

THE CITY OF POCATELLO AND THE PORTNEUF RIVER

— THE DEPARTMENT OF LANDSCAPE ARCHITECTURE & ENVIRONMENTAL PLANNING | UTAH STATE UNIVERSITY | SPRING 2018 —





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FUNDED BY

City of Pocatello Science & Environment Division

This project expands on a study done by the US Army Corps of Engineers: 2016 Portneuf River Vision Study
Ben Swaner (Project Manager)



Photograph: Drew Hill, Brandon Blauer

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SCOPE OF WORK

This project is presented by Utah State University's senior class and documents the findings of their fall 2017 urban design studio. The mission of the studio is to understand the regional importance of the Portneuf River and watershed to better fit the needs of its growing population in the world of shifting economies. Urban design identifies the city form that optimizes the potential of its citizens while minimizing the impact on natural resources and natural systems. Cities of the Intermountain West are in direct competition for students and businesses that utilize both academic and scenic resources to encourage growth. The most significant natural resource of many western communities are their water resources and the citizens and leaders of Pocatello are coming to realize the potential of their river and their city. This relationship holds the key to their economic future and the emerging pride of their community.

Native Americans, Pioneers, the Union Pacific Railroad, public lands agencies, agriculture and industry have all shaped the patterns of development and the physical form of the city and the river. The City's leaders have called Pocatello "the Gateway to the Northwest". Travelers from around the world have stopped on their way to Yellowstone, the Tetons and countless other breathtaking landscapes. The misfortune of this role can be the neglect of the immediate environment of the City of Pocatello. By being in service to other landscapes and greater industries the care and satisfaction of living in Pocatello can be overlooked.

Current efforts are underway to reach out to the citizens of Pocatello to solicit their ideas and to raise awareness of the need to connect the river and the people. By restoring and engaging its own natural assets, Pocatello's attractiveness will be enhanced for those who visit and work here. The teams engaged the community and applied their "urban design lessons" to build a future vision for the city.

Five key topics/geographies associated with the Portneuf River reaches Corridor and land-use activities were identified to help create structure for future growth and redevelopment of the City of Pocatello, its river corridor, and its adjacent open spaces. The topics/geographies address the most significant elements of the city's economy:

- The River and its side creeks
- The railroad and its transportation
- The downtown commercial core
- The University and its relationship to the urban core and the River
- Creating an affordable Northern neighborhood

The challenge is to view each of them as contributing to a strengthened city. Collectively, they must embrace a healthy River, each other, and better serve the community as a whole. From the mouth of our friend Theodore Roosevelt "Far and away the best prize that life has to offer is the chance to work hard at work worth doing."

CHALLENGES AND ISSUES

Portneuf River:

- Portneuf River is distressed, full of sediments, eroded banks, lacking vegetation, channelized, and impacted by irrigation needs
- The River bisects and offers limited accessibility
- The demands on the River are seasonally distinct

Transportation and access:

- Railroad: UP Railroad bisects the city, parallel to the River
- Vehicular/pedestrian crossings of the railroad and the river challenge the pedestrian and car travel alike

Education:

- Lack of awareness of the proximity and opportunities to use the "restored River"
- Perception of the River as a commodity not as lifeblood and "soul of the community"

ASSETS & POTENTIAL

River:

- Portneuf River as the main source of identity for the city
- River connected to the region and to bike trail system
- Urban ecology as a foundation for design

Transportation and access:

- UP access with pedestrian bridges to create links
- Regional trail connections to the West with City Creek and all side creeks to promote healthy lifestyle

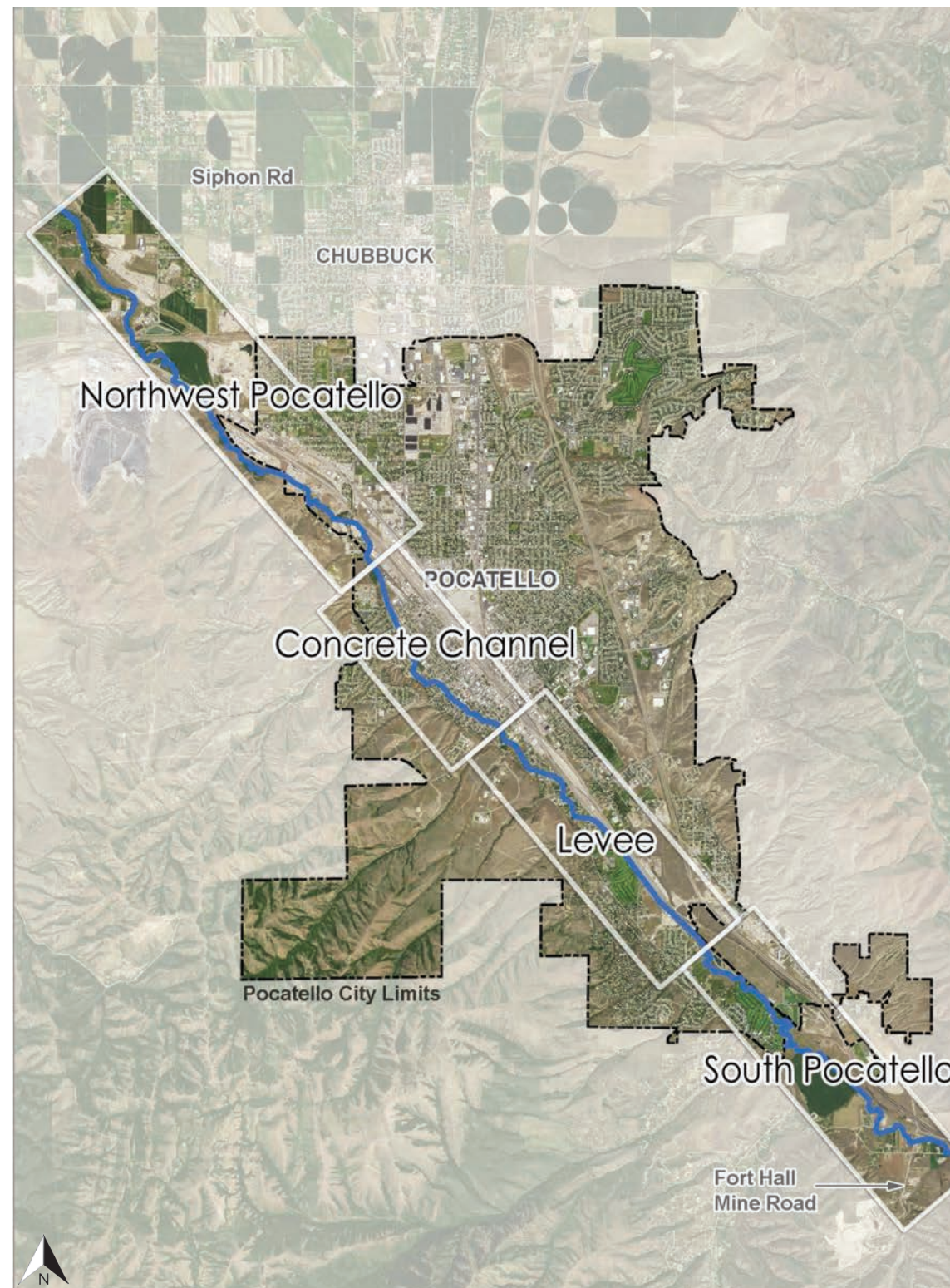
Education:

- Education about the natural systems that support a sustainable city in a "knowledge economy"

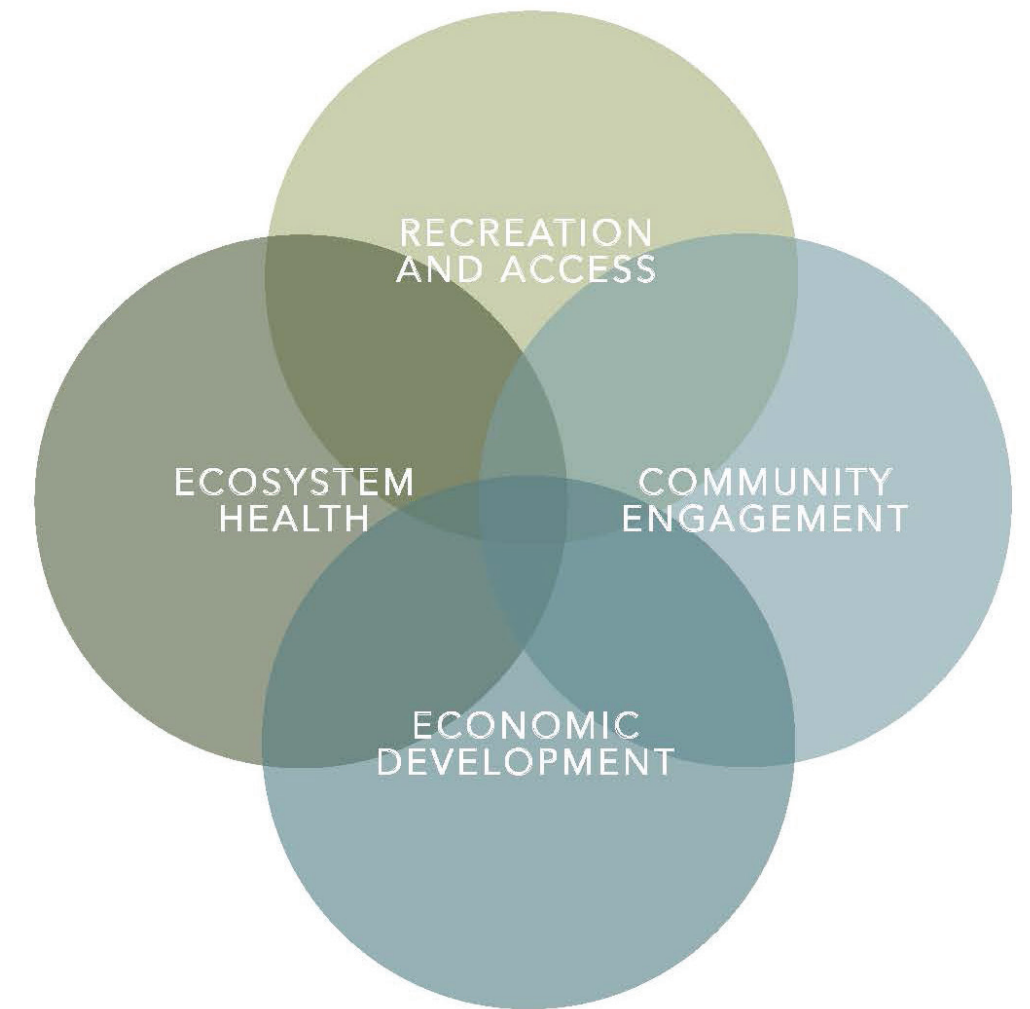
2016 PORTNEUF RIVER VISION STUDY

" OUR VISION is to restore the Portneuf River corridor in order to revitalize environmental, recreational, and economic opportunities while increasing community pride, connectivity, and quality of life. "

(Portneuf River Vision Study Pg. 2)

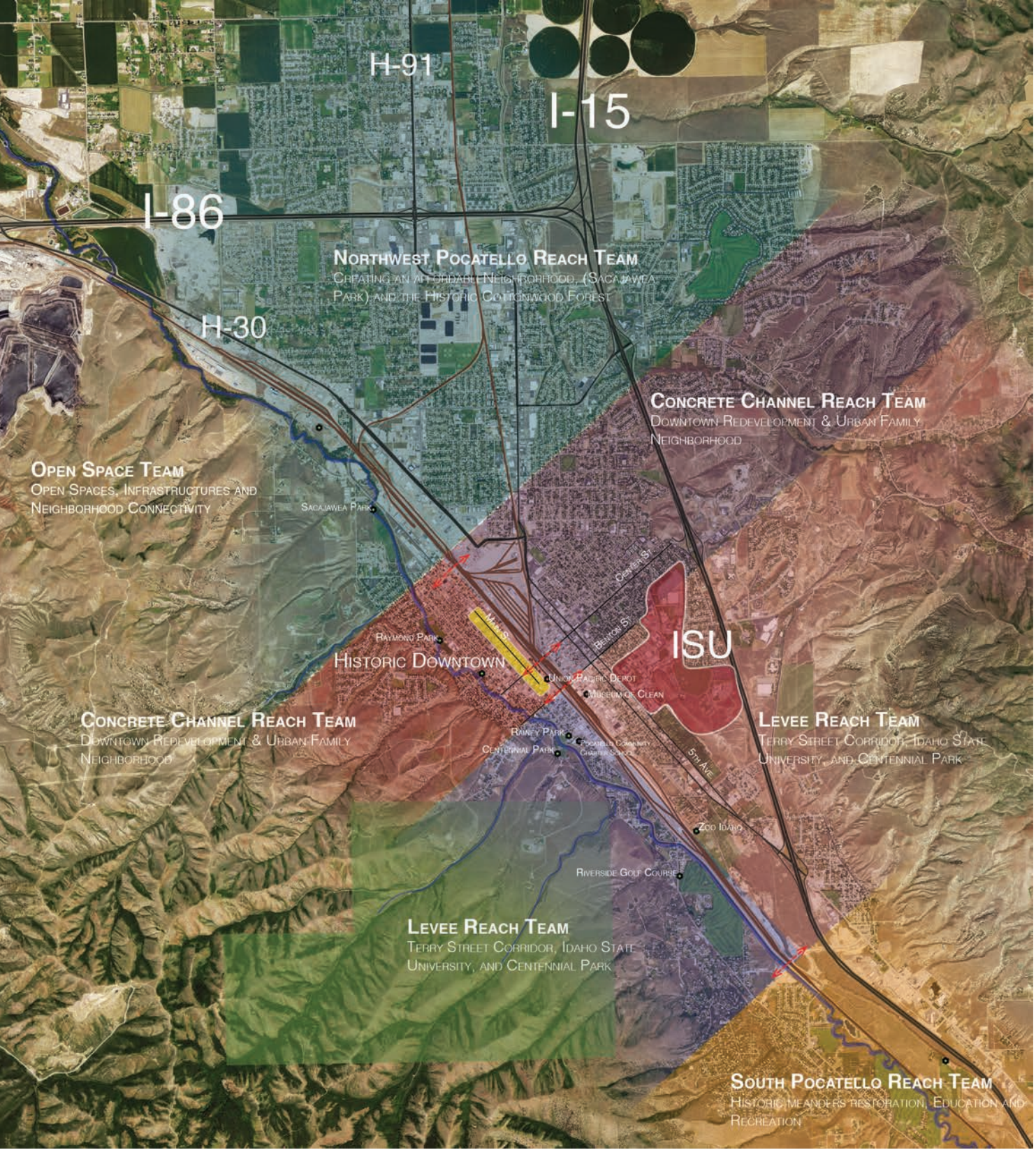


Portneuf River Vision Study Pg. 3



The Utah State LAEP Fall 2017 design studio followed the vision developed in the Portneuf River Study and its four driving values.

TEAM FOCUS AREAS



Map Created by: Matthew Starley

OPEN SPACE

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Brandon Blauer
Ryan Manning

SOUTH CORRIDOR

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Antra Sinha

Sara Shirk
Rhett Taylor

LEVEE WEST

Ariel Wright
Cameron Brown
Brad Bennet

LEVEE EAST

Colton Broadbent
Trevor Kennedy
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Emmeline
Zenger-Hoover

CONCRETE CHANNEL EAST

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Brooke Olson

Madison Merrill

CONCRETE CHANNEL WEST

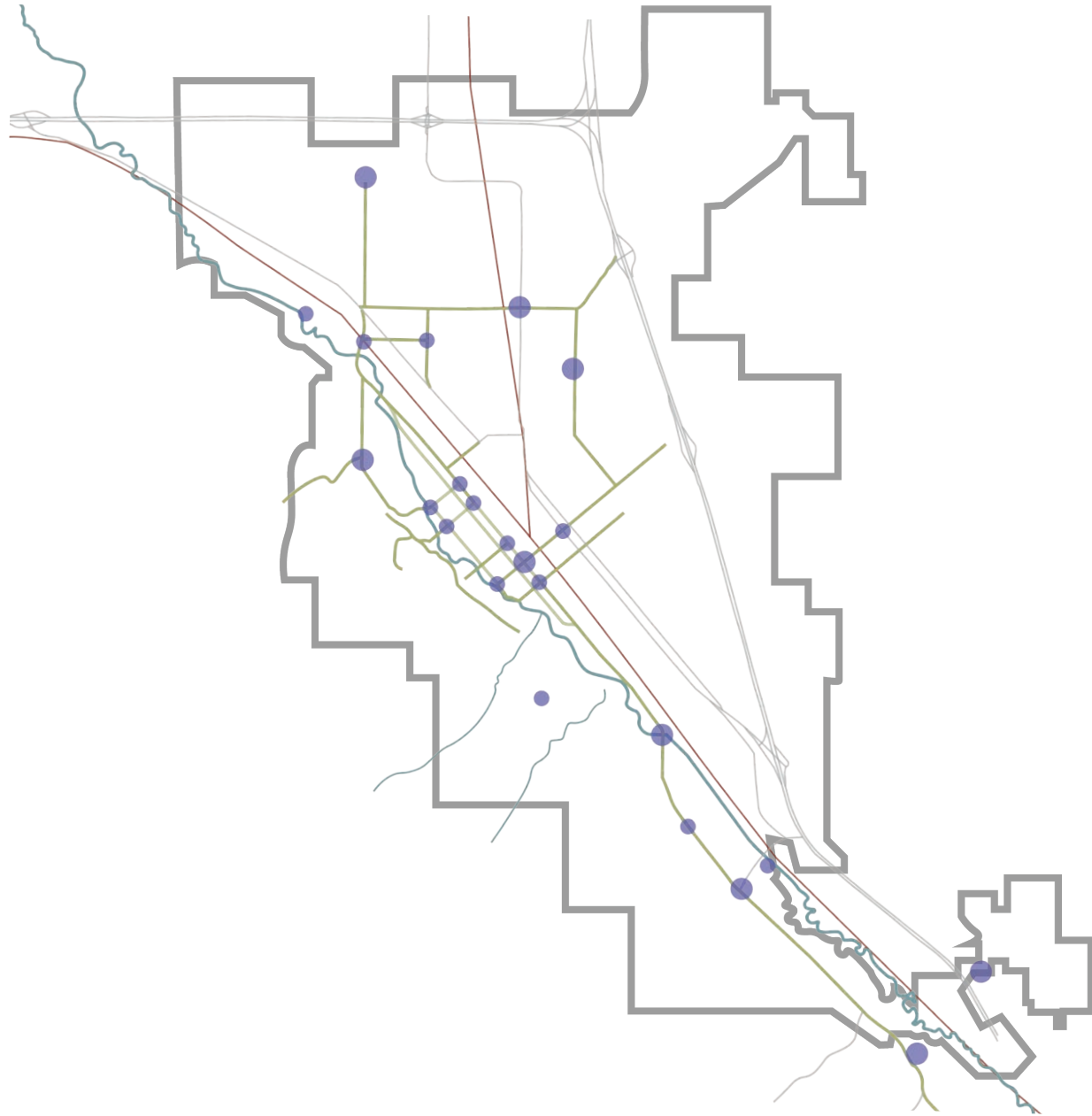
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Kristine Robinson
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Paul Stead
Emma Olsen

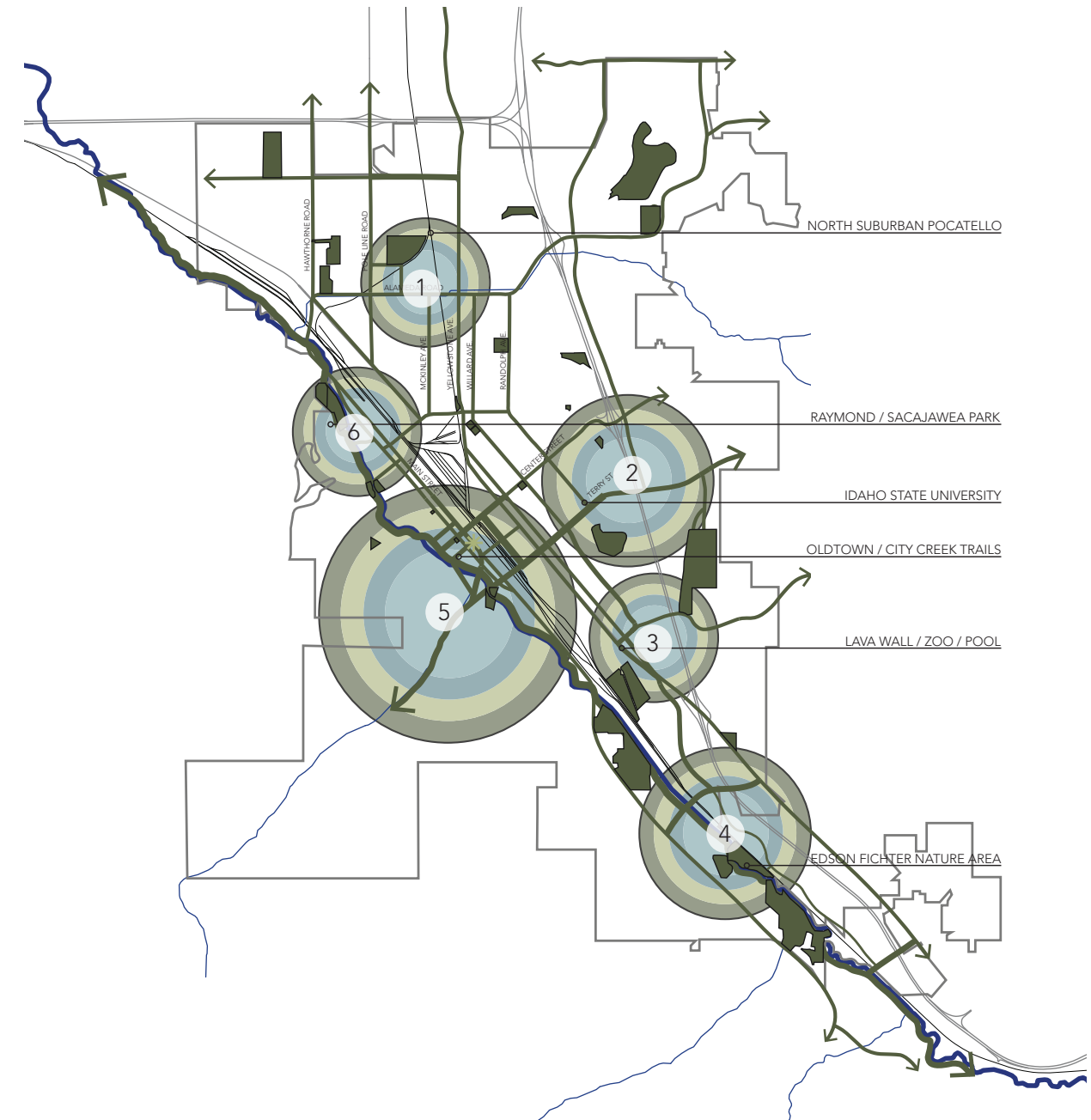
Sierra Matthews

NORTH SOUTH CONNECTIONS



OVERALL CONNECTIONS

This map shows the proposed destination nodes and continuous NS connections between each reach. The nodes optimize program elements that enhance the intended character of the area.



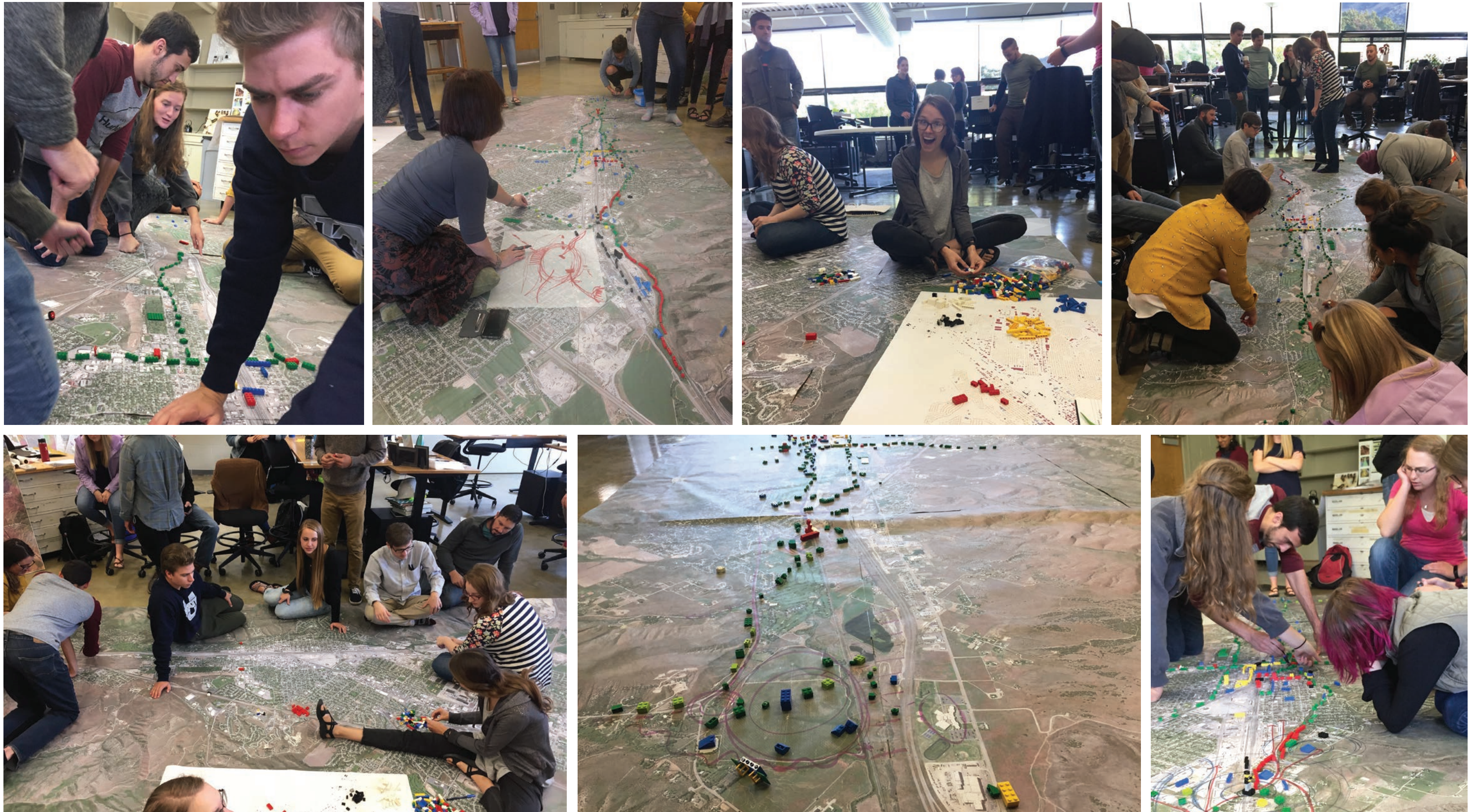
Map Created by: Drew Hill

EMPHASIZING DESTINATIONS

To support greater use of the river and connection to the surrounding districts, anchor nodes occur within the districts (nodes 1-3) and along the river (nodes 4-6). The diverse program and design of these nodes create a richer natural and urban experience.

STUDIO COLLABORATIONS

USU LAEP SENIOR STUDIO FALL 2017



POCATELLO FARMERS MARKET

FEEDBACK FROM THE LOCAL COMMUNITY | SEPTEMBER 2017



FINAL PRESENTATION

POCATELLO CITY HALL | NOVEMBER 2017



OPEN HOUSE

POCATELLO CITY HALL | NOVEMBER 2017



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OPEN SPACE

Create and Active and Connected Pocatello

SCOPE OF SERVICES

The open space team will investigate the themes of connectivity and mobility of the entire city of Pocatello, and develop open spaces along the Portneuf River and Union Pacific Railroad. This team will consider open spaces and connections at many scales and improve the relationships from the Portneuf River to adjacent communities.

The team will also investigate transportation corridors and streetscape improvements that will integrate urban and suburban areas and encourage active living and transportation. The team will act as a main connector of all the project reaches. However, this team will also focus its efforts on an area for design development at a small scale. More specifically, the reuse of the railroad and bus depots and how the area can be revitalized and better connected to the Portneuf River.

TEAM MEMBERS

Drew Hill

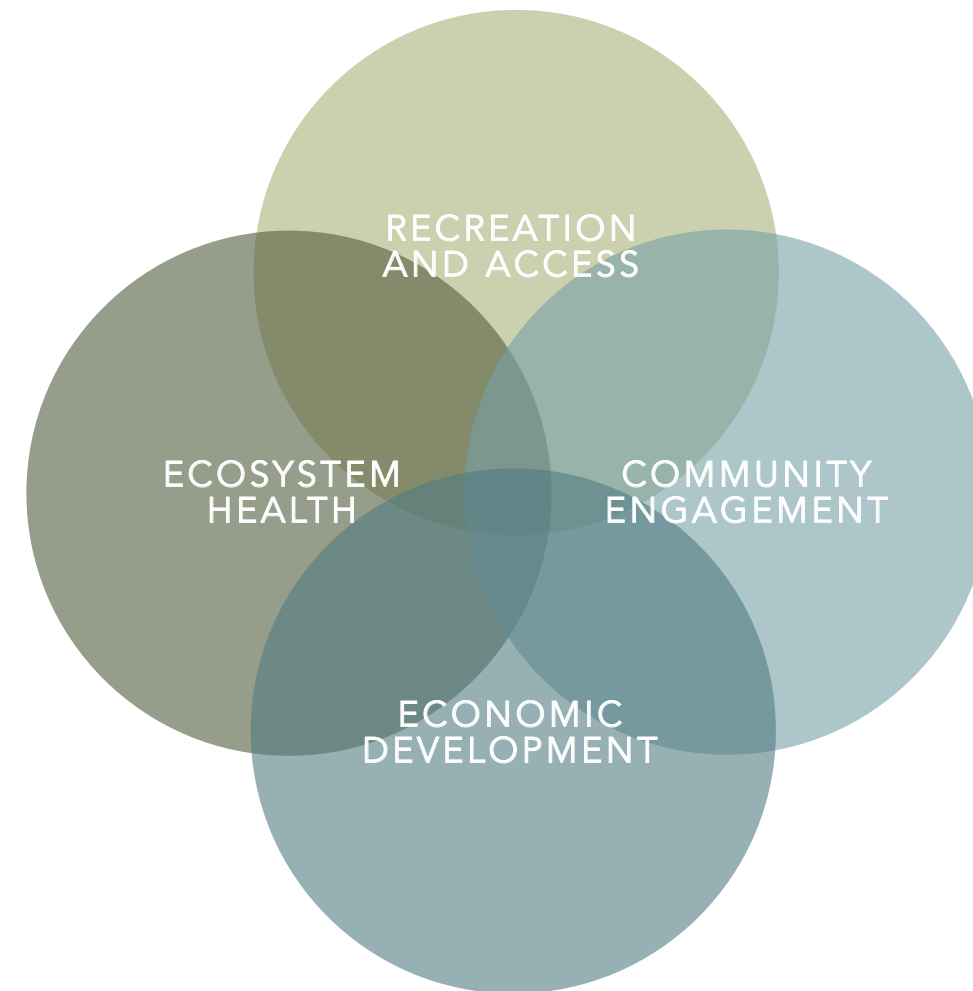
Brandon Blauer

Ryan Manning

DESIGN PRINCIPLES AND PROJECT GOALS

The driving principles of the open space team are those from the Portneuf River Vision Study. These consist of ecosystem health, recreation and access, community engagement, and economic development. These principles have already been adopted by the community as a way to improve the Portneuf River, and we would like to build off of this idea by applying these principles to the revitalization of the entire city.

With these principles as the foundation, our goal is to improve the city's open space networks at three scales. The first scale encompasses the entire city and the goal will be to create connections to enable more recreation and active transportation. The second scale is focused on the Portneuf River and the surrounding neighborhoods including Historic Oldtown. The goal of this scale will be to connect people to the river with parks, trails, streetscape improvements, and river access points. The third and smallest scale will be focused on the historic railroad and greyhound bus station. The goal at this scale will be to establish an arts district and public open space that attracts both locals and tourists, and is a place for festivals and events.



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GEOGRAPHIC CONNECTIVITY



GATEWAY TO THE NORTHWEST

Pocatello is known as The Gate City and Gateway to the Northwest. This name is in reference to early pioneers, gold miners, and other settlers who traveled along the Oregon Trail, which passed through the city. It sits at the boundary of the Columbia River Basin, and all surface water flows to the Portneuf River, which drains to the Snake River, then the Columbia River, and finally to the Pacific Ocean.

SURROUNDING DESTINATIONS

CITIES

- 1 Boise, Idaho
- 2 Salt Lake City, Utah
- 3 Jackson Hole, Wyoming
- 4 Helena, Montana

NATIONAL PARKS / MONUMENTS / RECREATION

- 5 Craters of the Moon National Monument, Idaho
- 6 City of Rocks National Preserve, Idaho
- 7 Sawtooth National Forest, Idaho
- 8 Grand Teton National Park, Wyoming
- 9 Yellowstone National Park, Wyoming
- 10 Arches / Canyonlands National Park, Utah
- 11 Zion / Bryce Canyon National Park, Utah
- 12 Crater Lake National Park, Oregon
- 13 Glacier National Park, Montana



WATERSHED



GEOLOGY

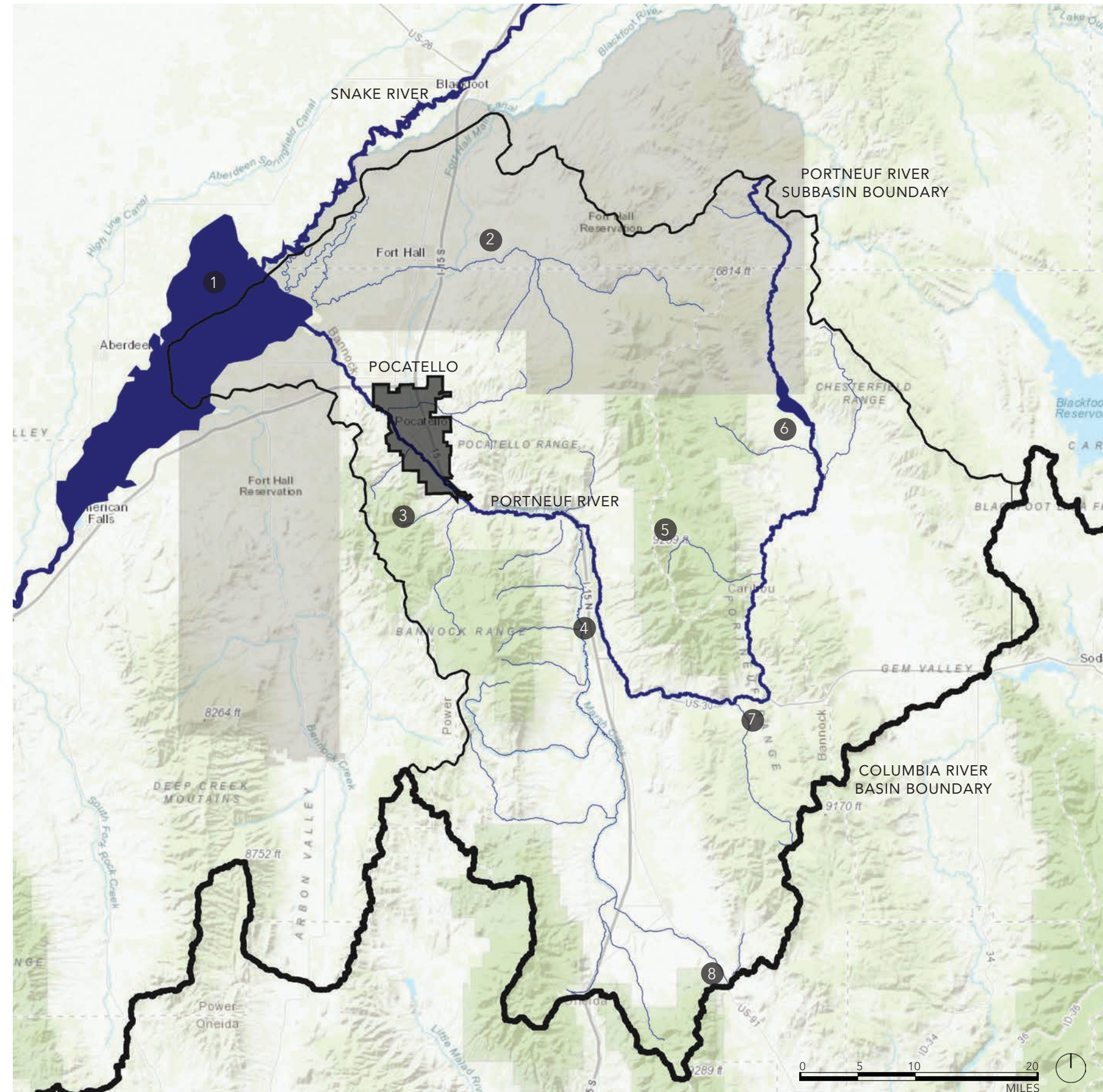
The area surrounding Pocatello is part of a volcanic zone that was once active and resulted in many lava flows. Large basalt cliffs can be seen around Pocatello which are the remains of these lava flows and give it a unique identity. About 14,500 years ago, the area was transformed by Lake Bonneville breaching through Red Rock Pass and sending a valley wide wall of water rushing through Pocatello, which continued through the Snake and Columbia rivers. This event reshaped many features which make up the region we know today.

THE PORTNEUF RIVER

The Portneuf River is the city's main hydrologic feature and drains the Portneuf Subbasin, which can be seen to the right. The river is an important feature to the region's agriculture and ecological health, but it currently faces several challenges. These include large amounts of sediment from Marsh Creek, questionable water quality, and a concrete channel blocking aquatic life in Pocatello.

SURROUNDING DESTINATIONS

- ① American Falls Reservoir
- ② Fort Hall Reservation
- ③ City Creek Trail System
- ④ Indian Rocks State Park
- ⑤ Pebble Creek Ski Area
- ⑥ Chesterfield Reservoir
- ⑦ Lava Hot Springs
- ⑧ Red Rock Pass



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HISTORY



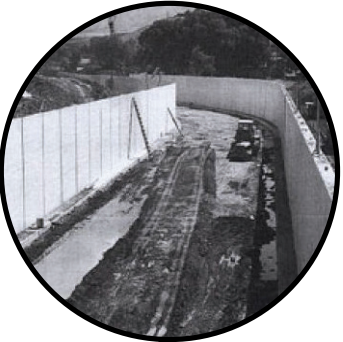
It was not until the discovery of gold in 1860 that attracted settlers in large numbers to Idaho. The gold rush brought a need for goods and services to many towns, and the Portneuf Valley, home of Pocatello, was the corridor initially used by stage and freight lines. The coming of the railroad provided further development of Idaho's mineral resources and "Pocatello junction" became an important transportation crossroads as the Union Pacific Railroad expanded its service.

1860



Founded in 1889, Pocatello was known as the "Gateway to the Northwest." As pioneers, gold miners and settlers traveled the Oregon Trail, they passed through the Portneuf Gap south of town. Stage and freight lines and the railroad soon followed, turning our community into a trade center and transportation junction.

1889



Pocatello Regional Transit (PRT), as it is known today, originated with the South Eastern Idaho Community Action Agency's (SEICAA) creation of a targeted and limited door-to-door service for senior citizens in 1972. This one bus system, using an old surplus army vehicle, was known as Tello Bus.

1972



The City of Pocatello developed a river vision study to plan how they can restore the Portneuf River by enhance the health of the environment and providing recreational opportunities.

2015

1805

The name "Pocatello" comes from an Indian chief of the Shoshone tribe who granted the railroad a right-of-way through the Fort Hall Indian Reservation. Shoshone and Bannock Indian tribes inhabited southeastern Idaho for hundreds of years before the epic trek by Lewis and Clark across Idaho in 1805. Their reports of the many riches of the region attracted fur trappers and traders to southeastern Idaho.



1888

In 1888, an Executive Order ceded 1,840 acres of Fort Hall Reservation land for the City of Pocatello and the city was officially incorporated in 1889.



1967

The Army Corps of Engineers built a concrete channel to enclose the Portneuf River as it passes through the urban core of the city. The decision to channelize the river came as a result of urban encroachment on the river and periodic flooding.



1990

The City of Pocatello and Bannock County procured a U.S. National Park Service Grant to create a concept plan for the Portneuf Greenway.



IDENTITY

1 RECREATION

- Access to mountains on both sides of Pocatello
- Miles of public mountain bike and hiking trails
- Beautiful views of Pocatello from the hillsides
- Basalt Lava walls

2 IDAHO STATE UNIVERSITY

- College town atmosphere
- Large young population

3 UNION PACIFIC RAILROAD

- Historical significance
- Tracks run through the heart of the city
- Splits Historic Oldtown into two pieces

4 DOWNTOWN / OLDTOWN POCATELLO

- Western historic character
- Small town feeling
- Locally owned shops

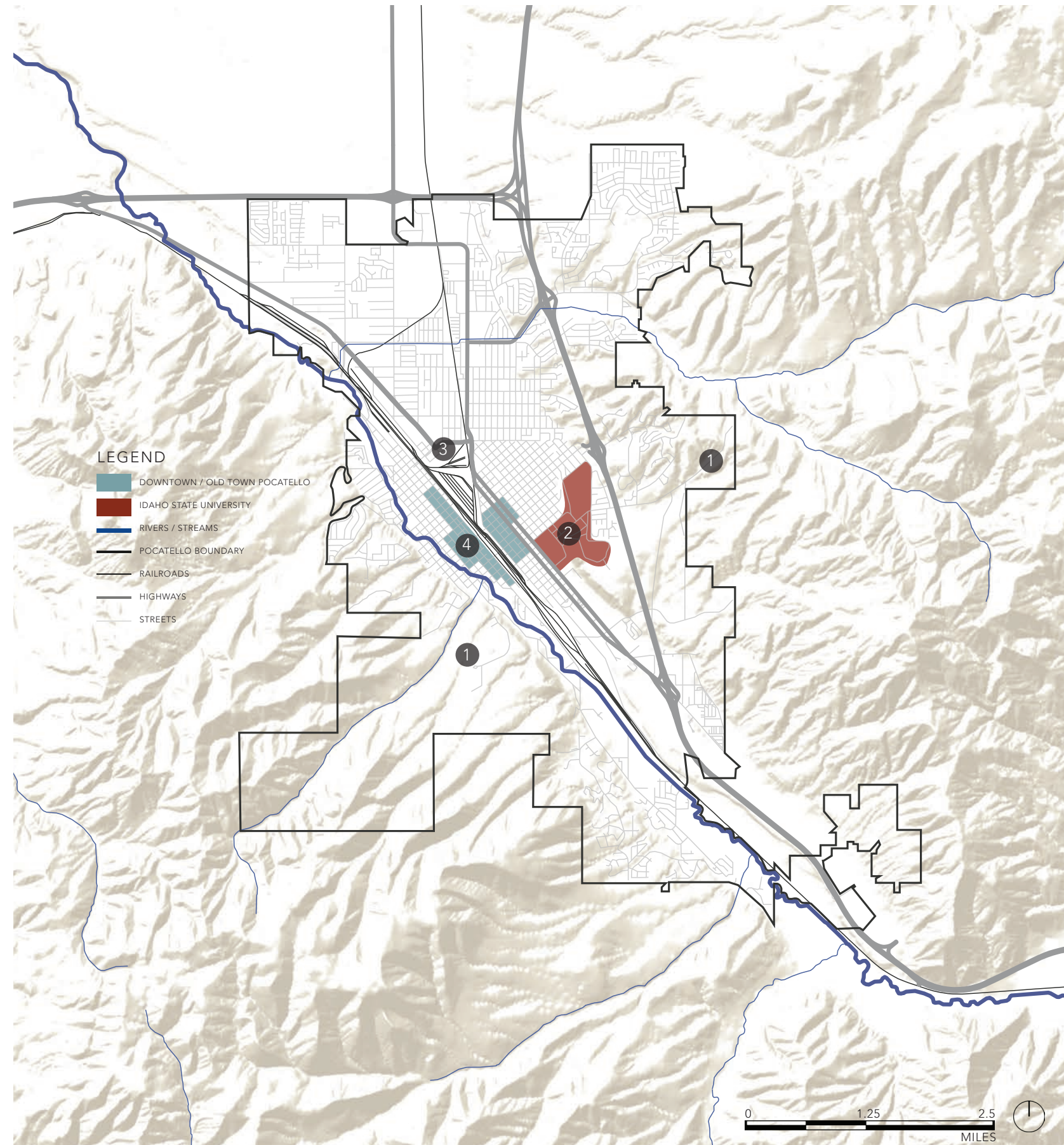
WHAT IS MISSING?

THE PORTNEUF RIVER

- Not recognized as an amenity to the city
- Industrial feeling
- Limited access

SHOSHONE BANNOCK NATIVE AMERICAN CULTURE

- Lack in celebrating Native American history and culture
- The Shoshone Bannock are a cornerstone of Pocatello's history



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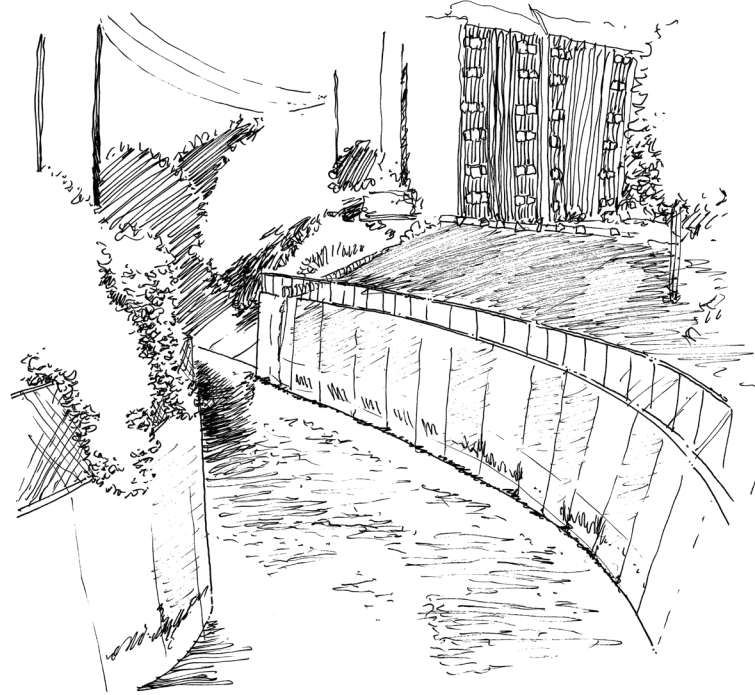


PERCEPTIONS

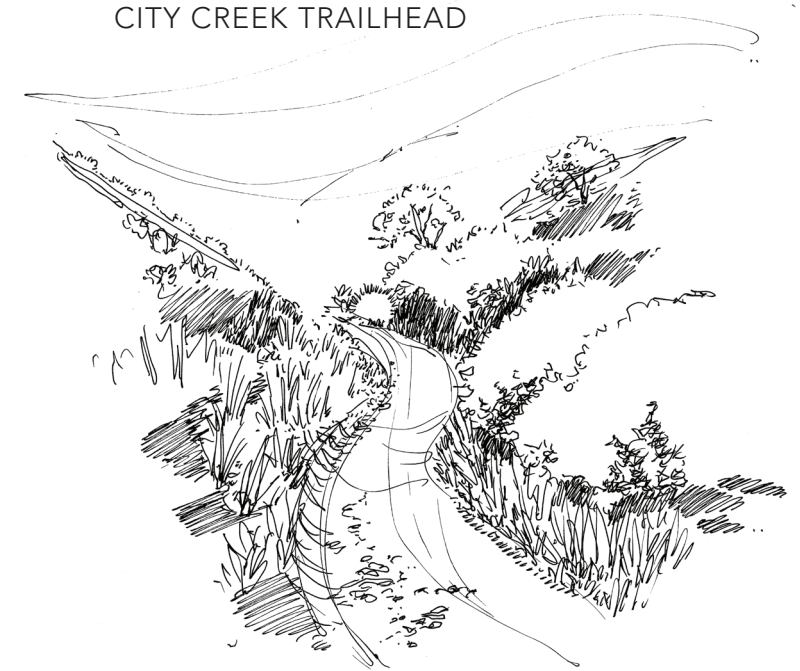
During several site visits to Pocatello, we took some time to sketch places that stood out to us. The sketches that follow represent key areas around the city that we feel reflect what someone would see and experience by visiting Pocatello, as well as impressions they could be left with. Some of the key areas include Historic Oldtown, basalt lava walls, the industrial concrete channel, recreational opportunities such as the City Creek Trails, and historic statues such as Chief Pocatello.

The natural landscape and recreational opportunities around the city are impressive elements that we feel attract many people and leave a lasting impression. The western character of Historic Oldtown is another impressive feature that adds to a positive impression. On the other hand, we were negatively impacted by the concrete channel, and it gave the impression of an industrial relationship with the Portneuf River. This is something that we would like to improve, as well as the impression of the Chief Pocatello statue. We feel that it is under-appreciated and should be better highlighted or moved to a new location in order to allow more people to appreciate it.

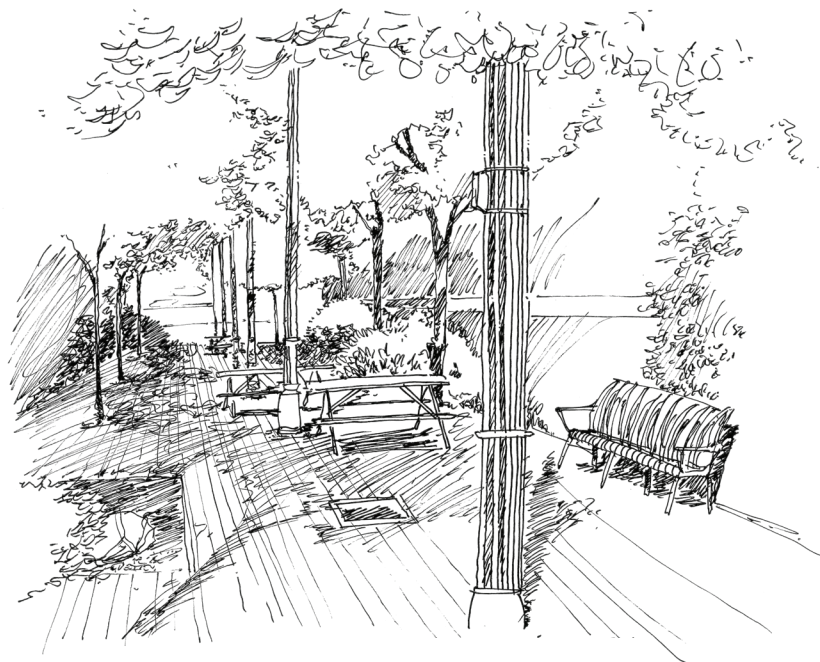
CONCRETE CHANNEL



CITY CREEK TRAILHEAD



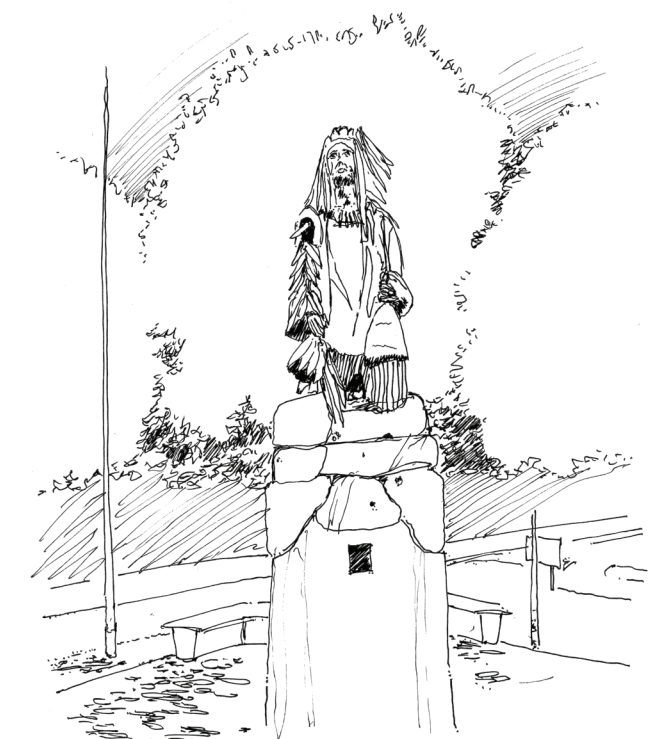
OLDTOWN



BASALT LAVA WALLS



CHIEF POCATELLO



DEMOGRAPHICS

FACTORS TO CONSIDER

INCLUSIVE DESIGN

It is important that the design be inclusive of everyone as a potential user. This includes local residents, college students, and visitors; as well as people of any race, ethnicity, or physical, mental, and emotional capacity.

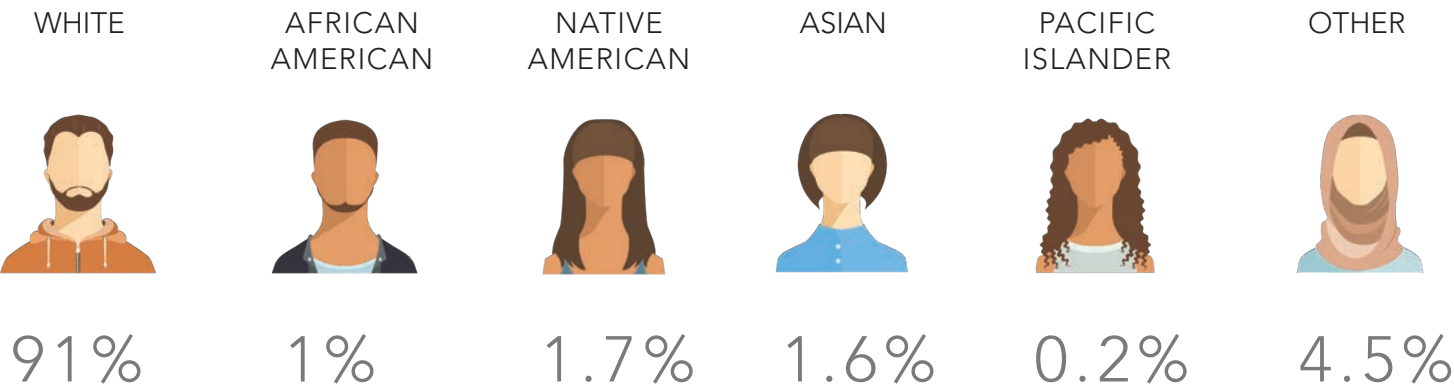
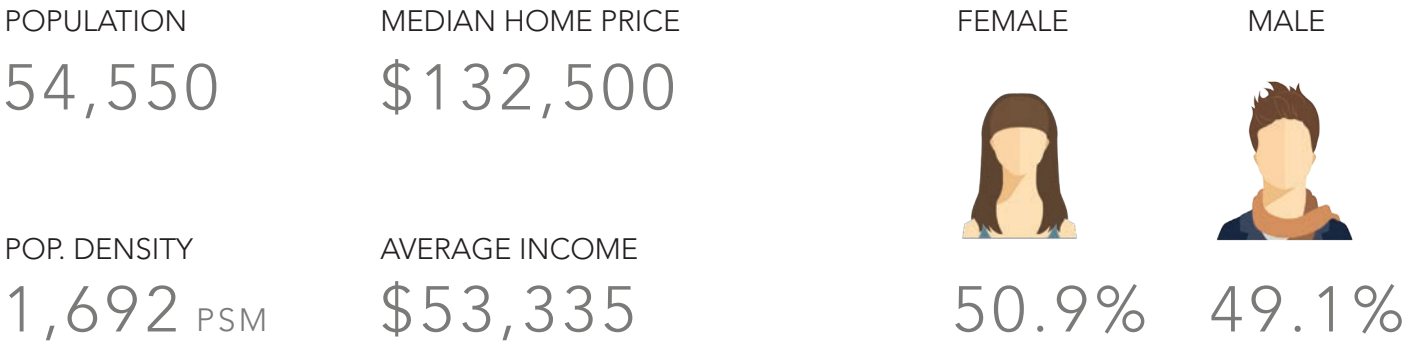
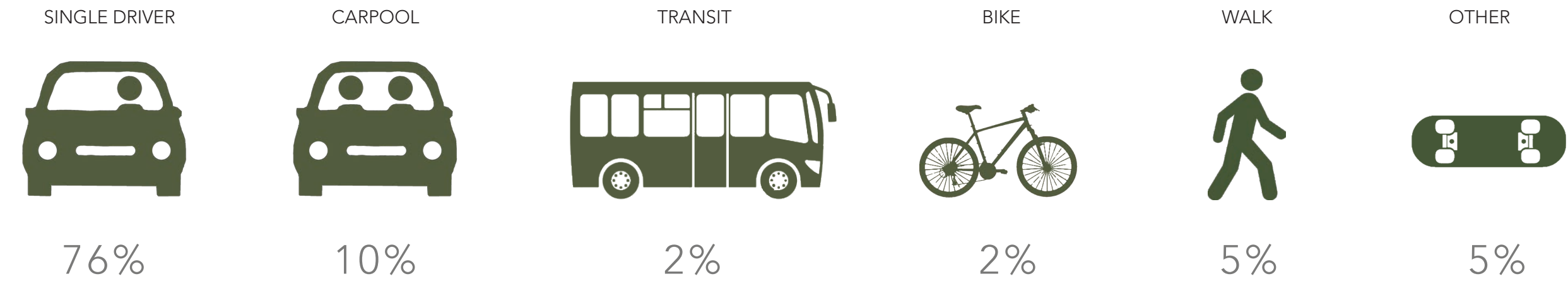
ENCOURAGE ALTERNATIVE TRANSPORTATION

Improving the streetscapes and connectivity within old town will also create more opportunities for people to walk and to bike to work and on a regular basis

INCREASE HOME VALUES

By improving the streetscapes and improving connectivity within old town, the value of the existing homes will potentially increase.

COMMUTING METHODS



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EXISTING OPEN SPACE

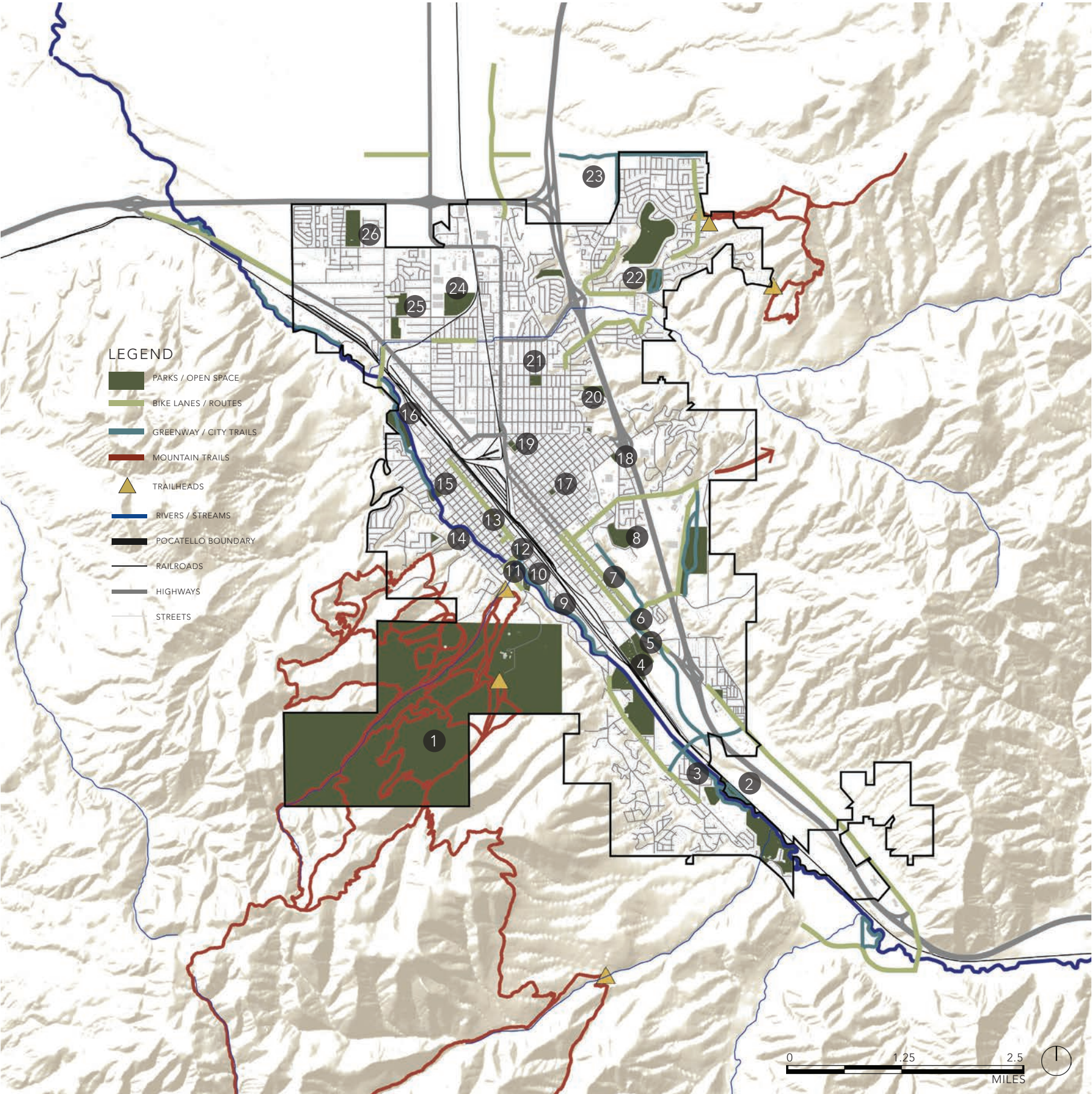
Pocatello features a variety of parks and open spaces that are maintained by The City Parks and Recreation Department. The maintained parks, Portneuf Greenway, and the surrounding natural features are an amenity to locals and attract many visitors who come to enjoy the City Creek Trails, rock climbing events, and many others. However, many areas are disconnected and could be improved. As the city grows, the open space system must improve and grow to meet the needs of residents. Improving the open space system can also attract new residents and businesses, and contribute to the smart growth of Pocatello.

AMENITIES

- 21 Playgrounds
- 26 Ball Fields
- 11 Soccer Fields
- 4 Lighted Outdoor Tennis Courts
- 8 Restrooms
- 15 Picnic Shelters
- 2 Disc Golf Courses
- 2 Gold Courses
- 1 skate Park
- 1 Recreation Center

MAJOR PARKS AND OPEN SPACES

- | | |
|-------------------------------|------------------------------|
| 1 City Creek Management Area | 14 Memorial Park |
| 2 Edson Fichter Nature Area | 15 Raymond Park |
| 3 Indian Hills Soccer Complex | 16 Sacajawea Park |
| 4 Ross Park | 17 Caldwell Park |
| 5 Zoo Idaho | 18 Bonneville Park |
| 6 Rose Garden | 19 Tydeman Park |
| 7 Mountain View Cemetery | 20 Ammon Park |
| 8 Bartz Field | 21 Alameda Park |
| 9 Taysom RotaryPark | 22 Sister City Park |
| 10 Rainey Park | 23 Portneuf Wellness Complex |
| 11 Centennial Park | 24 NOP Park |
| 12 Portneuf Greenway | 25 Hawthorne Park |
| 13 Simplot Square | 26 O.K. Wark Park |



OPEN SPACE STATISTICS

PARKS / CITY CREEK



PARKS

300

ACRES

CCMA

3,000

ACRES

TRAILS



CITY

13

MILES

MOUNTAIN

50

MILES

BICYCLE



LANES

18

MILES

ROUTES

8

MILES

OPEN SPACE PER CAPITA	NRPA STANDARDS		POCATELLO
ACRES OF PARKS PER 1,000 RESIDENTS	10 PER 1,000 RESIDENTS		5.5 PER 1,000 RESIDENTS
MILES OF TRAILS PER 20,000 RESIDENTS	8 PER 20,000 RESIDENTS		25 PER 20,000 RESIDENTS
MILES OF BIKE LANES PER 1,000 RESIDENTS	<div></div>		0.3 PER 1,000 RESIDENTS

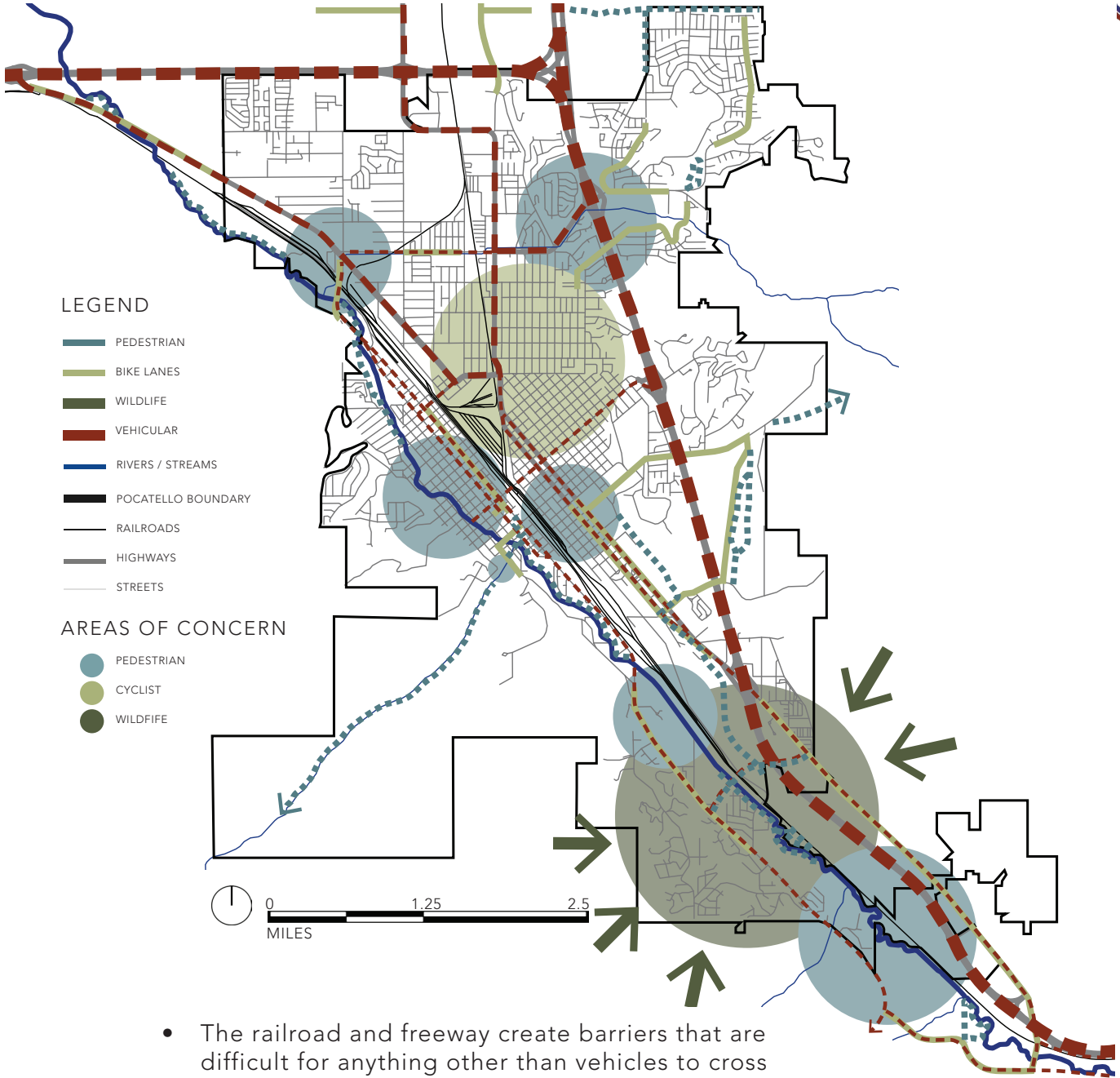
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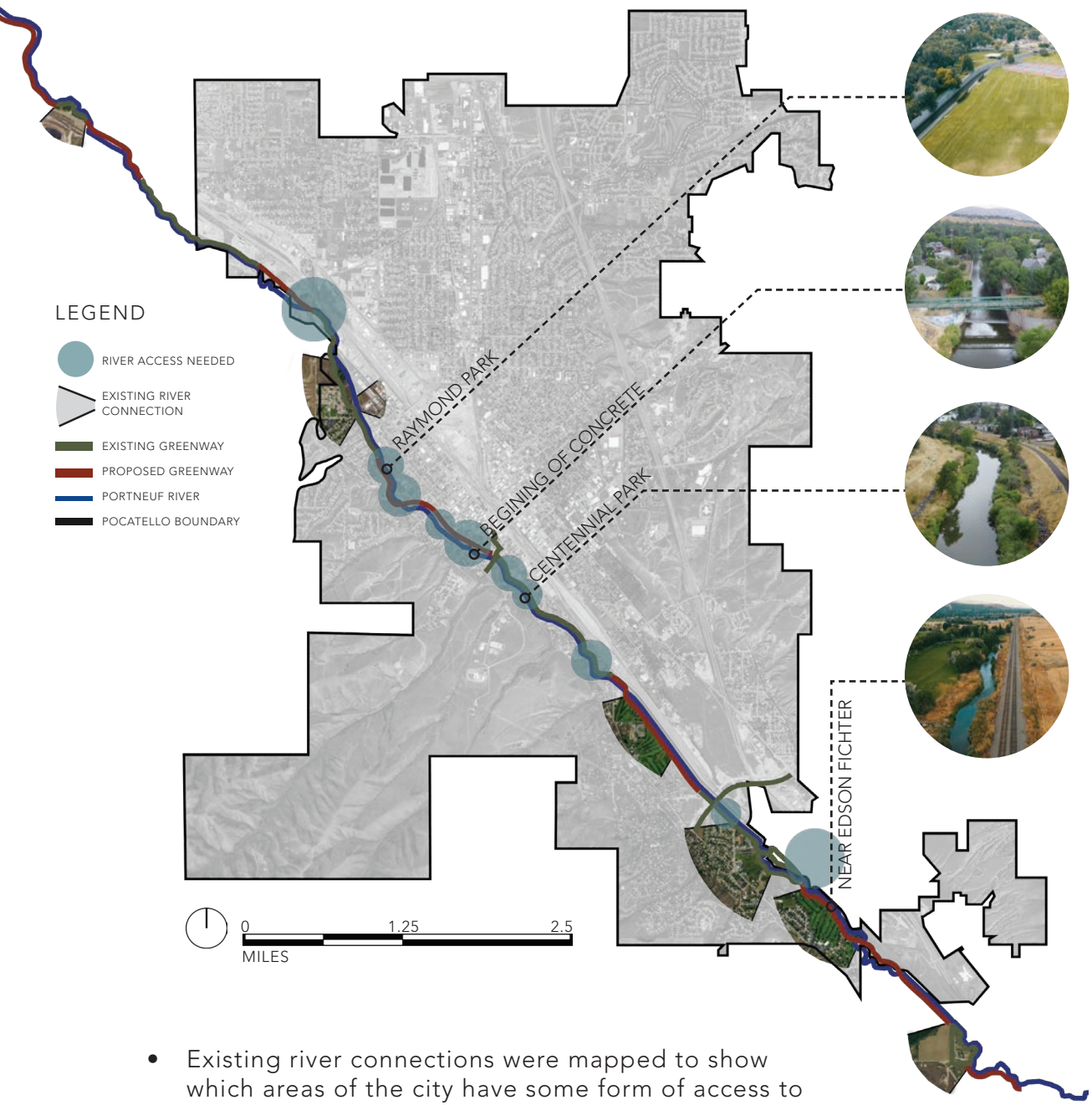
ANALYSIS

MOVEMENT



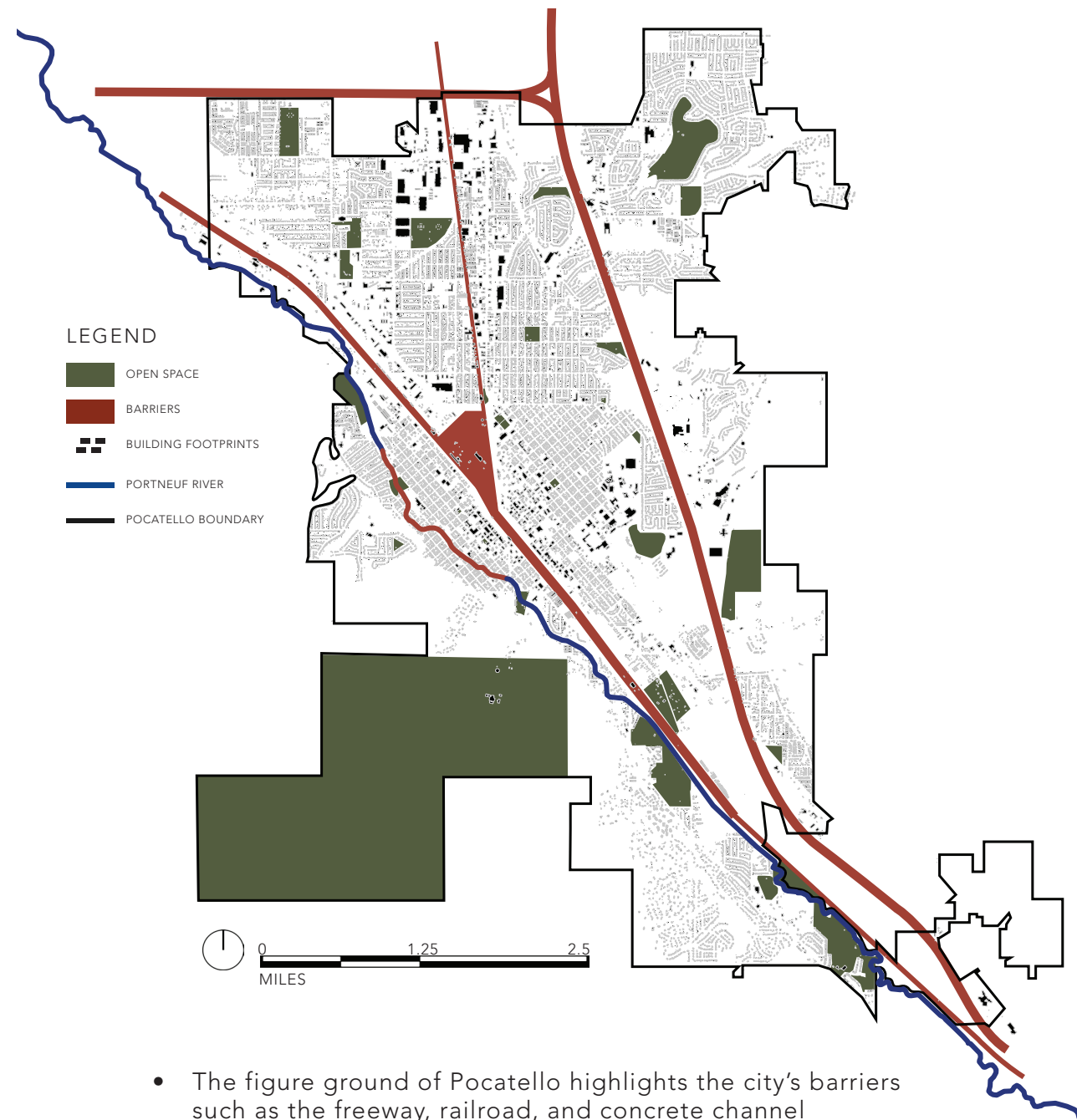
- The railroad and freeway create barriers that are difficult for anything other than vehicles to cross
- The city's bike lanes and city trails are not connected enough to allow for safe transportation throughout the city
- The freeway and railroad block off an important wildlife corridor and interrupt migration patterns
- The Portneuf Greenway is a great asset to the city's pedestrian circulation and should be expanded

PORTNEUF RIVER ACCESS



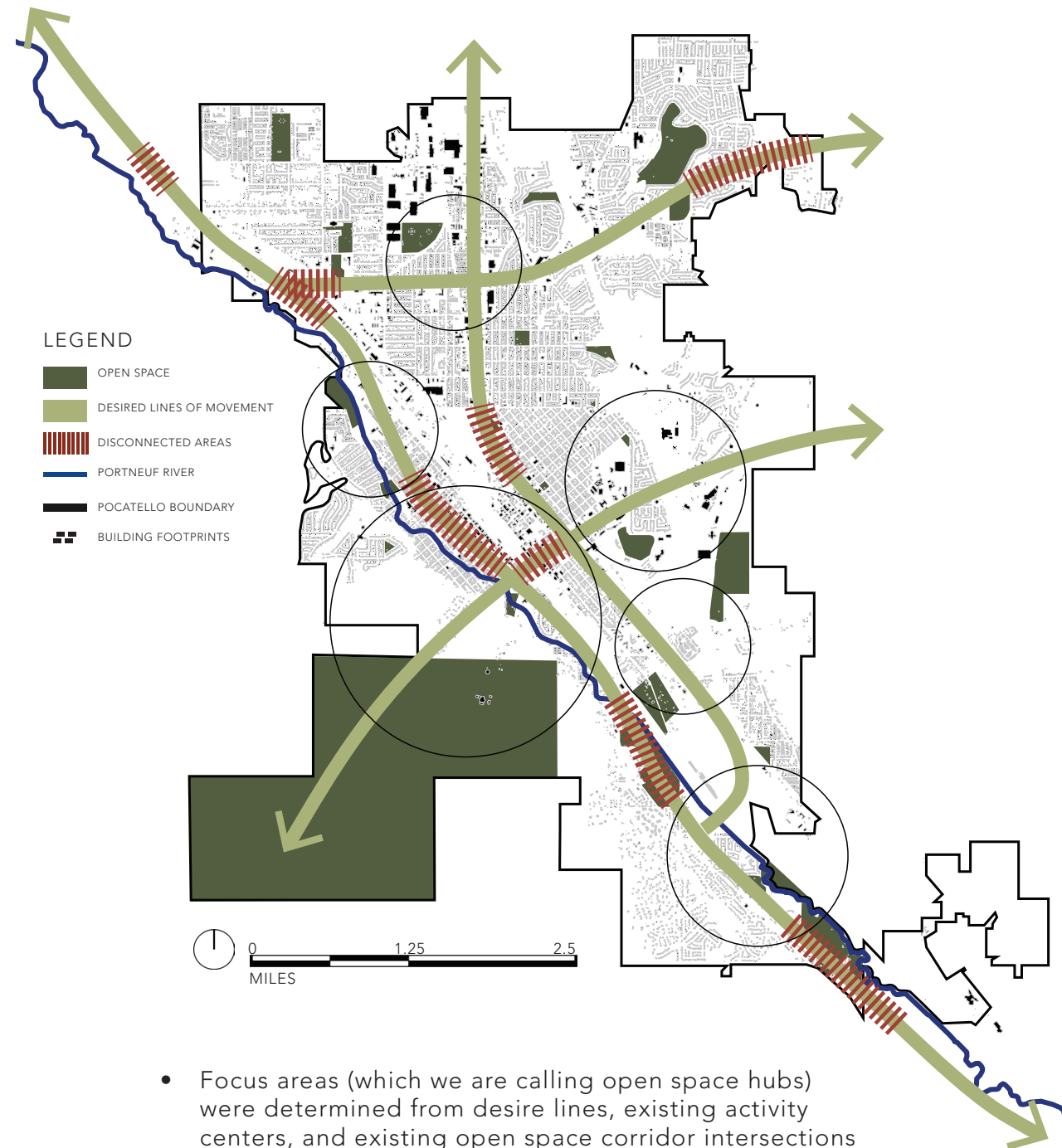
- Existing river connections were mapped to show which areas of the city have some form of access to the river
- Almost all current river connections far away from the city's core. The concrete channel and levee severely limit opportunities to access the river
- Areas were identified where connections can be made to the river in order to connect the city and redefine the way citizens think and engage with it

BARRIERS



- The figure ground of Pocatello highlights the city's barriers such as the freeway, railroad, and concrete channel
- The downtown area is split in two by the railroad
- The railroad creates a massive void in the center of the city and includes a large open area to the north of the downtown
- The city's funnel shape creates issues of circulation especially in the narrow areas

DESIRE LINES



- Focus areas (which we are calling open space hubs) were determined from desire lines, existing activity centers, and existing open space corridor intersections
- Open space hubs will allow important areas of the city to become connected, such as City Creek, the river, Oldtown, ISU, and the mountain to the east of Pocatello
- By focusing on these key areas first, we anticipate that the energy from these areas will spread to other areas in the future and expand the city's open space network

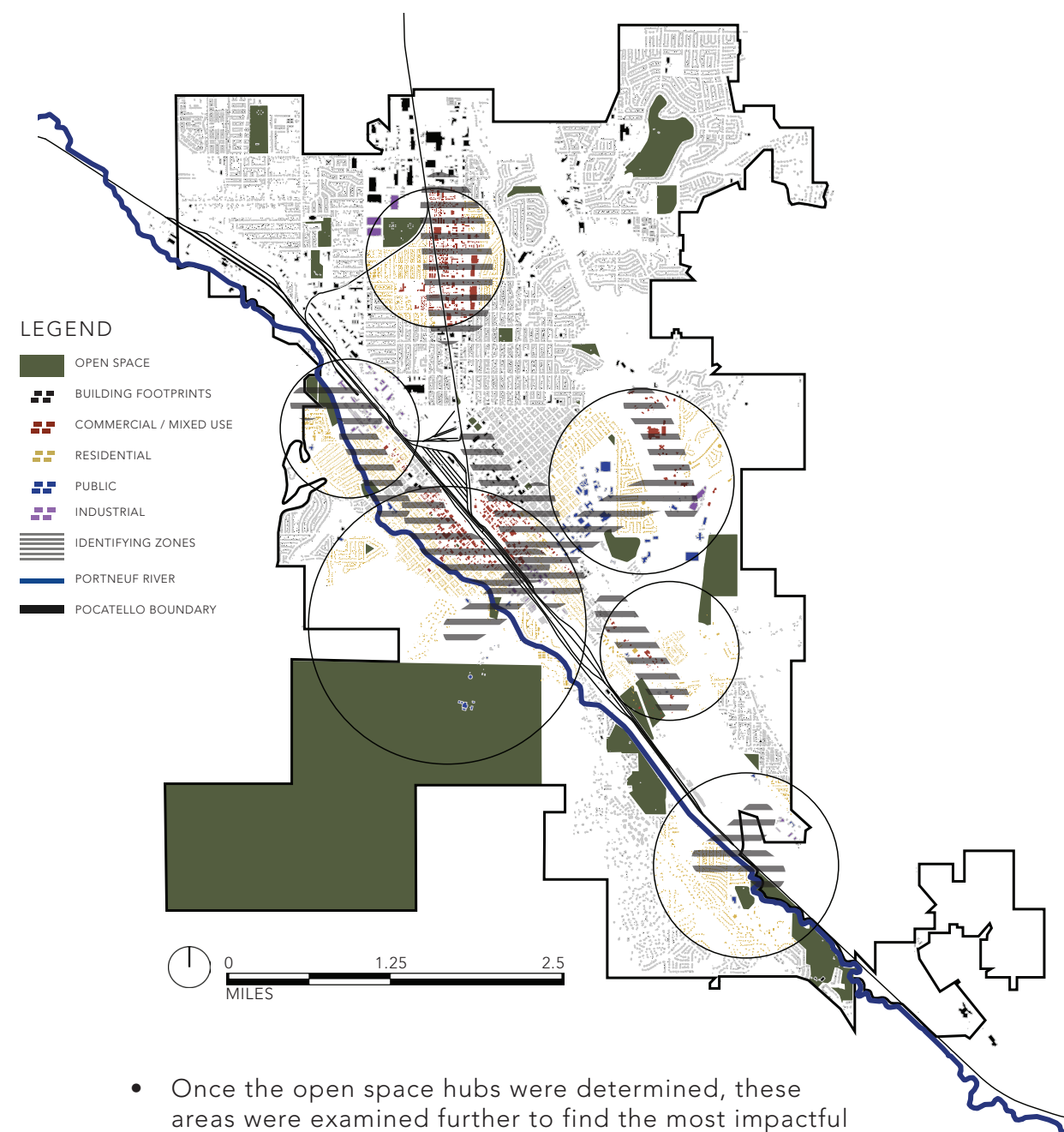
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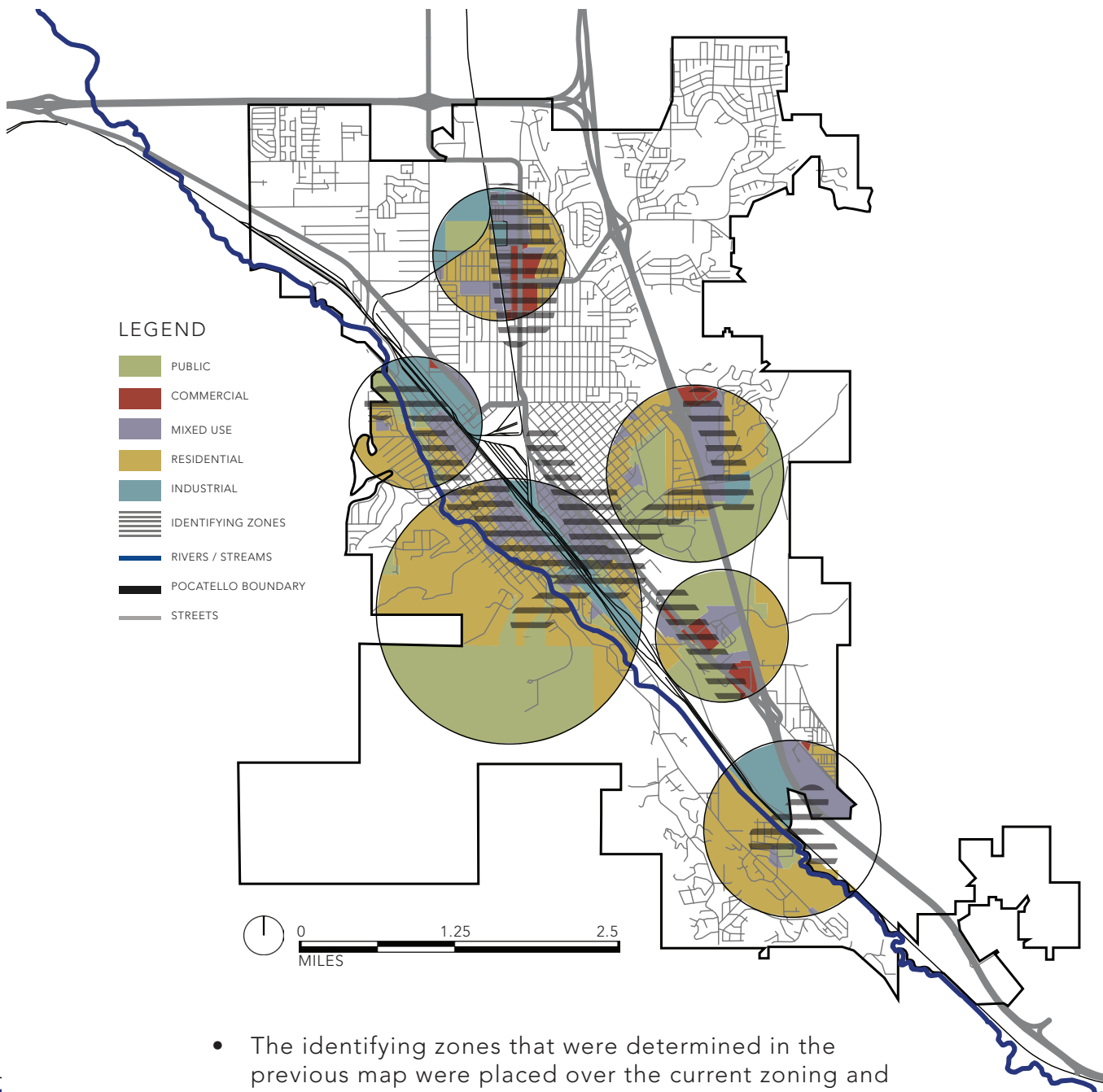
ANALYSIS

OPEN SPACE HUBS BUILDING TYPOLOGY



- Once the open space hubs were determined, these areas were examined further to find the most impactful areas in each hub, which we are calling identifying zones
- These identifying zones have the most exposure to users and can be activity centers for each open space hub
- Creating these hubs and identifying zones can allow us to build a network of open spaces throughout the city, and lead to the development of open space corridors that connect one hub to the next

OPEN SPACE HUBS ZONING



- The identifying zones that were determined in the previous map were placed over the current zoning and land use map to identify how these areas are likely to grow
- Many of the identifying zones are on or near public, commercial, and mixed use zoning types, which gives the opportunity for new or revitalized developments that incorporate quality open spaces and pedestrian corridors.

SYNTHESIS

STRENGTHS

- The Portneuf river flows near the downtown and provides potential for a strong river-city interface
- The Portneuf greenway already connects parts of the city to the river and provides recreational opportunities
- The city's surrounding natural features make it a destination for tourists such as mountain bikers, hikers, hunters, and fishermen
- ISU attracts a young demographic to the city that increases the demand for mixed use developments and open spaces

WEAKNESSES

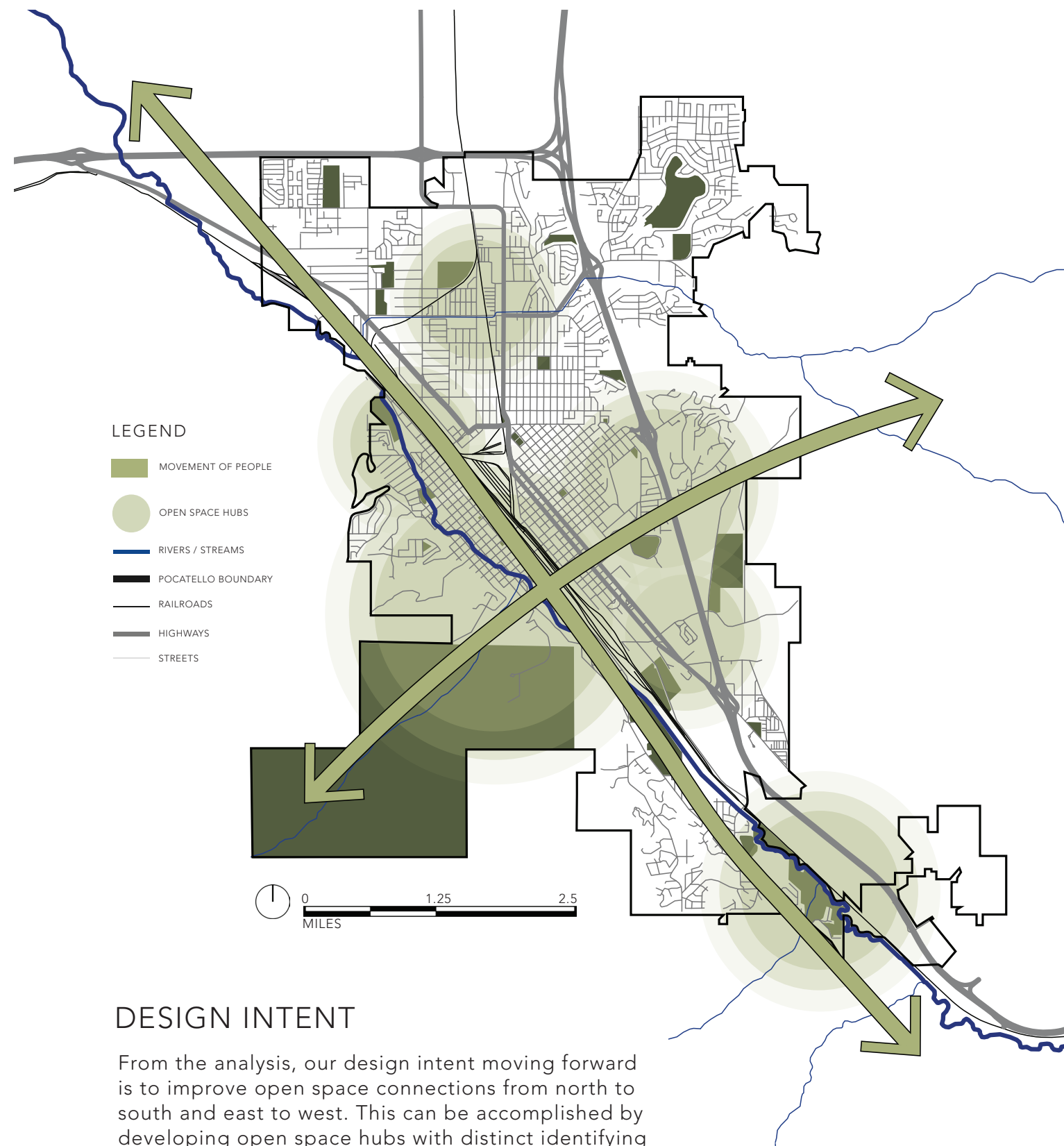
- The built barriers such as the freeway, railroad, and concrete channel currently limit pedestrian circulation
- Some of the main aspects of the city's history are absent in its current identity
- The concrete channel creates an industrial reputation for the Portneuf river and cuts off access

OPPORTUNITIES

- Connect the City Creek Management Area to the river, Oldtown, ISU, and east mountains to create an east-west pedestrian corridor
- Expand open spaces and pedestrian corridors in focus areas to create neighborhood open space hubs
- Expand the Portneuf Greenway to provide a complete north to south link for recreation and transportation
- Connect the city to the Portneuf River by increasing visual and physical access and restoring natural character to the river
- Honor the city's history by making the Shoshone Bannock Native American Culture more evident in the city

THREATS

- Private landowners may delay or stop attempts to create pedestrian corridors and open space hubs
- Funding of large projects may take years to acquire
- Houses border the concrete channel and land will need to be purchased in order to remove portions of the channel



DESIGN INTENT

From the analysis, our design intent moving forward is to improve open space connections from north to south and east to west. This can be accomplished by developing open space hubs with distinct identifying features throughout the city, and connecting them together with open space corridor streetscape improvements. We anticipate that these open space hubs will expand outward over time and lead to an increase in open space destinations

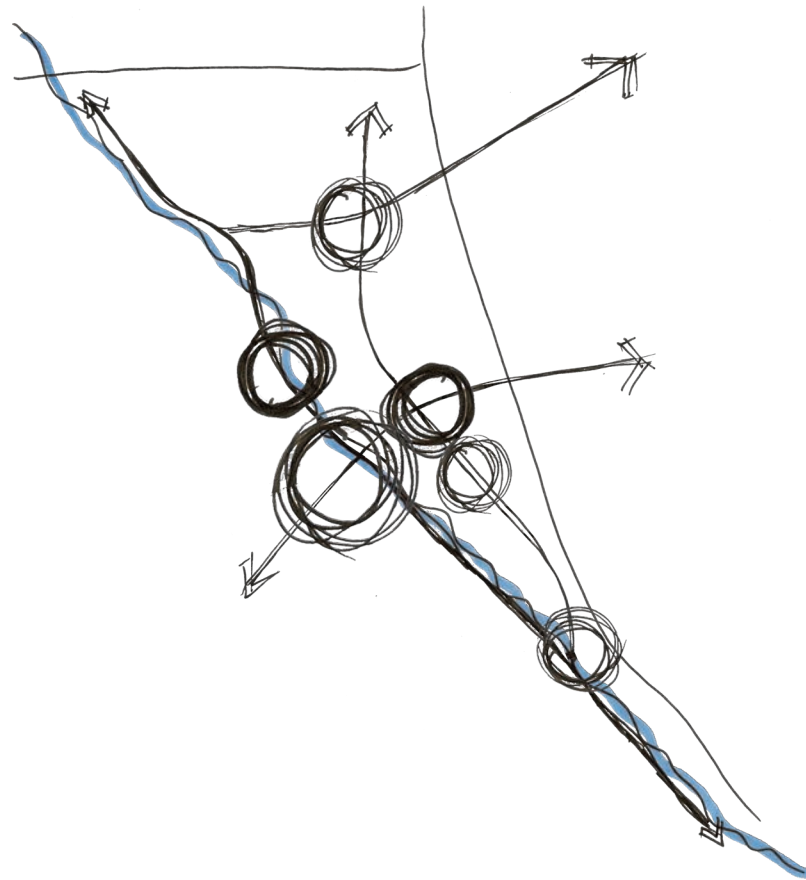
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Create and Active and Connected Pocatello



DESIGN DEVELOPMENT

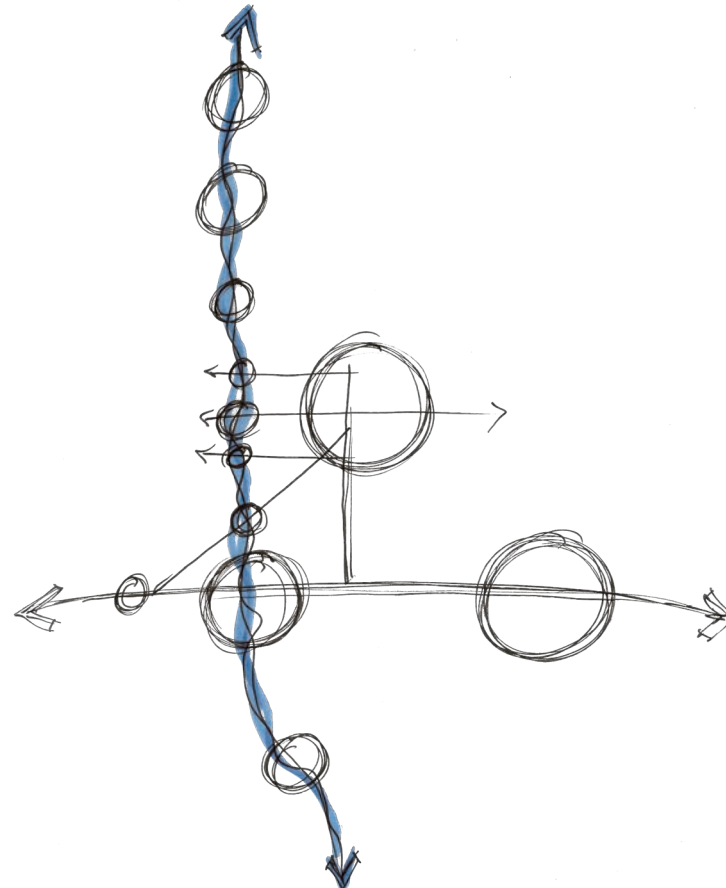
LARGE SCALE



CROSS BARRIERS

The goal at the large scale is to cross the city's barriers such as the freeway and railroad. This can be done by establishing open space hubs and connecting the space between with open space corridors.

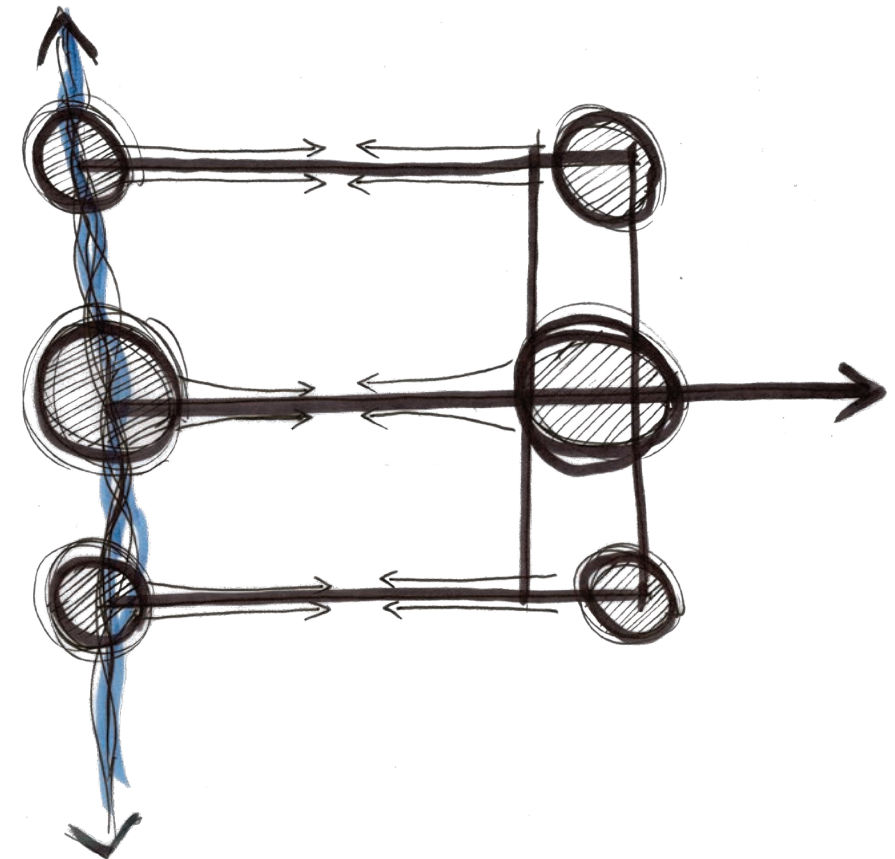
MEDIUM SCALE



CONNECT CITY TO RIVER

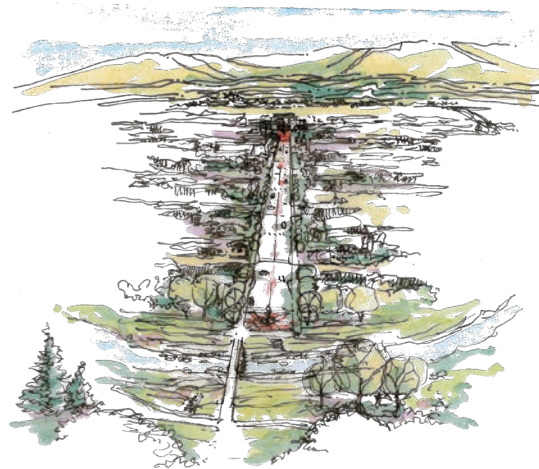
The goal at the medium scale is to connect surrounding neighborhoods and Historic Oldtown to the Portneuf River. This can be done by improving trail connections, creating more open space along the river, and removing portions of the concrete channel to allow river access.

SMALL SCALE



CREATE ACTIVITY CENTERS

The goal at the small scale is to create activity centers along the Portneuf River. The main focus will be to revitalize the historic railroad and bus depot into an arts district with a direct connection to river access node of the Portneuf River.

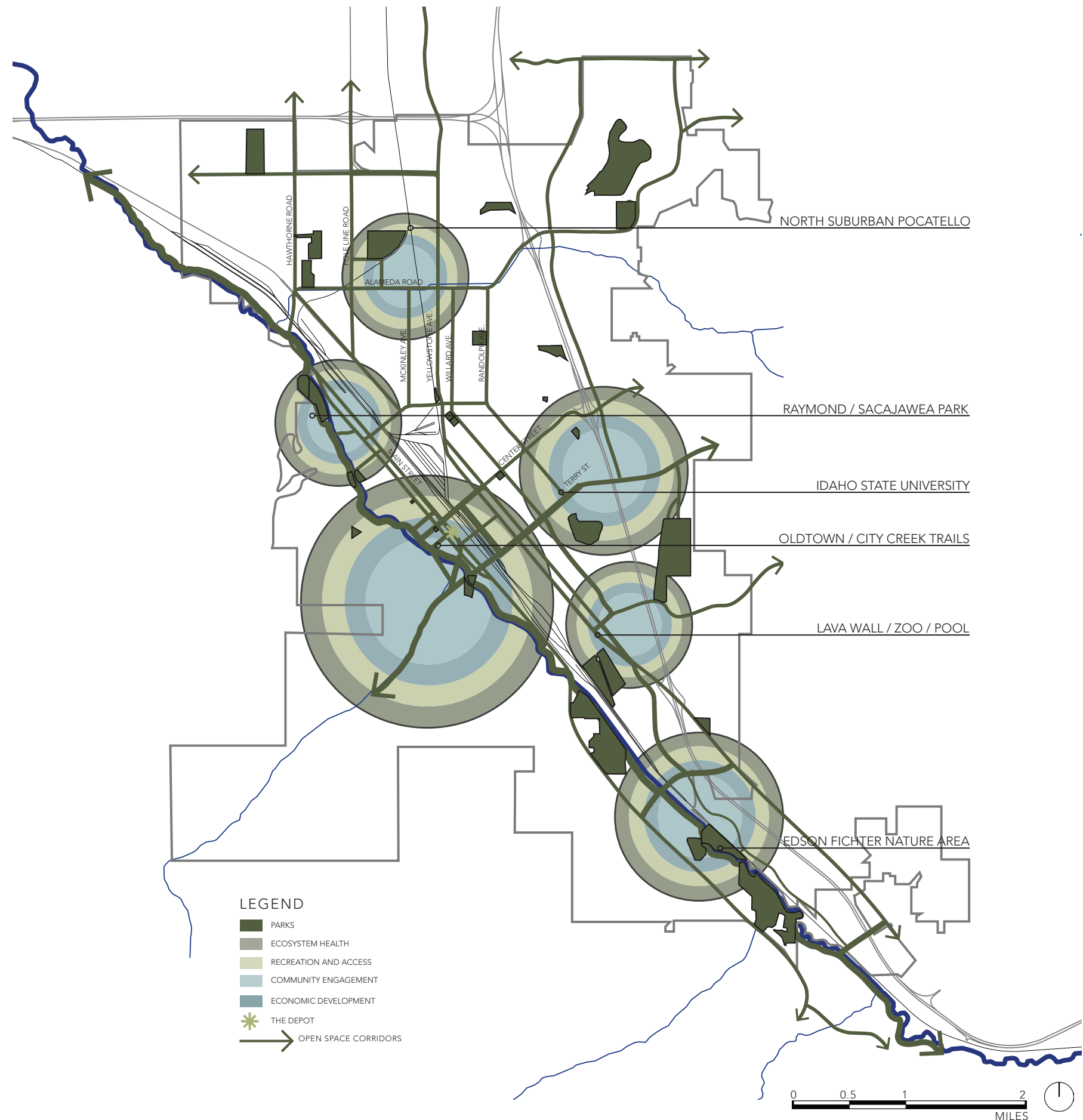


NORTH SUBURBAN

- BIKE LANES / BOULEVARDS
- PARK CONNECTIONS
- IMPROVE PARKS

OLDTOWN / CITY CREEK

- RIVER ACCESS NODES
- STREET BIOSWALES
- GREENWAY EXPANSION



OPEN SPACE

Create and Active and Connected Pocatello

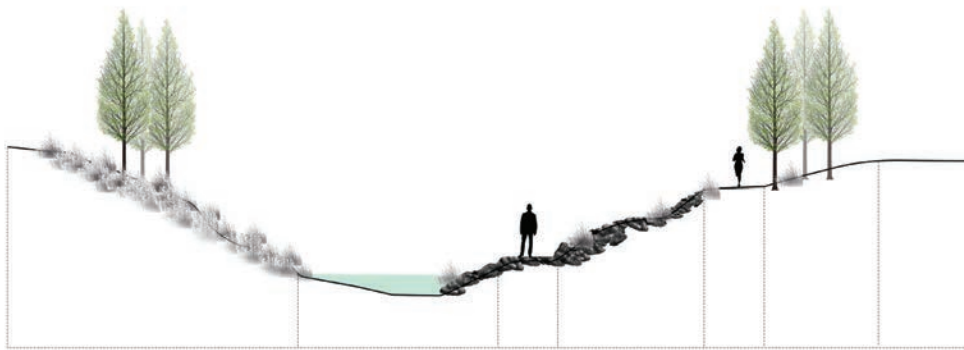


CORRIDOR MASTERPLAN

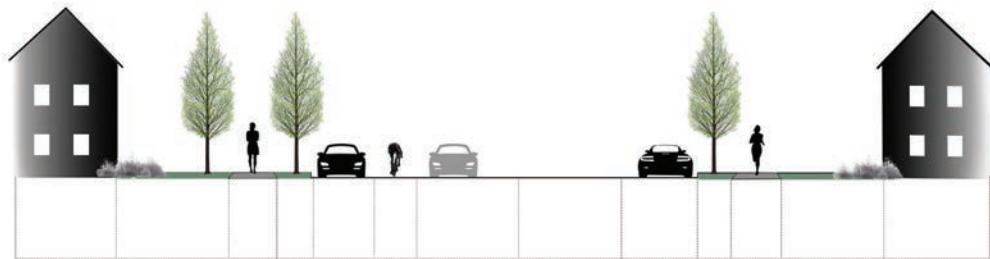
CORRIDORS AND HUBS

The Corridor Masterplan is the large scale plan that shows the development of each open space hub and how the principles of the Portneuf River Vision Study apply to it. Types of open space corridors are also shown through various colors which correspond to the section typicals below. As the city grows, this system of corridors and hubs can serve as an active transportation backbone, with each hub expanding into activity centers where residents will want to live, work , and play.

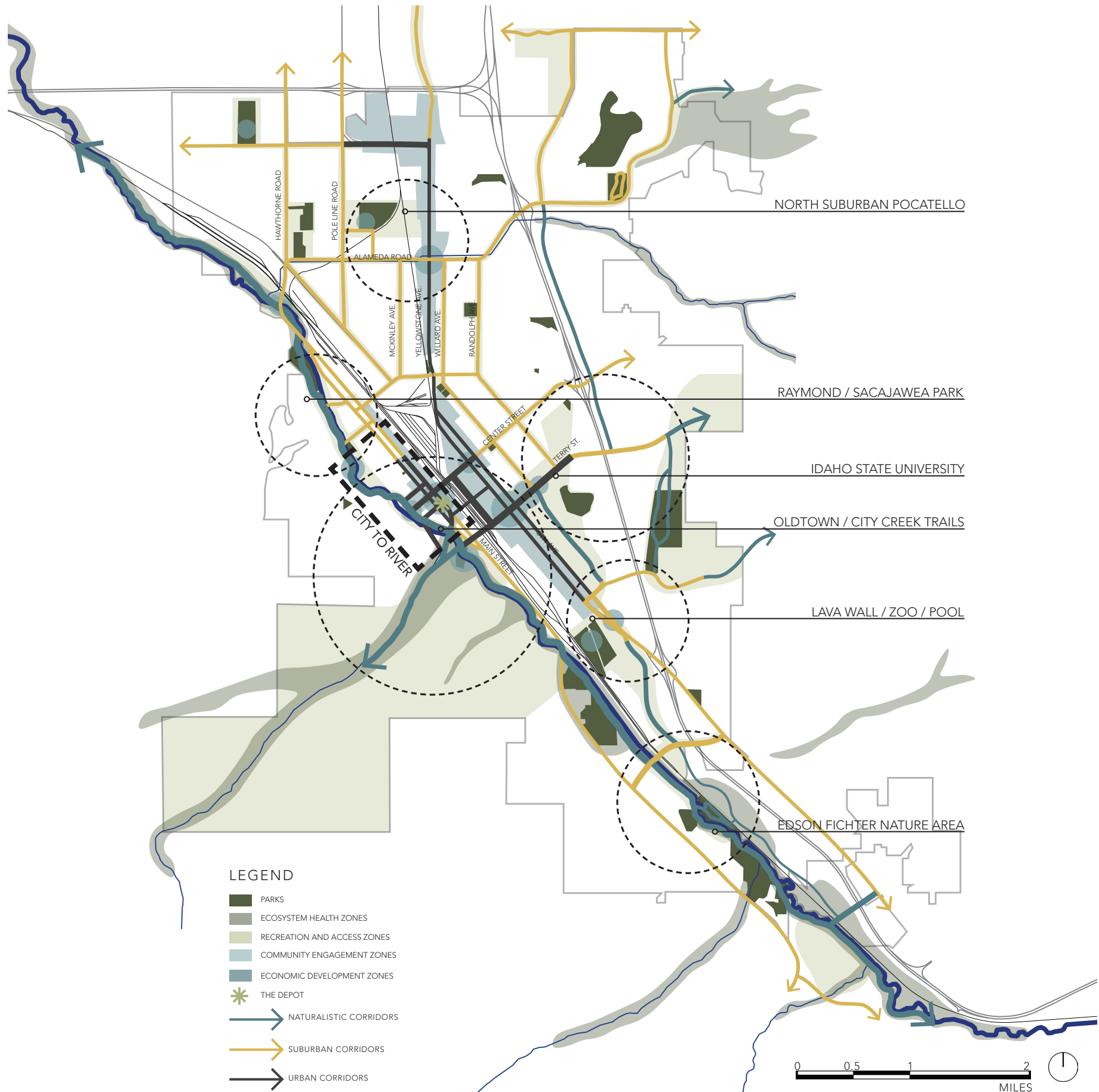
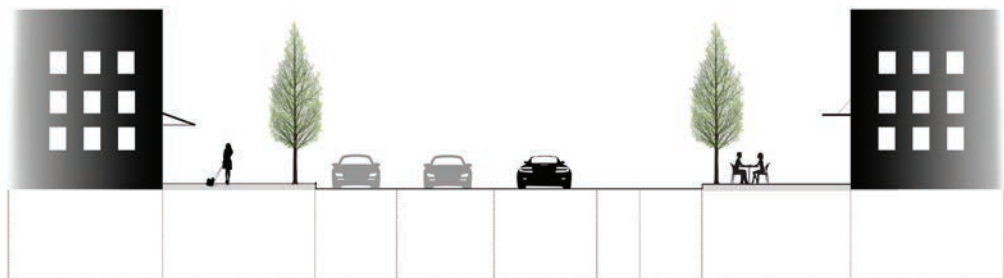
NATURAL CORRIDOR TYPICAL



SUBURBAN CORRIDOR TYPICAL



URBAN CORRIDOR TYPICAL

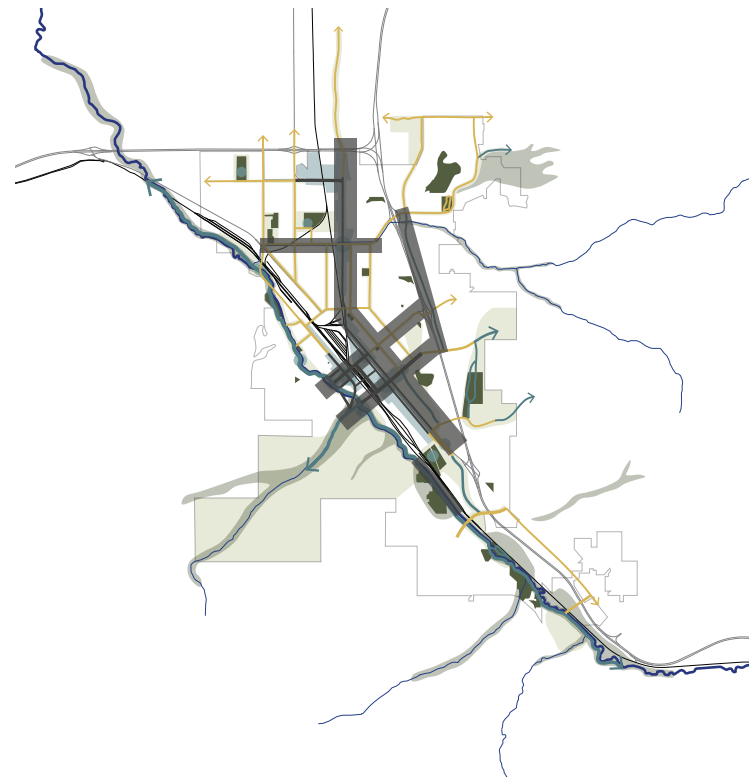


LEGEND

- PARKS
- ECOSYSTEM HEALTH ZONES
- RECREATION AND ACCESS ZONES
- COMMUNITY ENGAGEMENT ZONES
- ECONOMIC DEVELOPMENT ZONES
- THE DEPOT
- NATURALISTIC CORRIDORS
- SUBURBAN CORRIDORS
- URBAN CORRIDORS

CORRIDOR PHASING

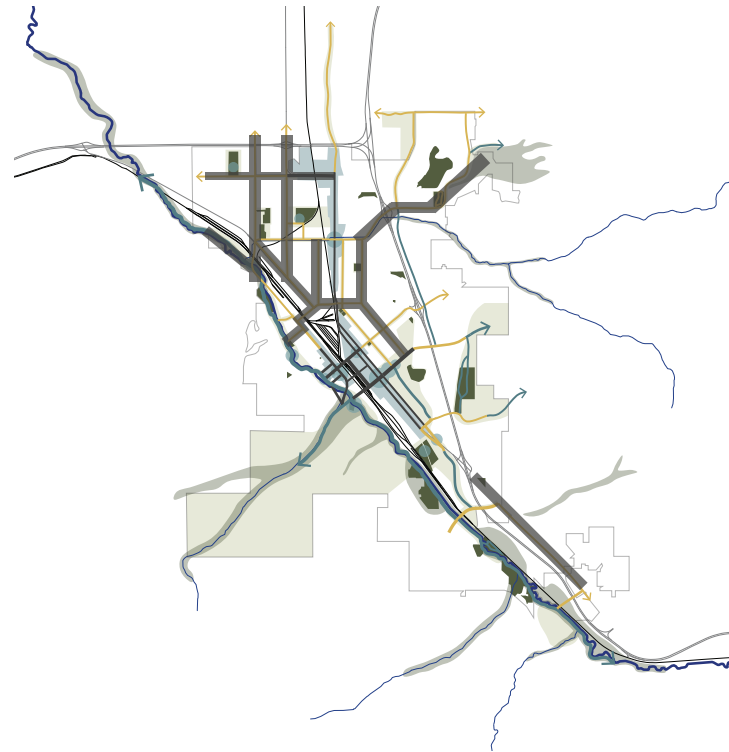
SHORT-TERM



PRIMARY CORRIDORS

The short-term phase is focused on establishing primary corridors that cross the main barriers of the railroad and freeway. This includes creating pedestrian north-south corridors along Yellowstone Ave, Willard Ave, and a trail west of the freeway. Also, enhancing the downtown corridors of 4th and 5th Ave.

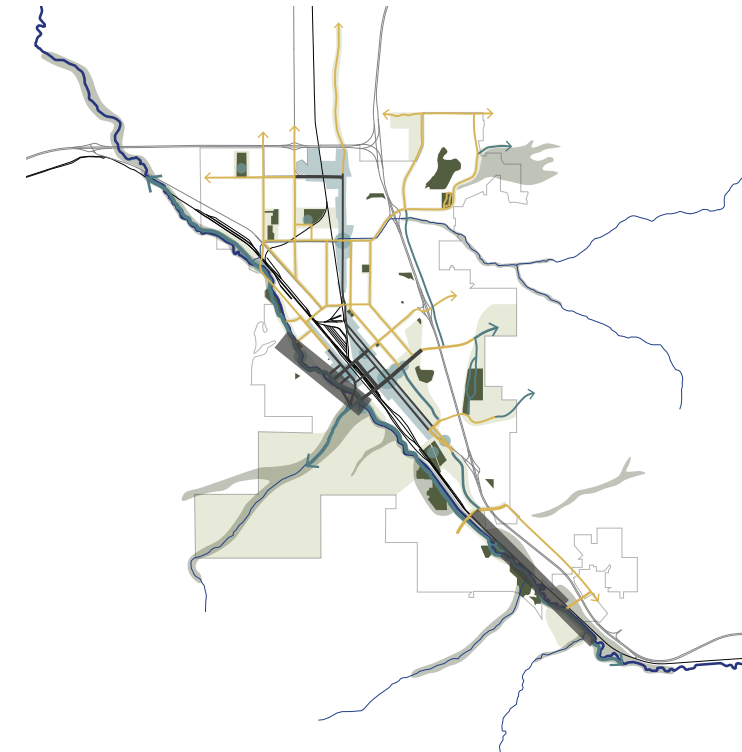
MID-TERM



SECONDARY CORRIDORS

The mid-term phase creates secondary transportation corridors that allow safe alternative transportation such as cycling. This includes bike lanes or boulevards and improved pedestrian corridors along Randolph Ave, McKinley Ave, Pole Line Rd, Hawthorne Rd, and Pocatello Creek Rd.

LONG-TERM



URBAN GREENWAY

The long-term phase is focused on the complete connection of the Portneuf Greenway from north to south. This will include removal of portions of the concrete channel and creating a series of parks that the greenway passes through in the core of the city.

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Create and Active and Connected Pocatello



CITY TO RIVER MASTERPLAN

The City to River Masterplan is the mid-scale plan that shows proposed connections and improvements that better connect the city to the river. Main elements consist of three pedestrian oriented corridors from Oldtown to the river, an urban greenway connection lined with parks, river access points, and improved open spaces along the railroad.

PROGRAM ELEMENTS

STREETSCAPE IMPROVEMENTS

- STREET BIOSWALES
- MID-BLOCK CROSSING
- BIKE LANES ON MAIN AND ARTHUR
- WIDE SIDEWALKS / STREET TREES

RIVER ACCESS

- CENTER STREET - TERRACED CONCRETE
- BONNEVILLE STREET - NATURAL
- LANDER STREET - NATURAL

ACTIVITY AREAS

- PORTNEUF GREENWAY
- THE DEPOT
- RAILROAD LINEAR PARK
- HISTORIC OLDTOWN
- POCATELLO HIGH SCHOOL
- RED ROCK PASS PARK
- SIMPLOT SQUARE

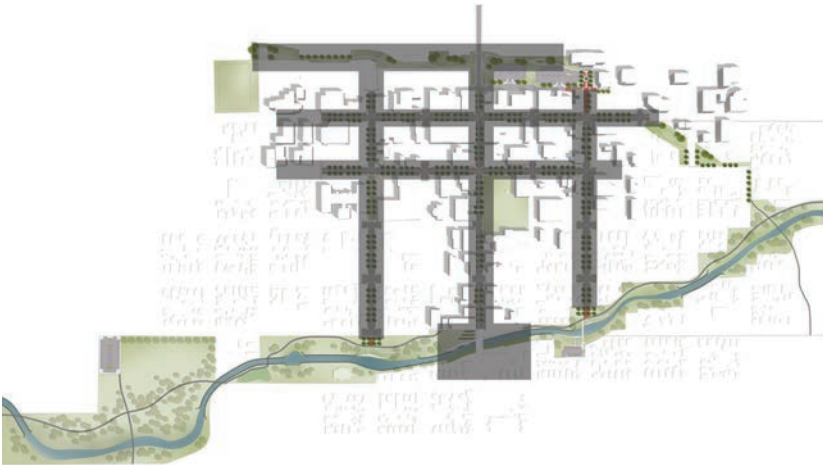


CONCRETE CHANNEL REMOVAL

Along the Portneuf River, the concrete channel has been removed in five stretches, which can be seen above. This will enable natural river characteristic restoration such as native vegetation and meanders, as well as recreational access and improved aesthetics. Although this is a costly improvement, it is a necessary step of revitalizing the city and will benefit current and future residents of Pocatello for many generations.

CITY TO RIVER PHASING

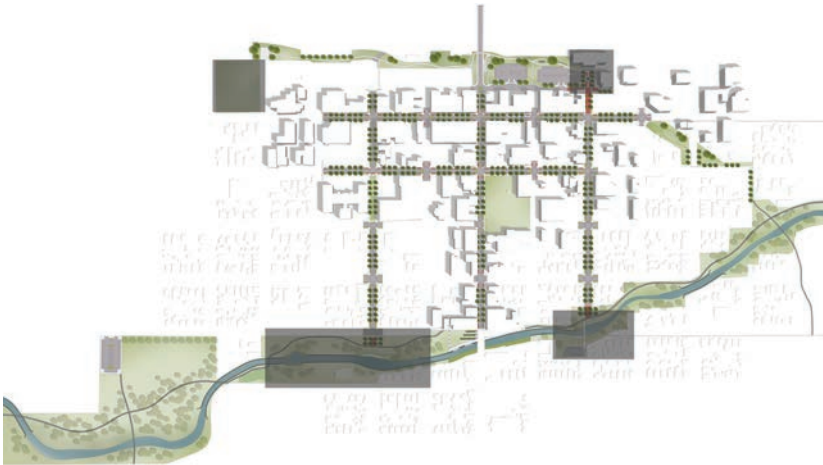
SHORT-TERM



PRIMARY CORRIDORS

The short-term phase includes streetscape improvements to the river connection streets of Center, Bonneville, and Lander. Bike lane additions will also be made to Main and Aurthur. Other features include the linear railroad park construction, and riverfront development node at Center Street.

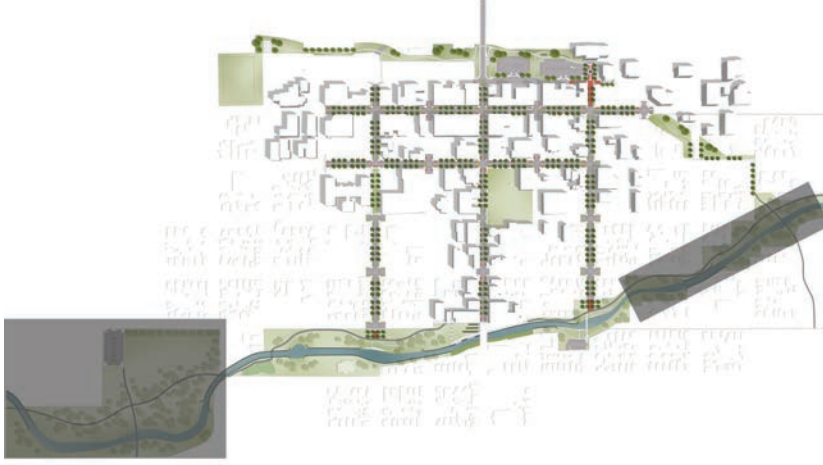
MID-TERM



SECONDARY CORRIDORS

The mid-term phase is focused on developing the activity centers at each end of the corridors. Urban activity centers include The Depot plaza and arts district, as well as an athletic facility near the high school. The river activity centers are access points at Lander and Bonneville Street.

LONG-TERM



URBAN GREENWAY

The long-term phase features continued removal of the concrete channel in areas where it is physically feasible. This will allow restoration of natural river characteristics as well as recreation access. Red Rock Pass Park will also be constructed near the middle school.

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Create and Active and Connected Pocatello



RIVER ACCESS VISUALIZATION

BONNEVILLE STREET RIVER ACCESS

This image shows proposed river access at the intersection of Bonneville Street and the Portneuf River. Various sections of the concrete channel would be removed and the Portneuf Greenway would connect through the urban core of the city. The river and greenway would be lined with a series of green spaces, native vegetation, gathering places, and river access points.



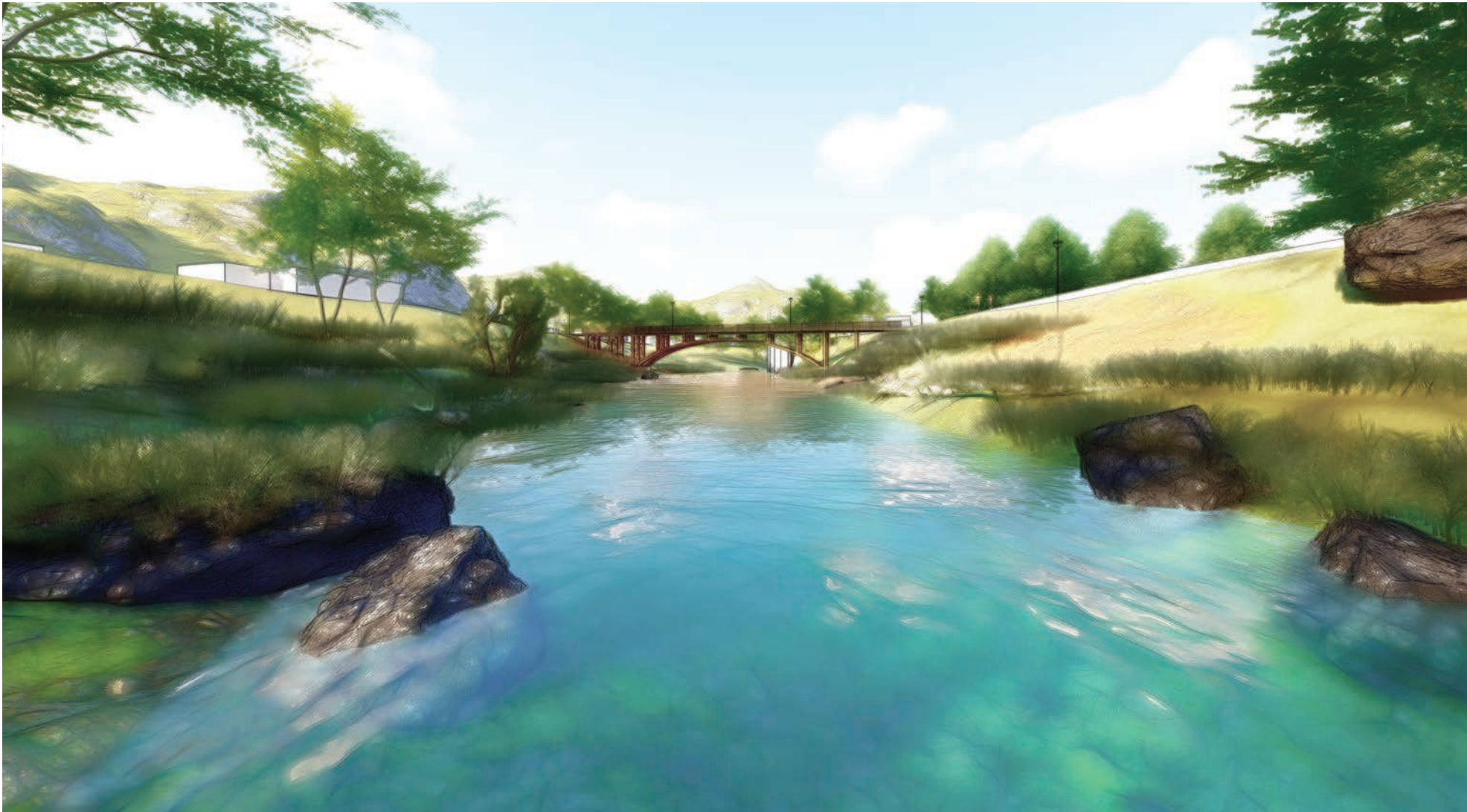
RIVER ACCESS / RESTORATION

The Portneuf River is known to flood periodically which is a contributing reason to why the concrete channel was originally built in the 1960's. Although the Army Corps of Engineers solution to the problem was effective in preventing flooding, it is an ecological catastrophe, stole river access from residents, and created an industrial perception of the Portneuf River.

Pouring concrete is not the only solution to periodic flooding, and there are many other alternatives that have less impacts, allow river access, and contribute to a healthy riparian environment.

We propose removing the concrete channel in several locations and incorporating methods that restore natural river characteristics and appearance, while still being able to flood during high water season without affecting neighboring houses.

We feel that the Portneuf River should be celebrated instead of encased, and that the long term plan should be to remove as much concrete as possible. This will require careful planning and policymaking such as land setbacks from the river that only the city is able to purchase, and bonding as a means of funding.



OPEN SPACE

Create and Active and Connected Pocatello



THE DEPOT MASTERPLAN

The Depot Masterplan is the small-scale plan that shows how the railroad and bus depot, along with the surrounding area, can be developed into an activity center and arts district. Main elements include an art gallery, museum, venue space, fountain plaza, cafes and restaurants, streetscape improvements, renovated apartments, and new retail space. The intent was to create a urban activity center at the northeast end of Bonneville Street, which connects to a naturalized activity center at the southwest end where it meets the Portneuf River, creating a strong connection from city to river.

PROGRAM ELEMENTS

FESTIVAL PLAZA

- FOUNTAIN IN CENTER
- SPACE TO HOST FESTIVALS AND EVENTS
- PAVING THAT ALLOWS FOR CHALK ART MURALS
- SEATING AND SHADE
- PLANTER BED BIOSWALES
- PLAZA CAN EXTEND TO MAIN STREET WHEN HOSTING LARGE EVENTS

UNION PACIFIC RAILROAD DEPOT

- HISTORIC RAILROAD MUSEUM
- VENUE SPACE

GREYHOUND BUS DEPOT

- ART GALLERY
- OUTDOOR EXHIBIT SPACE
- CAFE IN GALLERY
- OUTDOOR SEATING
- VINTAGE BUS ON DISPLAY

SURROUNDINGS

- RAILROAD THEME LINEAR PARK
- PEDESTRIAN ORIENTED STREETS (WOONERFS)
- NEW RETAIL SPACE
- MID-BLOCK CROSSINGS
- RENOVATED APARTMENTS
- RESTAURANTS / SHOPPING



FESTIVAL PLAZA

The arrival to The Depot features a large formal plaza that can host large festivals or be an extension of events at the bus or railroad depot. The plaza borders a large pedestrian street that can serve as an extension of the plaza for large events and be closed to vehicular circulation.



OPEN SPACE

Create and Active and Connected Pocatello



THE DEPOT VISUALIZATION

UNION PACIFIC RAILROAD DEPOT

We propose a railroad museum and rentable venue space inside the station in order to celebrate Pocatello's railroad history and open access to an iconic building. The building is currently used as office space for Union Pacific, and although coming to an agreement may be difficult, we feel that it will greatly benefit Pocatello and is in Union Pacific's best interest.



GREYHOUND BUS DEPOT

There are already plans to develop the bus depot into an art gallery, and we encourage that those plans become a reality. To build off of that idea, we propose that The Depot (the bus and railroad depot, plaza, and surroundings) become an arts district and Pocatello’s center of the arts. This would be a great opportunity to highlight local artists and build community engagement. The bus depot could also host seasonal large art festivals that spill out onto the plaza such as single artist exhibitions or chalk festivals with chalk murals and 5k races. A restaurant or cafe can also be incorporated into the building with seating under the bus shelter as well as on the plaza.

SURROUNDINGS

In order to create a thriving activity center, other elements are needed in order to accommodate users. We propose that new retail space be constructed at the corner of Main and Bonneville, and extend along Bonneville until it meets with the bus depot. This will create retail storefronts along the pedestrian street extension of the plaza and facilitate the existing restaurant across the street. Additional proposals that will help sustain the area are the railroad theme linear park bordering the tracks, mid-block crossings, street bioswales for stormwater management, and renovated apartments in the surrounding vacant buildings.



OPEN SPACE

Create and Active and Connected Pocatello



DESIGN RESULTS

PARKS / CITY CREEK



PARKS	CCMA
400	3,000
ACRES	ACRES

PARKS
PER CAPITA

7.4 ACRES PER
10,000 RESIDENTS

33%
INCREASE

TRAILS



CITY	MOUNTAIN
25	65
MILES	MILES

PARKS
PER CAPITA

33 MILES PER
20,000 RESIDENTS

42%
INCREASE

BICYCLE

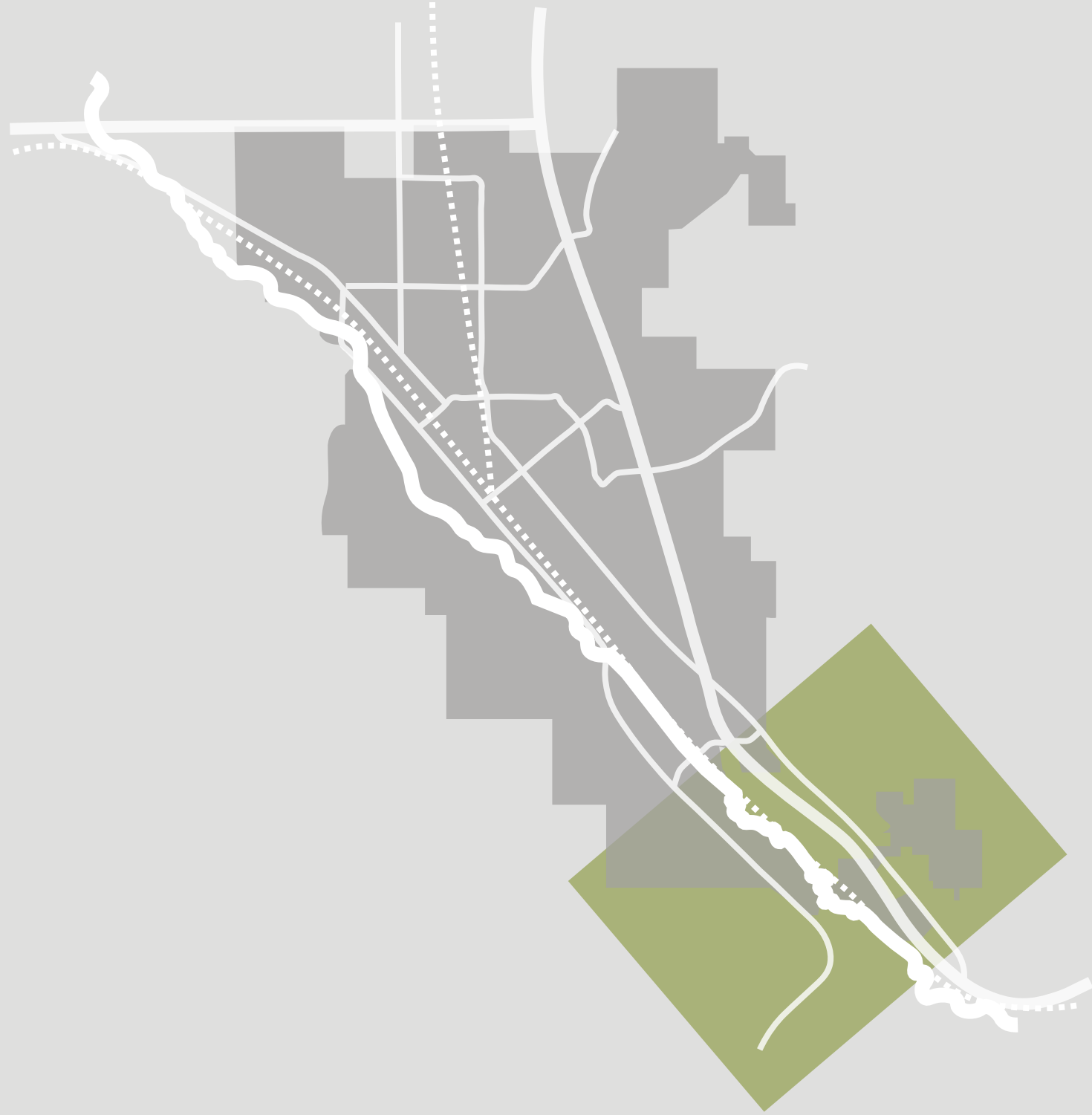


LANES	ROUTES
28	16
MILES	MILES

PARKS
PER CAPITA

0.5 MILES PER
1,000 RESIDENTS

70%
INCREASE



SOUTH CORRIDOR

Restoring the Past for the Future



SCOPE OF SERVICES

Our team will investigate ways to restore portions of the historic meanders of the Portneuf River and its corridor. Program uses will center on creating access to the Portneuf River and the natural open space surrounding it. With a focus on a light development footprint in order to preserve agriculture and the rural character of the area, our team will create a destination and anchor for the South Corridor. These types of programming and developments will create better connections between the east and west benches of the city, as well as into the downtown Pocatello core. But first and foremost, they will be the driving force for restoration in Pocatello.

TEAM MEMBERS

Mary Oliver

Paco Patch

Antra Sinha

Sara Shirk

Rhett Taylor

DESIGN PRINCIPLES

PRIMARY DESIGN PRINCIPLES



RESTORATION moves the Portneuf River Valley toward its natural state with a clean river, a functioning floodplain wetland, and habitat for wildlife. The floodplain will act as the central catalyst that links these spaces and ideas.



The Portneuf River Valley has opportunities for public access, as well as activity centers that draw people into the area creating a scenic **DESTINATION** for Pocatello City.

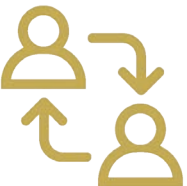


The Portneuf River Valley is utilized a point of **ACCESS**, connecting the east and west sides of south Pocatello as well as the south corridor to downtown. Access to the river will also be a central element of the design.

SECONDARY DESIGN PRINCIPLES



The **ENTRANCE** to the gateway city is celebrated by creating signage and spaces to take in the Portneuf Gap and the Portneuf River Valley.



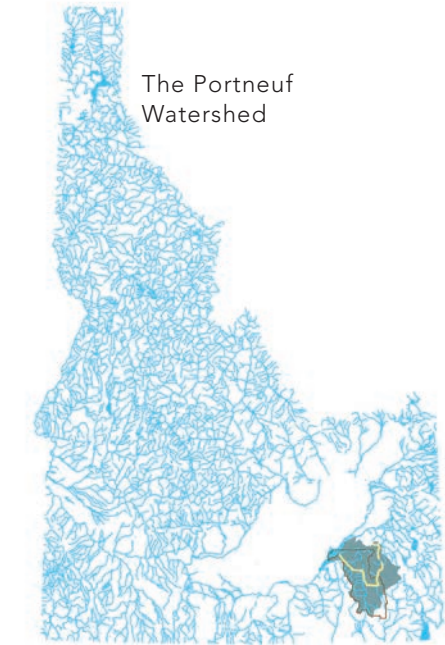
The implementation will involve **COLLABORATION** within the community. Informative art along the river will engage local artists and residents, and raise awareness of the Portneuf. Community events will generate energy and fundraising, to drive future phases of projects along the river.



A VISION FOR THE PORTNEUF

The Portneuf River is currently not in any state for recreation and is in need of some cleansing. The Portneuf suffers from pollution, has been straightened to better suit the railroad, and been made out to be a burden rather than an asset to the city. Our design intervention, informed by The Portneuf River Vision Study, is to restore the river thereby revitalizing the landscape, and energizing the community with recreational and economic opportunities. Restorative processes such as creating sediment

pools, bioengineered banks, and allowing the river to flow back in its old abandoned meanders, will give the Portneuf a second chance at life. The South Corridor should be a restorative recreational destination where people can enjoy the nature that surrounds Pocatello. Restoring the river and creating a greenway connection to downtown Pocatello will facilitate access to the South Corridor, and provide a place of sanctuary from city life.

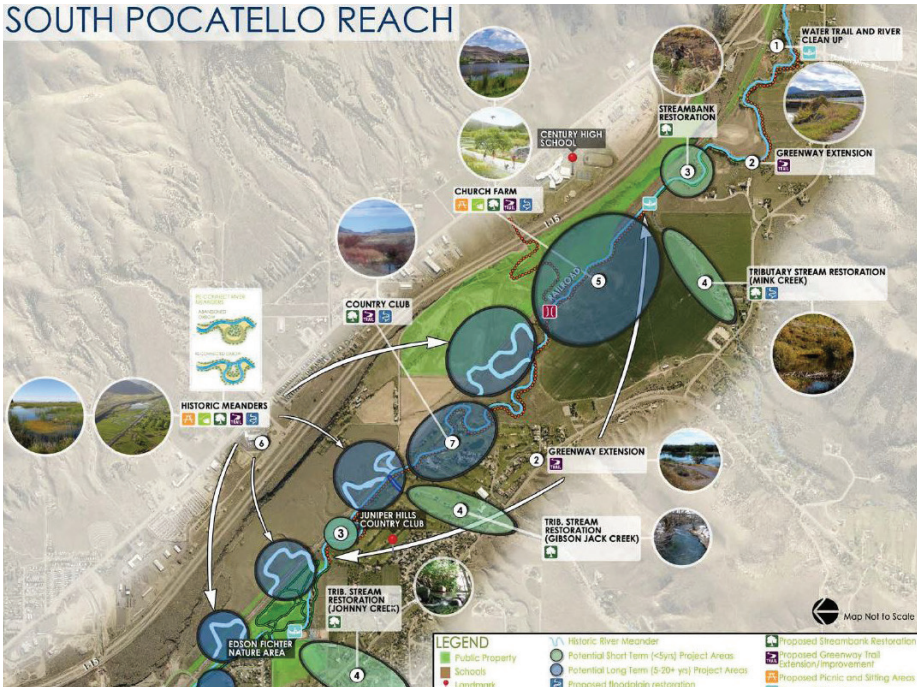


THE HEADWATERS OF THE COLUMBIA RIVER BASIN

- ›The Portneuf River is located in Bannock county Idaho, and is part of the larger Columbia River Basin Watershed.
- ›The Portneuf begins above Chesterfield Reservoir and ends at American Falls Reservoir, where it joins with the Snake River.
- ›The basin culminates at the Columbia River in Oregon, where it empties into the Pacific Ocean

THE PORTNEUF RIVER VISION STUDY

›The Portneuf River Vision Study was the driving factor behind making the Portneuf an asset for Pocatello City. Ideas from the vision study were incorporated into all aspects of the project.



THE JOURNEY OF THE PORTNEUF

1 Chesterfield Reservoir



2 Previous erosion on the Portneuf



Riparian restoration to fix erosion



3 Downey Irrigation Canal Irrigation Runs the River Dry



4 Brown Sediment at Marsh Creek



5 Aquifer in the Historic Floodplain



6 Mink Creek, a Healthy Tributary



7 Concrete Channel Downtown



Channelized Levees



- Portneuf Watershed
- Agricultural Lands
- Pocatello City
- Portneuf and Tributaries
- Downey Irrigation Canal

HISTORY



The Shoshone tribe were originally hunters, fishers and seed gatherers from the Great Basin cultural group of Native Indians who were closely related to the Northern Paiute people. The Great Basin social and cultural patterns were those of the non-horse bands. These people were highly skilled basket makers and wove the baskets so closely that they would hold the finest seeds. With the introduction of the horse the tribe migrated to many different areas and adopted different lifestyles and cultures.



In 1888, the Bannock and Shoshone tribes who lived at Fort Hall reservation were forced to cede 1,800 acres of their 1.2million acre reservation to accommodate development of the town of Pocatello.



The 1887 Dawes Act initiated the allotment of the Fort Hall Reservation. This process was completed by 1914, with over 347,000 acres having been distributed among 1863 individual land allotments between 1911 and 1913. By the time allotment of the tribal lands was terminated, nearly 36,000 acres had been alienated from native ownership through sales, patents in fee and certificates of competency. Surplus lands were ceded to Pocatello or sold to non-natives, thus creating the checkerboard pattern of land ownership that now exists within the reservation boundaries.



In 1910 total population of Bannock County was 19,242 out of which rural population was 10,132 about 52.66%. Few decades of connection with the Railroad which lead to connection from east to the west and fostered urbanization.

The hydroelectric power plant was first activated in 1892. It was used until 1899. By 1902 the Portneuf river was unable to produce enough electricity for Pocatello, so the Snake river at American Falls was used to provide for the growing town. The population density per sq. mile was 1.0 in 1890 which increased to 2.5 in 1900.



The Railroad - The Central Pacific Railroad began in Sacramento, California in 1862 and built eastward, and the Union Pacific Railroad began in Chicago, Illinois in 1863 and built westward. Both railroads built rapidly toward each other, and on May 10, 1869, the tracks were joined together with a golden spike at Promontory Point in Utah.

The rail tracks cut across the meanders of the river. This image shows an ox bow separated from the main river on the west side.



1962: Year of 'Big Flood' - The second week of February the temperature remained in the upper 40's during the day, followed by a high of 55 without going below freezing at night, which brought the unexpected devastation. For the following week, almost, thousands dealt with frigid, swirling, silt-laden water. The Red Cross estimated 415 homes effected in Bannock County. The water had risen 5 ¼ feet above the flood stage, that the flood workers were aware off.



1969 - In the month of July started the Construction of Concrete Channel. The Army engineers said "RIVER 'STAY' WAY FROM MY DOOR" - Songs like these appropriate to many homeowners, in that decade. In 1962 and 1963 the Portneuf river spilled over its banks nearly 2,990 cubic feet per second. The new channel was constructed to prevent over twice as much water as the near disasters of the big flood. Hence, the channel was designed to protect against a maximum flow of 6,000CFS.



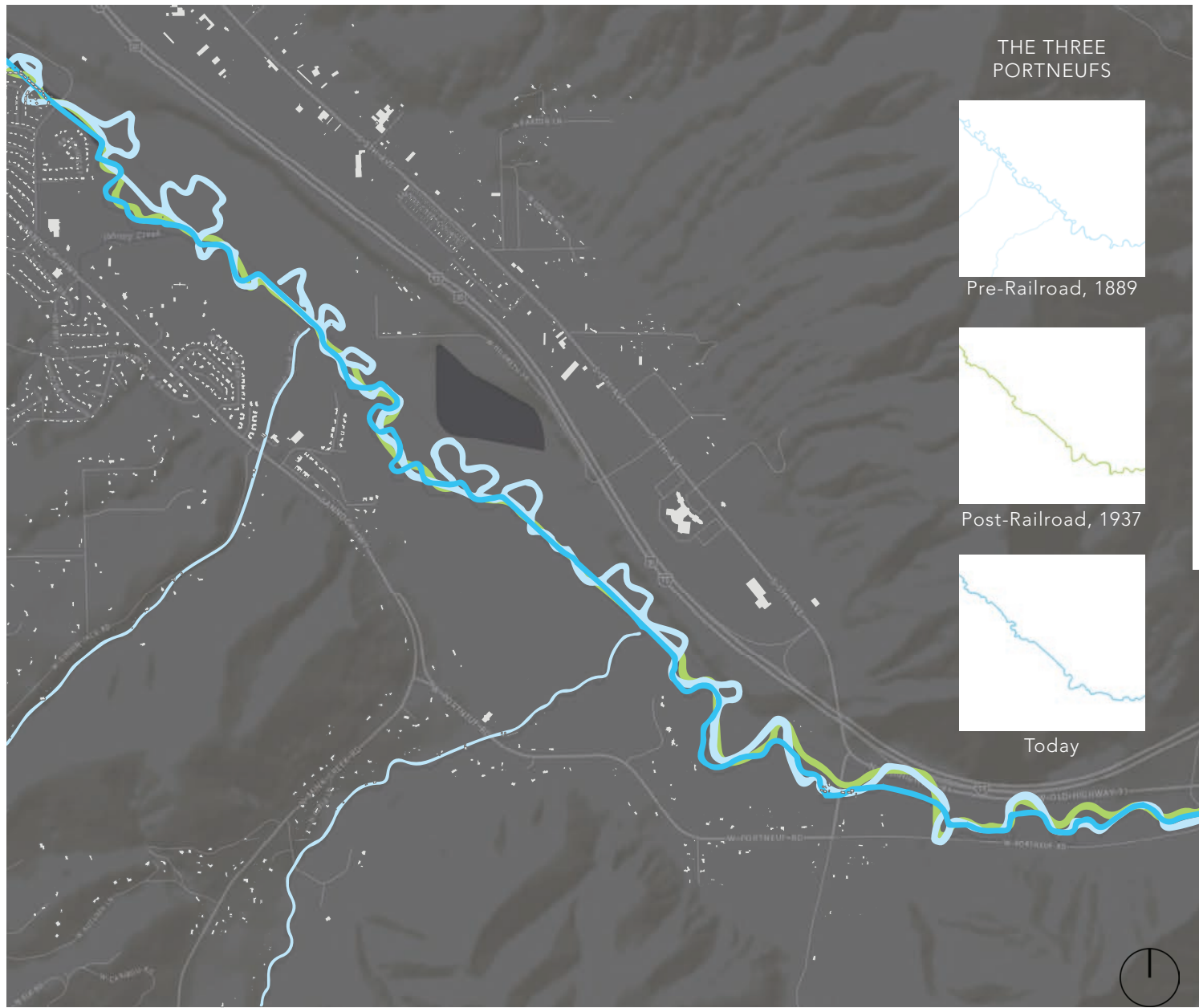
SOUTH CORRIDOR

Restoring the Past for the Future

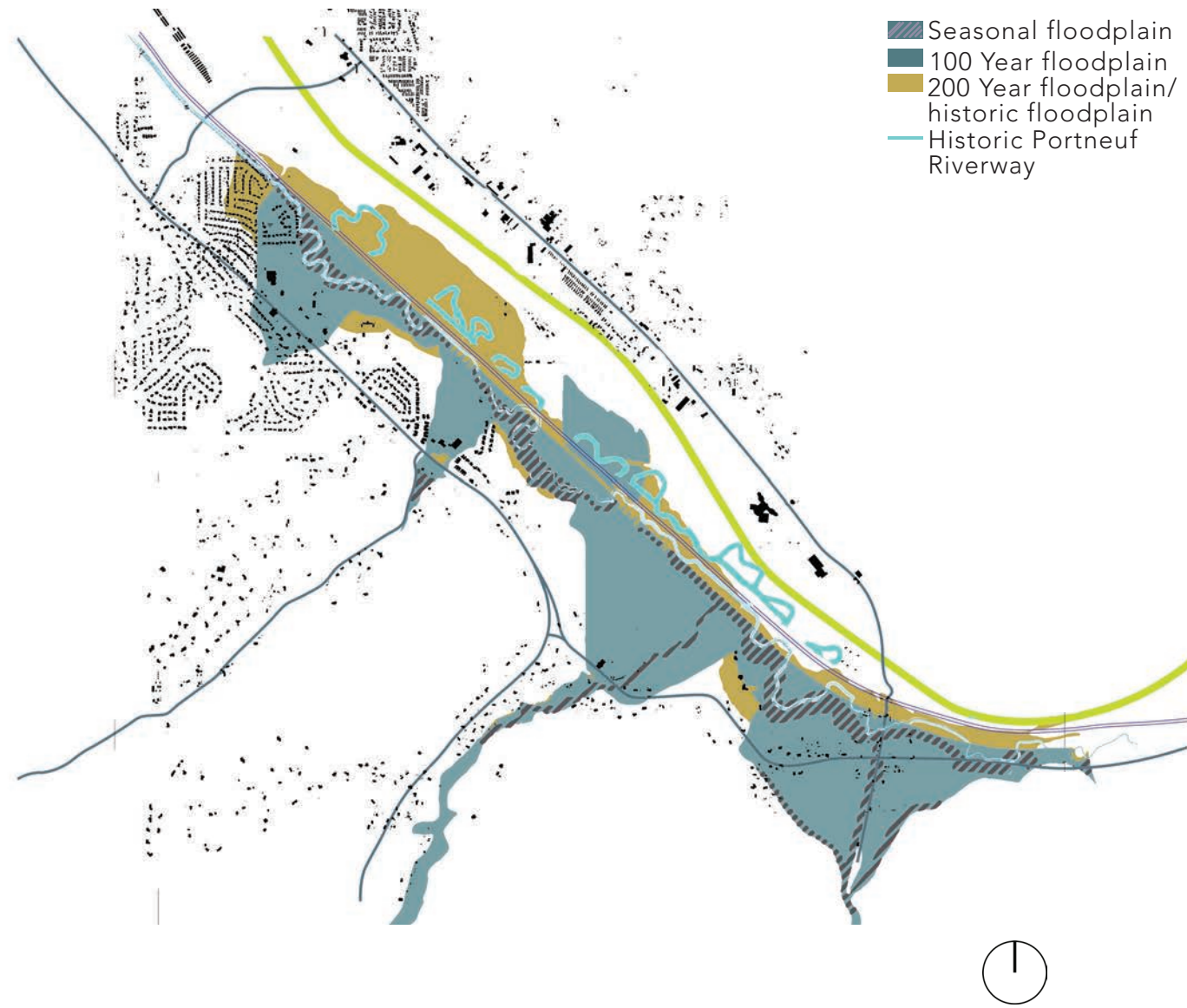


THE FLUCTUATING RIVER

- ›The Portneuf River has changed throughout time to meet the needs of people in the Pocatello area.
- ›With the arrival of the railroad, the river’s meandering nature was straightened. The floodplain was divided, reducing overflow areas during times of high waters.
- ›The now abandoned oxbows once created seasonal wetlands in the river valley.
- ›Restoring seasonal flows to some of the historic oxbows would revitalize the ecosystem, and help prevent flooding further downstream in the urban center of Pocatello.

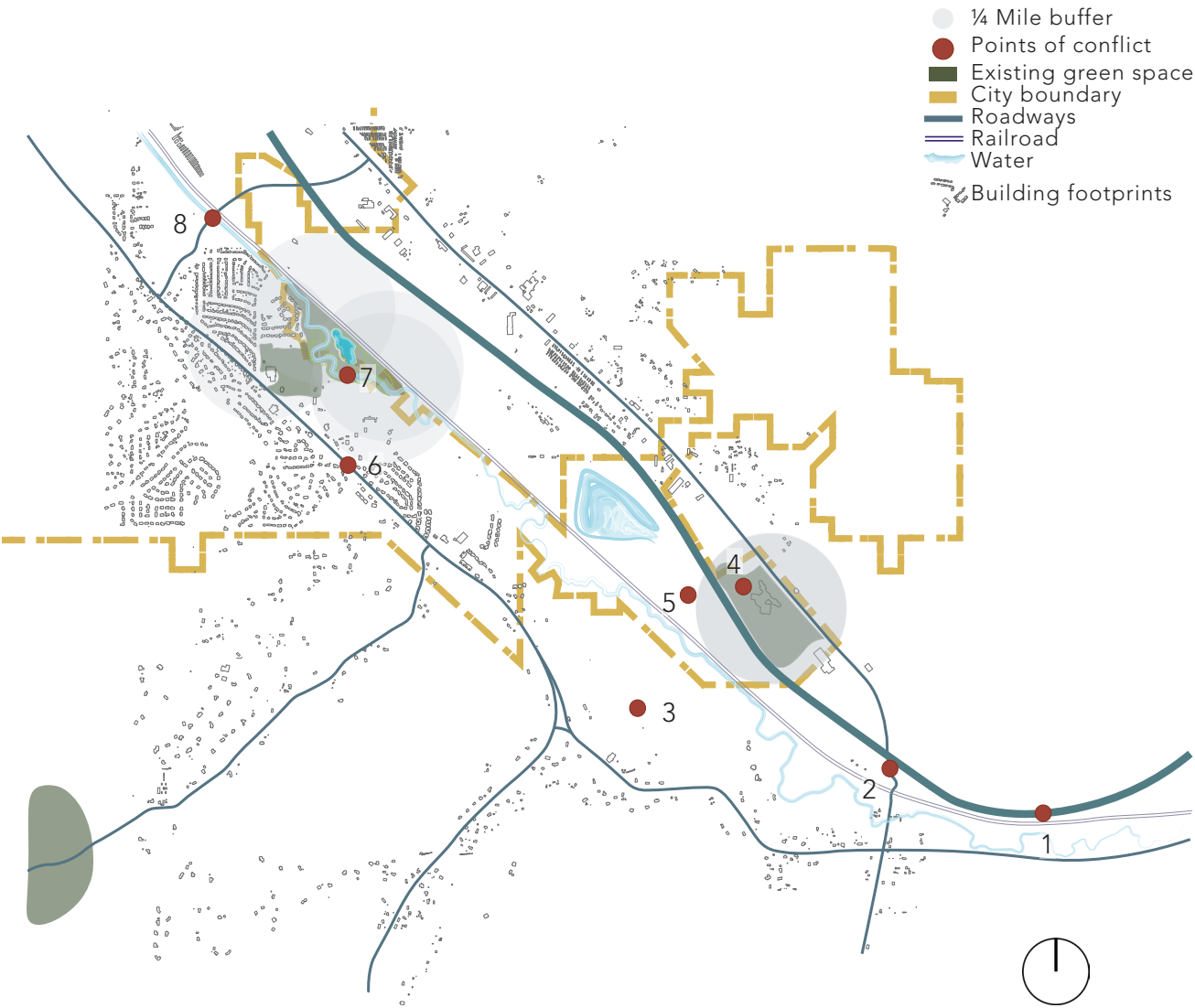


FLOODPLAIN IN THE SOUTH REACH



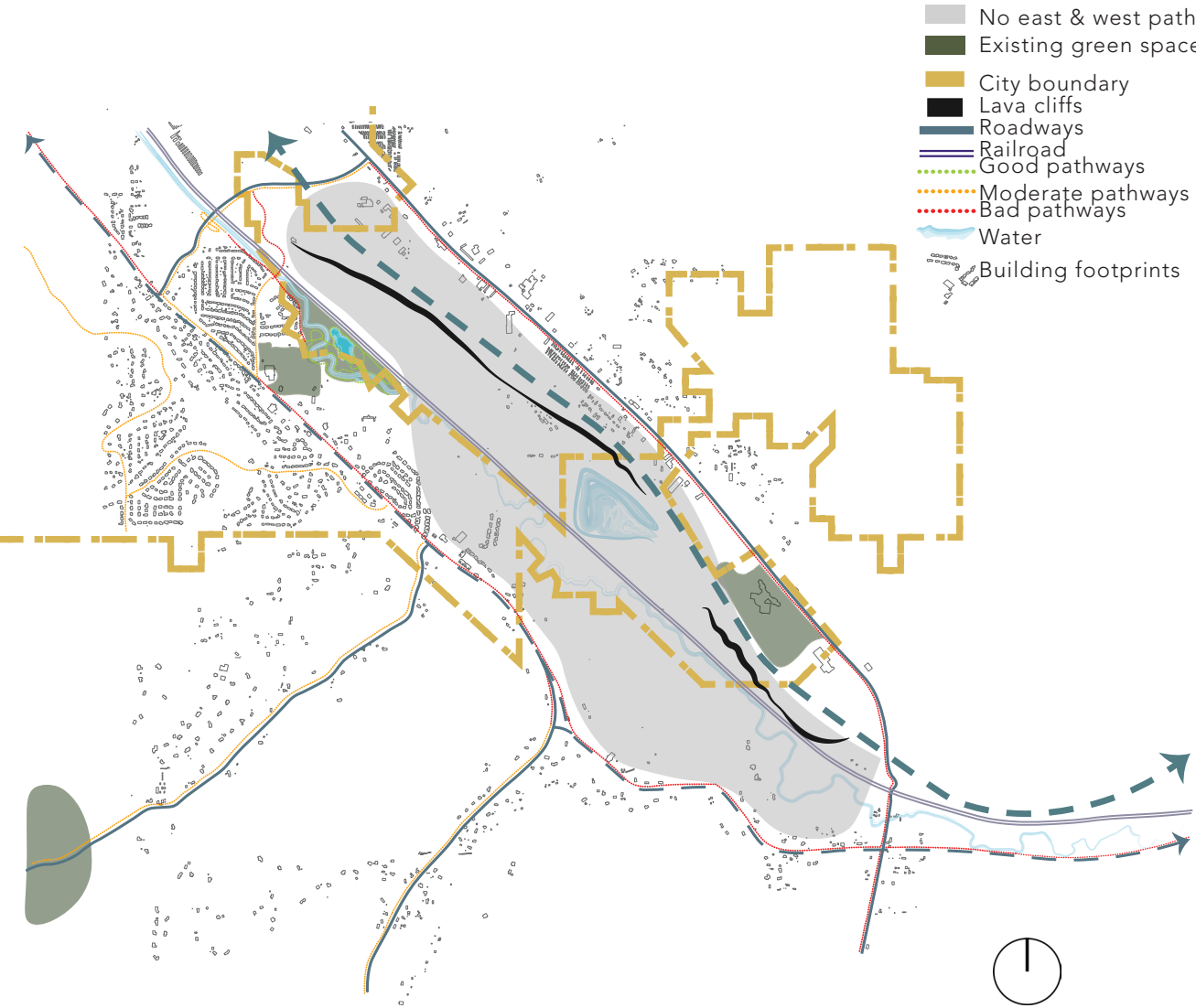
- › The map above: historic Portneuf River and oxbows / the current floodplain.
- › The straightening of the river has reduced the floodplain, which now only holds water in a 200 year storm event.
- › Restoring the floodplain would create a natural retention basin for stormwater upstream.
- › Upstream flood control would allow portions of the concrete channel to be downsized, creating accessible river points downtown.
- › The floodplain’s restored wetlands would also filter and clean the water for the enjoyment of residents downstream.

PROBLEM AREAS



- 1. Entrance to valley easily passed
- 2. Poor east and west connection
- 3. Open space has no access (No public destinations)
- 4. Century High School has no pedestrian connections
- 5. Abandoned meanders and floodplain are unused open space
- 6. No pedestrian walkways on Bannock Highway
- 7. Only one river access point and a need for restoration
- 8. Only existing pedestrian east and west connection

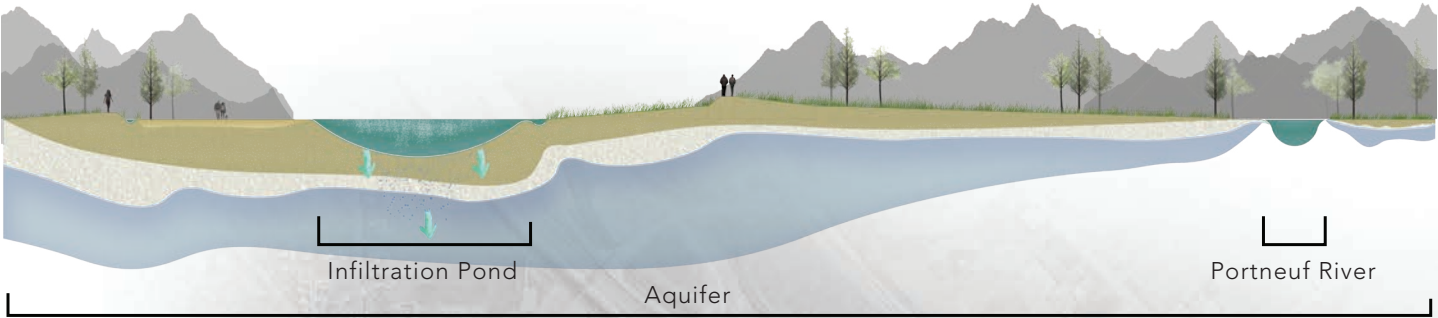
DISCONNECT



- › Strong Linear Barriers: I-15, Union Pacific Railroad, Steep Topography / Lava Cliffs
- › Lack of east to west connections for vehicles and pedestrians
- › Good pathways at Edson Fichter Nature Area
- › Few to no good bicycle / pedestrian pathways in rest of South Corridor



THE SOUTH CORRIDOR GREENWAY



SECTION A: INFILTRATION POND

^ Infiltration pond replenishes aquifer for city user.

Restore Historic Oxbows to recreate the historic floodplain, form wetland habitat, and mitigate downstream flooding

Additional Riverbends will enhance the floodplain and restore it closer to its natural state

Encourage Wetlands by restoring the river to provide habitat for birds and other wildlife

Plant Native Plant Species to replace invasive weeds and provide food and habitat

Preserve Farm Land to continue the legacy and culture of the area as well as provide resources and educational opportunities

Agriculture Learning Center for community learning and recreation

Events center a mixed use private/public space with a nature center, park, and educational farm, also a venue for weddings, meeting and seasonal events

Restaurants & Food Trucks energy and amenities for weekend and night activities in the park

Infiltration Ponds to remove silt from the water and make the river suitable for human use and ecosystem functions

Trailheads and trail systems that link east and west Pocatello through the river valley

A park and bike station for commuters

Bike lanes along Bannock Highway to provide greater access between the south corridor and downtown Pocatello

Expand the Greenway into the South Corridor to create further connections to the river

Lava cliff picnic area and trail system to access and celebrate unique geology

Aquifer node to beautify and utilize the existing aquifer as a connecting node along the trail system

Outdoor classrooms for nearby high school and elementary students

Educational art experiences involving students, scientists, and the community

Outdoor amphitheater to energize the space with arts and music events

Swimming and Infiltration Pond

Boat rental station

Ice Skating in the Winter

Board Walk and Beach surrounding pond to add interest and recreation

Riverwalk trail

Kayak put-ins

Tubing put-in areas/rental kiosk

Bridges and docks to allow for access and views of the river

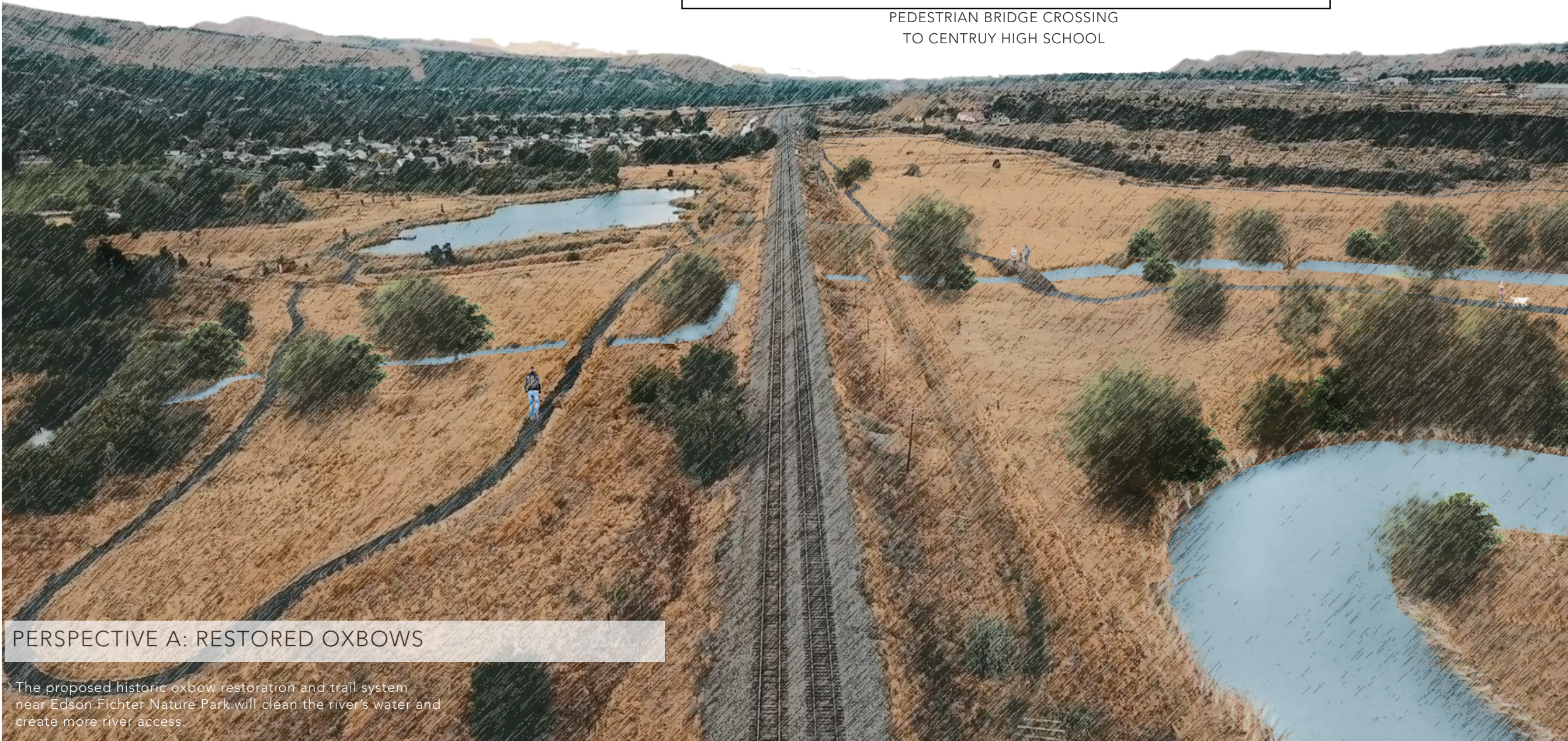
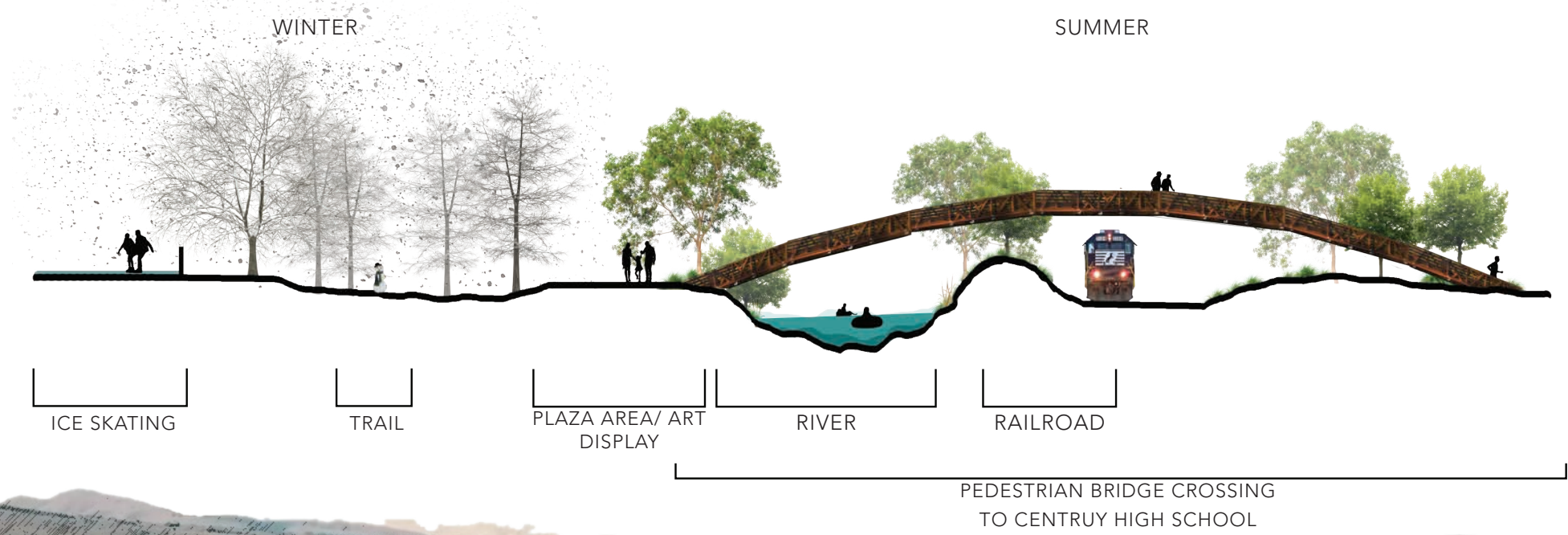
Entryway signage for the gap, scenic byway, and entrance park / rest stop

Portneuf Gap Park to celebrate the unique geology (lava cliffs and the gap) and entrance to Pocatello

Scenic viewpoints to highlight the natural identity of the South Corridor



SECTION B: MULTI-SEASONAL RECREATIONAL USE



PERSPECTIVE A: RESTORED OXBOWS

The proposed historic oxbow restoration and trail system near Edson Fichter Nature Park will clean the river's water and create more river access.

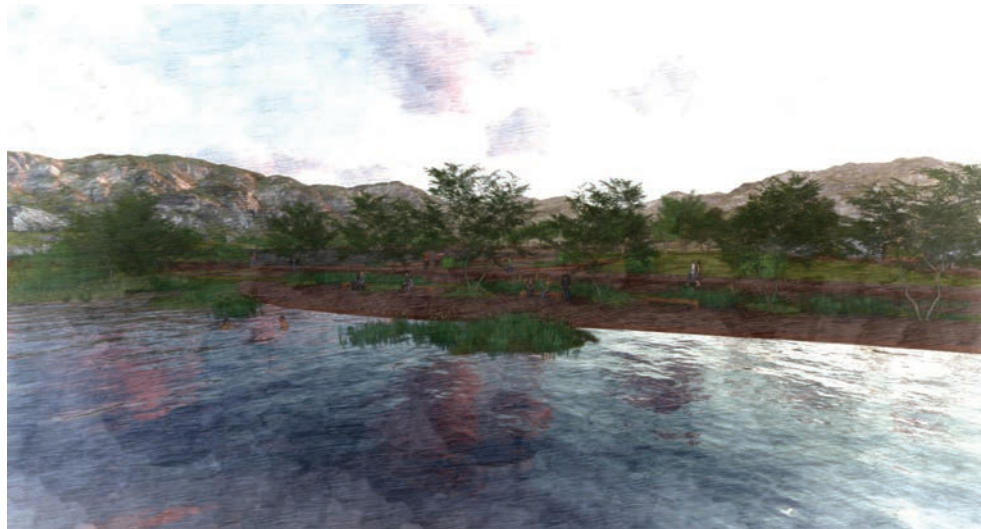
SOUTH CORRIDOR

Restoring the Past for the Future





^ A: BEACH AND BOARDWALK
Mink Creek will feed into a man made lake that will provide interest for activities within Church Farm for the summer months.

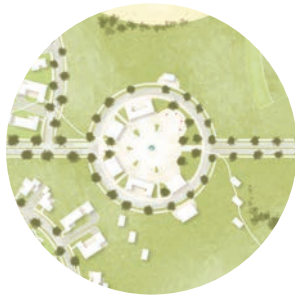


^ B: EVENING DOCK RECREATION
The dock in the evening with seats allow for viewing and passive recreation.



C: RIVER ACCESS
The dock provides river access for not only swimming but many other recreational options

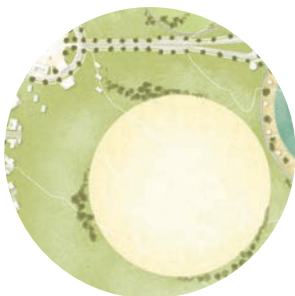
PIONEER TRADING POST



Central plaza space provides an opportunity for small commercial businesses and a central gathering place for the community. The commercial areas allow the open space to continue as it helps pay for maintenance and upkeep of the areas that are free and open to the public. Gathering space can be used as a space for markets, art displays, or community gatherings with parking provided.



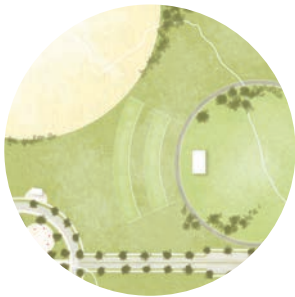
CHURCH FARM AG FIELDS



The preservation of agricultural land is keeping with the heritage and history of the area. Preserving the land provides opportunities for education, community farming and involvement, and recreational activities such as a corn maze. It is important to allow the community to get involved in something as important and unifying as taking care of a garden together and learning how important agriculture is.



GATEWAY AMPHITHEATRE



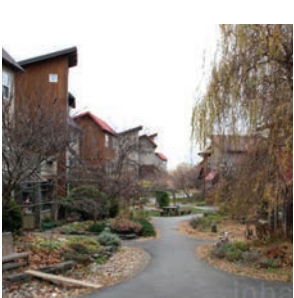
An outdoor amphitheater is in place to allow for the community to gather for shows, plays, and performances. Parking is provided for such occasions. The amphitheater helps the South Corridor become a destination for Pocatello residents by bringing life and art to the city.



ECO- VILLAGE COMMUNITIES



Eco-Village Communities are based on the principle that they are sustainable and eco-friendly. Built in such a way as to provide mixed housing options for mixed users while finding ways to reduce their carbon footprint. This housing development helps to sustain the green space surrounding it so that it can stay as green space instead of being developed further.



BUHLA RIVER DOCK & BRIDGE



Providing river access is an important function of the area surrounding Mink Creek Pond. Boardwalk sections of trail are installed to provide a connection to the greenway while including ways to interact with the river. Tubing, kayaking and other river activities are encouraged and a place to enter the river safely is provided with a place further down river to take out as well.

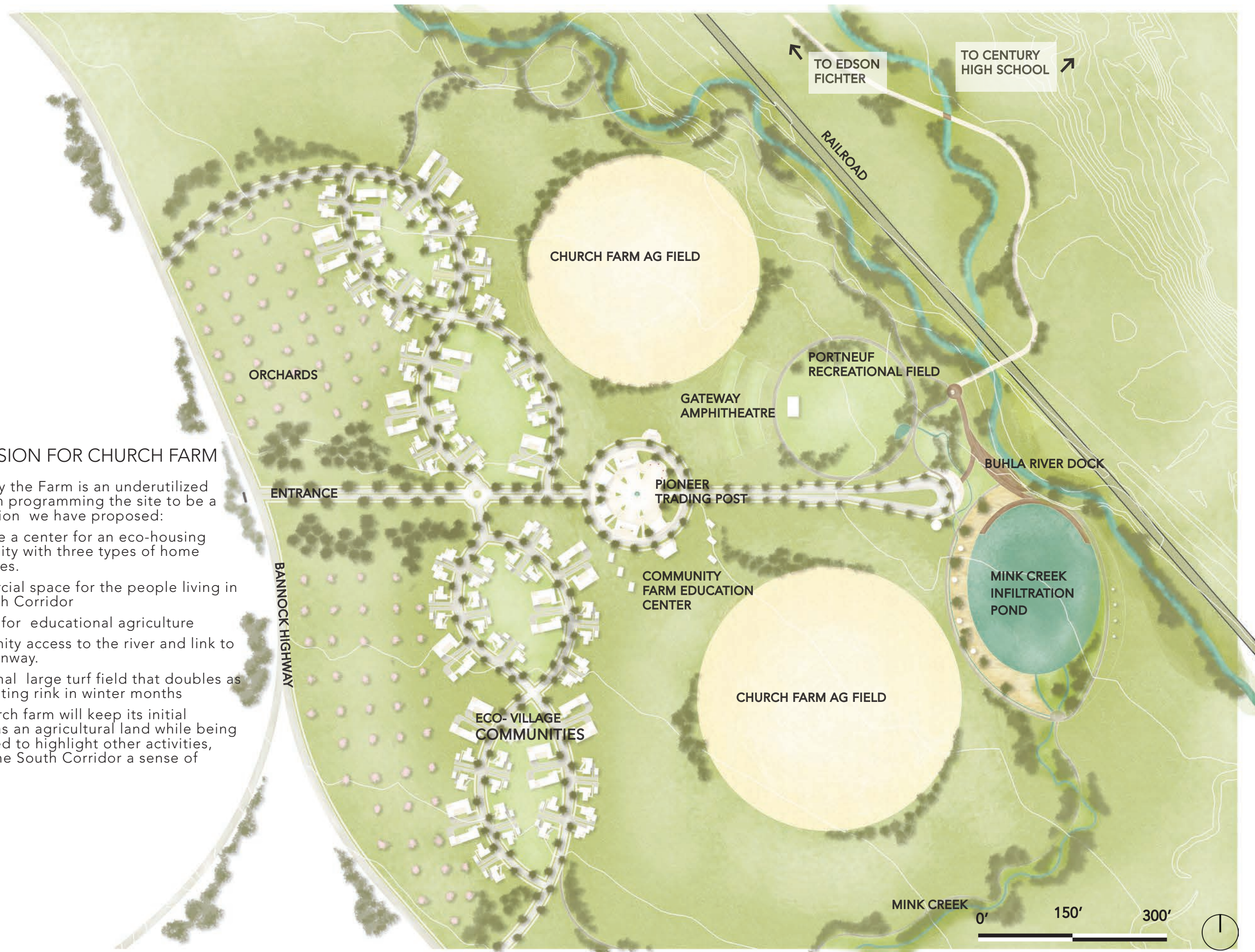


THE VISION FOR CHURCH FARM

Currently the Farm is an underutilized space. In programming the site to be a destination we have proposed:

- › To create a center for an eco-housing community with three types of home typologies.
- › Commercial space for the people living in the South Corridor
- › A space for educational agriculture
- › Community access to the river and link to the greenway.
- › A seasonal large turf field that doubles as a ice skating rink in winter months

The church farm will keep its initial purpose as an agricultural land while being revamped to highlight other activities, giving the South Corridor a sense of place.



SOUTH CORRIDOR

Restoring the Past for the Future



ENRICHING THE COMMUNITY THROUGH ART

INTENT

- › Collaborate
- › Teach about story and life of the River
- › Explain the evolution of the City
- › Unravel the history of the Railroad
- › Illustrate way-finding when on the river
- › Teach education through experience of creating temporary art installation
- › Art connecting along the green way trail

CREATORS

- › Students and teachers of High School
- › Students and Faculty of ISU
- › Native American artists living in the reservation
- › Artists of the community
- › Selected through competition





SACAJAWEA PARK

NATIVE AMERICAN ARTISTS ART

- › In the lobby at Entrance to the Sacajawea Park.
- › Resting places with benches that illustrate history.



RAYMOND PARK

HABITAT IN AND AROUND THE RIVER

- › One side of the concrete channel with mural paintings
- › Art on spots alongside the river.



EDSON FICHTER

REVITALIZING THE RIVER AND CELEBRATING ECOLOGY

- › At either end of the bridge proposed
- › Along side the river



CENTER STREET

HISTORY OF POCATELLO CITY

- › Walls of the pedestrian pathway
- › Art work on the round about at either side of the tunnel



PROPOSED TERRY STREET BRIDGE

RAILWAY TRACKS AND CONTEMPORARY ART

- › Painting on the pavement of the bridge proposed
- › Murals on Warehouse district walls
- › Plaza

CENTENNIAL PARK

GEOLOGY OF THE RIVER

- › Plaza and Centennial Park
- › Along Portneuf river in the botanical garden

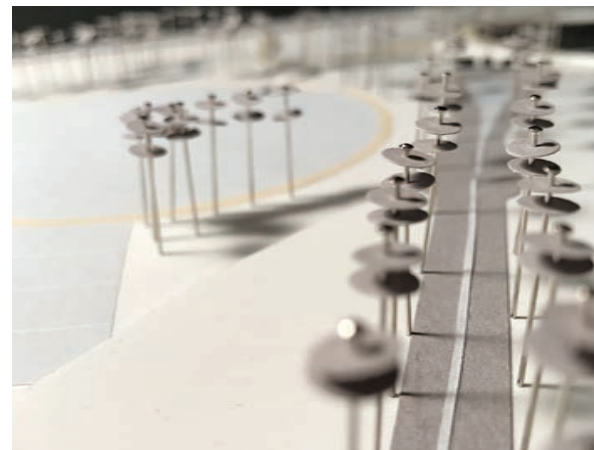
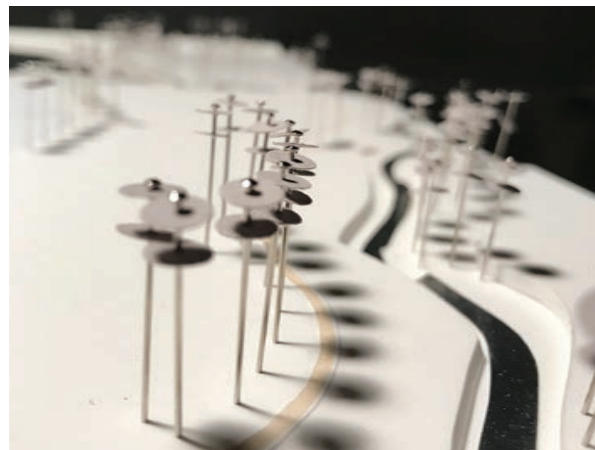
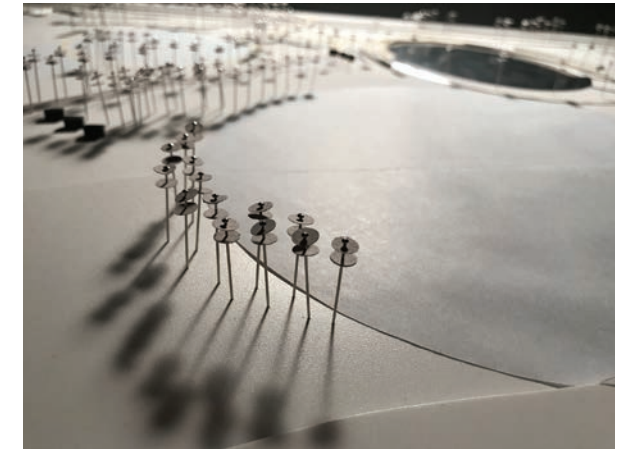
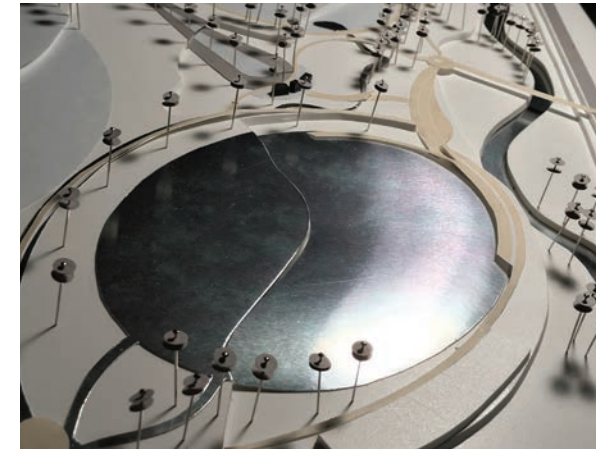
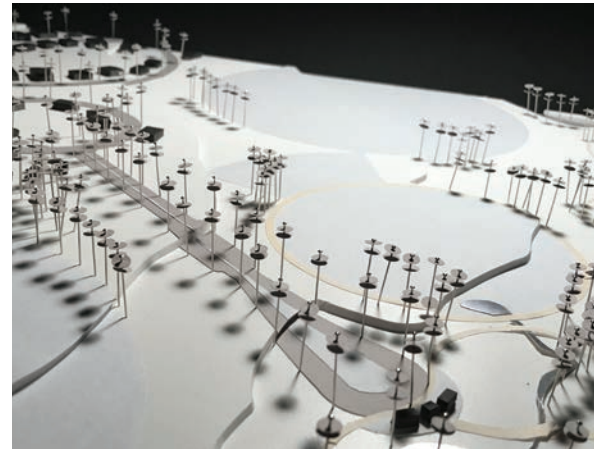
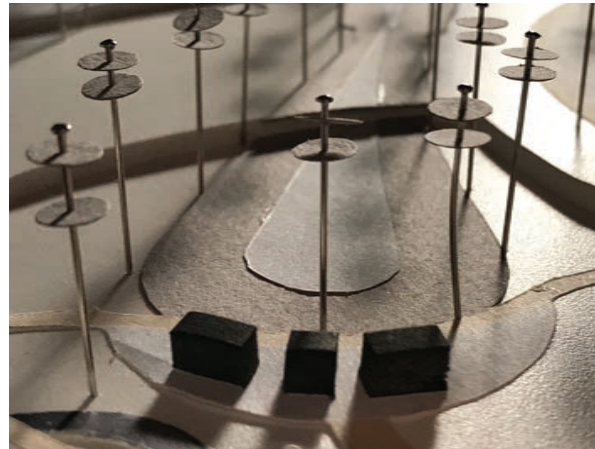


SOUTH CORRIDOR

Restoring the Past for the Future

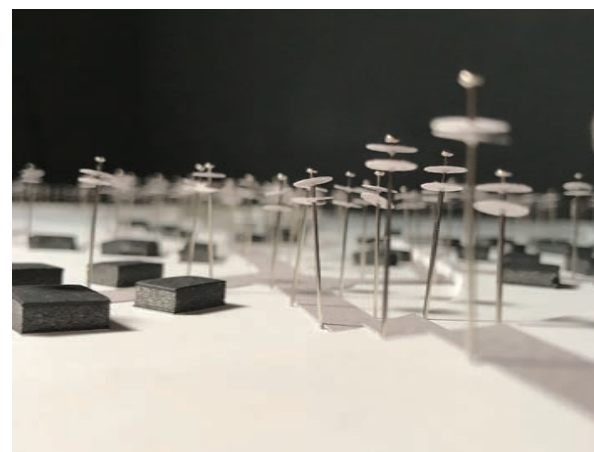
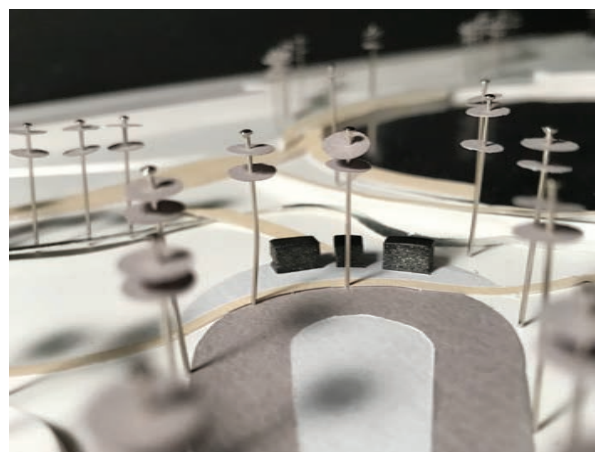
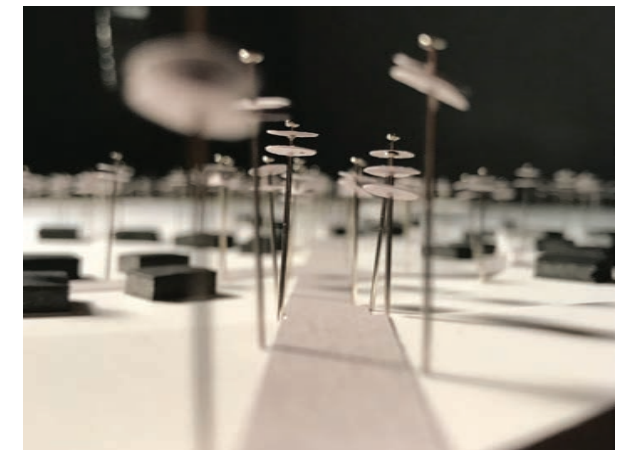


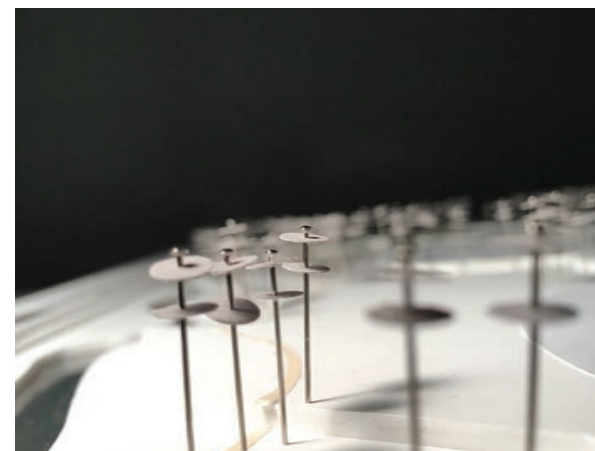
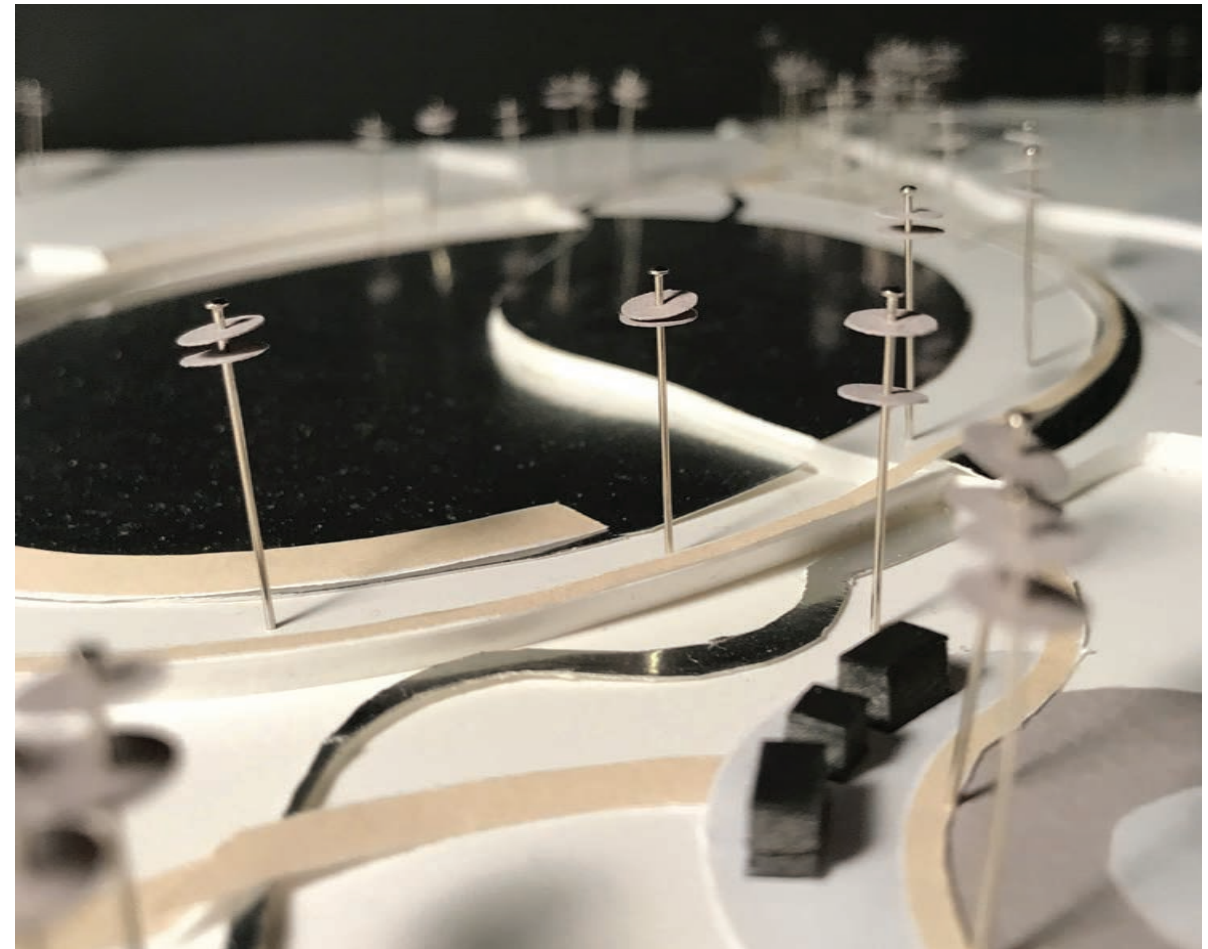
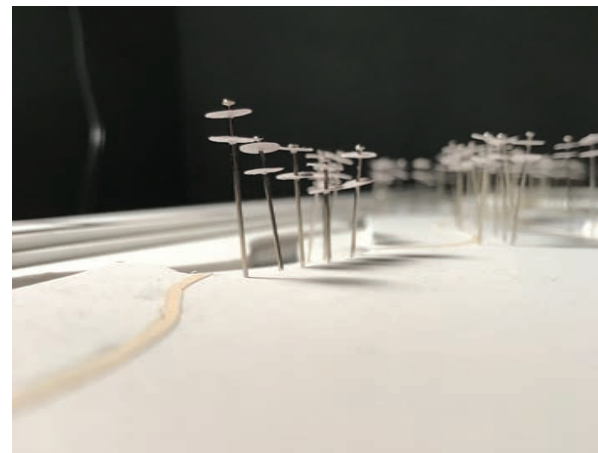
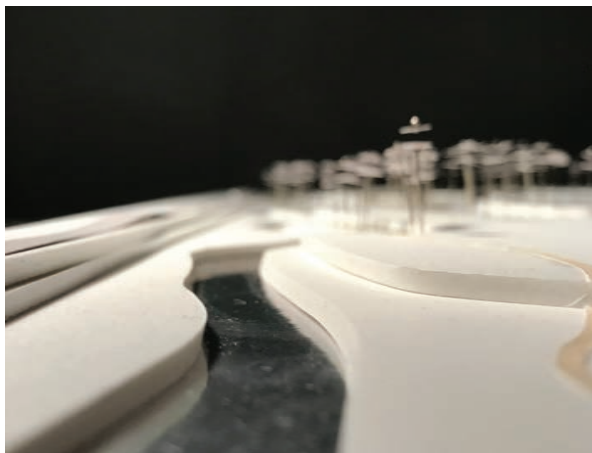
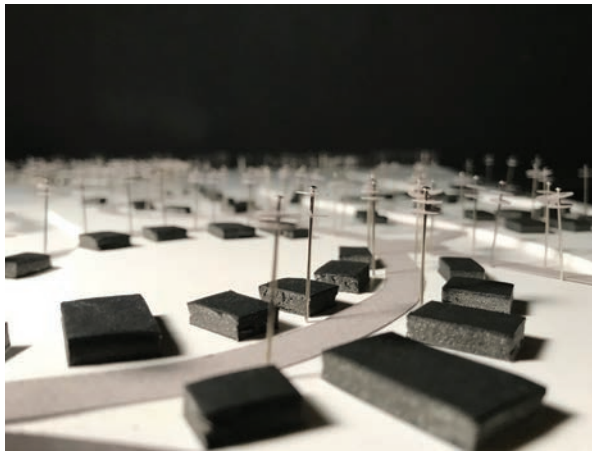
MODEL



WHY WE BUILT

Building a model is a learning process in the design of the site. The model we built shows part of the South Reach that is currently the church farm. We have great aspirations for what it could be in the future. By building the model of the church farm site, we were better able to see the topography and scale of the landform and what we were building on the site.



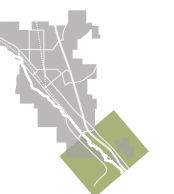


WHAT WE LEARNED

Being able to build on the topography, we saw what effect the design would have on the landform. Important factors of the landform that were changed, like the Mink Creek Infiltration Pond, were portrayed on the model to give a greater sense of how the land and site were changed. What was difficult to visualize as a master plan in the computer became a 3D realization with the building of the model.

SOUTH CORRIDOR

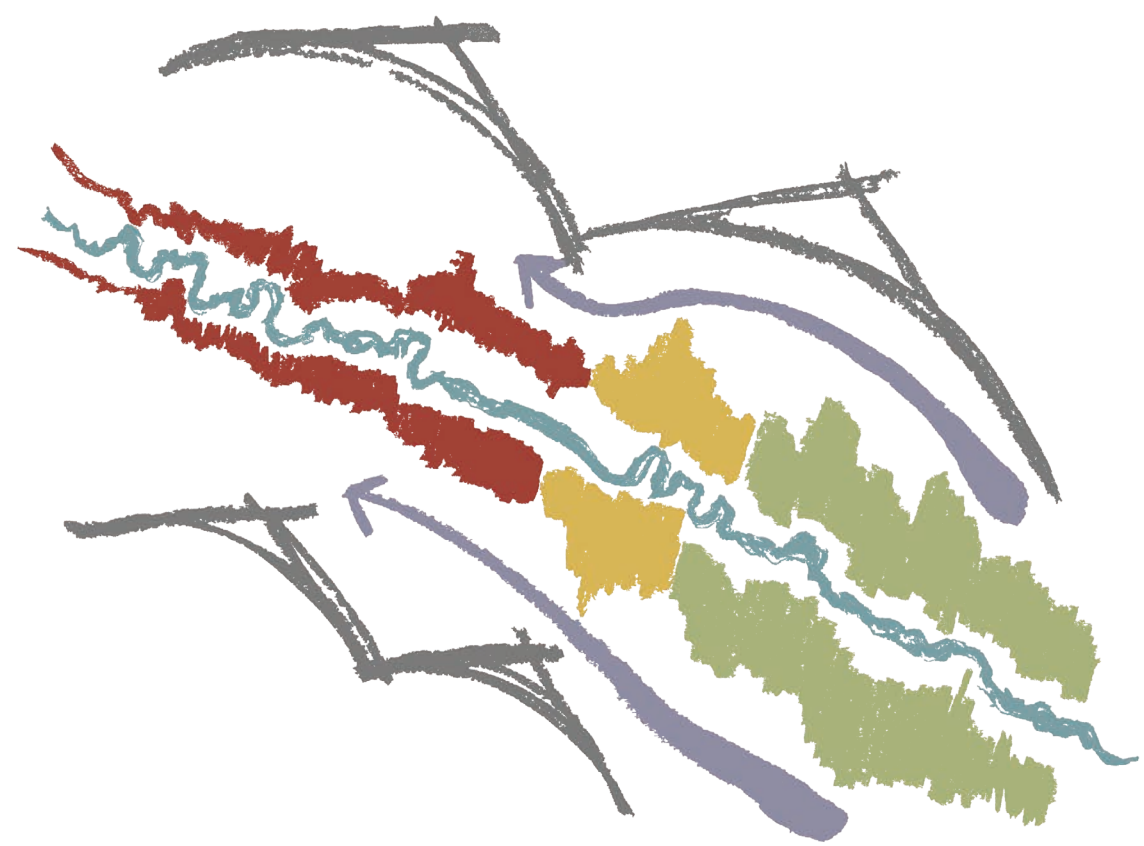
Restoring the Past for the Future



PHASING

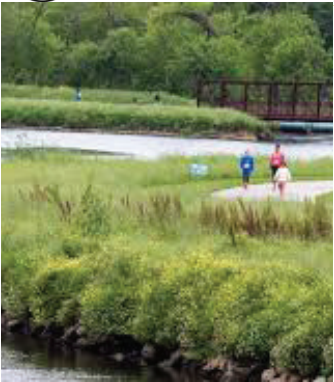
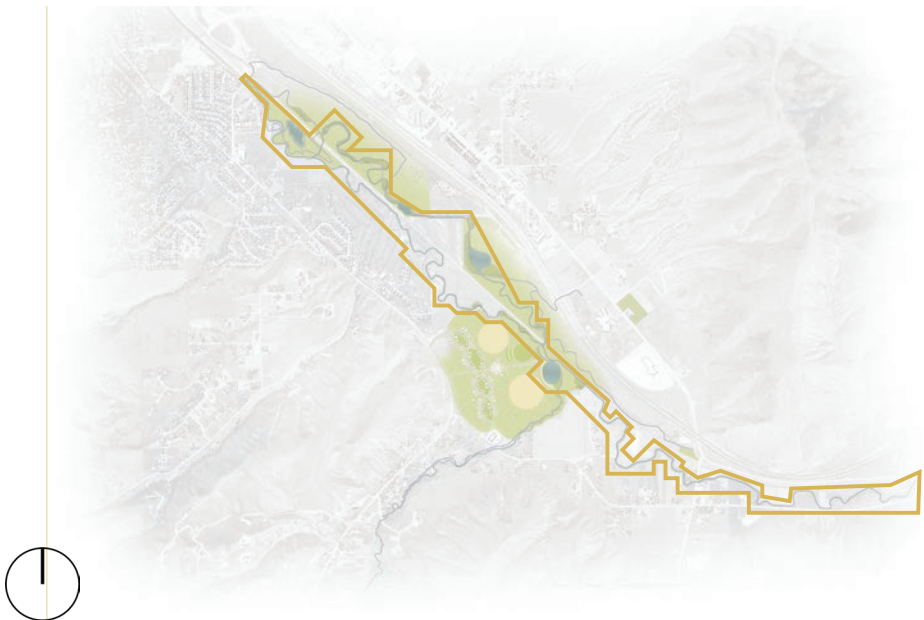
THE DRIVING FORCE FOR CHANGE

The **PARTIS** are abstract diagrams that seek to capture the essence of the southern corridor. The **HISTORIC PORTNEUF FLOODPLAIN** became the central element of our Parti diagrams. This strengthened the idea that **THE RIVER AND THE SURROUNDING AREA SHOULD BE THE CATALYST** for restoration, community involvement, activity, and connections to adjacent spaces. This section of the river valley serves as **THE DRIVING FORCE TO CHANGE THE HEALTH OF THE RIVER**, cleaning it for the rest of the town below.

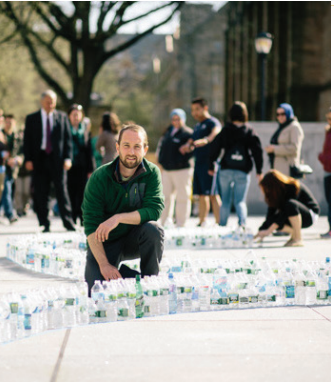


1 RIVER RESTORATION

The main attraction to the South Corridor is the Portneuf River. Because it is currently not healthy, the first phase in revitalizing the South is to clean the river and get it to a point where recreation and access are possible. Implementation of Infiltration Pond, restored oxbows, and other means of restoration will help with this vision.



^ Restored river meanders



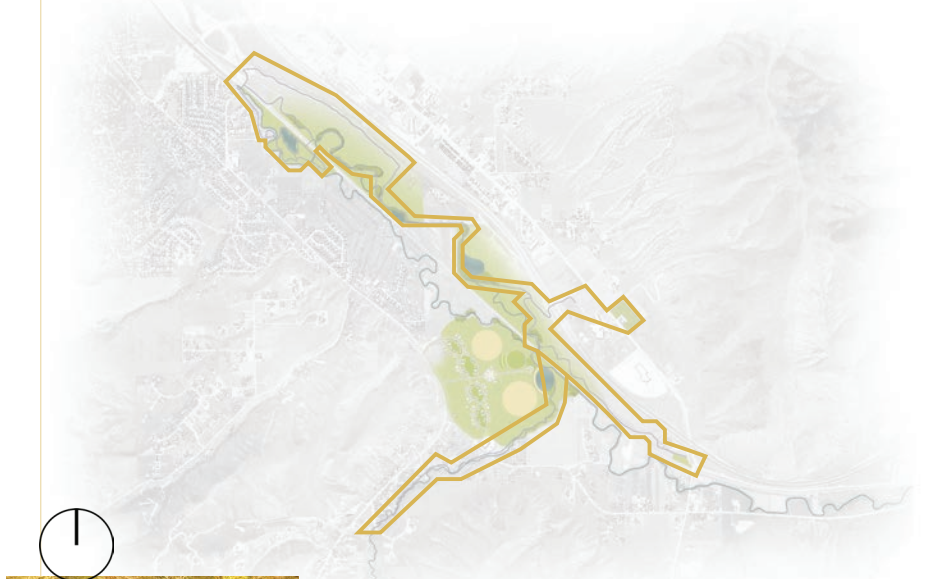
^ Community Involvement



^ Cleaning the river

2 PHASE TWO: BUILD GREENWAY & ART WALK

Once the river is up and running, the greenway can then be pieced together to be a cohesive amenity. This greenway will allow for pedestrian access from the east and west as well as art works placed throughout. This means access to the high school and the abandoned meanders as well as community involvement through the art installed. River access points will also be implemented to improve on way-finding. The art walk adds a sense of place and connection through the whole greenway.



^ Greenway with river access



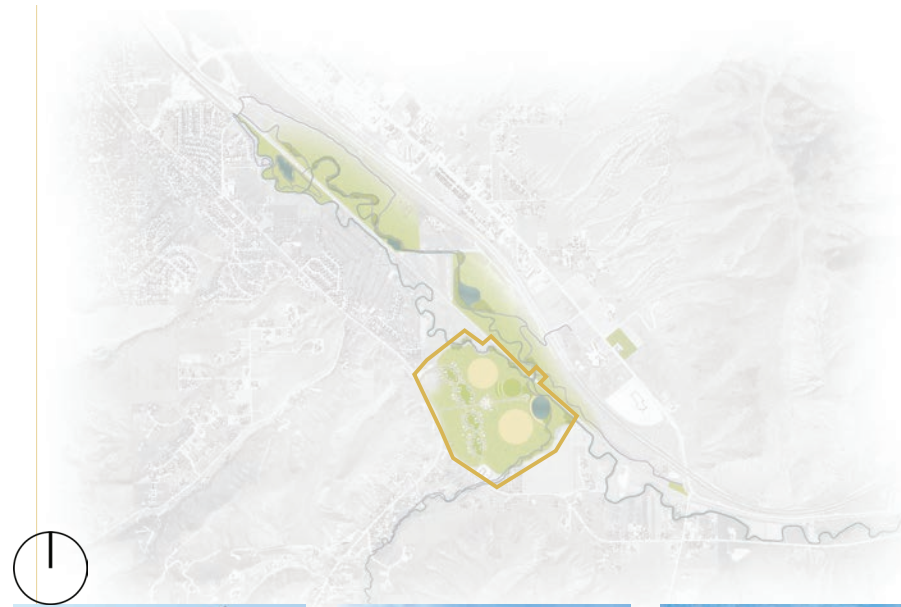
^ Outdoor classroom



^ Bridging the east and west

3 PHASE THREE: CHURCH FARM

The Church Farm is a wide open space that has potential to be capitalized on. With the growth of Pocatello the need for housing becomes greater, along with amenities for the South Corridor. In the new Church Farm a community and a commercial node will be provided, surrounded by demonstration agriculture and open space.



^ Community center

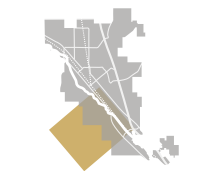
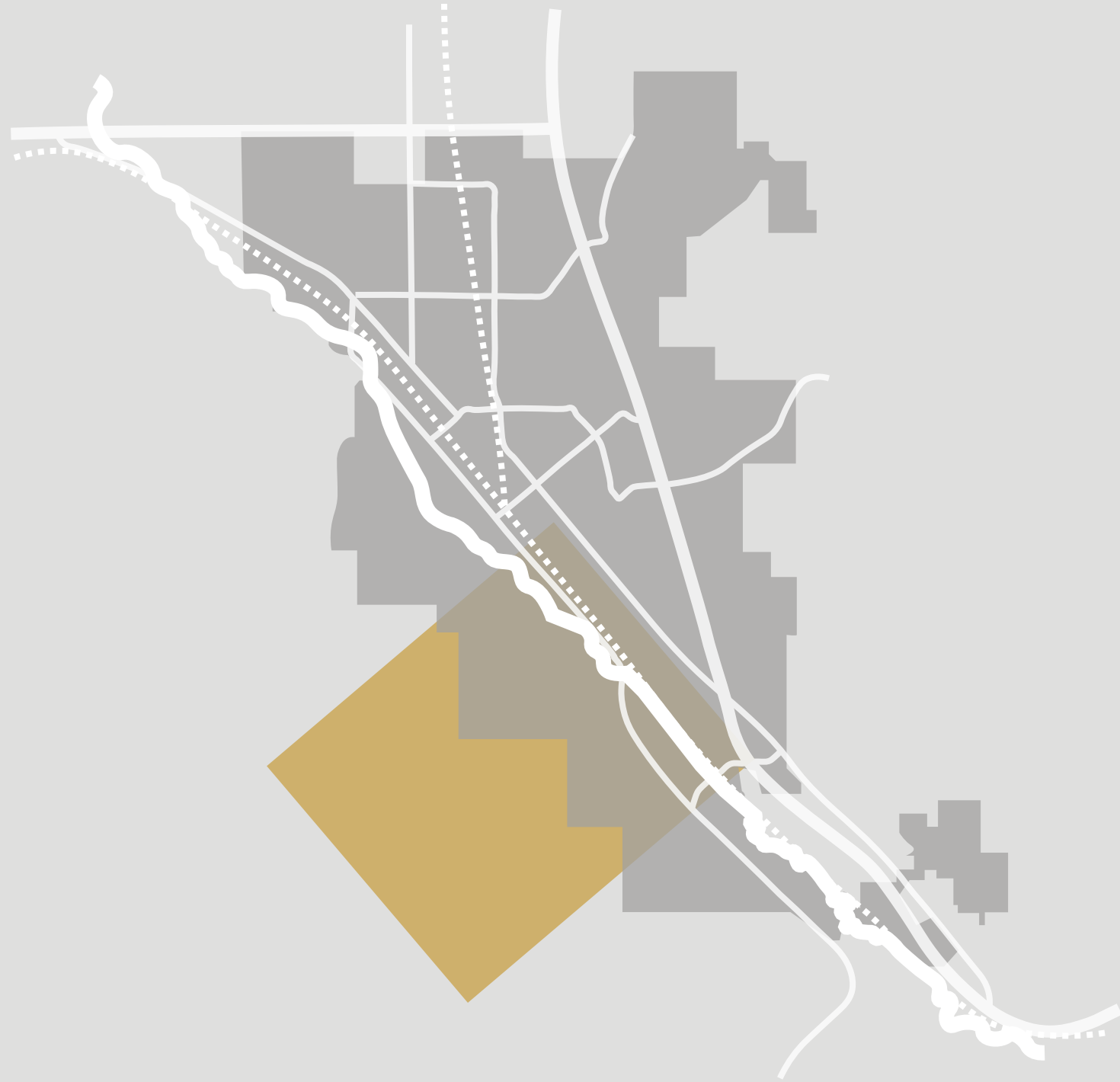


^ Eco-Village community



^ Boardwalk river access





LEVEE WEST

Relinking the Community

SCOPE OF SERVICES

The Levee West Reach will add linkages and investigate ways to develop a transect from West to the East: from the side creeks, to the Centennial Park, Rainey Park and neighborhoods, to the river.

The team will seek ways to connect to the other side of the river to join the Terry Street district. The team will also seek ways to strengthen the West side of the Levee Reach and where City Creek meets the river. The team will develop core uses that respect the existing levees but could propose areas of change where they see fit for the success of a development.

TEAM MEMBERS

Ariel Wright

Bradley Bennett

Cameron Brown

DESIGN PRINCIPLES



1- RIVER RECONNECTION



2- CORRIDOR ENHANCEMENT



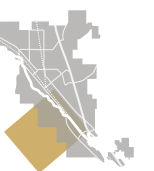
3- RECREATIONAL LINKS



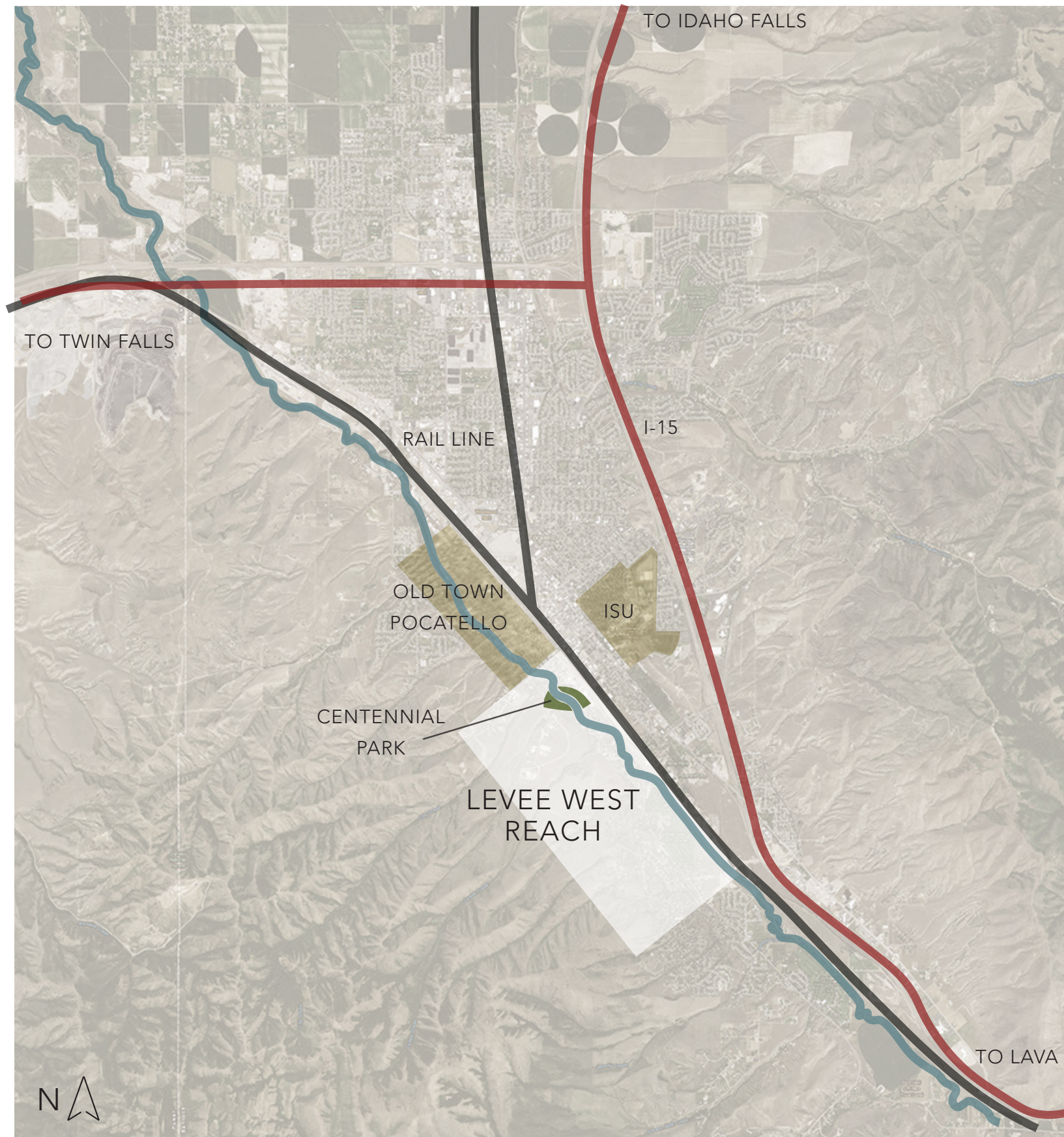
4- HISTORICAL TIES



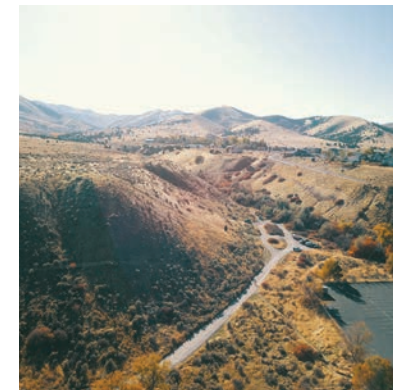
5- PHASED GROWTH



CONTEXT



Pocatello is the largest city in Bannock County and home to the majority of the county's population. Recently the city of Pocatello and Utah State University have integrated to develop and produce the new urban plan for Pocatello. The basis for this plan was produced by city members, officials, and citizens in the Portneuf Vision Study. The work hereafter is an outline and vision of what the Portneuf Vision Study produced.



CITY CREEK



SOUTH RAIL LINE



CHARTER SCHOOL



LEVEE



MAIN STREET



RAINEY PARK



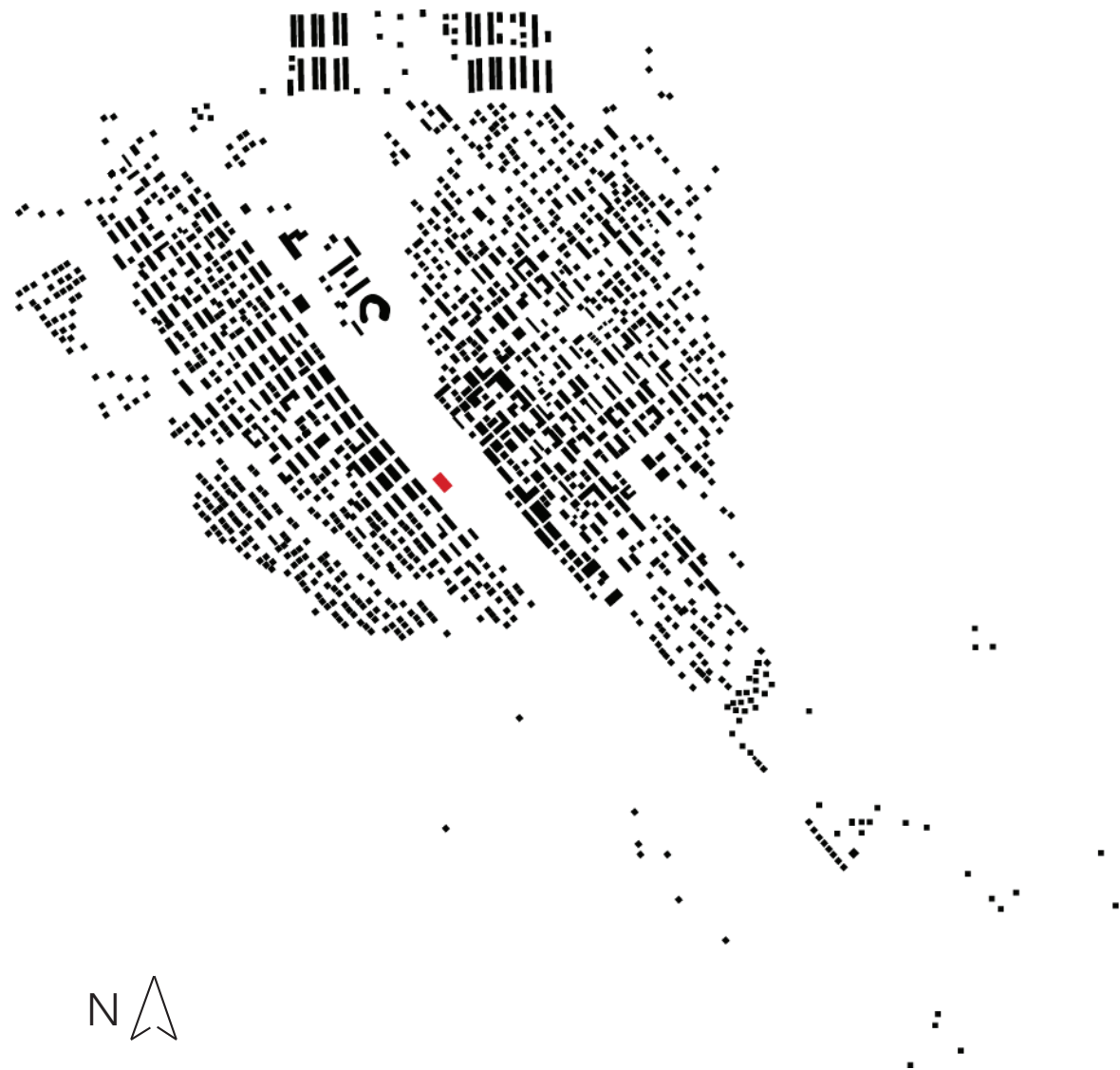
SOUTH HILLSIDES



CENTENNIAL BRIDGE

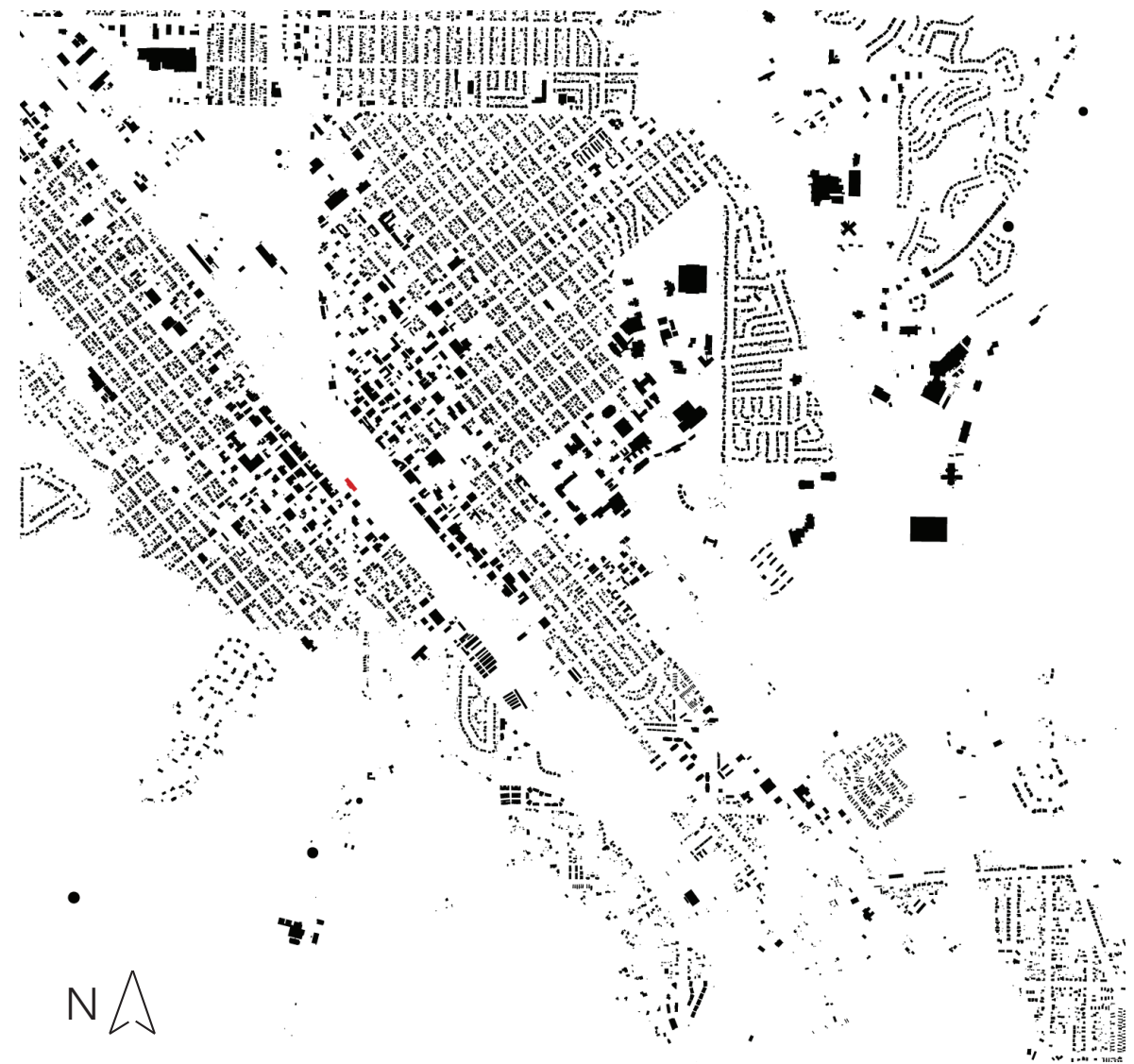
HISTORY

1937 FIGURE GROUND MAP

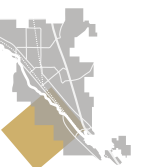


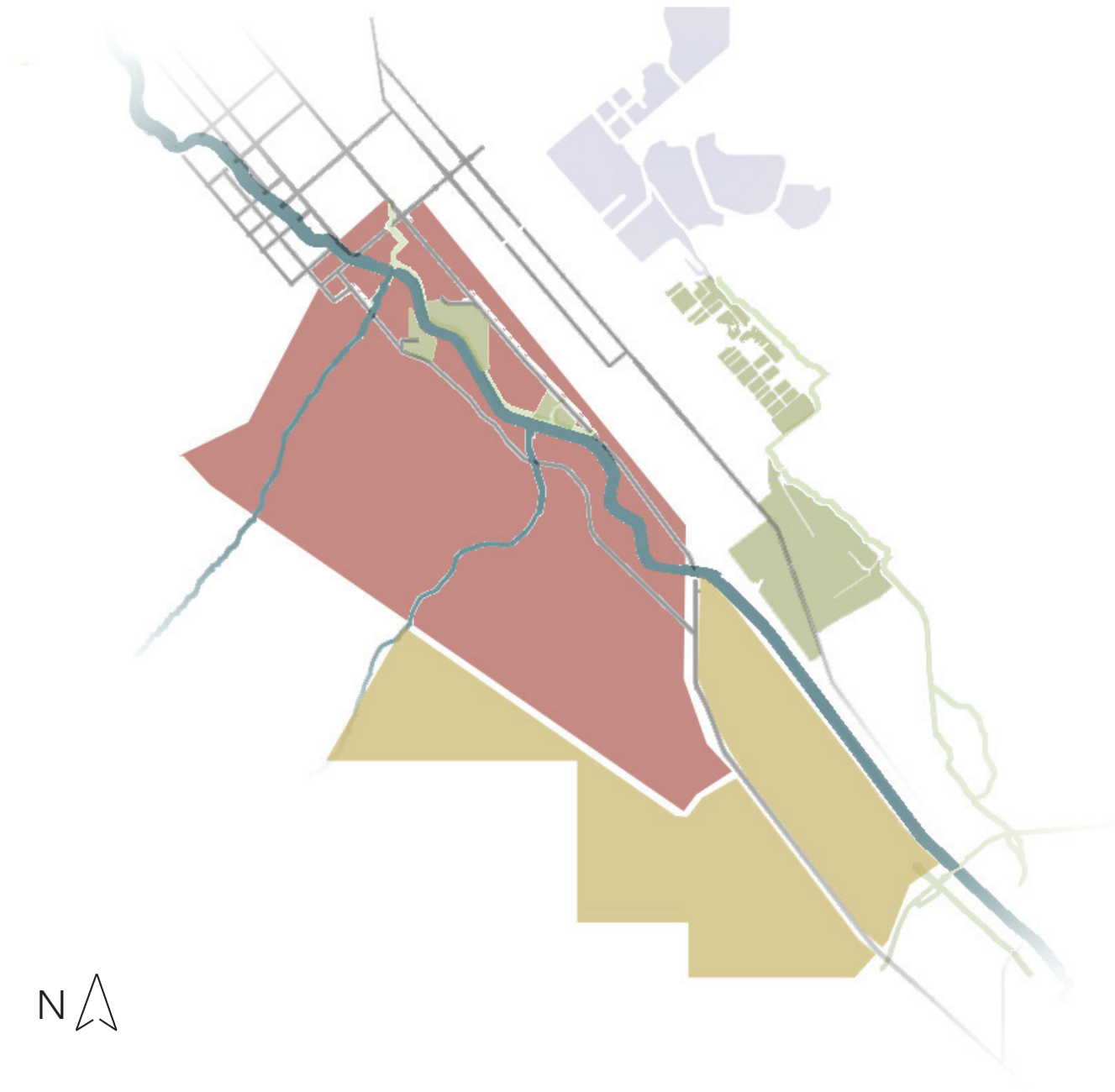
- The Oregon Rail Line was the heart and core of Pocatello
- Rail and factory workers lived within the outer ring and city core
- Early city development did not expand into hillsides located in the Southwest and East
- The meandering Portneuf is openly seen in the historical footprints
- Major transit routes still included the rail in much of Southeastern Idaho.
- One major route was developed and brought goods and services straight through town passing the university and other major factory districts
- The Portneuf river meandered through the city
- Residents lived near the banks
- In 1911 there was a major flood that reached downtown

CURRENT DATE FIGURE GROUND MAP



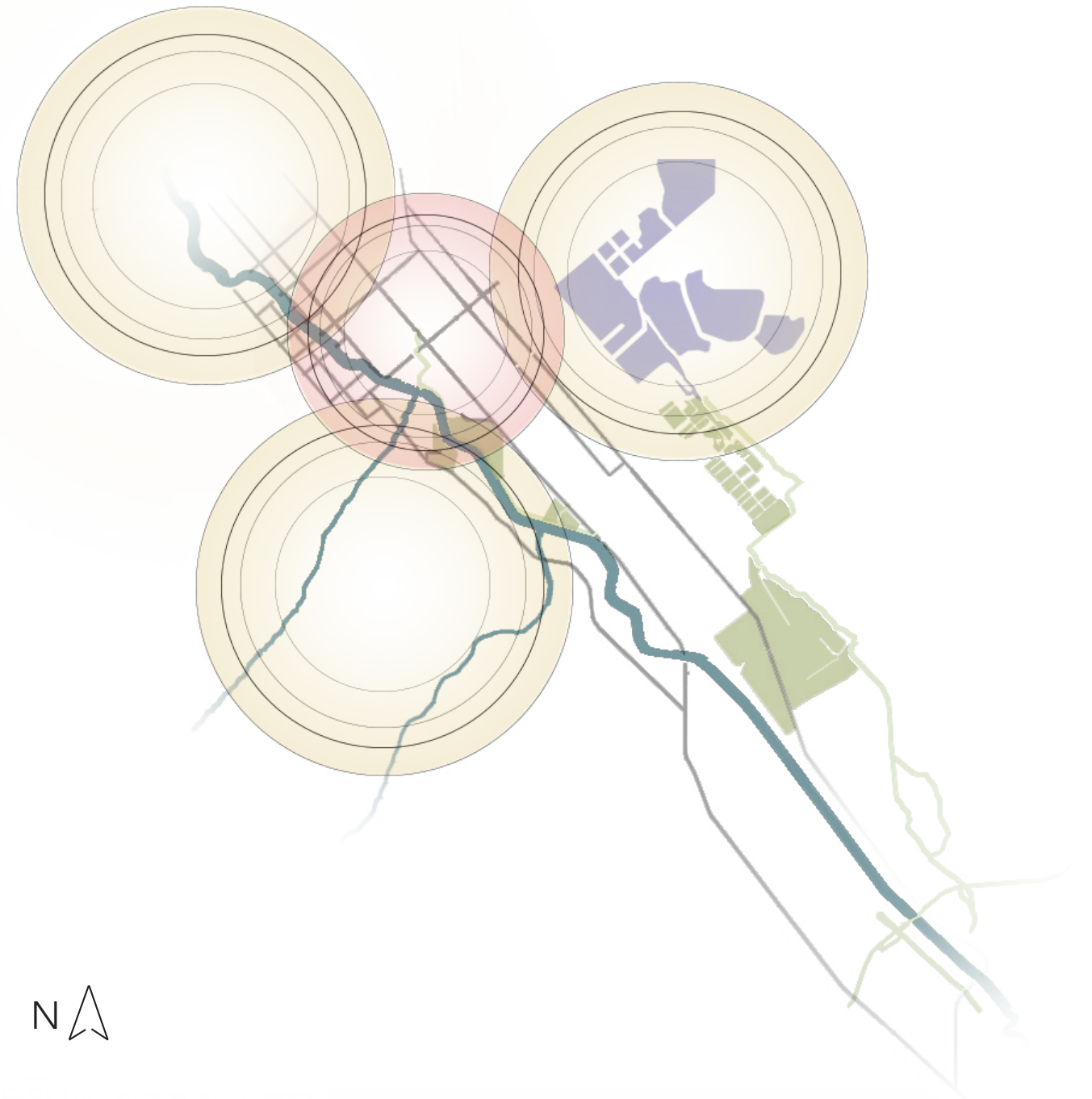
- Pocatello of today still reflects the same historical footprint of old
- City growth has sprawled to the North, East, and South.
- The Portneuf river disappears within the city core.
- The city footprint loses structure on the Southwest side.
- ISU has grown drastically.
- The railroad has lost major influence
- Development now occurs and responds to natural systems. (terrain, river, etc.)
- I15 is the new major transit corridor
- Main St. is the only major road that connects the Southern half of the city to downtown.
- Benton St. , Center St. , and South Valley are the three major East and West corridors for auto and pedestrian movement
- The Portneuf river has been heavily modified to straighten its banks for flood control and development.
- It's modified structure has made a large impact on the native ecosystem





DEMOGRAPHICS

The Levee West Reach has an extremely diverse composition. With a median age of 37, 2 retirement facilities, and a composition of 57% families. It's diversity is a strength and can be implemented and highlighted moving forward. Planning land use for all ages, implementing mixed use nodes and providing opportunities for all through social, economical, and housing chances.



ENERGY CENTERS

The Levee West Reach is surrounded by three of Pocatello's major energy centers. These centers are Old Town Pocatello, Idaho State University, and public access in the mountains. Even though these three centers are big contributors to Pocatello's future, they are not connected in any way. There is a missing link between these centers.

We can move forward by creating a stronger connection and link between these centers. Bringing energy and community identities together.



OPEN SPACE

Open space is defined as parks, trails, greenways, and anything thing that is open to public space. The Levee West Reach has some of the most amazing natural features in Pocatello. These features need to be preserved and further developed. The existing park and open space system is fractured within the Levee West Reach. Recreational uses are separated and because of odd development there is no real access to the river and natural amenities.

Connecting the greenway system and the Portneuf River will connect the community and provide diverse recreational opportunities.



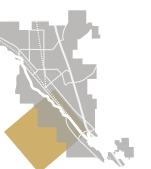
BARRIERS

Topography has defined the Levee West Reach. With public land, Cusick and City Creek, and the beautiful cliff views. Development and land use within the Levee West Reach has been greatly shaped by the topography of the area. Limiting sprawl and development in some areas.

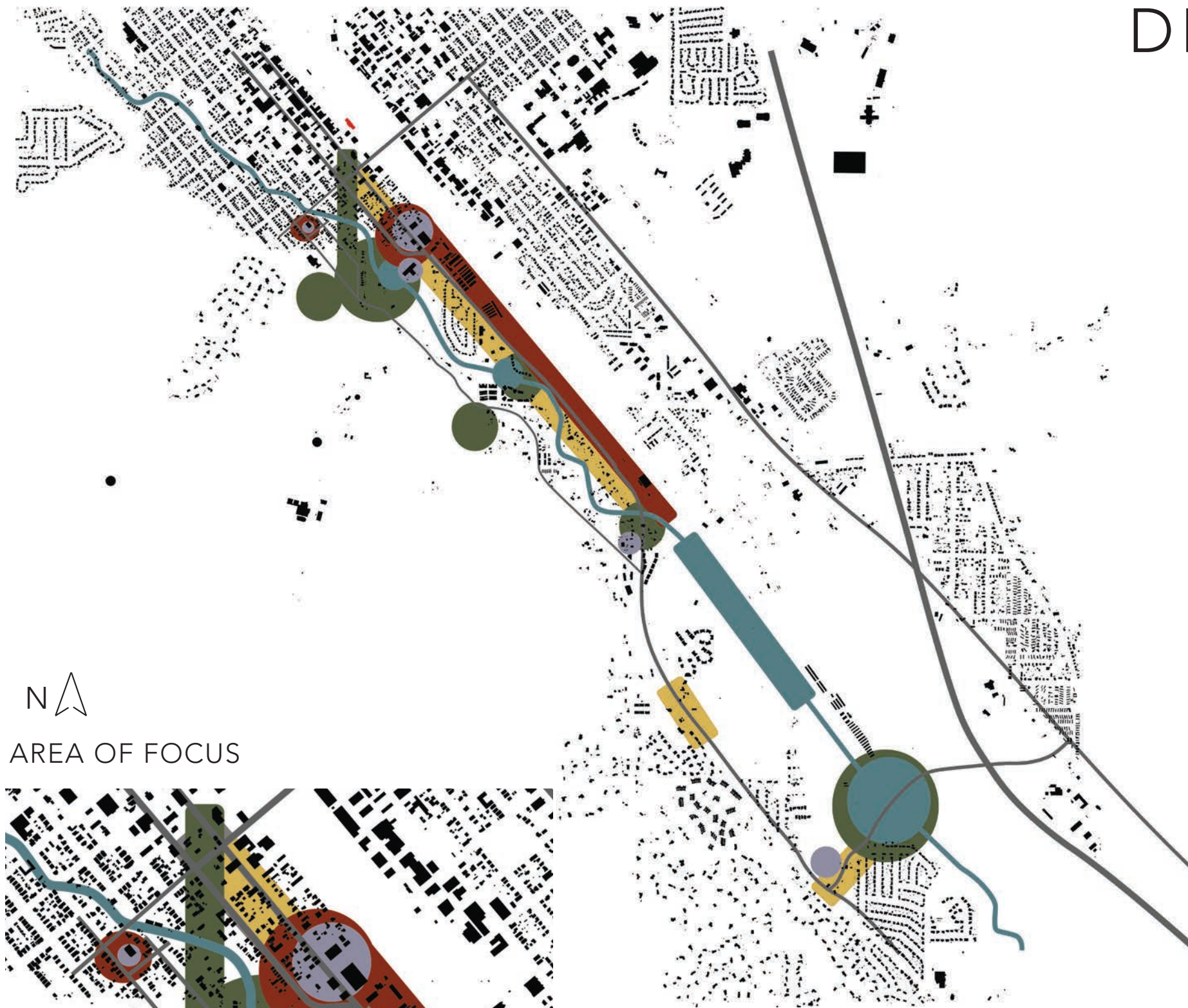
The railroad has shaped and even created the rise of Pocatello. The rail lines are still a vital role today. The rails run north and south and are restricting to east and west movement. The Levee West Reach only has two bridge crossing at Benton st and the south Valley Bridge.

The Portneuf river has been altered and morphed into something that doesnt resemble its old self. It cuts and seperates land and its uses. The entire west reach has the river splitting it down the middle.

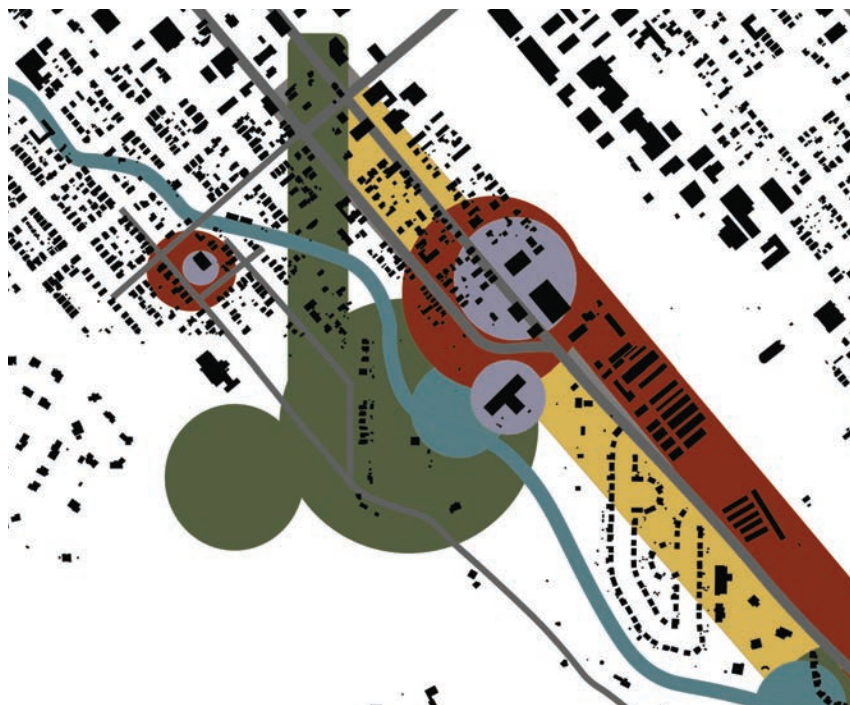
Even though these are large barriers they can be crossed, developed, and even celebrated.



DESIGN PRINCIPLES



N
AREA OF FOCUS



PROGRAM POTENTIAL

The design principles are applied to the Levee West Reach area to see where there are opportunities and potential for the principles to be applied. Building upon these can enhance the connection within the community and provide amenities to spaces.

Centennial Park and Terry st. have a lot of potential for the principles to be applied. This becomes the focus area of our reach because of the impact it can have on the community.



1- RIVER RECONNECTION

- OPENING THE RIVER BACK TO THE COMMUNITY
- RESTORING RIVER HABITAT
- PROVIDING MORE ACCESS POINTS
- IMPROVING HEALTH OF COMMUNITY AND RIVER



2- CORRIDOR ENHANCEMENT

- IMPROVE PUBLIC INFRASTRUCTURE WITHIN THE LEVEE WEST REACH
- BUILD THE TERRY STREET PEDESTRIAN BRIDGE
- CREATE A COHESIVE IDENTITY FOR THE REACH



3- RECREATIONAL LINKS

- REDEVELOP CENTENNIAL PARK
- INCORPORATE BIKE LINES TO CONNECT NEIGHBORHOODS WITHIN THE REACH
- ENHANCE REACH ENERGY
- PROVIDE DIVERSE RECREATIONAL OPPORTUNITIES



4- HISTORICAL TIES

- INCORPORATE HISTORICAL MEANING AND ARCHITECTURE THROUGHOUT FUTURE DEVELOPMENT
- PRESERVE KEY HISTORICAL BUILDINGS



5- PHASED GROWTH

- TERRY STREET REDEVELOPMENT PLAN
- THE NEW GREENWAY SYSTEM PROVIDES FUTURE POSSIBILITIES OF CONNECTION AND GROWTH WITHIN THE COMMUNITY
- PROVIDE DIVERSE HOUSING AND BUSINESS OPPORTUNITY

MIXED USE



BELL STREET SEATTLE

BRIDGE CROSSING



BUD HENDRICKSON BRIDGE

FUTURE GROWTH



DAYBREAK, UT

URBAN TRAILS



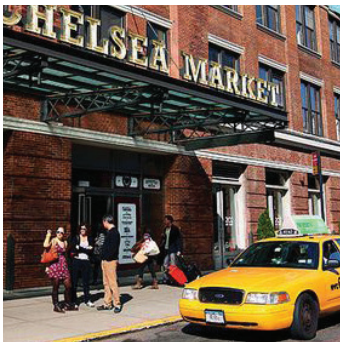
KATY TRAIL, DALLAS TX

PARK DEVELOPMENT



SAW MILL CREEK, NY

WAREHOUSE REUSE



CHELSEA MARKET, NY

BIKE SHARE



RIVER RESTORATION



FRED - ILA WETLAND PRESERVE, SLC UT

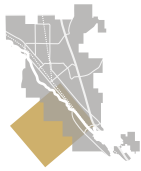


The ideas generated from the conceptual development plan took shape as they were correlated with real life projects. This guiding concept plan highlights key areas and ideas that be used moving forward in the planning and development of the Levee West area or Pocatello.

GUIDING CONCEPT

LEVEE WEST

Relinking the Community



PROGRAMMING



1 - UPPER CENTENNIAL PARK

- Active play recreation
- City Creek Trailhead and loop
- The existing parking lot will be relocated to vacant lots along the side of the park, permitting more space to be used for the park.

2 - LOWER CENTENNIAL PARK

- Community space and open fields for sports, events, etc.
- Multiple rent able picnic locations
- Water play and learn splash pad
- River islands
- Riverside trails
- Small botanical garden to provide further educational opportunities for community members and the nearby school

3 - COMMUNITY CHARTER SCHOOL

- Will be moved to provide a better space and environment for students and public users of the park
- There will be space for the school to hold activities and educational events with expanded space

4 - TERRY STREET

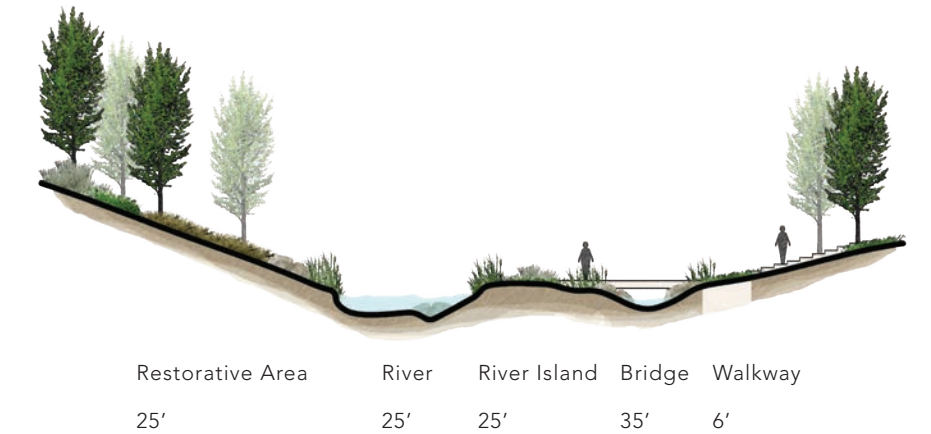
- Urban trail connections for the Terry st Bridge and greenway
- New economic development location
- Improved infrastructure and walkability within the district
- Community connection to Centennial park



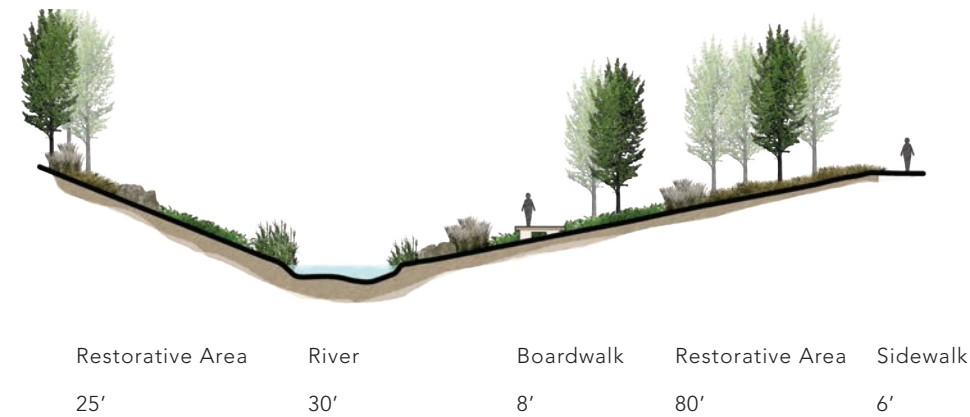
CENTENNIAL PARK PLAN

Centennial park will become the catalyst of change within the area. Becoming a core location for community events, river restoration, open space, and identity. The walkway system within the park all leads to the river and from the river out to the surrounding neighborhoods. Truly tying the area together.

RIVER ISLAND SECTION



RIVER RESTORATION SECTION



GREENWAY SECTION



RIVER ISLANDS - LOOKING EAST

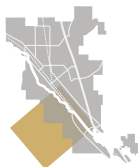


CENTENNIAL PARK ENTRANCE - LOOKING WEST



LEVEE WEST

Relinking the Community



TERRY STREET - LOOKING WEST



WAREHOUSE PLAZA - LOOKING WEST



TERRY STREET PLAN

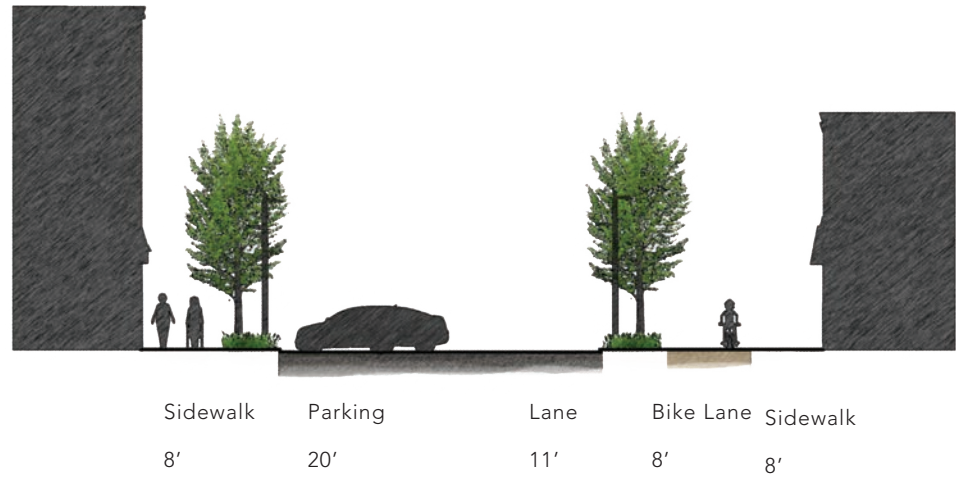
Terry St has the opportunity to highlight the uniqueness and identity located within the Levee West Reach. Connecting commerce and community to local parks and trails. Creating a walkable, economic, and viable option.

Terry St. between Arthur Ave. and Main st. will be converted to one way traffic, flowing westward with 45 degree parking on one side. Optimizing traffic flow, parking, and walkable space for storefronts and pedestrians. With pedestrian bulb outs at each intersection and mid block crossings located at key locations.

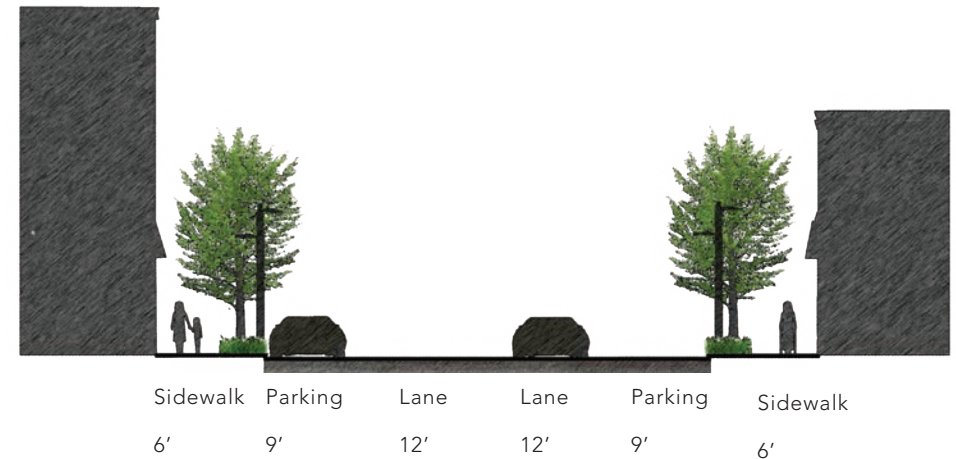
Terry st located east of Main will be closed to vehicular traffic and be converted to a pedestrian thorough fare. Optimizing the space between new development and the redeveloped warehouse. The redeveloped warehouse will be converted to hold small stores and restaurants and be the cornerstone piece to the redeveloped area.

The rest of the space will stay open to pedestrians and allow storefronts to move out into the space. Connecting community and neighborhoods together.

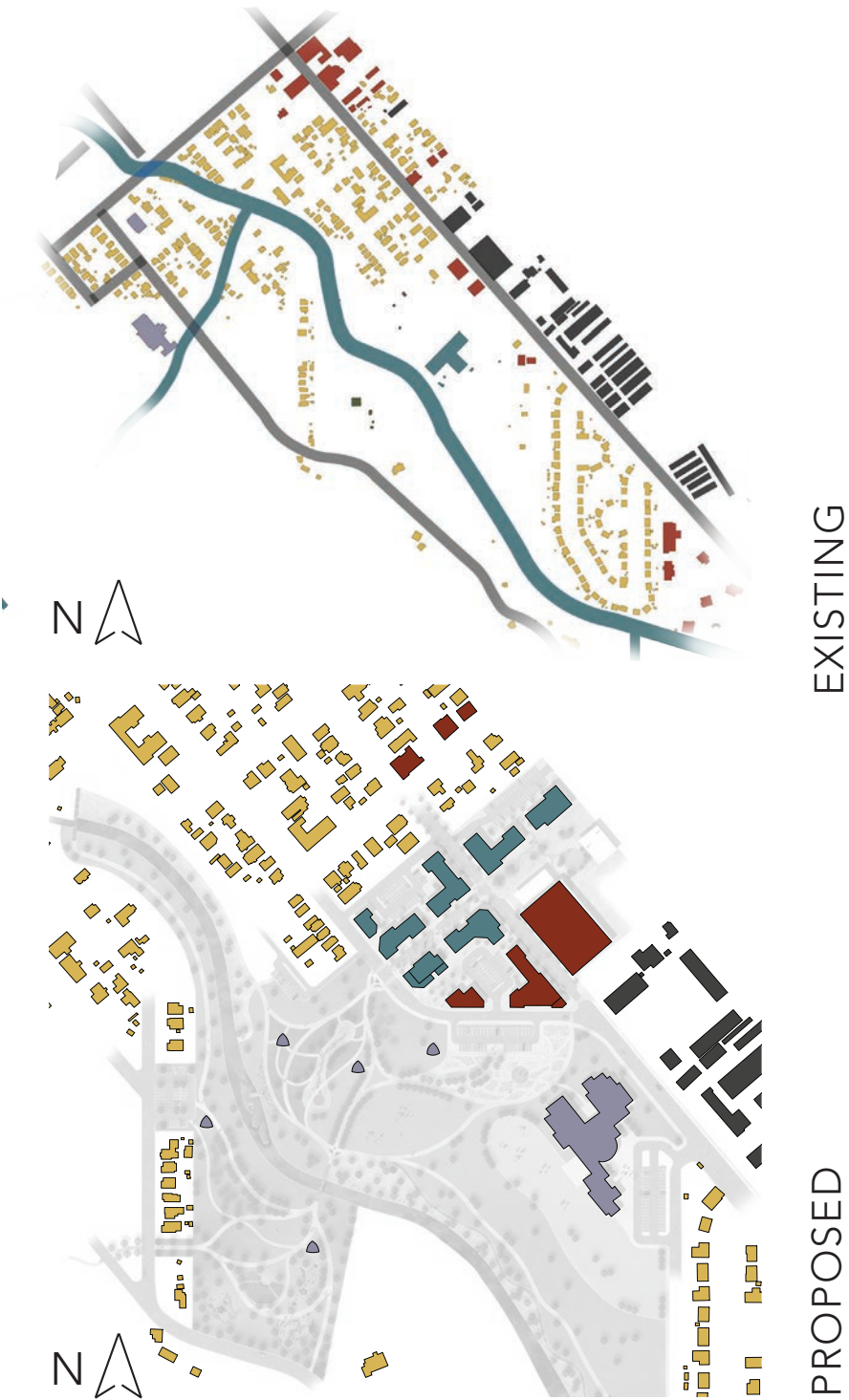
TERRY STREET SECTION



MAIN ST. - ARTHUR AVE. SECTION



CENTRALIZED BUSINESS DEVELOPMENT



The Levee West reach has groupings of business located throughout the area. This sparatic development has caused gaps and difficult transitions through the reach. Decentralizing its identity and interaction with the community.

The Terry st. development can create a centralized business district that establishes a cohesive business core. Bringing energy and commerce into a newly renovated area. With mixed use development and zoning to promote commerce.



ROADS / PARKING

The vehicular circulation is deemphasized as parking lots are moved to the rear of Terry st. developments. The circulation still allows access to neighborhoods and mixed use areas, but access on Terry st. is constrained to allow a more friendly environment for pedestrians.

The parking lots within Centennial Park are moved. The park becomes more centered on experience, while still providing access to the park. A parking lot is added in the northern portion of the park for boat users to have quick access to the river.

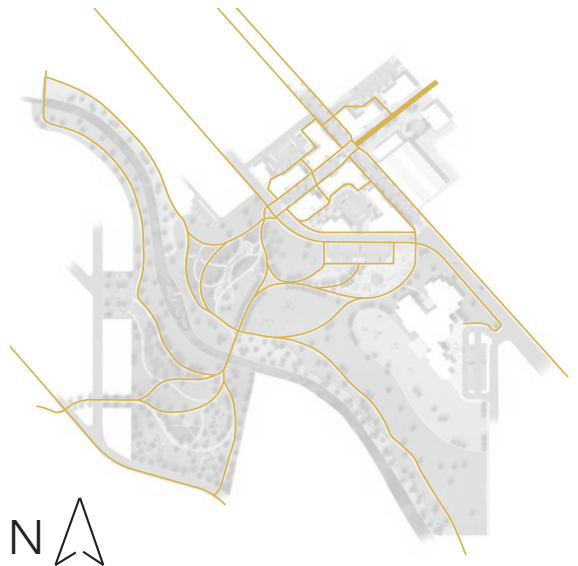


OPEN SPACE

Open Space, recreational activities, and river access increases in the proposed design. The movement of the Charter School and acquisition of the southern lot allows the park to expand. This creates more opportunities for river habitat and access as well as recreational activities.

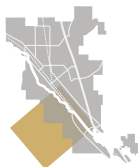
With a street infrastructure focused on pedestrians and bikers alike it allows the greenway to freely move through the new development in the reach.

With the future development of the Terry st. bridge it would connect ISU and neighboring areas to open space on the west of Pocatello.

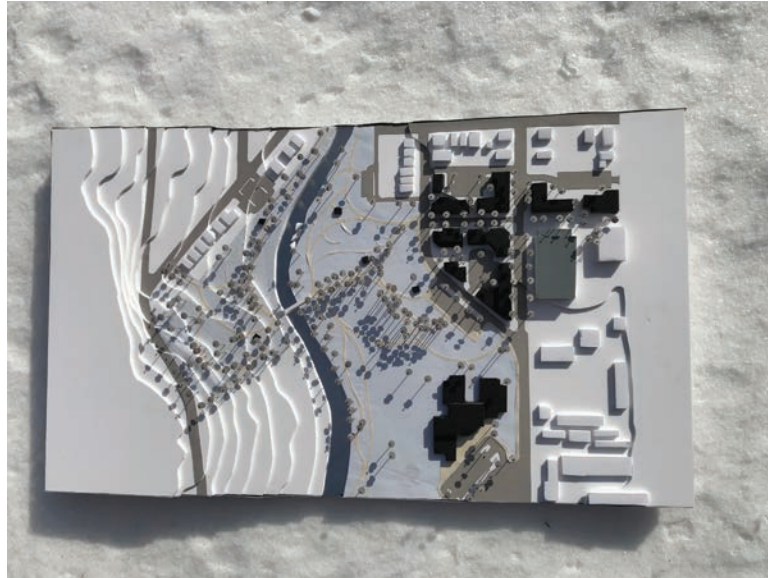


WALKWAYS

Pedestrian and bicycle circulation increases as more paths and pedestrian centered streets are added. Terry st. becomes a friendly environment for users and flows into Centennial Park. The paths within the park connect users to different activities and to other parts of Pocatello. A strong connection is created from the park to the City Creek trail head. The greenway trail brings users to and through the park.



CENTENNIAL PARK MODEL

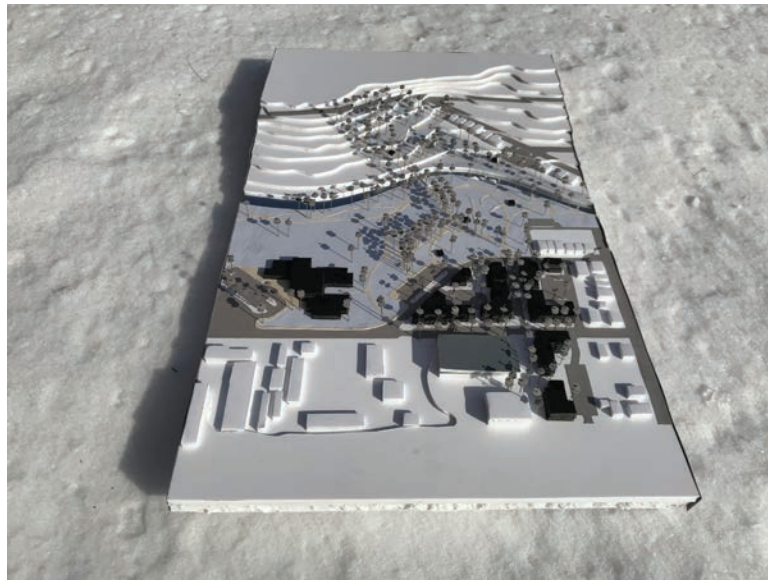


MODEL

The model visually represents the master plan of Centennial Park and Terry St.

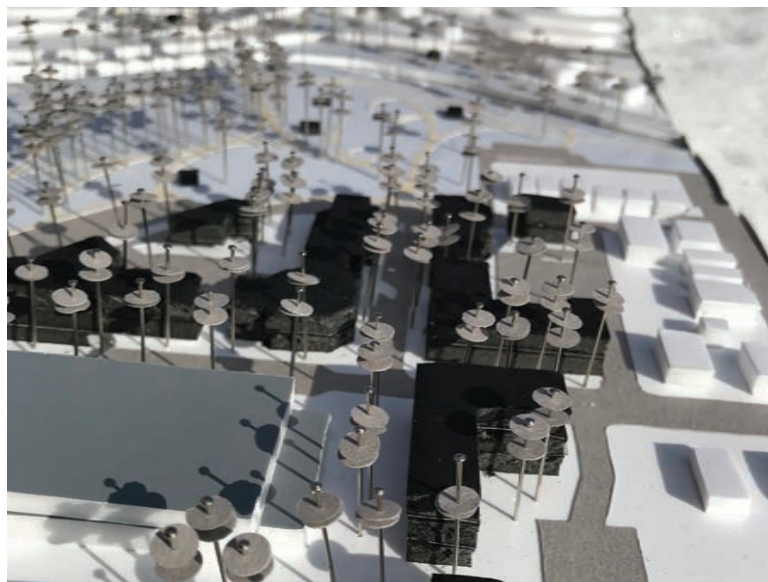
The topography is displayed in 6ft intervals. Centennial park is at the foot of the mountains and sees a lot of vertical change on the west side of the Portneuf river.

The model shows how spaces feel and interact in a physical way. The form of Centennial Park brings the community together and flows to the rest of Pocatello.



FLOW

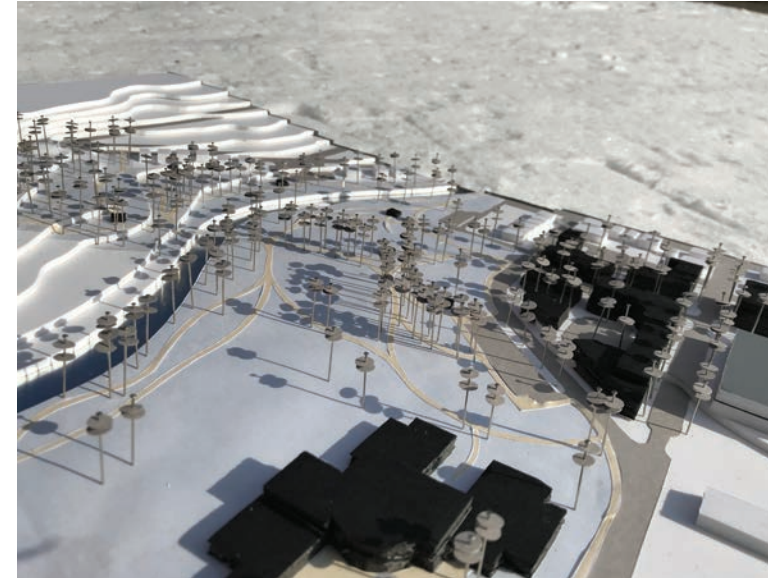
A main goal for the design of Centennial Park is to create a flow of energy into and from the park. This connects the park to Pocatello east to west and north to south.



TERRY STREET

Terry St. is a vital connection for the park to the rest of Pocatello. This community center creates visual and physical access to the park and provides amenities for the community.

New buildings reflect the atmosphere of Old Town Pocatello, tying the two together.

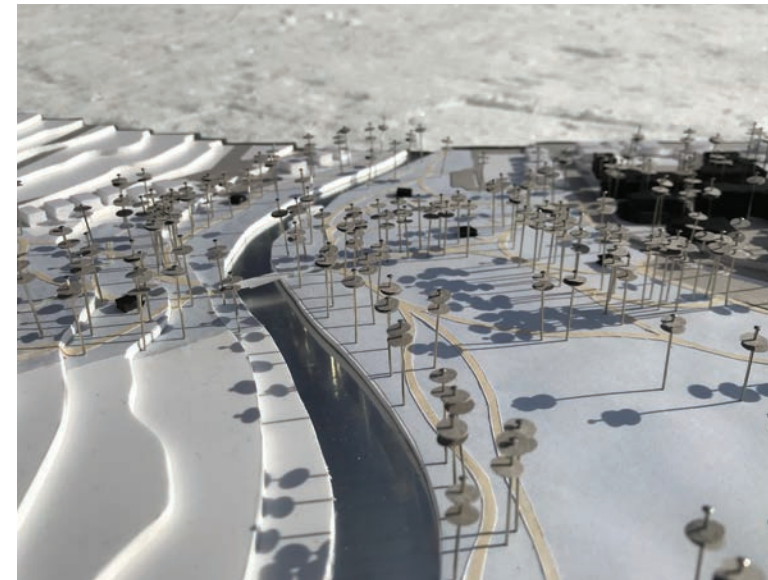


CHARTER SCHOOL

The new Charter school has a stronger relationship with Centennial Park and the community. The school has its own space while at the same time being able to utilize the park for educational opportunities.

The school no longer separates the park, but it maximizes space for river habitat and recreational opportunities.

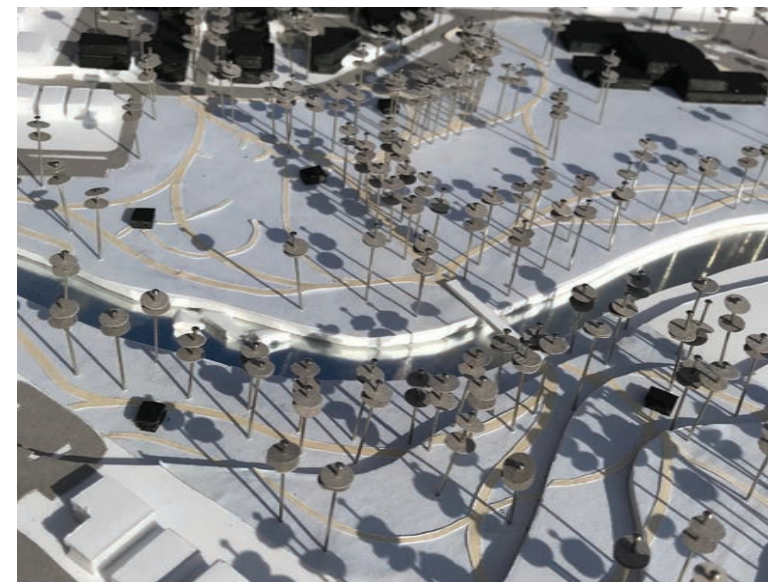
The community has easier access to the school and the educational opportunities tied to the school.



PORTNEUF RIVER

The Portneuf River is the vein of Centennial Park. Being in the center, the river provides many recreational and educational opportunities.

The model shows the interaction of the river to the park. As the river flows through the park, the community will be able to experience the benefits of a river connection. The flow of the park brings the community to the river and the river feeds benefits to the community.



CENTENNIAL PARK

Centennial Park is a center for the community to come together and experience many opportunities. The strong relationship to the Portneuf River and ties to the public lands provides unique connections for the community.

Within the park, many recreational activities are offered to accommodate diverse users and capitalize on educational opportunities.

PHASING



PHASE 1

- We propose Centennial and Rainey park to become one complete park.
- This phase will complete the majority of the redeveloped park.
- The new parking lot will be built between the existing school and Arthur Ave.
- The school will stay in its existing place.
- Public infrastructure along Main, Terry street, and Arthur avenue will be completed.



PHASE 2

- The new charter school can be built and reoriented to face the street and provide more space for school facilities.
- With the school moved the botanical event area of Centennial park can be built.
- At this stage development within the Terry st. area can commence.
- Redeveloping the existing warehouse while focusing new development to the front half of the block.

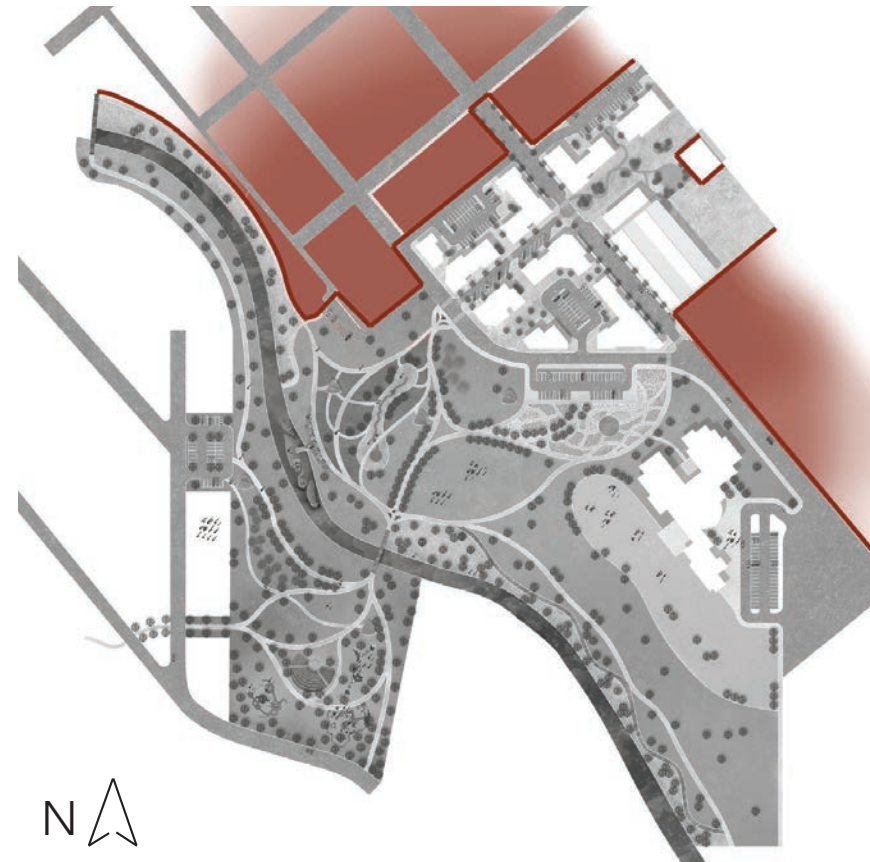
PHASE 3

- As development within the Terry St. area continues Centennial Park can be finished.
- Reconnecting the greenway.
- Building out the City Creek trail.
- Finish river restoration areas and access.
- Connecting charter school activities to programs within the park.



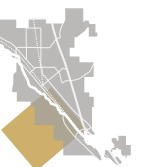
PHASE 4

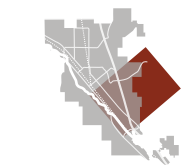
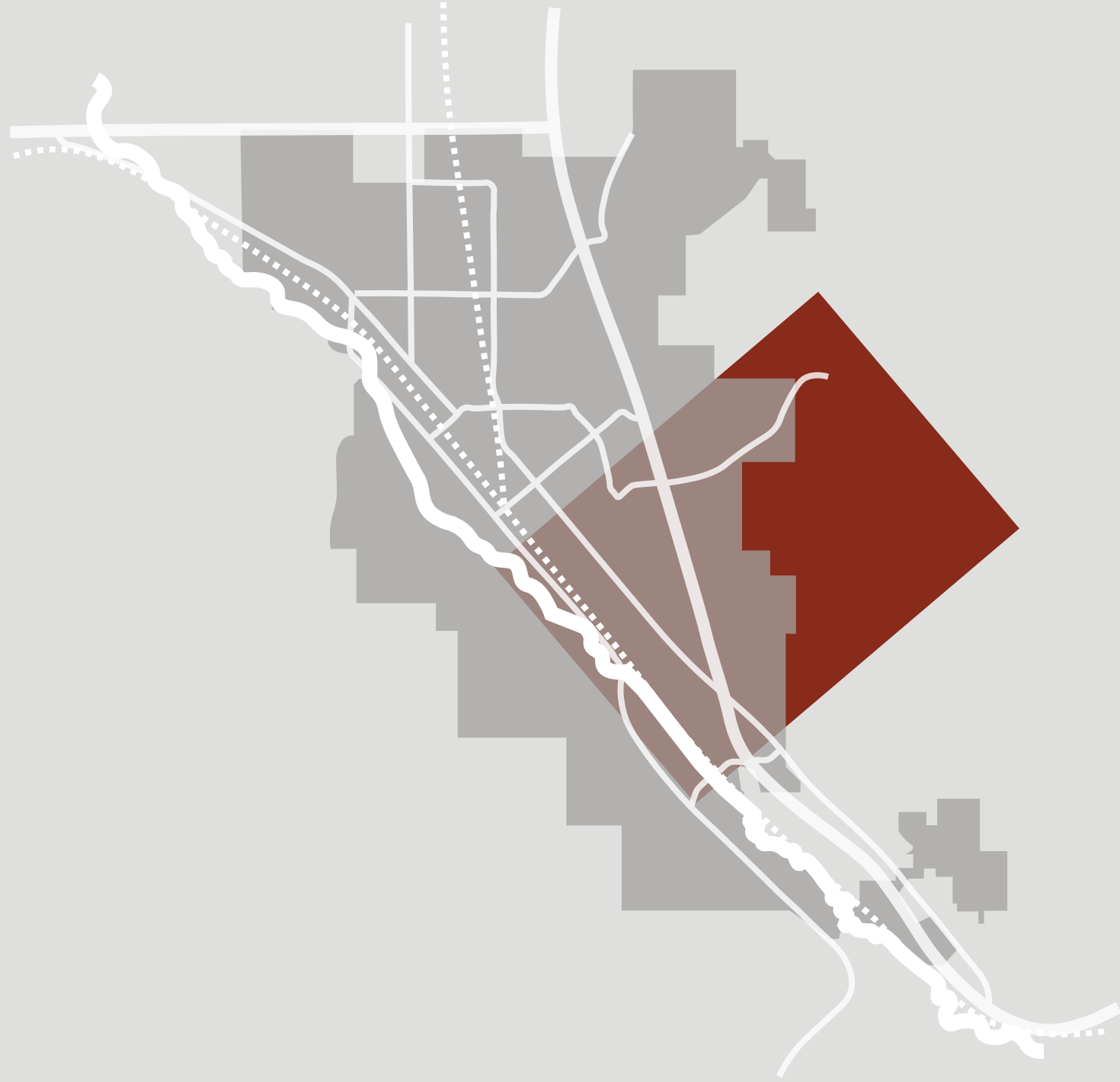
- As Pocatello continues to grow there will be a need for expansion
- The areas surrounding Terry st. and Centennial park will be great locations to improve density and promote activity within the area.
- The area is filled with great public and natural open space, as growth continues focus on density rather than build out.



LEVEE WEST

Relinking the Community





LEVEE EAST

Connect From Bench to Bench

SCOPE OF SERVICES

Investigate ways to develop a transect development corridor from East to West, beginning at Idaho State University, through the Terry Street Renovation District, across the Railroad, to the Portneuf River. Solve the issue of disconnection across the railroad and create opportunities for cultural interaction.

Developing the area facing the railroad with mixed-use development will invigorate and draw more users and residents from the University and community to this area of Pocatello. Look into ways to address upcoming needs related to this population shift, such as affordable housing, with lifestyle amenities for millennials, proximity of work and recreation with small parks, public gardens, linking the community to the ISU campus and the Portneuf River.

TEAM MEMBERS

Colton Broadbent

Emmeline Zenger Hoover

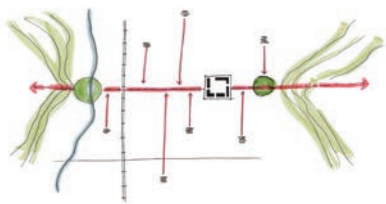
Trevor Kennedy

Skyler Smith

DESIGN PRINCIPLES

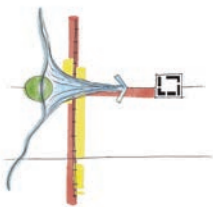
BENCH TO BENCH

The major intent of the design is to connect the entire valley bench to bench, and ultimately to the river. Providing a wealth of choice in transportation is paramount to attracting a diverse set of users.



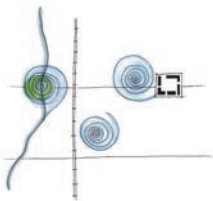
INTEGRATE HISTORIES

As Pocatello plans for the future it must take into account its multitude of histories - cultural, physical, natural, anthropological. All histories will be taken into account and respected accordingly.



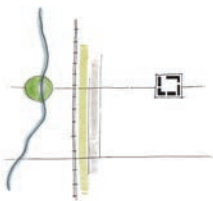
CAPITALIZE ON IDENTITY

Pocatello has the foundations to create a place with a unique and desirable identity. Proposed changes will capitalize on these amenities - proximity to nature, rich history, historic architecture, and sense of community.



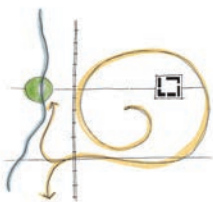
LOCAL ECONOMIC GROWTH

New development will be focused on local economies. It is essential to provide space for homegrown businesses and retailers. Local and niche products promote pride within a community.



UNIVERSITY CONNECTION

In order to bring Pocatello to the next level, a new standard of integration between the University and community must be set. Proposed enhancements must attract and retain students.



LEVEE EAST

Connect From Bench to Bench



CONTEXT

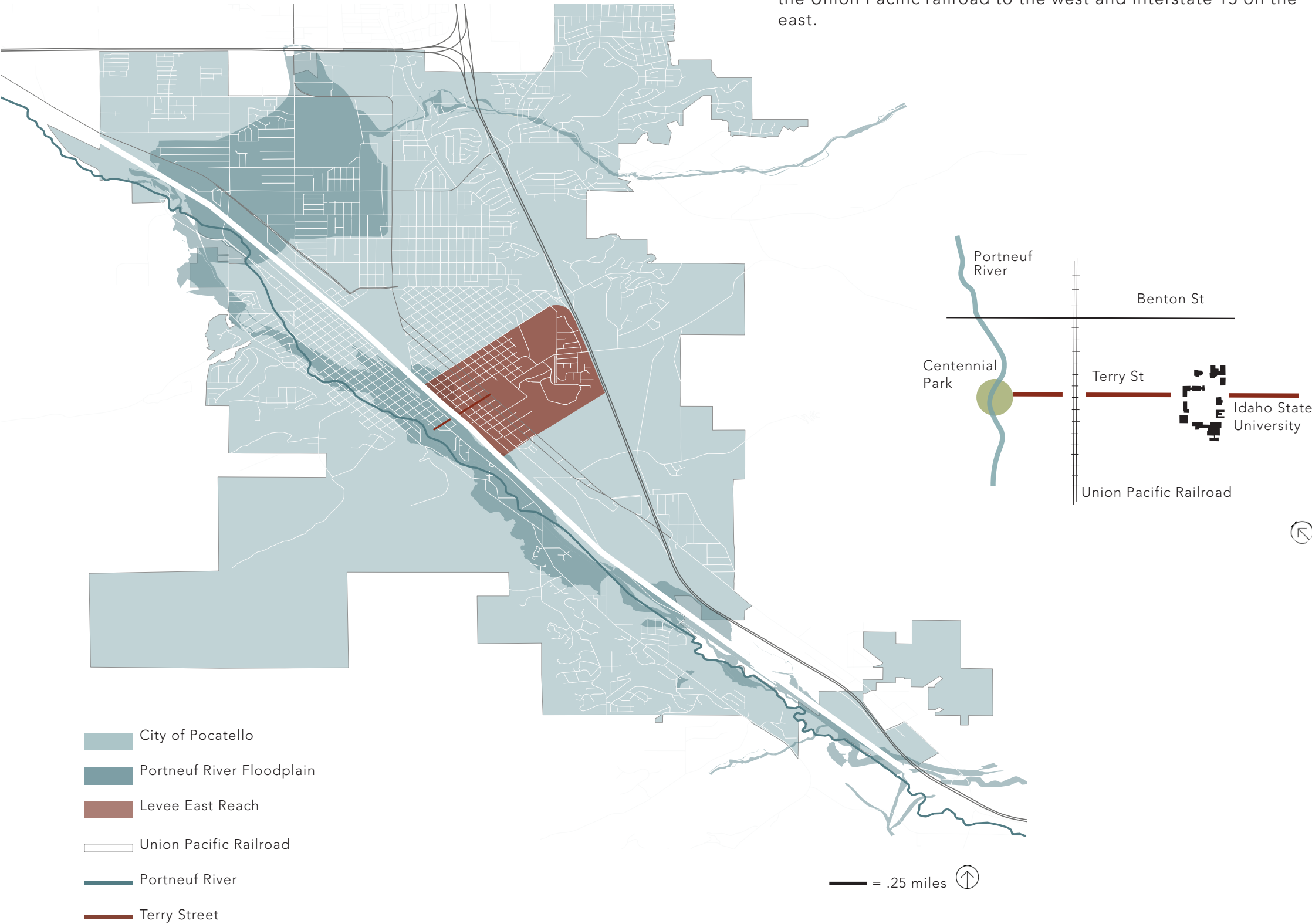


POCATELLO

Pocatello is the county seat and largest city of Bannock County, with a small portion on the Fort Hall Indian Reservation in neighboring Power County, in the southeastern part of the U.S. state of Idaho. It is the principal city of the Pocatello metropolitan area, which encompasses all of Bannock and Power counties. As of the 2010 census the population of Pocatello was 54,255. Pocatello is the home of Idaho State University and was founded as an important stop on the first railroad in Idaho during the gold rush, later becoming an important center for agriculture.

LEVEE EAST REACH

The Levee Reach East Region includes Idaho State University and the Historic Warehouse District as well as a great deal of surrounding residences. This region is bound on both sides by the Union Pacific railroad to the west and Interstate 15 on the east.

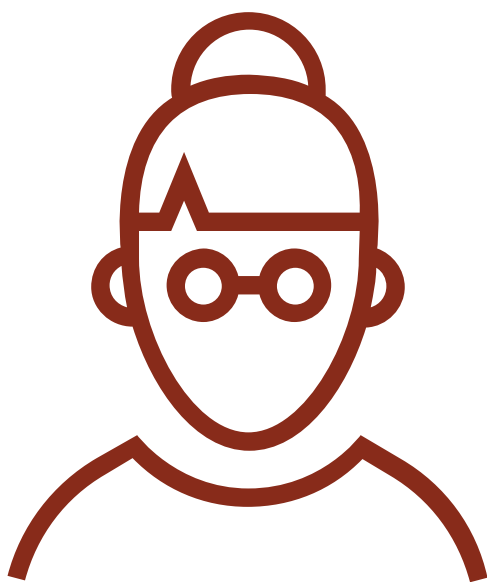


IDENTIFYING A USER



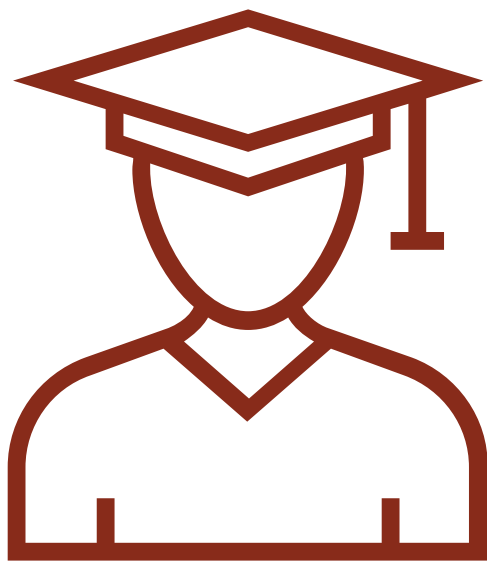
FAMILIES

33% of Pocatello households have at least one child below the age of 18



YOUNG ADULTS

33% of the population in Levee reach east are between the ages of 18 and 24



STUDENTS

40% of the population in levee reach east are enrolled in college



MORPHOLOGY

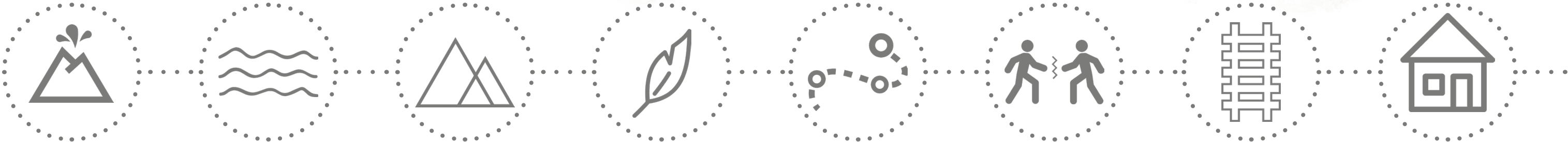
Humans shape their reality around their perceived environments. The existing built and natural environments sit upon layers of geologic, anthropological, and natural history. It is important to dig past the surface to discover the layers underneath what is easily seen.

Pocatello and the Portneuf River Valley have a rich geological history that reaches back millions of years. As the region pushes forward into the future, it is vital to look back and not only understand, but learn from the layers of the past.

- Portneuf River
- Oregon Trail
- Union Pacific Railroad
- Interstate
- Local Roads
- City Boundary
- Floodplain

PREHISTORY

SETTLEMENT



580,000 years ago: 2 Volcanic eruptions sent lava flowing through the valley shaping parts of how it looks today.

Around 14,000 years ago: the Bonneville Flood tore through the valley leaving gravel deposits and altering the shape of the valley.

The surrounding mountains affect not only aesthetics, but climate and seasonality.

Native Americans have used this valley for thousands of years. The river was an important resource for both the Shoshone and Bannock Tribes.

1811: An offshoot of the Oregon trail went through the Portneuf River Valley, marking the beginnings of permanent human settlement.

1863: Near current day Preston (70 mi south of Pocatello) more than 250 Native Americans were killed in the Bear River Massacre, the most deadly massacre in the History of the American West.

1882: The Union Pacific Railroad Bought a right of way from the Native Tribes. Construction began and the first Portneuf River Meanders were cut off.

1889: As railroad operations expanded and the settlement grew, Pocatello was founded officially in 1889.



EXPANSION AND MODIFICATION



PRESENT/FUTURE



Pocatello becomes known as the "Gateway to the Northwest" through it's transportation industry.



1911, 1962, 1963: As settlement expanded, seasonal and sometimes catastrophic flooding occurs along the Portneuf Floodplain.



1957: I-15 is completed, solidifying Pocatello as a major transportation hub in western North America.



1963: Idaho State University is established as its own entity. It is now the largest single employer in Pocatello.



1968: To mitigate future flooding, portions of the river were channelized and leveed.



2000: Pocatello population surpasses 50,000 becoming a true urban area under the census definition.



Where do we go from here? As Pocatello looks to the future, it is more important than ever to look to the past, learn from the mistakes and successes, and push forward with smart planning.

Strengths and Opportunities: Pocatello is built on a rich and vibrant history and landscape.

Weaknesses and Threats: Physical divisions like the railroad, and the health of the river will determine the health of society and culture in the future.

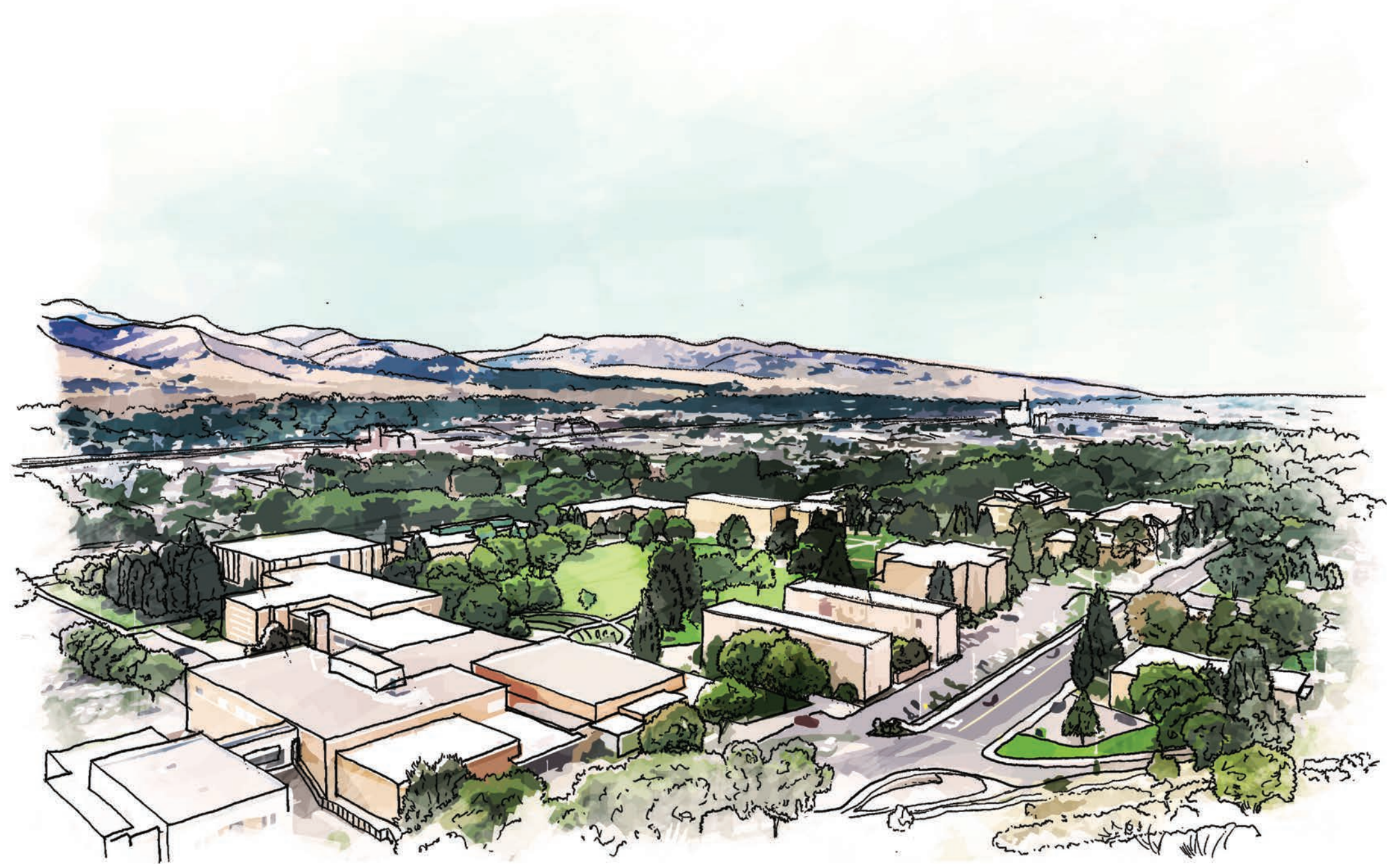
LEVEE EAST

Connect From Bench to Bench



VISUAL IDENTITY

Pocatello has immense natural beauty and a rich cultural history with close proximity to major recreation and social opportunities. It is vital for Pocatello to capitalize on this energy and use it strategically moving forward. Currently, many Pocatellans aren't as proud of their city as they should be. With careful planning and implementation, city leaders can reverse this trend and reveal what an amazing place Pocatello truly is to both current residents and visitors.



ISU and Pocatello seen from Red Hill

- S
Strengths
- W
Weaknesses
- O
Opportunities
- T
Threats

PORTNEUF RIVER

S River provides a strong natural feature for citizens to appreciate gives chance for recreation.

W Lacking pedestrian or biking connection to the Portneuf River.

O With a vision statement centered around the river, the community is ready to restore the river.

T The lack of visibility from the university creates a lack of appreciation for this natural amenity.

RAILROAD

S Union Pacific Railroad, hospitals and Idaho State University provide jobs, building localized economy.

W Union Pacific Railroad creates immense circulation boundary.

O Centennial Park, would be a wonderful resource for students and community members.

T The railroad, creates a difficult and unsafe barrier through the city.

WAREHOUSE DISTRICT

S Affordable housing and commercial space is readily available.

W Extensive vacant warehouses add an air of abandonment to the area.

O The warehouse district provides a great opportunity to help create a visual barrier of the railroad.

T Lack of investment into this area create potential for crime and safety hazards.

TERRY STREET

S Strong road network with great potential for walk-able and bike-able streets.

W Lacking pedestrian or biking connection to the Portneuf River.

O Lack of street landscape structure provides opportunity for a unified network of street trees, hard scape, street furniture and lighting.

T The lack of pedestrian infrastructure creates a danger to pedestrian flow and movement.

IDAHO STATE UNIVERSITY

S Proximity to ISU with relatively flat terrain make commuting a possibility.

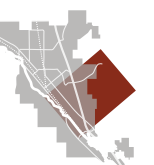
W Lack of strong visual entrance prohibits movement down Terry Street.

O ISU West Parking lot provides a potential community anchor along Terry Street.

T Lack of strong identify association between city and ISU creates circulation disconnection.

LEVEE EAST

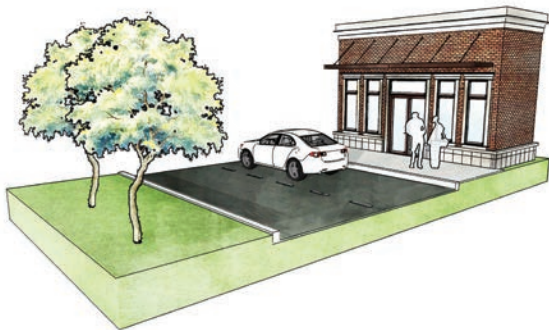
Connect From Bench to Bench



FORM STUDY

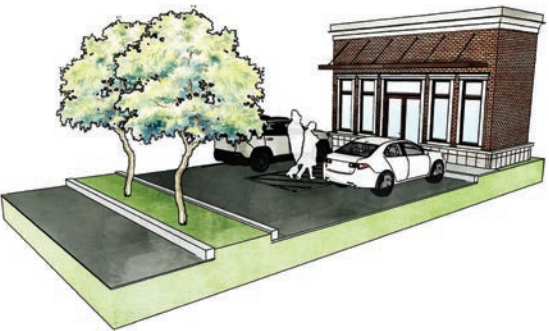
TYPE 1

- Ideal for urban development and environment
- Small setbacks create a permeable feel with large windows and entrance opportunities
- Easy to retrofit into a successful urban space



TYPE 4

- Creates opportunities for easy access via vehicle
- Setback used for parking, but creates disconnect from street
- Has possibility for creation of indoor/outdoor relationship



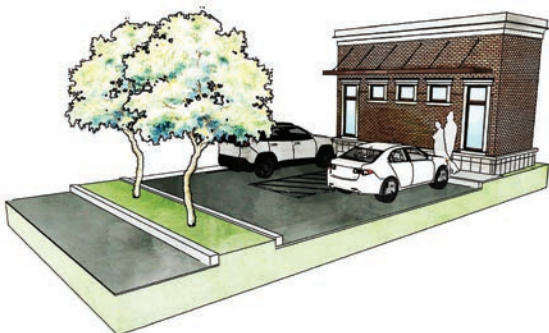
TYPE 2

- Small setbacks with large windows create a permeable feel
- Lack of entrance opportunity
- Less workable option for retrofitting into an urban space than type 1



TYPE 5

- Not ideal for an urban environment
- Larger setback creates a disconnect from street
- First floor access to residential building is undesirable to create a bustling urban footprint



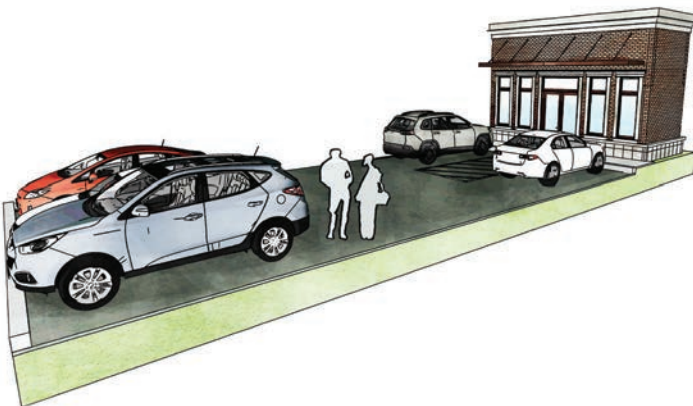
TYPE 3

- Close setbacks with a lack of large windows or entrance opportunity
- Suitable for an outdoor enclosure option
- Lack of indoor/outdoor relationship



TYPE 6

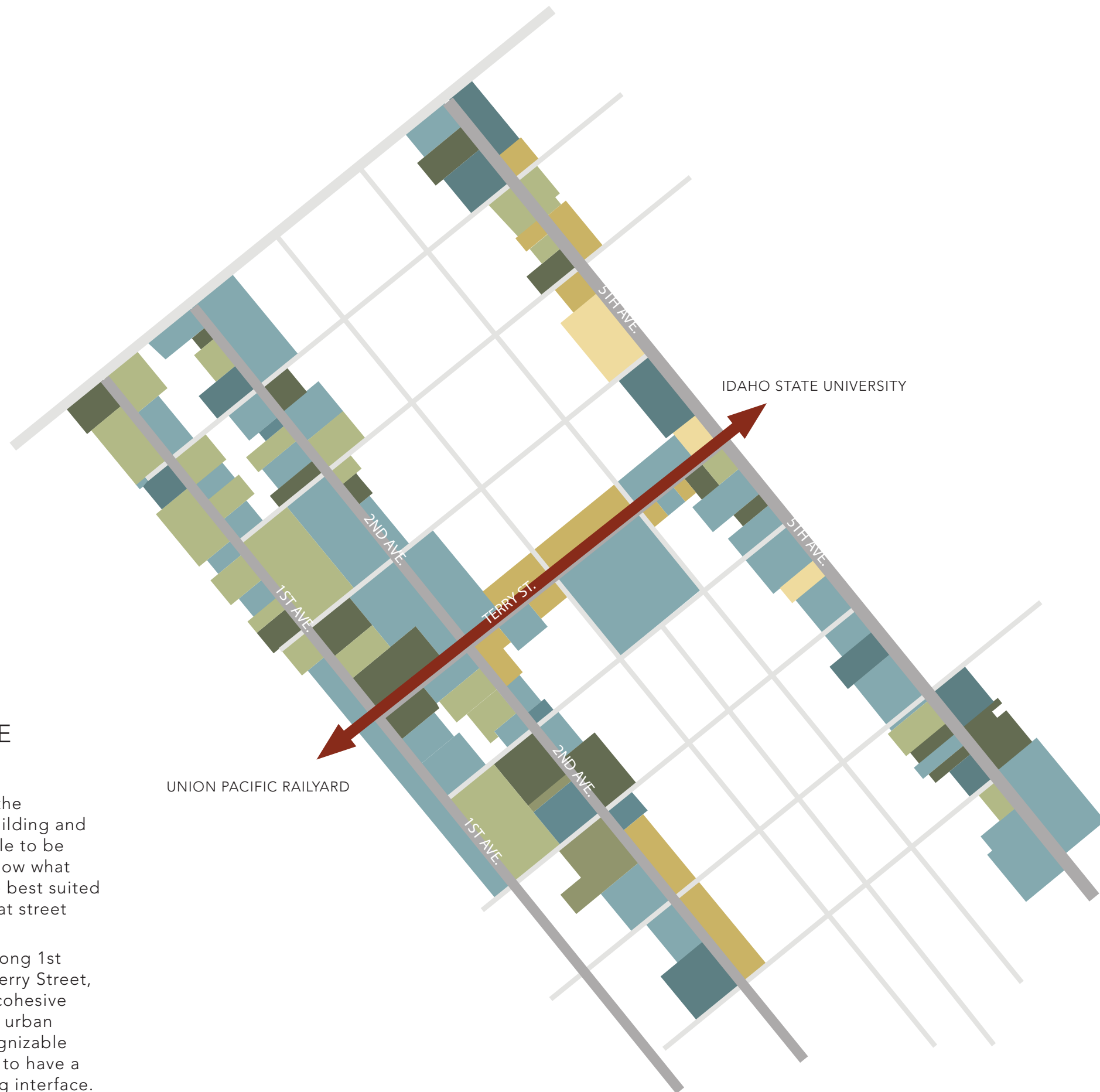
- Most prevalent typology in Pocatello Levee Reach East area
- Large setbacks used for parking destroys opportunity for indoor/outdoor relationship
- Retrofitting this typology into an urban setting would require redesign and reconstruction



ANALYZING THE INTERFACES

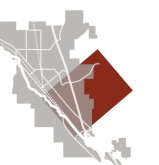
By taking inventory of the interaction between building and street, the design is able to be informed in order to know what building typologies are best suited for retrofitting, and what street interfaces need infill.

The street interfaces along 1st Avenue, 2nd Avenue, Terry Street, and 5th avenue lack a cohesive pattern. In order for an urban place to be easily recognizable and navigable it needs to have a cohesive street-building interface. These findings were taken into account and addressed with the proposed design elements.



- TYPE 1
- TYPE 2
- TYPE 3
- TYPE 4
- TYPE 5
- TYPE 6

NTS



LAND USE

The Eastern Levee Reach Area, bordered on the west by the Union Pacific Highway, and the east by Interstate 15 is zoned mainly for public lands, due to the Idaho State University Campus. It is surrounded primarily by residential neighborhoods, including student housing facilities and the Pocatello Cemetery. Nearer to the Railroad, the mixed-use region is made up mainly of unused warehouses, some of which have been retrofitted into new businesses of restaurants, pubs, and even a dance studio.

Although these zones dictate what the land can be used for, this does not necessarily define what kind of activities take place in this area of the region. The top right image, labeled District Identity, illustrated the districts within the Eastern Levee Reach Area. A definite lack of connection between the University and the Portneuf River --a seemingly lost amenity--is present.



CONCLUSION

Strengths and Opportunities:
Strong community spirit will result in **public involvement**.
Affordable housing and commercial space is readily available.
Proximity to Idaho State University and Old Town Pocatello with relatively flat terrain make commuting a possibility.
Centennial Park, just across the Railroad, with the **Portneuf River** would be a wonderful resource for students and community members, if only they could safely and easily access it.
Scale and street-building **interface typology** of the Warehouse district allow opportunity for retrofit and infill development.

Weaknesses and Threats:
Extensive **vacant warehouses** add an air of abandonment to the area.
Discontinuity of street fronts create a weak sense of Commercial District, weakening the urban experience.
Lack of investment into this area create potential for **crime and safety hazards**.

- Commercial District
- Residential District
- Public District
- Civic District
- Industrial District
- Portneuf River
- Terry Street

HARD/SOFT ANALYSIS

Using the district identities, areas of influence were located (circles, at right). These areas of influence are important nodes in creating better circulation from the neighborhoods and University to the River and Old Town Pocatello.

An analysis of existing land use was then conducted to discover which areas are well established and well maintained, and which have potential for future redevelopment to create a more cohesive community. This was done to identify specific lots and buildings, that if redeveloped, could increase the **community engagement, economic development and access to recreation** for Pocatello citizens.



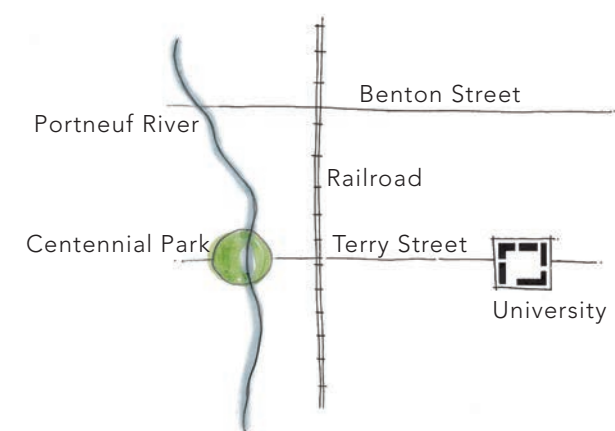
- Established Areas
- Potential Transition Areas
- Opportunities for Redevelopment
- Portneuf River
- Terry Street
- Areas of Influence

LEVEE EAST

Connect From Bench to Bench

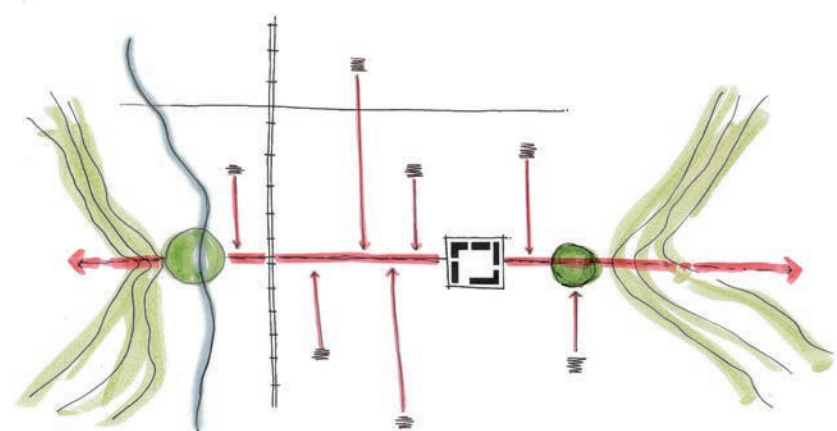


DESIGN PRINCIPLES



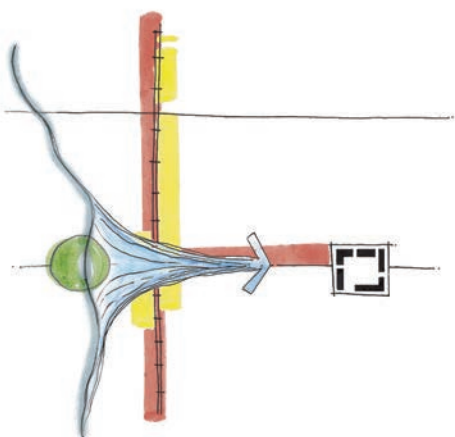
CONTEXT

5 Design Principles were decided upon to achieve a cohesive and meaningful design thus solving the issue of disconnection.



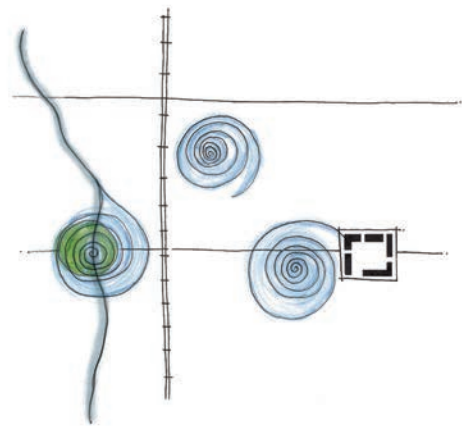
BENCH TO BENCH

Bench to Bench is a symbolic way of framing the need to connect the entire valley. The major intent of the design is to connect Pocatello - physically and socially. This goal will be achieved through revitalizing and bolstering Benton Street, Terry Street, and other important thoroughfares.



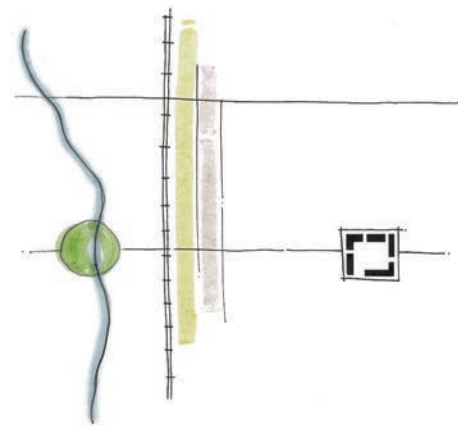
INTEGRATE HISTORIES

Pocatello has a vast array of incredible histories - the Native peoples, railroad, geography, geology, and many others. These histories should not be ignored, especially those that seem sensitive or "off limits." Through leveraging, understanding, and integrating these histories into the future development of Pocatello, important chapters won't be forgotten.



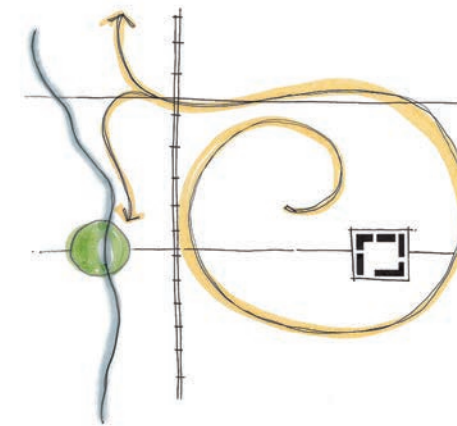
CAPITALIZE ON IDENTITY

Pocatello has the foundations to create a place with a unique and desirable identity. It is important to work with these existing opportunities to elevate Pocatello's identity. Proposed changes will capitalize on existing amenities - proximity to nature, rich history, historic architecture, and sense of community. Adding new businesses, parks, infrastructure and housing will embolden Pocatello's regional presence.



LOCAL ECONOMIC GROWTH

New development will be focused on local economies - Local and niche businesses and products promote pride within a community. It is important for local businesses to be provided spaces to grow and thrive. Strategic revitalization of the Warehouse district will provide a large amount of space and opportunity for local businesses.

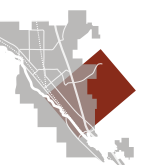


UNIVERSITY CONNECTION

The university and community are disconnected. In order to bring Pocatello to the next level, a new standard of integration between the University and community must be set. Proposed enhancements must attract and retain students, providing permeability between the university and community. As both Pocatello and the University expand, they must align their goals to provide integration physically and socially.

LEVEE EAST

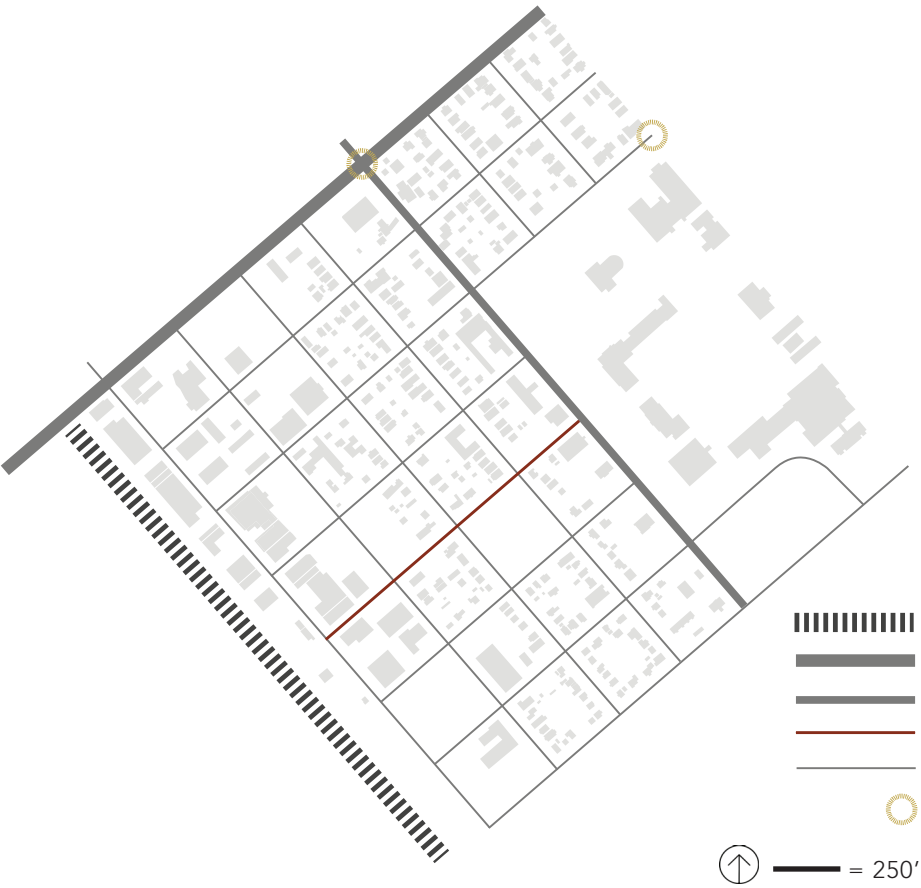
Connect From Bench to Bench



FUNCTIONAL DIAGRAMS

These functional diagrams are a **direct application of the inventory, analysis, and Design Principles**. They take a deep look at 5 categories - Vehicular Circulation, Open Space vs. Parking Lots, Infrastructure, Alternative Transportation, and Socio-cultural Cores - analyze each and propose changes. Each of these categories address important factors in the successful and sustainable growth of communities. These diagrams are the culmination of thorough and intense study and analysis of the area. Integrating these ideas in the future development of Pocatello will:

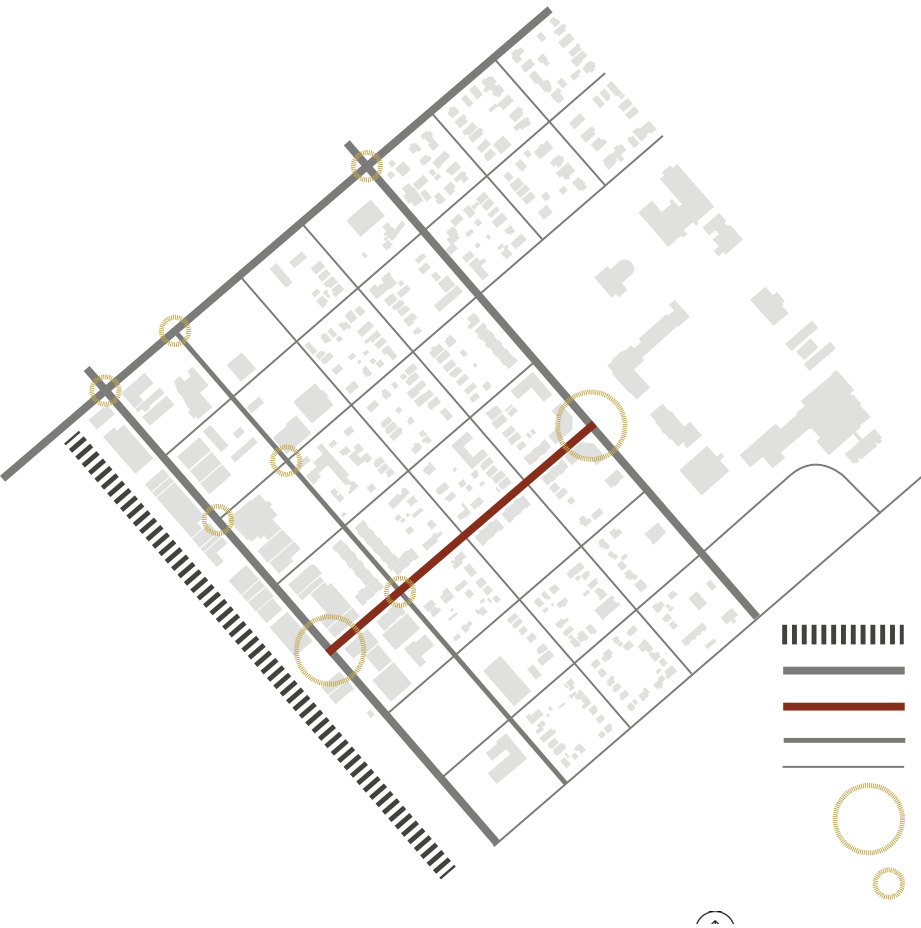
- Attract and retain a diverse community.
- Elevate identity, regional presence, and community pride.
- Connect the area in diverse ways providing wealth of choice.



Existing Vehicular Circulation:

Pocatello was designed for vehicular travel and lived by that standard ever since. Primary thoroughfares carry around socio-cultural cores instead of through them.

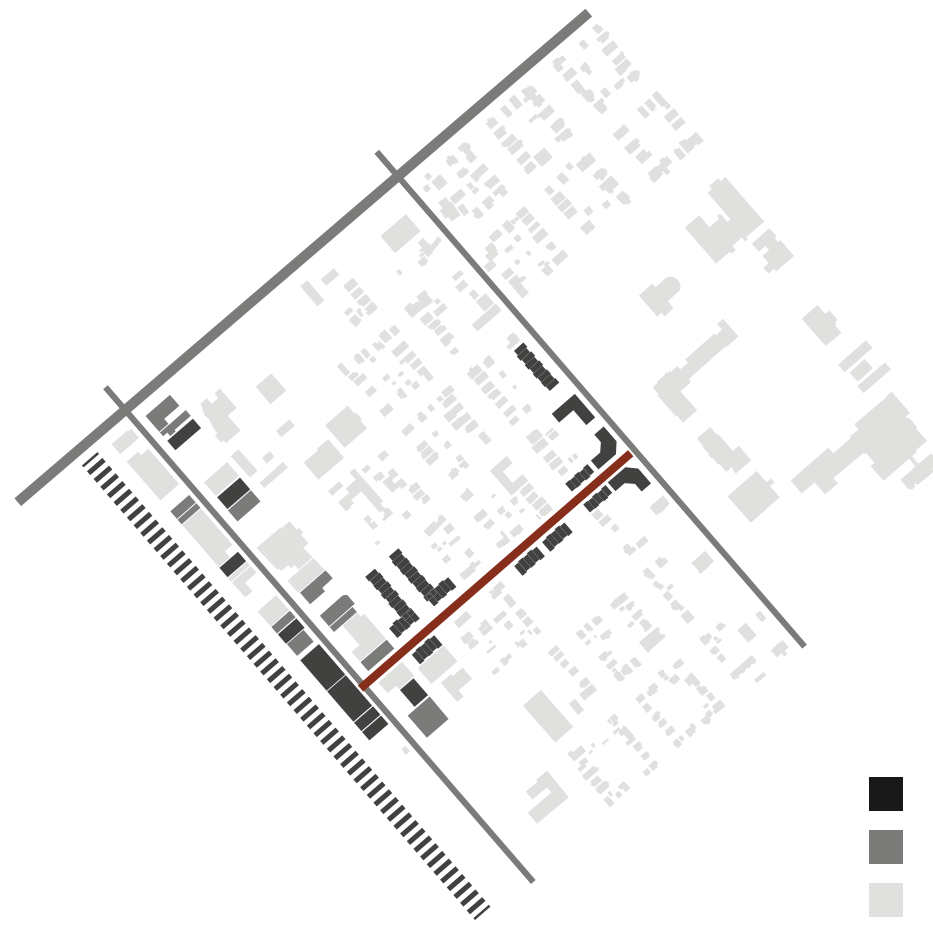
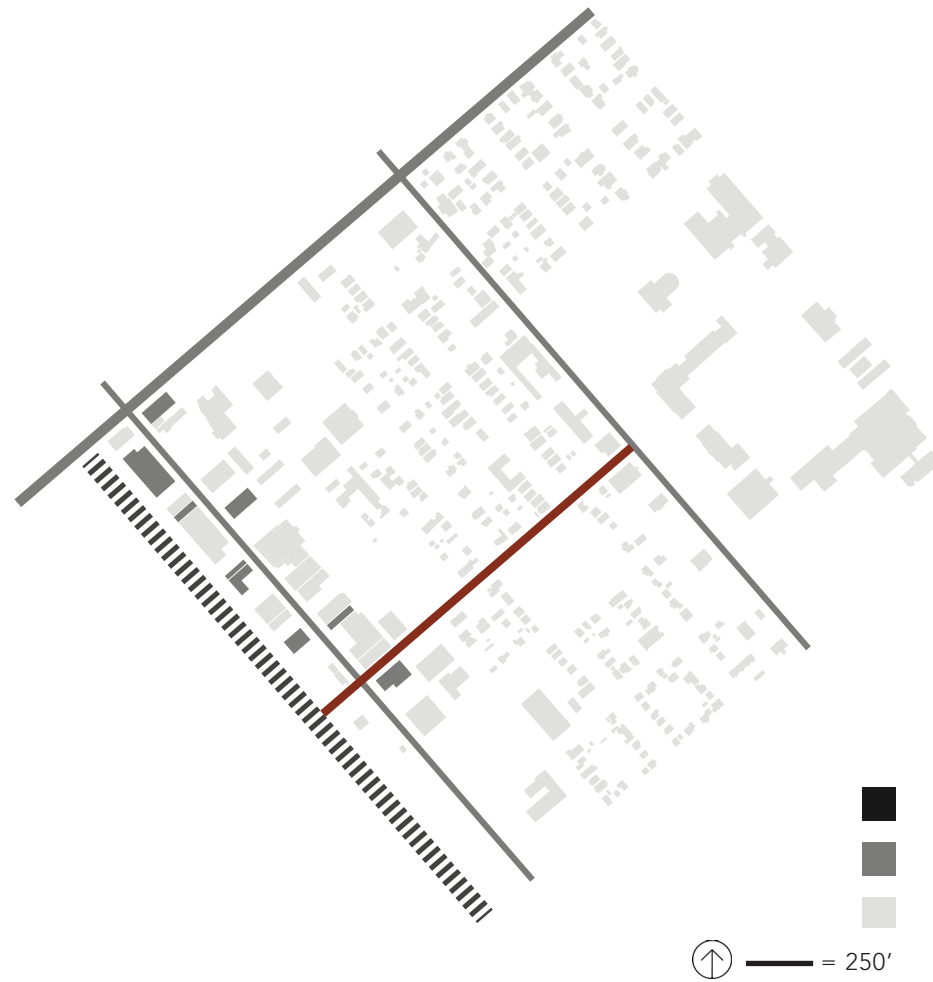
- Rail Road
- Primary Thoroughfares
- Secondary Thoroughfares
- Terry Street
- Tertiary Thoroughfares
- Secondary Nodes



Proposed Vehicular Circulation:

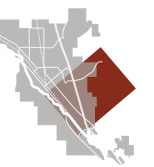
The goal of Pocatello moving forward should be creating linkages through cultural cores of the city and other nodes. The creation of pedestrian friendly compete streets will not only improve the safety, but create life in Pocatello.

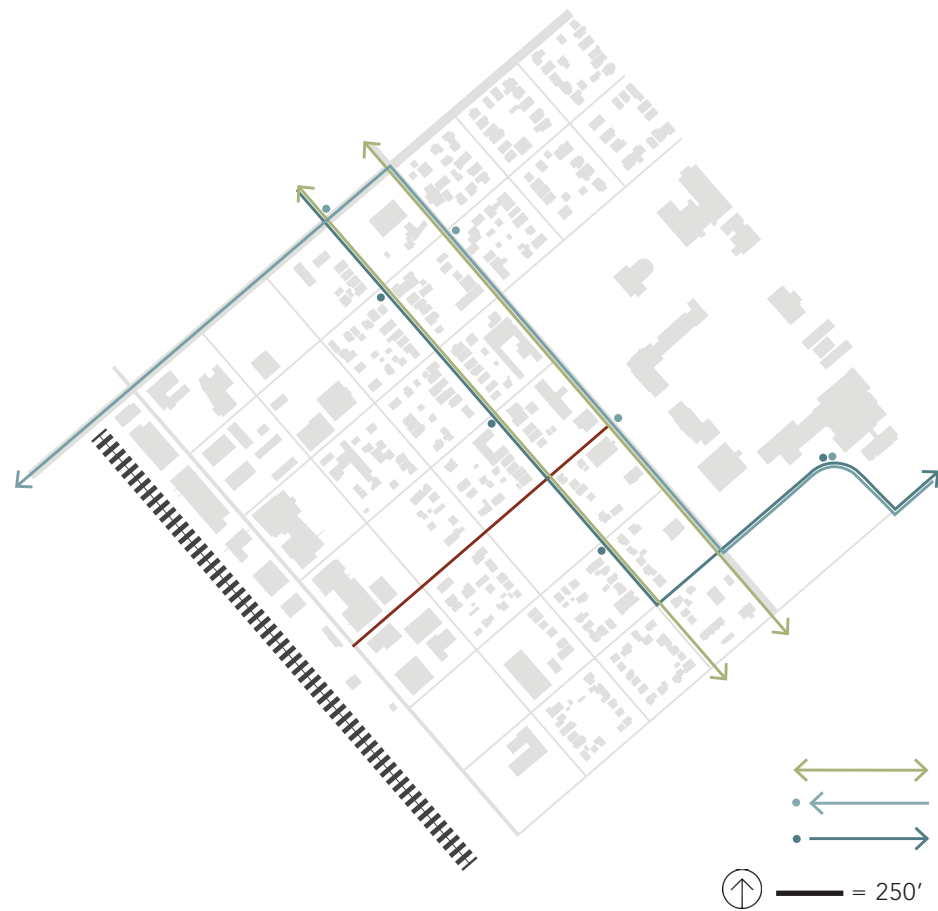
- Rail Road
- Primary Thoroughfares
- Terry Street
- Secondary Thoroughfares
- Tertiary Thoroughfares
- Primary Nodes and Plazas
- Secondary Nodes



LEVEE EAST

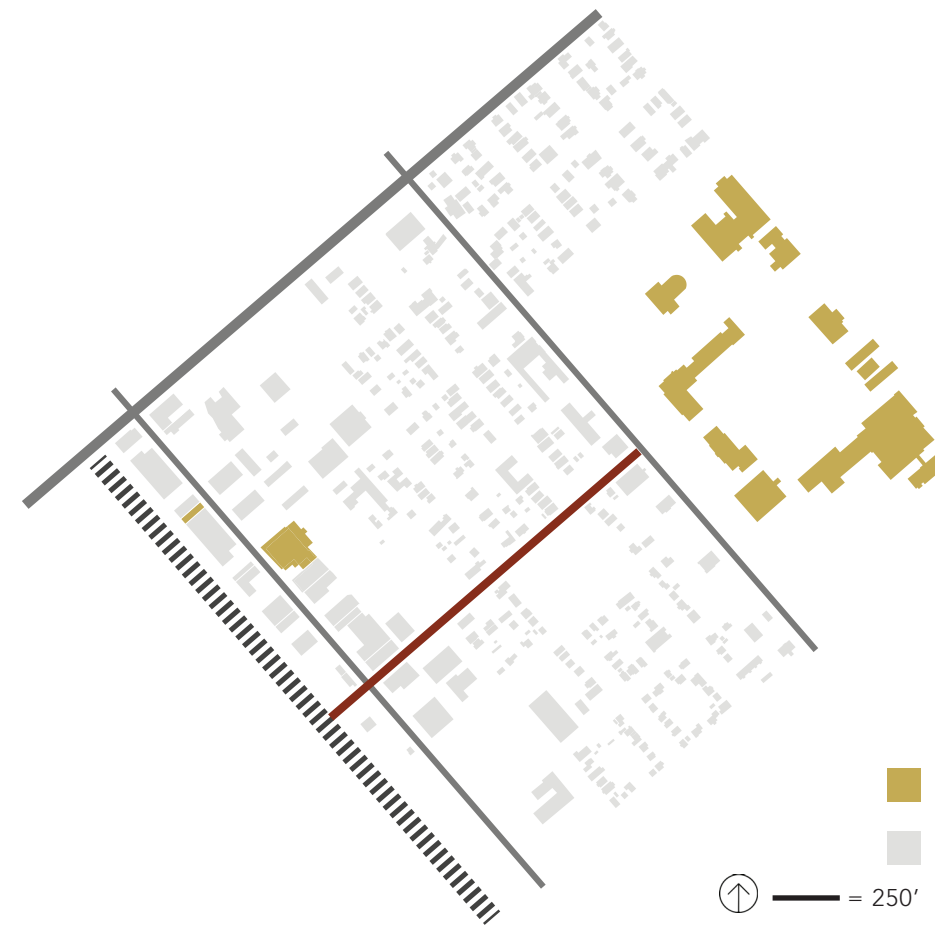
Connect From Bench to Bench





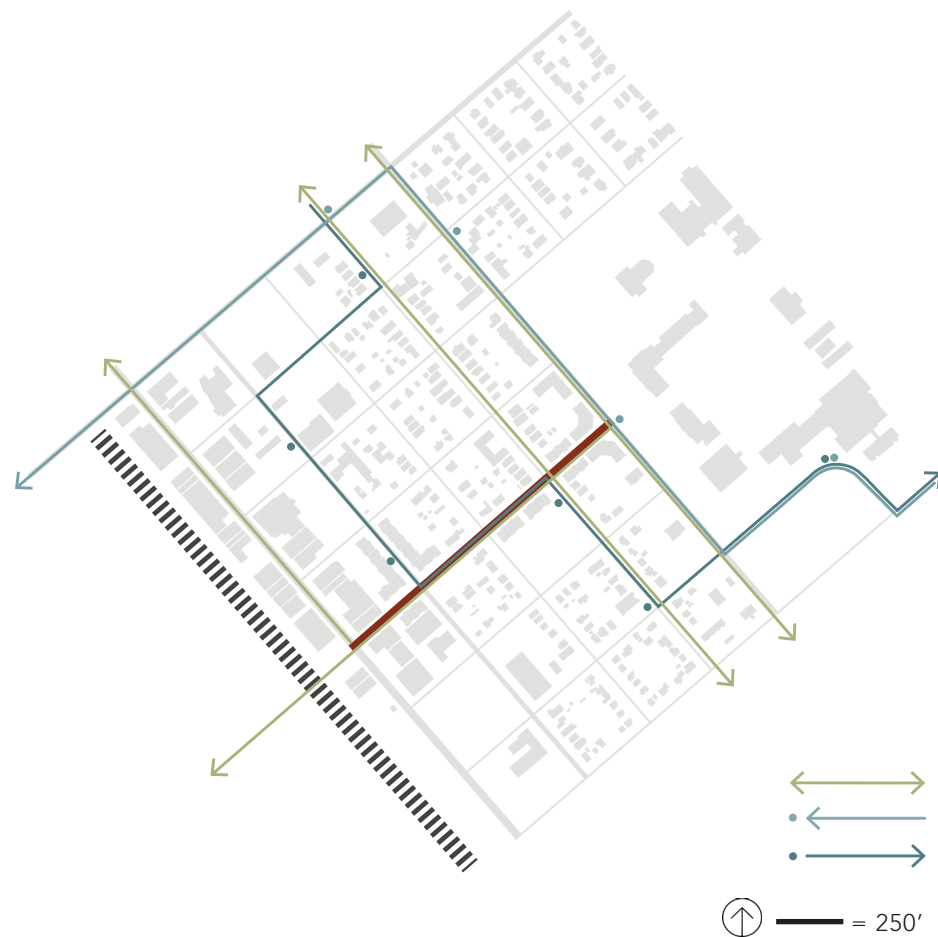
Existing Alternative Transportation:

As far as alternative transportation goes, Pocatello has a great bus system, but lacks a solid bike lane network. Neither of these networks passes through the proposed redevelopment areas.



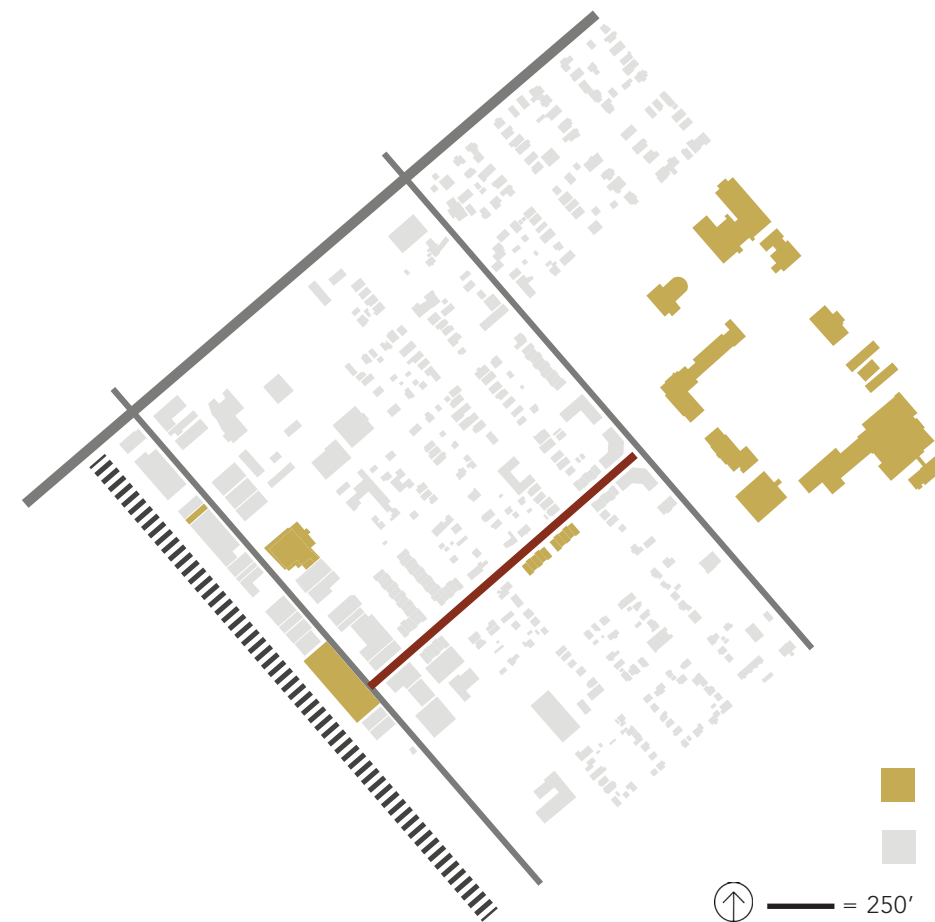
Existing Socio-Cultural Cores:

As of right now, Idaho State University and a few buildings in the Warehouse District are the only things attracting people to the area.



Proposed Alternative Transportation:

The addition of bike lanes down through Terry Street and 1st Ave. will provide connection for all community members. Rerouting bus route B down to 2nd Ave., will connect to proposed cultural centers. Adding stops will provide a wealth of choice to all Pocatellans.



Proposed Socio-Cultural Cores:

Increasing the amount of socio-cultural cores in the Warehouse District and along Terry Street will help attract and retain a diverse community.

CASE STUDIES

ISU PLAZA



California State University
FULLERTON, CA

The central access design style of this campus lends itself to creating university to city connections. Through the connection of the central road to the main entrance of campus, students are connected physically and culturally to the surrounding town.



Connection to community



Green Infrastructure



Pedestrian and biker friendly

TERRY STREET



Bell Street Park
SEATTLE, WA

This green corridor brings a new energy to the heart of the Seattle area. Functioning with a fusion of half park half street, this design provides an environment where bikers, cars, and pedestrians can share the space, and create community connections.



Varying pavement



Integrated rain gardens



Event areas

WAREHOUSE DISTRICT



Highline
NEW YORK, NY

By retrofitting an abandoned subway line, the Highline was able to bring life and culture to a architecturally beautiful area that was once vastly underutilized.



Retrofitting of older structures



Areas for social interaction



Incorporation of art and culture

PEDESTRIAN BRIDGE



Commons Park
DENVER, CO

Using a series of three bridges, Denver Commons connects its community by providing opportunities for non-vehicular commuting and recreational reach.



Full suspension bridge



Accessibility for all stages of mobility



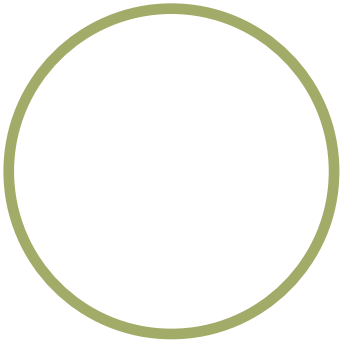
Connection to park and trail systems



MASTER PLAN

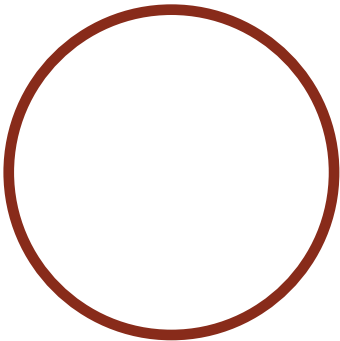
The proposed Master Plan is the culmination of the inventory, analysis, Design Principles, and Functional Diagrams. It solves the major issue of physical and social disconnection by providing

- Direct access from Idaho State University to the Portneuf River
- New social and recreational spaces for a vast array of users of all abilities
- Spaces for local businesses to develop and thrive
- Iconic amenities that enhance pride in Pocatello
- Wealth of choice in transportation, housing, recreation, and social interaction.



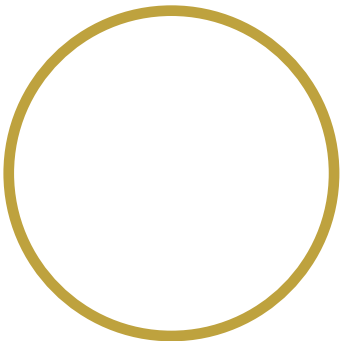
ISU ENTRY PLAZA

The new plaza integrates the university and community socially and physically. It draws students from campus and connects directly to the Portneuf River via the revitalized Terry Street.



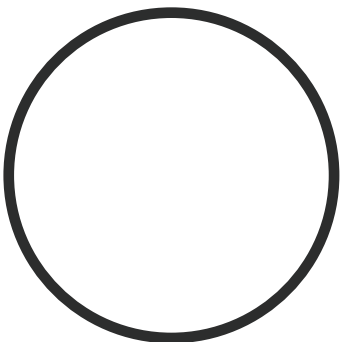
TOWN-HOME NEIGHBORHOOD/ TERRY STREET CORRIDOR

Provides housing space for a diverse set of users within the revitalized district, ensuring use and activity at all times of the day and week.



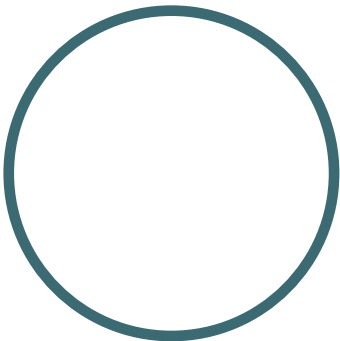
WAREHOUSE DISTRICT

The new revitalized Warehouse District has complete streets with on street parking, cafe seating, and new parks. Buildings in disrepair are revitalized to provide retail space, offices, galleries, housing, and more.



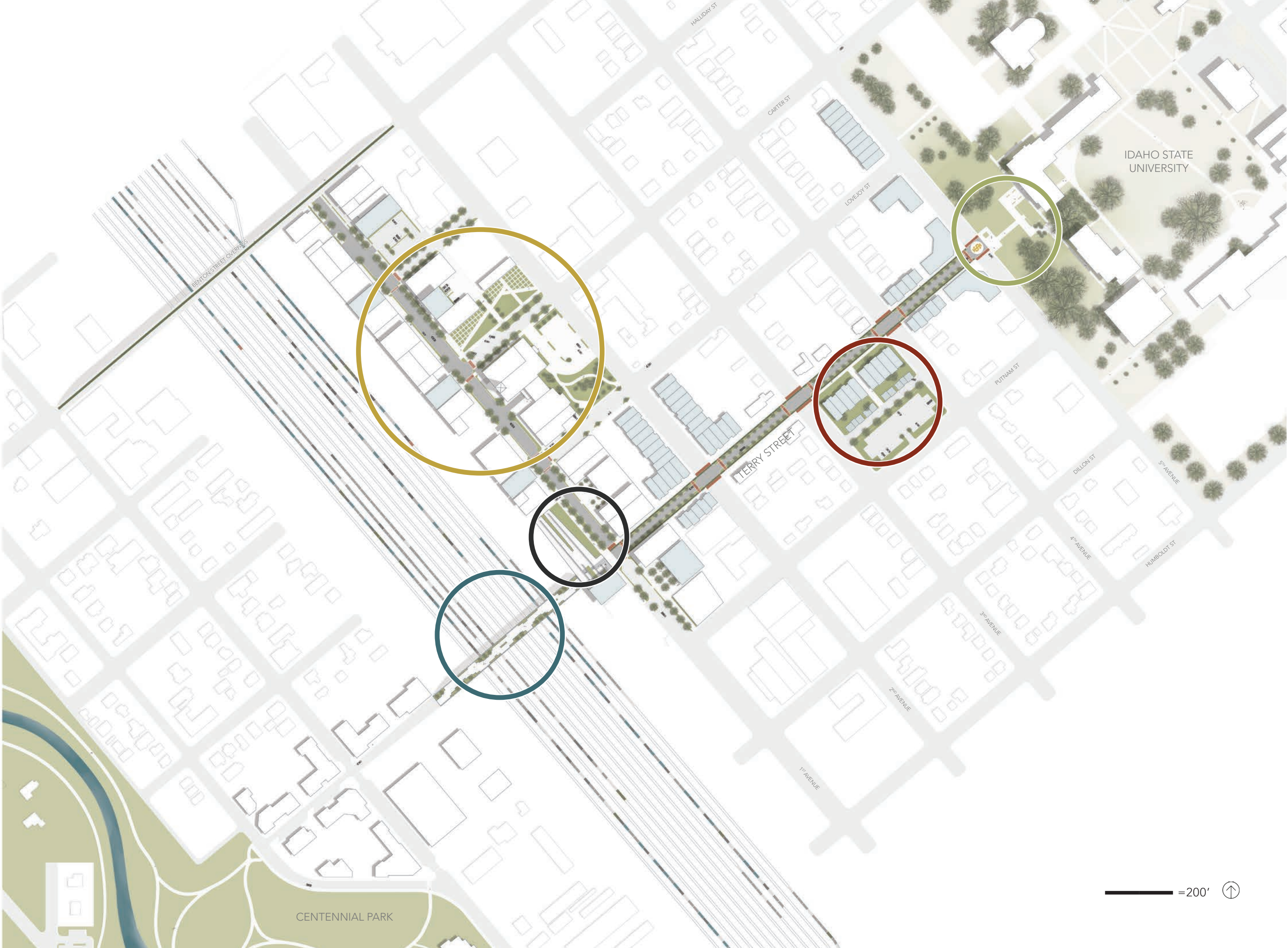
PEDESTRIAN BRIDGE PLAZA

The plaza connects users to the bridge while providing a space for interaction, recreation and relaxation.



PORTNEUF VALLEY PEDESTRIAN BRIDGE

The Pedestrian Bridge provides direct access across the railroad and to the river. It is accessible via staircase, elevator, and ADA compliant Ramp. It represents all five Design Principles and acts as an icon for Pocatello.



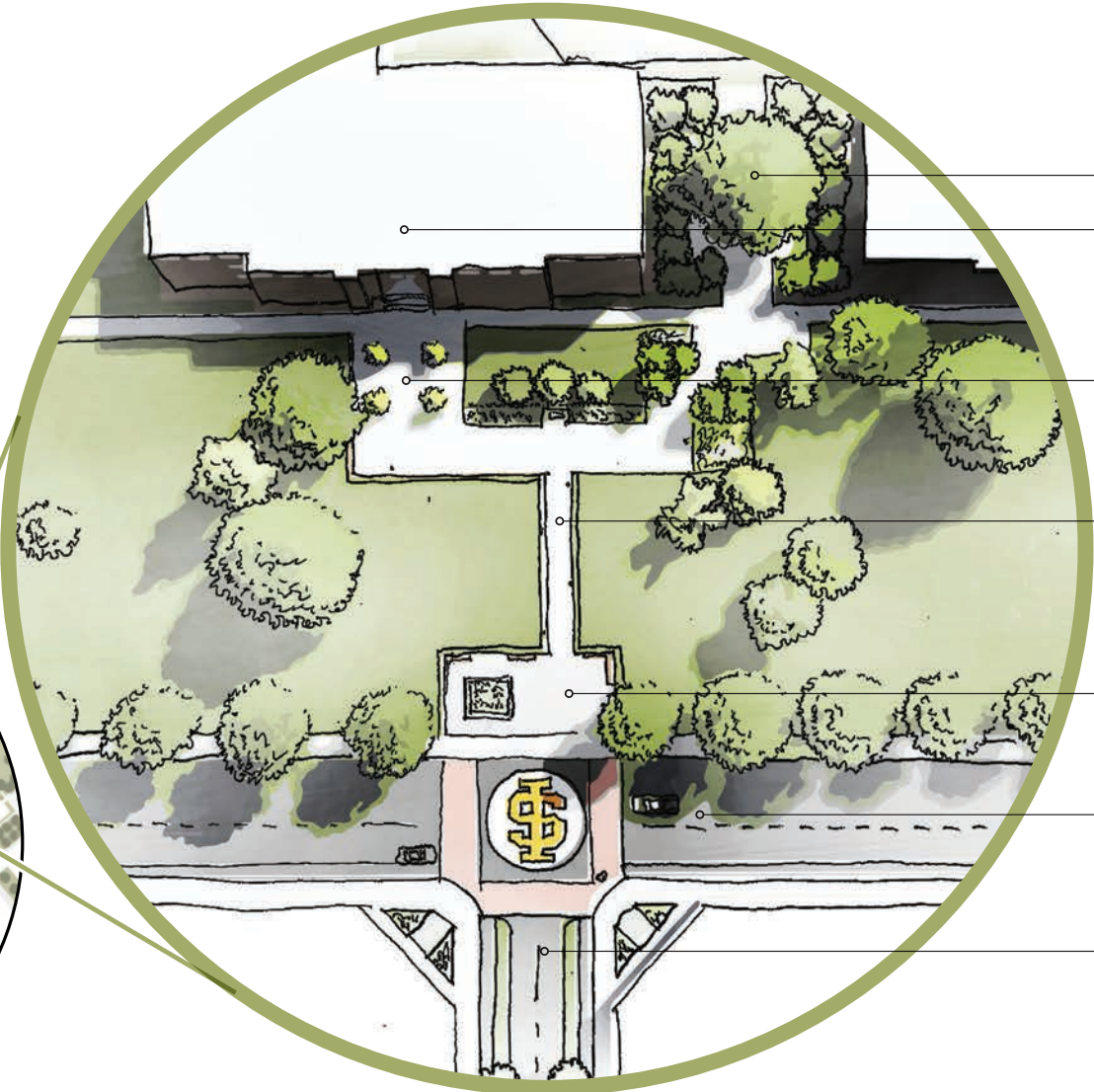
LEVEE EAST

Connect From Bench to Bench



ISU ENTRANCE PLAZA

The new ISU Entrance Plaza is aligned with the Terry Street Corridor in order to better connect the community and university cohesively. The plaza then branches out to embrace and lead to important campus nodes.

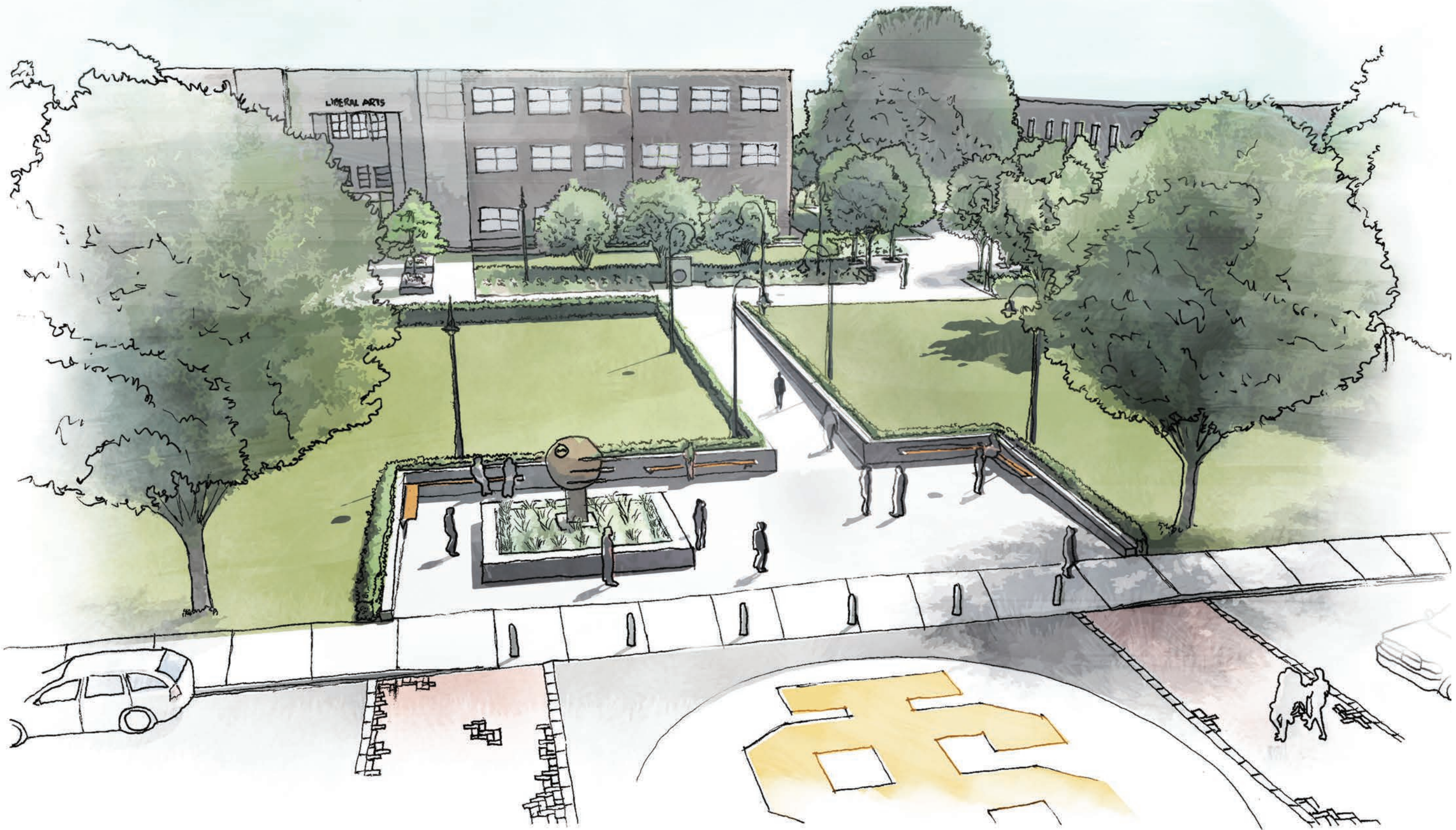


- Courtyard
- Liberal Arts Building
- Liberal Arts Courtyard
- Entry Ramp
- ISU Entrance Plaza
- 5th Avenue
- Terry Street

BENTON STREET OVERPASS

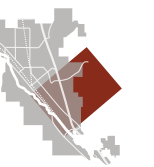
In its existing state, the Benton Street overpass is dangerous for pedestrians. The new Benton Street Bridge will be reduced to two lanes of traffic with a separated twelve foot bike lane and an expanded sidewalk.





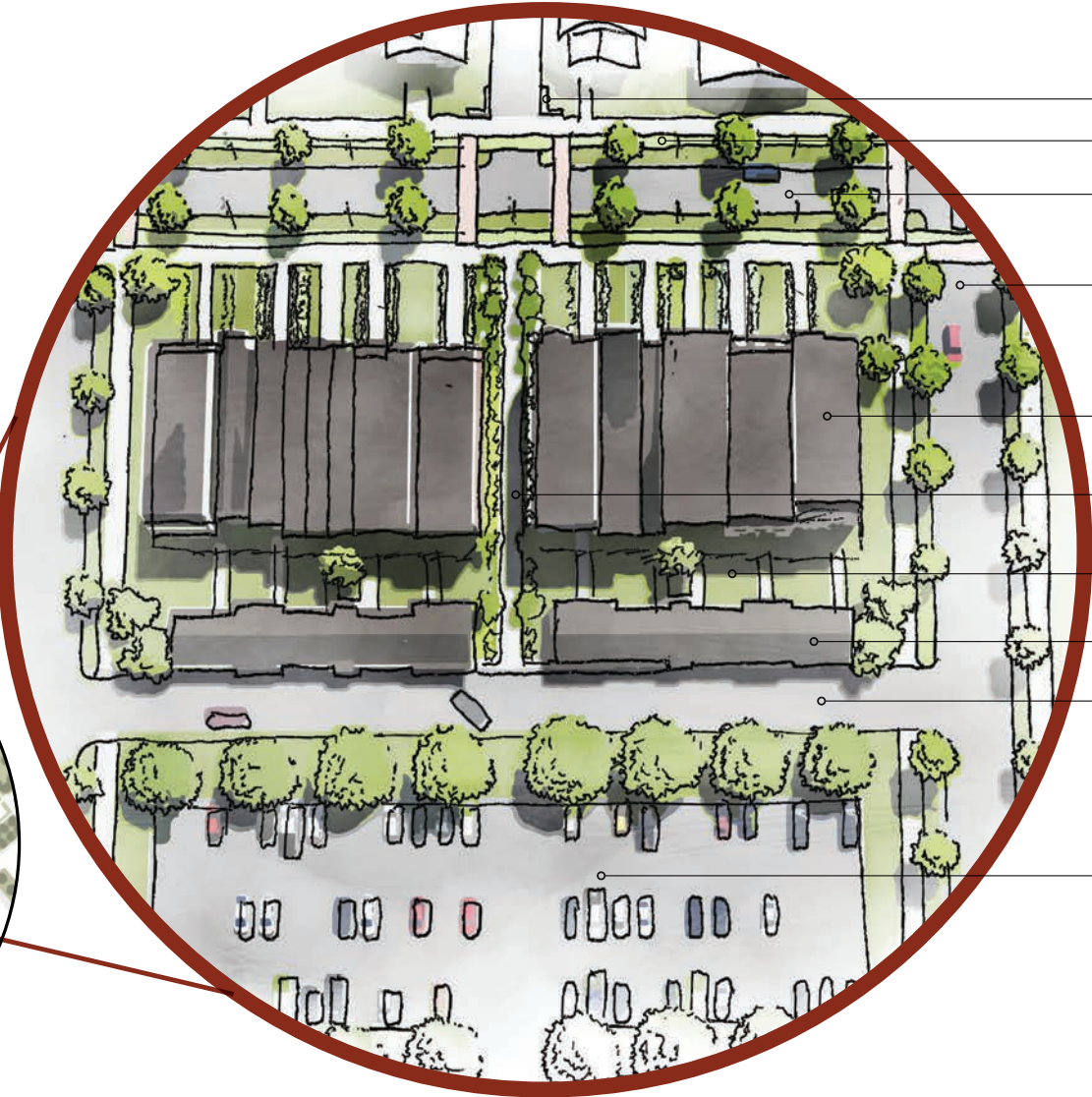
LEVEE EAST

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INTRODUCING URBAN LIVING

As Terry Street, the University, and the Warehouse District develop it will be important to attract and retain a diverse and involved community. Town-homes are an excellent housing typology as they accommodate a variety of living arrangements.

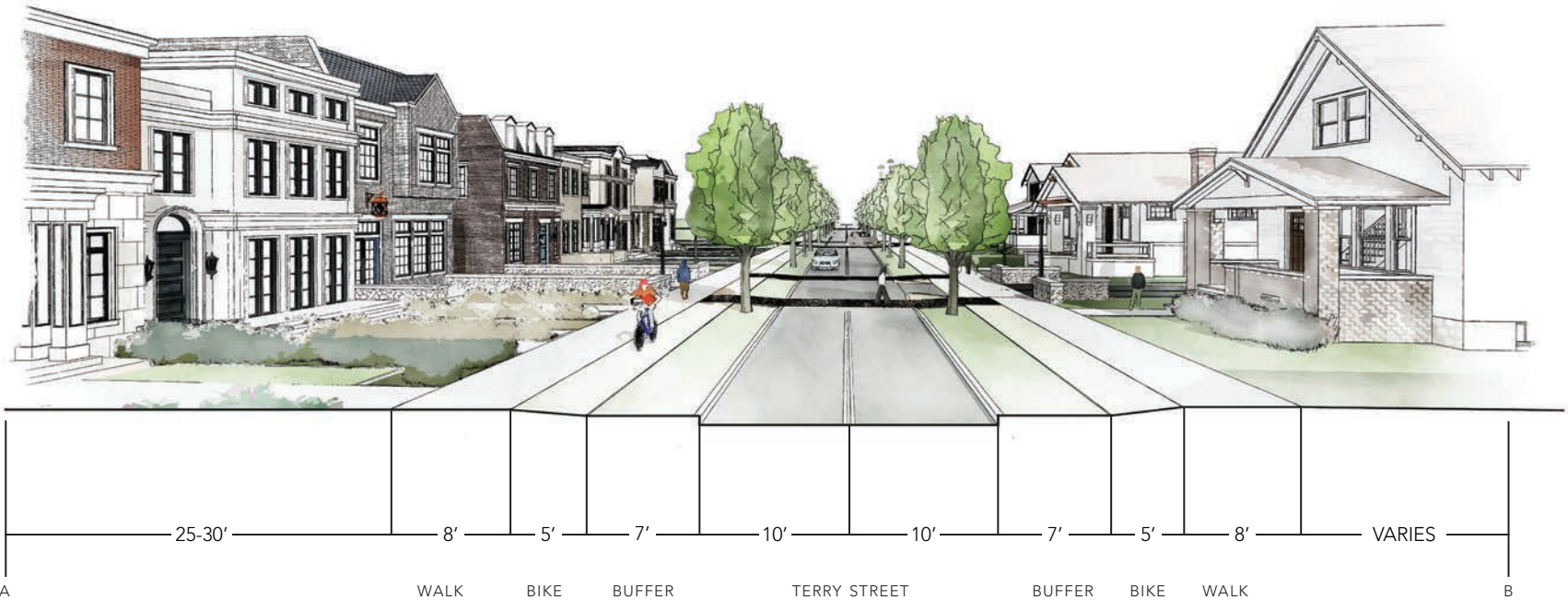


- Neighborhood Entry Monumentation
- Protected Bike Lane
- Terry Street
- 4th Avenue
- Town-home Neighborhood
- Town-home Central Access
- Personal Greenspace
- Town-home Garages
- Parking Alley
- ISA Student Parking

“There must be a sufficiently dense concentration of people, for whatever purposes they may be there. This includes a dense concentration in the case of people who are there because of residence”
 - Jane Jacobs

REIMAGINING TERRY STREET

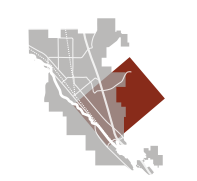
Terry Street is the major connection corridor within the Levee East Reach due to its central location and close proximity to both the Warehouse District and the University. In order to bolster this connection, Terry street should be transformed to accommodate a multitude of diverse users. The road would be condensed to two ten foot lanes with a planted median separating the sidewalk and bike lanes.





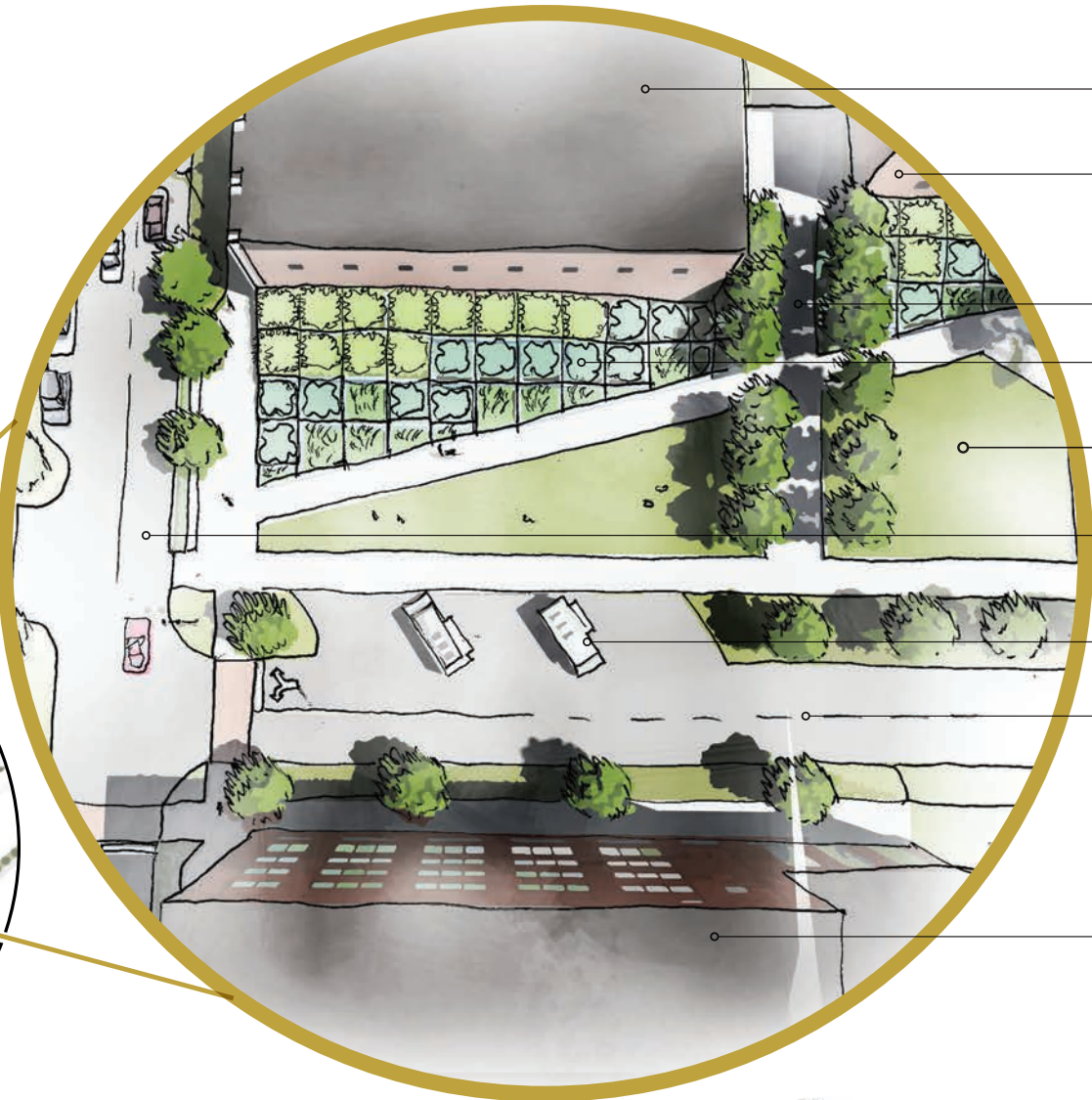
LEVEE EAST

Connect From Bench to Bench



A GREEN LINK

The new Warehouse Park will capitalize on the momentum of the Museum of Clean by creating a natural open space amid the dense architecture. The park will attract families and young adults into the warehouse district. It will also act as a link of open space connecting to the newly proposed bus route on 2nd avenue.



- Existing Building
- Pocatello Market
- Central Access from Bus Stop
- Raised Exploration Beds
- Turf Play Area
- 1st Avenue
- Food Truck Plaza
- Carter Street
- Museum of Clean

CATALYZE CHARACTER

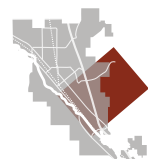
Through the form study and hard soft analysis, areas that have high potential for successful infill and revitalization were located. Underutilized spaces should be retrofitted to provide space for local business to develop and thrive. Potential uses include restaurants, art galleries, markets, shopping, office space, and housing. It is vital to use the existing rich historic architecture to promote healthy and beautiful growth.





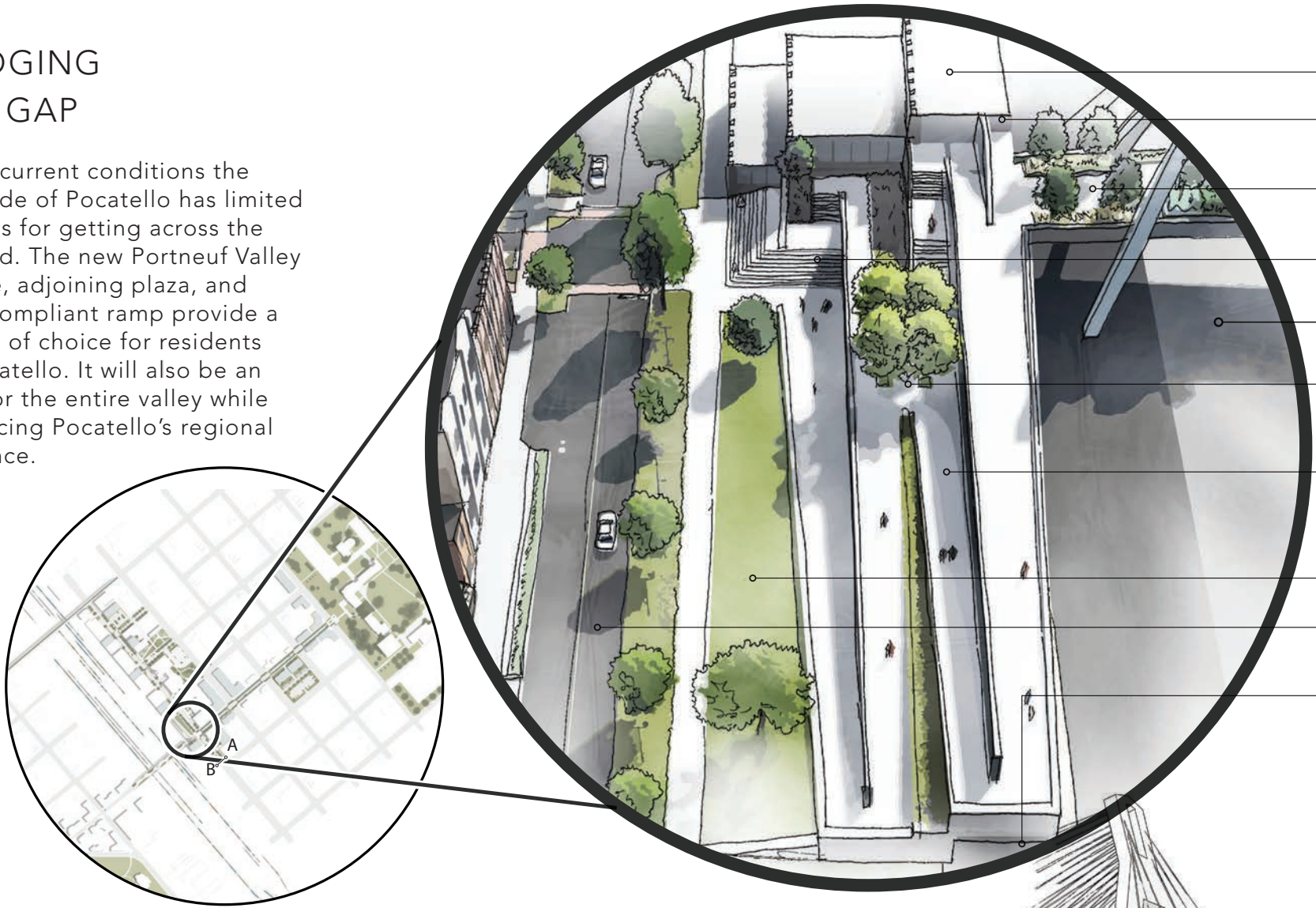
LEVEE EAST

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BRIDGING THE GAP

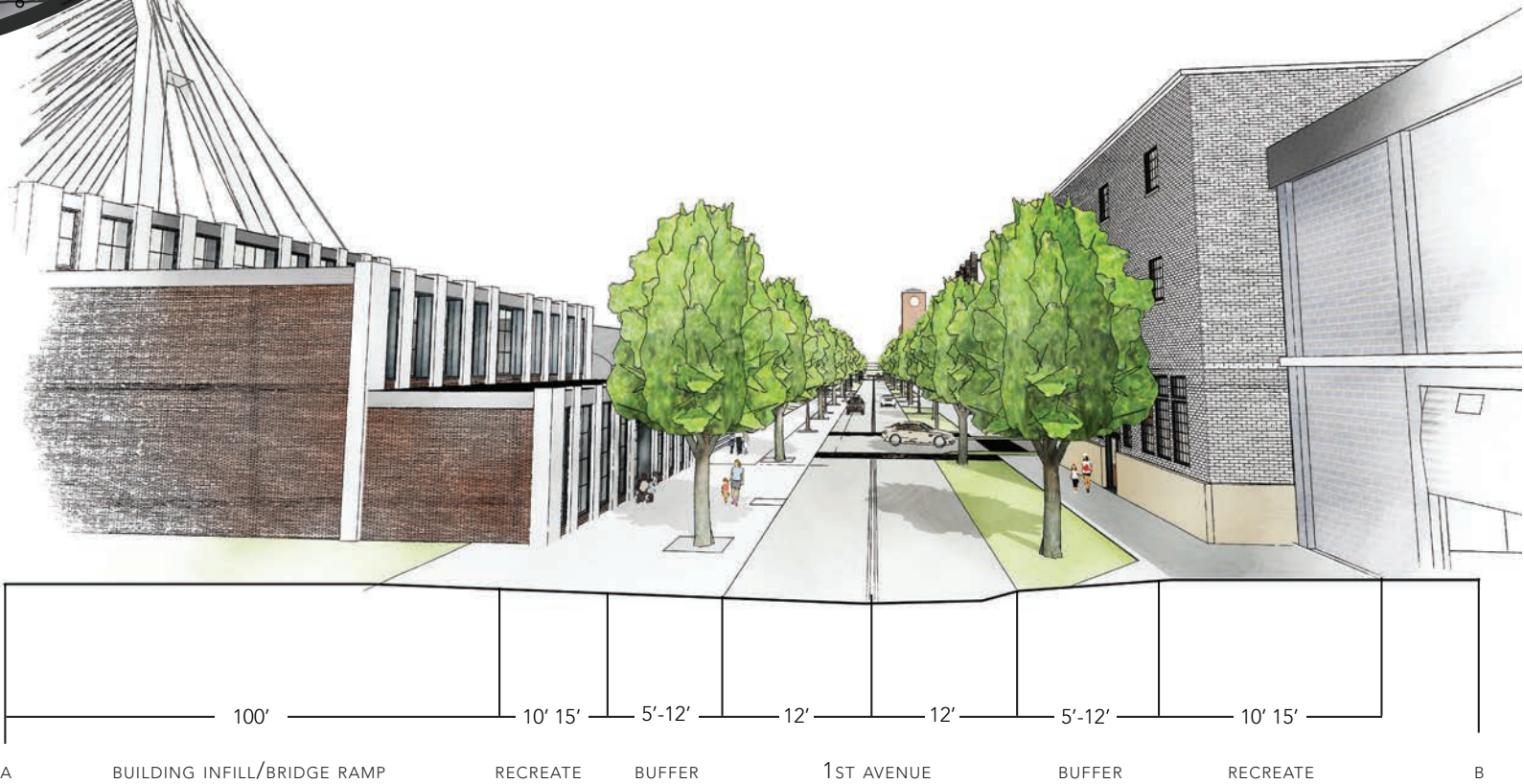
In the current conditions the east side of Pocatello has limited options for getting across the railroad. The new Portneuf Valley Bridge, adjoining plaza, and ADA compliant ramp provide a wealth of choice for residents of Pocatello. It will also be an icon for the entire valley while enhancing Pocatello’s regional presence.

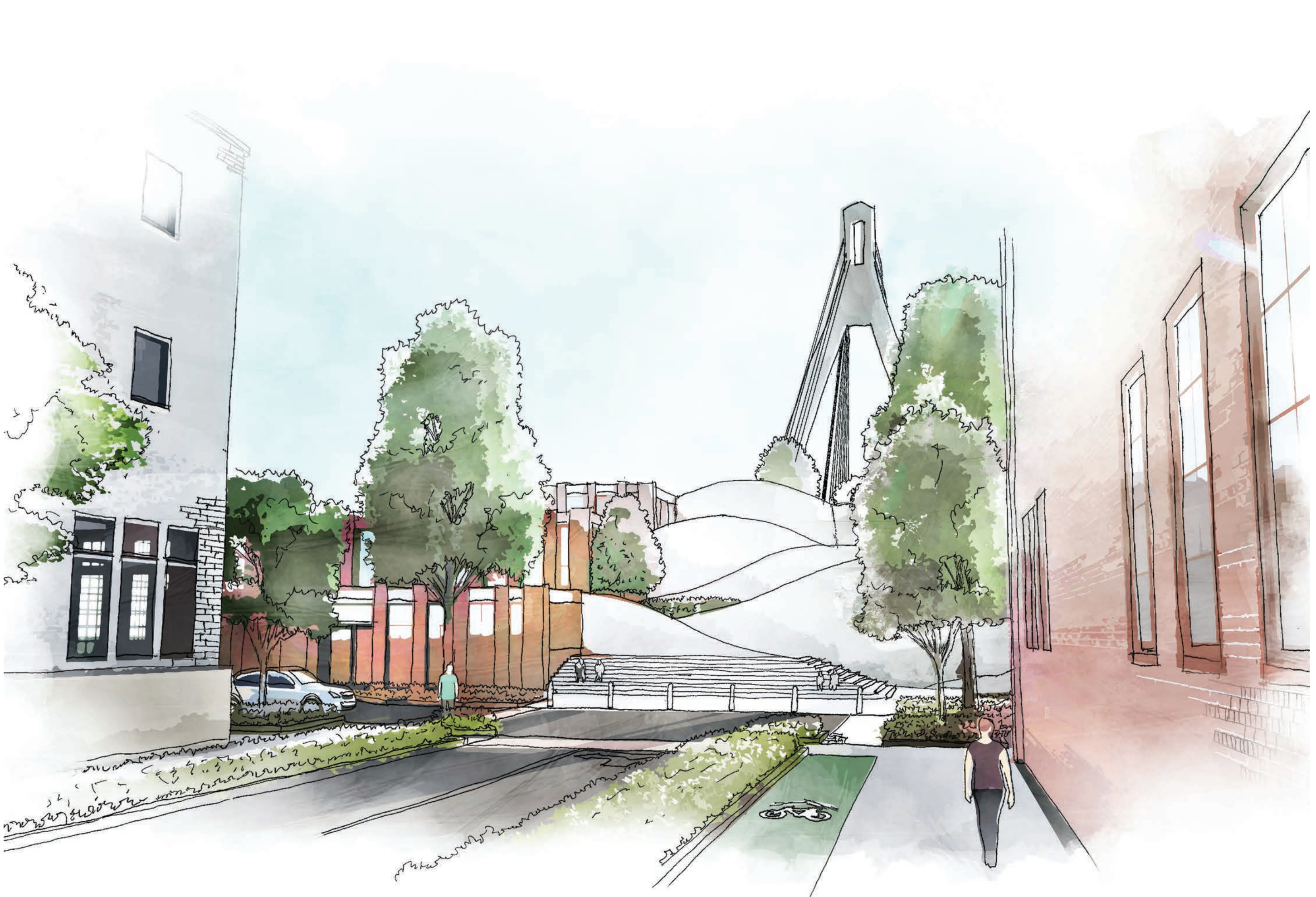


- Proposed Community Building
- Elevator Access
- Portneuf Pedestrian Bridge
- Stair Access
- Union Pacific Rail yard
- Connection Plaza
- ADA Accessible/Bicycle Ramp
- Community Green Space
- 1st Avenue
- Underground Parking Access

ICONIC IDENTITY

To ensure the Warehouse District becomes a social and physical anchor in Pocatello, vacant lots should be filled in, and the revitalization of existing buildings should be promoted through incentives. It is also important to set strict design standards to achieve and maintain a cohesive style and feel. As the Warehouse District develops and expands it will provide a vital space for a diverse set of local businesses while attracting and retaining a diverse community.





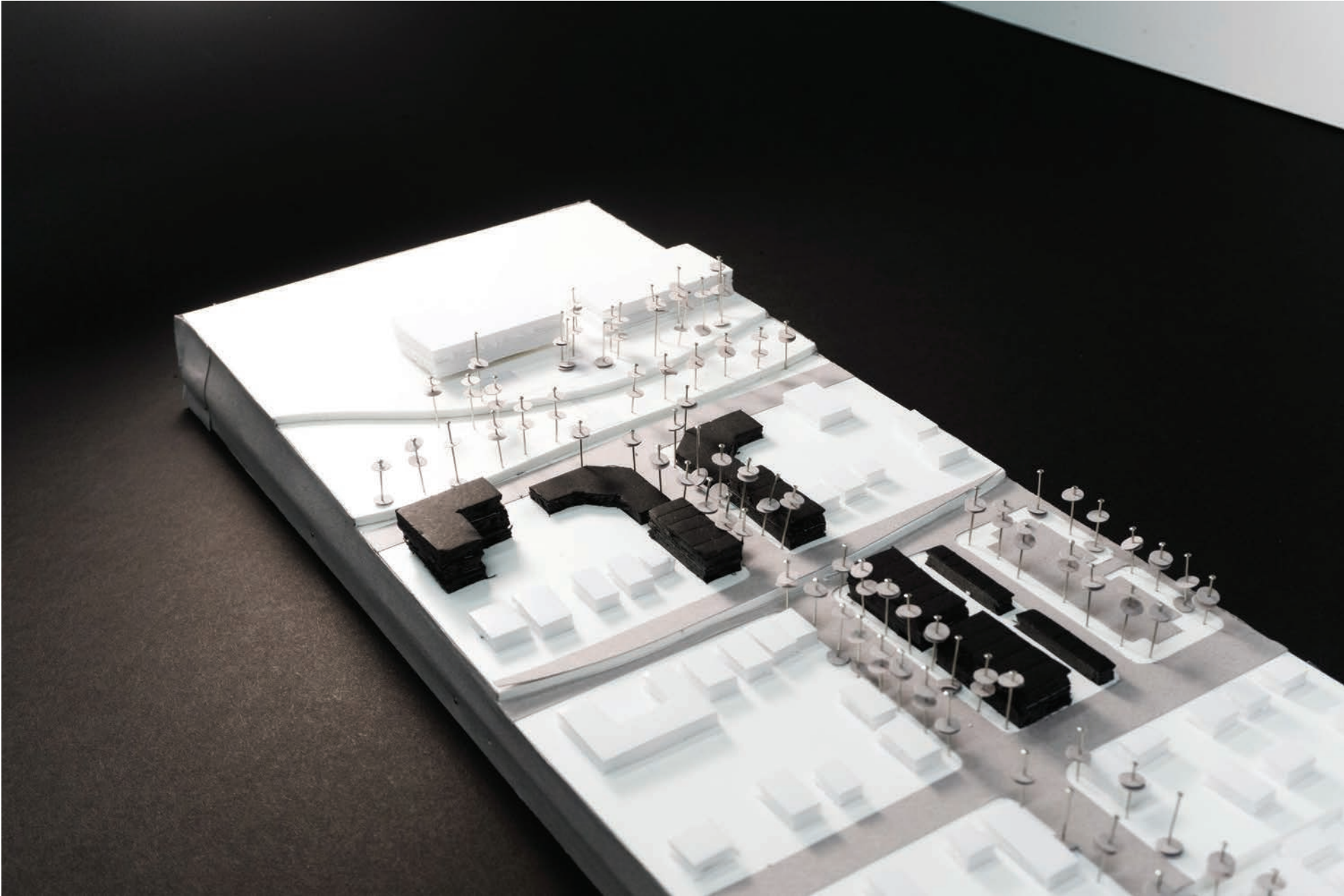
LEVEE EAST

Connect From Bench to Bench

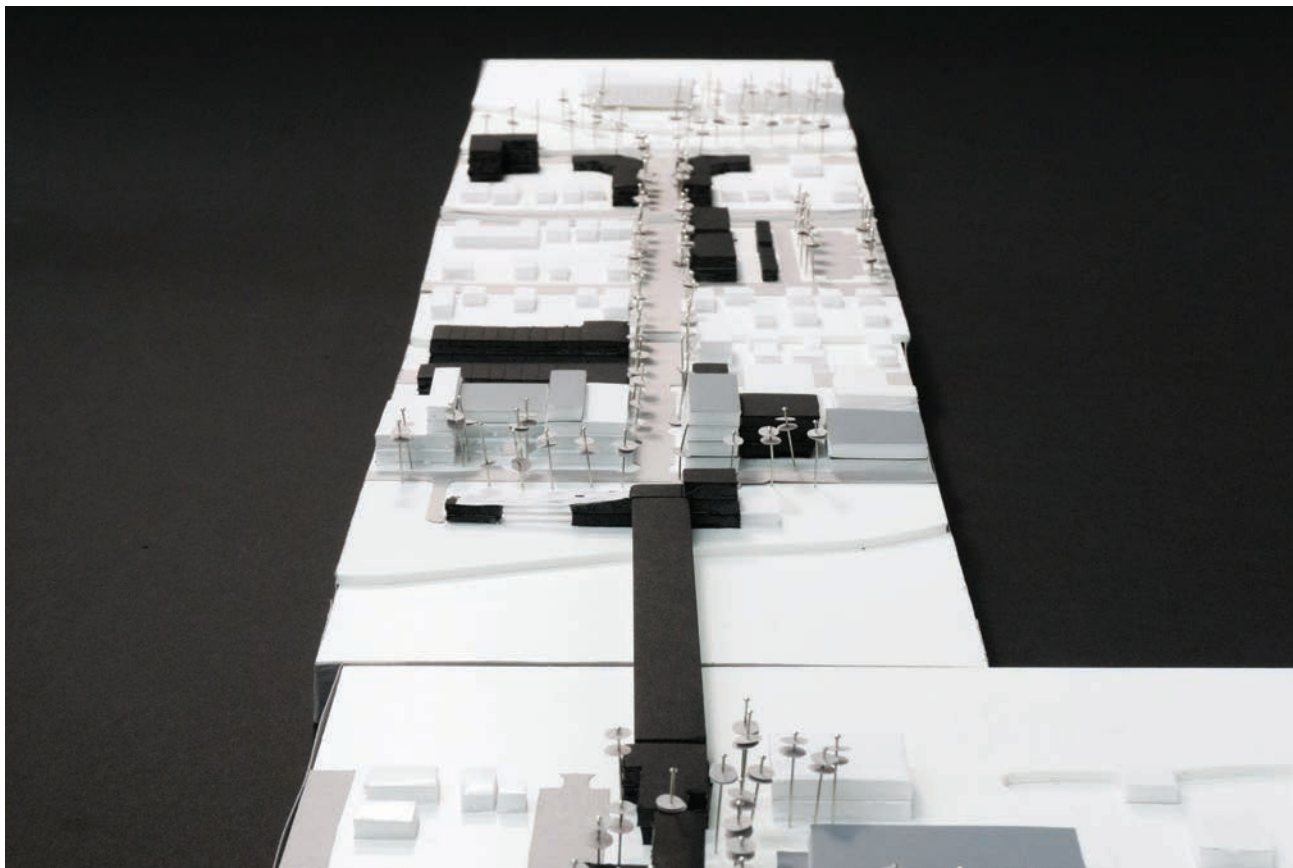


PHYSICAL MODEL

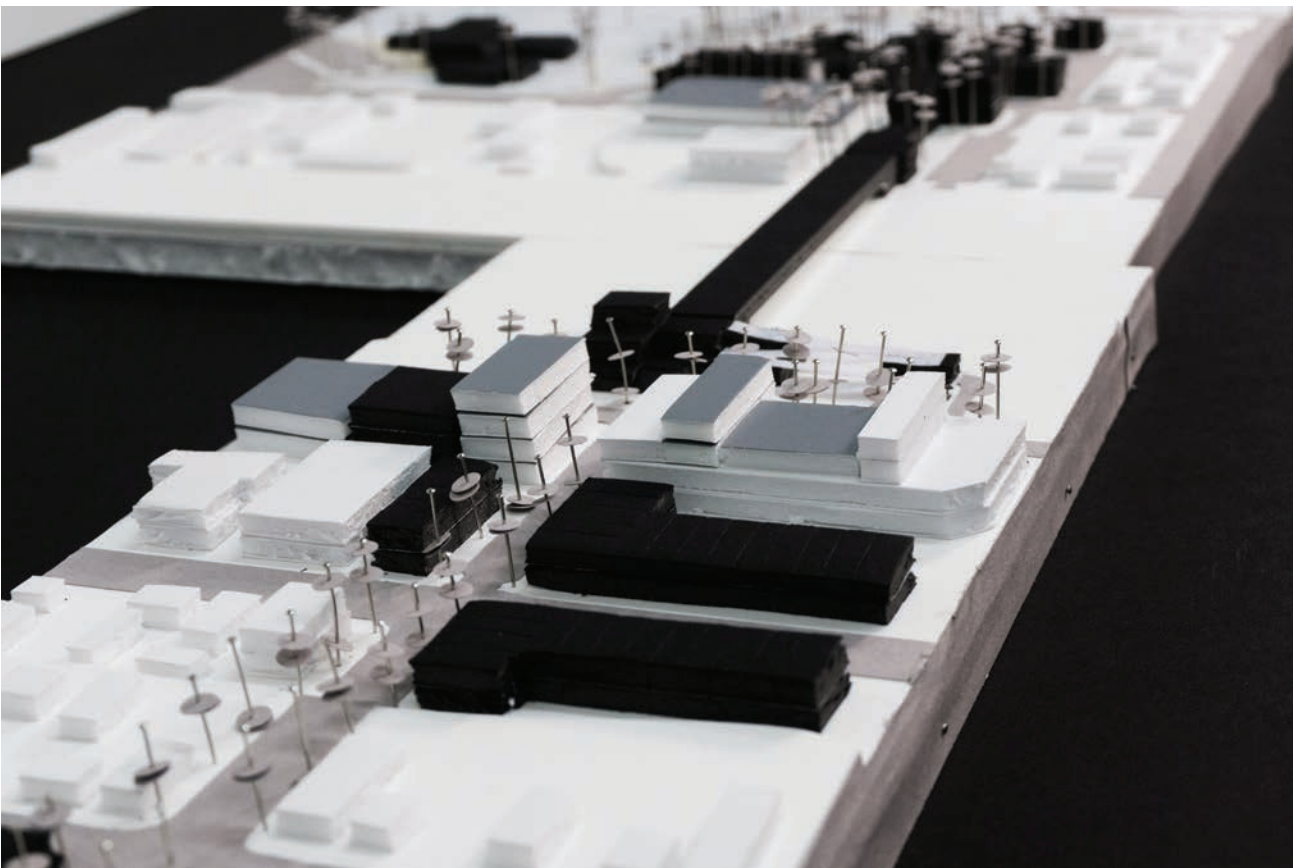
In order to effectively convey the design, a physical model was built. The model shows the connection of the Levee East Reach to The Levee West Reach via the proposed pedestrian bridge. Existing buildings are shown in white, revitalized existing buildings are shown in grey, and new buildings are shown in black.



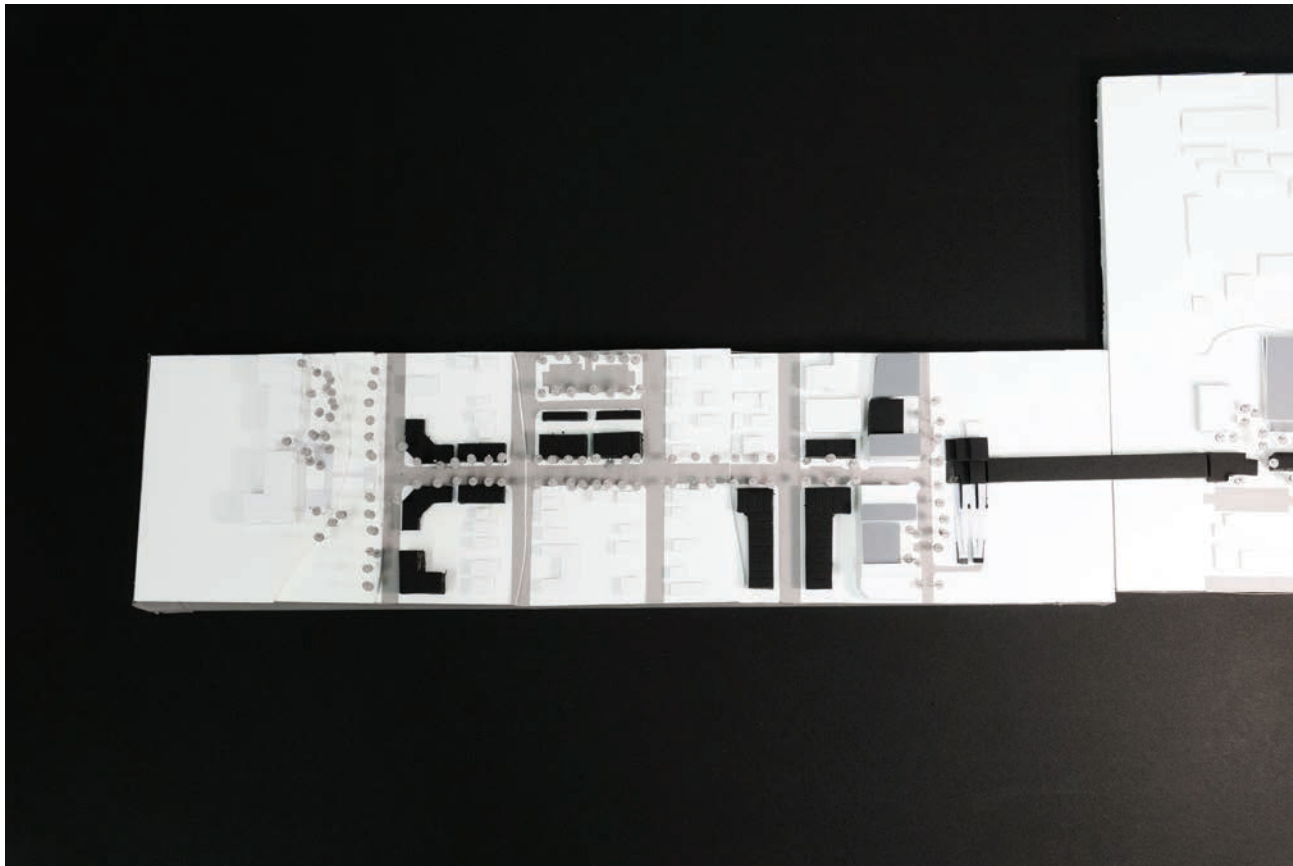
View of north east Terry Street at intersection with Proposed ISU Plaza.



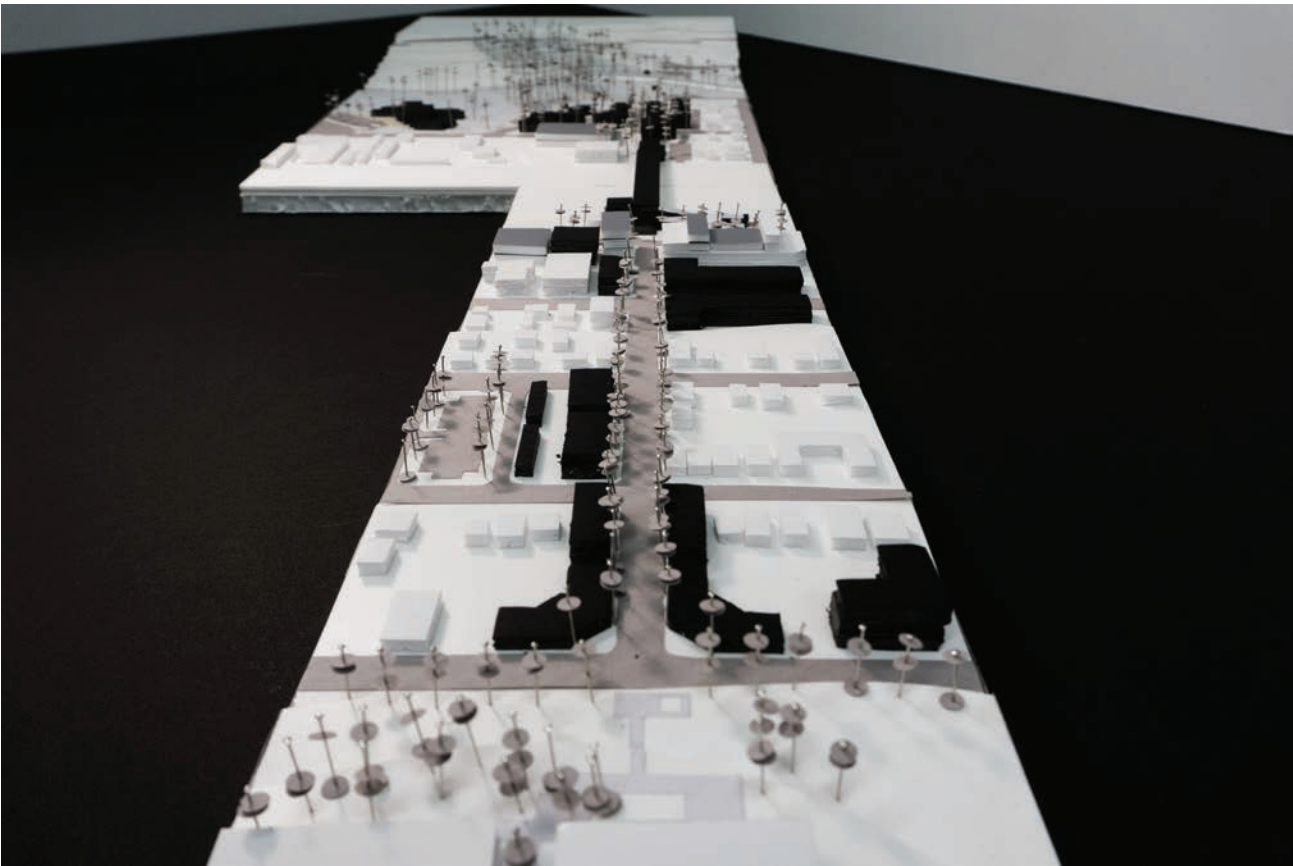
View of Terry Street from Pedestrian Bridge to ISU.



View of warehouse district at along Terry Street and Pedestrian Bridge.



View of entire model- ISU on the Left, Pedestrian Bridge and Plaza on the right.



View of Terry Street from ISU to Pedestrian Bridge.

LEVEE EAST

Connect From Bench to Bench



PHASING

The proposed list of enhancements and amenities is certainly formidable. This design document should act as a guide and reference for the future development of this region of Pocatello. The proposed phases each take on an important purpose - Connect, Renew, and Anchor. If implemented, these design elements will help:

- Embolden Pocatello’s regional presence
- Ensure future viability
- Promote a healthier and happier way of life for residents of Pocatello.
- Increase pride in Pocatello and elevate its identity.



CONNECT

Create a strong link from the University to the river through rigorous evaluation and enhancement of the human-street relationship.



RENEW

Attract and retain a diverse, involved, and exciting community through revitalization and infill of Terry Street and the Warehouse District.

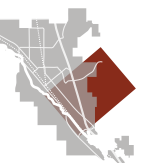


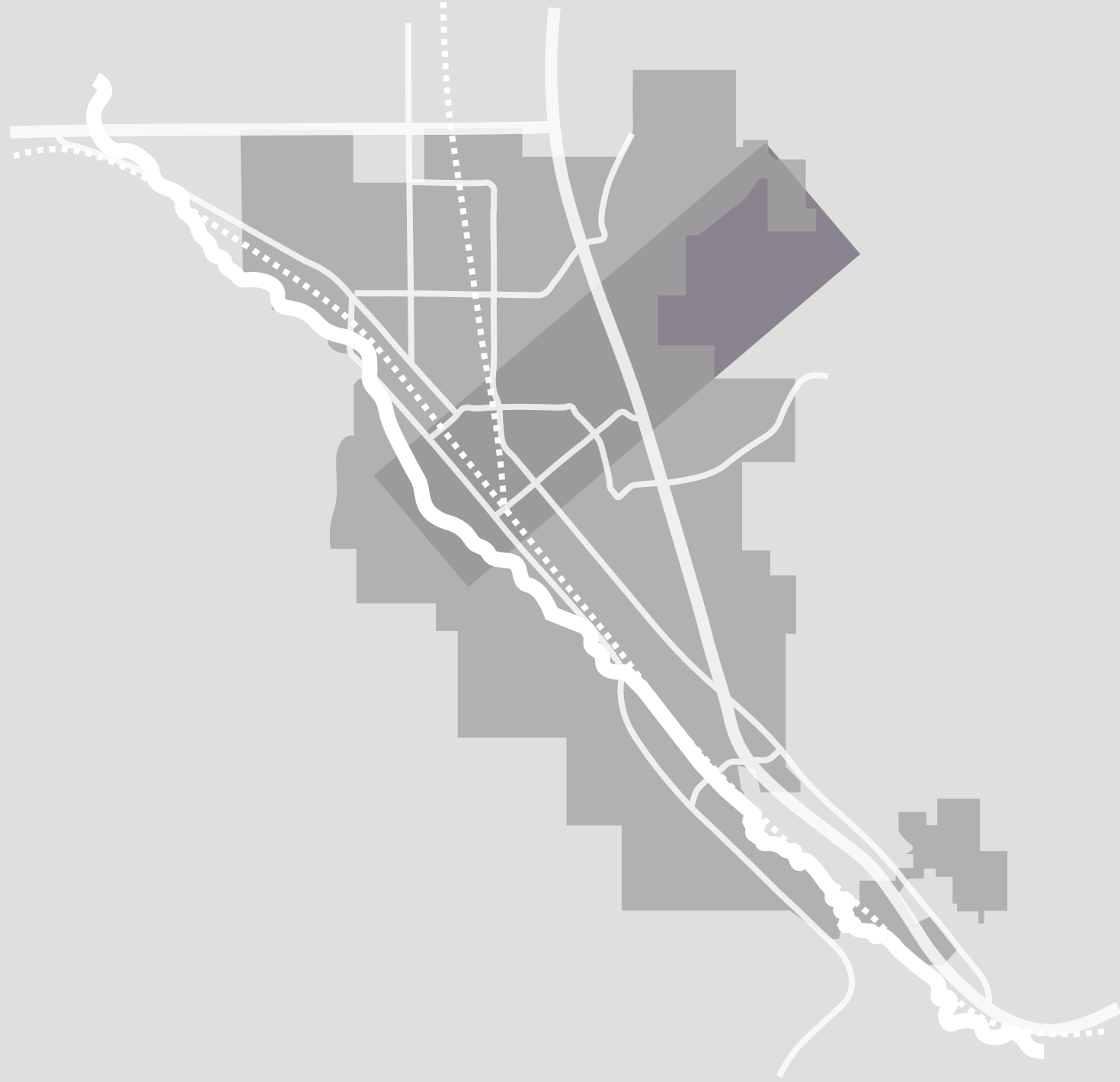
ANCHOR

Ensure Pocatello continues to serve as a regional destination and the Gateway to the Northwest through enhanced connections like the proposed pedestrian bridge.

LEVEE EAST

Connect From Bench to Bench





SCOPE OF SERVICES

The concrete channel reach is broken into two teams. This team (Concrete Channel East) investigates ways to break the concrete walls of the Portneuf River corridor. Both teams have developed urban public open spaces that relates to the river and re-shift the importance of the river as the source of an identity. Breaking down barriers on both West and East sides is crucial, and establishing strong visual and physical relationships to the river is vital.

This section is now focused on the urban mixed-use redevelopment along the Center street and capitalizes on the "Riverfront Shopping area" by old town Pocatello. It also seeks ways to improve the connections of Center Street to the rest of the city.

Assets: The potential urban fabric and old town of the neighborhood; existing small grocery store near the river

Challenges: The railroad creates a major barrier to link to town. The concrete channel creates a wall within this neighborhood.

POTENTIAL ISSUES

- What kind of creative businesses (start-up businesses or incubators) could be part of the proposed developments as catalysts for the district?
- Are there ways to restructure the blocks (or mid-block) that could help improve the streetscape and its public domain for reaching and connecting to the river?

- Are there ways for enriching the experience of the pedestrians and/or cyclists?
- Who are the existing stakeholders that could help to anchor districts?
- What types of connectivity would be needed to access the river and enhance the river corridor North/South? Also, what types of East/West connections are needed, what are the destinations, what are the opportunities?
- What road character would be suitable for retail and pedestrian activity (mixed-use office and housing)?
- What parking configurations are required for a pedestrian-oriented mixed-use districts?
- What building typologies are required for a pedestrian-oriented mixed-use districts?
- How could you propose in-fill projects that would strengthen the community rather than create closed enclaves that do not enrich the district?

TEAM MEMBERS

Aubrie Rhines

Brooke Olson

Madison Merrill

Jonathan Cook

VISION

Our vision for the concrete reach of Pocatello includes improved connectivity, economic development, community unification, and reinforced identity.

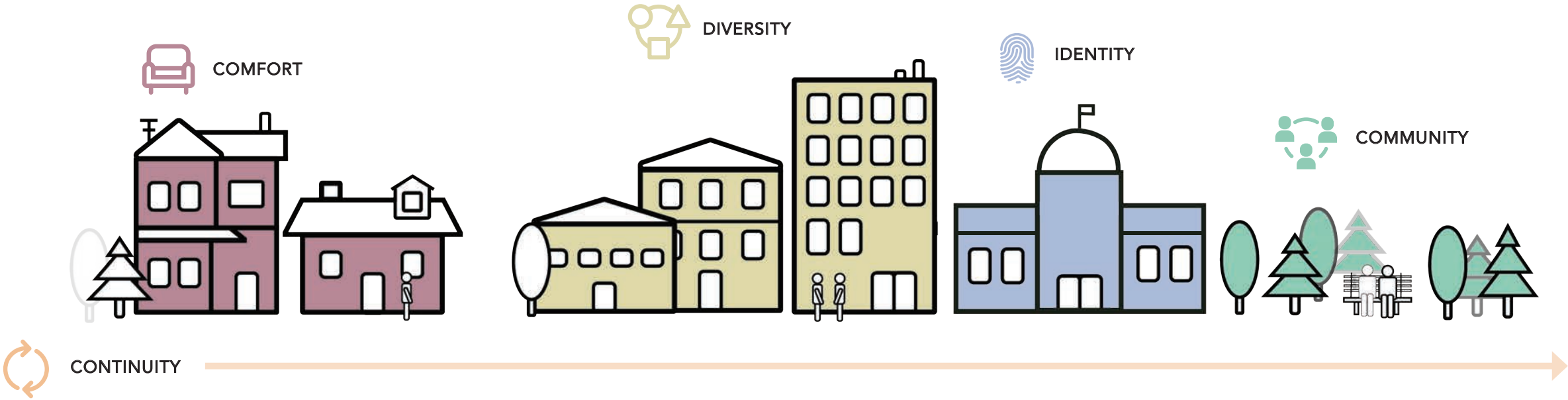
Connectivity: We want to increase connectivity by enhancing movement between the reaches and districts of Pocatello. The railroad and the river are significant barriers for movement downtown. We will mitigate these barriers by funneling activity to more efficient and comfortable crossing points.

Economic Development: Through diversity in uses and enhanced experiences we will increase economic development. Diversity in use will attract a greater variety and number of people. Experience enhancement can be achieved through quality public spaces and street design.

Community Unification: We will create a strong sense of community, unifying the residents of Pocatello through quality public space that can support human interaction and community events.

Reinforced Identity: We can reinforce identity by maintaining its historical character in its architecture and street-scape. Creating a cohesive district will change user perception, create a sense of place, and make the historic downtown a destination.

PRINCIPLES OF DESIGN



Principles help guide users between integral spaces in their community. Identifying how people move from their home to community centers is the first step in understanding how to revitalize the downtown.



DEVELOPMENT OF POCATELLO

HISTORIC GROWTH



^ Late 1800's: For Hall Indian Reservation



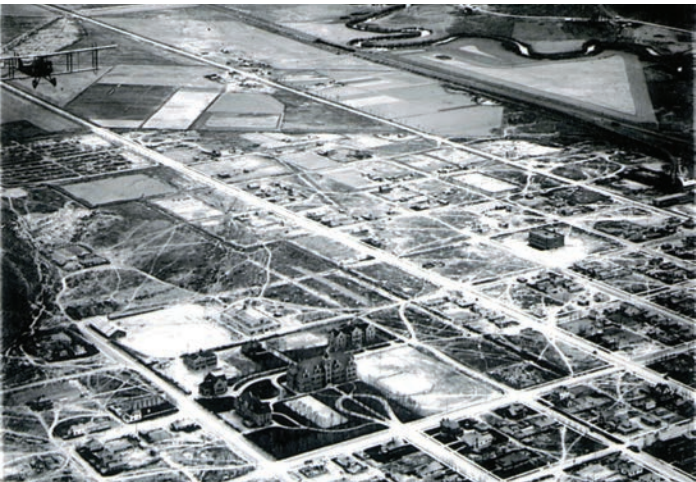
^ Early use of the river



^ Early Center Street Viaduct crossing the rail yards



^ 1911: Flood of Old Town district



^ 1915: Idaho State University



^ 1962: Flooding shown of Raymond Park

MODERN CHARACTER



^ Main street facing North



^ Painted mural in the historic downtown



^ Dark Center Street pedestrian tunnel with artwork and graffiti on the walls



^ Historic downtown of Old Town Pocatello



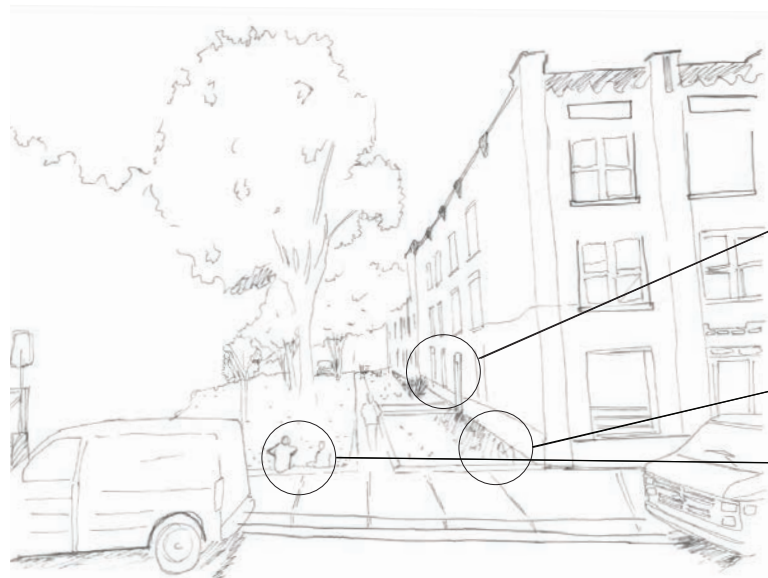
^ Former site of the Chief Theater



^ Concrete channel walls prevalent in the city

TRANSITION SPACES

To revitalize the downtown area and connect to the river, railroad and other districts, it is essential that the transition between the different morphologies contributes rather than detracts from pedestrian life.

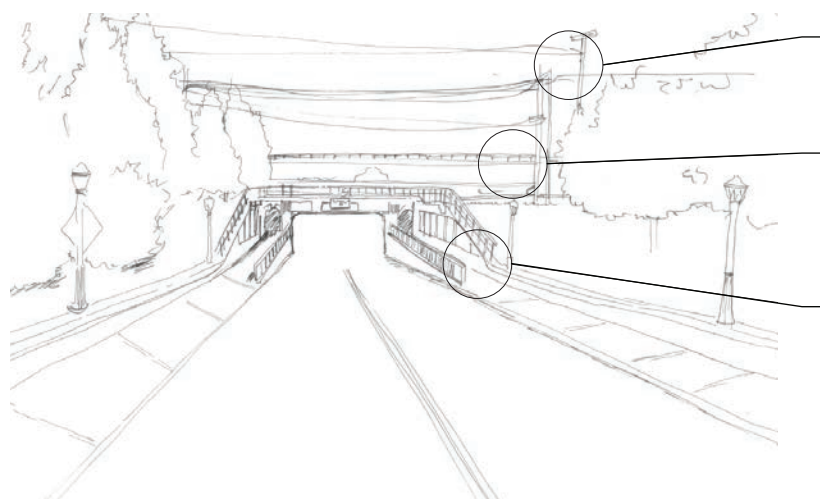


^ RIVER TO RESIDENTIAL & COMMERCIAL

Unwelcoming side entrances lead to a disconnect between the river and buildings surrounding it.

Lack of vegetation does not soften the space between building and street

Residence of Pocatello were often seen sitting outside: there aren't enough seating options like this. There is an opportunity to create community spaces through seating groupings.

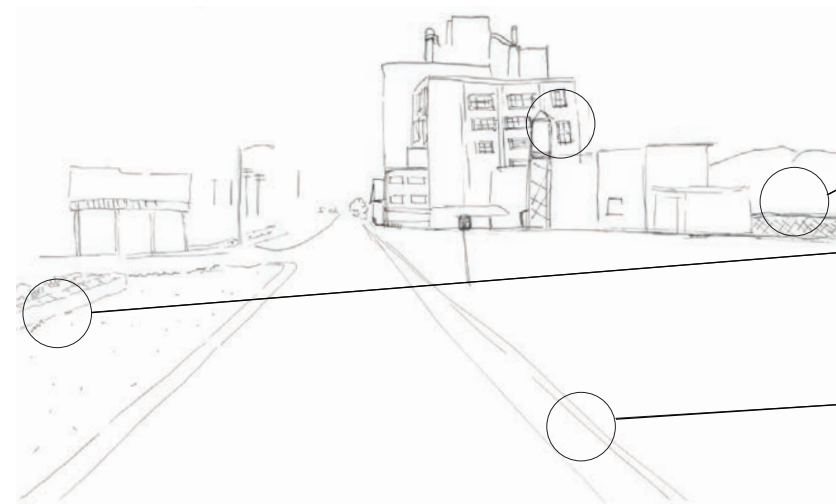


^ CENTER ST. TUNNEL - COMMERCIAL TO COMMERCIAL

Utility lines and railroad create two distinct areas with their own identity.

Tree framing creates a "Window" to the rail yard and trains; can be emphasized upon to develop unifying identity around railroad.

Pedestrians avoid area due to darkness and enclosed space. Area floods a lot. The tunnel is a major connecting point to downtown and has to be improved and emphasized.



^ COMMERCIAL TO RAILROAD

Fencing disrupts visual of rail yard.

Connections needed between buildings and streets similar to planter beds.

A lack of material variety make transition spaces hard to identify.

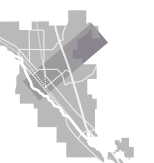


^ LARGE TO SMALL COMMERCIAL

The city scale varies; as a result there are pockets of dead space where the scale is too small or large.

Lack of street trees; threatens the human scale and walkability.

Parking lots against building faces and arterial streets threaten walkability.

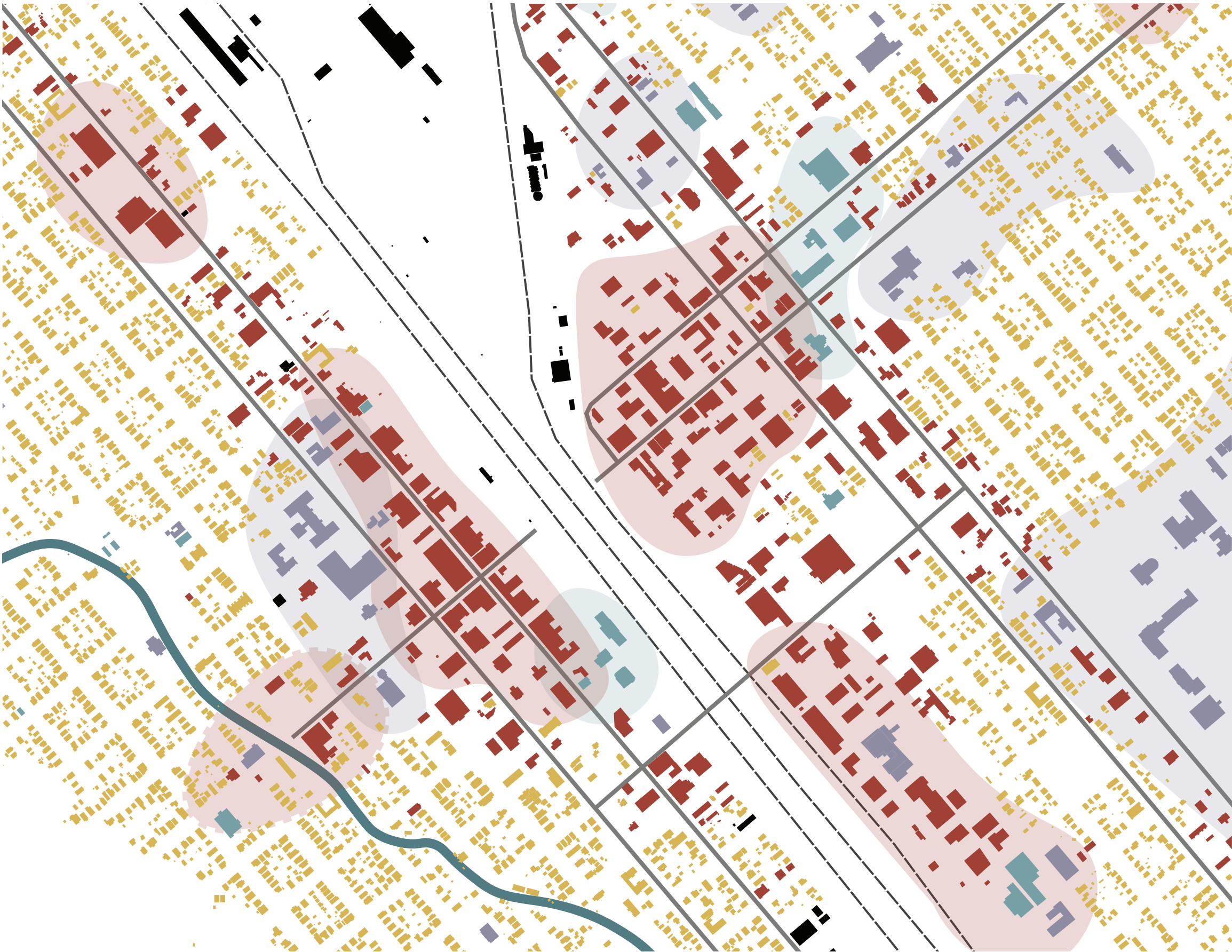


DISTRICT IDENTITIES

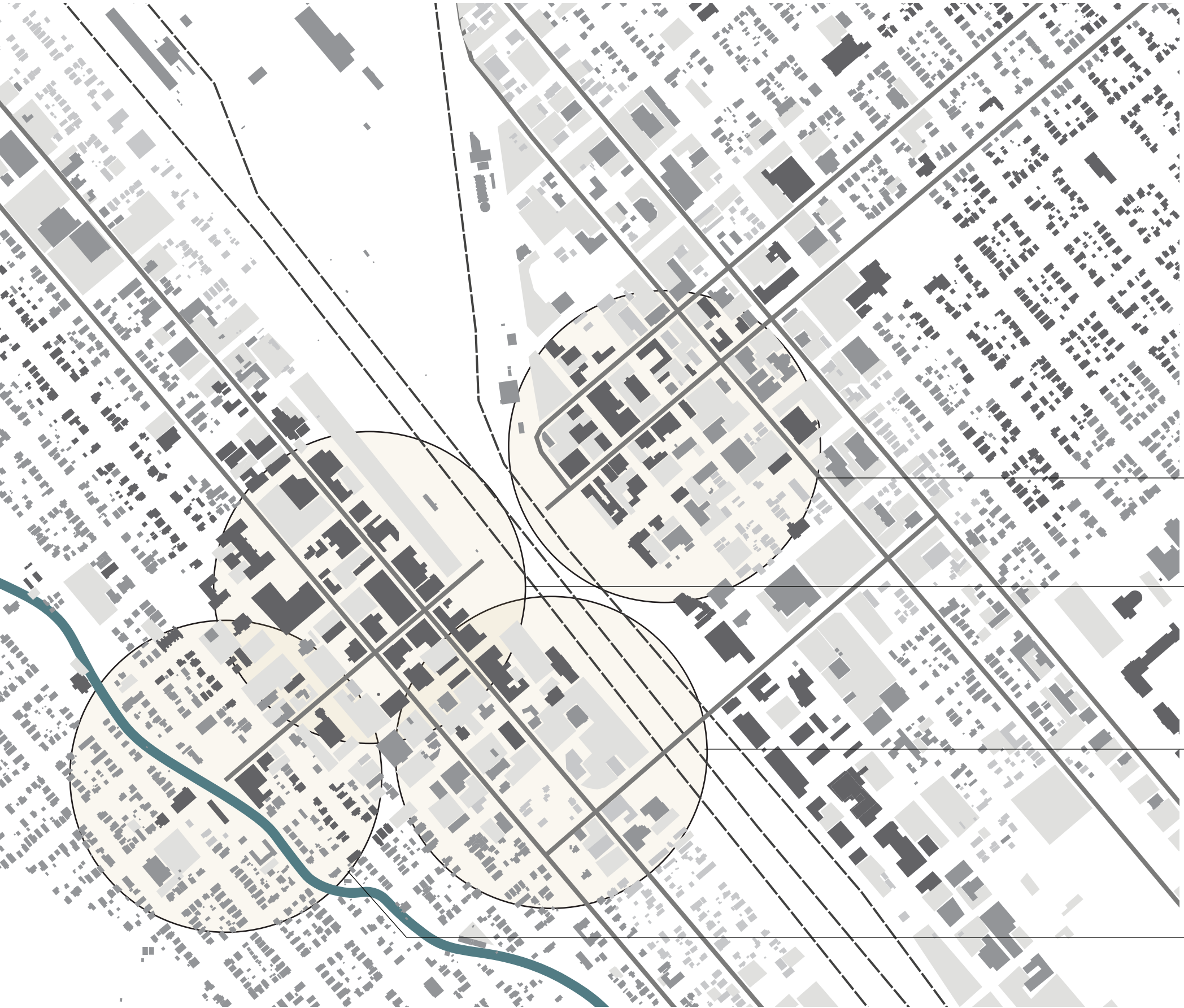
LEGEND

- Residential
- Commercial
- Cultural (Arts and Education)
- Civic (Governmental)
- Industrial

This map shows an analysis of how each building is used. What results is a district map that can assist siting new amenities, as well as direct the type of new development in a specific location. The goal is to concentrate use types, but in a mixed environment. For example, a cultural district should overlap a commercial district in order to benefit both districts with visitors. Another example is that residential areas should not be located too far from commercial districts to allow people the choice to visit them frequently.



HARD-SOFT ANALYSIS



This type of analysis helps to focus areas of development. The goal is for the investment to make the largest impact, both in the short-term as well as long-term.

Areas are rated by factors including proximity to amenities (river, parks, schools, landmarks), land value, age of last investment, historic significance, etc. **Soft** indicates areas of potential future development, while **hard** indicates solid existing investment.

LEGEND

- Hard
- Medium
- Soft
- Surface Parking (Soft)

Large areas of surface parking create opportunities for long-term future development. This area indicates a need to connect to the university

Many hard properties near one-another warrant the goal to fill the gaps between them to connect pedestrian environments

Potential for redevelopment exists between downtown and Benton Street due to the soft properties and empty, open parking lots

Connecting the downtown to the river is essential. Spaces and soft properties exist to facilitate these new connections.



BUILDING FACADE ANALYSIS

The entry way of a building can form the direction and use of the outside space around it. The building facade inventory highlighted every building face with no entry points to determine utility and green spaces. If a space had more than 3 surrounding inaccessible walls, the space was marked as a utility zone. If the surrounding areas of a space were almost entirely open, the area could be turned into a park, plaza, or heavily planted space.

LEGEND

- No entry to building
- Utility Space
- Green Space



^ **Facades without entrances:** Larger amounts of inaccessible building walls were within center street. The areas adjacent to these may provide opportunities for unsightly uses such as parking lots.



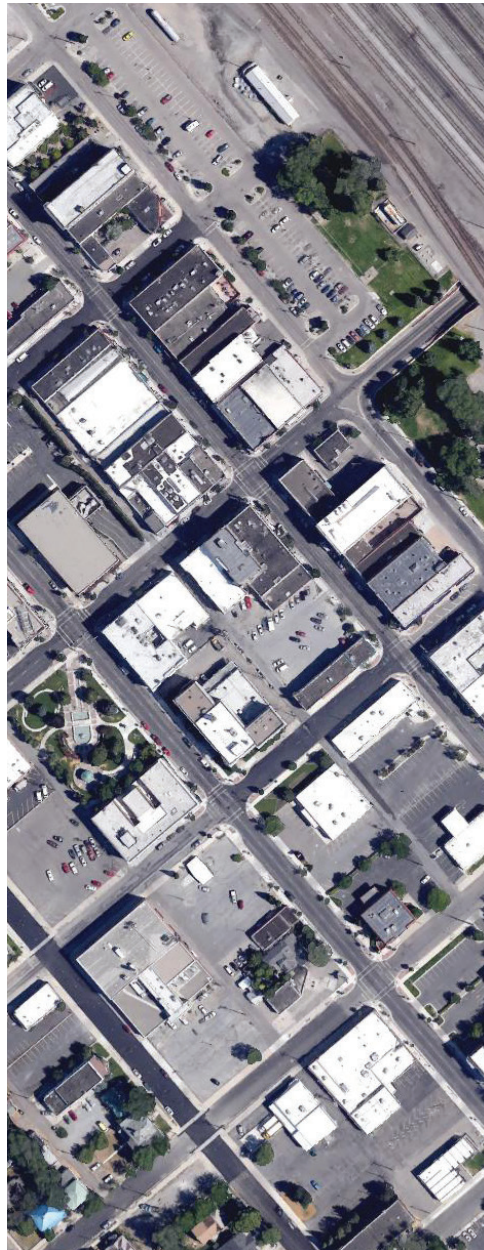
^ **Identified Utility areas based on facades:** Many spaces will become or already are parking lots due to their character and accessibility.



^ **Opportunities of green spaces based on facades:** A green strip connecting the east side to the river will enforce a pedestrian corridor.

DENSITY COMPARISON

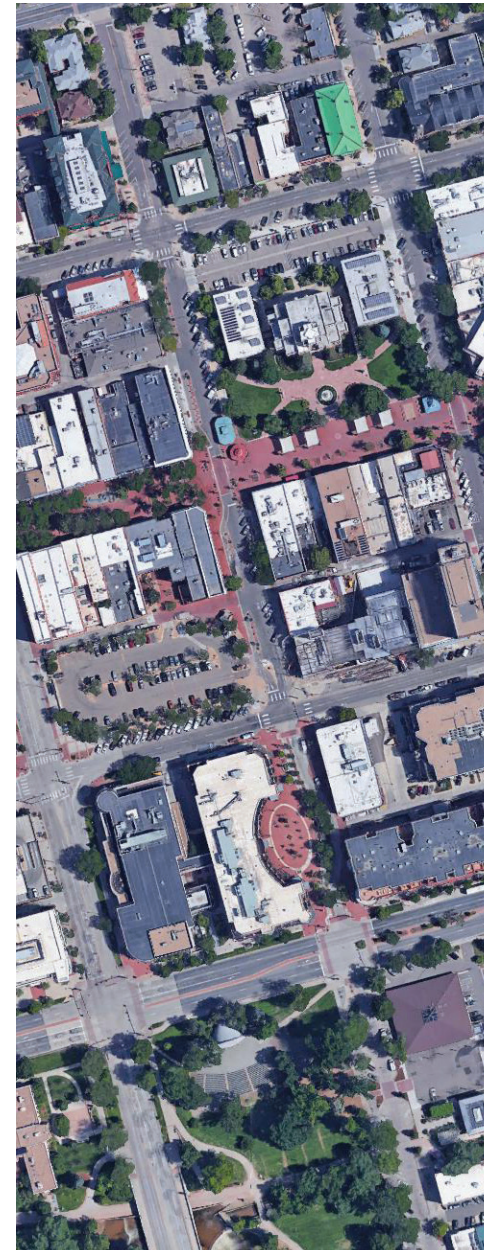
All five cities are shown at 1" = 300' to compare density and scale of public spaces. While Ljubljana and Barcelona cannot be replicated, it is important to note that the cities are both lively and filled with a wealth of choice of activities. Boulder, CO takes into account the youth of American cities but is still full of movement and urban space. Transitioning to smaller spaces and an urban forest will ease Pocatello into a more modern and welcoming environment.



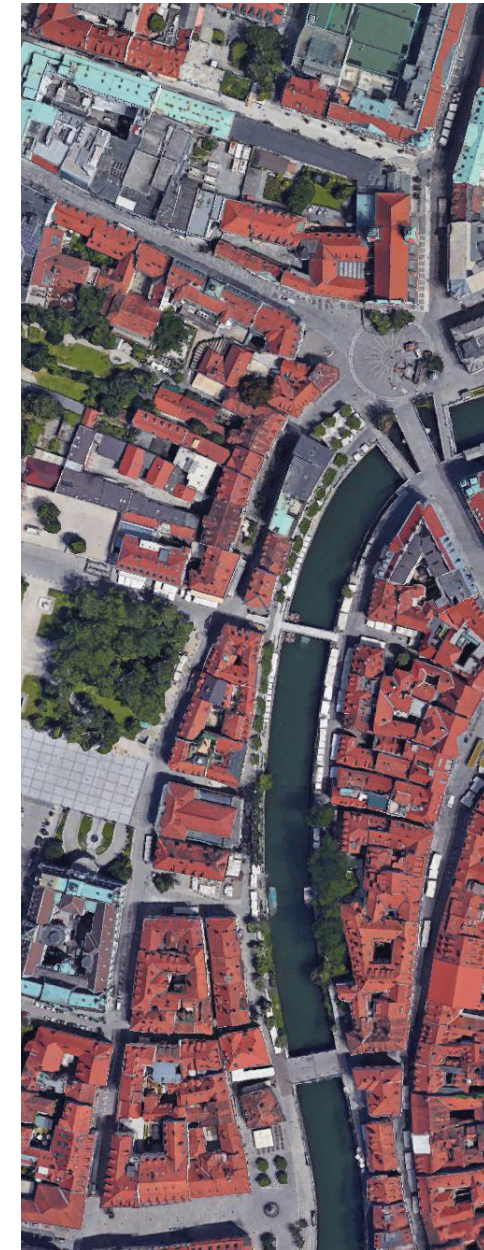
^ POCATELLO, ID



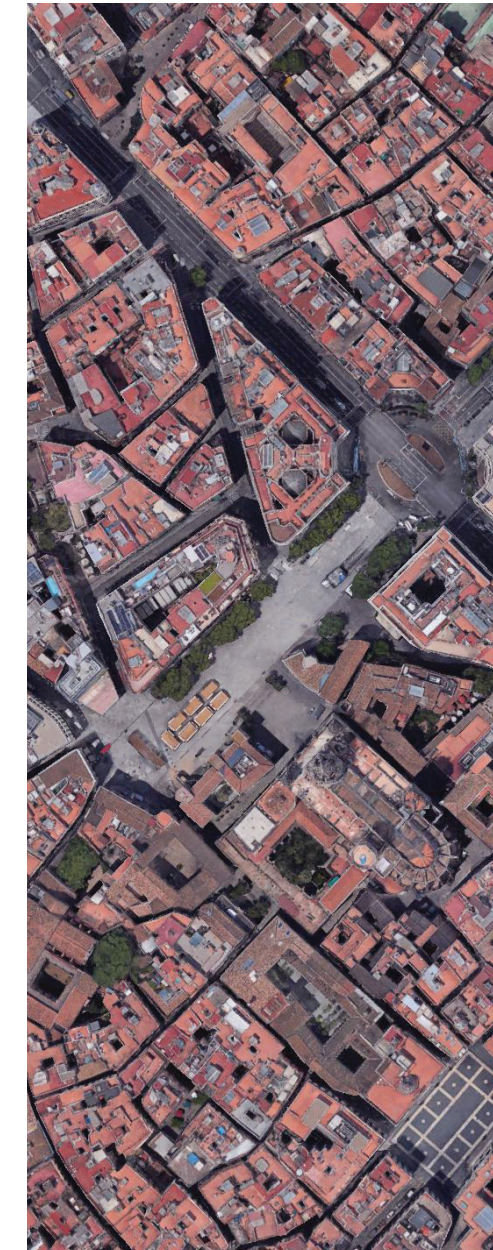
^ LOGAN, UT



^ BOULDER, CO



^ LJUBLJANA



^ BARCELONA



ANALYSIS SUMMARIES

STRENGTHS

- History: Well preserved historic character
- Scale: Pedestrian scaled streets (such as Main Street & Center Street)

WEAKNESSES

- Idaho State University: Employment & student node
- Portneuf River: Natural amenity currently under utilized
- High Density: Higher density residential areas are near the historic downtown

OPPORTUNITIES

- Holes in Urban Fabric: Non-cohesive streetscape (especially on Center Street)
- Movement Barriers: Portneuf River & railroad limit accessibility downtown
- Walkability: limited/undesirable pedestrian crossings over the railroad

THREATS

- High Poverty: Higher poverty rates near downtown
- Suburban Development: Car-centered development separates destinations



^ POINTS OF ACCESS

Points of Access: traffic funnels through limited crossing points across Pocatello's railroad and Portneuf River. This funneling effect should be capitalized on by making strong transitional spaces and arrival points in each district.



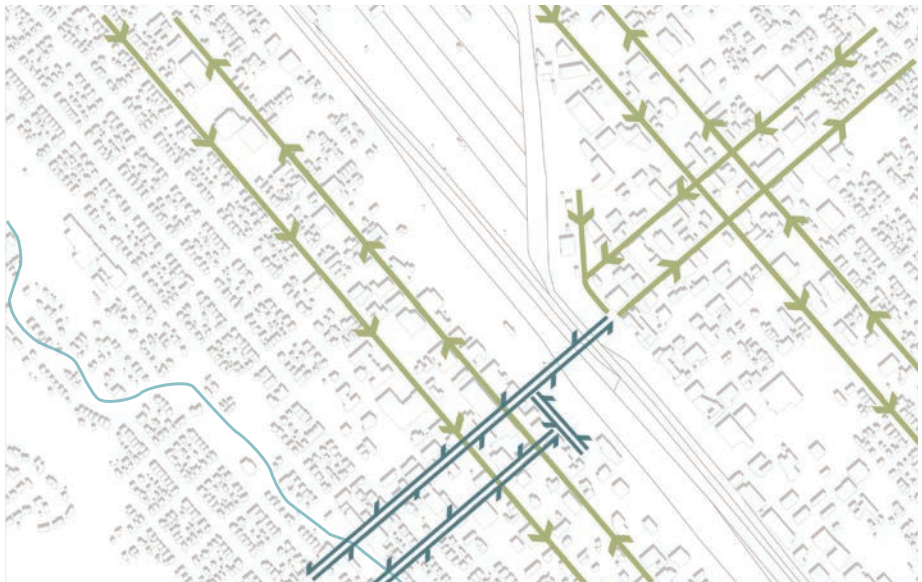
^ DISTRICTS

River Old Town Silo
Civic New Town



^ POPULATION DENSITY

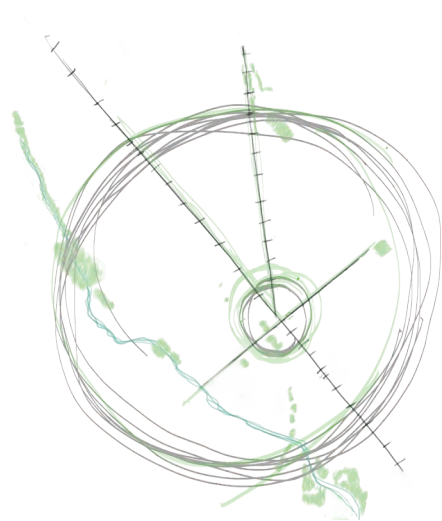
High Low



^ PROPOSED TRAFFIC PATTERNS

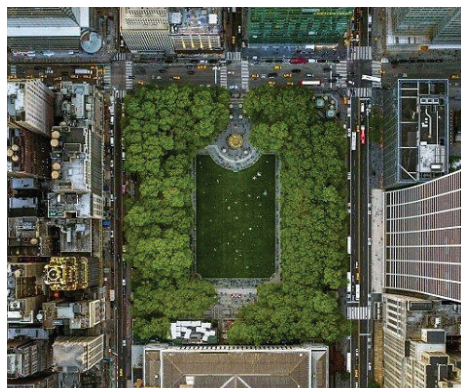
One-way roads Two-way roads

PARTIS LEAD TO PRECEDENTS



GREEN SPACE

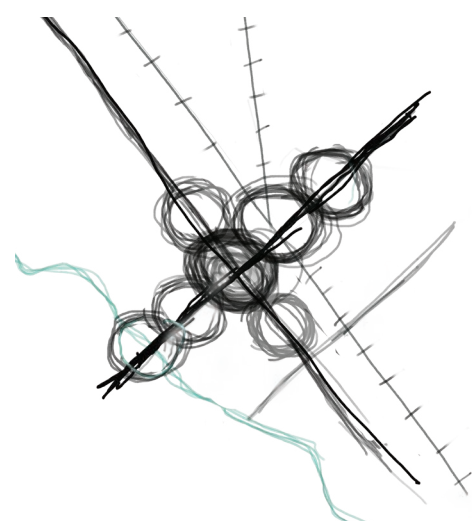
Green space is essential to pedestrian movement and community connectivity. Green spaces can work to connect residential and commercial zones.



^ Bryant Park, NY

Multi-functional open space is a passive park, event venue, ice skating rink, and an outdoor market. Simple, elegant, and functional.

Applied to Pocatello: This type of space could anchor Pocatello's downtown by accommodating a variety of activities and events.



NODES

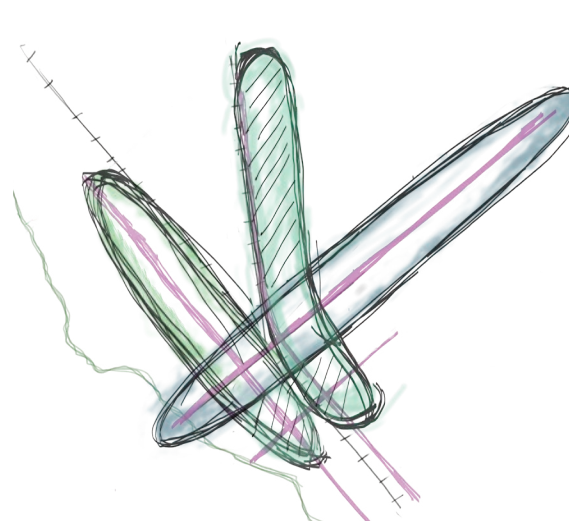
The major transects fall along two arterial streets. The intersection between the two streets is an opportunity for community development.



^ Cheonggyecheon River, South Korea

The river maintains the river during a high flood stage, but allows public use the rest of the year. Greenery along the river creates a sense of place and identity.

Applied to Pocatello: This is a potential way the concrete channel could be utilized.



PRIORITIES

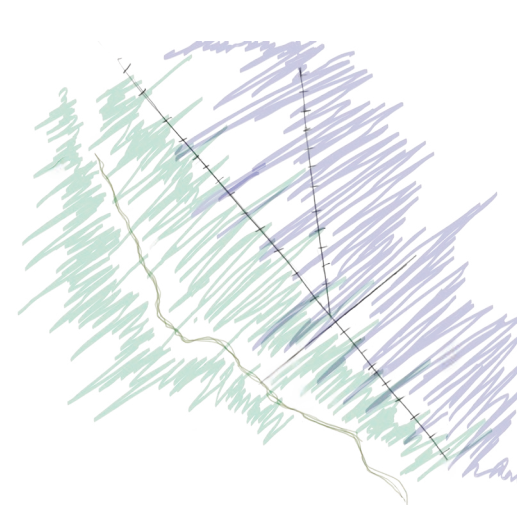
Based on previous hard soft analysis and site visits, perceived areas range in development priority. Center Street is the most in need of development, followed by 1st Avenue, and lastly Main Street.



^ Park City, UT

This is a successful city with a mining history that has focused on maintaining character within a few key districts. The city's focus has aided in its success.

Application to Pocatello: Pocatello's railroad history is the foundation of its character and identity. This could be a way to focus new development and create an identifiable district. This will help downtown become a destination.



HISTORIC AND NEW

The railroad separates the new development from the historic downtown. Instead of separating the two districts, the railroad can become a commonality between East and West Pocatello.



^ Georgetown, Washington D.C.

Georgetown is rich in history but contains both new development and a bustling downtown core. The town also relies on the Potomac River as an anchor to the area.

Application to Pocatello: Both Pocatello's history and the Portneuf River can be strong design elements incorporated into new development.



GAPS

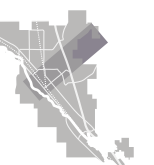
The parking lots, vacant space, and underutilized space is an opportunity to better Pocatello with minimal damage to existing structures.



^ Portland, OR

Rain gardens and bioswales in Portland help to both contain storm-water and improve the pedestrian experience.

Application to Pocatello: Street improvements could increase the enjoyment for pedestrians by filling gaps along the street. They could also alleviate the current drainage issues.



DESIGN CONCEPTS



Opportunities exist to connect the fabric of the public realm throughout the downtown. Existing parks link recreation destinations creating new trails and routes. These in turn connect the redevelopment area to the rest of the city. Students from the university significantly add to the success of downtown through a pedestrian/bike corridor along the railroad.

An expanded Town Square strengthens the identity of a destination at the heart of Old Town Pocatello. In contrast, new eastern open space creates an identity that compliments (rather than competes with) the western side.



The main idea with this concept was to show complete blocks of development which strengthens the economic impact of the area. Proximity from one destination is critical in making a visitor travel from one place to another. Gaps are filled in along main routes of the pedestrian experience by allowing new commercial and residential development.

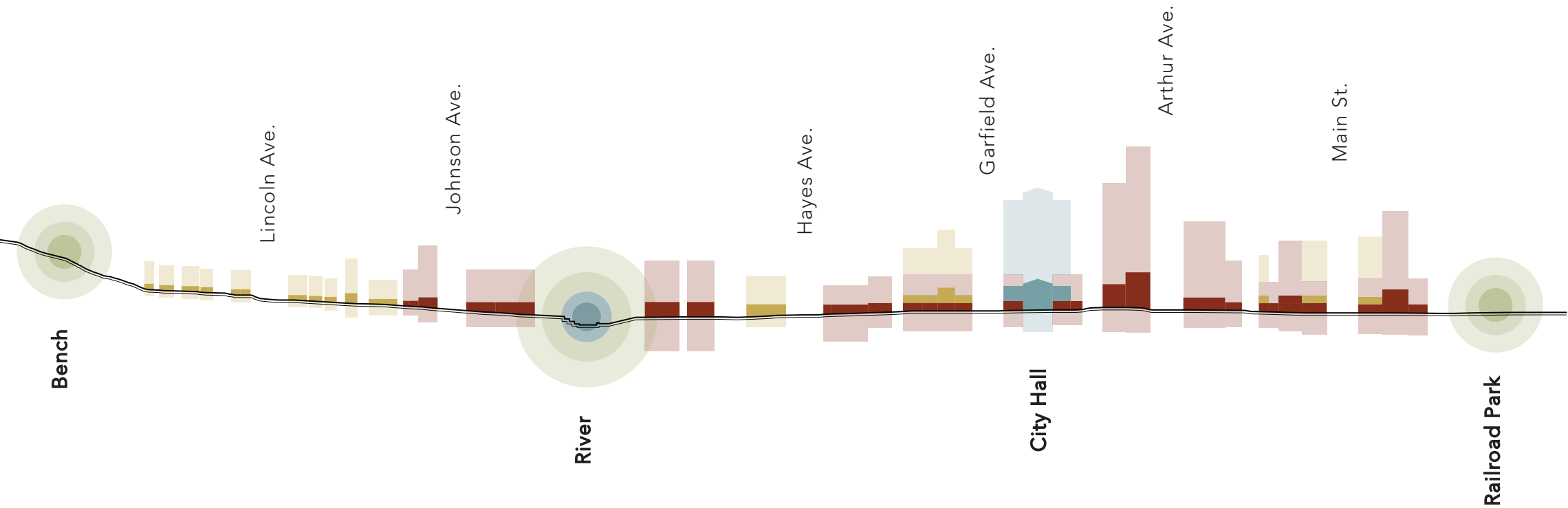
The western area of Old Town is made a destination by a new City Hall and Town Square. A redeveloped connection to the river completes the destination of Center Street.

New development on the east side creates a modern style, contrasting but complimenting the historic western half of the city.

^ MOVEMENT AND GREEN SPACE

^ COMPLETING SPACES

BUILDING USE & DENSITY



This diagram cuts down Center Street and views the buildings on the **northwest** side of the street.

The height of the buildings are exaggerated by the half-tone colors to emphasize the gradual transition from high density near Main Street to lower density near the bench.

LEGEND

- Commercial Use
- Height exaggeration
- Residential
- Height exaggeration
- Governmental
- Height exaggeration

PROPOSED USES



LEGEND OF USES

- New Commercial
- Existing Commercial
- New Residential
- Existing Residential
- New Governmental
- Existing Governmental
- New Cultural/Community
- Existing Cultural/Community

This diagram represents the proposed location of new buildings and their associated uses. The



MASTER PLAN

The Master Plan is the result of applying each of the design principles (as stated at the beginning of this chapter) to the Center Street area of Pocatello. To understand each principle better, areas of focus have been identified. Beginning from East to West, they are identified as follows:

- 1. Silo District
- 2. 1st Avenue Connection
- 3. Center Street Tunnel
- 4. Town Square and City Hall
- 5. River Access Park

These areas will be discussed in detail on the following pages, in the order listed here.

LEGEND

- Portneuf River
- New Buildings
- Green Space
- Plaza Space
- Sidewalks and Trails
- Streets

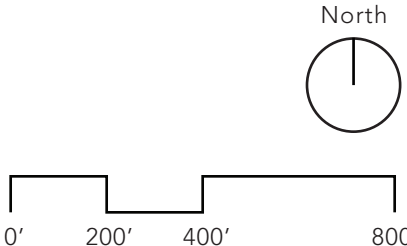
4. Town Square & City Hall

5. River Access Park

1. Silo District

3. Center Street Tunnel

2. 1st Avenue Connection



PROJECT PHASING

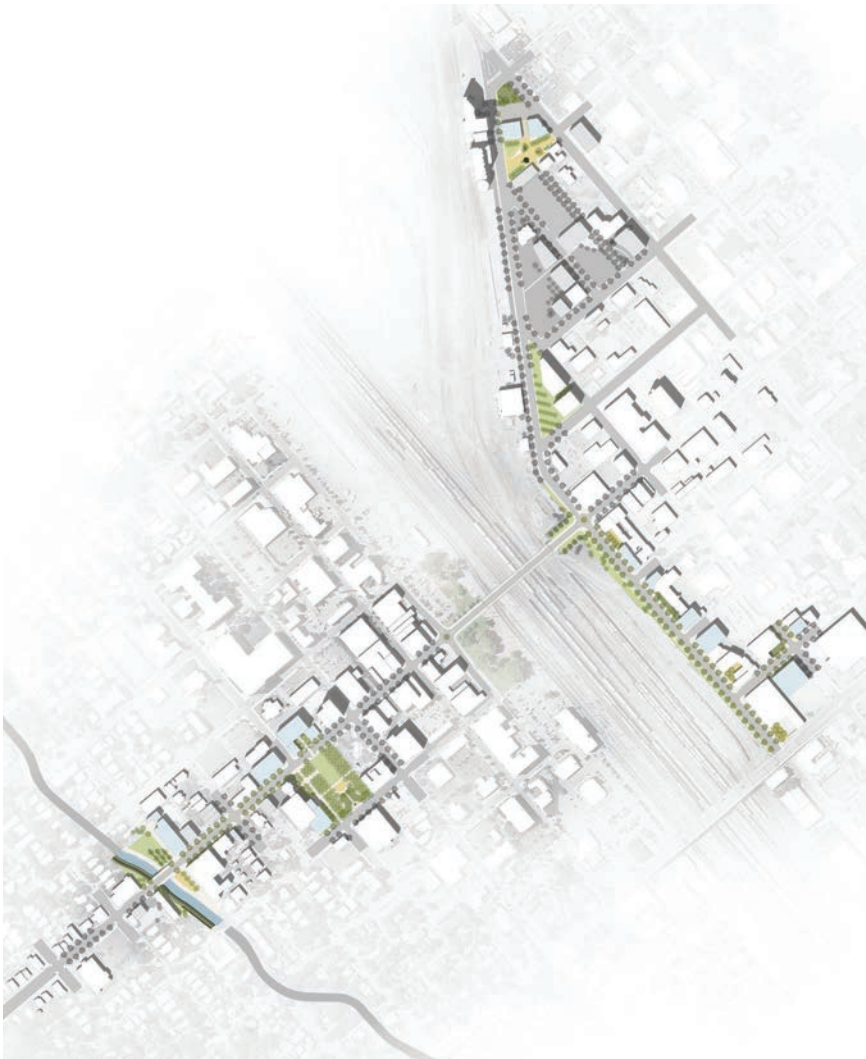


^ PHASE 1

0-5 YEARS

Phase one includes opening the concrete channel at Center Street for the River Access Park, as well as improving the new Town Square. The street connecting the two projects will be improved as well.

These are included in Phase 1 due to their importance in making the Old Town a destination within the city. Once these locations are built, they will be investments in the surrounding areas, which will soon see an increase in economic development.



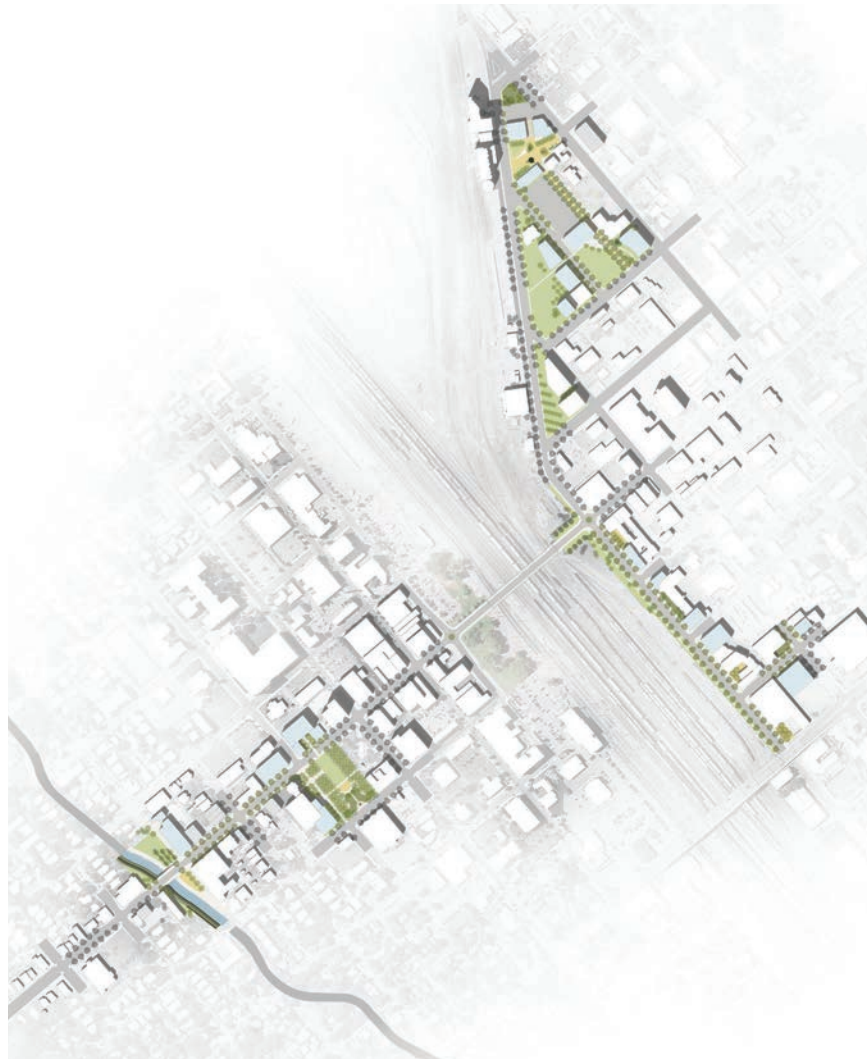
^ PHASE 2

5-10 YEARS

Phase two adds the improvements along 1st Avenue connecting the neighboring Warehouse District to Center Street. Also included in this phase is the plaza improvement in front of the Silo, some high-density housing near the Silo District, and the Center Street tunnel improvements.

The connection along 1st Avenue and the Center Street tunnel improvements are important in the mid-term phase to support the goal of linking activity from Idaho State University down Terry Street, all the way to Center Street and the Portneuf River beyond.

High Density housing near the Silo District helps spur activity there and sets the stage for the final phase of development.



^ PHASE 3

10-20 YEARS

Phase three completes our Master Plan in a full build-out scenario. This phase primarily deals with completing the parks and new development in the Silo District.

The city must continue to focus on the downtown area of Pocatello in order to fully revitalize its economic potential. This full build-out will accomplish that goal, and will create a lasting place worth caring about.

CONCRETE CHANNEL EAST

Bridging the Gap



1. SILO DISTRICT PLAZA



The Silo District is a long-term development that is designed to link the Northeastern portion of the city to the historic downtown. With the development of nearby high-density housing, this restaurant plaza would be a stepping stone of activity as one travels from east to west.





Pocket Park

Parking - Easily accessible from East or West entrance

Commercial Zoning - Buildings frame silo and make great restaurant space

Plaza Space - See pg. 2

Silo - Still in use today, but can eventually be converted to a multi-use space

Walkway - Connection between residential and commercials areas

Celebrating the Rail yard - Residential and Commercial areas highlight rail yard

Lasting Legacy Memorial Park - The park will be an extension of the existing Triangle Monument that pays tribute to the African-American, Japanese, Italian, Chinese, Italian, Greek, Irish, Mexican, Native-American, and French communities that lived and worked in this area during and following WWI. High-Density residential will surround the park to ensure the Lasting Legacy Landmark is seen and appreciated by the community.

High Density Residential - This location is easily accessible, because it feeds into downtown. It also overlooks rail yard.

PRECEDENTS



^ GEORGETOWN

Georgetown is rich in history but also contains new development and a bustling downtown core. The town relies heavily on the Potomac River as an anchoring point.

Application to **Silo District**: New development can be built to incorporate the history of the railroad and grain silo, thereby tying together historic and new construction.



^ SANTA FE RAIL-YARD PARK

This park is part of a redevelopment of historic train yards near downtown Santa Fe, NM.

Application to **Silo District**: Multi-use and incorporating local history would provide lasting interest to the new development

^ ENLARGED MASTER PLAN

CONCRETE CHANNEL EAST

Bridging the Gap





Roundabout to improve traffic flow

3. Center Street Tunnel Improvements

2. 1st Avenue Connection

^ ENLARGED MASTER PLAN

2. 1ST. AVENUE CONNECTION



^ 1ST AVENUE STREETSCAPE CROSS SECTION

< Linking the Warehouse District to Center Street is critical in order to connect the student population from East to West.

In order to make the pedestrian experience continuous, new buildings will fill the gaps between existing historic structures. Also, new housing connects up to the existing grocery store on Whitman Street.

The property width along 1st Avenue is sufficient to allow for a generous sidewalk along the building frontages, a street with parallel parking, and a linear railroad park with opportunities for art pieces along that western trail.

3. CENTER STREET TUNNEL



7'

< A retrofit of the tunnel will greatly improve the experience of pedestrians and cyclists as they cross the railroad. This plan rebuilds the supporting walls inside the tunnel to narrow the vehicle travel lanes, but widen shared routes on both sides. The new walls will allow for the ability to open sight lines and reduce the claustrophobic feel that the tunnel currently has.

9' 2' 13' 13' 2' 9'

^ CROSS SECTION



12'-2"

< With open sight lines through the tunnel, the atmosphere will be brighter and feel less dangerous. Murals can be painted along the walls depicting Pocatello's history to increase interest while traveling through.

^ LONGITUDINAL ELEVATION



4. TOWN SQUARE



YEAR-ROUND ACTIVITY

Located on the central access of Center Street adjacent to the Pocatello Library, City Hall and Town Square create a compelling public realm, which reinforce the community core and generate energy into Downtown Pocatello.



As an extension of Simplot Plaza, Pocatello's Town Square serves as central multi-functional public open space accommodating a variety of activities, events, and seasonal interests.

- Surrounding uses will feed into the park
- Enhances identity of historic Old Town
- A paseo or "woonerf" connects the library to the town square park
- Provides business opportunities, social interaction, leisure activities in a pedestrian friendly outdoor setting.

PRECEDENTS



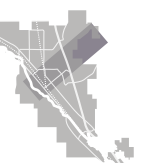
^ BRYANT PARK

This open space functions as a park, event venue, ice skating rink, outdoor market, and even a transition space through the city. Applied to Town Square: Multi-functional use, central axis, tree canopy grid, movable chairs and café tables, large open turf space, and a water feature



^ PALEY PARK

An intimate park hidden among office buildings in Manhattan New York. Applied to City Hall Plaza: Scale of the space, café tables, tree canopy, paving patterns, and planting pots



5. RIVER ACCESS PARK



NORTHEAST ELEVATION

This river access is the final node of activity completing the experience along Center Street. It is an essential connection from the historic downtown to the Portneuf River itself.

- Creates an environment in interact with the river
- An ADA ramp increases accessibility to all users
- Provides a great visual and practical amenity to surrounding commercial and residential uses.
- Maintains height of the original concrete channel, and actually increases flood capacity





PRECEDENTS



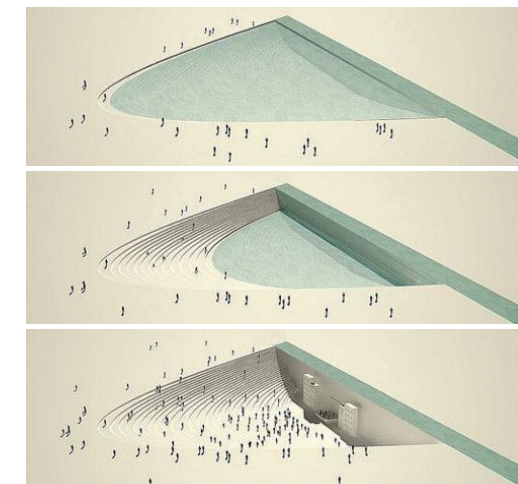
^ SEAT WALLS

These seat walls assist the grade change from street level down to the river. They create places for gathering, and provide interest in the landscape, all while stabilizing the river bank during flooding.



^ MYERS-ANDERSON

Myers-Anderson Architects, based in Pocatello, has drawn some conceptual imagery for the design of the river access at Center Street. Our design for this park is based on this concept.



^ INTERMITTENT FLOODING

This diagram shows how an amphitheater can be used as water retention. As the Portneuf River floods, the water level will rise to different elevations up the park.

CONCRETE CHANNEL EAST

Bridging the Gap



PHYSICAL MODEL

The model was created to further communicate the three-dimensional nature of our proposed developments. Center Street from the railroad to just beyond the river was the area of focus modeled.

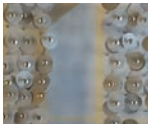
LEGEND



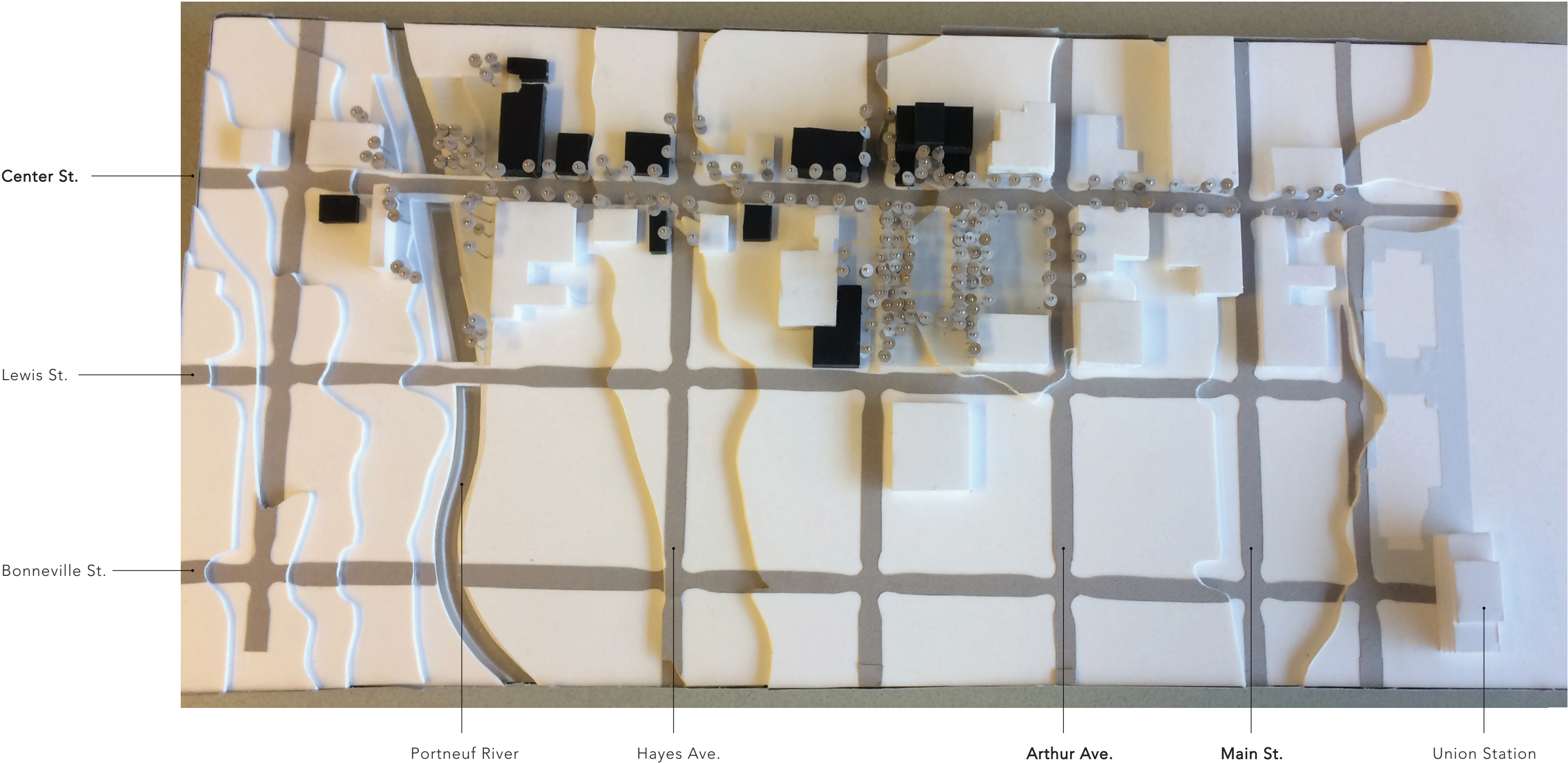
Existing Buildings

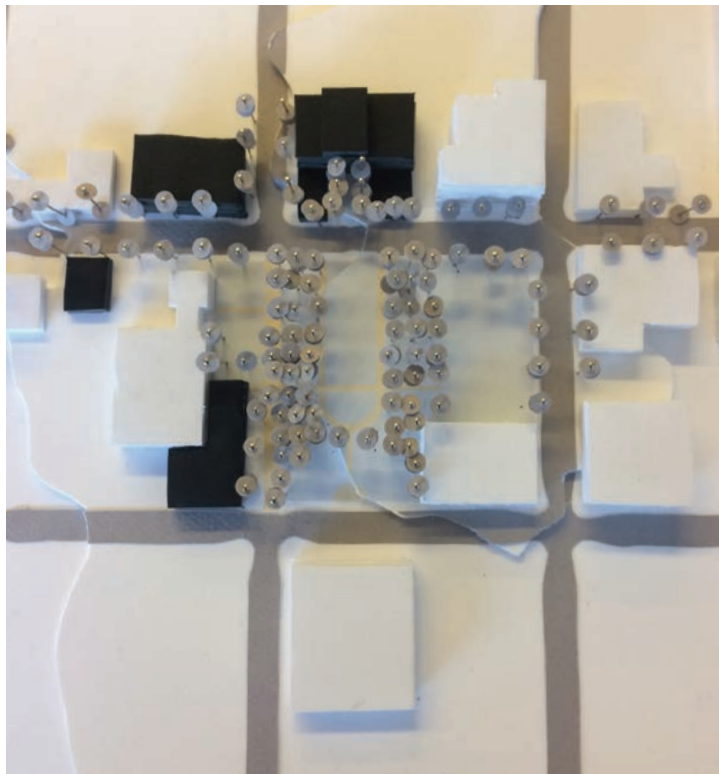


New Buildings

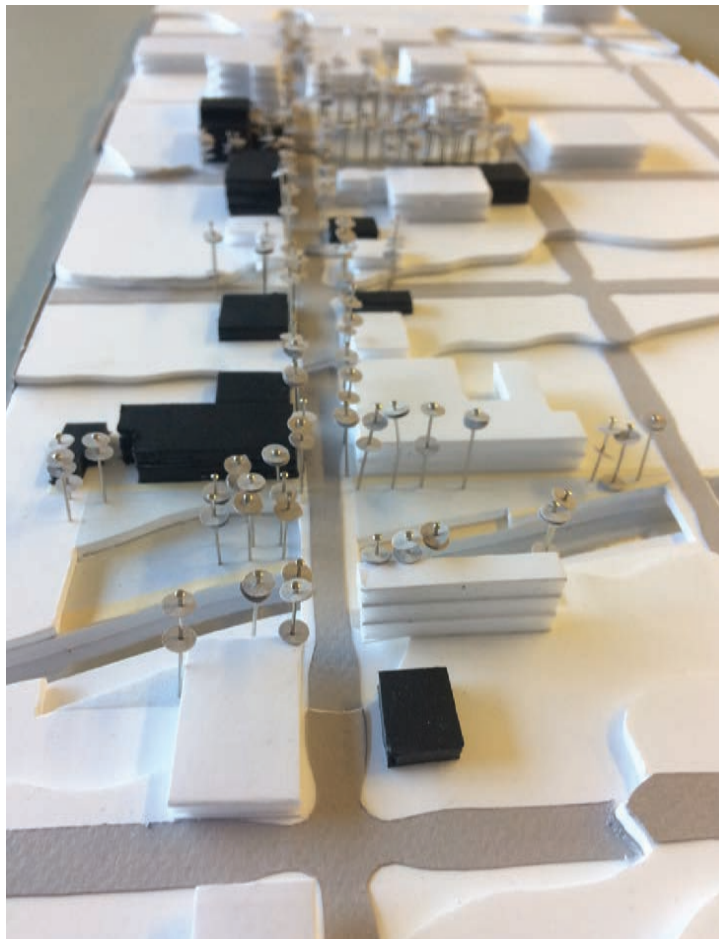
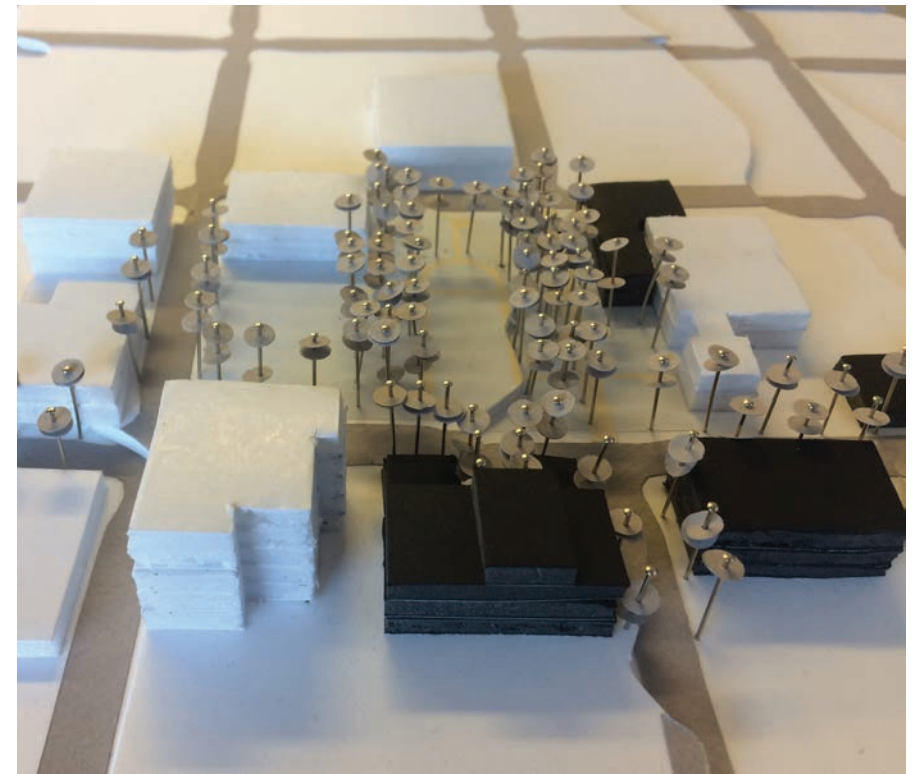


Trees and Open Space

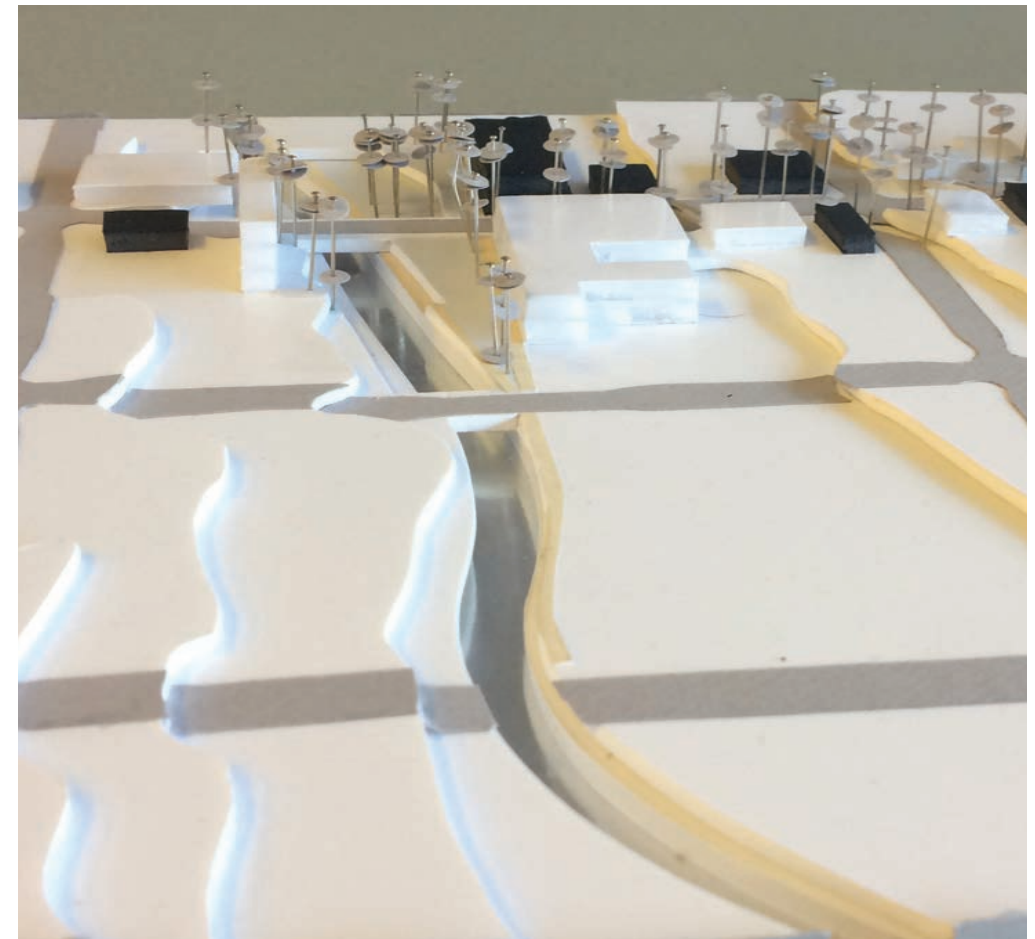
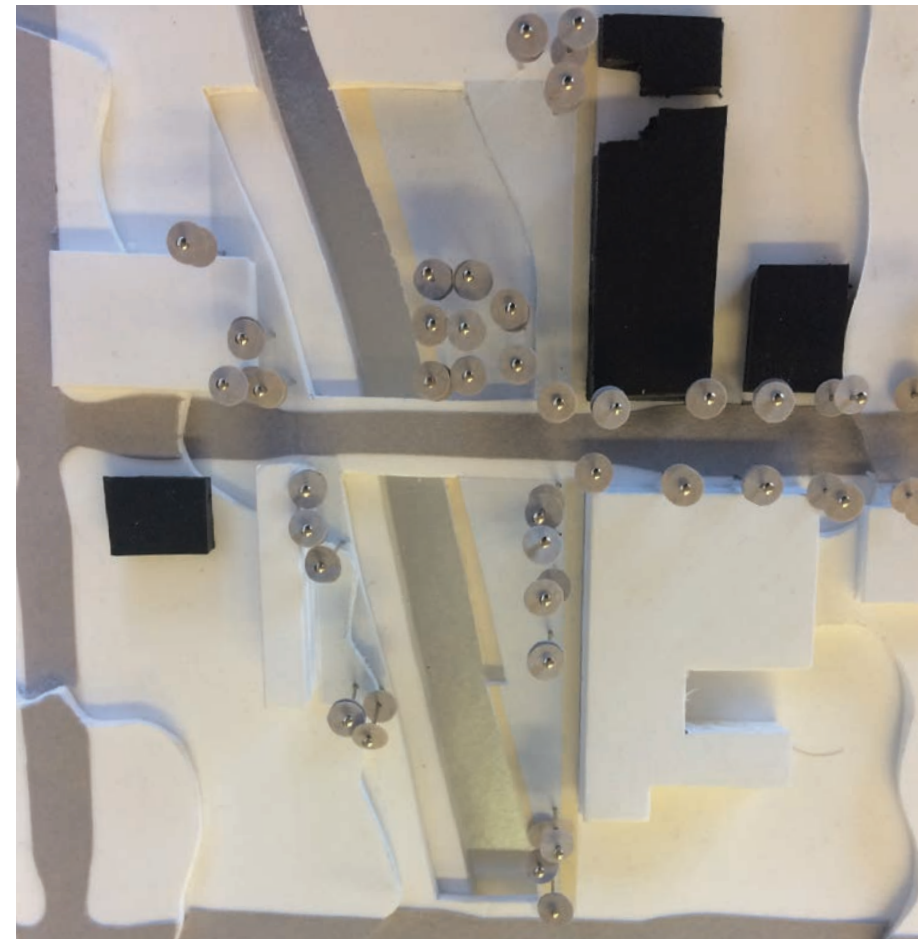




^ TOWN SQUARE & CITY HALL

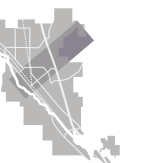


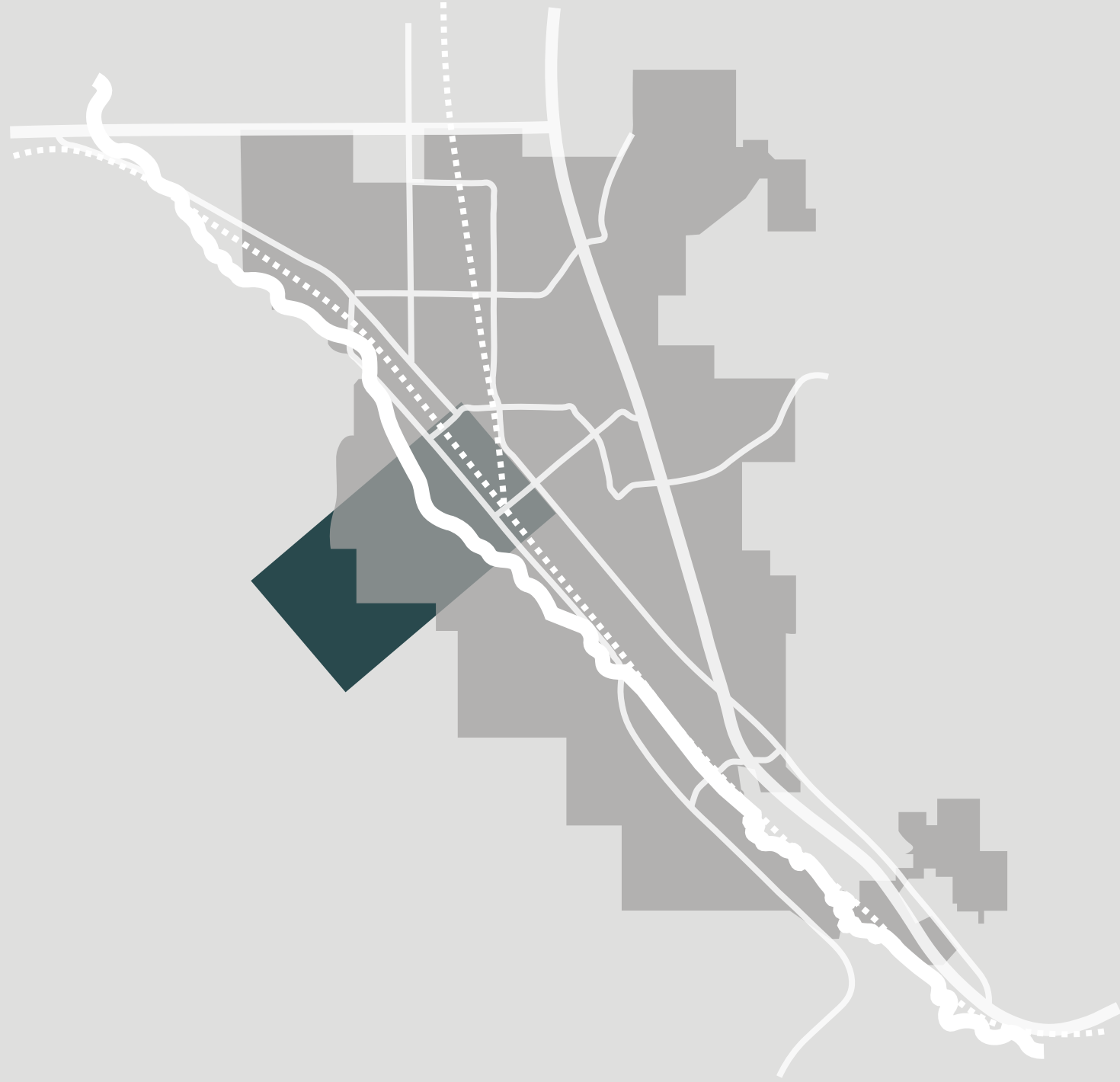
^ RIVER ACCESS PARK



CONCRETE CHANNEL EAST

Bridging the Gap





CONCRETE CHANNEL WEST

Breaking Barriers. Building Communities.

SCOPE OF SERVICES

Investigate ways to propose redevelopment that will break the concrete walls of the Portneuf River corridor. This team will develop urban public open spaces that relates to the river and re-shift on the importance of the river as the source of identity of their proposed development. Breaking down barriers will be crucial, as well as establishing very strong visual and physical relationship to the river.

This team will focus on developing an urban family residential neighborhood/community development looking around Raymond Park, Memorial Park, and the streets throughout the city.

TEAM MEMBERS

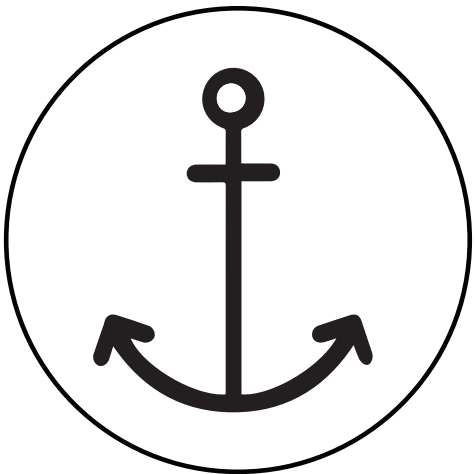
Katie Gerratt

Kristine Robison

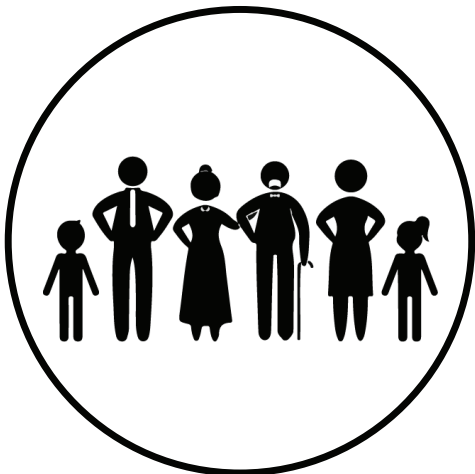
Mary Dowden

DESIGN PRINCIPLES

The design principles were incorporated into each design intervention. These principles were determined to create an overall cohesive design with elements that Pocatello City can benefit from.



Create anchors in the community for social interaction



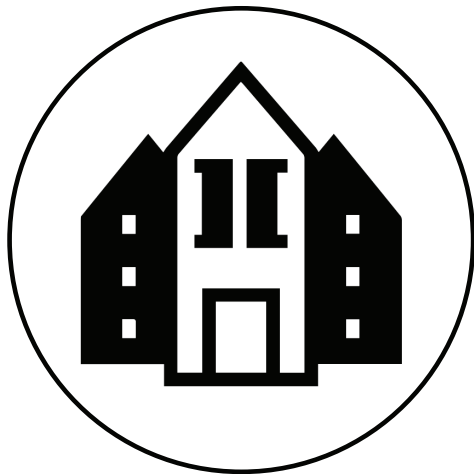
Multi-functional spaces feeding continual activity and inclusive of all ages



Promote walking through community in safe and clear ways



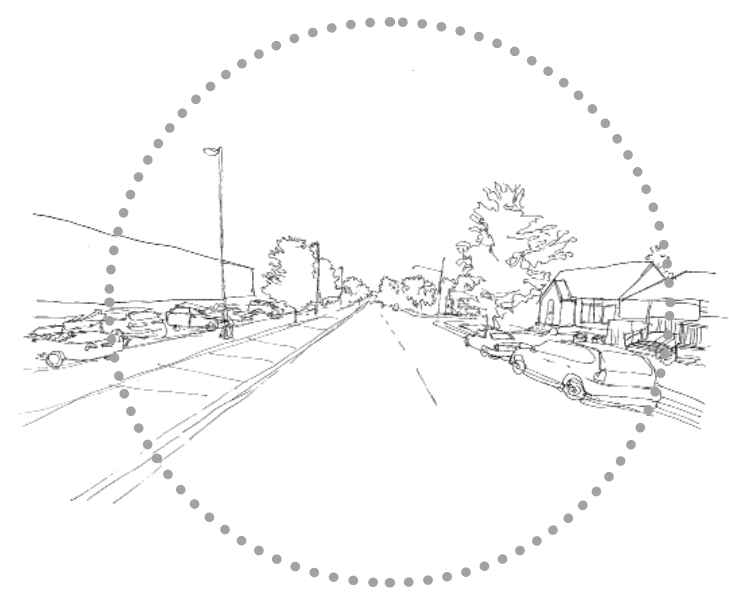
Provide quality experiences with nature and river



Revitalize economic/housing opportunities



SITE VISIT IMPRESSIONS



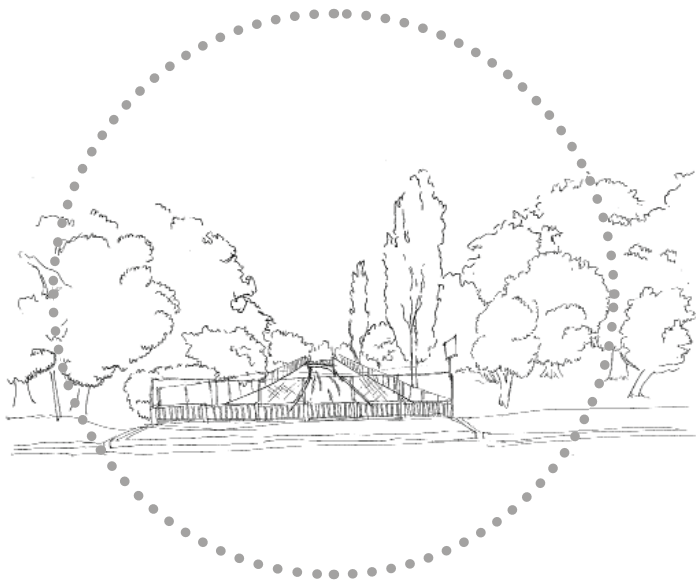
The edge between Ridley's Market and a residential development. It is very easy to distinguish the two districts because of the drastic change in buildings.



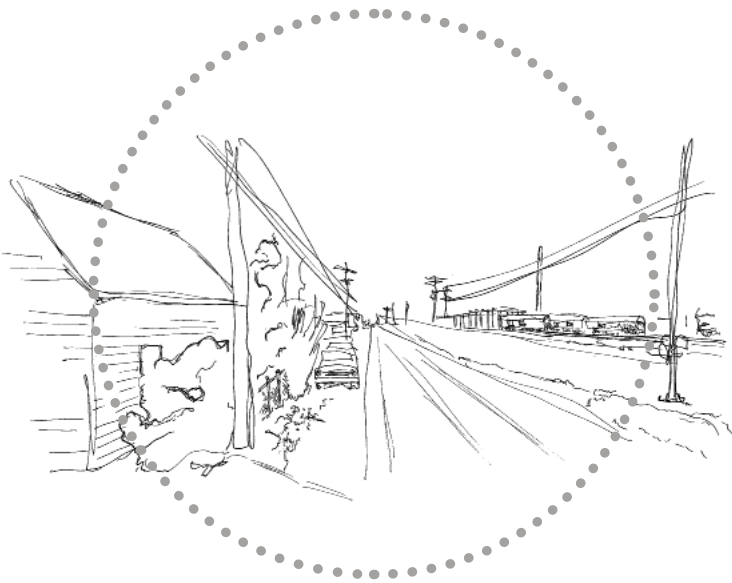
Between residential houses and the Portneuf River with an alley in between. Although this is a strong edge now, it has room for development to be done to interact and gain access to the river.



Residential streets are relatively quiet and easy to cross as a pedestrian. Some have bike lanes while other do not. Prominent views include cars parked on the street.



The river is usually seen as an edge however, here the Portneuf River runs through Memorial Park. This shows that there are opportunities for the river to be embraced by the community. The river does not always need to be perceived as a boundary.



The railroad is a strong edge. The residential houses that sit along the railroad have no buffer to protect them from this edge. The rail yard and its traditions are growing old and crumbling. It is time to celebrate the rail yard and embrace its history.



Main street through Old Town Pocatello is exciting with building renovations, trees lining the street, and other human scale elements including pocket parks.



While experiencing Old Town Pocatello, one will notice its comfortable pedestrian scale, quaint churches, historic neon signs, and a college atmosphere. One will also notice a few inconsistencies that if slightly altered, can make a significant difference in the experience residents and visitors will have in Old Town Pocatello. These things include: putting sidewalks along streets that connect to schools, install standard sidewalk curb cuts, and minimize confusion when approaching confusing intersections or dead ends along the river.

^ Cognitive district map based on how different areas of the city feel currently and where boundaries seem to exist. When compared to the actual district map of Pocatello, there are many similarities.

CONCRETE CHANNEL WEST

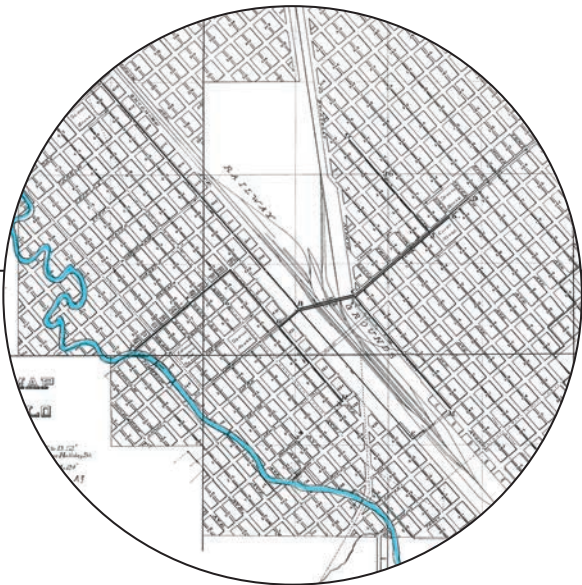
Breaking Barriers. Building Communities.



HISTORY & FLOOD ZONE

1910 (1900-1933)

In 1888, Pocatello Townsite was laid out in a grid system. The railroad which was put in 1880s, became the backbone for this grid system.



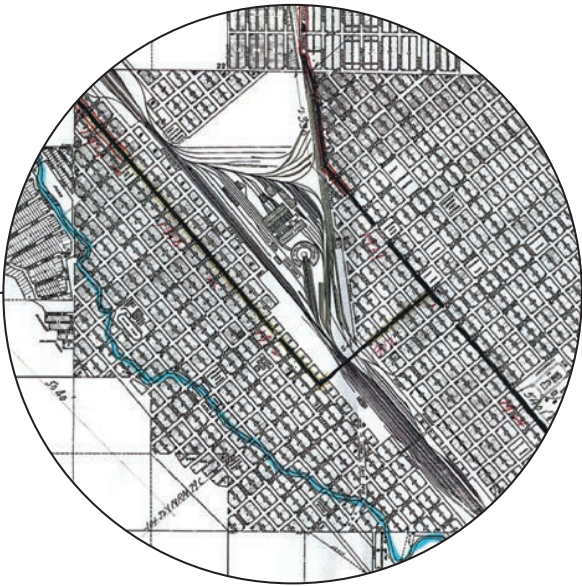
1907



1932

1934 (1934-1946)

In 1934, part of the river was rip-rapped as a beautification project. In 1941, the river began to be straightened in Raymond Park.



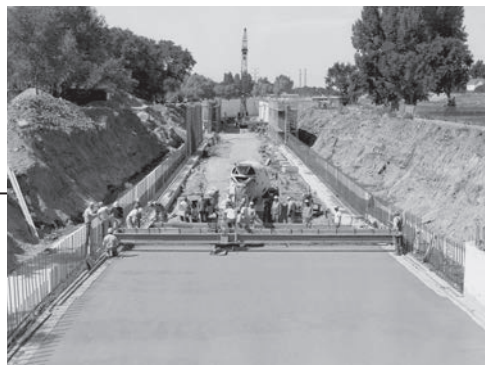
1945



1945

1970 (1960-1980)

The floods in 1962 and 1963 led to the installation of various flood control methods. These included a 1.5 mile concrete channel and levees, additionally straightening the river.

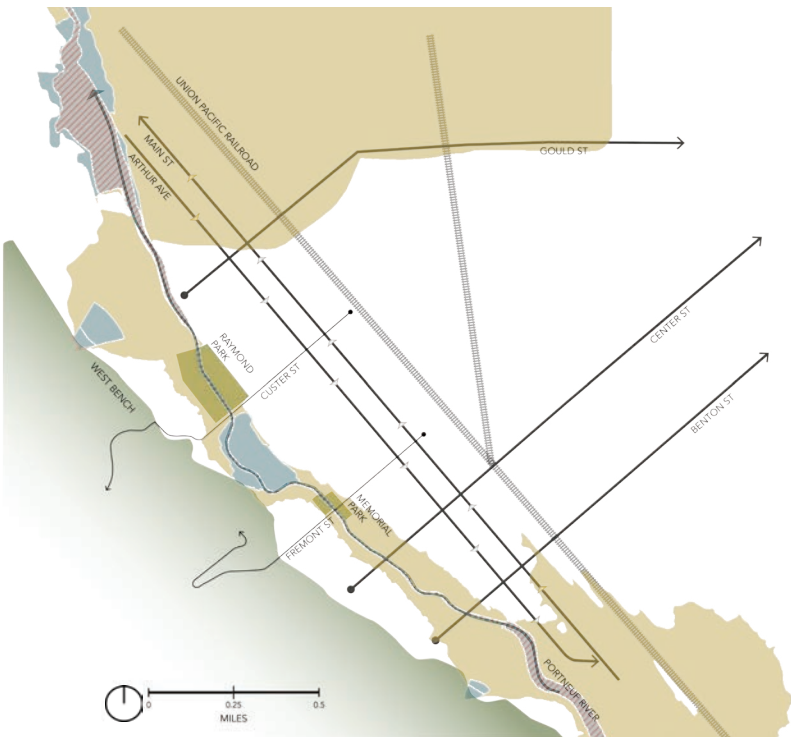


1963



1970

CURRENT FLOOD ZONE



100 year flood zone 500 year flood zone

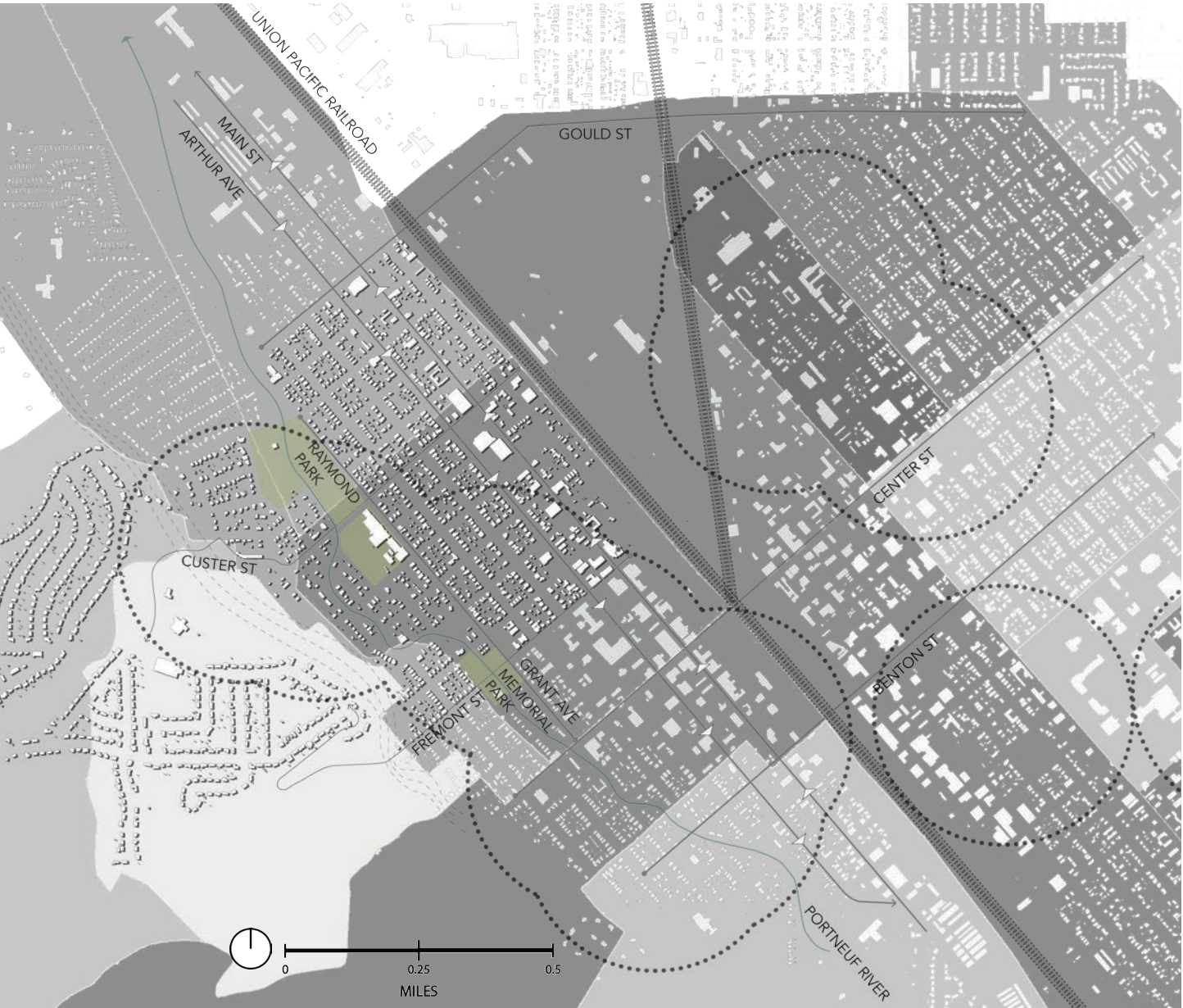
Throughout the last century, several floods have been recorded and photographed. Because of severe flooding in the 1960s, the concrete channel was constructed.

Despite the concrete channels presence, there is still the likelihood of some flooding with 100-year and 500-year storms. The channel has done much to mitigate this flooding potential and since its construction, there has not been another flood in this stretch of the Portneuf River.

Recent studies and evaluations estimate that the channel has been built larger than is needed, up to two times the size. Additional analysis and studies would need to be completed to confirm this.

DEMOGRAPHICS

HIGH DENSITY HOUSING AND INCOME



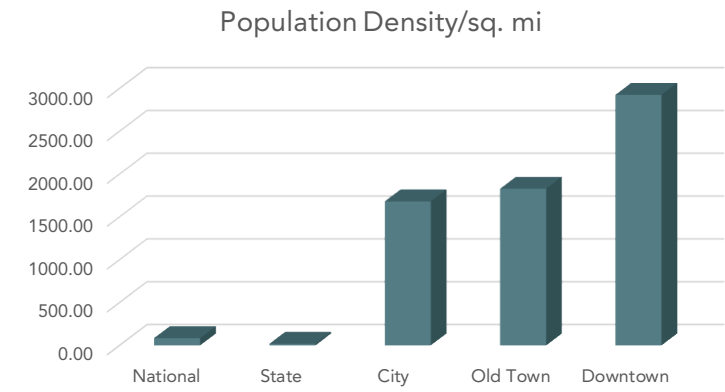
■ \$10-19,999 ■ \$20-29,999 ■ \$30-39,999 ■ \$40-49,999 ■ \$50,000+ ○ Apartments

Average median household incomes by census blocks are shown in relationship to dense housing opportunities, namely apartments.
Source: www.usa.com/idaho-state.htm

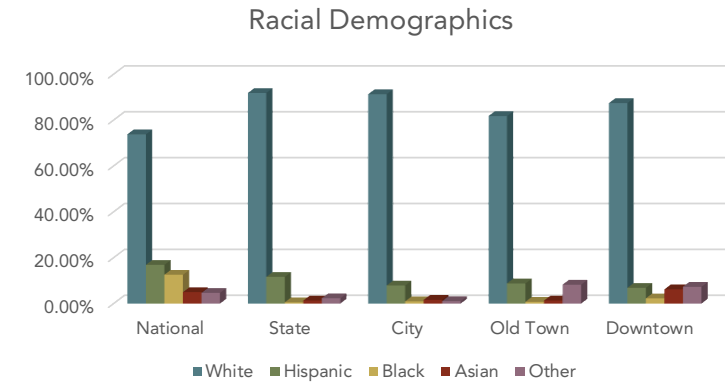
USER

Using demographic data and feedback from Pocatello City, the following users were identified to create the strongest design intervention possible and to meet the needs of people in various life stages: college students, families, disabled, and elderly. These designs will also promote intermixing users from various income levels.

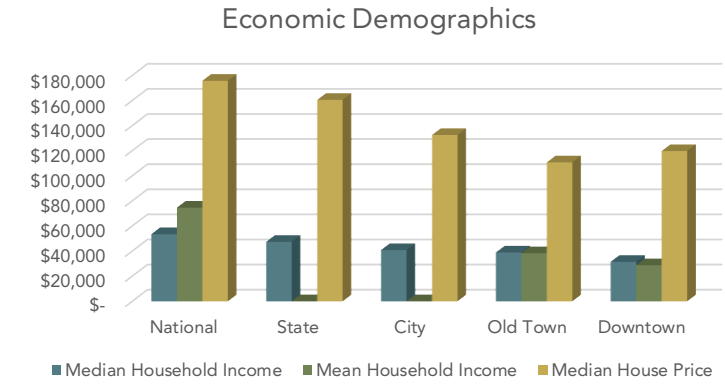
DATA



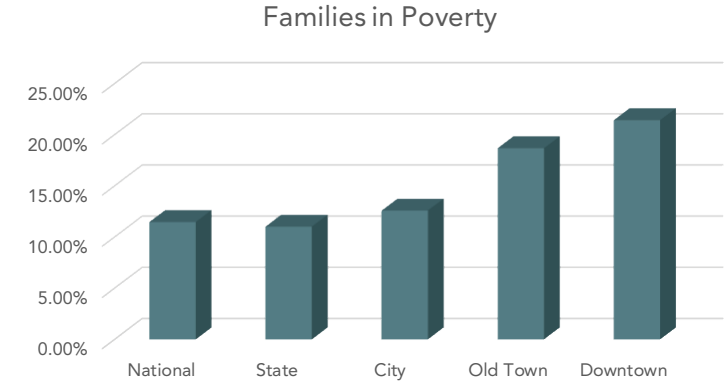
Downtown Pocatello on the East side of the train tracks has a higher density of housing than the rest of the city.



Pocatello is dominantly white however there is a larger population of Hispanics in Old Town than there are in Downtown and there is a larger population of Asians in Downtown than there are in Old Town.



Homes in both Downtown and Old Town Pocatello are generally lower in price than in the rest of Pocatello.



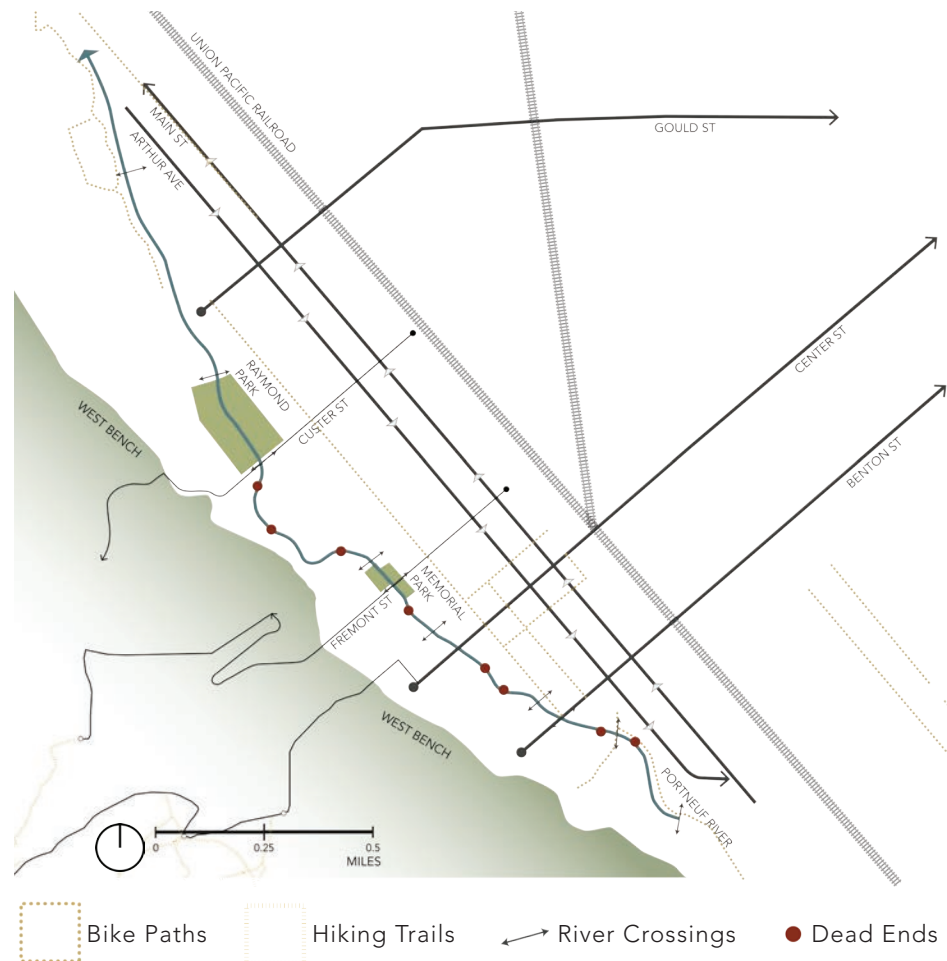
Old Town and Downtown both have much higher poverty rates. Pocatello City has an 11% poverty rate and can be broken down with poverty rates being 17% in Old Town and 20% in Downtown Pocatello.

Source: usa.com/pocatello-id based on 2010-2014 data



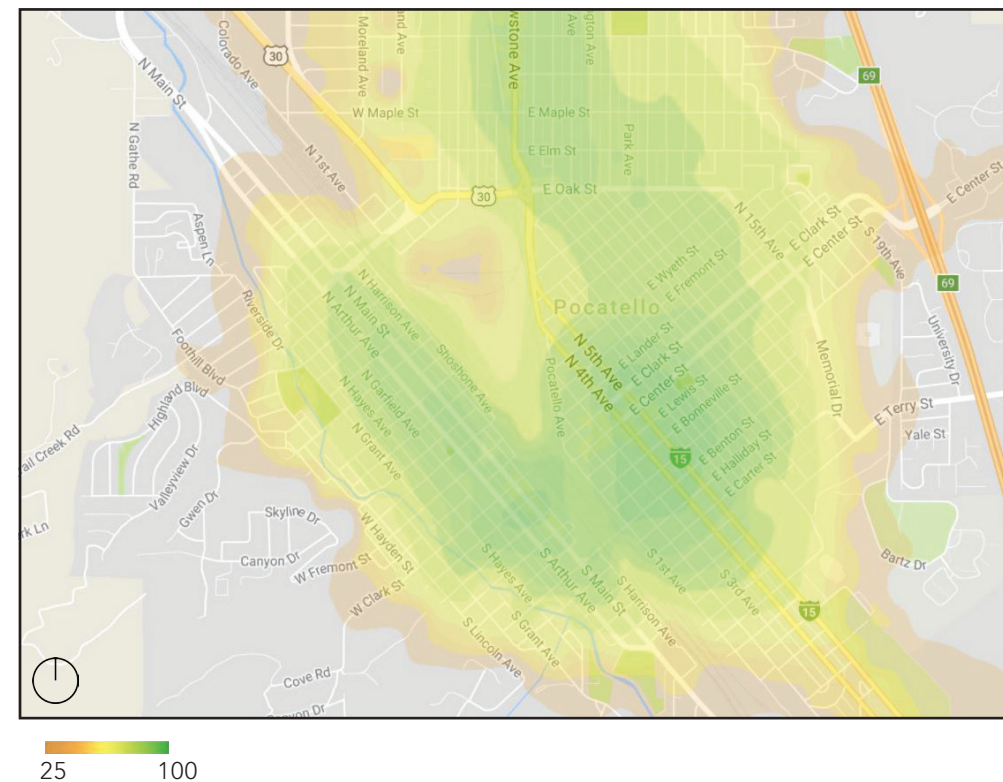
MOBILITY & AMENITIES

BIKING



- ^ Bike Routes & Trail Systems: The existing bike paths are disconnected and there is not a comprehensive trail that connects Old Town to the residences and the residences to the mountains.

WALKING



- ^ Walkability: Old Town Pocatello has a high walkability score. As seen in the map most of downtown is green. However there are still not many people that feel comfortable walking around downtown Pocatello. Improvements can be made by strengthening the pedestrian access across the rail and by strengthening visual connections from the residential districts into downtown.

DRIVING



- ^ Parking: There are many large parking lots, some of which are underutilized. By encouraging commercial areas to share parking lots and city officials to alter city ordinances that create a shift from car friendly to bike and pedestrian friendly, will open up many spaces for development and community enhancements.

Source: <https://www.walkscore.com/apartments/search/ID/Pocatello>



AMENITIES



^ A 1/4 mile radius is shown around schools, green spaces, and civic amenities. This was used to show the gaps between amenities hindering Old Town's walkability and access to key amenities. Overlapping areas of different amenities show where portions of the community are strong while areas where there are no overlapping amenities shows opportunities for future connections and development to provide necessary amenities equally to all residents.

BUILDING DISTRICTS



^ The building districts map shows buildings based on current use to identify where districts are being created, despite what Pocatello's zoning plan says. This also shows more depth than the zoning plan does by highlighting culturally used buildings.

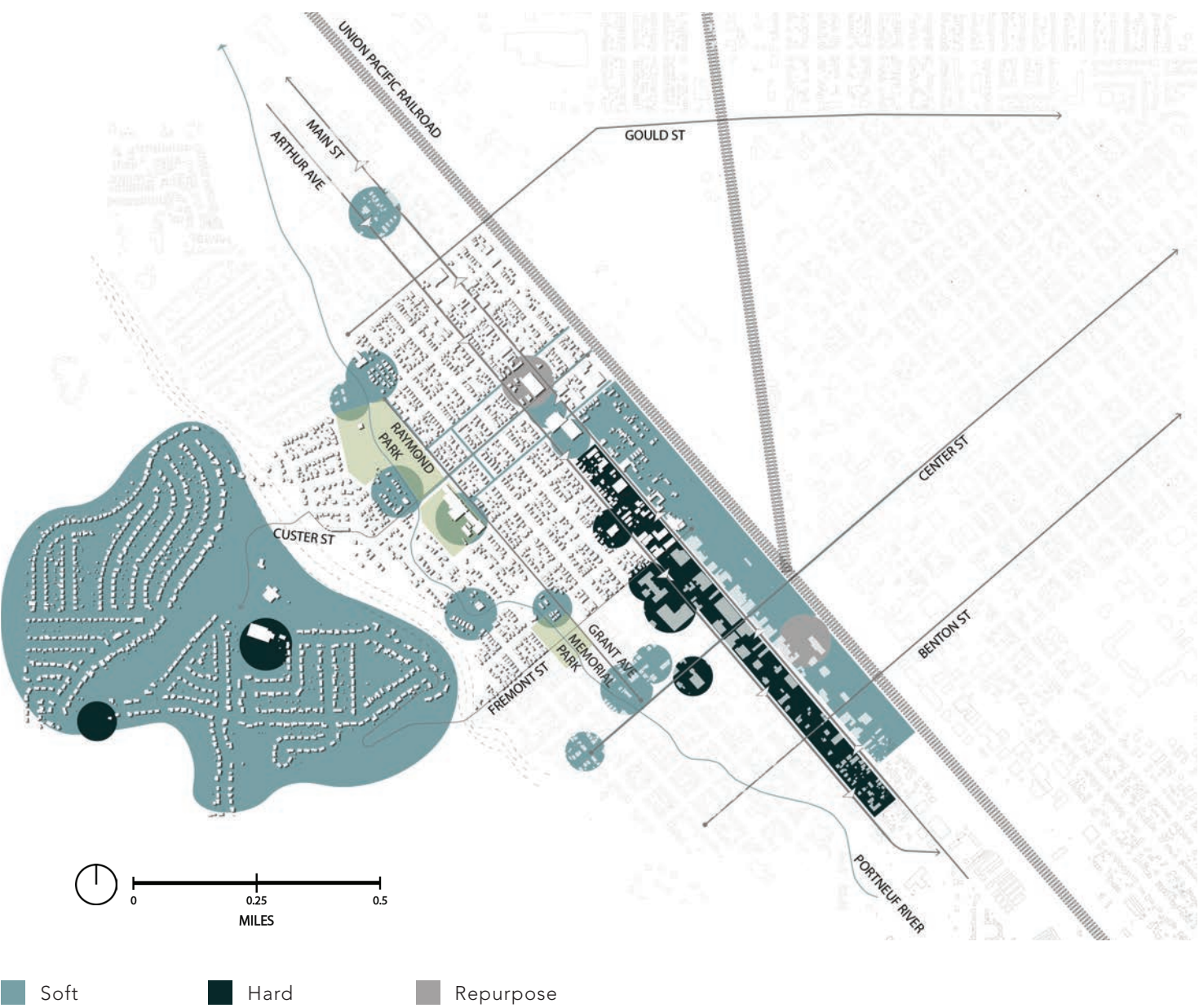
ANALYSIS CONCLUSIONS

LYNCH MAP



^ Lynch patterns are used to help residents navigate their surroundings. These are explained using nodes, landmarks, and barriers. Nodes and landmarks throughout the city help make connections throughout the city while barriers discourage people from crossing through parts of a city. Using these patterns, a clear axis connecting existing landmarks along Grant Ave can be identified as an area to design safe access along.

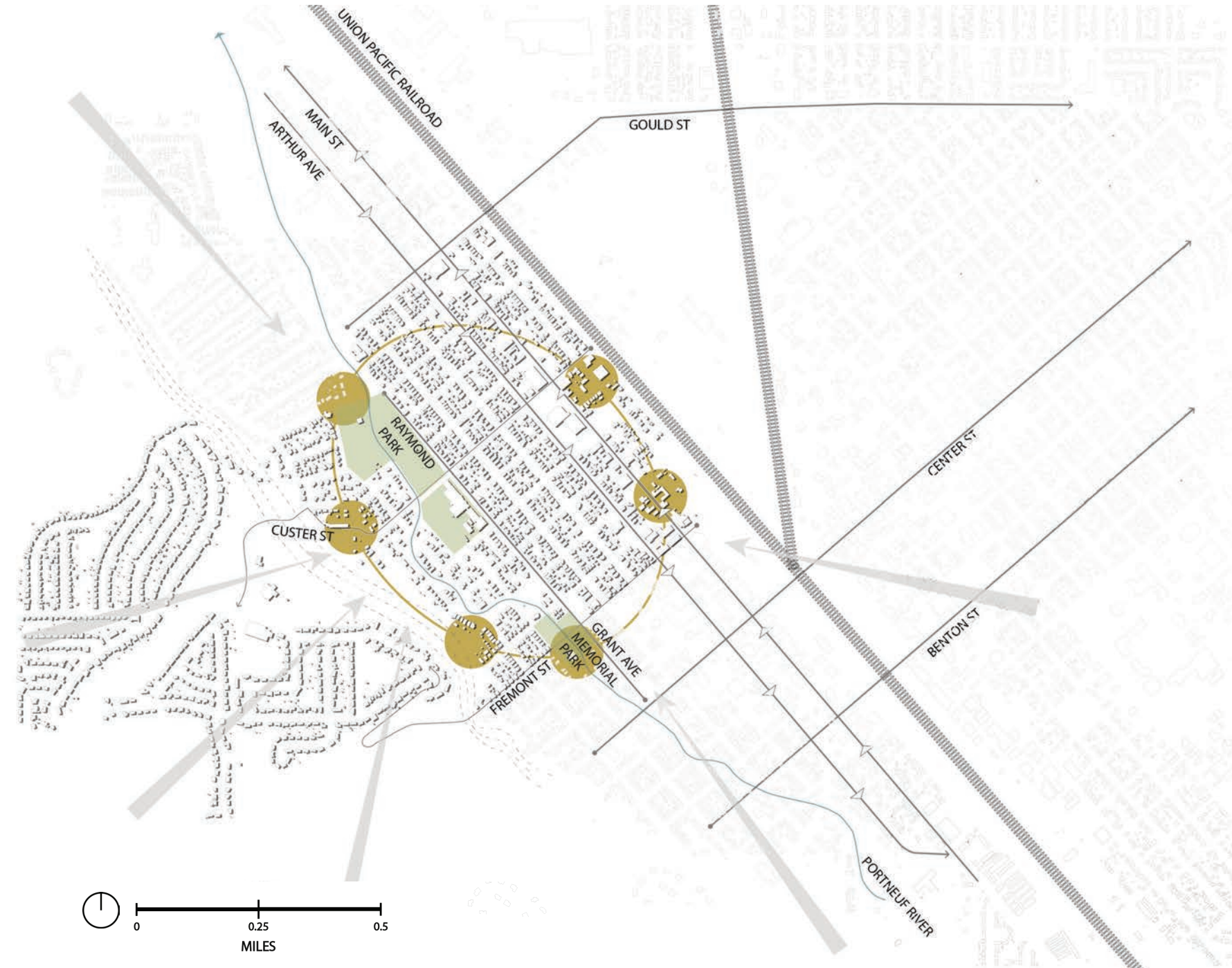
HARD AND SOFT ANALYSIS



- ^ This analysis evaluates spaces based on their ability to change with hard being vitally important that it remains and soft being susceptible to change. Elements taken into consideration when determining areas susceptible to change included: land value, vacant and open space, placement, investments, worth of properties, future city plans, and areas of high circulation.
- Areas likely to change have a strong potential for successful future development.
 - Areas not likely to change include places that already have a strong sense of place, schools, and well used amenities.
 - Areas with potential to change should be included in future development options.



AREA OF INFLUENCE



■ Points of Influence ➔ Influence of Energy

^ Old Town is influenced by Idaho State University, the proximity of the mountains, the Portneuf River, and development. Drawing on these influences and a synthesis of the analysis, points of influence were identified as potential areas for design interventions. This map identifies these areas and highlights the importance of clear connections between them.

ANALYSIS SYNTHESIS

STRENGTH

- Established areas as districts
- Park is close to school
- Trails along the bench are a strong draw across the river
- Memorial Park offers opportunity to access the river on both sides

WEAKNESS

- Holes in amenities network
- Bus system fails to serve entire community
- Bike paths and lanes are disconnected
- No clear access to river, bench, or mountains
- Sidewalks are inconsistent, especially near Raymond Park

OPPORTUNITY

- People are open to change
- Historic buildings and current tours of them
- Views of the river and Main St. are not being utilized
- Center St. has potential for strong connections across rail and river
- Large number of parking lots
- Connection of nodes

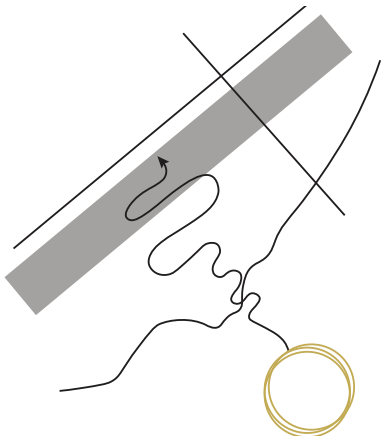
THREAT

- Flooding potential
- Slope along bench may be too steep to work with
- Private homes along river constrain growth
- Minimal crossings of rail

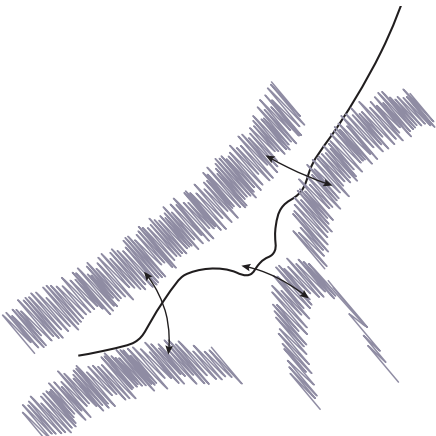
DESIGN EXPLORATION

DIVERSIFY HOUSING

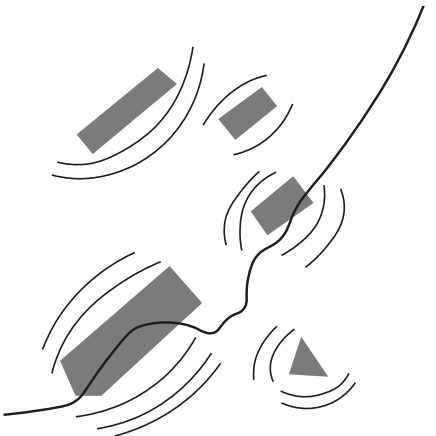
Pocatello City has a diverse population and income, but is in need of mixing these populations to create an inclusive environment. The people of Pocatello need to be involved and proud of their community no matter their income, race, or housing location.



Connecting Bench to Downtown



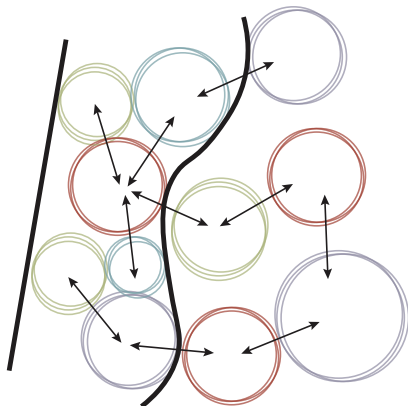
Amenities Across the River



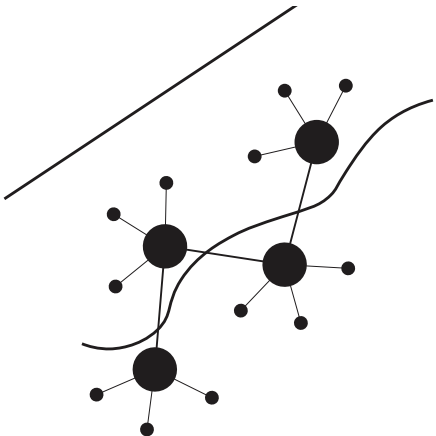
Disconnected Amenity Influences

CONNECT AMENITIES

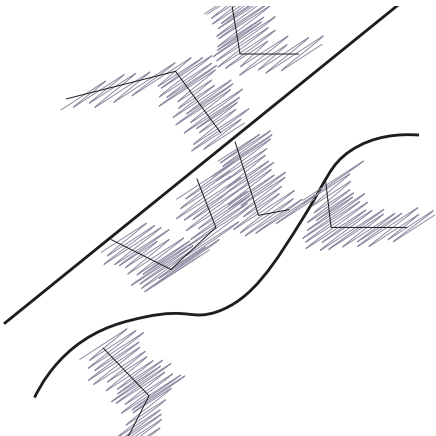
People connect with others in networks and systems that logically make sense. If a desired connection is unclear, there will result a lack of unity in the desired users. To increase unity and community pride, clearer connections will be necessary. These partis explore how connections between neighborhoods, key influential areas, and open spaces can build unity through connections.



Mixing Demographics



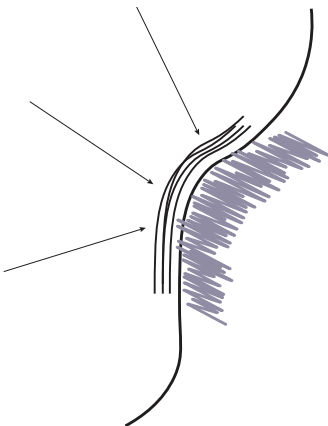
Spreading Diverse Housing



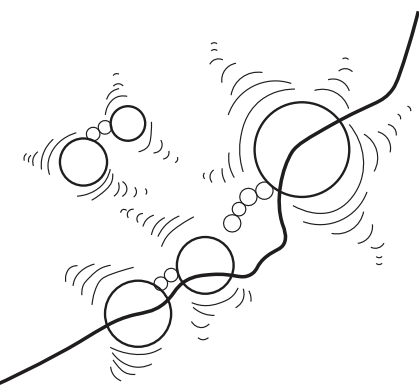
Connections from Different Levels of Income

BREAKING BARRIERS

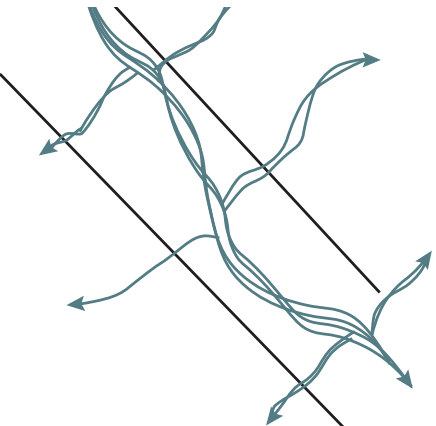
The railroad, river, and bench create strong barriers. These barriers make it difficult and uncomfortable for citizens to cross. Because of these barriers, Pocatello is divided. Breaking these barriers will create better connections for a more unified and diverse city.



Drawing people from Rail to Bench to River and Old Town



Breaking Barriers with Landmarks



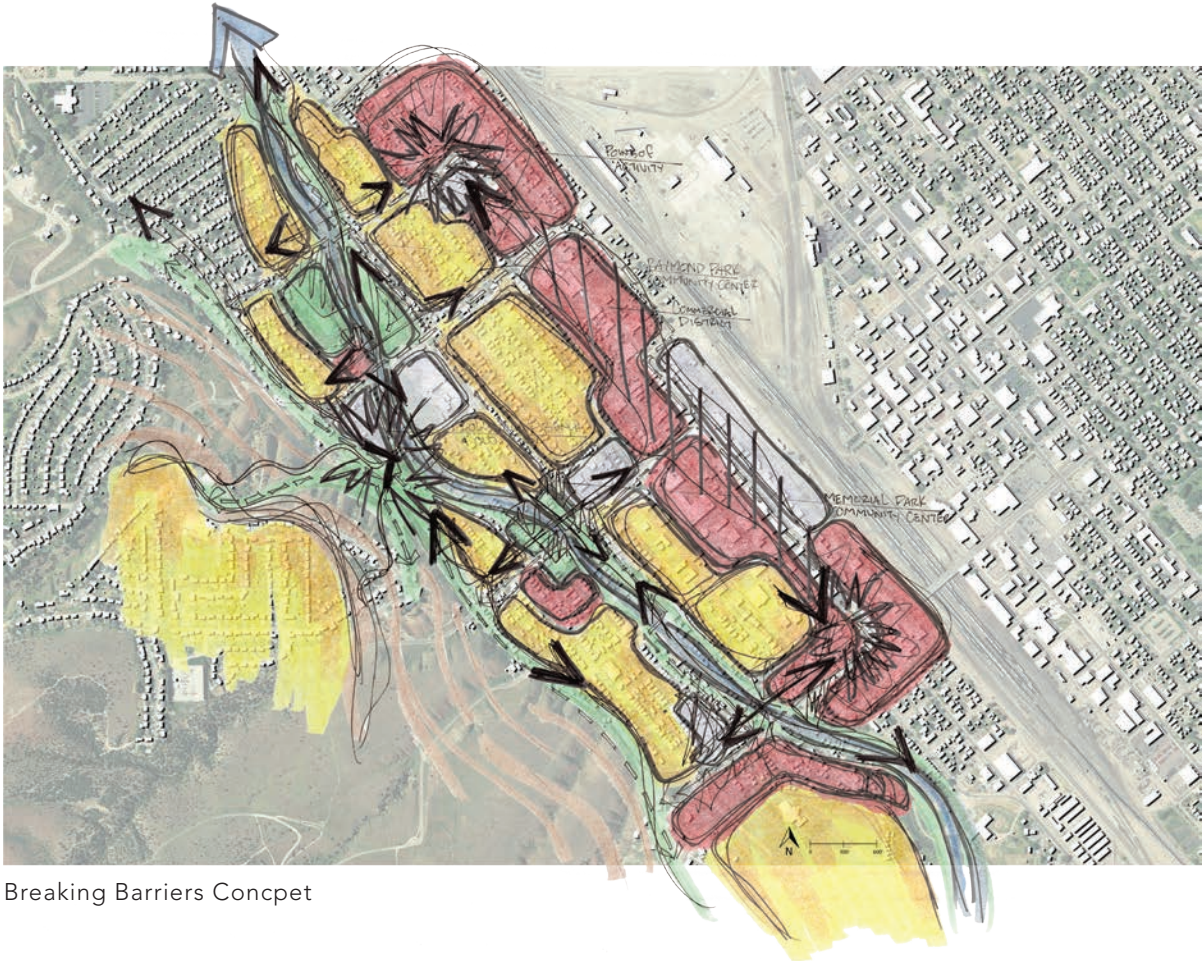
Connecting through the River



Diversify Housing Concept



Connecting Amenities Concept



Breaking Barriers Concept

VISION STATEMENT

Old Town Pocatello is a complete community with diverse housing choices. It seeks to connect people to one another, the river, and recreational amenities. This community builds pride in breaking down barriers and building unity in solving issues. The Vision expands on a strategy to create a place where people and nature come together in an urban setting with a natural feel; a special place that promotes health, wellbeing, and increases the quality of life.

Connecting spaces crafted to fuse history, a river, and nature into memorable experiences for the community of Pocatello.



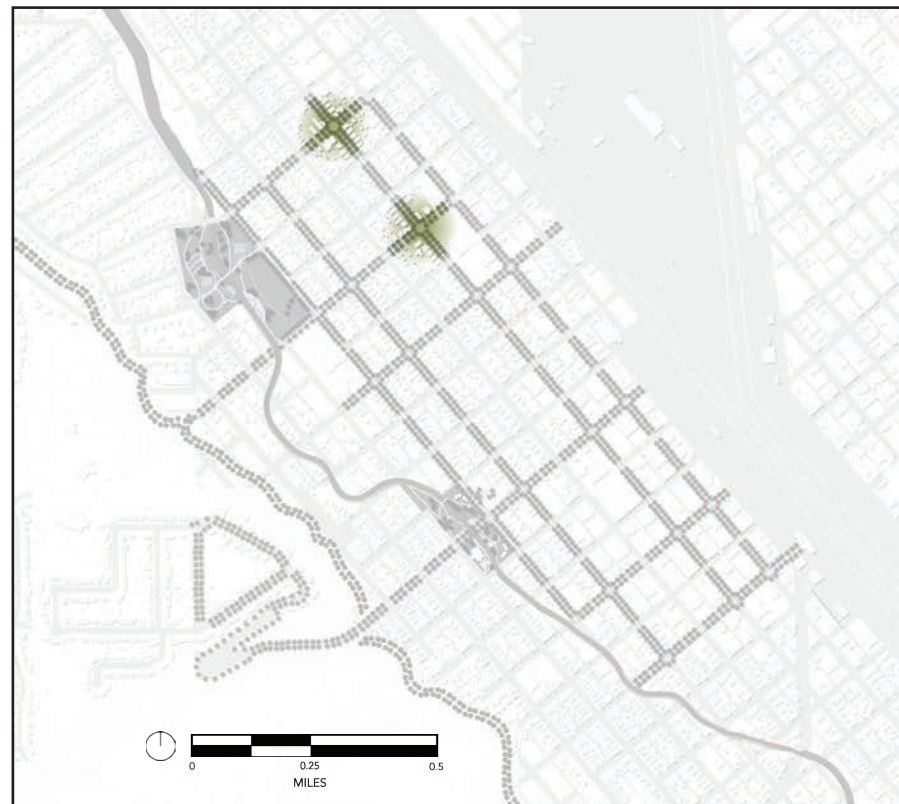


COMPLETE BLOCKS

The location of these blocks help to better connect the city to a trail network, linking Raymond Park, Irving Middle School, and Memorial park down to Main Street.

The precedent chosen is from Pittsburg, Pennsylvania. It shows how the complete blocks will look and feel. All the elements distinguished in this precedent are details that can be implemented in Pocatello.

Pedestrians are more likely to use this area if it feels comfortable and has a social and safe atmosphere.



CONCRETE CHANNEL WEST

Breaking Barriers. Building Communities.



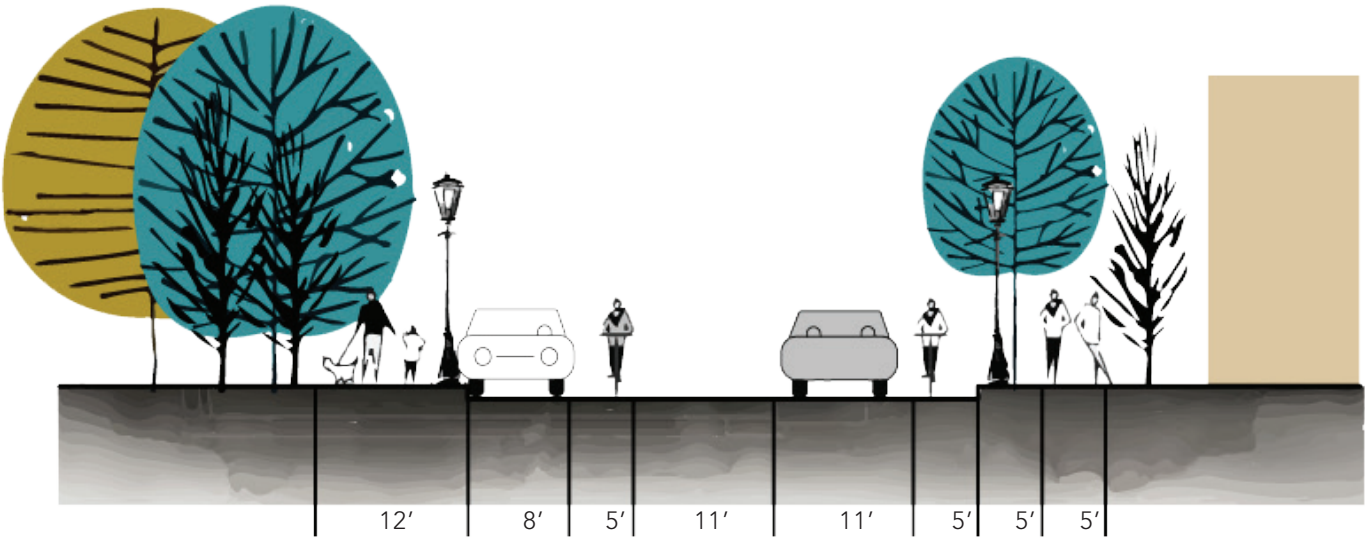
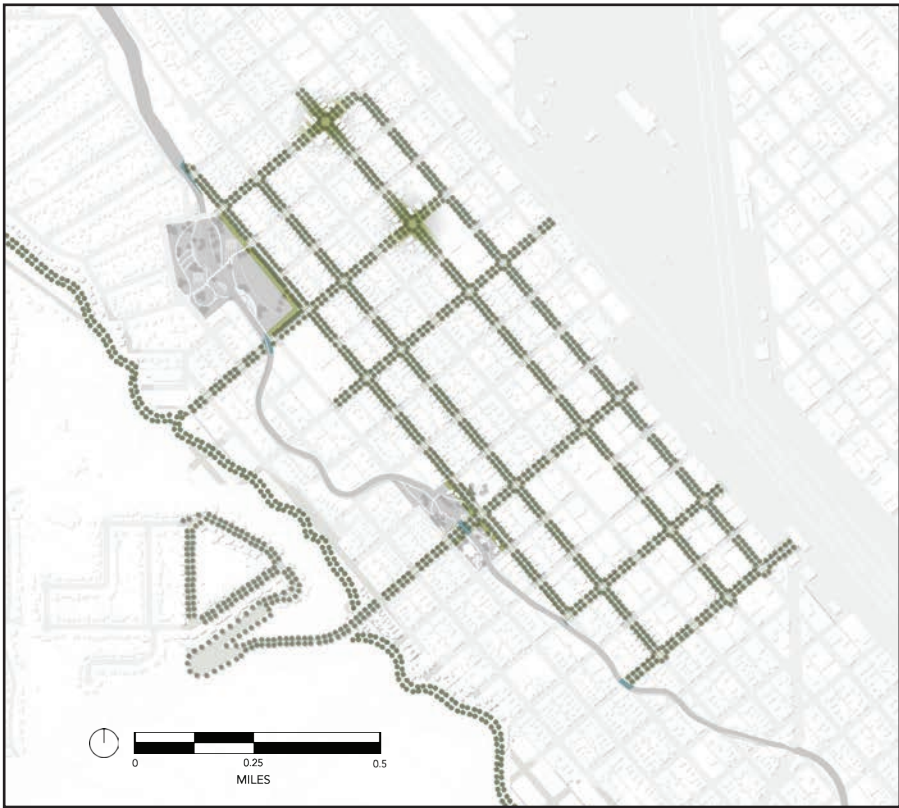
TRAIL CONNECTION NETWORK

Proposed are a series of trail loops to connect the west side of Pocatello. There area variety of loops that can be walked or biked comfortably that link the bench, Raymond Park, Memorial Park, Main Street, and connect across the train tracks.

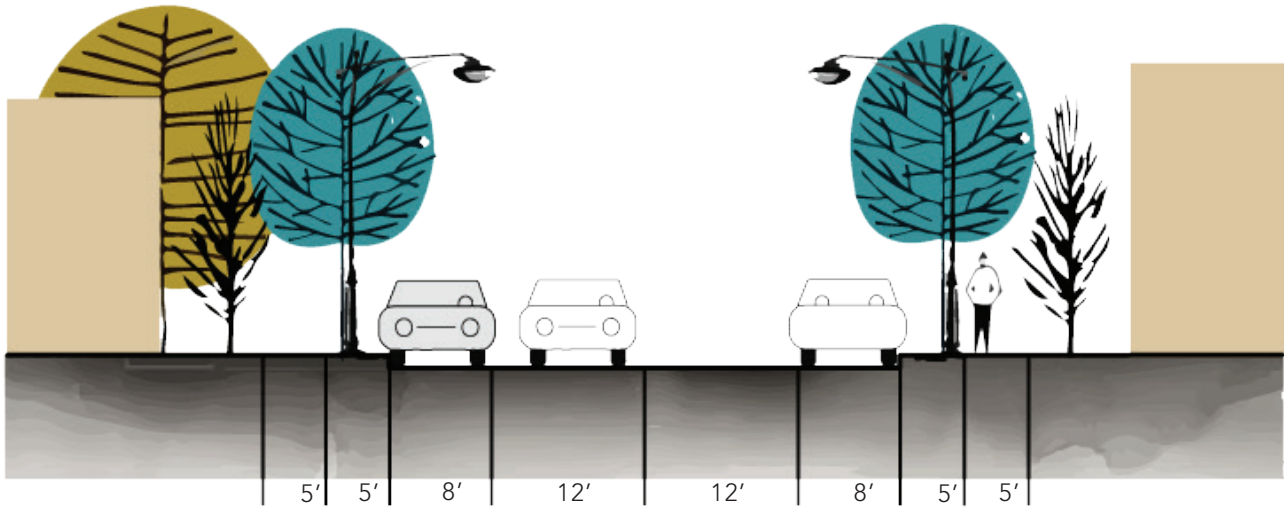
These trails will:

- Connect people and amenities on the west side of the river to downtown.
- Create alternate means of transportation.
- Make sidewalks more comfortable by providing trees and lights.
- Complete bike lanes.

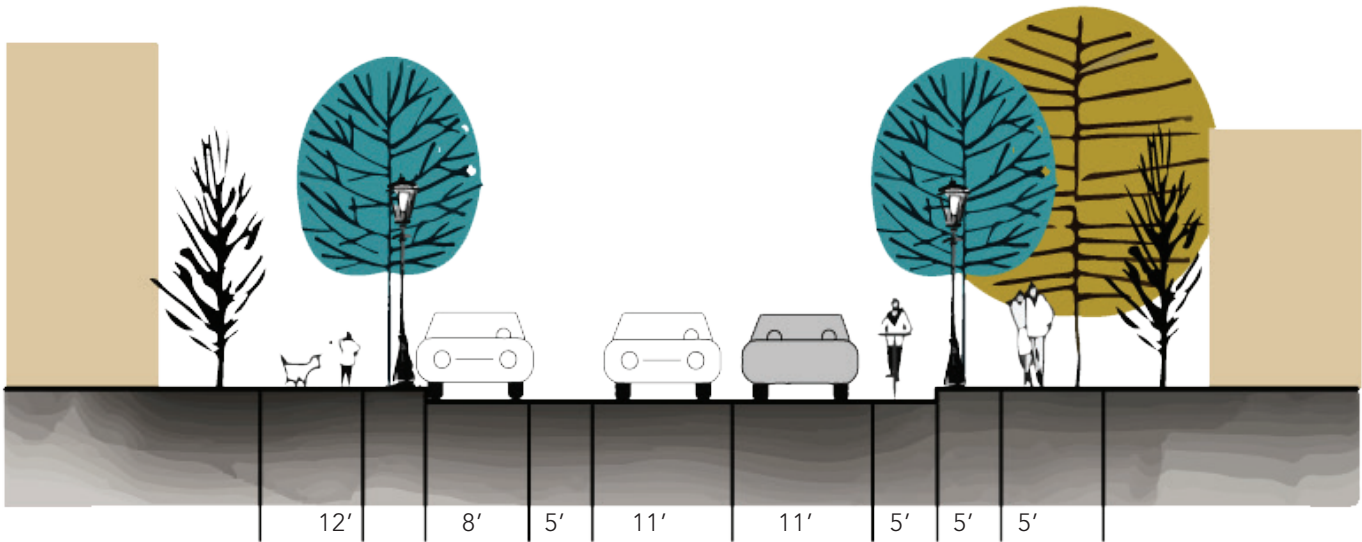
We hope to beautify the city of Pocatello and encourage walkability.



Grant Ave. Bicycle Boulevard



Hayes Ave. Vehicular Boulevard



Typical Residential Street with Bike Lane

RIVER TRAIL

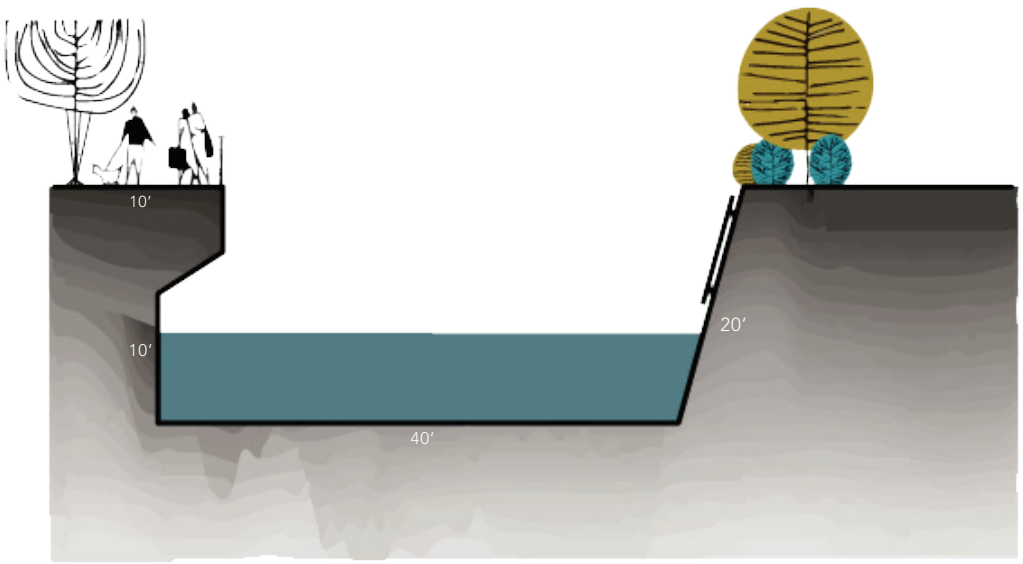
There is a great need and demand for a trail along the Portneuf River. This proposed trail will connect all of the reaches together, turning attention on the river and making it an amenity to Pocatello.

Short Term Goal: Currently, there is little space for the trail along the river due to residential houses built up next to the edge of the channel. Creating an enjoyable walkway that will draw people to the river will show them the importance of this natural feature. Art installations along the river may be educational and add visual interest. Plants along the trail will make the unnatural concrete channel feel natural.

Long Term Goal: As the residential houses get put up for sale, the city of Pocatello will have the opportunity to purchase these properties along the river for future development. Eventually, the concrete channel can be removed, and the Portneuf River can be restored to a more natural state without putting any homes in danger of flooding.



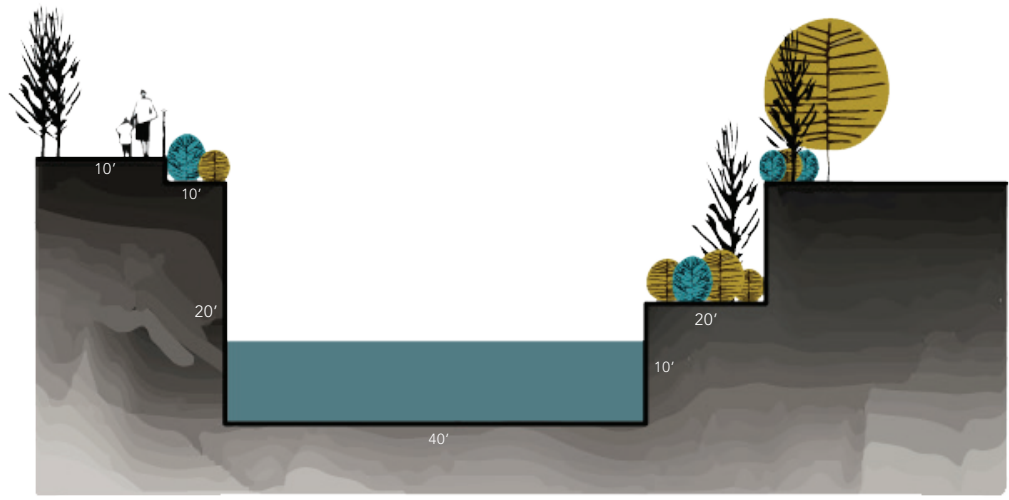
San Antonio, Texas
River Walk



OPTION A:
Greenway River Trail Option A: Includes walkway with periodic river overlooks and with art pieces and rebar trees.



Ljubljana, Slovenia
Ljubljana River



OPTION B:
Greenway River Trail Option B: Includes walkway with planting strip and plantings on channel wall.

CONCRETE CHANNEL WEST

Breaking Barriers. Building Communities.

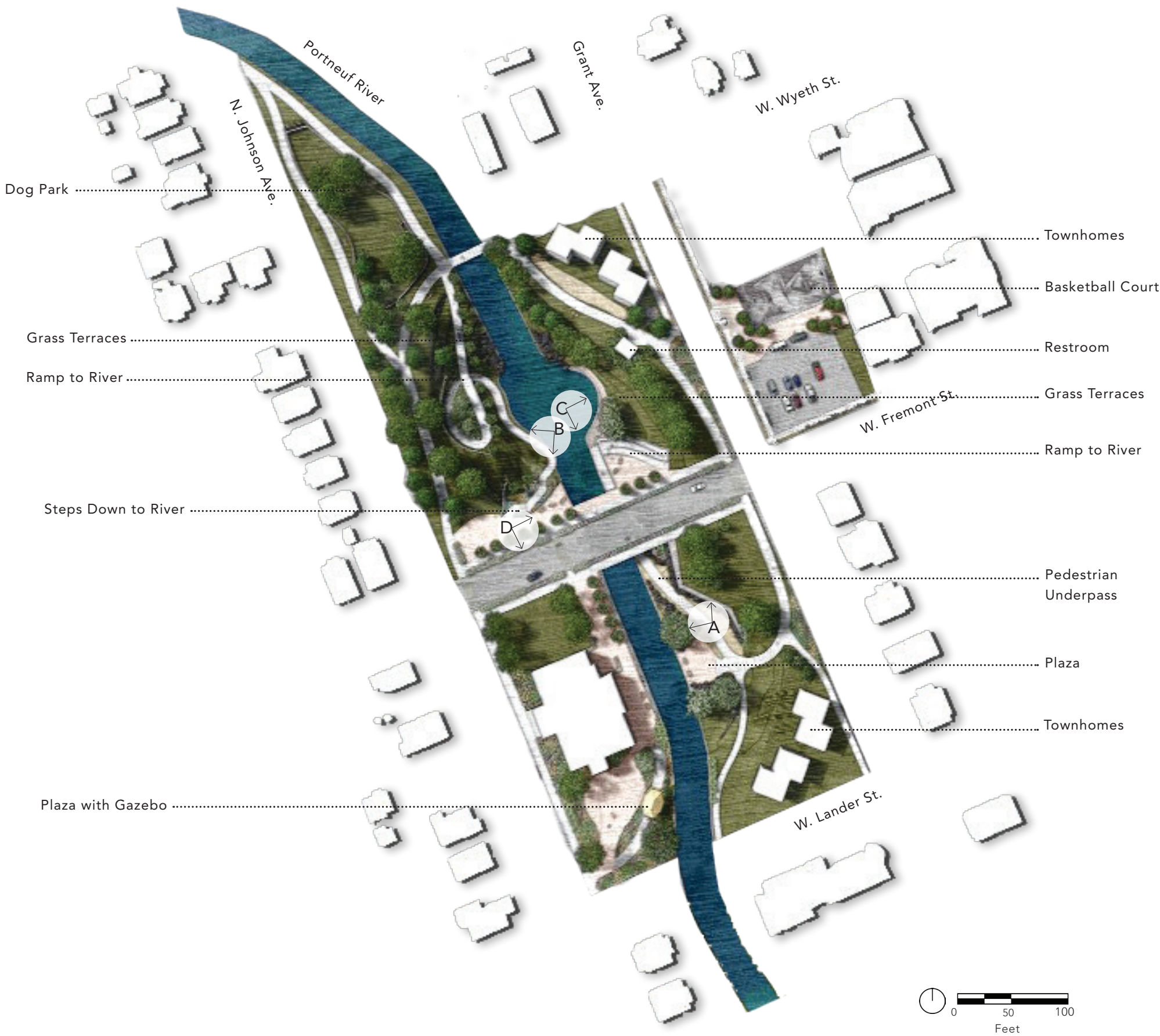


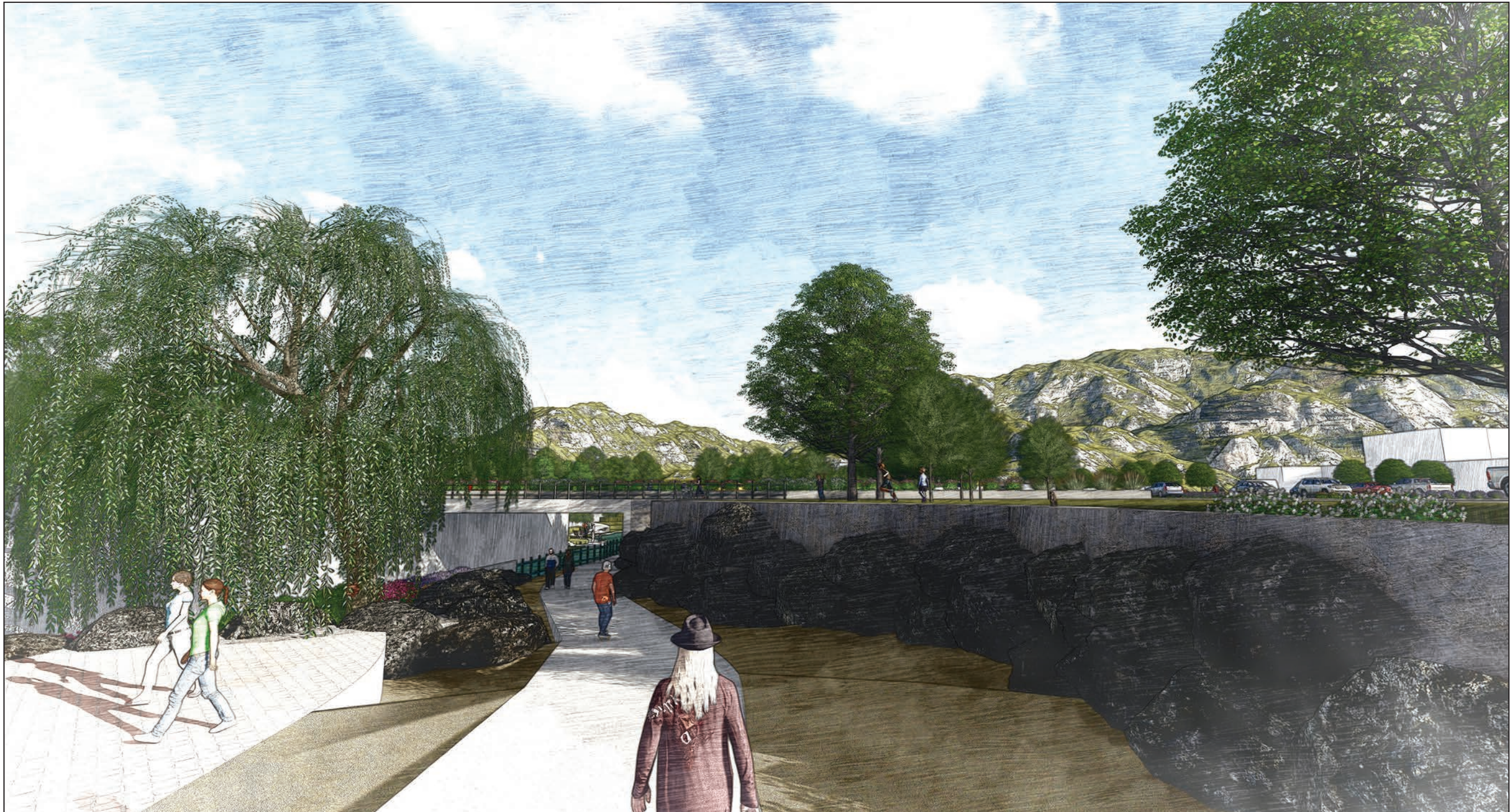
MEMORIAL PARK

Located in the heart of the west side of Old Town Pocatello, Memorial Park offers many opportunities for its community.

- The Veterans Memorial Building sits within the park-making Memorial Park a perfect place for community events and gatherings.
- High density housing sits on the edge of the park framing views and providing a unique place to live.
- Access to the river opens up the concrete channel, creating an inviting and peaceful environment.
- A dog park on the north west edge of the park will provide a place for members of the community to socialize and exercise their animals.

This smaller park will create big atmospheres as it becomes an in demand event center.





A: FREMONT STREET PEDESTRIAN UNDERPASS

Providing a ramped underpass that goes beneath Fremont Street and along the river will increase accessibility to the river. Also providing 'skate-able art' along this path will draw a broader demographic.

CONCRETE CHANNEL WEST

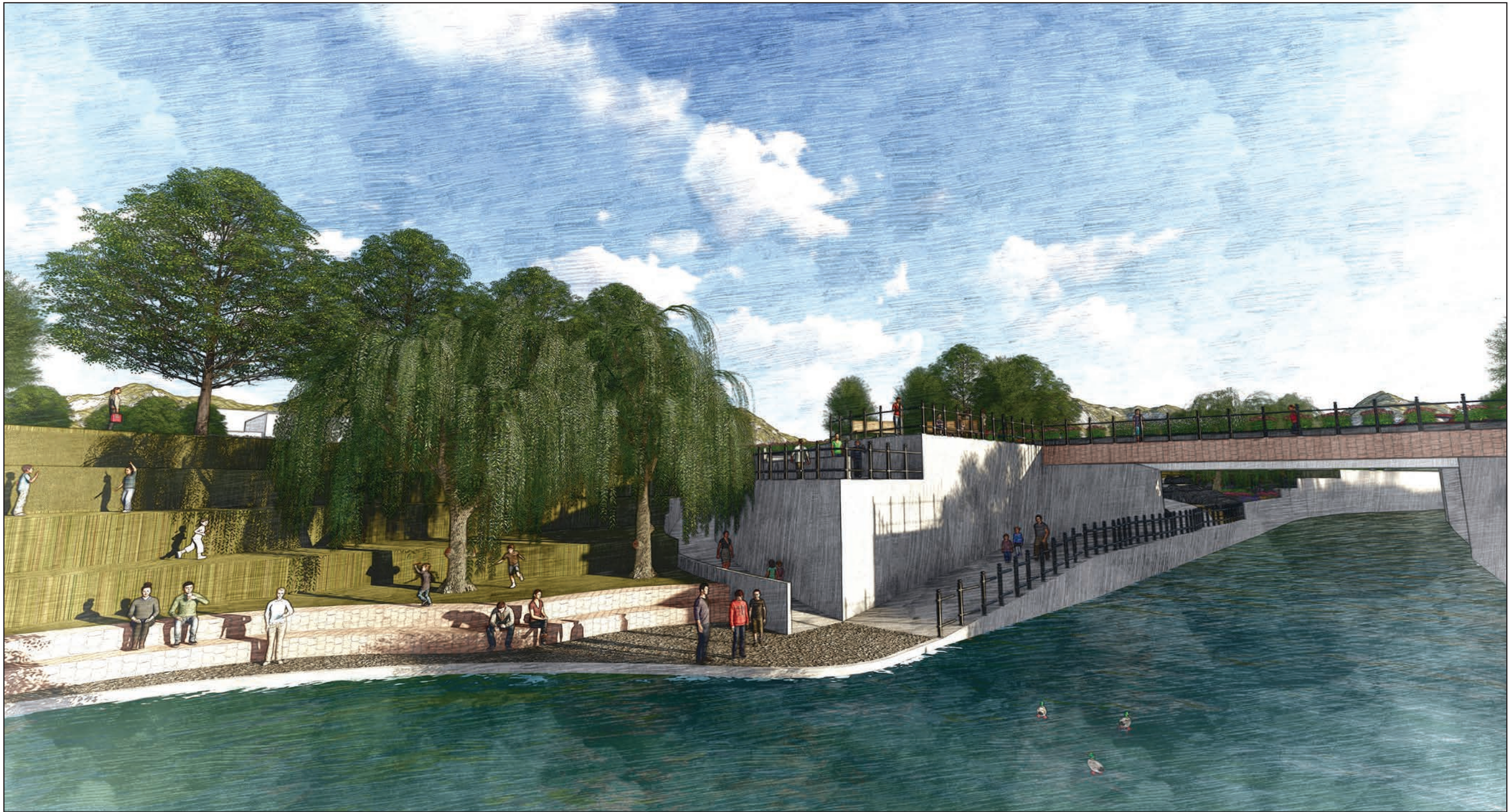
Breaking Barriers. Building Communities.





B: WEST OF PORTNEUF RIVER

Steps and terraces down to the river to create a unique walking experience and provide access to the Portneuf River.



C: EAST OF PORTNEUF RIVER

Terraced grass hills down to the river provides ample seating and a place to meet.

CONCRETE CHANNEL WEST

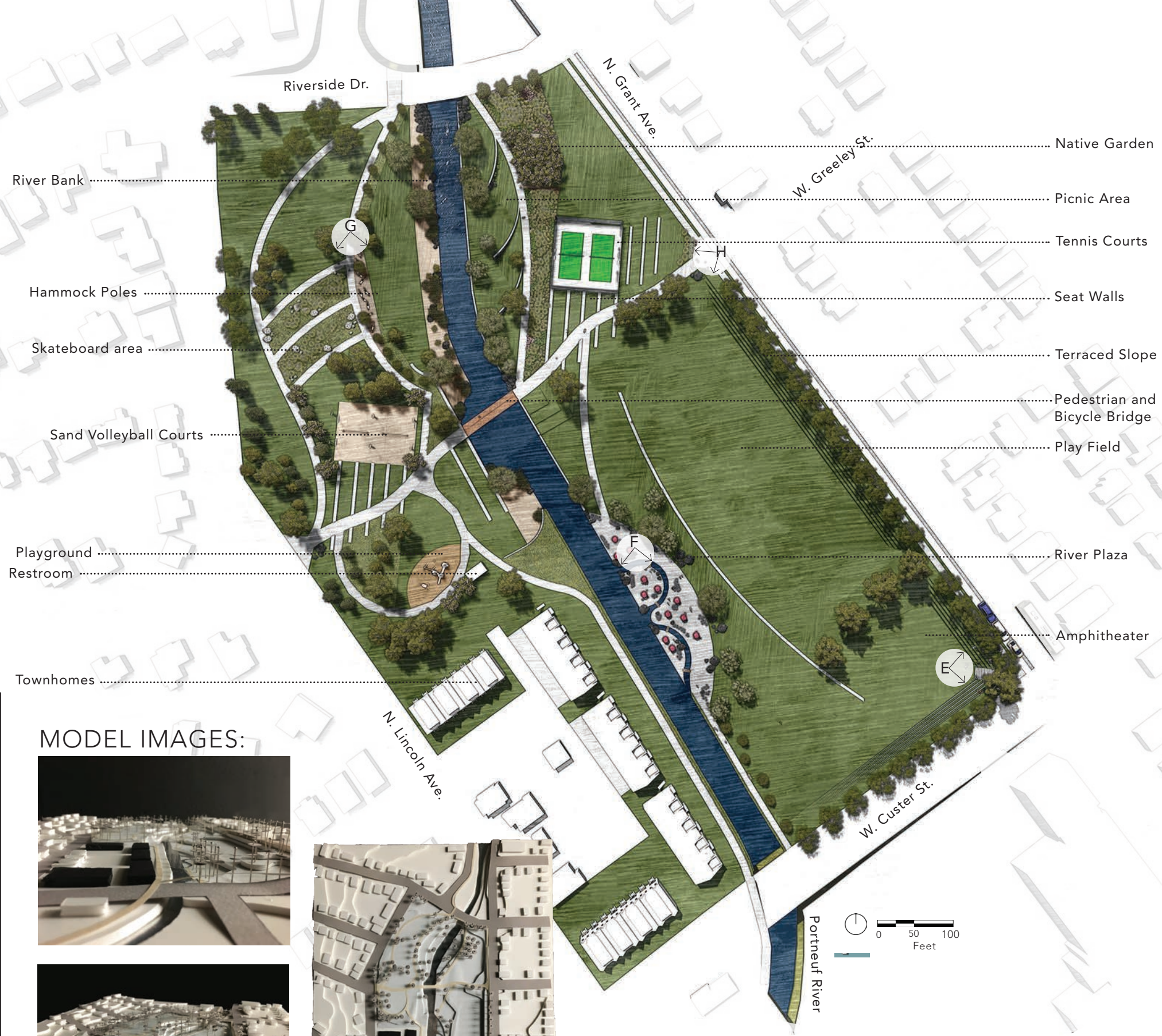
Breaking Barriers. Building Communities.



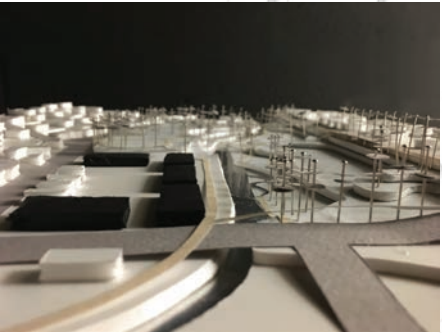
RAYMOND PARK

- Raymond Park is full of amenities that are made for the community.
- An amphitheater/viewing area is oriented on the corner from the middle school, creating a memorable entrance.
 - The topography of the site means there is always something to explore.
 - The park includes playgrounds, volleyball, tennis, hammocking, skateboarding, and access to the river.
 - This park can be a destination for family reunions/pictures and a haven for local kids to play field games and explore the Portneuf River.
 - Walking and biking loops are incorporated throughout the park.

Irving Middle School and the surrounding neighborhood supply a lot of users for the park, but this park is intended to be used by everyone and is meant to unify all kinds of people.



MODEL IMAGES:





E: RAYMOND PARK ENTRANCE FROM IRVING MIDDLE SCHOOL

Turning the existing dramatic slope into seat walls gives students a place to sit to wait for parents to pick them up. This area can also be used as an informal amphitheater.

CONCRETE CHANNEL WEST

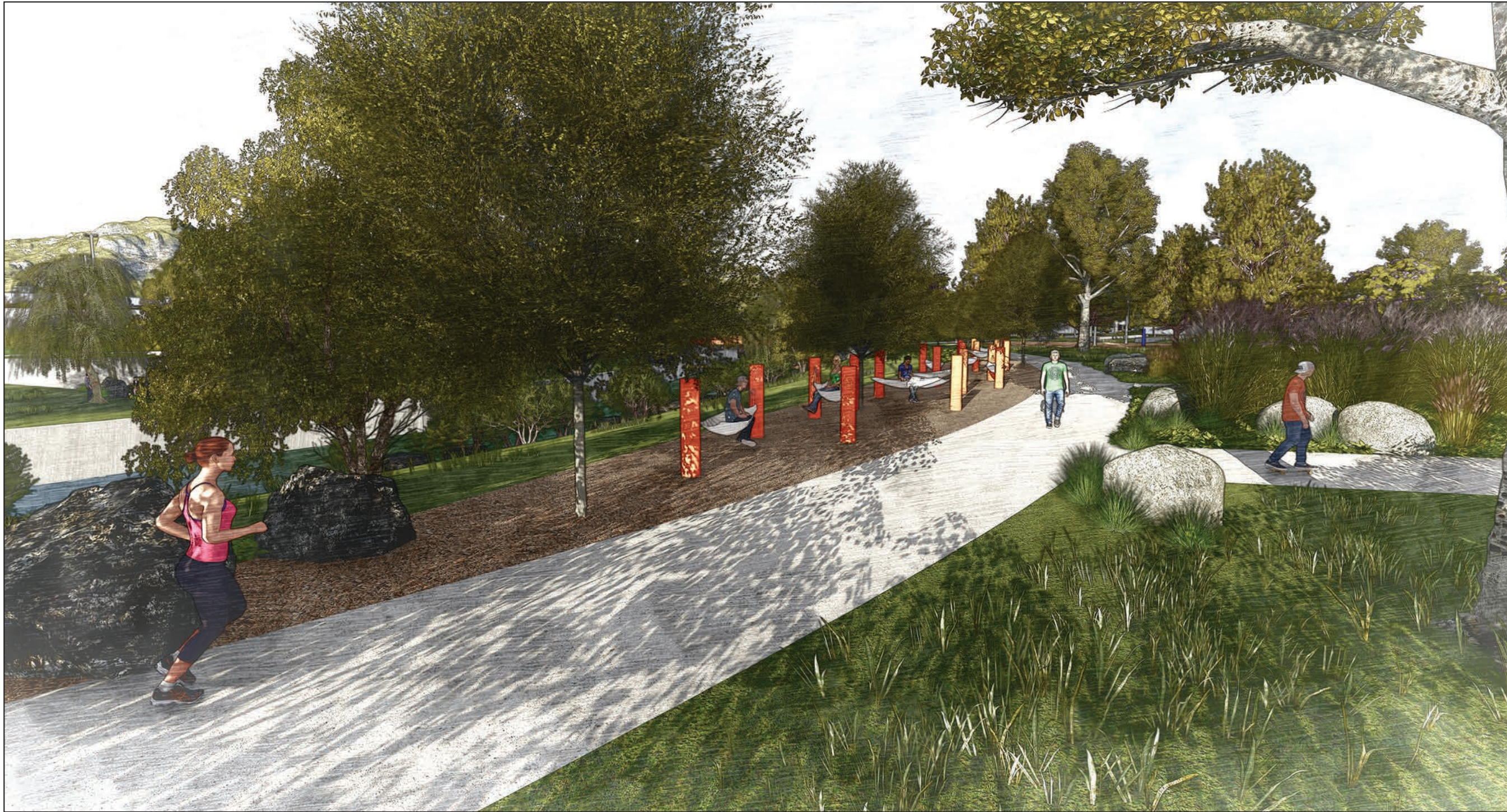
Breaking Barriers. Building Communities.





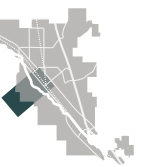
F: PORTNEUF RIVER PLAZA

Gradually sloping down to the river with a public plaza celebrating the river will give the community a place to gather and use the Portneuf River as an amenity.



G: HAMMOCK AND SKATEBOARDING AREAS

Providing multiple walking/running loops throughout Raymond Park will increase activity as well as installing hammock pole will be a draw for the younger generation.



PHASING PLAN:

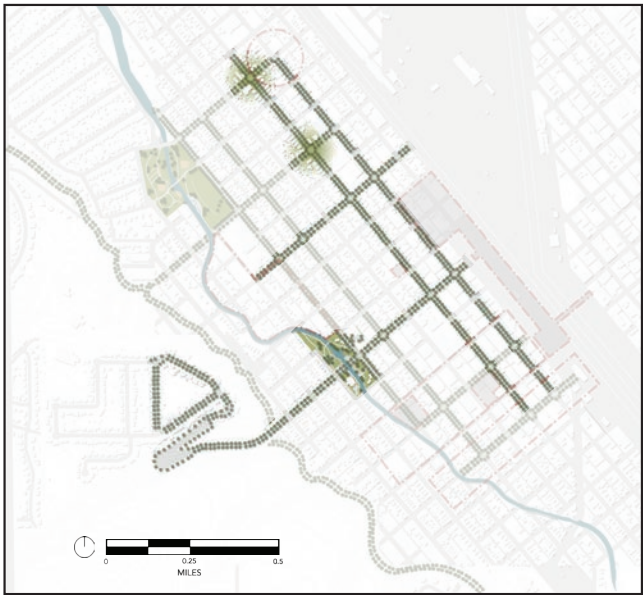
1 Connect Major Trails Network including Grant Ave. Bicycle Boulevard and Hayes Ave. Vehicle Boulevard. This will improve walkability.



2 Bench Trail Network and Raymond Park Enhancements. This park will be an all accessible, multi-generational park.



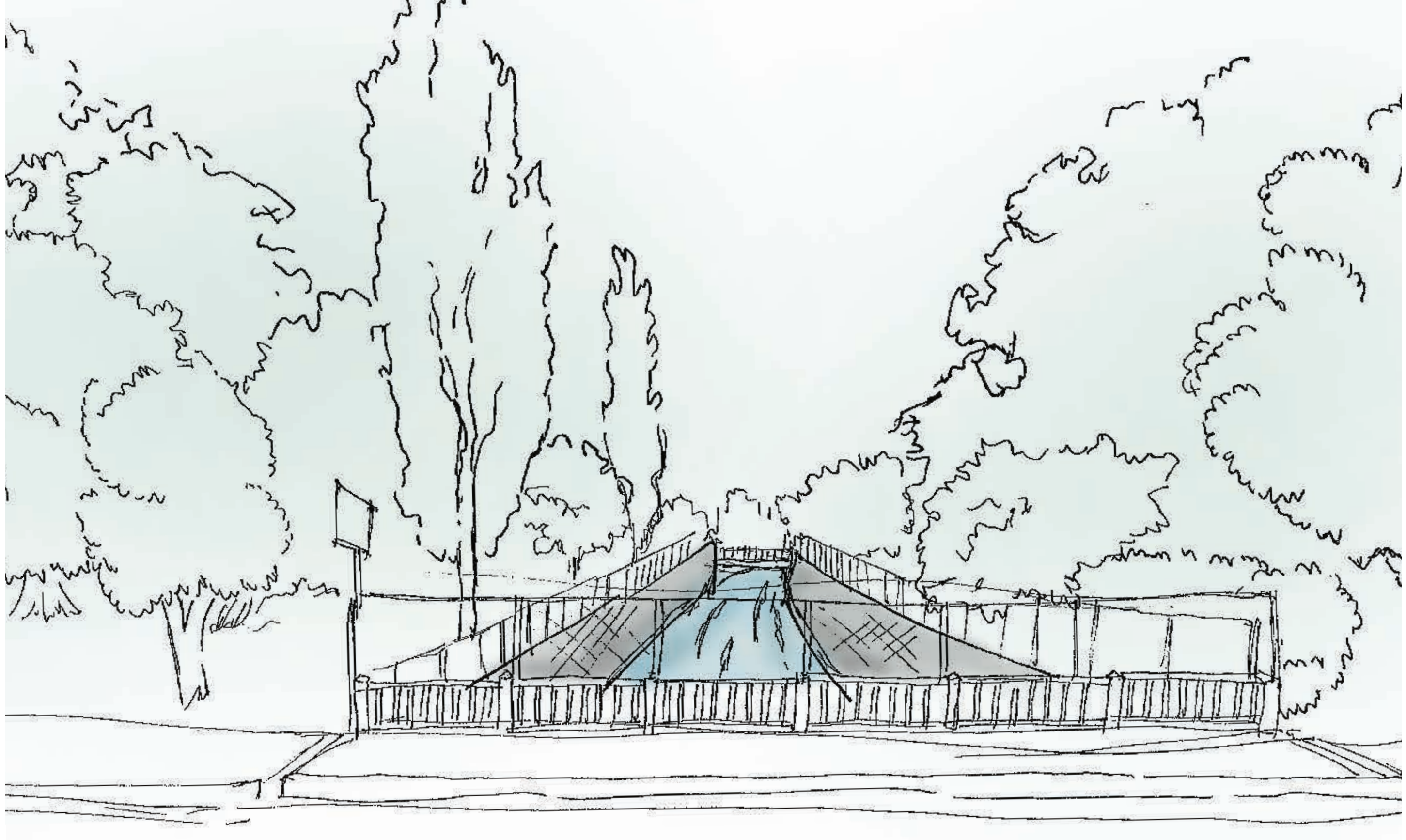
3 Memorial Park Enhancements, Mixed-Use Developments and Complete Trails Network. Memorial Park will be an anchor in the community.



H: RAYMOND PARK ENTRANCE



D: FREMONT STREET BRIDGE



VISION

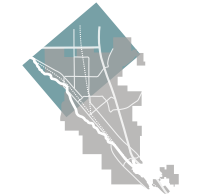
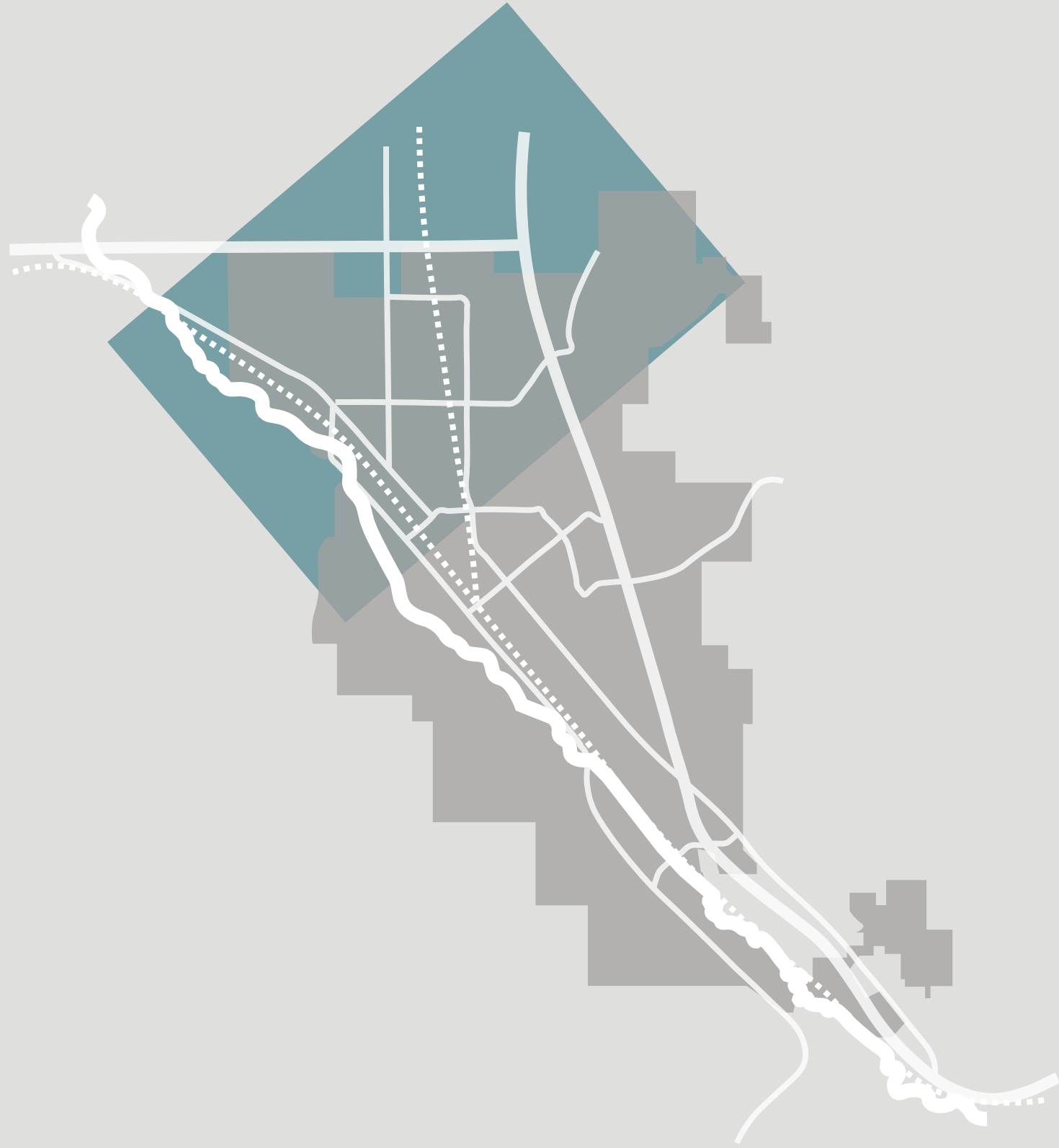
Old Town Pocatello is a complete community with diverse housing choices. It seeks to connect people to one another, the river, and recreational amenities. This community builds pride in breaking down barriers and building unity in solving issues. The Vision expands on a strategy to create a place where people and nature come together in an urban setting with a natural feel; a special place that promotes health, well-being, and increases the quality of life.

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CONCRETE CHANNEL WEST

Breaking Barriers. Building Communities.





NORTHWEST REACH

Change the River, Change the Town.

SCOPE OF SERVICES

This team looks at ways to propose a semi-urban redevelopment that will help synergize and connect the surrounding areas by creating an affordable housing community which will include: a community core, public transit, food and health services. It emphasizes the approach of healthy neighborhoods for people and proposes to reintroduce a Cottonwood Forest into the Northern area, as well as reconnect some river meanders. This plan does not create an affordable ghetto but creates an opportunity to bring strong North/South connections with programming and redesign for the Sacajawea Park.

TEAM MEMBERS

Kyle Funk

Paul Stead

Emma Olsen

Sierra Matthews

DESIGN PRINCIPLES



1. AREA RICH IN CULTURAL AND NATURAL HISTORY

The history of the Northwest Reach includes the region's natural history, Native American history, railroad history, and a strong industrial history. It is important for the latest evolution of the area to respect and build upon the past, while giving equal regard to each aspect of its history.

BUILD ON PAST >



2. NEED FOR ECOLOGICAL RESTORATION

The Northwest Reach exhibits a great need for ecological restoration. Needed improvements include the re-vegetation of native species and measures to revive the Portneuf River. As river health improves and the native landscape returns, the city will benefit from the rising tide of excitement surrounding these important community assets.

CAPATALIZE ON RIVER >



3. MOST PUBLIC ACCESS TO THE RIVER

Throughout the city, public access to the river is very limited. The Northwest Reach offers the most opportunities to provide access to the river and so improvements to the area should focus on nature and recreation. This will help people grow appreciation for the river and motivate them to maintain it.

FOCUS ON NATURE AND RECREATION >



4. OVERALL SITE DISCONNECTION

The railroad separates most of the city from the west side of the river, causing many connection challenges. The establishment of an uninterrupted park and trail system, running the length of the river - and connecting to major nodes throughout the city - will provide for the much needed connections.

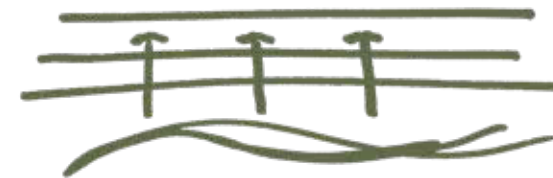
CREATE PARK SYSTEM CONNECTIONS >



5. OPPORTUNITIES FOR GROWTH

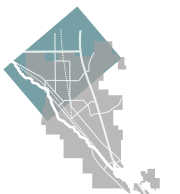
The Northwest Reach of the Portneuf passes through an amenity-sparse, largely undeveloped portion of the city. As new developments provide for a wide range of users, many people will be attracted to the area and be enabled to create a strong community.

PROVIDE FOR DIVERSE USERS >



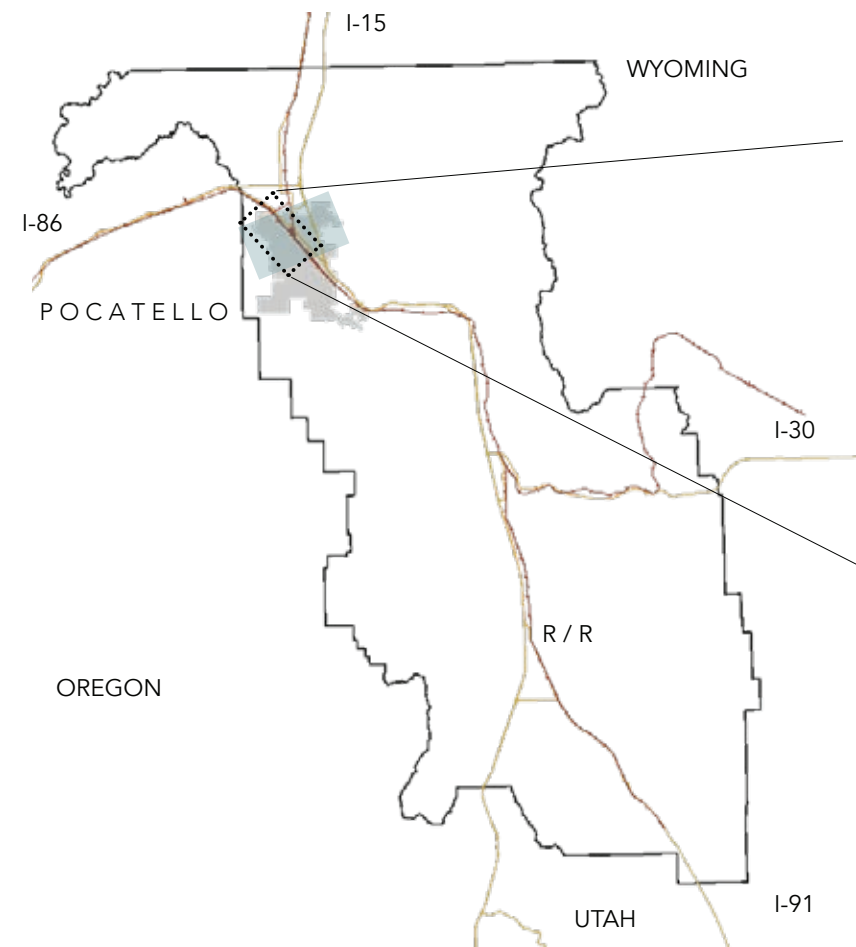
NORTHWEST REACH

Change the River, Change the Town.

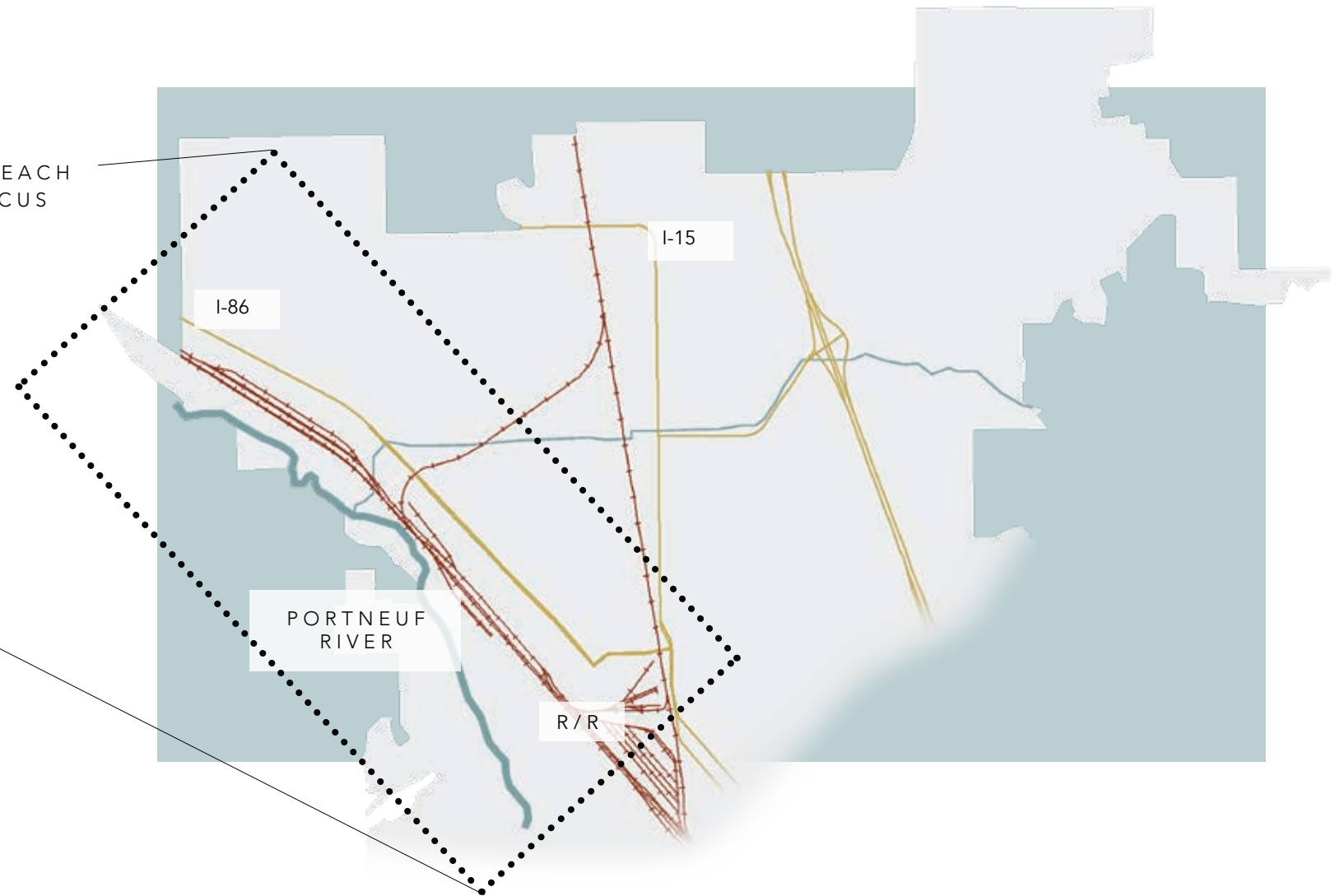


BANNOCK COUNTY

NORTHERN POCATELLO



NORTH WEST REACH
AREA OF FOCUS



REGIONAL CONTEXT

The city of Pocatello, known as the Gate City and the Gateway to the Northwest, was established along the Union Pacific Railroad and is located near the intersection of several interstate highways.

CITY CONTEXT

The Northwest Reach of the Portneuf River passes by the northern expanse of the city, flowing along the west foothills and past many industrial areas. Pocatello Creek joins the Portneuf River in the middle of the reach.

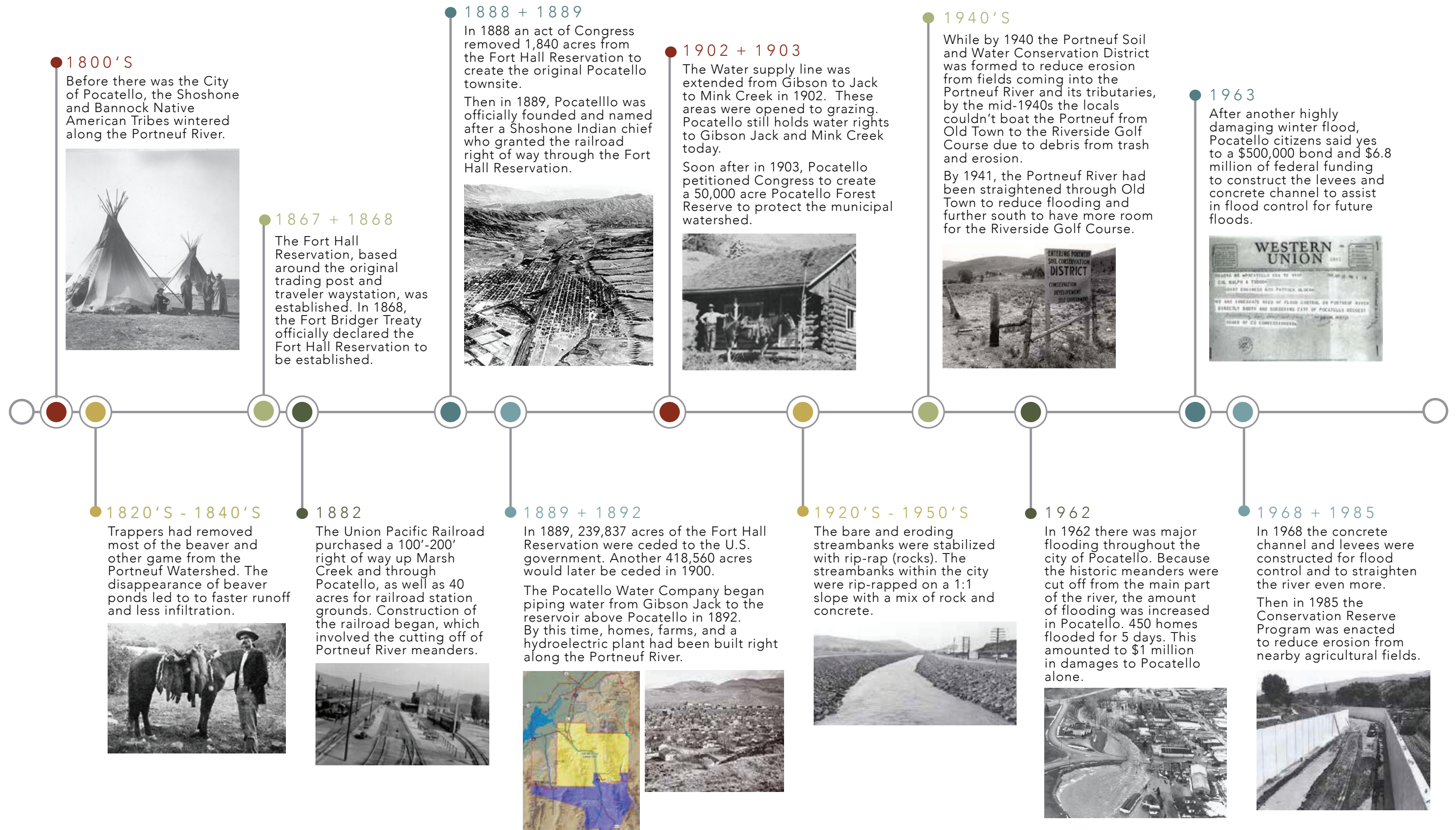
PORTNEUF RIVER VISION STUDY '16



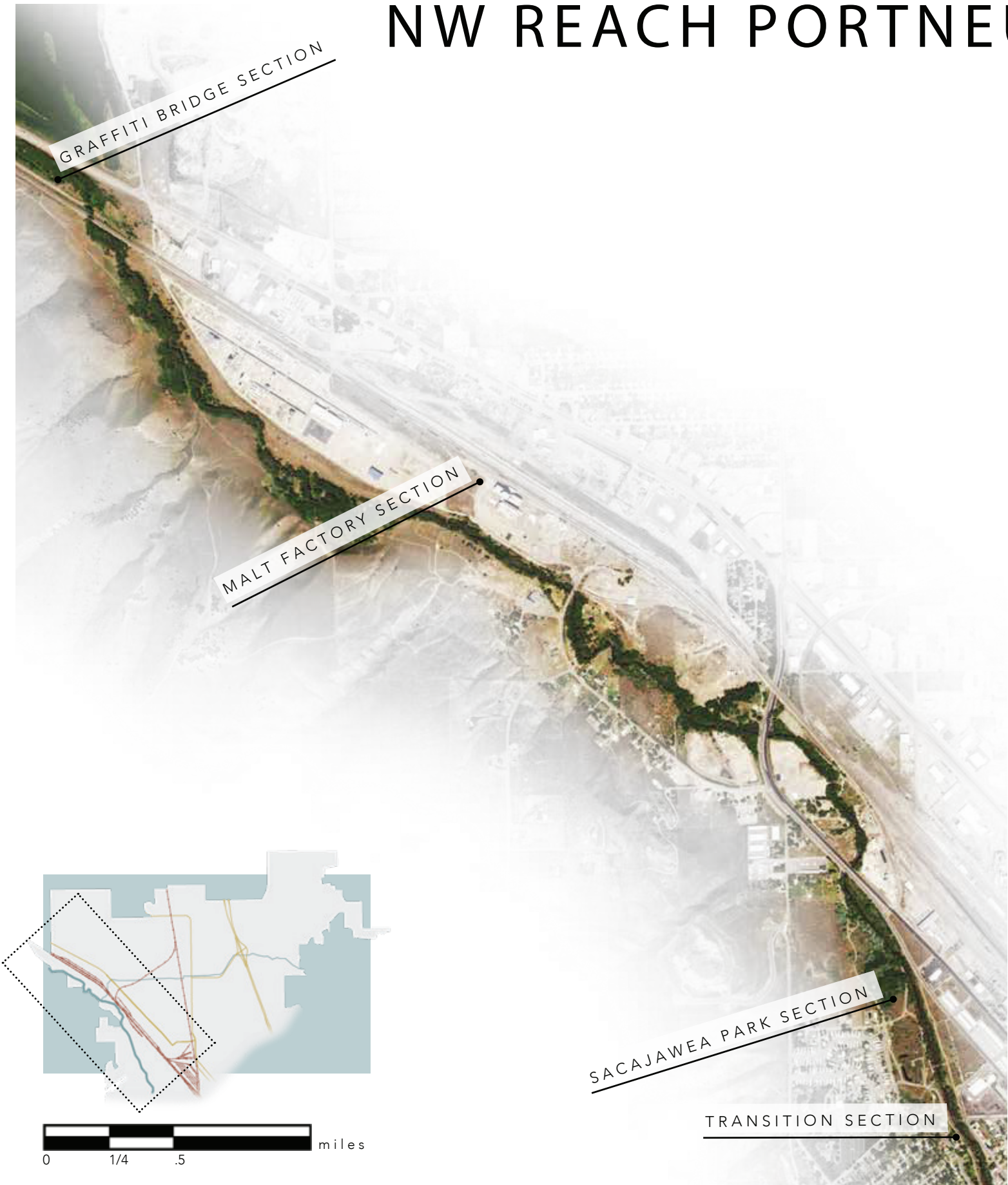
NORTHWEST REACH

Change the River, Change the Town.

THE HISTORY OF POCATELLO

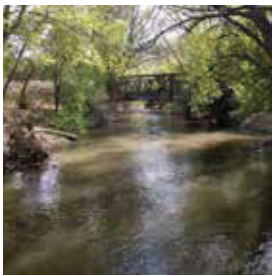


NW REACH PORTNEUF RIVER ANALYSIS



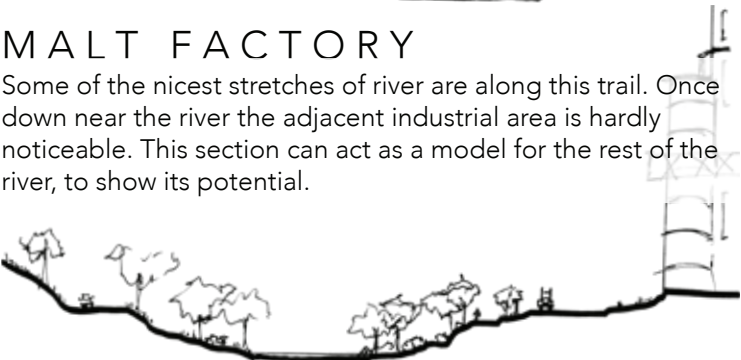
GRAFFITI BRIDGE

This section has intriguing paths just off the trail, asking to be explored. It connects the Simplot trail to the Malt section. An old vehicular bridge is located here, and would be a great landmark to build a trail around.



MALT FACTORY

Some of the nicest stretches of river are along this trail. Once down near the river the adjacent industrial area is hardly noticeable. This section can act as a model for the rest of the river, to show its potential.



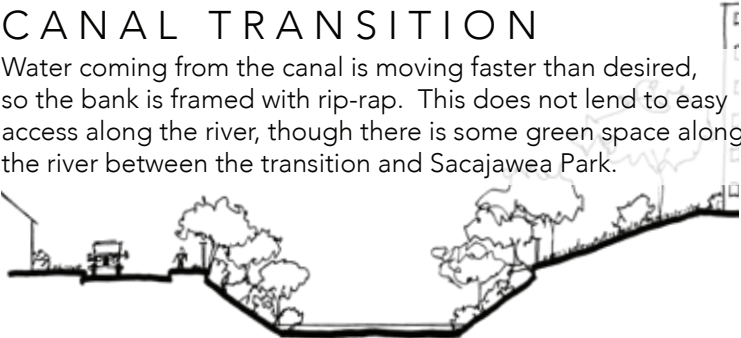
SACAJAWEA PARK

A favorite park among resident, some minor maintenance will transform this park into a building block for the rest of the reach. There are many opportunities for growth adjacent to this park, to connect the river to the residents.



CANAL TRANSITION

Water coming from the canal is moving faster than desired, so the bank is framed with rip-rap. This does not lend to easy access along the river, though there is some green space along the river between the transition and Sacajawea Park.



NORTHWEST REACH

Change the River, Change the Town.



SYNTHESIS ANALYSIS



USERS



Like any city, Pocatello has a diverse population with various needs and interests. The Northwest Reach can and should be an area accessible to as many of these users as possible for the success of the River and to improve the quality of life of each citizen.

CITIZEN QUOTES

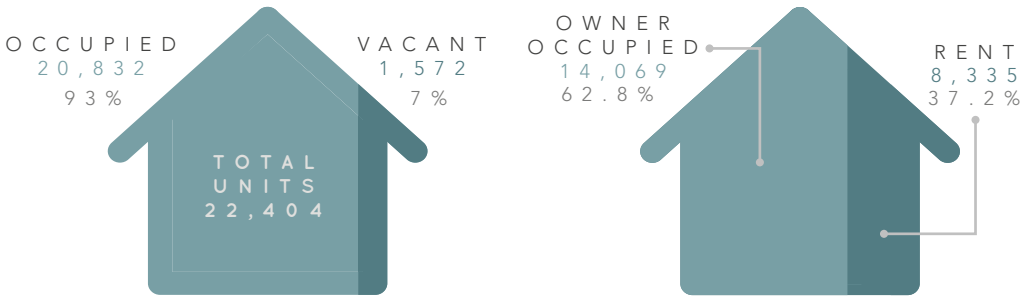
"I like that we have a river, but we need a river that shows the beauty of the people that care for it."

"I'm just glad that they're wanting to improve it and make it more enjoyable and a central part of the city."

"My kids love the water, but they can't get to it very well."

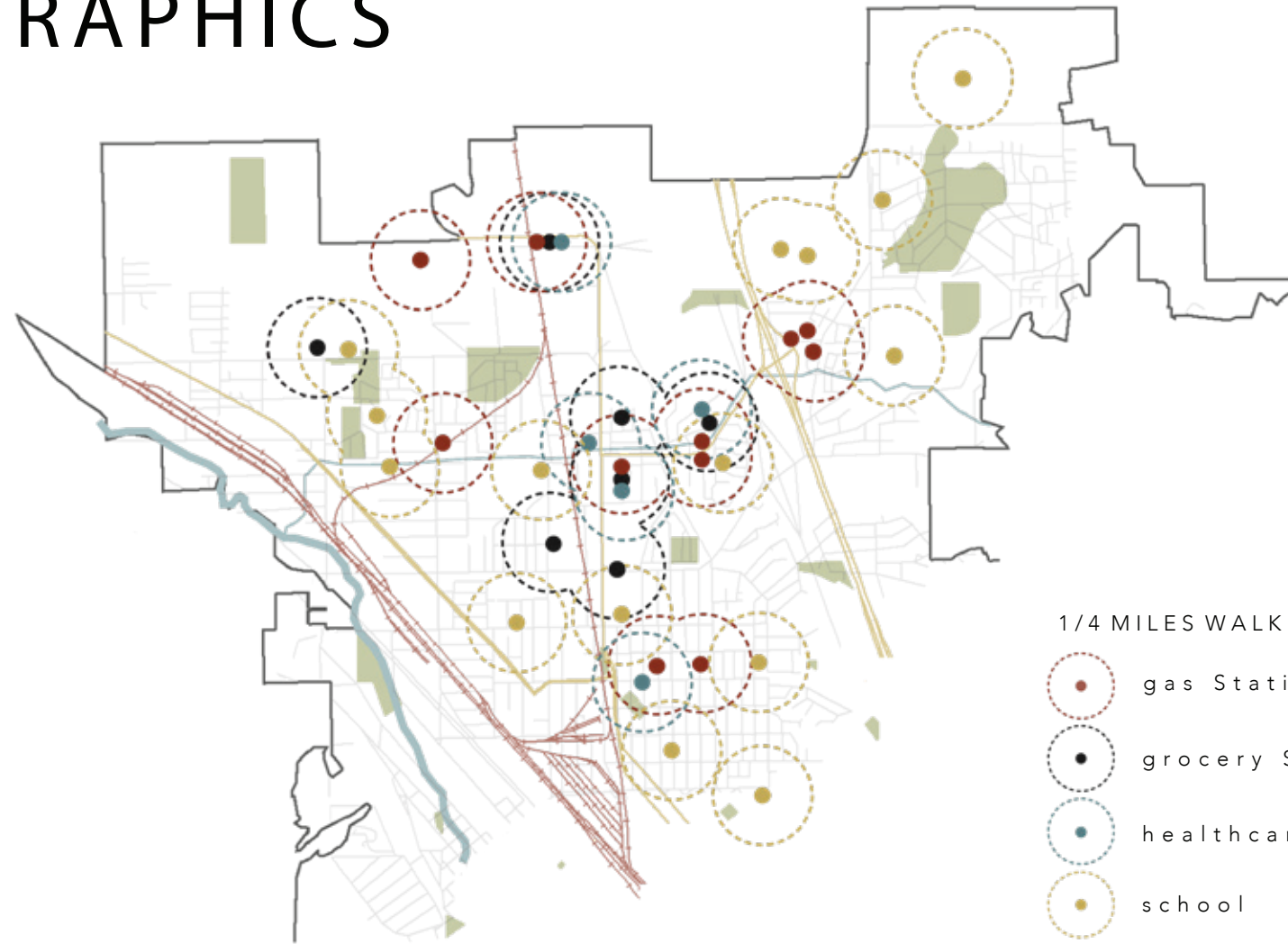
"There is a river?!"

HOUSING

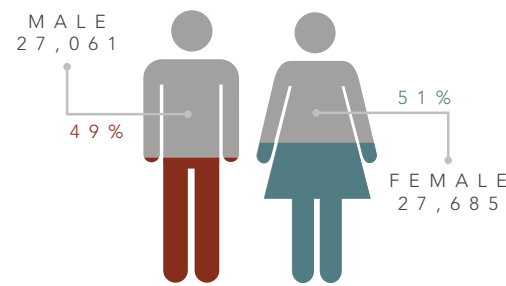


Over two thirds of the housing available is rental. The median gross rent is \$616 per month. There is an abundance of single family housing and a number of apartments. Proposed equitable housing options may include townhouses, condominiums, or other multi-family housing scenarios.

DEMOGRAPHICS



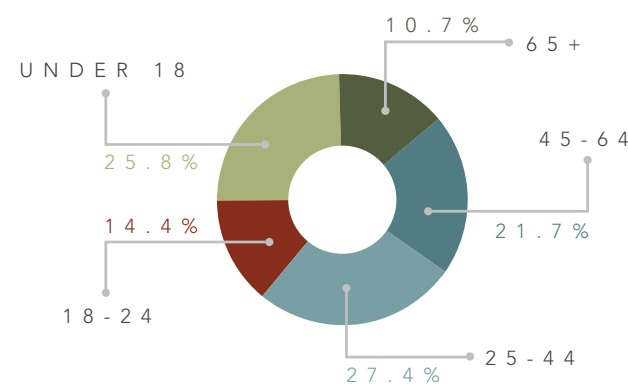
DEMOGRAPHICS



TOTAL POPULATION: 54,746

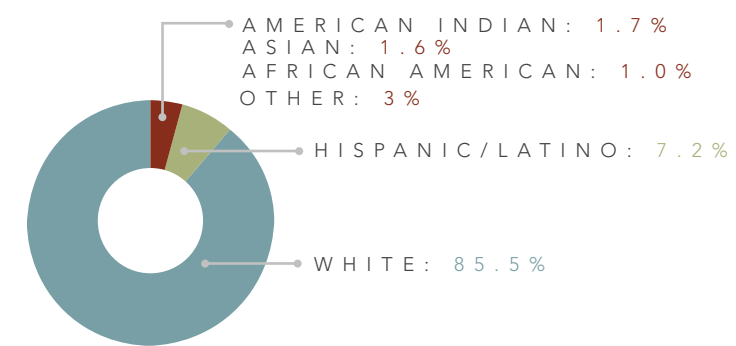
Understanding the community members and existing framework of Pocatello helps to determine areas of focus and design influence.

POPULATION



The current population of Pocatello is almost evenly split between male and females, and the trends are consistently split. As of 2014, the projected growth rate of Pocatello is .2% per year. With a city that is continuing to steadily grow, areas of development throughout the city will be influential in determining the character and attractions of Pocatello.

RACE



About 85.5% of Pocatello citizens are white, with the remaining 14.5% consisting of a range of other ethnicities. While this group may be small, many are involved with the supplying of jobs within the community, and the history of Pocatello has strong roots with the Shoshone and Bannock Native American tribes, so these minorities are key to the development of Pocatello now and in the future.



CASE STUDIES

BARTON CREEK AUSTIN, TEXAS



POCATELLO, IDAHO

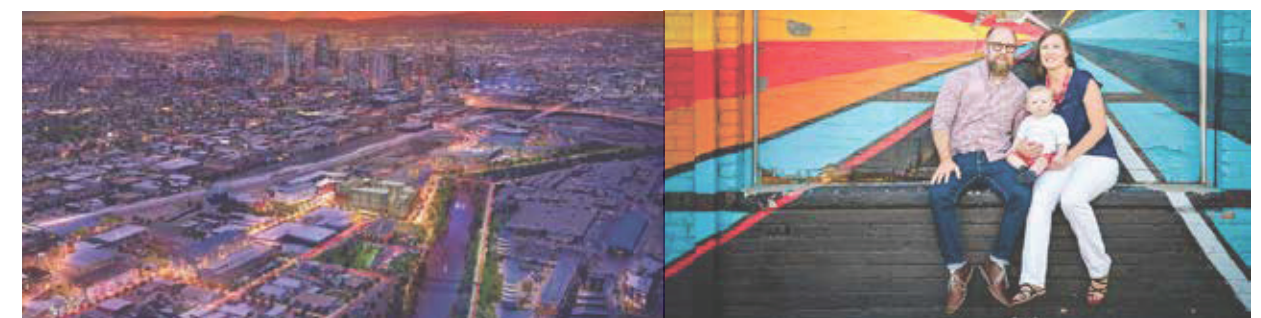
RINO DISTRICT DENVER, COLORADO



POCATELLO, IDAHO



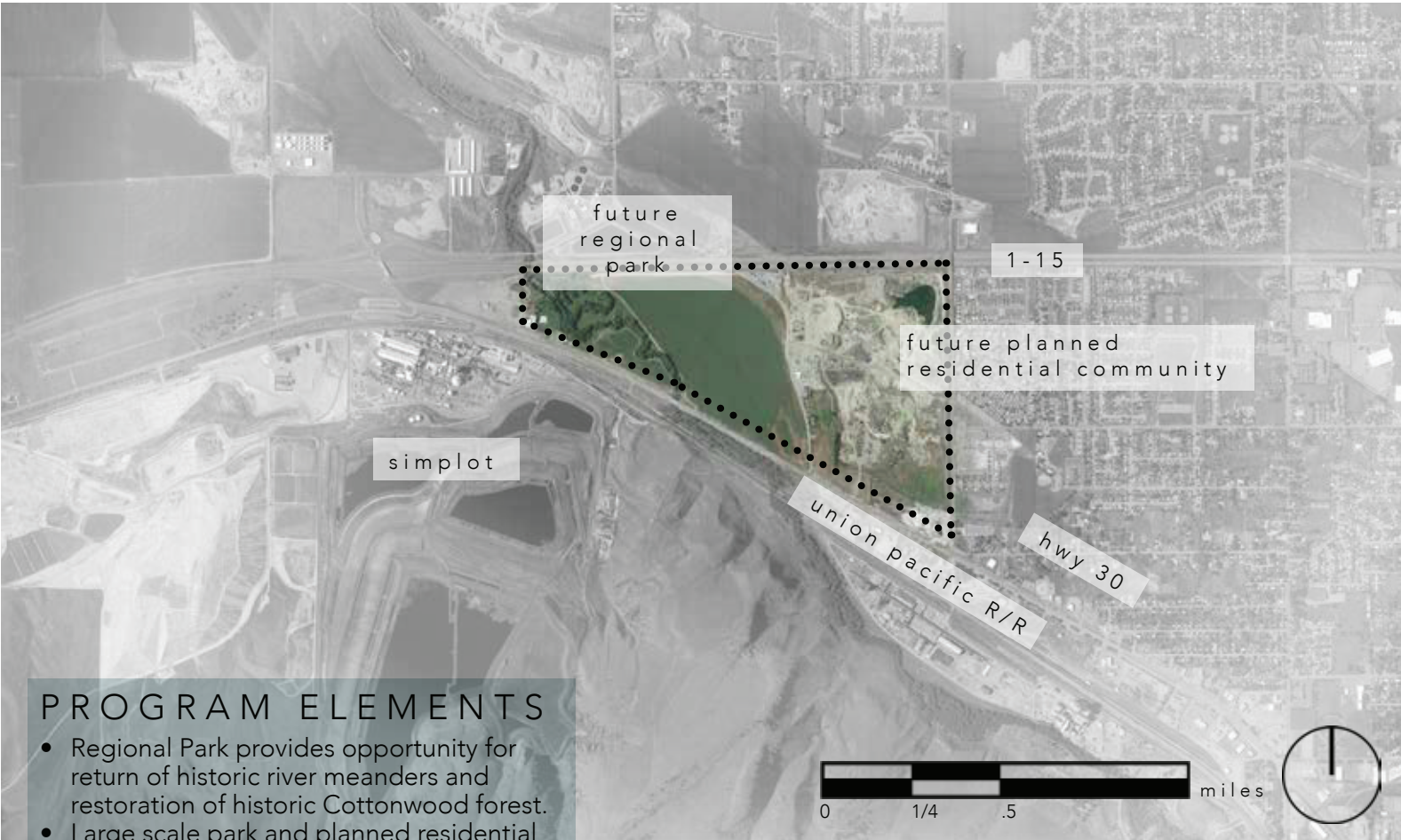
This vibrant part of Denver is built in an industrial area with mixed use development. The RiNo District draws not only local users, but tourists as well. Adjacent to the Denver railroad and the South Platt River, Denver capitalized on this area in the center of the city, making a great precedent for the untapped potential the Pocatello Crossing site contains.



This creek is a similar size to the Portneuf, and shows that quality draws users over quantity. Barton Creek can completely dry up toward the end of the summer, yet is one of the most popular trails year around.

RIVER RESTORATION

REGIONAL PARK AND PLANNED RESIDENTIAL COMMUNITY

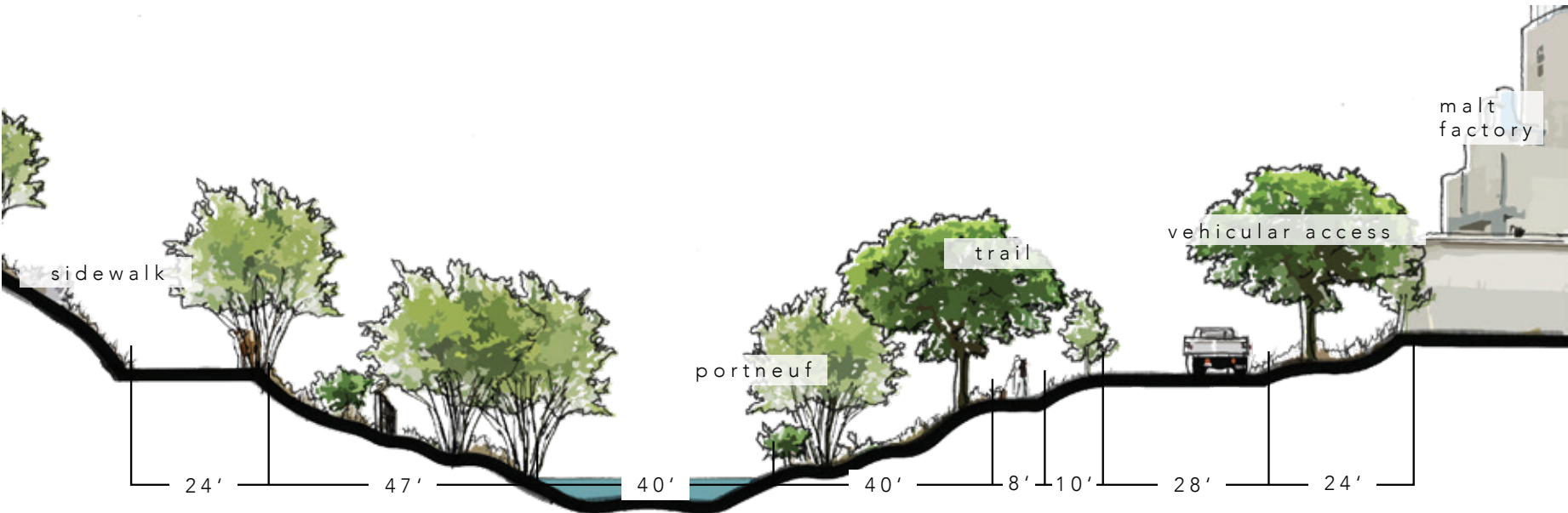


PROGRAM ELEMENTS

- Regional Park provides opportunity for return of historic river meanders and restoration of historic Cottonwood forest.
- Large scale park and planned residential community welcome passers by to Pocatello and contribute to an improving city reputation.



By embracing the principles of the Portneuf River Vision Study, the Northwest Reach can become the premier outdoor recreation area in the city. The Reach already contains some of the most promising areas for river restoration and because of local efforts will soon be floatable.



REVEGETATING NATIVE PLANT PALLETTE



Rocky Mountain Iris
Iris missouriensis



Gray Rabbit-Brush
Chrysothamnus nauseosus



Western Chokecherry
Prunus virginiana



Squawbush
Rhus trilobata



Scouler's Willow
Salix scouleriana



Mountain Alder
Alnus tenuifolia



Basin Big Sagebrush
Artemisia tridentata



Wavy Leaf Thistle
Cirsium undulatum



Big Toothed Maple
Acer grandidentatum

Grasping the culture of the Native Americans, re-vegetating plants can be brought back to hunter gatherer times when they were used for clothe making, and ceremonial events.

NORTHWEST REACH

Change the River, Change the Town.



MASTER PLAN

POCATELLO CROSSING MODEL PHOTOS



birds eye view



along the portneuf

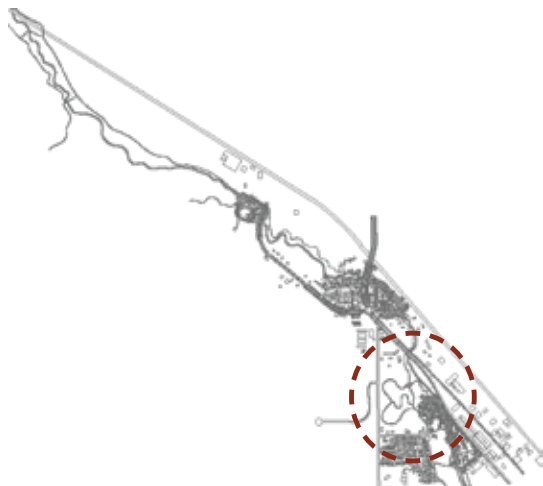


kraft street



SACAJAWEA PARK

CONTEXT



PROGRAM ELEMENTS

- New entrance area off Arthur Ave with parking, signage, paths, and picnic shelters.
- Large, central pavilion exhibiting artwork produced by Native American children artists.
- Nature trails featuring restored native plantings and providing wildlife habitat.



EXISTING



MASTER PLAN



ENTRANCE SIGN



NORTHWEST REACH

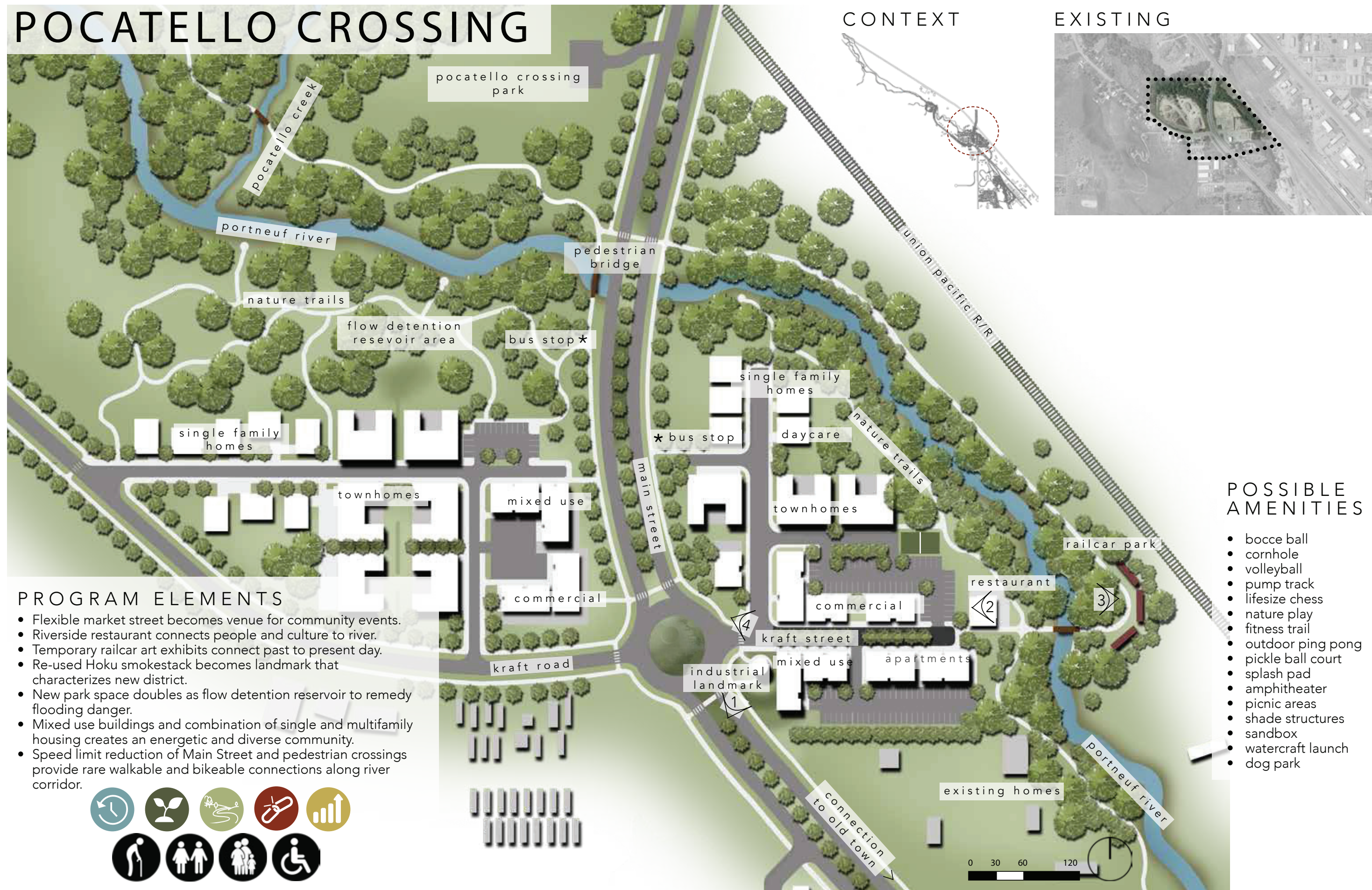
Change the River, Change the Town.



POCATELLO CROSSING

CONTEXT

EXISTING



PROGRAM ELEMENTS

- Flexible market street becomes venue for community events.
- Riverside restaurant becomes people and culture to river.
- Temporary railcar art exhibits connect past to present day.
- Re-used Hoku smokestack becomes landmark that characterizes new district.
- New park space doubles as flow detention reservoir to remedy flooding danger.
- Mixed use buildings and combination of single and multifamily housing creates an energetic and diverse community.
- Speed limit reduction of Main Street and pedestrian crossings provide rare walkable and bikeable connections along river corridor.



POSSIBLE AMENITIES

- bocce ball
- cornhole
- volleyball
- pump track
- lifesize chess
- nature play
- fitness trail
- outdoor ping pong
- pickle ball court
- splash pad
- amphitheater
- picnic areas
- shade structures
- sandbox
- watercraft launch
- dog park

POCATELLO CROSSING

HOKU SMOKESTACK



RIVERSIDE RESTAURANT



RAILCAR ART EXHIBIT



KRAFT STREET MARKET CROSS SECTION



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NATURE CENTER

CONTEXT

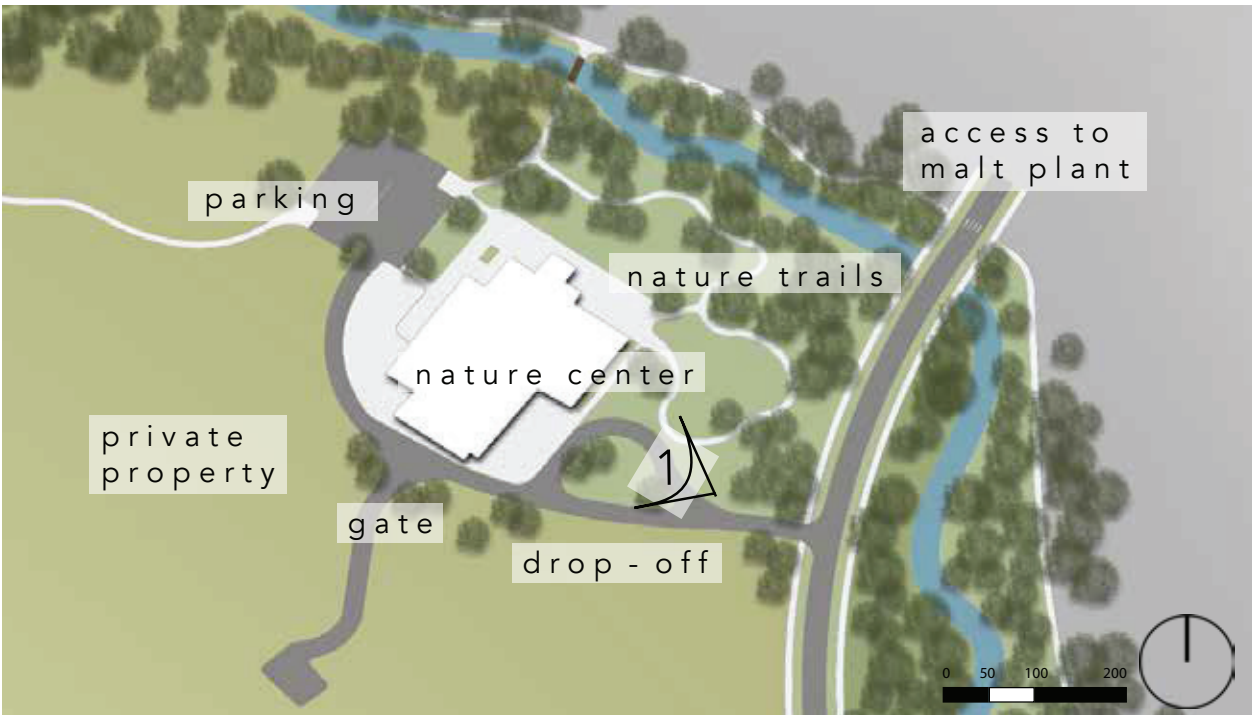


PROGRAM ELEMENTS

- Renovated industrial building houses nature museum, outdoor recreation rental equipment, and indoor multi-sport courts.
- Restored nature garden with paths connecting to river trail and interpretive educational signage.
- Driveway access to drop off and parking lot, with gate on adjacent private road.



EXISTING



PHASING

PHASE 1 : SHORT TERM RESTORATION

Includes improvements to the greenway, river, and parks along the property already owned by the city. Improving these areas will create value that will drive further development.



- River restoration and maintenance
- Trail connections along river and to foothills
- Native plant restoration
- Sacajawea Park improvements
- Flow detention reservoirs engineering

PHASE 2 : MID - TERM ENHANCEMENT

Includes the improvements with higher impact and those that require more economic investment.



- Road realignments
- Kraft Nature and Recreation Center
- Begin Pocatello Crossing

PHASE 3 : LONG TERM` DEVELOPMENT

Includes the improvements that build on opportunities that do not exist now, but can be anticipated for the future.



- Complete Pocatello Crossing
- Regional Park and Planned Residential Community

“It’s critical to... respect the... existing architecture and atmosphere of the area... to ensure the culture and vibrancy are carried through to this latest evolution of the neighborhood.”

- Rebecca Stone, OZ Architecture’s managing principal on the Giambrocco development in Denver’s RiNo District

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