

MHPG Application Section I.

1. **Applicant:** Boone and Crockett Club
2. **Property Owner (if different from applicant):** _____
3. **Authorized Representative of Applicant:** Jodi Bishop Title: Development Program Manager
 Address: 250 Station Drive City: Missoula Zip Code: 59801
 Phone: 406-542-1888 E-mail: jodi@boone-crockett.org
Primary Contact: Jodi Bishop Title: Development Program Manager
 Address: 250 Station Drive City: Missoula Zip Code: 59801
 Phone: 406-542-1888 E-mail: jodi@boone-crockett.org

4. Project Type: Please select one type under the appropriate eligible project type

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|---------------------|----------------|--------------------|--------------------------|
| Historic Site: | Infrastructure | Maintenance | Building Code Issue Fire |
| | Security | Climate Control | Protection |
| Historical Society: | Infrastructure | Maintenance | Building Code Issue Fire |
| | Security | Climate Control | Protection |
| History Museum: | Infrastructure | Maintenance | Building Code Issue Fire |
| | Security | Climate Control | Protection |

<p>5. Grant Funding Request Information</p> <p>Amount Requested: \$ <u>500,000</u></p> <p>Total Amount of Leverage: \$ <u>320,000</u></p> <p>Total Project Cost: \$ <u>1,302,900</u></p>	<p>6. Project Address:</p> <p>Physical Address: <u>250 Station Drive</u></p> <p>City: <u>Missoula</u></p>
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7. Funding Sources				
Source	Type of Funds	Amt.	Status of Commitment (provide documentation as applicable)	Rates and Terms (if applicable)
MT Historic Preservation Grant	Grant	\$500,000	Pending	
M.J. Murdock Charitable Trust	Grant	\$300,000	Pending	
Montana History Foundation	Grant	\$10,000	Pending	
Boone and Crockett Club Budget	Cash	\$10,000	FY21 Budget, available July 1, 2020	



8. Brief Description of current project and proposed solution or activity to be completed

a. Background and project (please provide narrative response):

Milwaukee Depot Restoration

In 1992 the Boone and Crockett Club moved to Missoula after 105 years on the East Coast. The Boone and Crockett Club chose the Depot for its headquarters due to the building's cultural importance to Missoula, a city with a long history of wildlife preservation, and its location in the heart of the Rocky Mountains.

The Milwaukee Depot was built in 1910 by the Chicago, Milwaukee, St. Paul and Pacific Railroad, known as The Milwaukee Road. Railroad architect J. A. Lindstrand designed the Depot buildings in the then fashionable Mission Style. At that time, the Depot consisted of two brick buildings, the Passenger Building and the Baggage Building. The Passenger Building is a two-story rectangular building that housed passenger waiting rooms and the railroad station agent's office on the first floor and additional railroad offices on the second floor. Its Mission Style includes two towers, a tall, five-story tower on the northeast corner and smaller three-story tower on the northwest corner of the building. Both towers exhibit original Spanish tile roof finishes and Mission Style detailing the remainder of the Spanish tile roofing has been replaced by asphalt shingles. The Baggage Building, which sits west of the Passenger Building, is a single story rectangular building that originally housed passenger baggage and freight.

The Depot is individually listed on the National Register of Historic Places as it represents the era of railroad supremacy in contemporary development of Missoula, its architectural significance evident in exquisite proportions, Mission Style detailing, and one of the finest examples of early 1900 railroad station architecture in Montana.

Since purchasing the Depot the Club has completed 3 phases of restoration, mostly on the inside. We have now been headquartered here for 28 years and concerns are surfacing.

We commissioned a local architecture firm with impeccable historic building credentials to examine the building and they have developed recommendations and a budget. The architectural assessment of the Depot revealed the need for exterior improvements to address deferred maintenance, poor performance of installed materials resulting in deterioration, and simple age of the building. There are many issues with the roof, soffits, windows and gutters to name a few.

These issues must be addressed so this icon of Missoula will last another 110 years.

b. Description of proposed solution (please provide narrative response):

We commissioned a local architecture firm to examine the building and they have developed recommendations. Below are the “Conclusions and Recommendations” and “Budget” portions of the report:

ROOF, GUTTERS, DOWNSPOUTS AND SOFFIT ASSESSMENT

Following are recommendations specific to remediation of deterioration evident on exterior soffits of the Passenger Building, roof and drainage conditions on the east and west towers and Baggage Building and metal canopy roofs at entrances:

- 1. Asphalt shingle roof finishes which support algae and moss growth on the Passenger Building are generally in fair to good condition with the exception of drip edge conditions at built-in gutters. A&E recommends the asphalt shingle roof be cleaned with a bleach solution to extend the material life or remove and replace the asphalt shingle roof finish with a new roof finish in conjunction with resolving deterioration issues at the soffit on the Passenger Building as noted below.*
- 2. Flashing and drip edge conditions on the asphalt shingle roof of the Passenger Building are questionable. The metal flashing appears to have been installed properly however it appears the asphalt shingle roof, intended to overlap the flashing, was not installed correctly resulting in water damaged soffit conditions evident on the building today. A&E was unable to conduct a hands-on investigation of drip edge conditions however, it appears portions of the asphalt shingle roof were installed shy of drip edge roof flashing that subsequently allows moisture to wick under the asphalt shingle roof resulting in deteriorated and damaged roof sheathing and bead-board finished soffits. Flashing, in conjunction with a roof project noted in Item 1, should be removed and replaced with new to coordinate with repair work of water damaged roof sheathing and gutter framing. To complete this scope of work properly, it will require the removal and replacement of the asphalt shingle roof finish.*
- 3. The Boone and Crockett Club, as the building steward, may wish to consider replacing the asphalt shingle roof finish with Spanish tile roof materials that would match the historic condition, return a significant character defining feature to the facility, and provide a long term roof finish warranty of 75-years, otherwise not found in modern products. Other products are now available that mimic the clay Spanish roof tiles in metal however their warranty period is much less.*
- 4. Generally, the asphalt shingle roof finish on the Baggage Building is in good condition. Given that gutters and downspouts on the building are fascia mounted and external to the soffit, deterioration issues evident on the Passenger Building are not repeated on the Baggage Building.*
- 5. Foliage overhanging the west and north roof slopes of the Baggage Building should be removed or trimmed back from the roof to extend the life expectancy of the asphalt shingle roof finish.*
- 6. When the time comes, the Boone and Crockett Club may wish to consider replacing the asphalt roof finish of the Baggage Building with Spanish tile roof materials which would reestablish the historic condition and significant character defining feature as well as provide a long term roof finish as noted above.*
- 7. Spanish tile roof finishes on the west tower appear to be in good condition requiring nominal material removal and replacement. Sound replacement materials could come from building stock.*
- 8. Spanish tile roof finishes on the east tower require removal and replacement due deterioration and damage at and around the flag pole base and installation of modern metal panels over roof tiles. Sound replacement materials could come from building stock, others could come from Ludowici’s Legacy Collection.*
- 9. Roof drains on the east tower are filled with debris and require cleaning and cyclical maintenance. Should roof drains become clogged, water backing up at the drain could freeze and damage roof finishes or overcome the height of flashing and drain into the building interior.*
- 10. Given conditions on the east tower, A&E recommends the west tower drains be cleaned as well. Clogged roof drains may contribute to moisture issues evident in the northwest corner of the interior stair of the west tower.*
- 11. On the west tower, the flashing conditions between the Spanish tile roof and north wall should be investigated further to ensure flashing continues to perform as intended.*

12. *Metal gutters should be cleaned and investigated for deterioration issues and repaired. Metal downspouts should be cleaned to ensure proper operation. PVC downspouts should be removed and replaced with metal downspouts matching existing conditions. Downspouts extending below grade should be investigated further to ensure clear drainage conditions.*
13. *Cast iron frame canopies require painting at turnbuckle attachments.*
14. *Membrane roof finishes appear to be performing as intended.*
15. *Damaged wood soffit and bracket materials should be removed once drainage conditions are resolved and repaired in-kind. That is, new materials matching historic conditions should be used to recreate damaged areas to a like-new condition. Materials should be primed prior to installation. Work should be done in conjunction with removal and replacement of deteriorated and damaged soffit framing built-in gutter framing, and roof sheathing and cleaning and reinstallation of and/or replacement of soffit vents to ensure they perform as intended.*

In conclusion, on the Passenger Building, deterioration of historic wood soffits may be due to two potential causes;

1. *Poorly installed asphalt roof shingles in relation to installed drip edge flashing or 2) deteriorated metal gutter materials and seams. Soffit deterioration occurs on all sides of the Depot and severely damaged conditions occur on the east, south and west soffits where pigeons have penetrated deteriorated soffits to access the attic interior. A&E recommends a lift be rented and further investigation of conditions be conducted prior to moving forward with a final scope of work that could include 1) replacement of the asphalt shingle roof finish to coordinate with drip edge flashing and ensure proper runoff from the roof to gutters or*
2. *Lining existing gutters with a PVC roof membrane to eliminate seams and create a monolithic drain surface within gutters. In both cases, work will impact the existing roof finish, sheathing and gutter framing as our interior investigation of condition revealed water damaged wood sheathing and framing. For the purposes of this Report, budget cost estimates are based on replacement of the asphalt shingle roof finish in correcting soffit deterioration.*

WINDOW ASSESSMENT

A&E investigation of windows included exterior brick mold, sills, sashes, exterior paint finishes and air infiltration issues. As discussed, window sashes have been altered from their historic condition resulting in monolithic insulated glazed windows within historic wood window sashes. Exterior wood sills are covered by metal flashing. Exterior paint finishes on the Baggage Building are in good condition and exterior paint finishes on the first and second floors of the north and east elevations of the Passenger Building are in good condition. Paint conditions on the west and south elevations of the Passenger Building are in fair condition. Paint conditions on the towers are in fair condition on north and east elevations and poor condition on west and south elevations. Aluminum storefront window widow glazing on the 1990s era link also appear to be in good condition. Following are recommendations specific to treatment of wood windows which includes wood brick molds:

1. *Typically operable wood windows have air infiltration issues, especially at the sash meeting rail. Windows have been altered from their historic condition of true divided lites to a single insulated glazed unit which likely increased energy efficiency but did not address air infiltration at the sash. It appears the meeting rail and sash were altered to accommodate glazing but lack proper weather stripping. To resolve the issue, A&E recommends new weather stripping at the meeting rail and sill to create a weather seal.*
2. *Exterior metal flashing installed to cover deteriorated wood windows sills is a temporary solution to an issue better addressed by wood sill restoration, repair and if necessary, in-kind replacement. While not a pressing issue, non-historic metal flashing covers wood deterioration which may continue to occur and result in more serious deterioration and repair issues in the future. A&E recommends the metal flashing be removed and historic wood sills be restored or replaced where necessary.*
3. *Exterior wood brick mold surrounding wood doors and windows is in good condition, paint finishes should be monitored and surfaces repainted as required.*

4. *Exterior paint finishes have, on second floor south and west facing windows and tower windows exceeded their life expectancy and require replacement. Wood materials require restoration prior to a primer or paint finish application to address cracked and split conditions. Exterior paint finishes on the west and south elevations of the Passenger Building require scraping to remove failed paint and sanding, priming, and new paint finish. Generally all other painted windows and doors are in good condition.*
5. *Soffit paint finishes on the Baggage Building and 1990s era infill are in good condition. The repair of soffit paint finishes on the Passenger Building should be coordinated with repair work to damaged soffits.*
6. *The clear finish on the north facing entrance door pair to the 1990s era infill building are in fair condition. Doors should be 1) removed to a shop for restoration and retreatment where conditions and drying time can be monitored and controlled or 2) sanded primed and painted rather than clear sealed to extend the time between cyclical refinishing of doors.*
7. *Paint finishes on metal downspouts of the Passenger Building require cleaning to remove pigeon debris, scraping, sanding and a reapplication of paint applicable to galvanized metal.*

In conclusion, exterior paint finishes on the Depot are in good condition with the exception of paint finishes above the first floor of the Passenger Building that require attention. Metal covered wood sills are an issue however not a pressing one. Wood soffits and brackets of the Passenger Building, along with metal downspouts require repainting and air infiltration issues at operational wood windows are best addressed with new weather-stripping at the meeting rail and sill.

MASONRY ASSESSMENT

The following are preservation and maintenance recommendation specific to the board formed and battered concrete foundation, brick, polychrome brick arch windows, and pre-cast concrete details on the Depot. Generally, concrete and brick surfaces and finishes are in good condition and require minor repointing and repair, chemical cleaning, and, at pre-cast concrete components of the east and west towers, a water repellent treatment.

1. *The board formed foundation is in good condition. There are several holes that require patching to prevent further deterioration. The surface should be chemically cleaned to remove staining and mold growth. Surfaces could be treated with a water repellent to maintain the cleaned look but that sets up a 5-7 year cyclical treatment process that may not be of interest and therefore is not included in budget costs.*
2. *Brick finishes including polychrome brick arch windows require minor repointing, removal of miscellaneous fasteners and repair of holes. Brick surfaces should be chemically cleaned to remove staining, discoloration and mineral deposit buildup.*
3. *Pre-cast concrete components, for the most part are in good condition. Those at the top of the towers have aged faster due to their exposure. Pre-cast components should be chemically cleaned to remove stains, algae and mold growth. Those pieces at the top of the towers could benefit from a water repellent treatment but again, that sets up a 5-7 year cyclical application process that may not be of interest. The water repellent treatment is not included in budget costs.*
4. *The northeast exterior concrete stair to the Passenger Building should be removed and replaced with a new set of stairs matching in-kind to the existing.*

The Boone and Crockett Club wishes to address all of these concerns in order to ensure the building does not deteriorate further and to restore the building to its original condition including returning the roof finishes to their original Spanish clay tile.

9. Certification to Submit:

The undersigned authorized representative hereby certifies that (a) the information set forth in this application is correct to the best of his/her knowledge; (b) s/he has received, read, and understood these guidelines and agrees to comply with all requirements; (c) the elected officials of the local government have formally authorized the submittal of this application, as applicable; (d) s/he has the authority to act on behalf of the applicant in submitting this application, and (e) agrees to comply with all applicable state or federal laws and statutes associated with carrying out the project.

Jodi Bishop 2/25/20 Jodi Bishop
Signature Date Printed Name and Title
Development Program Manager

MHPG Application Section II.

Applicants are required to provide narrative responses to each of the statutory criteria, unless otherwise specifically permitted.

STATUTORY CRITERIA - A

up to 150 in Possible Points

The degree to which a project supports economic stimulus or economic activity, including job creation and work creation for Montana contractors and service workers.

As applicable to the proposed project, address the following in your response:

- I. Describe how your project will have an economic impact in the following areas:
 - job creation for Montana contractors, service workers, and other related jobs;
 - local economy and;
 - increased tourism.

The restoration and preservation work of National Register Listed Milwaukee Depot, the Boone and Crockett Club National Headquarters project is expected to have an economic impact in the area of education, training, and job creation including Montana's Registration Apprenticeship Program and Montana Historic Preservation Office opportunities noted in the Montana State Historic Preservation Plan 2018-2022.

As a part of public outreach requirements of the MHPG Program, the Boone and Crockett Club proposes to engage with contractors who are stakeholders with Montana's Registration Apprenticeship Program and Missoula County Public Schools to introduce on-the-job type technical preservation education and training with an emphasis on technology and skills unique to the historic preservation industry and Montana's apprenticeship program.

As noted in the Montana State Historic Preservation Plan 2018-2022 (p. 4):

Historic Preservation is about preserving our history by keeping our important heritage places. Heritage places build an identity for us as Montanans and educate us to that identity. The past brings meaning to our lives and helps guide our future. Numerous studies show that historic preservation adds value to communities and brings economic benefits and opportunities for local people.

Consider the case for rehabilitation of historic buildings:

- Rehabilitation creates new jobs during construction and later in new offices, shops, restaurants, and tourism activities. Studies show that a million-dollar rehabilitation project creates five to nine more construction jobs than a million-dollar new construction project.
- Revitalized buildings and historic districts attract new businesses, tourists, and visitors, stimulating retail sales and increasing sales tax revenue.
- Historic buildings often reflect the image of high-quality goods and services, small-town intimacy, reliability, stability, and personal attention.
- Historic buildings create a sense of place and community, a recognized ingredient in a high quality of life.
- Rehabilitation is labor intensive and is not as influenced by rising costs of materials as new construction.

- Rehabilitation often uses local labor, keeping salary dollars in the community. A million-dollar rehabilitation project will keep \$120,000 more in a community than an equivalent new construction project.
- Rehabilitation returns buildings to the tax rolls and raises property tax revenues.
- Tax dollars are further saved through reuse of buildings served by in-place public utilities, transportation, and other public services.
- Historic building stock is the key to historic Main Street efforts and downtown revitalization. Studies show that heritage tourism is the fastest growing sector (80%) and that restored downtown shopping areas are preferred (49%) over malls and department stores.

Tourism, a top driver in the state’s economy, includes heritage tourism. Recently, the Montana Office of Tourism & Business Development recognized the importance of history and historic places to the state’s tourism economy in its 2016 Report of Findings on the Montana Destination Brand Research Study. “History Buffs,” it concludes, “account for over one-third, 34.7 percent, of the overall population of the state’s key target markets.” International travelers, according to the study, rate visiting historical sites in the top five desired experiences, with 35.7% saying it is important and 24.3% very important. Moreover, 48.3% of high potential Montana visitors (domestic and international) identified visiting Lewis & Clark-related historical sites on their wish lists, 47.3% exploring small towns and villages, and 46.5% visiting Native American history or cultural sites – all just below day-hiking, visits to national parks, driving and dining out.

Montana residents also value their heritage places. In a 2016 nationwide profile of arts participation patterns by state, the National Endowment for the Arts rated Montana significantly greater than the U.S. average in the activity of Touring or Visiting Buildings, Neighborhoods, Parks and other Sites for their Historic or Design Value (NEH Office of Research & Analysis, Survey of Public Participation in the Arts, 2016). In 2015, according to this research, 27.4% of all U.S. adults toured or visited at least one site for its historic or design value. In Montana, however, 39.6% undertook these visits, second only to Washington, D.C.

Historic buildings, archaeological sites, landscapes and other places are the fabric of our state’s existence. Their preservation makes sense – culturally, educationally, functionally, and economically. By caring for its heritage places, Montana is caring for its citizens.

The Plan goes on to note (p. 24):

From 1900 to 1910, tourists spent an average of \$500,000 a year in Montana. Beginning in 1910, tourism took another turn with the advent of the automobile. Roadside motels, campgrounds and restaurants accommodated the new motorized public, and the old downtown hotels and railroad resorts began to suffer. By 1915 Yellowstone permitted personal automobiles. Dude ranches also flourished in this period with over a hundred in operation by 1930. The Depression and World War II notwithstanding, the tourism "industry" gained steadily in Montana, catering to hunters, fishermen, hikers, skiers and sightseers – including heritage tourists – alike. Presently, over 10 million visitors come to Montana every year, making tourism the state's second largest industry.

2. Describe how your project relates to community goals and previous or concurrent planning efforts (downtown revitalization plan, growth policy, historic preservation plan, economic development strategy, etc.).

The restoration and preservation work of National Register Listed Milwaukee Depot, the Boone and Crockett Club National Headquarters project relates to goals set forth in the Missoula Downtown Master Plan, adopted November 4, 2019, which centers around “5 Big Ideas” and specifically mentions two Big Ideas that the preservation and restoration of the Boone and Crockett Club will have a direct contribution to. They are:

- Big Idea 4: Stay Original. Stay Authentic. Be Green. And Create Opportunity: Arts & Culture, Economic Development, Historic Preservation
- Big Idea 5: Better Utilize the River & Enhance Parks: Parks & Open Space, River Access, Sustainability

Roof work, in consultation with the Missoula HPO and selection of a roof product and material matching the original Spanish Style clay tile roof product removed from the building in the 1980s, will return an architectural character defining feature to the historic resource.

Downtown Missoula Heritage Interpretive Plan (p. 29) specifically notes the contribution of the Boone and Crockett Club to downtown Missoula museums and cultural entities. The Boone and Crockett Club exemplifies historic preservation and adaptive reuse that contribute to the Downtown Missoula cultural landscape discussed in the Plan.

Preservation and restoration work will have a direct impact in enhancing public access to parks and open space, river access and sustainability. The Boone and Crockett Club building is located in a well-established urban district in Missoula and Missoula's riverfront. The proposed work will have a positive impact on public access to the adjacent Riverfront Trail by improving public safety. Proposed work includes pruning overgrown landscaping adjacent the Boone and Crockett Club which will increase public safety, views, and lighting into the site in accordance with Missoula Parks and Recreation Crime Prevention Through Environmental Design (CPTED) principles.

The Missoula City Growth Policy, adopted November 23, 2015, encourages "... preservation of neighborhoods and community assets..." and further notes that historic preservation is one of the components of the first of Six Element Chapters making up the Policy, identified as Livability Conditions. The first Livability Goal and Objective of the Policy is "culture, art and historic preservation" that includes "... sustainable development practices through historic preservation..." (p. 29).

Preservation maintenance of the National Register listed building will be done in accordance with The Secretary of the Interior's Standards for the Treatment of Historic Properties and consultation with City of Missoula Historic Preservation Officer (HPO) and Montana State Historic Preservation Office (SHPO) pursuant to Missoula Municipal Code (MMC) Chapter 20.90.030 and Chapter 20.90.060. Improvements will address deferred maintenance, aging historic materials, and improperly installed modern materials that will further sustain the historic building. New roof finish materials were specifically selected to match in-kind to original historic roof materials, with the purpose of restoring coherence, compatibility, scale and aesthetics to the National Register Listed building.

The degree to which the project activity can demonstrate the purpose and need. This includes the relevancy of whether the project activity provides features that establish or enhance security, climate control, or fire protection for museums or address infrastructure, maintenance, or building code issues for museums, historical societies, or historic sites.

As applicable to the proposed project, address the following in your response:

- I. Describe the current use and condition of the historic resource.

The Boone and Crockett Club chose the National Register Listed Milwaukee Depot for its headquarters due to the building's cultural importance to Missoula, a city with a long history of wildlife preservation, and its location in the heart of the Rocky Mountains. The Club named the Passenger Building for Club member George C. "Tim" Hixon and now uses the ticketing and waiting area as office space. The Baggage Building provides warehouse space for records and inventory while the link connecting the buildings is a retail and display space geared to visitors interested in the Boone and Crockett Club's storied past. The Boone and Crockett Club maintains offices on the first floor and as the building steward, leases the second floor as professional office space.

In the spring of 2019, A&E of Missoula was contacted by Jodi Bishop, Development Program Manager for the Boone and Crockett Club concerning an assessment of the exterior of the Boone and Crockett Club facility. On 18 June 2019, Paul Filicetti, Preservation Architect, Associate, AIA and Lucas Yatch, Designer from A&E conducted the architectural assessment of the building exterior; Tom Beaudette, P.E., Structural Engineer from DCI Engineers of Missoula conducted the structural assessment of the exterior.

The attached Architectural Assessment Report of the Depot looked at conditions specific to the building exterior to address deferred maintenance, poor performance of installed materials resulting in deterioration, and simple age of the historic material and resource. A copy of that report which details the current use and condition of the historic resource is included with this application.

2. Describe the deficiency the proposed project will address and how this has impacted the historic resource. Please also explain the duration of time the deficiency has existed.

As noted, significant changes to the Depot buildings occurred in the 1980s and 1990s with the Boone and Crockett Club purchase of the facility. The transition from railroad passenger and luggage buildings to restaurant then office and warehouse space resulted in little modification of character defining features of building exterior or first floor interior spaces. Second floor offices reflect modern finishes within an equally modern office layout. Historic wood windows throughout the facility were modified to accept insulating glass, the monumental towers remain with little change from their historic use or character and, with the exception of non-historic asphalt roof materials on the buildings; alterations have had little impact on significant character defining Mission Style details and features.

The attached Architectural Assessment Report of the Depot revealed conditions on the building exterior in need of improvement to address deferred maintenance, poor performance of installed non-historic materials resulting in deterioration, and simple age of the historic materials and building finishes. The attached Architectural Assessment Report, completed in 2019, recommends three specific issues that for the basis of this MHPG Program application and the proposed restoration and preservation work. They include:

- a) Roof finishes, roof drains, gutters, downspouts and soffit deterioration.
- b) Window repairs to address air infiltration and deteriorating paint finishes.
- c) Masonry repointing, restoration, cleaning and water repellent treatment.

3. Describe how the proposed project will address the identified deficiency.

The attached Architectural Assessment Report of the Depot revealed conditions on the building exterior in need of improvement to address deferred maintenance, poor performance of installed materials resulting in deterioration, and simple age of the historic materials and building finishes. In addition, the Architectural Assessment Report addresses each deficiency as follows:

1) Roof finishes, roof drains, gutters, downspouts and soffit deterioration.

Remediation of deterioration evident on exterior roof finishes, roof drains, gutters, downspouts and soffit of the Passenger Building, roof and drainage conditions on the east and west towers and Baggage Building and metal canopy roofs at entrances will include:

- Removal and replacement of non-historic drip edge flashing and asphalt shingle roof finishes.
- Installation of Spanish clay tile roof materials that match historic conditions and the return a significant character defining feature to the facility removed from the buildings in the 1980s.
- Pruning of overgrown planting and foliage overhanging the building roof.
- Repair of roof drains to ensure proper drainage.
- Repair of flashing conditions between the existing Spanish tile roof and north wall of the West Tower to eliminate further moisture intrusion and interior damage.
- Cleaning and repair of metal gutters and downspouts to ensure proper operation.
- Removal of PVC downspouts and replacement with historically accurate downspouts matching existing historic conditions.
- Repair of deteriorated paint finishes at turnbuckle attachments of entry canopies to ensure protection of cast iron components.
- Removal and replacement of damaged wood soffit and bracket materials to match historic conditions.
- Priming and painting existing exterior paint finishes.

2) Windows repair to address air infiltration and deteriorating paint finishes.

Address exterior paint finishes and air infiltration issues on existing wood window sashes. Remove and expose exterior wood window sills, currently covered by metal flashing. Work will address air infiltration, paint deterioration, and non-historic treatments to historic elements of the building including:

- Installation of weather stripping at meeting rail of each window sash.
- Removal of exterior, non-historic, metal flashing to reveal wood window sills which could include repair or in-kind replacement.
- Repair of exterior paint finishes on wood brick mold surrounding wood doors and windows.
- Repair of exterior paint finishes on soffits and soffit brackets.
- Remove and replace clear finish on the north facing entrance door pair.
- Clean and remove pigeon debris from the building exterior.
- Repair paint finishes applied to metal downspouts.

3) Masonry repointing, restoration and cleaning.

Address deterioration evident on the board formed and battered concrete foundation, brick, polychrome brick arch windows, and pre-cast concrete details on the buildings including:

- Minor brick masonry repointing and repair.

- Masonry brick chemical cleaning including pre-cast concrete components of the east and west towers and concrete board formed foundation walls to remove discoloration, staining, mold, atmospheric debris and mineral deposit buildup.
- Installation of water repellent treatment to pre-cast concrete components.
- Removal and in-kind replacement of the deteriorated northeast exterior concrete stair.

4. Describe how receiving MHPG funding will enable proper completion of the proposed project and enable the long-term financial stability of the resource.

Generally, non-historic treatments to the historic resource completed in the 1980s and earlier, while intended to preserve the resource have inadvertently caused damaged to the building and historic surfaces and finishes. The removal of the original Spanish Style clay tile roof finish and installation of an asphalt roof finish prior to the Boone and Crockett Club’s ownership of the historic resource removed a significant character defining feature from the buildings.

The Boone and Crockett Club, a non-profit organization, has a mission to “... promote the conservation and management of wildlife, especially big game, and its habitat, to preserve and encourage hunting and to maintain the highest ethical standards of fair chase and sportsmanship in North America.” The preservation of the unique historic resource they use as their headquarters has occurred on an as needed basis, without a comprehensive plan, long term goals, or assessment to understand the depth and costs involved in the work. In 2019, the Boone and Crockett Club recognized that a proactive, thoughtful approach to address maintenance and preservation issues on their building was necessary and, through a Request for Proposals, selected the historic preservation team of architects from A&E to conduct and exterior condition assessment and develop a list of recommendations to address those deficiencies and associated costs.

With this information in hand, the Boone and Crockett Club sought grants that, like their leadership role in wildlife conservation, would assist in the preservation of their headquarters, the National Register Listed Milwaukee Depot, allowing the Boone and Crockett Club to continue to dedicate their resources to developing, enhancing, and promoting America’s wildlife conservation movement.

MHPG Program funding will substantially support the Boone and Crockett Club efforts to move forward with proposed preservation work. Without MHPG Program funding, the Boone and Crockett Club will continue to seek grant funding and, if necessary, deeper divisions and/or phases of the proposed project scope to coordinate with available funding sources. MHPG Program funding will enable the Boone and Crockett Club to move forward with a significant portion of the work and provide significant seed money to garner commitments from other granting agencies.

Our request for MHPG Program funding is based on A&E’s report and cost estimates along with our investment and commitment to Montana, Western Montana, Missoula, and our headquarters building, the National Register Listed Milwaukee Depot. As a non-profit, the Boone and Crockett Club has no funding sources that supports anything other than intermittent maintenance. MHPG Program funding allows us the opportunity to look at our historic building comprehensively with the aim of an organized, funded, thoughtful and appropriate preservation effort that addresses maintenance issues and preserves our building for future generations.

5. Describe how the proposed project was selected and prioritized in relation to plans to preserve and maintain the historic resource.

The proposed project was identified and defined based on findings and recommendations in A&E's Architectural Assessment Report of the exterior architectural condition of the Boone and Crockett Club National Headquarters. As preservation architects, the A&E team provided experienced, professional documentation of building deficiencies and alternatives that promote the preservation and maintenance of the Boone and Crockett Club historic resource.

A&E's findings indicate previously performed non-historic treatments to the historic resource completed in the 1980s and earlier have, rather than protected the historic resource, become the cause of damage and on-going deterioration of the building exterior. Their knowledgeable preservation team completed the attached Architectural Assessment Report of the Depot in September of 2019 and that information has proved invaluable to our understanding of costs and maintenance and deterioration issues and conditions that require our attention and grant funding.

The degree to which timing of the project can be completed without delay, including access to matching funds and approval of permits, if needed.

As applicable to the proposed project, address the following in your response:

1. Describe the organization's capacity and ability to complete the proposed project in a timely manner.

Upon purchasing the Depot in 1992 the Club assessed the architectural potential of the facility and considered what needed to be done. The alternative selected for restoring the building and adapting it to accommodate the Club's use as its headquarters included three phases. Phase one completed in 1993, involved basic remodeling of the first floor of the passenger and baggage buildings. The second phase provided for the remodeling of the second floor of the passenger building to accommodate the Club's tenants. This phase was completed in 1998. The third phase focused on the restoration of the interior of the Depot to its original 1910 architectural design was completed in 2004. There were three main components to this final phase: 1) Restoration of the Baggage Building to repair the years of modifications that had been made; 2) restoration and creation of office space for the Club's staff in the Passenger Building; and 3) demolition of the 1980's era connector and creation of a Visitors' Gallery that is open to the public for those interested in wildlife conservation and the history of the railroads in the West and Montana.

We are experienced and capable of administering this grant and completing the project in a timely manner.

2. Describe the status and availability of all matching funds needed to complete the proposed project.

Several grant proposals are pending; the largest (\$300,000) will be announced in the spring of 2020. We will continue to apply for grants until all funding is secured.

3. Describe how receipt of MHPG funding will enable the ability to leverage additional funding such as grants, loans, and Historic Tax Credits.

MHPG Program funding will substantially support the Boone and Crockett Club efforts to move forward with proposed preservation work. Without MHPG Program funding, the Boone and Crockett Club will continue to seek grant funding and, if necessary, deeper divisions and/or phases of the proposed project scope to coordinate with available funding sources. MHPG Program funding will enable the Boone and Crockett Club to move forward with a significant portion of the work and provide significant seed money to garner commitments from other granting agencies.

4. Describe any potential timeline considerations that are related to permits, environmental considerations or related activities to complete the proposed project.

The proposed project was identified and defined based on findings and recommendations in A&E's Architectural Assessment Report of the exterior architectural condition of the Boone and Crockett Club National Headquarters. As preservation architects, the A&E team provided experienced, professional documentation of building deficiencies and alternatives that promote the preservation and maintenance of the Boone and Crockett Club historic resource.

A&E's findings indicate previously performed non-historic treatments to the historic resource completed in the 1980s and earlier have, rather than protected the historic resource, become the cause of damage and on-going deterioration of the building exterior. Their knowledgeable preservation team completed the attached Architectural Assessment Report of the Depot in September of 2019 and that information has proved invaluable to our understanding of costs and maintenance and deterioration issues and conditions that require our attention and grant funding.

The degree to which the project activity contributes historic or heritage value related to the state of Montana.

As applicable to the proposed project, address the following in your response:

- I. Describe the historical context and significance of the historic resource associated with the proposed project including:
 - Heritage value related to the state of Montana;
 - the value of the resource to the local community; and
 - any relevant designations or listings.

The historical context and significance of the Milwaukee Depot is taken from the 1982 National Register Nomination which states the Chicago, Milwaukee, and St. Paul Railway was the last of the transcontinental rail lines to traverse Missoula and Montana. The line was constructed by a Montana Corporation, the Chicago, Milwaukee, St. Paul and Pacific Railway Company, between 1907 and 1909. The Milwaukee Depot in Missoula was constructed in 1910 and was designed by J. A. Lindstrand, a Chicago based architect with the Bridge and Building Department of the Chicago, Milwaukee, St. Paul and Pacific Railway Company.

Upon completion of the rail line, it was transferred to the parent company. The Milwaukee Depot and the rail line solidified Missoula's role as a major urban and trading center of western Montana. The arrival of this formidable competition also forced the Northern Pacific to rebuild substantial portions of its railway. The railroads reawakened the recession-bound lumber industry of Missoula and Western Montana, it stimulated agricultural expansion and homesteading, encouraged migration to Missoula and Western Montana, and in general, revitalized Missoula's sagging economy and prospects for the future. The Milwaukee Depot was primarily utilized as a facility for rail passenger service and remains as one of the few remnants from the era of railroad supremacy in contemporary Missoula. Today the building represents the significant impact of the railroad on the settlement and development of the Missoula area. The architectural significance of the facility is substantiated by the exquisite proportions, the incorporation of Mission Style detailing, and the high degree of originality and sophistication evident in the design. It is one of the finest examples of early 1900 railroad station architecture in Montana. The Chicago, Milwaukee and St. Paul Railway was noted for the architectural monumentality of its passenger stations in Montana, exemplified by later depots in Butte (1916) and Great Falls (1915), but originating with the Milwaukee Depot building in Missoula (1910).

The heritage value of the restored exterior of the Milwaukee Depot and baggage building relate to the state of Montana as they represent the last transcontinental railroad that entered Montana between 1907 and 1908 as a part of its "Pacific Extension." The restored building and 1910 design Lindstrand envisioned for the Chicago, Milwaukee, St. Paul and Pacific Railway Company in Missoula and later in Great Falls and Butte, will more accurately represent the period of significance and historic character of the original design.

The value of the resource to the local historic community in Missoula is irreplaceable. While connected with the transcontinental railroad and Pacific Extension, the restoration work will have a direct impact as one of the "...62 individually listed buildings on the National Register of Historic Places that include... the Milwaukee and Northern Pacific Railroads, ...historic places [that] help shape the character which makes Missoula unique."

Relevant designations or listings include individual listing on the National Register of Historic Places and recognition by the Missoula Historic Preservation Division as one of the 62 individually listed buildings on the National Register of Historic Places. In addition, restoration of the Milwaukee Depot in Missoula will better reflect the Chicago, Milwaukee and St. Paul transcontinental railroad history and connection with depot buildings located in Great Falls, built in 1915, and Butte, built in 1916.

2. Describe how the proposed project will sustain the character defining features and integrity of the historic resource.

As noted in the National Register Listing, the Milwaukee Depot and baggage building are centrally located in the city and occupy a well-exposed site on the Clark Fork River near the Higgins Street Bridge, a main link connecting the north and south sides of Missoula. The Depot is separated from the city by a change of grade which is below the general elevation of city streets but above the high water level of the adjacent Clark Fork River. Pedestrian and auto traffic to the Depot are gained by descending a gradual road that traverses the grade, and crossing a small, seasonal, irrigation ditch lined with deciduous trees.

The guardrail along this road was constructed with carefully detailed cast concrete posts linked together with 2-inch pipe. This guardrail remains an important feature of the site, setting up a stately, rhythmical approach to the building. The site, bordered by the railroad grade now the Ron MacDonald Riverfront Trail system and Clark Fork River to the north and by a seasonal irrigation ditch and embankment to the south, begins to resemble an island, which may have been the motivating force behind the unique design of the castle-like building.

The Depot exteriors are constructed predominantly with brick. Concrete foundations and cast concrete detailing create a polychrome effect. One can easily appreciate the simplistic elegant design but even a greater understanding of the depot building is achieved by examining the sophistication of its individual components, such as the base, intermediate zone (first floor), upper zone (second floor), and towers. The Depot rests on a substantial concrete base which elevates and establishes a definite base course. Four entrances pierce this base course, each having access by exterior steps which pyramid to a landing occurring near mid-point on the base. The base is slightly tapered and the steps are crisply detailed enhancing the aesthetics of poured-in-place concrete.

The lower floor of the building rises from this base and is characterized with a window band of large double-hung windows with a smaller transom-like window above. The double-hung windows sit directly on the concrete base and are divided from the transom by a cast concrete lintel. The lintel is typically punctuated by a cast block engaged into the brick on either side. The windows comprise over 50% of the wall surface and are deeply recessed due to the mass of the wall.

The second floor fenestration consists of a rounded arch window band. This window band rests solidly on a heavy cast lintel while the windows align with the lower floor fenestration. The rounded arch and shorter height of the second floor windows complete the wall statement, allowing the hipped roof to become the natural finishing element in the design sequence. The dominate features are the two towers which give the building orientation and prominence.

The taller tower rises to an elegant height of approximately five-stories while the shorter to an approximate height of three-stories. These towers are terminated in Mission Style detailing. The upward flow of the tower is further accentuated by stretching the window detailing from the second floor up the shaft of the tower and ending with the rounded arch window. The taller tower is further enhanced by stretching the tower cap to allow the addition of eight mini-Romanesque windows (two per side) suggesting an observation room. These towers, with the Mission Style parapet walls, invoke an image of the watchtower common to the European castle, reinforcing the island-castle imagery.

Restoration work proposed to the National Register Listed Milwaukee Depot will be based on The Secretary of the Interior's Standards for the Treatment of Historic Properties and consultation with City of Missoula HPO and Montana SHPO. Proposed work will include exterior improvements to address deferred maintenance and improperly installed modern materials causing soffit and gutter deterioration, and aging historic materials on the building exterior. The new roof finish material is intended to match in-kind to original historic roof materials evident on east and west building towers where the Spanish Style clay roof tiles reflect an original character

defining feature; window and soffit repairs will repair deteriorated historic features and prevent drafts and increase energy conservation, and concrete and brick exterior masonry repair will preserve historic elements and return architectural character and integrity to the historic building that reflects the 1910 era of construction and 1900-1924 period of significance. The building, which has endured relatively unchanged in the over 100 years of existence will be restored to ensure the retention of, and integrity of the location, design, setting, materials, workmanship, feeling and association that warrant inclusion in the National Register of Historic Places remain.

3. Describe how the proposed project will help promote and interpret the heritage value of the historic resource.

The restored exterior of the National Register Listed Milwaukee Depot will continue to reflect the historical context and significance of the Depot and connection with the Chicago, Milwaukee, and St. Paul Railway as a key element to the completion of the transcontinental railroad in Montana. In addition, the restored exterior will return and repair the 1910 design J. A. Lindstrand envisioned as the initial building to represent the railroad's interests in Montana and Missoula and later, in equally impressive depots in Great Falls and Butte.

The restored building will continue to reflect and interpret the heritage value of the Milwaukee Road and the last transcontinental railroad that entered Montana between 1907 and 1908 as a part of its "Pacific Extension." The Milwaukee Depot and the rail line solidified Missoula's role as a major urban and trading center of western Montana. The arrival of this formidable competition forced the Northern Pacific to rebuild substantial portions of its railway in Montana and reawakened a recession-bound lumber industry, stimulated agricultural expansion and homesteading, encouraged migration to Missoula and Western Montana. The restored Depot will remain as one of the few remnants from the era of railroad supremacy in contemporary Missoula and continue to represent the significant impact of the railroad on the settlement and development of the Missoula area and Western Montana. Restoration work on the Depot will retain and return the exquisite proportions and Mission Style detailing of the original building design and remain one of the finest examples of early 1900 railroad station architecture in Montana.

The degree to which the applicant demonstrates successful track record or experience of the organization directing the project or similarly related projects.

As applicable to the proposed project, address the following in your response:

1. Describe the organizational capacity and experience with similar projects of all project partners. Please identify the entity that will administer the grant.

Upon purchasing the Depot in 1992 the Club completed three phases of restoration ranging from construction of the Visitors' Gallery to historically accurate restoration of the interior.

Jodi Bishop, Development Program Manager for the Boone and Crockett Club will administer the grant.

2. Describe your organization's most recent project, specifically identifying
 - any significant barriers or impediments and how your organization overcame them;
 - any project delays;
 - any changes to the budget.

The most recent project was completed in 2011 and was a follow-up to our 2004 project that involved 1) Restoration of the Baggage Building to repair the years of modifications that had been made; 2) restoration and creation of office space for the Club's staff in the Passenger Building; and 3) demolition of the 1980s era connector and creation of a Visitors' Gallery that would be open to the public for those interested in wildlife conservation and the history of the railroads in the West and Montana.

After the 2004 project was complete, we secured grant funding for the next phase which was to create the exhibit in the Visitors' Gallery. This involved telling the story of the Boone and Crockett Club and conservation in North America, highlights of Boone and Crockett Members, a World's Record big game diorama, and the history of Big Game Records Keeping. Along with this historical information, we also included biological information about key North American big game animals and the history of the Depot.

The primary barrier was the size limitation of the space compared to the amount of history and information we needed to include. We handled this through thoughtful design and the inclusion of digital displays where appropriate. A significant barrier was the involvement of one of our organization's volunteers being named as lead on the project. He had the necessary skills, but not the time and focus to complete the project to our satisfaction. After this was determined to be the main contributing factor to delays, we put the exhibit in the hands of a strong project leader within the staff who was able to pick up where the project had stalled. The project was completed on budget and fulfilled all the requirements per the grant as well as the goals the Club had set for this public space.

3. If available, please provide a copy of your organization's most recent audit. Please discuss if there were any unresolved audit issues.

Our audit is included, there are no unresolved audit issues.

The degree to which the project has ongoing economic benefit to the state as a result of project completion.

1. Describe the ongoing economic impact of the proposed project to the local or regional area as a result of project completion.

The proposed work requires permitting and compliance with the City of Missoula Development Services Division that includes a Historic Preservation Permit (HPP) enforced by the Missoula Historic Preservation Office (HPO) and Missoula Historic Preservation Commission (HPC). HPO HPP review requires appropriate preservation, restoration, rehabilitation, and adaptive reuse of Missoula's individually listed National Register Listed Buildings to ensure work to individually listed buildings "...benefit historic preservation, sustainability, economic incentive, and community development for the progression of preservation in Missoula as a whole."

Work proposed for the exterior of the National Register Listed Milwaukee Depot will restore character defining features of the property based on compliance and recommendations outlined by The Secretary of the Interior's Standards for the Treatment of Historic Properties. As noted by Donovan D. Rypkema, Principal of PlaceEconomics, a real estate and economic development firm in Washington, DC, and reported in the U.S. Department of Interior National Park Service Cultural Resources magazine, Cultural Resource Management (CRM) Volume 25, No. 1, 2002:

"Listing in the National Register of Historic Places does not necessarily add economic value to a given piece of real estate. Rather, National Register status can be an important catalytic tool to utilize all four forces of value. National Register listing is one of a basket of tools that can be used to assure that the economic value of historic preservation takes its rightful place among the multiple values that historic buildings contribute to American communities of every size."

Restoration and preservation work is expected to have a beneficial impact to local employment and income patterns as the work requires specialized skill sets such as masonry cleaning and repointing, millwork fabrication and carpentry skills, and concrete restoration and repair. The vibrant area of the Hip-Strip is key to economic success in that neighborhood adjacent the Boone and Crockett Club. Restoration and preservation work to the Depot is expected to have a beneficial impact to the neighborhood given its central location in the city and exposed site adjacent to the Clark Fork River, the Ron MacDonald Riverfront Trail system and the Higgins Street Bridge, the main link connecting north and south Missoula.

The Boone and Crockett Club is the focal point and viewscape for pedestrians and motorists who cross the Clark Fork River and the work will improve visibility and visitor access to the building and the Club's book collection, gun display, and photo archive museum. The building location will continue to serve as a natural meeting site as it had for centuries, it will remain one of Missoula's leading historic landmarks, and it will continue to draw on the internationally diverse membership and audience of the Boone and Crockett Club.

2. Describe the ongoing economic impact of the proposed project to Montana as a result of project completion.

As noted, National Register status is an important catalytic tool in the basket of tools that can be used to assure that the economic value of historic preservation takes its rightful place among the multiple values that historic buildings contribute to American communities of every size. Restoration and preservation work is expected to be a catalyst for other preservation, restoration, and new construction projects in neighborhood.

Preservation and restoration work will restore character defining features of the original construction and benefit preservation trades, employment and income patterns. The restored building is expected to call attention to heritage tourism as it relates to hunting and game conservation, the Chicago, Milwaukee, St. Paul and Pacific

Railroad, the Milwaukee Road, and the transcontinental "Pacific Extension" the railroad achieved in 1910. The restored building will once again accurately reflect the fashionable Mission Style of the time and its crowning achievement in Montana as the Milwaukee Depot. The restored exterior will continue to reflect the historical context and significance of the Depot and connection to the completion of the transcontinental railroad in Montana. In addition, the restored exterior will return and repair the 1910 design J. A. Lindstrand envisioned as the initial building to represent the railroad's interests in Montana and Missoula and later, in equally impressive depots in Great Falls and Butte.

3. Describe if this project will enable future phases and detail how such subsequent work will provide an economic benefit as a result of project completion.

The history of the Boone and Crockett Club is a tale of over 132 years of measured and thoughtful commitment to conservation of wildlife. The preservation and restoration work of this project, once complete, will continue that measured commitment to conservation shaped by a common-sense, business-like approach that includes energy conservation and maintenance of the historic resource.

It is our hope that like Theodore Roosevelt who was a firsthand witness to the near decimation of one of our nation's most valuable resources - its wildlife - we protect one of the finest National Register listed historic resources of Missoula, the Milwaukee Depot, the Boone and Crockett Club Headquarters. We commit to the restoration of the building for reasons that Club Members George Bird Grinnell, General William Tecumseh Sherman, Gifford Pinchot, and other visionaries who are the foundation of what has become the world's greatest conservation system did - for future generations.

4. Please describe your long-term vision for the historic resource and explain how this project fits into organizational plans (strategic, interpretive, business, outreach, etc.).

The Boone and Crockett Club's long-term vision for the historic resource is to remain the Club's National Headquarters. Once complete, the historic resource will better reflect original architectural character and integrity of the 1910 era of construction and 1900-1924 period of significance. The building, much like the Boone and Crockett Club which was founded in 1887, has remained relatively unchanged in the over 132 years of existing and this project strives to ensure that legacy continues.

a. Will this project decrease your operating costs, and, if applicable, how will those savings be reinvested?

The mission of the Boone and Crockett Club is to promote the conservation and management of wildlife, especially big game, and its habitat, to preserve and encourage hunting and to maintain the highest ethical standards of fair chase and sportsmanship in North America. Any appreciable savings in operating costs due to the work of this project will go directly to support our mission.

Project Budget

BUDGET for: <u>Milwaukee Depot Restoration</u>		Date: <u>2/28/2020</u>		
(Project Title)				
	SOURCE: MHPG	SOURCE: Match (Identify)	SOURCE: Ongoing Fundraising	TOTAL
Professional Consultant Activities			\$154,300	\$ 154,300
Permitting (Estimated)		\$9,000 Murdock		\$ 9,000
Construction Costs	\$11,400	\$198,300 Murdock		\$ 209,700
Building Materials	\$488,600			\$ 488,600
Other (Describe: Bonds, Taxes, Insurance, General Conditions, Contractor Overhead and Profit, Owner Contingency, Construction Contingency, EA Phase I and Phase 2)		\$112,700 Murdock/B&C/ MHF	\$328,600	\$ 441,300
TOTAL PROJECT BUDGET	\$500,000	\$320,000	\$482,900	\$ 1,302,900

Implementation Schedule

Please adjust the Implementation schedule of tasks to accurately reflect the completion of project activities.

TASK	MONTH / YEAR
MAJOR ACTIVITIES/MILESTONES	
Construction bidding	January / 2021
Select contractor	February / 2021
Construction	March / 2021
Substantial completion	September / 2022
Project Closeout	October / 2022
Drawdowns	
Submit draft report and request first drawdown of funds	April / 2021
Submit final report and request final drawdown of funds	November / 2022