pedestrians, add more trees, add some teeth to property owners who's holdings have fallen into disrepair, add streets cape lighting with more historical/architectural significant.

Dumpy houses

It would be good to have a few more small businesses near Hummingbird heading east to Montana Street. It's a nice area and would blend in with the Uptown revitalization.

A use for the school(?) to the west would be good as a place for youth in the area.

called Digger Drive?) More trees, New historic lighting, Angle parking, Street does not have to be four lanes! Better Pedestrian crosswalks, blinking signs, Newer upgraded traffic light on Park and Excelsior, Remove the rest of them all the way to Montana. Sidewalks need widened on some street, currently not maneuverable for wheelchairs on some, Businesses need to replace or fix signs.

Better sidewalks, better road condition, bike lanes, street scape

Over all cleanliness. Make it a lively vibrant corridor. Green space would be wonderful.

Make some housing codes to clean up the slumlord houses. Enforce the speed limit. CLOSE Park St to through
The roads, fix up the houses, add a few shops and quaint coffee shops--plant some flowers, trees and shrubs
Cleaning it up, getting rid of that old motel dump, have residents take pride in their homes. Maybe planting of
Street/sidewalk repair
How about grants to homeowners for something as easy and relatively inexpensive as paint?
everything is and don't think in terms of students or people arriving from other locations not being familiar with their way around. Block numbers included on street lights and street signs are something you often see in other towns and improve navigation. Large visible address numbers on businesses would also be helpful. Also signage at the head of walking trails that intersect with the street indicating it's function and where it leads to.
Other improvements would be a wide bike and walking path integrated into the sidewalk with soft shielded lighting that will not shine into residents windows.
silverbow properties kicked off,
It is not the corridor that needs altered, it is the perspective about the corridor that needs to embrace the historical setting as it presents Tech to visitors and makes a statement about Butte. The grandeur is the one aspect that
Include this area in more Uptown events and activities. Sometimes seems like the "Uptown Area" ends at
Move gas station or at least improve appearance. New sign for beauty school that is not a screen. Something with the City Center Motel (renovate or demo). Re-pave road, repair sidewalks. More care for buildings that are
period lighting.
to pedestrians' needs. (3) Any room for more street trees? (4) Removal, reuse, or at least sprucing up of ugly empty buildings. (5) Tech-related reinvestment in the YMCA to revive that very important building and bring MT activities closer to uptown.
New sidewalks, cleaned up yards, no dog poop.
I love the idea of less lanes of traffic and adding bike lanes, better sidewalks, and a boulevard with trees. This is a
I hope that it becomes greener (vegetation), that the rundown buildings are either fixed up (first preference) or
New sidewalks, better lighting.
Just about everything. More small restaurants/shops. Lights, crosswalks, medians, new sidewalks. Something needs to be done to make the corridor look like a University area and not a place one would go to buy
the corridor through incentives, Improve sidewalks lighting and pedestrian, and biker awareness. Encourage business (IE the Vu to clean up after hours rather than leaving trash outside the business) Get rid of the stop lights on Washington and Dakota!!!!
Add a center median planted with native trees, shrubs, and flowers. Add bike lanes and cross walks. Ditch
Repetitive question....see above.
Tree planting, cleaning up abandoned buildings or buildings in disrepair.
Better use of the property where the street and sidewalks are located. Since this is already owned by the government, state and local I believe, improving and making changes would be much simpler.
More food options near campus and better sidewalks. Traffic calming such as narrowed streets and vegetated
I hope for attractive landscaping, more shops, nice lighting at night, wider and maintained sidewalks, property
Nothing
appearance and street improvements
Removal of one of the stop lights by the Mother Lode. They are rarely in sync, so it seems that having two is
Better (smoother) roads & sidewalks.
2 instead of 4 lanes of traffic, boulevards down center of some of the blocks, maintained sidewalks
Be more attractive and inviting. More small business and home owners.
this is what my 5 year old grand son said when we went for a summer walk uptown. "THERE IS NOTHING HERE FOR ME! I CAN'T GO INTO ANY OF THESE PLACES." He was so very correct, there are no shops for the two
nothing
Would like to see some means of cleaning up the home-decay seen there. I would either like to see the area better policed for speeders, more traffic lights/stop-signs, . . . or to put in a center greenway area and make the streets, sidewalks, trees!!! bike lane. historic lighting. Help property owners paint and clean up their properties. Encourage small businesses like coffee shops and eateries to locate in renovated historic properties. Retrofit

See questions 8 and 9.
Plant trees; better traffic control especially lower speed limit. Improve unification with campus; signage for residential parking only on Emmett and Broadway in the 1000 block. Improve sidewalks.
The dreadful sign on the beauty academy. The cleanliness of the sidewalks, a fresh coat of paint on all the
Soften the lighting of that horrible gas station.
Plant more street trees.
Create a parkway where more landscaping can exist.
Create bike lanes.
Improve the sidewalks.
Better and more consistent street signage.
More code enforcement on dilapidated properties.
Maybe angled parking so more cars can park.
Landscape the parking lot at the top of the hill next to the practice field and adjacent to the trail.
Maybe the best way to increase landscaping is to construct a center median.
updated and maintained.
Building a Parking Garage----for sure!!!
Fewer run-down and tacky facades and more friendly, attractive business facades geared towards students.
Better landscaping and repaired sidewalks. Replace tacky street lamps with street lanterns. In general, make it
Bike lanes.
Everything repaired, repainted and looking healthy. Maybe we could have some benches and planters, some
More pedestrian friendly, maybe more trees planted, vacant uninhabitable houses either made inhabitable or torn
Single lane traffic, Road surface, new curb & gutter, new sidewalks, some building demolition and building
basically good civic design. All the elements of life located within walking distance so an automobile does not
become integral to daily life...
Having some public green spaces would also be a major plus. Oh, and a few more trees if it's not too much to
Regulation of the community enrichment/decay ordinances should be enforced. Junk vehicles and non-
Individual property owners attitude about upkeep.
How about a bike lane there too?
Encourage homeowners/apt building owners with incentives to tidy up.
Make it so a plow could clean up on snow days (even where the cars park) and reduce the tons of mud produced
each winter season.
STUDENT HOUSING: Much needed - the lower west side is turning into a student ghetto. Renters don't take
pride and keep up their living quarters like homeowners do.
How about a free shuttle to Tech from some parking area off site so the traffic is a little less? And locals can use
the shuttle as well to go to and from the neighborhoods to Uptown.
Do not allow LED lighted signs. the one at the Beauty School is atrocious.
Create and green way with more trees and shrubs. A good example would be Elizabeth Warren where trees were
Make it an uptown again.
The beauty school's sign in addition to the above eyesores. Would like more businesses whose facades are in
Maybe a cleaned up look. Some of the houses or rental properties could use some work. Repair sidewalks where
needed. Continue to take care of the gardens up by the arch.
Quite often people drive too fast going up to Tech or leaving. So maybe some signage of slowing down.
Decreasing the amount of litter.
Everything. Needs a total overhaul for businesses, houses, rental property, roads, sidewalks, utilities etc.
and benches that invite people to sit. Let's get rid of that gawd-awful LED sign. If the campus wants to use those
tacky LED's let them. But keep those signs out of the historic corridor! I would like to see the driving lanes
reduced to two. I would like to see car traffic slowed down. I would like to see programs offered that help
homeowners spruce up (paint & stabilize) historic homes in a historically compatible way.
We need bike lanes, the road lessened to 2 lanes with a turning lane in the center, better sidewalks, some

More parking, diagonal parking instead of parallel parking since there are so many renters along this street especially college students who each have their own vehicle.

a lack of parking.

Decrease broken glass. There is a serious problem with broken glass bottles. Particularly near the Vu Villa. I have no problem with people taking their drinks outside, but it would be nice if they were not taking out glass. Put it in a cup.

Better sidewalks. Some are quite broken up, and appear ready to collapse.

Get signs off of the sidewalk, or at least move them to the edge. It is very difficult to walk down the sidewalk analysis to make this corridor safer for driving, especially in winter conditions. I wish we could elevate the properties to be in the same condition as the area with the historic mansions. I would also like to see some lunch/coffee spots that are walk-able from the campus. The Hummingbird is about the farthest one can go on a lunch break and make it back to campus within an hour.

Landscaping needed. Cut down to two lanes, one in each direction. Make use of the old YMCA. Address the cream or dessert bar, more businesses and rentals that cater to college students. Continue efforts to restore and stabilize historic structures along the corridor.

Homeless people frequent and sleep in the alley between Broadway and Park in the 300 and 400 block. Assist them to find more suitable place to hang out.

There is an empty lot on the corner of Park and Clarke (house burned about 10 or more years ago.). It is used

Add trees lighting and get rid of beauty college sign and city center motel building.

More trees along the sidewalks, less empty buildings, more places to have food and/or coffee

Aesthetics and occupancy (e.g. all buildings filled with residents and/or businesses)

Maybe a one lane to help with speeding

campus and yet I've never seen a single person be pulled over in there. It's 25 miles/hr!!!! People need to slow down. I would love to see that area be thriving with more small businesses and flooded with people including students from both tech and butte high.

Taco del Sol and definitely MORE retail.

Currently there is not 1 single retailer in Uptown Butte to draw the Mt Tech students into the Uptown Business

More retail, restaurants, and revitalizing of buildings.

More trees, more inviting sidewalks and possibly more shops

Better walking conditions. i.e. repair the sidewalks and fill in the sidewalks for continues cut

2lanes instead of 4. A boulevard look on street

Incentive\$ to private homeowners to renovate, update, paint, repair their homes in BRIGHT colors to make the drive/walk much more inviting. Think color, as many European cities do.

etc) which seem to be primarily on the south side of the street, which is a hassle to manage with no parking and the amount of morning traffic.

I'd love to see some sort of Public Transit system that would allow for a park and Ride system along the Park street corridor. It would also be convenient to head down park street for lunch runs etc if a bus ran this corridor continually throughout the day.

Clean up the grounds

It would be great if there was walkable shopping uptown.

infill construction on the few empty lots. Removal of the City Center Motel. Wider sidewalks so parked cars don't block the sun on the north side of the street, causing ice patches in the winter.

Historical lighting a boulevard down the middle.. S ingle lane of traffic. Bike lane and sitting areas..

I would hope that local residents and business owners would take pride in their property. I would hope open liquor would be eliminated. This just causes additional problems. I would hope for reduced crime rate.
More sustainable businesses that could maintain storefront. Or renovate for apts
Unloading places for small businesses
Most of it. Clean it up, make it a thriving corridor of shops, restaurants, condos, etc.
The traffic lights at Idaho and Washington need to be fixed or eliminated.
The roadway.
Improved street and sidewalk maintenance. Maybe a bike lane.
when one goes green the next one will go red for no reason regardless if there is traffic on Idaho or Washington.
Also the sidewalks along the entire corridor are a complete mess and need to be completely redone.
Streets and sidewalks. Better lighting.
Pretty much everything
Perhaps a few garbage cans/recycling bins would promote citizens to use the bins rather than littering.
New buildings, It just looks gross
More Restoration and painting, better sidewalks
Exterior (and likely) renovations of buildings along the corridor
Its atmosphere and building conditions.
That the run-down buildings can be fixed up and returned to use, and that sidewalks would be in better shape.
Everything
the look and people
businesses
or
-Remodel some of the older buildings since historical structures don't get demolished in butte
The unnecessary stop lights
1. Make the street even and smooth! 2. Spruce up the existing buildings. 3. Strictly enforce speed limits and start pulling over erratic drivers. 4. More trees! 5. Modern lighting.
The LED sign in front of the beauty school should be pulled down.
Speed limit goes to 35
More business and the fronts of house should be well maintained while keeping their authentic touch. Some of the houses along the corridor are not very pretty. I wish there were more welcoming business like the Vu Villa
Redo the road
N/A
I hope the street will be made more pedestrian-friendly and better maintained, that trash will be cleaned up, that there will be more trees and gardens, and that the old buildings will be repaired.
Paint buildings and plant trees
The abandoned houses
The current state of repair.
Clean up the yards, homes and businesses painted, renters will have a hard time respecting a place that is falling
More color; plants, remodeled buildings
NEW ASPHALT!!!! There is no reason why one of the busiest roads in Butte should be full of potholes and
The sidewalks and lighting. It needs some revitalization. It should look more in keeping with the era butte began
Haven't lived here long enough to say
Smoother pavement, speed limit better enforced
slow down traffic, add trees in center island or boulevards or in sidewalk

The side walk and the like could really use some TLC

People parking on the tech end of park street even though they live somewhere else on the corridor. The area around the west end of the street is so filled with cars during the week days that it is nearly impossible to park for residence. During non-work days it is completely empty...

Safer pedestrian crossings. The lights at idaho and washington are terrible and turn red for no reason!

It could go for some sprucing up. A good start would be better upkeep of broken/cracked sidewalks, maybe paint and lightly repair the houses and buildings that look shabby.

Reduce how close to intersections you can park

neighborhood as there is too much crime. It would be nice to see a healthy balance between college students and families in the neighborhood. I think that some of the abandoned buildings (i.e. the boarded up motel) should be made into community centers or small businesses to get rid of some crime and promote positive collaboration amongst the community. There are many good people in Butte, but there is not enough collaboration for

New surface for the road. Better painted lines and more distinct cross walks.

More stop lights

better access and safety for bicyclists

More eateries w vegan food

Fix the sidewalks and lighting. Add some shops and venues for entertainment.

Less transients being allowed to loiter in the area. It is truly uncomfortable to even walk in that area during the day or night. It would be nice to see the buildings that are broken being held to a standard of care. Along with the

writing because I hope a color scheme will be adopted. That businesses and houses along the way will have to paint their buildings with an approved color much like is often seen with a home owners association. Of course the colors would be for historic buildings and might include quite a few colors, but still the colors would coordinate. The owner would have a contact in the government to help them select and give them options if necessary.

water, side walks in good repair. Would love to feel as a pedestrian that the path of travel is clear in the winter: safe sidewalk transitions on corners, clearing of walks, etc. Stimulating visuals: buildings with cool paint jobs, trees, organized parking, storefronts with displays, ads that are historically sensitive. Want it all, except looking the street

More businesses, slower traffic

More businsseses

Please get rid of the old Capri motel. It's ugly and isn't even used anymore. That space could be used for so

More visually attractive and vibrant

just entailed putting chain link fence around it. And the fact that two years later, still nothing has been done despite complaints. There has to be a zoning restriction to prevent that kind of use. It is an aesthetic issue detracting from the historic nature, as well as the Vu and Beauty college signage.

Aggressive motorists in big dodge rams (specifically, the electric blue one driven by the spoiled brat in petroleum)

REINSTALL THE TRAFFIC LIGHT AT PARK AND MAIN

Excelsior and Montana. Put in 21st century street paving. Maybe find room for a small open areas along the way. More trees. Did I mention eliminate the timed lights between Excelsior and Montana? Just in case, eliminate the timed lights between Excelsior and Montana.

Wider well maintained side walks.

Parking Rules

Lighting and neatness

It would be amazing if more businesses could come in and the buss stop area could be cleaned up to look nicer.

Update it and bring it into the 21st century!

Stop with the terrible potholes.

Bring new businesses in to cater to the college crowd

Maintain the sidewalks better

Build MODERN buildings - NW Energy's new building looks great

Road conditions in the winter.

more foliage

<p>Less street parking for residents. No smoke from wood furnaces. A few appropriate businesses. Traffic noise - some people use Park Street to speed and rev up their noisy trucks and motorcycles. It would be nicer if it Clean it up; make the older buildings look more presentable.</p>
<p>Make delivery trucks use alleys. Clean up run down houses and start enforcing codes on student rentals. They're disgusting and it wouldn't be allowed anywhere else. These people are supposed to be adults.</p>
<p>An area that trucks can move in their wares to the store without parking in the middle of the street.</p>
<p>And, maybe ban all private vehicles from that strip, turning it into the longest most interesting & hip city strip anywhere.</p> <p>And, add bicycle hooks on the trolleys or buses, so bicyclists could ride the mass transit part way if they wished.</p> <p>Have the strip well policed; lighted, & forbid any negative influences --- so that it would be friendly for all: MT Tech students; families; foreigners; tourists; older folks; disabled; rich; poor; kids; etc --- which is difficult when there are lots of vehicles, especially speeding ones, & the problems with parking on those hills -- especially in the winter.</p> <p>Allow sidewalk cafes; sidewalk art; farmer's markets; & other</p>
<p>That all properties will be well maintained. That there will be sufficient parking available for the businesses and residences in the area. That there will be a bit more commercial activity that is desired and needed by MT Tech students, but will attract other residents to the area to enjoy. Landscaping to make the area more attractive.</p>
<p>Repaving, fix the sidewalks where missing or degraded. Perhaps put up distinctive light poles to show people this</p>
<p>More signage for pedestrian crosswalks along the corridor.</p>
<p>The streets need to be redone, residences need to be cleaned and painted, where needed, and businesses need to do the same. Rental residences also need some TLC. Good lighting along with better sidewalks.</p>
<p>The lights at the two intersections west of Montana St. need to yield to the traffic on Park.</p>
<p>Clean up the older homes that are run down. It would make Montana Tech look like a more welcoming school. Plus having nicer looking homes makes businesses along the route look more attractive and safer for shoppers.</p>
<p>The upkeep of the sidewalks, houses, and street.</p>
<p>I hope the city takes better care of sidewalks and cleans the street more regularly.</p>
<p>That the corridor will accomodate multi modal transportation</p>
<p>Either remove stop lights or time them such that a motorist who does the speed limit can travel the length of Park</p>
<p>The "dirty" or run down look</p>
<p>I hope to see all of the structures on Park Street be brought back to their former glory. I also hope to see structures maintain somewhat of a historic atmosphere and appearance (no more LED signs, like the beauty</p>
<p>Better visual appeal. Landscaping.</p>
<p>If those apartments would just clean their act up a bit, not even moved out, just stop the fist fights, that would be great. If the Vu would either stop or clean up the bottles their patrons toss across the street, littering the ground street (reference Higgins Street north in Missoula). But I understand there really isn't any room to widen the street beyond shortening the sidewalks or removing parking lanes. And let's be realistic, there's not a lot of bicycles on that street near as I can tell (Butte being on a hill and cold most of the year).</p>
<p>either improve the junky looking buildings or tear them down. Add trees. Fix sidewalks as needed</p>
<p>Add trees and grass parkways. Fix sidewalks. Change it to single-lane traffic in each direction, and add designated bike lanes. Perhaps add a median with grass and trees.</p>

11. What do you consider to be the most important issues facing the West Park Street corridor today? -

Answer

The street itself... configured like a four lane super highway
Terrible sidewalks!
Curbs and sidewalks
Therefore, I'm not sure how likely it would be to have seating area in front of a residence. It would be a good idea to have a lot of seating in front of businesses, and maybe pocket parks would be better suited around residential neighborhoods. I've also experienced that MDT is a difficult organization to work with when making changes to visitors to Uptown. The west side of Uptown, both above and below Park Street, is absolutely awesome to live in. As the main thoroughfare to these neighborhoods though, I don't think Park Street currently represents that. A more walkable street and occupied and well-maintained properties along this stretch will do wonders for the
Speeding
The buildings lack maintenance.
historic but it's all nastified with plywood on the windows and chain link fence in front so the methheads stoped smokin they meth pipes all up under it. Nice solution to the problem BSB city planners. Looks great. Really speaks to the rich history of the place.
In many ways it's an eyesore and it's one of the main corridors to campus and uptown. It needs to be made more attractive and more pedestrian friendly to encourage people to walk between campus and the business along the
Absentee property owners.
Park St. is the first indication of Montana Tech that prospective students and family members see when going to campus. An attractive corridor would greatly improve Tech's appeal.
Need for thriving businesses... Run-down rental properties...
Making the corridor more pleasant to the eye, making it easier for people to walk and ride bicycles to tech etc.
Do be honest I am more concerned about how this is going to affect my immediate neighborhood which is in tough shape. traffic on Galena is too fast --Crystal and Galena area. Not enough parking, lots of junk vehicles,
Run down buildings.
increased traffic and lack of trees
Signage. Traffic flow. Parking. Dated appearance. Lack of attention to appearance implies that local government doesn't value moving forward but is stuck in the past. Lots of old buildings but not proactively
The empty lots that attract dead vehicles. Traffic control, pedestrian friendly sidewalks and crosswalks.
The fact that it's the corridor to a world class institution and it looks like Hiroshima in 1945.
improvement and change. It has a good mix of commercial and residential properties, with the former concentrated in our Uptown commercial district at the corridor's east end. The street and surrounding neighborhoods offer the walkability that many, many Uptown residents find so appealing (if perhaps the sidewalks could use repair). The street offers a reliable motor access to the Tech campus, relieving traffic from parallel streets, particularly Granite. Current efforts to support bicycle use of the corridor hopefully with promote a safe environment for non-motorized vehicles.
Select portions of other streets uptown including Montana, Broadway, Mercury, Galena, and Main present more
Vacant and run down buildings.
Balancing the appearance enhancement with the budget and the usability of the residents. Make the right investment to be inviting. At least pave the road, put in cool street lamps, and make sure the sidewalks are
Community and economic revitalization.
Other than the physical improvements (street lighting, sidewalks) any proposal from Tech to expand the campus
economic development
consistency of vibrant business and homes and overly wide traffic lanes
Blight, trash, trashy residences, abandoned hotel properties.
vitality!
vacant buildings
Threat to its historic integrity.
Difficult to make major changes when most of the properties are private.
It makes Tech look run down having to drive through that stretch of Park St.

Decrepit houses and buildings in the corridor.
Disrepair/decline of some buildings; lack of landscaping; ugly commercialization (e.g., beauty college sign).
Dilapidated buildings
Large gaps between businesses consisting of unused buildings
Lack of business and substandard/decaying buildings.
For a principle roadway it just is not attractive. Leading to MT Tech should be something special.
The most important issues facing the West Part Street corridor is cleaning up all the neglected properties, putting
Traffic flows well, but pedestrian & biker safety can be improved. Clean up properties in disrepair & add more aesthetics to the corridor such as tree's and better lighting. A green space median possibly?
Better street
Need for bike lanes for students/employees (BA&P may not be the best route for many); improving walkability (sidewalks); rehabing houses/properties to be more attractive.
Repair of uneven blacktop, fix potholes,
Dilapidated properties
Parking
Tech is expanding and taking property and not telling us why or giving us a voice. Tech needs to learn how to be a good neighbor. The President and his wife don't even live there no more so they don't care.
Its a run down area of town--Parking is also an issue
Stated above old motel
Transportation and appearance from out of staters etc.
Tech is inextricably tied to Butte, and should partner with the city to capitalize Butte's historic uptown as a positive feature and extension of Tech's experience. Don't isolate Tech up on the hill...students should be encouraged to live off-campus and participate in Butte's community. I applaud any effort to involve students as volunteers to
Space for pedestrians and bikes. One wide sidewalk down one side for both would be beneficial.
Historic revitalization within the appropriate standards/perspectives befitting the NHLD.
Some building are not well-maintained. Road and sidewalk repairs
filth.
in Butte's economy overall. (2) Policymakers need to stay focused on the underlying challenges of economic non-stimulus and unhelpful community attitudes, instead of being beguiled by superficial improvements such as restriping the street.
Crumbling sidewalks.
The traffic is too fast and several people walk and bike along this corridor.
To give it a facelift and fix up rundown buildings.
Run-down properties
Urban decay and infrastructure updates. Also, making the area attractive to businesses, students families, and homeowners who have the means and would take care of their properties.
Addressing the vacant and blighted properties throughout the corridor to improve its overall cleanliness. The dilapidated hotel needs razed as soon as possible. Sidewalk, lighting and pedestrian friendliness need to be
Connecting Tech to the Uptown business district, and showcasing our town to visitors.
Pedestrian safety and condition of the surrounding properties. The corridor needs to be safe and attractive. A half hearted approach of fixing one or the other is a waste of money. To achieve what this corridor needs both
Looks.
How to better utilize the street. Keeping the corridor clean and litter free. Finding a way to encourage existing property owners, especially landlords, to improve the condition of their property.
encourage more foot traffic and interactions. Transportation in the corridor needs to be thought of as more than just the quickest way to get from point a to b. We need to help or encourage residents in the are to shovel sidewalks and clean up trash. Find some use for the empty businesses in the area.
For families visiting Montana Tech for the first time, it gives the appearance of a run-down town with residents who have given up on appearances. This is also true for visitors to Butte, and people coming here for job
Keeping the current properties maintained, I see no need to make big changes, as the economy of Butte right now does not support it. A lot of the present businesses are struggling right now. How far does this " corridor
Preserve & promote historic feel.

The cost and effort of refurbishing the area
filling every store front with a cute special shop that every nice person in town would make a special afternoon of
Remove the stop lights at Washington and Idaho and put in 4 way stops.
the daily abuse by speeders; renovation projects for 'decay' - - or removal of such places, with 'Victorian'-style sidewalks, streets, lighting, everything described above.
The balance between a residential street and a main thoroughfare to the west side. It needs to be easily accessible to the traffic the street sees to the university and Exelsior to the freeway, but keeping it accessible to
Traffic control for cars and pedestrians; signage to direct campus parking appropriately (away from residences);
I don't. It feels chosen somewhat at random.
Halting the demolition of historic structures.
Getting some property owners to better maintain their properties.
This street should serve as a logical link between campus and the Uptown. It should lead students into the Uptown.
It needs to be more pedestrian friendly.
Parking for businesses, empty buildings
while embracing modern technologies and business that would be welcoming to college students at a technical university. Get rid of run-down ugly houses and vacant or unlandscaped lots and bring new business with historical facade requirements.
Irresponsible modern buildings(which probably involved demolishing historic buildings).
Park St. is an important street in uptown Butte. the uptown area needs revitalization in terms of attracting long term businesses. It is good to think in terms of a pleasing, welcoming approach to MT Tech and visa versa--an
Too many vacant, crumbling buildings that attract bums.
It is a horrible gateway to a premium university.
The lack of high paying jobs in Butte to support the redevelopment and improvement of the corridor, and the lack really is not enough room for large shade trees, no parkway or boardwalk to plant vegetation. The old YMCA was planned to be dorms until Dr. Sorini got sick. The building is fabulous and would make great student housing. The City Center Motel has to go! How about making that area into a real park, with trees, flowers etc. ?
connectivity between Tech and uptown
Making it an attractive link from college campus to Uptown business area that encourages people to the area and pleases visitors yet maintains the feel and look of the uptown neighborhood.
It needs to be lived in and loved. I'm worried that the whole westside is going to be one big blight in the near future because the people there are in transition. I worry that this will lead to more crime and neglect.
Not very attractive to visitors going up to Mt.Tech. Most building in poor condition and owners not keeping them
People arguing and being open to new ideas. Just look at all the flack the bike lanes took. I think it makes us look like a progressive city and that we are friendly to a younger group of people.
Needs a facelift in several areas. Even paint would help.
The owners of the rental properties need to take some ownership to require more of themselves and their tenants
Vacant buildings, property despair.
nice to have more landscaping and maintain the residential character of the corridor (though i would not have a problem with businesses -in historic or historically compatible new buildings especially closer to uptown commercial district...i.e. closer to Montana st).
submitted an email asking that all infill development conform to the Secretary of the Interiors Standards for Historic Preservation. To begin with these are not standards, they are broad, sweeping guidelines that are 172 pages in length. As any developer will tell you this is the LAST conversation we want to have,i.e. an open ended conversation about standards that are vague at best. Notwithstanding the fact that to impose these restrictions, absent a public incentive raises some serious legal questions that I would be willing to go to any legal lengths to
ideas that make it harder for those that live on this street. I am concerned that they will want to add bike lanes instead of adding parking but this makes it hard on us that live there and hard to sell the home later if we move. Who wants to buy a house they can't park close to? Most households have more than one vehicle now compared to when Butte was first started and that shows when you can't find a place to park near your home or
Poorly maintained buildings.
Crumbling buildings. Unsafe roads.

Lack of student-oriented commercial enterprises. Lack of landscaping.
lack of landscaping and inviting streetscape.
Rehabilitation of historic buildings.
Saving the older buildings
Improving its aesthetics and vitality of decaying/vacant buildings and making the corridor the most comprehensive transportation corridor connecting Montana Tech campus to the Uptown Business District.
Speeding
Bad roads and run down buildings
See above
Gentrification of the corridor.
Money and drive to make repairs on existing buildings
deteriorating and abandoned buildings
Again unkept property lack of landscaping
Creating incentive\$ for private homeowners and businesses to renovate, update, paint, repair, colorize their
I'd like to see more business in the historic buildings. There is life to be had in Butte and Park street is a great location -- it seems to be hit and miss at the moment though.
Keeping buildings in use and businesses open.
Not much. I'm not too worked up about it.
Slum lords need to take responsibility for the maintainence of their holdings. Clean and freshen these beautiful
The lack of concern or perhaps over that is the lack of the realization that there is a problem.
More landscaping. Narrower streets for cars and more room for sidewalks, patios, trees, garbage cans, angled
Sustainable development
the bars
The fact it is not an important corridor other than a throughway of going from point A to point B.
The driving lanes. No room for bicyclists. The delivery trucks parking in a driving lane is also dangerous and should not be happening, expecially on such a busy roadway.
The congestion of students around the base of the hill leading to Tech and ugly housing.
Maybe the narrowness of the street, as well as the quality of the pavement and sidewalks.
There are many homeless and dependent people. I feel part of this has to do with the fact that the places that do support them are located uptown, where all the businesses are. This therefor makes people not want to explore
Poor roads, unsafe bicycling conditions.
Businesses
Lack of motivation/funding for restoration
Honestly people speed all the time.
Potholes and slick roads in the winter
Revitalization of the business of Uptown in general.
Making it safe and enjoyable to walk along.
I don't think homeowners have the resources available to fix the issues that are making the houses/yards
poor drivers, need better stores
-Homeowners not caring
-Drunks breaking bottles
-Condemned buildings
Stop lights
Road condition to me screams the loudest. Tear up the whole damn thing and repave it all at once to make it even, smooth, and nice. And then, don't dig it up again a couple of weeks later!!!
No opinion.
Tech students main entry to school
Roads
Pedestrian safety, and safety in general is most important.
The older members of the community not wanting change
The current state of repair
Infrastructure and appearances.

Parking, not much is aesthetically pleasing
Ridiculous speed limit, dilapidated homes, and people jaywalking
Rundown and could use more business development.
sidewalk conditions and road surface
issue.
There should be definitely be an effort to keep the street well kept (fixing sidewalk and street poles). An effort should be made to keep the corridor looking nice.
Finding a way to decrease the traffic (especially heavy equipment and buses) to make it less noisy.
Overall safety
our residents. This city is fiercely proud of it's past and rightfully so but people also want new and exciting things like innovative industries and better paying jobs. The rub comes into play because to entice these industries, we need to put our collective "best foot forward" and the junky looking buildings and residences (our relics of the past) detract from the many great things our town has to offer. People scream and holler at the thought of some of these structures being taken down, yet do nothing to care and preserve them. If we are to jump to the next level and bring in top industries with good paying jobs, we need to demonstrate the pride we feel about these
Parking
many of the landlords/landowners should put in the time and effort to make their properties nicer instead of squeezing out all the money they can from their tenants. Also, the amount of garbage I see around uptown is horrendous. This just makes opens the door for people to think that it is okay to not care about the corridor. I think something like the benches/garbage cans on the BA & P trail would help quite a bit.
Major Overall problem: Not enough people seem to care about the community.
The old buildings need restoration.
Road conditions in winter
economics
Quick fix is the sidewalks. Long term, relocate the pre release center and open uptown to a more family and
Safety. No one wants to be in an area they feel they could be in danger.
A sense of poverty.
As a four plex owner on Park St., we have struggled with drainage of storm water, parking for tenants, spray paint vandalism, garbage cans being used by neighboring renters, would be nice to know if vacant building next door
funding
Cleanliness and safety
More businesses
Safety for pedestrians
Lack of investment into this area.
soon after he took office and nothing has been done so far. Hearing even in this survey that it is a 15-20 year plan does not address current problems and needs. This needs to be taken seriously if Butte wants to be taken seriously. So we are going to need to see some results a lot sooner than that time frame.
Speeding
Parking, traffic flow and space for non-auto traffic. For drivers and air quality, eliminate the timed lights between
The poor quality of the sidewalks.
appearance
The lack of businesses.
Outdated, under-utilized, poor-looking
Bad road conditions in the winter.
Dilapidated houses, smoke, noisy traffic and parking issues.
Urban decay and lazy college students who won't shovel a walk or pick weeds
PARTY PALACE - OH MY GOD IT IS AWFUL.

<p>People's negative attitudes about "change" are the most difficult issues to overcome. A positive "vision" is required to turn negatives into positives. People can always find reasons to say, "No" to everything, or find problems or difficulties with any suggested changes. Butte has the chance to turn that strip into something unique.</p>
<p>those whose properties who are not in good shape, need to be talked to and asked what their intent for their property is and if they have the time and resources to accomplish what is needed to beautify or upgrade their property. If they don't have the resources, it is having plans available to make it happen - for single family residences it could be community involvement to help fix the property up - for others it is having developers ready to partner with them to do the redevelopment or buy them.</p>
<p>Realizing the corridor was built before cars were abundant and that parking is necessary and being willing to take Lack of appeal to draw folks uptown.</p>
<p>Pedestrian crossings on non lighted intersections.</p>
<p>Having cooperation of owners to clean, paint, and upgrade their locations, costs money.</p>
<p>Safety, especially for drivers make turning onto Park more safe and visible. Repair sidewalks for pedestrians, the cracks in the sidewalks are tripping hazards especially in winter.</p>
<p>Please see previous answers.</p>
<p>A few people tend to go over the speed limit, either because it is not marked well enough or the area is not patrolled as often as necessary.</p>
<p>Continuity of constructed lots, and emphasis of the corridor as a an important pathway between Mt. Tech and Economic Development Department continues to award individuals grants to encourage development on the East end of Park Street. There is very little historical relevance on that side of park and encouraging growth and development away from the epicenter of uptown Butte (park and main) is not only devastating to the West end of Park Street but to uptown Butte as a whole. There are far too many buildings and residents left in disarray on Park Street that NEED that money and would put it to much better use. We have one of the largest historic districts in the country and letting it decay due to negligence would be a crime. The exercise-dance building is one of them. If not dealt with soon, it will surely be torn down and all at the expense of negligence on both the owner People fixing up their houses and keeping them nice. Parking can also be terrible at times.</p>
<p>Again, hard to say. I use it all the time for walking, driving, and taking the bus. I think it's a nice street. Crowded width-wise, but maybe in some sense that helps to slow people down too. If you make a road that's too generous the appearance</p>
<p>Dilapidated sidewalks and buildings.</p>

17. The following images show a few examples of building architecture and design. Which of these building examples do you feel would be appropriate for the West Park Street Corridor (if any)? Check all Answer

Infill building must be compatible with the historic architectural character of W. Park St.
Remember Butte-Silver Bow will be receiving Federal funds from MDOT for the reconstruction project. That federal tie means the project must comply with Section 106 of the National Historic Preservation Act.
I chose Example 3 but would only want it if the buildings were restored. I think the architecture is appropriate.
If you do nothing else, please take down that ugly electronic billboard in front of the beauty school. It's awful and
We need a sign ordinance, beauty college is so out of place
Nice to see people addressing this issue and taking steps to improve what could and should be the best segment
I really like the idea of building on and beautifying what is already there... If you were to put in a new building, I'd want it to be more or less in the style of older buildings in the area (as in number 3, but in the case of that
The pictures show some nice stuff but in reality we have to work with the existing structures and try to improve upon them with paint, awnings, new wider sidewalks and trees.
This is a great project. I support enhancing the corridor to make it pedestrian and tourist friendly. It would be great to see a vibrant uptown area and corridor leading to tech.
Just fix it, anything will be better than how it looks now.
As noted previously, should there be infill, it should be placed at the same spacing in relation to the roadway as
All wood construction is unfavorable.
The historical character of the corridor must be preserved. Example 3, which is on Granite Street, shows a recently built duplex, which is completed inapprropriate to the neighborhood. None of those should ever be
Remove angled parking in the entire corridor. Reduce 4 lanes to 2. A landscaped median all the way to Tech
There should be no new construction - only restoration of existing buildings, or, where necessary, in-fill construction in vacant lots or to replace very neglected existing buildings.
Whatever gets done, manhole covers should be raised to road level and trees and shrubs be placed wherever
I look forward to seeing all the great improvements.
Thanks
The most important issue to me is to reduce the image of run-down homes and business buildings. Need to have a more up-to-date painting scheme for houses to make Park Street part of the walkability/historic tourism of
Make Park St walking only for Tech people. Only residents should drive. No more crazy Texh drivers in a big rush texting their phone running you over racing down the street. Fix the sidewalks. Clean up or tear down the
This is a great idea lets use MT Tech as a gateway to our uptown corridor.
Example 3 is an eyesore.
Lighting must not trespass or pollute.
Any new revitalization needs to support/maintain the characteristics of the NHLD and be in keeping with the preservation perspective of revitalizations while not misrepresenting history- disneyfication is damaging and
I really prefer using existing building. We have such a great opportunity in this town to take care of historic buildings and make them last. Demo and rebuilt is so wasteful of resources. Renovation may be more
Good of you to include one example from Butte! The historic fabric should be the starting point for new buildings and better facades. Friendly is better than fancy. What matters most is active uses of more properties in this
Thank you for putting effort into improving the landscape of Butte. Showing that we care is changing attitudes
The architecture which already exist is also great, however, many of the buildings are in disrepair. When
Good luck. This project is long overdue. I would also suggest that you look at side streets that intersect with Park. For the first block at least look at blending streets and property with enrichment of Park Street. Don't
approve " of it, as with the garbage survey that the was favorable as per a survey. Everyone's taxes are being raised. To make the elaborate plans a reality, I can hardly afford the taxes now, & they are going up. \$400 or \$500 next year I have been told, yet city hall proceeds with elaborate plans. The Butte economy is not in good
use what we have and update everything to cute modern
smaller, single units, with an antique flavor, whether residential or commercial
all new construction must be compatable with the Historic character of the street. No demolition unless a comparable design is presented to the Historic commission and approved.

pollution" for nearby residents. I would like to preserve and capitalize on the historic feel of uptown. Example 4 does that best. Example 17 would look great downtown. Example 3 would detract from the residential feel of the area. I think the neighborhoods around the University of MT are great examples; great landscaping and trees, Run an actual trolley down the center of the street from Tech to Main. Run it all day and make it an antique badass shuttle. Don't forget about the rest of the history you're trying to preserve. Connect it with the present.

The residences should be cleaned up and painted.

Some of these examples are pretty close to what I imagine as a good direction for West Park. Modern cafe's and businesses geared towards college students with historic facades, boulevard landscaping, and antique lantern

None of the final question are really well done. Historic renovations and new buildings should be done well and within the historic preservation standards, especially for businesses getting incentives for relocation.

Thank you!

https://www.ted.com/talks/james_howard_kunstler_dissects_suburbia

Among other very insightful Ted talks on the subject...

I do believe that Park St. does need a complete change and would greatly improve both the way to Mt.Tech and also clean up that area of town. In order to attract more business to the up town having an attractive Park St. Get going we are all waiting for a successful implementation!

Where is all the money coming from to improve this area? How can you enforce property owners to fix up their the best historic design. Why did you not pick a photo of actual historic buildings? (example 3) Hmm... I'm ok with mixed use if set backs and design are appropriate. Keep lighting shielded to reduce nighttime glare. We should be able to see stars at night in town.

design standards that increased project cost to the point that the building can't sell. A classic example of the open-ended conversation that the Secretaries Standards produces. What good is a brand new building if it has been vacant for a year because it cannot appraise and sell relative to the market?

I really don't care what kind of signs they use.

I'm thrilled that someone is going to do something about the Park Street corridor. Long overdue.

I LOVE BUTTE!!

Example 4, especially, fits in sensibly with Butte dA@cor.

I think the first example looks nice but also believe strongly in maintaining the history of Butte and character of its Any new architecture should complement what is there. I'm not opposed to tearing down a home or structure which is unsafe to give some green space and perhaps an actual yard for another home. We opted to NOT buy in Take a look at the main street of Central City, Colorado. That is very similar to what Park street could and should Butte has amazing architecture and people in other cities pay lots of money to live near them. We need to build Butte has such a rich history in its old buildings, but yet, it looks a bit trashy. People need to let go of the idea of preserving all the old buildings and start thinking progressively toward a better Butte in the future.

Butte is an old town and it needs to keep that existing character even for new business that come in. Brick

The only things wrong with the buildings on West Park Street, are that some are empty and many are in desperate need of maintenance. Some newer buildings are uglier than some old ones, because older ones were

Park Street is a residential neighborhood, If there was to be businesses put in, they would have to be clustered in a business area. Nobody wants to eat in a cafe next to a rundown duplex and laundry mat.

I think it is best to keep pedestrian seating close to buildings in the Park Street Corridor for safety concerns. I think that there is little room for landscaping in the corridor but a median with landscaping would look/protect the mercury vapor lighting. Try for metal halide or LED white crisp light. Use timers and not photocells for power to avoid the on off cycling of the lamps. That can really make tenants of the residential buildings upset and make the lighting look slapped together. Good luck and I hope it works out for the wonderful people of Butte. Butte is still Needs to conformed to the existing and unique t historic character.

Example 1 looks more organic than the others. Interesting mix of styles that could include residential and business applications. I really don't like the others, especially #2, too big in scale. #3 and #4 look like what we I would like to see new buildings that take into consideration a historical structure.

These remind me of my least favorite part of uptown Butte: we need more greenery! As in the examples of Example 3 in #17 looks terrible!

street park. Few private garages on that block. I suggest taking one or two of the lots and making a small parking garage with minimal rate parking to the residents of that block and having space for other parking. For example, my property at 838 W Park and/or the house next door would be good choices for small 2-story garages,thus

The party palace is the biggest drawback of Park Street.

visiting, shopping, gathering & spending strip. For every dollar that a tourist is enticed to spend, it's turned over at least 5 more times to act as a multiplying generator of expanding wealth within a community. Making the strip a unique, safe, & attractive "must see experience" would also attract more students to Tech. A win-win for Butte.

and could draw different people to the area to bring life to the area. 2 is to big a project and wouldn't fit in. 3 is there but is an example of what is wrong with the corridor, the buildings are not inviting and attractive. 3 is very appropriate if the properties were all well maintained.

A bit biased in the photos, snazzy fixed up versus a couple unfixed up places locally.

What an exciting possibility!

Butte has lovely charm. Mostly buildings need a new paint job and brick work then they would be perfect and There would have to be some kind of accommodation for parking if new businesses were to be on Park Street. The parking as it is, being mostly residential, would not allow for more parking.

Mixed use is fine

particular style of architecture that is preferred on the corridor since the architecture already exists. Example three is a decent attempt at replicating the style of architecture on Granite Street but it could have been done much better.

This survey is another waster of money. Instead of spending the money on a survey on how we can get the "West Park Corridor" to look like Missoula, or Bozeman. Why not spend the money on tax incentives to promote development. With tax breaks to ensure the the look and asthetics. However knowing how entrenched Butte is you will probably continue to throw good money after bad with these ridiculous surveys. Thank you.

I swear if you try to turn West Park into some bullshit trendy millennial fast-causal chic thing, I will reign unholy hell upon you and never forgive you. Butte has character. If people want that they can move to Bozeman.

I feel like that old YMCA building is a great location for a big building.

As shown in Example picture 3, that new apartment building is very nice. I'm glad the owner decided to maintain a similar look to Uptown Butte. However, the build to the right needs a paint job. Can Butte Silver Bow offer some