



Prepared for  
Vision Livingston  
Downtown Partnership

APRIL 2009

# Livingston Streetscape Enhancements Master Plan

*Livingston, Montana*

Prepared by





## TABLE OF CONTENTS

# Livingston Streetscape Enhancements Master Plan

|     |   |    |
|-----|---|----|
| 1.0 | <b>Summary of Project</b> .....               | 2  |
| 2.0 | <b>Previous Projects</b> .....                | 3  |
| 3.0 | <b>Previous Recommendations</b> .....         | 4  |
| 3.1 | Livingston Design Recommendations (2006)..... | 4  |
| 4.0 | <b>Streetscape Recommendations</b> .....      | 5  |
| 4.1 | Intersection Treatments .....                 | 5  |
| 4.2 | Street Bump Outs .....                        | 7  |
| 4.3 | Parking.....                                  | 8  |
| 4.4 | Sidewalks .....                               | 9  |
| 4.5 | Portal.....                                   | 10 |
| 4.6 | Amenities.....                                | 11 |
| 4.7 | Civic Space .....                             | 12 |
| 4.8 | Street and Alley Resurfacing .....            | 13 |
| 5.0 | <b>Cost Estimate</b> .....                    | 14 |







## 1.0 SUMMARY OF THE PROJECT

CTA Architects Engineers was contracted in November 2008 to conduct a summary study of the central downtown area of Livingston, Montana. CTA worked over the course of several months developing a plan with representatives of Vision Livingston. The central core area of the downtown streetscape master plan is bounded by 2nd Street and B Street and Park Street and Clark Street.

CTA's role was primarily to listen to the City representatives and members of Vision Livingston as numerous studies and efforts have been made to plan for the study area.

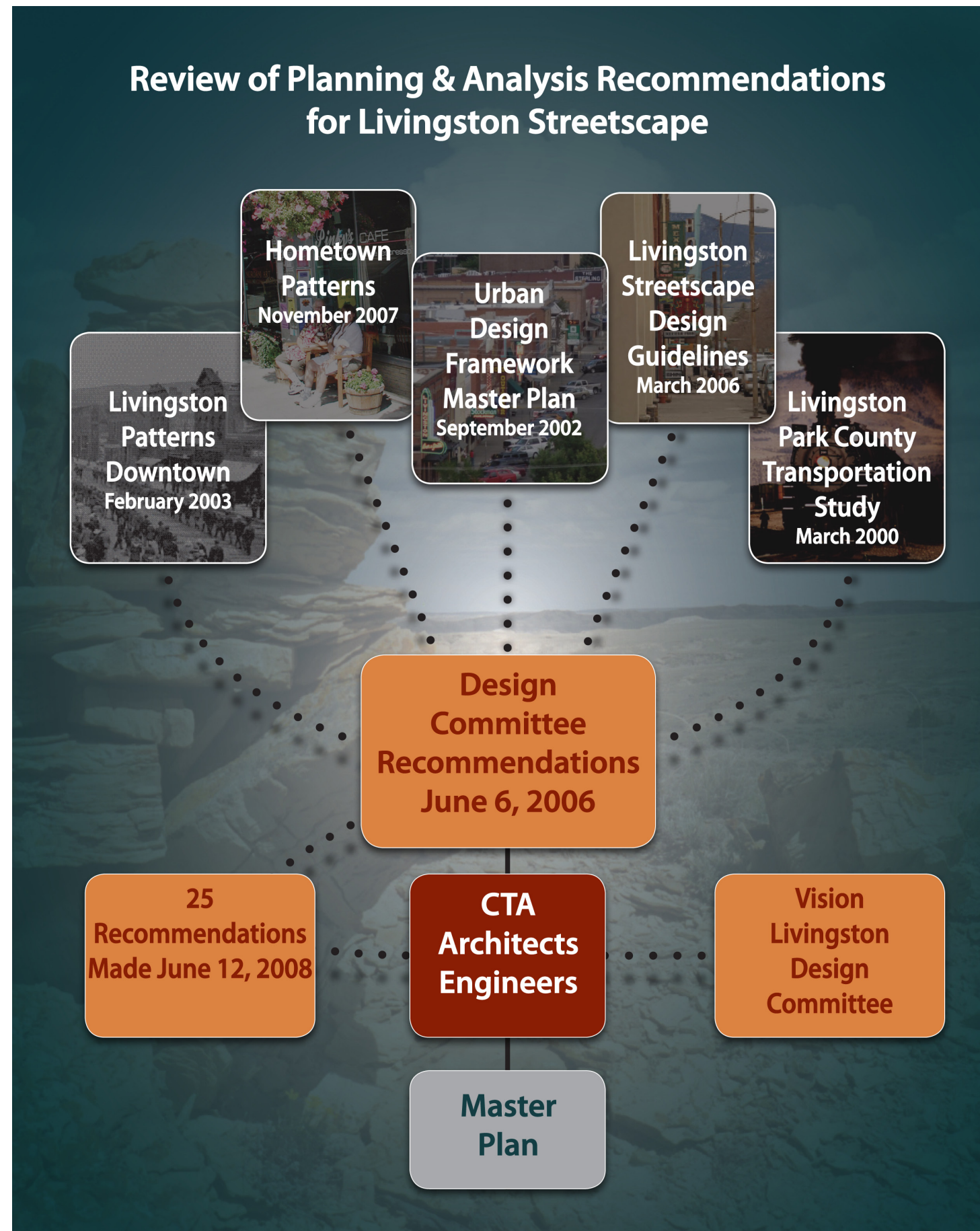
The project defined recommendations for street reconditioning, parking definition, street trees and amenities, sidewalk detailing and resurfacing, street lighting, intersection treatment and how to safely move people through the commercial area.





## 2.0 PREVIOUS PROJECTS

Four major previous planning efforts have been developed as a part of the streetscape master planning process. This particular design and planning effort served to build upon those efforts. During this planning effort the design team worked with representatives of Vision Livingston to reevaluate the downtown streetscape planning studies, put the design concepts in a graphic format and develop a cost estimate for the project.



PREVIOUS PROJECTS





## 3.0 PREVIOUS RECOMMENDATIONS

A combination of design recommendations were established and developed by the Downtown Streetscape Advisory Committee. These recommendations were made official on June 12, 2006 and remain generally valid. The 25 design recommendations include the following:

### 3.1 Livingston Design Recommendations (2006)

1. Parking layout on streets to remain the same.
2. No one-way street system used.
3. Buffer zone between pedestrian walking space and street to accommodate street furnishings (lights/trees).
4. Streets with underground vaults will not have street trees.
5. Advisory Committee recommends no other plantings (raised beds, etc) be used.
6. Advisory Committee recommends street trees with grates to grade with sidewalk where applicable.
7. Sidewalks will remain simple concrete.
8. Advisory Committee suggests using stamped concrete, stained to look like brick at selected intersections and other special locations (example: railroad ties at intersections).
9. Advisory Committee recommends retaining the stamped street names on street corners.
10. Advisory Committee recommends all historic sidewalk elements (windows, doors to vaults, horse tie-ups) be preserved wherever possible.
11. Advisory Committee recommends simple plain concrete scored to resemble the stripes of a railroad crossing at intersection. Not all intersections have to be exactly the same.
12. Incorporate different pavement materials/colors at pedestrian ramps.
13. The Advisory Committee does not want composites to provide texture and contrast at intersections.
14. Advisory Committee recommends placing Northern Pacific Rail Road logo on the street at intersections such as Park and 2nd. All other intersections should be free from street design/patterns
15. Advisory Committee does not want bulbouts installed.
16. Recommended street furniture will be heavy, black iron (painted/powder coated). Simple bike racks are encourage where possible with adequate space allocated for them.
17. Trees should be considered with the use of an arbor specialist with no large shade trees used downtown.
18. Signage should be of an historic style and character. The committee suggests the City encourage signs on buildings (brass plaques) to provide information to visitors and the community.
19. Advisory Committee supports civic space between Calendar and 2nd Street for outdoor events.
20. An outdoor amphitheater at Calender and 2nd is not supported by Committee.
21. Advisory Committee supports pocket parks where appropriate.
22. Alley's need to be more pedestrian friendly.
23. Committee recommends a concrete center portion acting as a swale for drainage and appearing as a pedestrian way.
24. Committee recommends asphalt on either side of concrete swale to cover utilities.
25. All design must include provisions for holiday decorations.

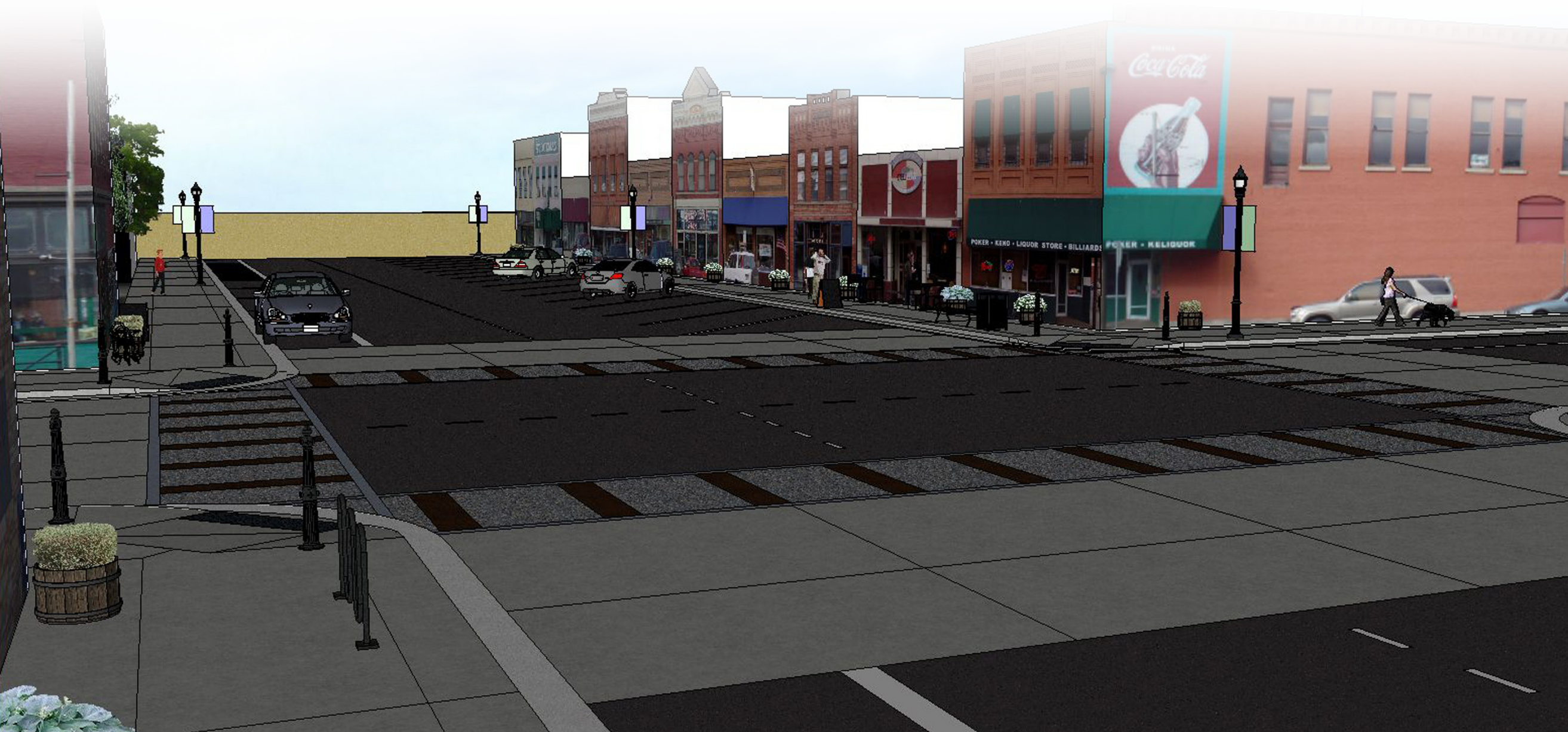


## 4.0 STREETScape RECOMMENDATIONS

As a result of the design process and previous study recommendations a composite master plan was developed for the project area. This plan is the culmination of several design efforts and a consolidation of years of effort by representatives, business owners and interested citizens of the city of Livingston. Major elements of the streetscape design recommendations include; intersection treatments, street bump outs, parking, sidewalk treatments, entry features or portals, street and alley surfacing and streetscape amenities.

### 4.1 Intersection Treatments

Perhaps the most detailed portion of the project is the proposed treatment of the intersections. Each intersection is made up of similar components that include a 25' wide concrete approach band that delineates the intersection before a car reaches the crosswalk. The intersection is juxtaposed against an asphalt roadway surface.



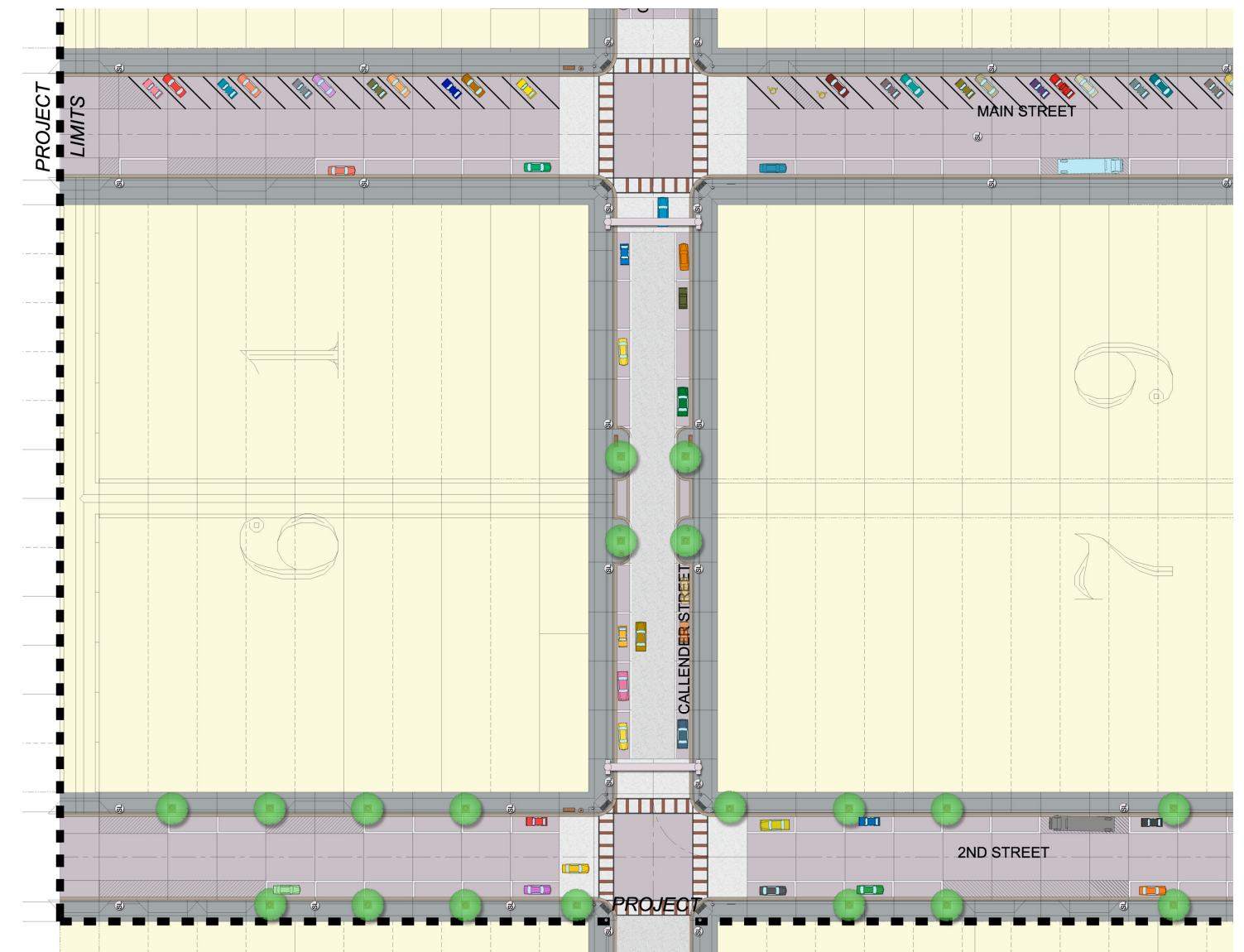
RECOMMENDATIONS





The crosswalk is made up of three components which emulate railroad tracks. The crosswalk bands are actually railroad rails set into the street where only the rail tops show. The “railroad ties” are colored concrete bands one foot wide. In between the ties is exposed aggregate concrete representing ballast material.

ADA accessible concrete ramps are angled at a 45 degree to the center of the intersection with inserted truncated domes. The center of the intersections is surfaced with asphalt.





#### 4.2 Street Bump Outs

Intersection and street bump outs were generally not supported by the working groups. As such, the only defined street bump outs occur at alley intersections on Callender Street. The bump outs are approximately one parking stall long on each side of the alley intersection

on Callender and consist of a street bench on one side of the alley intersection, a street tree and a trash receptacle. Street bollards vertically mark the edge of the intersection. The alley intersection is defined by a concrete edge treatment.







### 4.3 Parking

One of the overriding conditions of the streetscape master plan was to keep the same amount of on-street parking in the project. This goal was met. Parallel parking along each street is defined by a concrete band flush with the pavement surface. Parking bands are 25 feet apart by 10 feet wide. This should eliminate the need for painting curbs for no parking zones.

Angled parking on Main Street will remain and the center line of the street has been shifted to allow for more room to back out of each angled stall.

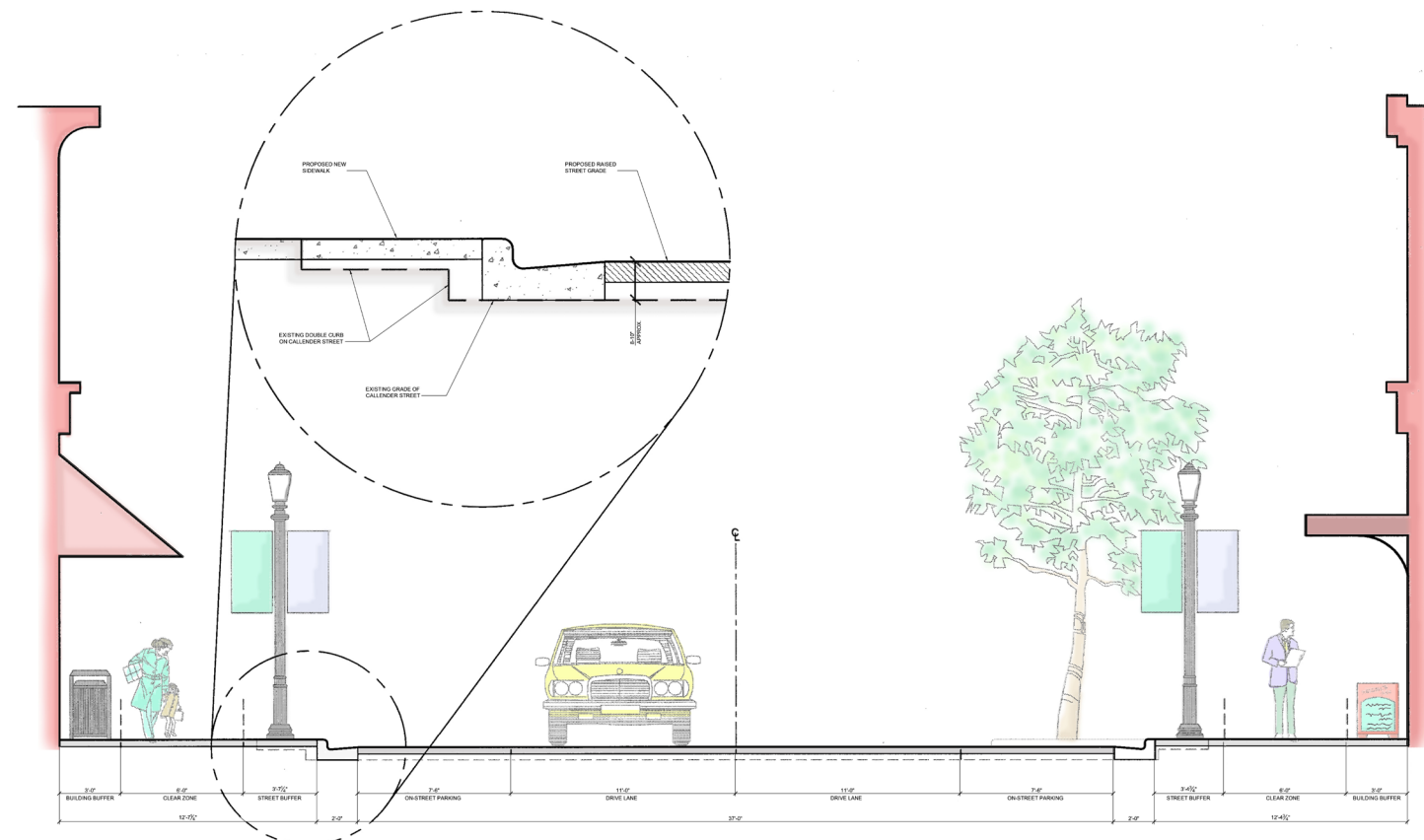




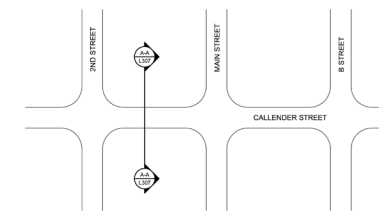
#### 4.4 Sidewalks

Sidewalk replacement is to be total throughout the project area. Sidewalks are typically an approximate twelve feet (12') wide. The primary solution for the concrete replacement is longitudinal score lines three feet (3') from the edge of the building to delineate areas where businesses may locate amenities such as sandwich signs, etc. A six foot (6') walking space defines the center of the sidewalk. The remaining area is a plus or minus three foot (3') street buffer zone.

Both sides of Clark Street will have an irrigated grass boulevard as it defines the residential boundary of the project. The same holds for the East side of "B" Street.



CALLENDER STREET CROSS SECTION  
SCALE: 1/2" = 1'-0"



VICINITY MAP







#### 4.5 Portals

Large steel portals or entry features are located to help define the civic space on Callender Street. Black painted portal features are steel and hearken back to the 1920's and the age of the railroad. Portals have twenty-foot clearance zones and the portal to the West, near the intersection of 2nd St. & Callender St. features a canopy structure that can be raised by a pulley system attached to separate steel pedestals. The canopy structure will provide definition and cover for band stands and other focal features in the civic space.





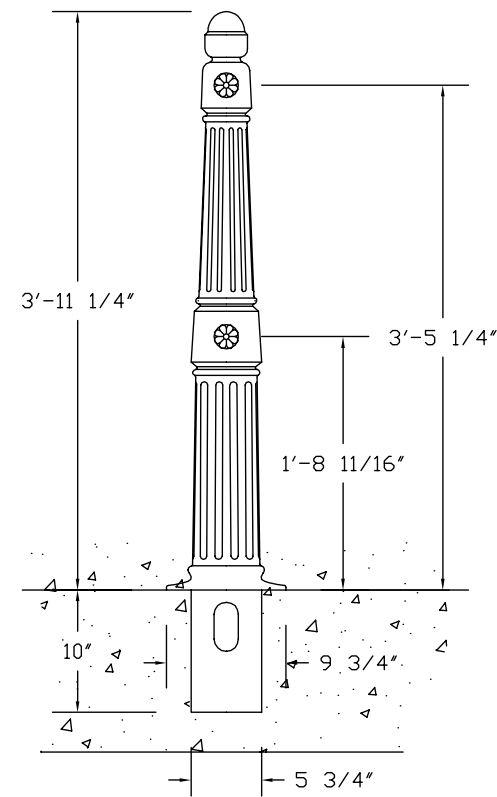
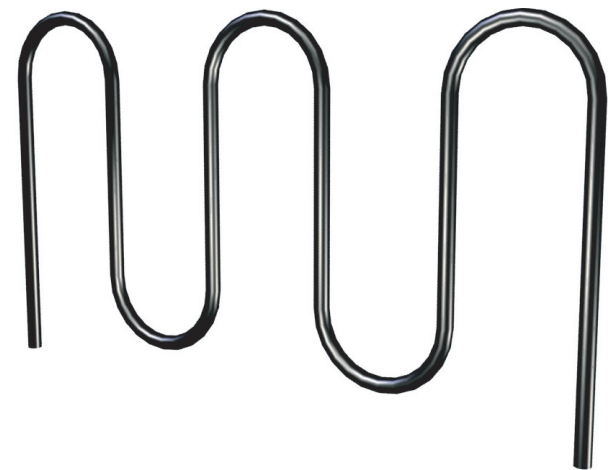
### The4.6 Amenities

Numerous amenities are programmed for the streetscape project. These features provide a consistent yet functional theme to tie the downtown area together. All amenities will be either black powder coated or painted black. The bicycle rack shall be a serpentine model bike rack similar to the product developed by Maglin model number MBR 400 series. Bicycle racks will be located at the bump outs.

Bollards are located throughout the project delineating the edge of the pedestrian ramps at the intersections and defining the edges of the bump outs. Bollards shall be similar to the Victorian model as manufactured by Ironsmith Bollards.

Benches and trash receptacles shall be manufactured locally by artisans in Livingston and occur in tandem near each intersection on one side aligned with the concrete approach area for the intersection. Benches and trash receptacles will be located at the bump-out areas.

Additional amenities include pedestrian lighting located throughout the improvement area. Light fixtures shall continue the Anaconda historic model that currently exists in the project area. Street trees set in tree grates are located on 50-foot centers along each street with the exception of Main Street that shall remain treeless to provide clear views to the mountains. Tree grates shall either be manufactured locally or acquired through Urban Accessories Foundry. In either case, all tree grates shall be of one consistent design.







#### 4.7 Civic Space

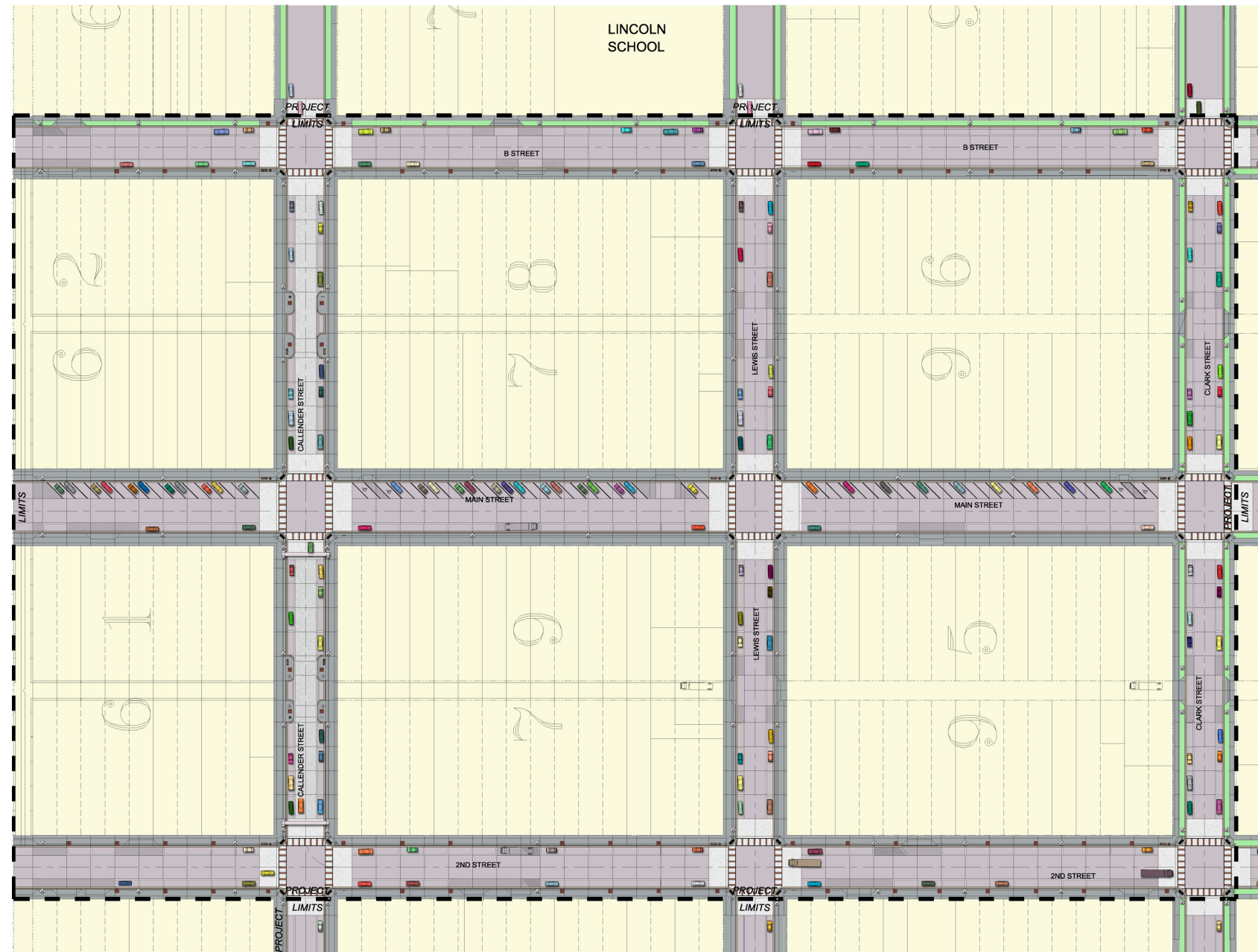
Callender Street between 2nd and Main Street has been designated the primary civic space in the study area. This area is envisioned to be closed-off during brief periods for festivals, street parties etc. The pavement will be delineated with exposed aggregate concrete instead of asphalt. The civic space is further defined at each end with the portals or entry features.





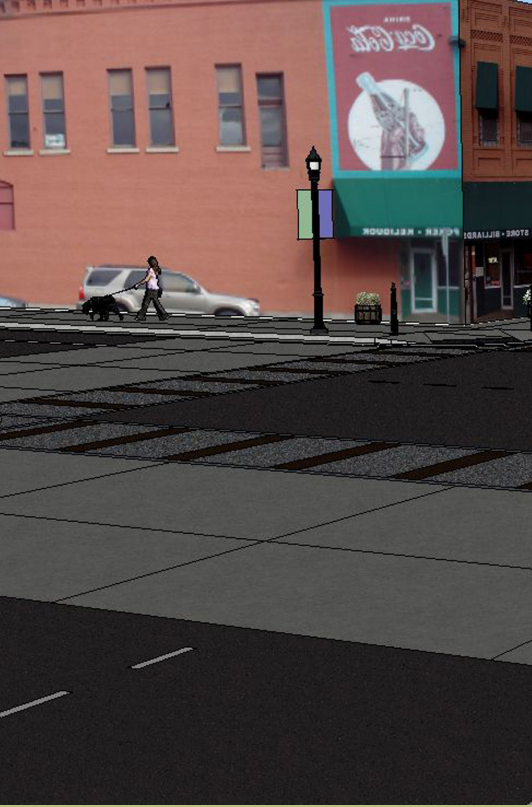
#### 4.8 Street and Alley Resurfacing

All streets are to be resurfaced with asphalt except where previously defined by parking stalls, unique intersection detailing or exposed aggregate on Callender Street. Alleys will also be regraded and resurfaced with asphalt. The center of the alleys will be a concrete trench where water will be channeled.



RECOMMENDATIONS





## 5.0 COST ESTIMATES

The following pages depict the cost estimate for the project area. It is anticipated that the project will be developed in phases. The cost estimate is based on 2009 construction costs and the various phases are defined by streets. North-South oriented streets have included the intersections and East-West streets do not include such costs. Approximate costs anticipated for the project development are summarized as follows:

|                               |                |
|-------------------------------|----------------|
| 2nd Street Improvements       | \$1.2 Million  |
| Main Street Improvements      | \$1.38 Million |
| B Street Improvements         | \$1.3 Million  |
| Callender Street Improvements | \$0.64 Million |
| Lewis Street Improvements     | \$0.44 Million |
| Clark Street Improvements     | \$0.41 Million |
| Project Total Costs           | \$5.37 Million |







Printed in Montana on 100% post-consumer recycled fiber.