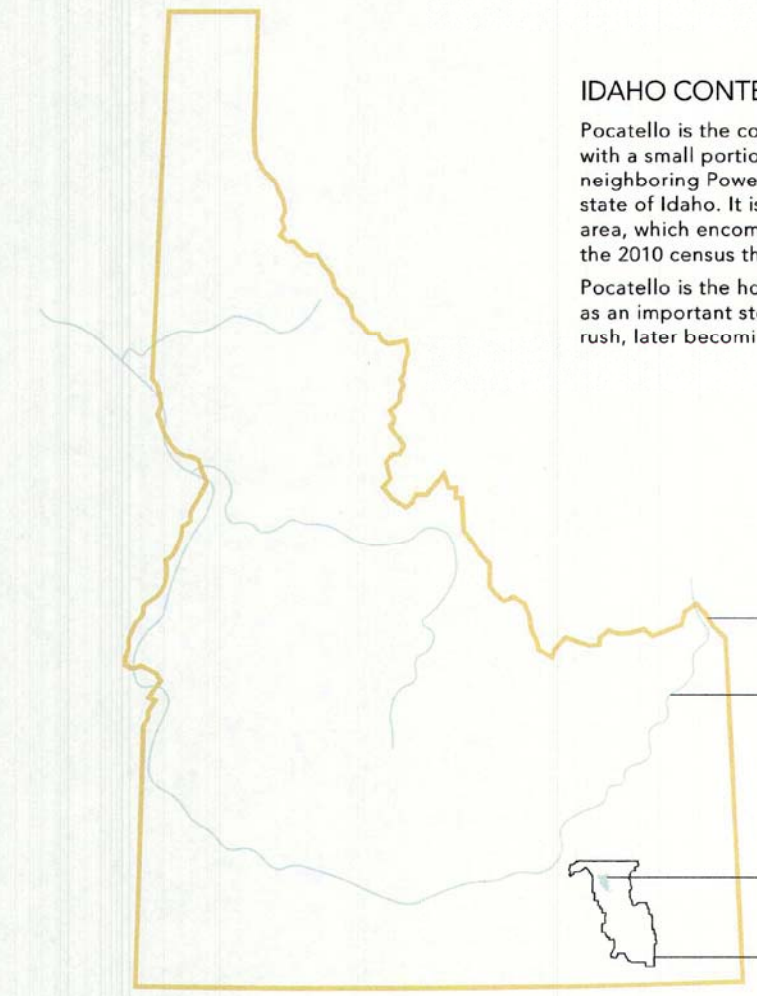
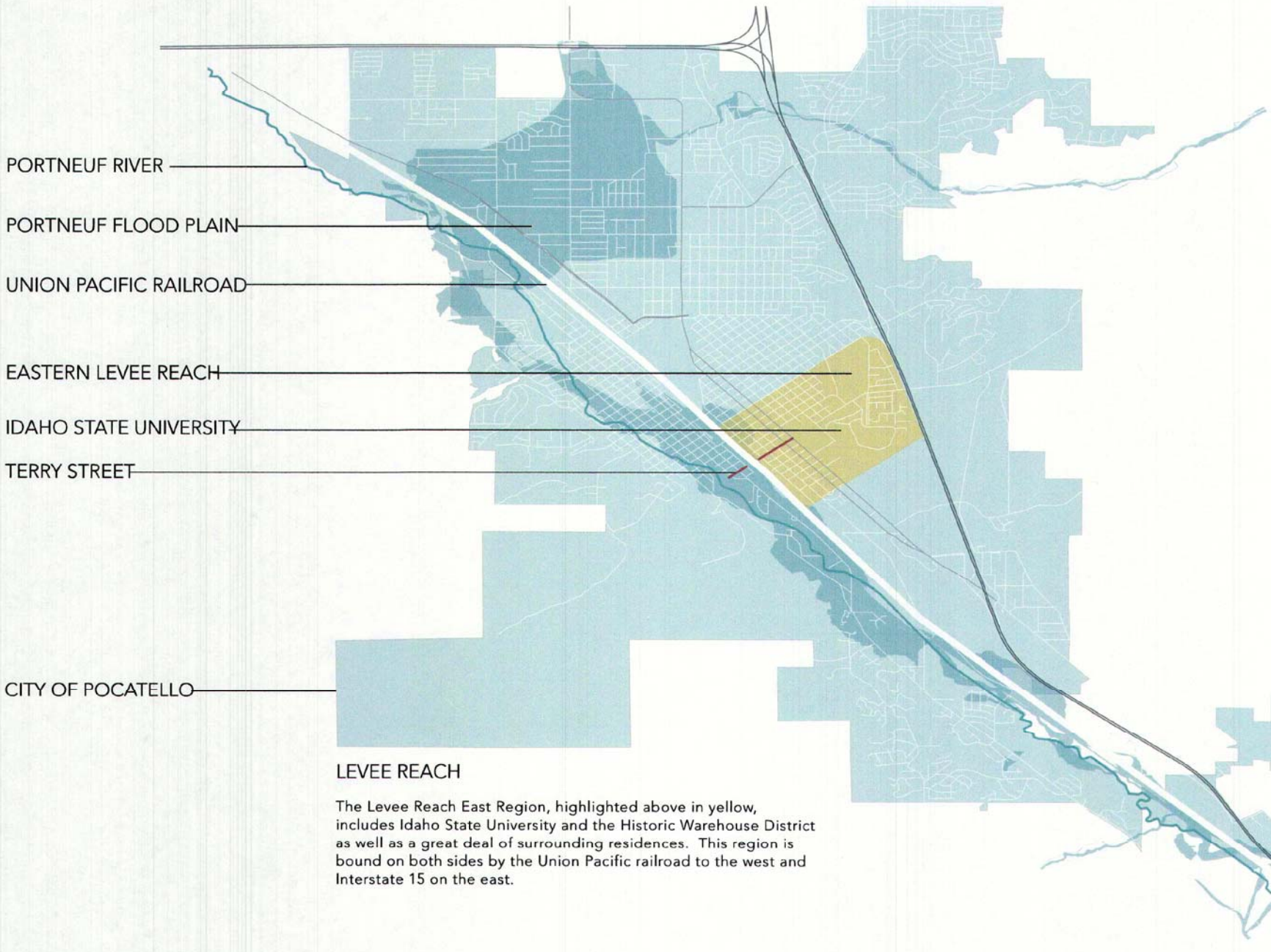
IDAHO CONTEXT

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 REACH

The Levee Reach East Region, highlighted above in yellow, 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.

CONTEXT

Emmeline Zenger
Colton Broadbent
Trevor Kennedy
Skyler Smith

Utah State University

Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

MORPHOLOGY

Change, Sequence, Continuation.

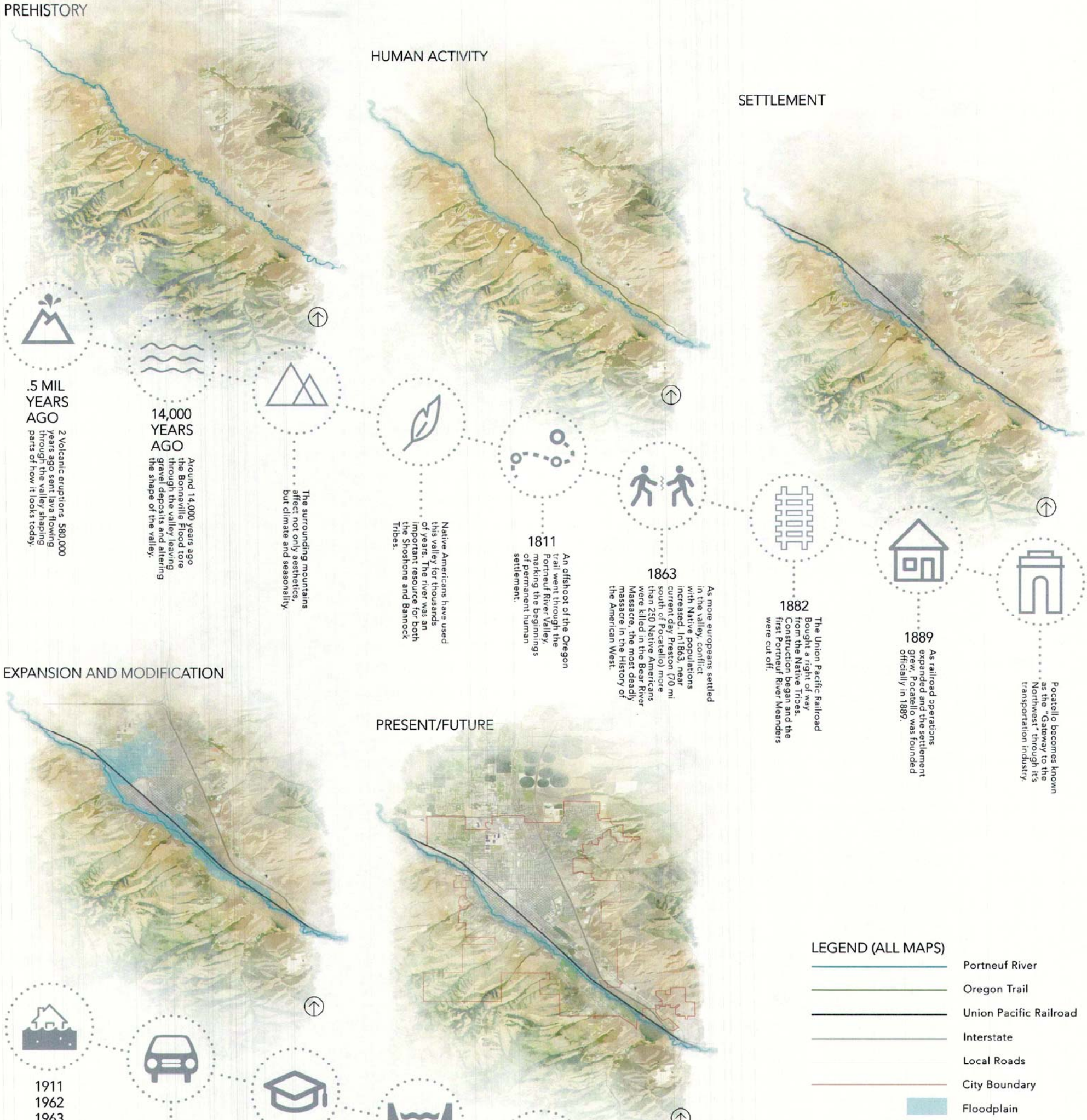
PREHISTORY

HUMAN ACTIVITY

SETTLEMENT

EXPANSION AND MODIFICATION

PRESENT/FUTURE



.5 MIL YEARS AGO

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

14,000 YEARS AGO

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

As more europeans settled in the valley, conflict with Native populations increased. In 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.

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 transportaion 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.

LEGEND (ALL MAPS)

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

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.

Emmeline Zenger
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Skyler Smith

Utah State University

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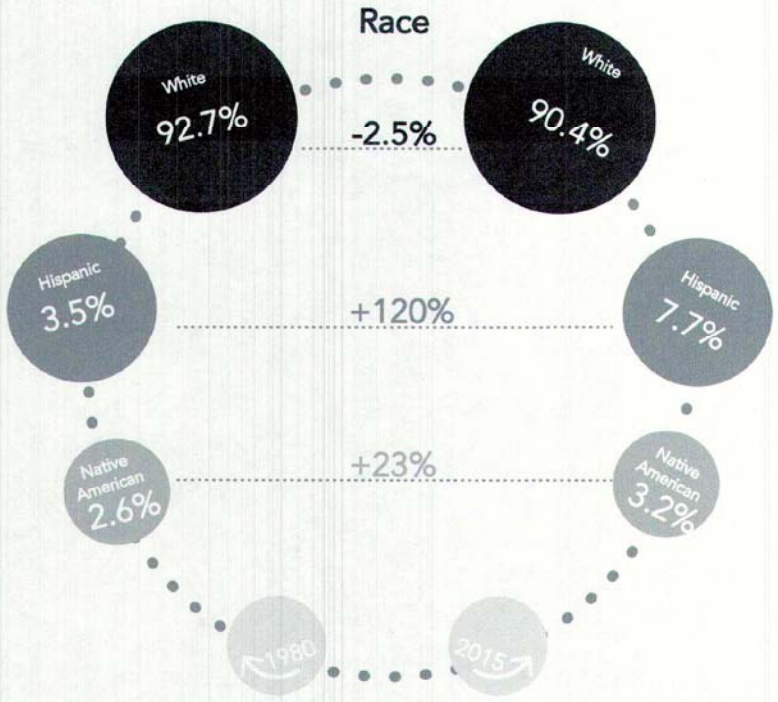
Matt Starley, T.A. Fall 2017

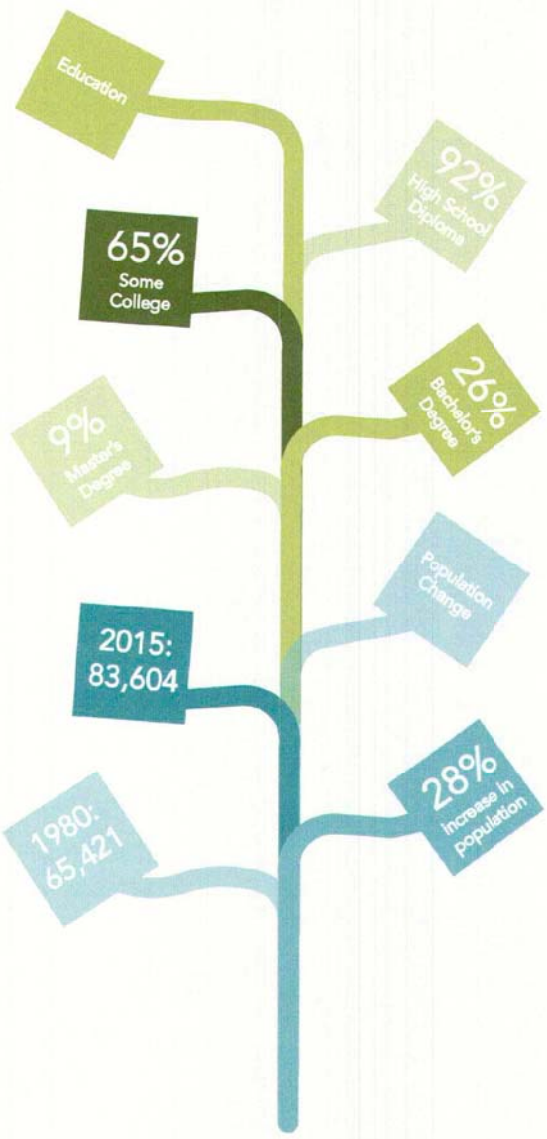
Levee East Reach

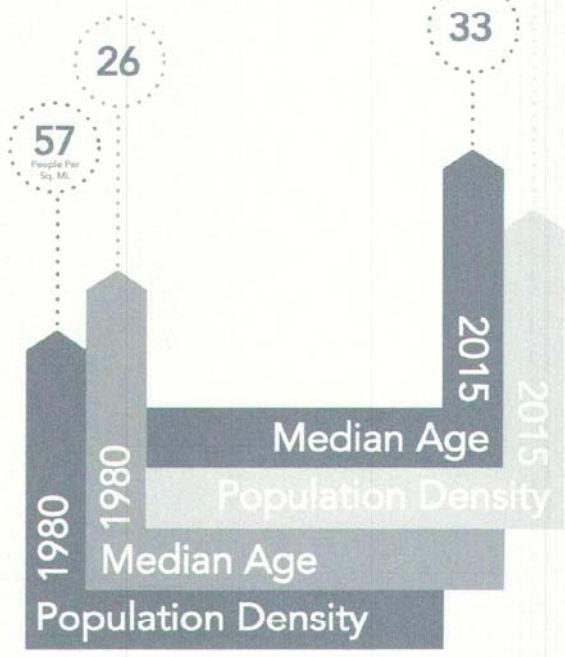
Labor Force	1980: 28,313	2015: 40,124	Unemployment Rate	1980: 4.1%	2015: 4.5%

Religion

Adherance Rate	1980: 59%	2015: 67%	+13%
Catholic	1980: 5.8%	2015: 6.1%	+5%
Mainline Protestant	1980: 5.7%	2015: 2.6%	-54%
Evangelical	1980: 4.8%	2015: 6%	+25%
LDS	1980: 43%	2015: 52%	+20%







WHAT'S NEXT?

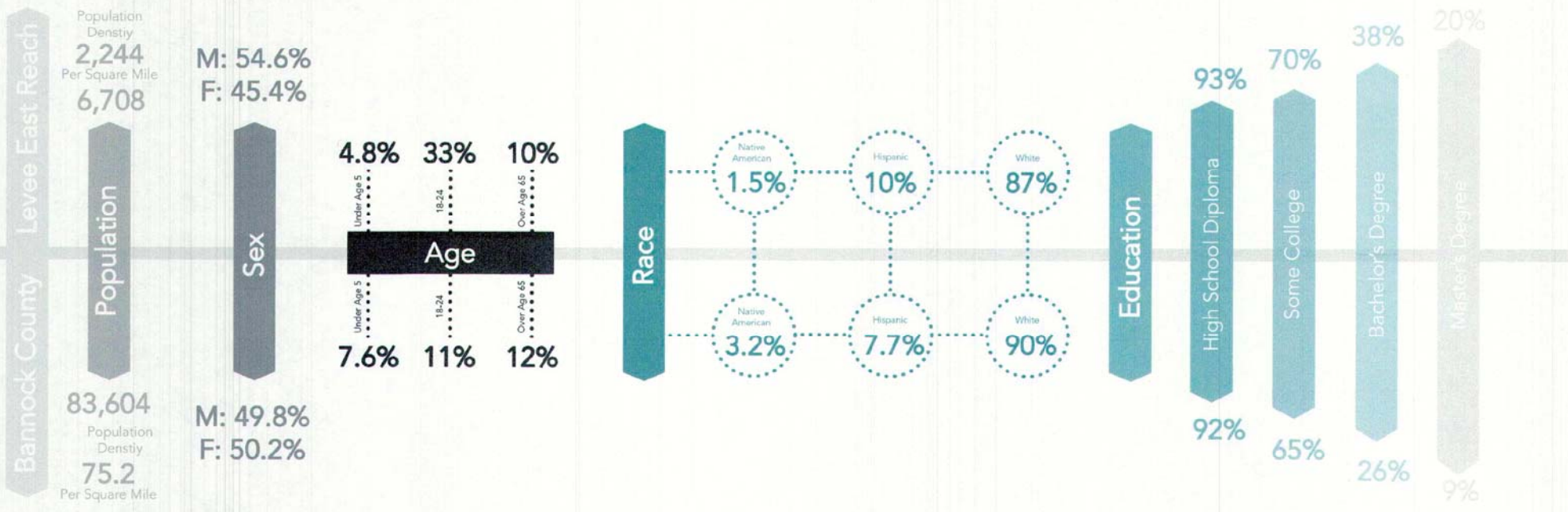
By studying census data and trends, Pocatello can plan for the future effectively.

Strengths and Opportunities

- Pocatello is well educated.
- Employment is diverse throughout many industries.

Weaknesses and Threats

- Pocatello's population is aging.
- Historically important industries like manufacturing and transportation are declining.



DEMOGRAPHY

Shifts, Trends, Culture

Emmeline Zenger
Colton Broadbent
Trevor Kennedy
Skyler Smith

Utah State University

Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

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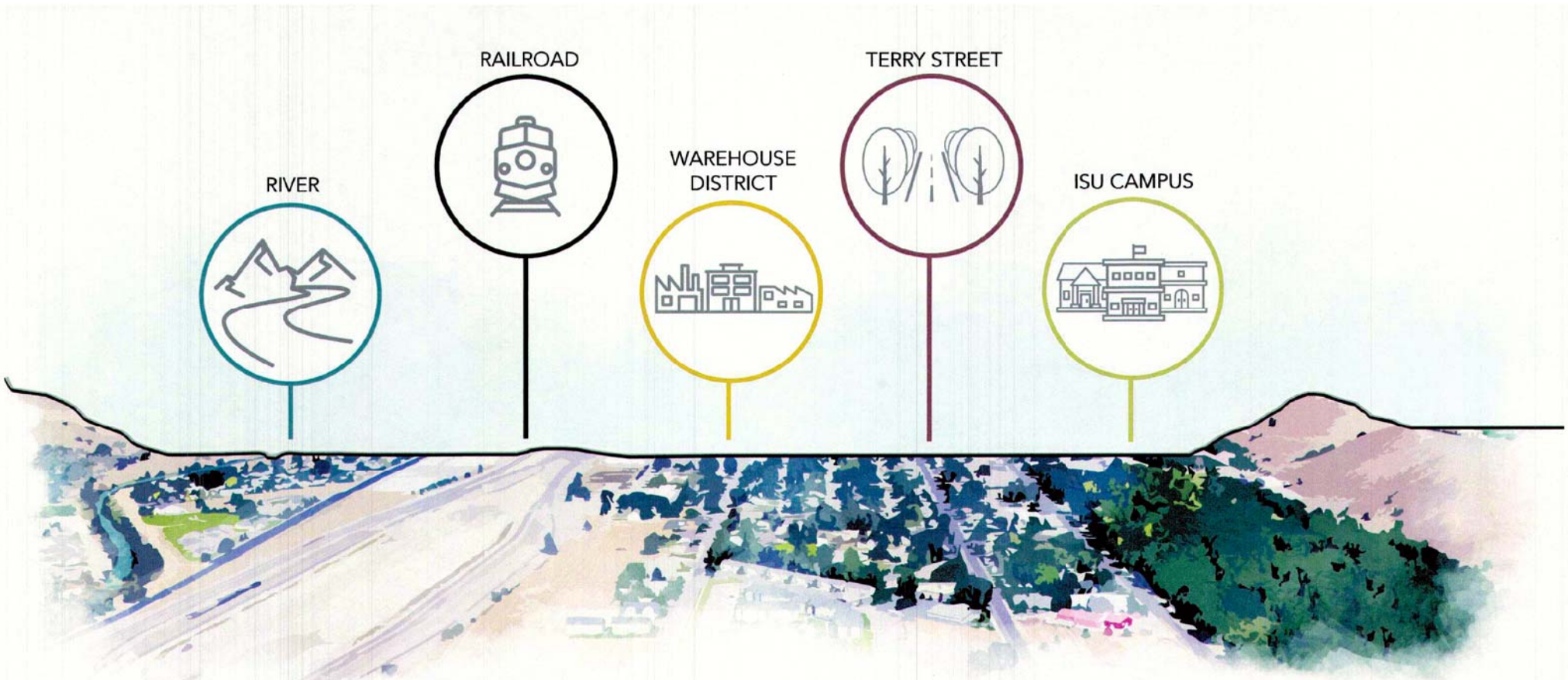
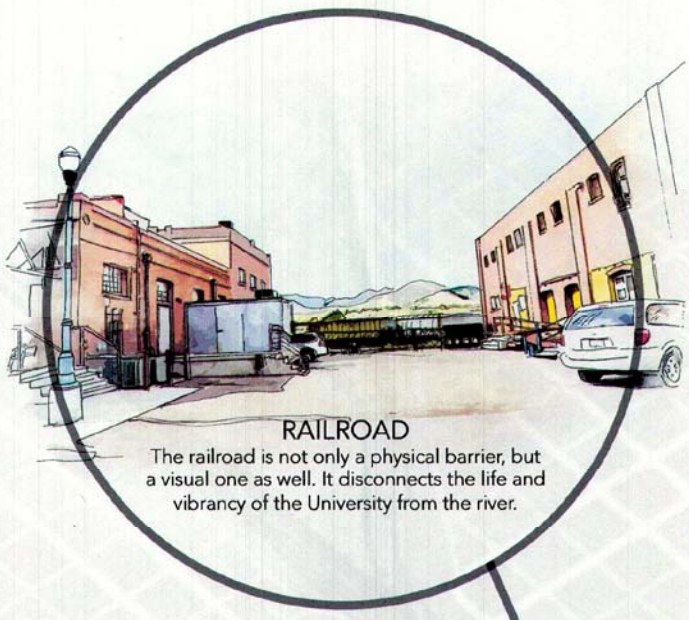
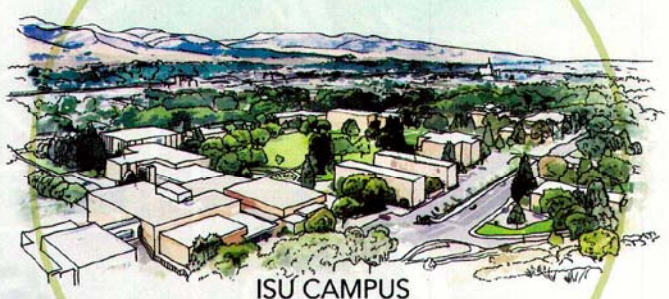




RAILROAD

The railroad is not only a physical barrier, but a visual one as well. It disconnects the life and vibrancy of the University from the river.



ISU CAMPUS

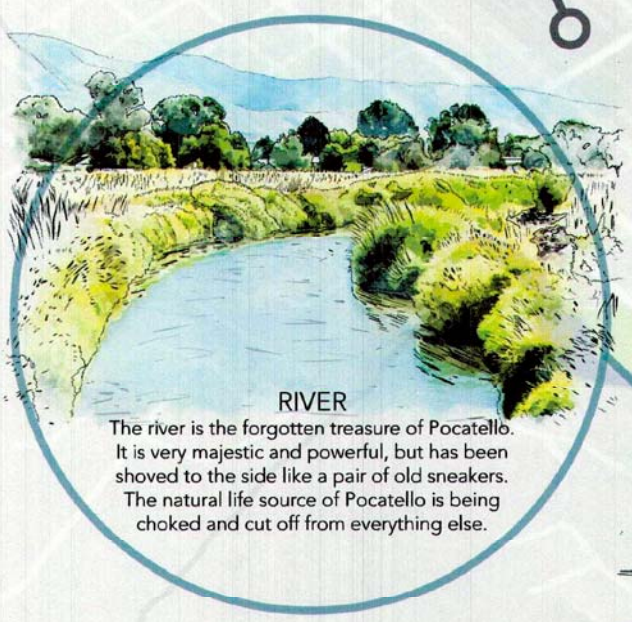
The University is really a core area of Pocatello. The students, the architecture and the spaces that encompass the University make it a social and cultural center of the town.

BENTON ST.

5TH AVE.

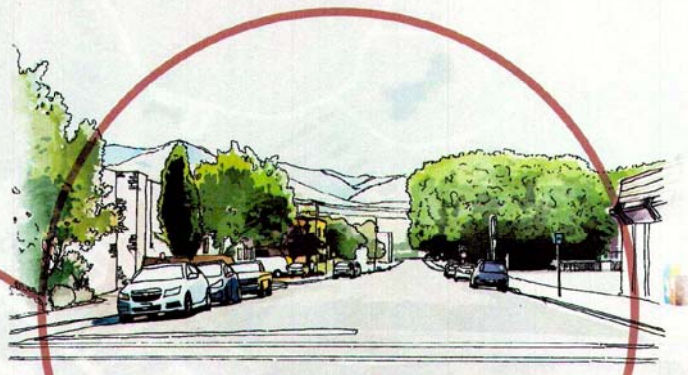
4TH AVE.

TERRY ST.



RIVER

The river is the forgotten treasure of Pocatello. It is very majestic and powerful, but has been shoved to the side like a pair of old sneakers. The natural life source of Pocatello is being choked and cut off from everything else.



TERRY STREET

Terry Street is very dysfunctional and does not offer any connections to the river, but does offer a direct connection to the Warehouse district. This provides a great opportunity to strengthen that connection to the Warehouse district and possibly to the river.

WAREHOUSE DISTRICT

The Warehouse district is slightly abandoned and rundown, but has the right infrastructure to become something powerful and energizing. It runs along the railroad giving it opportunity to soften that barrier and create connections.

VISUAL IDENTITY

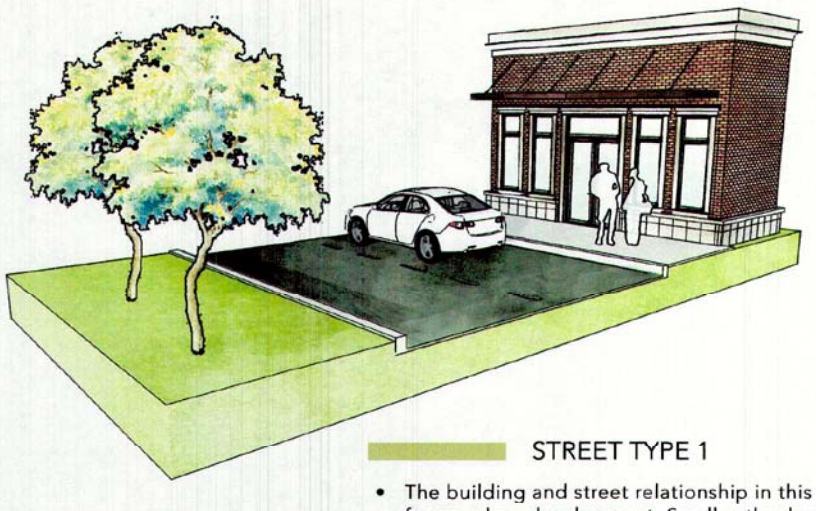
FIRST IMPRESSIONS

Emmeline Zenger
Colton Broadbent
Trevor Kennedy
Skyler Smith

Utah State University

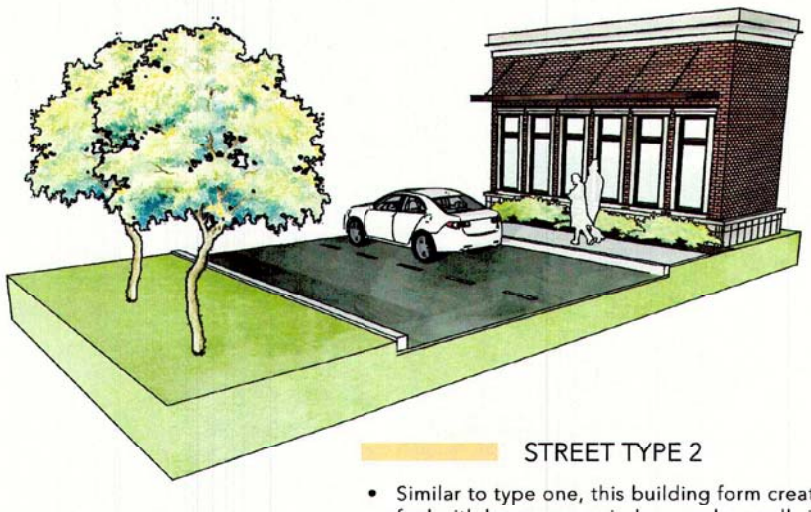
Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

Levee East Reach



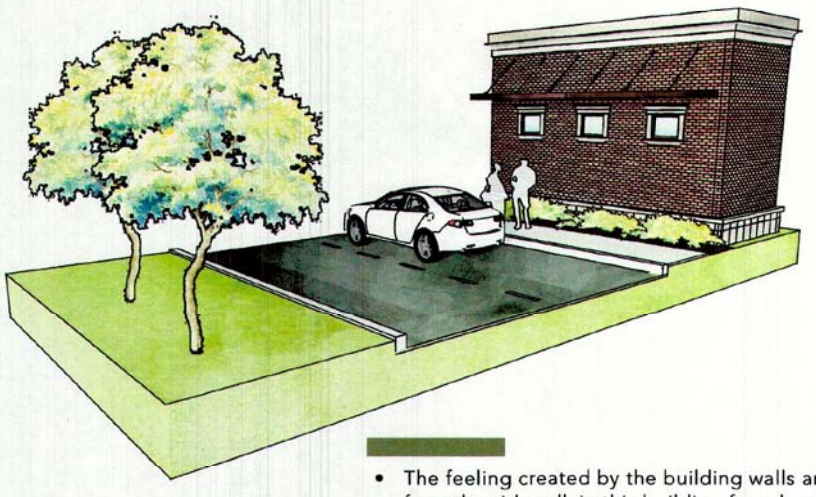
STREET TYPE 1

- The building and street relationship in this typology is ideal for an urban development. Small setbacks along with large windows and entrance opportunities create a permeable building form that feels open and is easy to retrofit into a successful urban space.

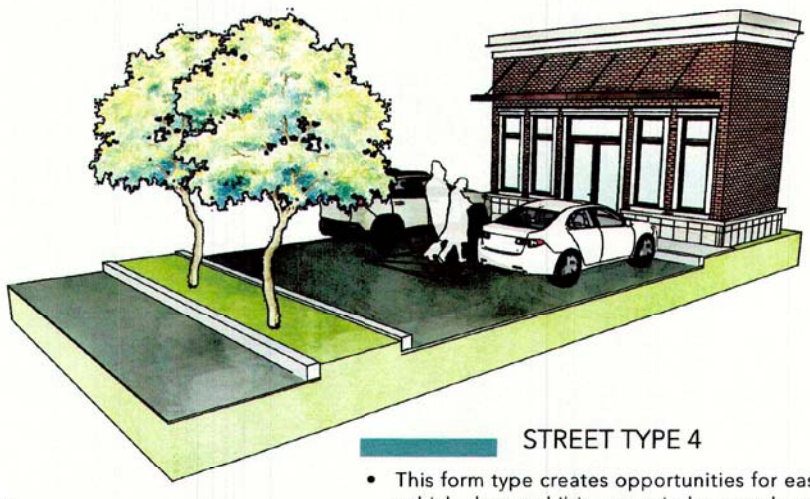


STREET TYPE 2

- Similar to type one, this building form creates a permeable feel with large open windows and a small sidewalk setback. The main difference is the lack of entrance and therefore it becomes a less workable option for retrofitting as opposed to type one.

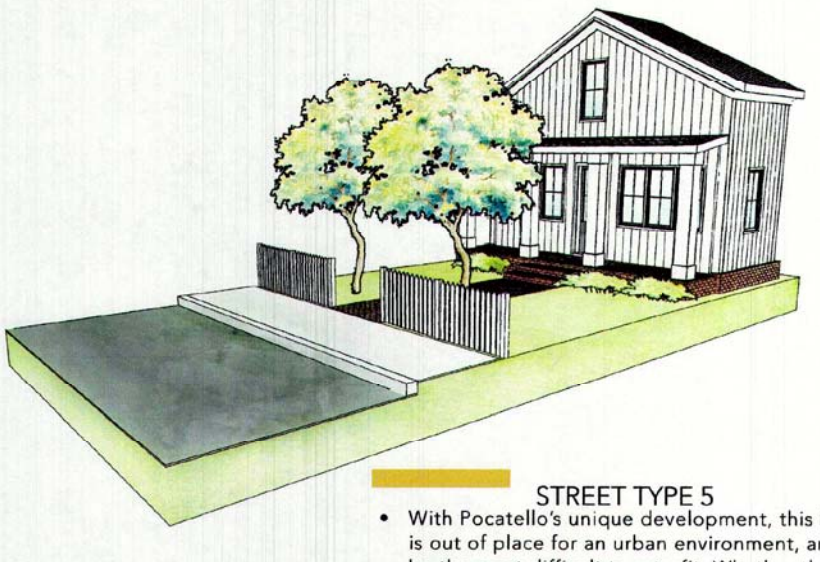


- The feeling created by the building walls and close setback from the sidewalk in this building form lend itself to an outdoor enclosure option. The lack of windows or doors prohibit a strong indoor/outdoor relationship, and therefore, this building typology is best suited for outdoor living spaces.



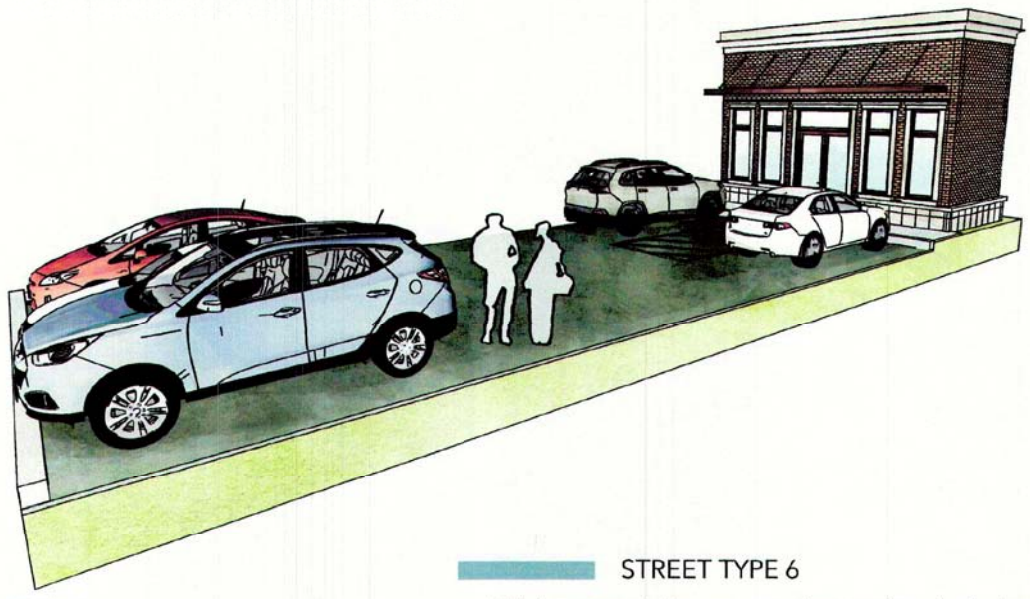
STREET TYPE 4

- This form type creates opportunities for easy access via vehicle, but prohibits great indoor outdoor relationships. The setback whether it is midsized or small can continue to be used for parking, or retrofitted to create better opportunities for indoor/outdoor relationships.



STREET TYPE 5

- With Pocatello's unique development, this building typology is out of place for an urban environment, and therefore will be the most difficult to retrofit. Whether the setback is large or small, first floor access to residential building forms is undesirable to create a bustling urban footprint.



STREET TYPE 6

- This form type is the most prevalent typology in the Pocatello levy reach area, and is the least desirable. The large setback from the sidewalk used typically for parking destroys any chance at indoor/outdoor relationships. Retrofitting this typology to fit an urban setting will require redesign and reconstruction.

FORM STUDY

BUILDING INTERFACE TYPOLIGIES

Emmeline Zenger
Colton Broadbent
Trevor Kennedy
Skyler Smith

Utah State University

Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

Levee East Reach

FORM STUDY

BUILDING INTERFACE MAP

Emmeline Zenger
Colton Broadbent
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Utah State University

Department of Landscape Architecture and Environmental Planning
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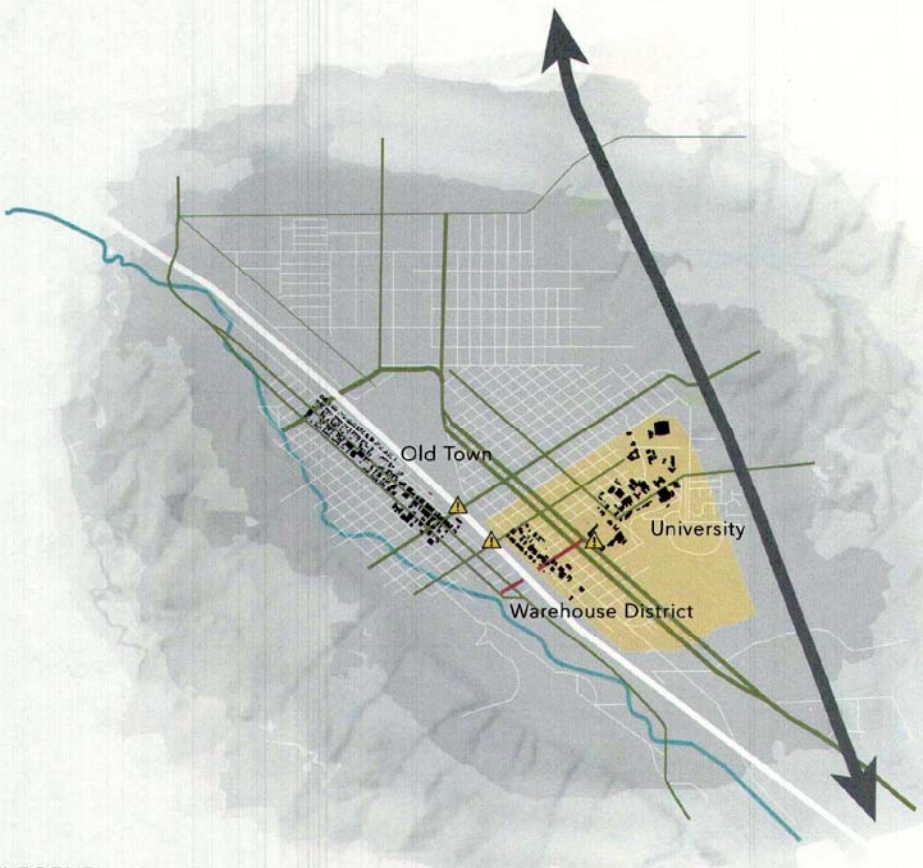
Matt Starley, T.A. Fall 2017

TRANSPORTATION MAP

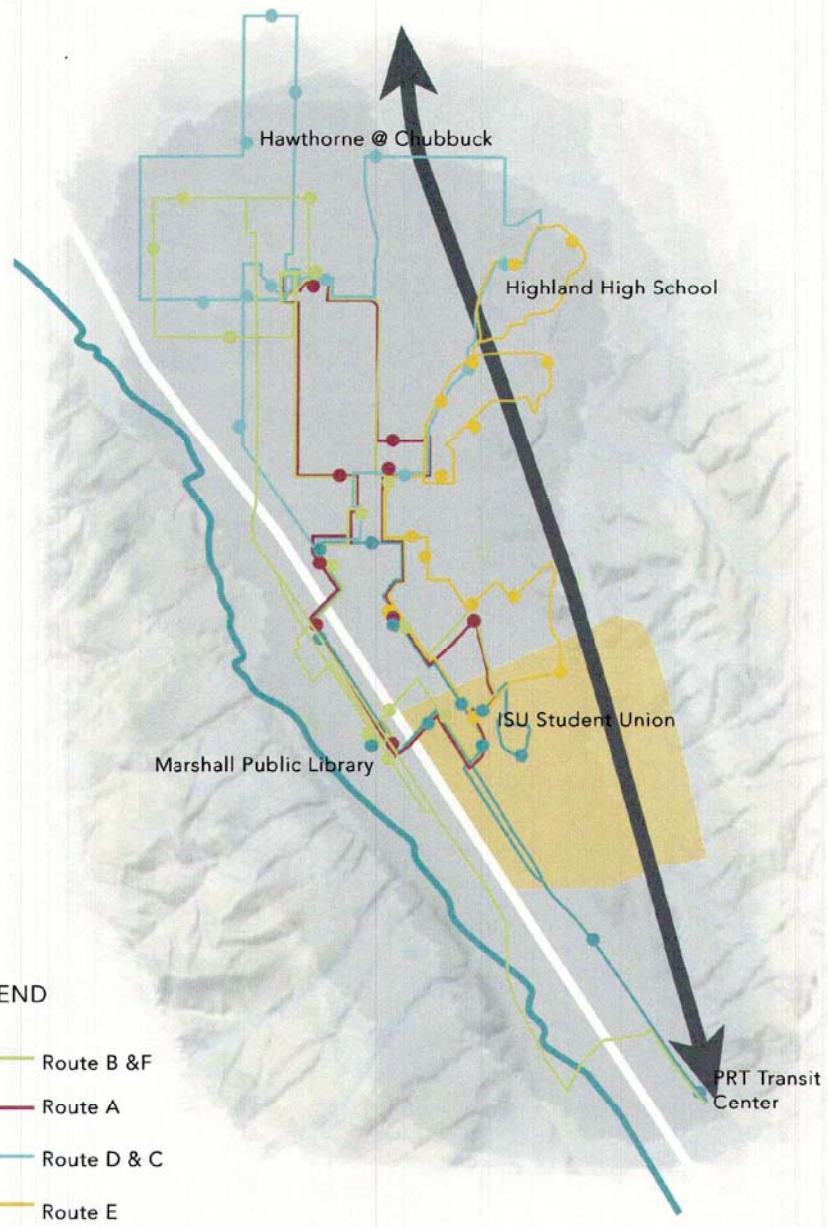


LEGEND

- Levee Reach East Area
- Heavily used roads
- Portnuef River
- Areas of conflict
- Terry Street

The map above shows the road network in Pocatello and which roads are more heavily used. In the Levee Reach East Region there is a strong barrier between the University and the Warehouse District. 5th Ave. and 4th Ave create a point of conflict which needs to be resolved.

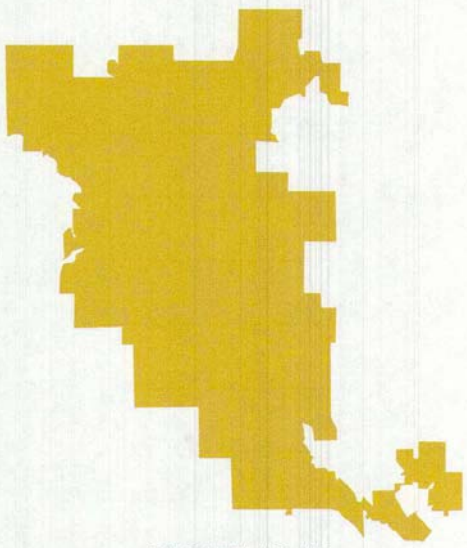
BUS ROUTE MAP



LEGEND

- Route B &F
- Route A
- Route D & C
- Route E

TRANSPORTATION MAP



POCATELLO, ID

57

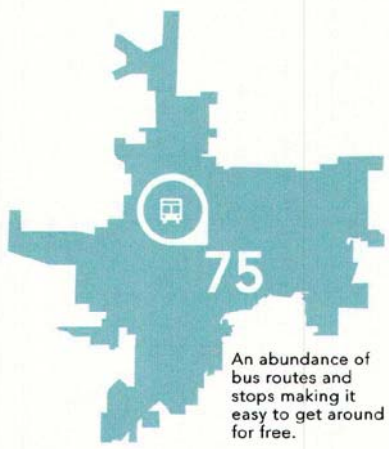
Transit Score

34

Walkability Score

39

Bike Score



An abundance of bus routes and stops making it easy to get around for free.

LOGAN, UT

TRANPORTATION AND MOVEMENT S.W.O.T.

Strengths and Opportunities

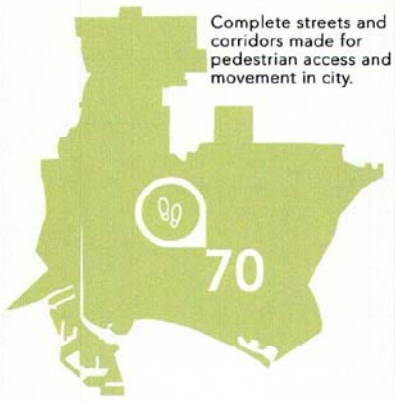
- The transit score for Pocatello is a 57. This means that Pocatello has the right structure in for a great transit system, but it just needs to make it more accessible to everyone.
- Pocatello has a good road network in place, and with a bit a revitalizing the streets can become more walk-able and bike-able.
- Interstate 15 runs right through the city creating an opportunity for tourism.

Weaknesses and Threats

- Many of Pocatello's streets are not complete with bike lanes or sidewalks making people use a car or bus.
- There is a very strong barrier with the railroad that make crossing it via bike or on foot extremely difficult and unsafe.

Plenty of designated bike lanes and trails that make it easy to get around the city.

SANTA CLARITA, CA



Complete streets and corridors made for pedestrian access and movement in city.

LONG BEACH, CA

TRANSPORTATION AND MOVEMENT

"Consciousness is only possible through change; change is only possible through movement."
- Aldous Huxley

Emmeline Zenger
Colton Broadbent
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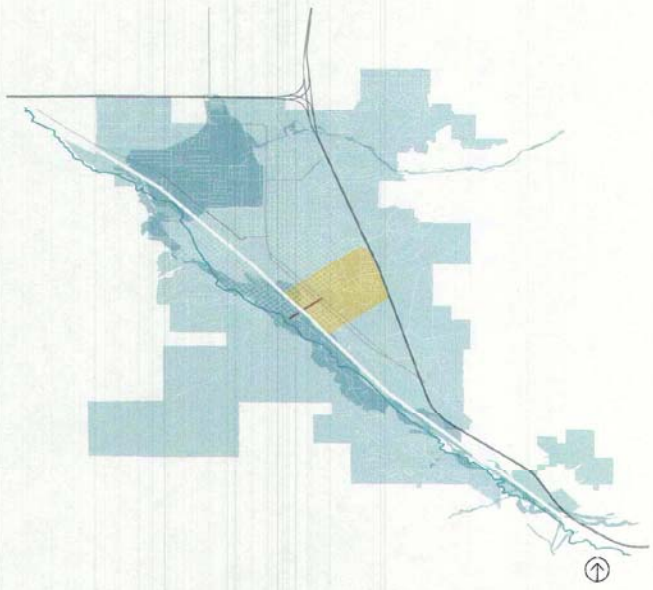
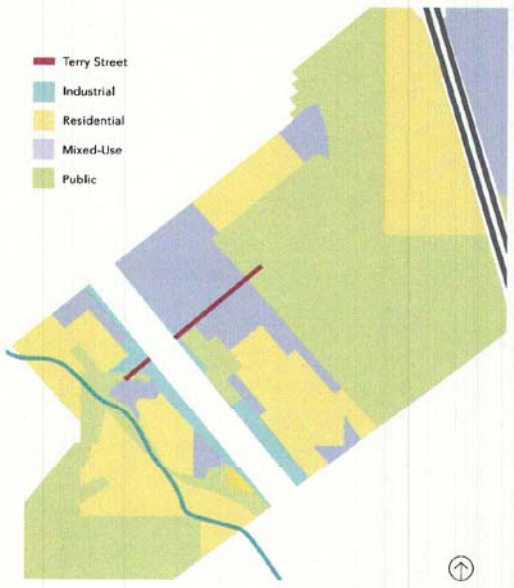
LEVEE REACH SCOPE



Yellow area shows Levee Reach East, while red highlights Terry Street.

ZONING



Pocatello City Zoning of Levee Reach, as of January 2015.

DISTRICT IDENTITY

Here districts such as residential (yellow), commercial (red), public (green), civic (blue) and industry (gray) are shown. There are major walkability connection issues between districts.

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.

CREATING A LAND USE ANALYSIS

Using the district identities, areas of influence were located (circles on map 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.

COLOR KEY

- Portneuf River
- Terry Street
- Commercial District
- University District
- Established Areas
- Potential Transition Areas
- Opportunities for

LAND-USE ANALYSIS

Analysis of Building and Land Use and Ownership identifies potenial areas of future development.

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**

LAND USE PLANNING

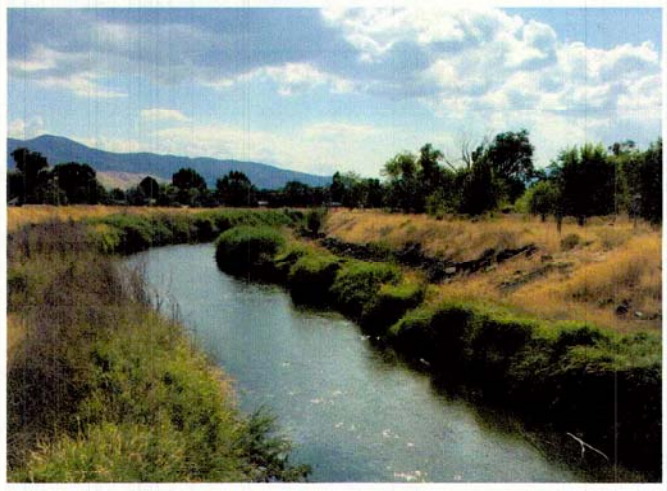
Zoning and Land Use identify both issues and potential.

Emmeline Zenger
Colton Broadbent
Trevor Kennedy
Skyler Smith

Utah State University

Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

Levee East Reach >



STRENGTHS

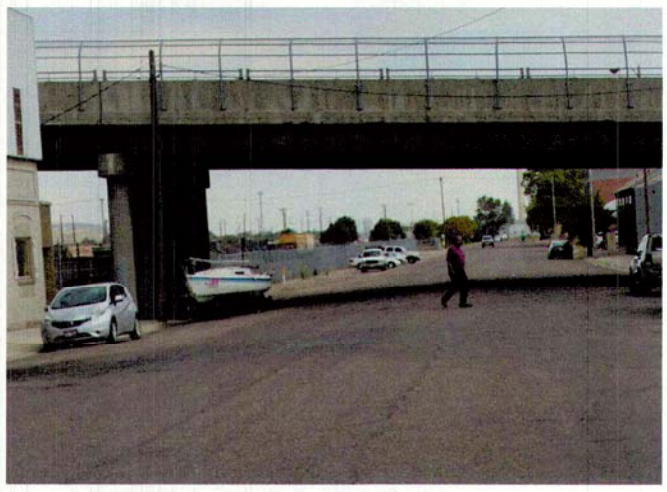
- Strong community spirit will result in **public involvement.**
- **Affordable housing** and commercial space is readily available.
- **Proximity** to Idaho State University and Old Town Pocatello with relatively flat terrain make commuting a possibility.
- Union Pacific Railroad, hospitals and Idaho State University provide jobs, building **localized economy.**
- Pocatello has a **strong road network** in place, with great potential for walkable and bike-able streets.
- Interstate 15 runs right through the city creating an opportunity for **tourism**.

WEAKNESSES

- Large amounts of public space are dedicated to automobile infrastructure, limiting transportation choices and weakening the **pedestrian experience**.
- One-way streets are **confusing** and difficult to maneuver.
- Union Pacific Railroad creates **immense circulation boundary**.
- **Limited transit** system reduces transportation choices.
- Extensive **vacant warehouses** add an air of abandonment to the area.
- Lacking pedestrian or biking **connection to the Portneuf River.**
- **Discontinuity** of street fronts create a weak sense of Commercial District, weakening the urban experience.

OPPORTUNITIES

- **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.
- The transit score for Pocatello is a 57, meaning that Pocatello has the **right structure** for a great transit system, but just needs to make it more accessible to everyone.
- Idaho State University West Parking lot provides a potential **community anchor** in the park and retail redevelopment along Terry Street.
- Lack of street landscape structure provides opportunity for a **unified network** of street trees, hard scape, street furniture and lighting.
- The warehouse district provides a great opportunity to help create a **visual barrier** of the railroad.



THREATS

- The railroad, creates a difficult and **unsafe barrier** through the city, discouraging bikers and pedestrians to cross the overpass at Benton Street.
- The **lack of pedestrian infrastructure** creates a danger to pedestrian flow and movement throughout the city.
- Union Pacific Railroad
- Lack of investment into this area create potential for **crime and safety hazards.**

SYNTHESIS

Strengths, Weaknesses, Opportunities and Threats

Emmeline Zenger
Colton Broadbent
Trevor Kennedy
Skyler Smith

Utah State University

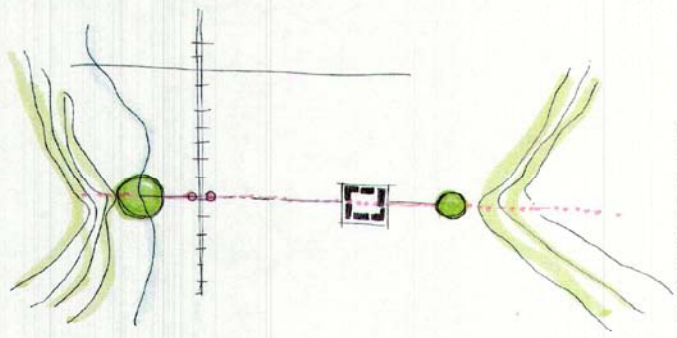
Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

DISCOVERING OUR VISION

Through the process of mood sketching and developing partis based on our site impressions and analysis, we were able to better establish a vision for our reach.

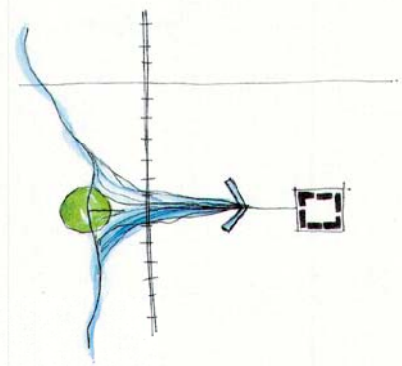
Our vision is to educate the community regarding environmentally friendly growth. Through providing a wealth of options for circulation such as biking, public transit, and better walking paths, we create connections across the void of the railroad to reestablish Pocatello's relationship to the river.

The other half of our vision is to encourage diverse revitalization of the warehouse district which will result in economic growth,cultural diversity, and overall community connection that will help create a thriving and comfortable urban environment.



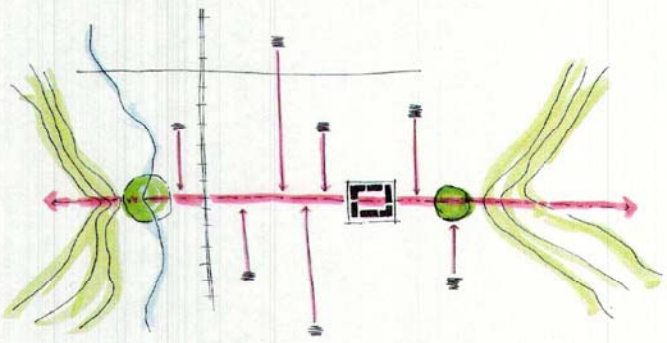
FROM BENCH TO BENCH

Terry Street acts as a main corridor for access to recreation from the west Pocatello Bench, through Centennial Park, over the Portneuf River, along Terry Street, over the railyards, up to Idaho State University, continuing on Terry Street and beyond to the eastern bench.



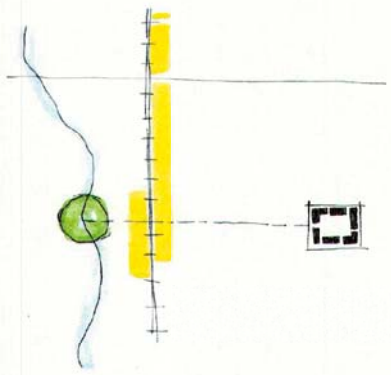
BRING THE RIVER TO THE PEOPLE

If the Portneuf River cannot be directly accessed from Terry Street, symbolically drawing the river up into the place would create a sense of ownership and appreciation from the citizens of Pocatello.



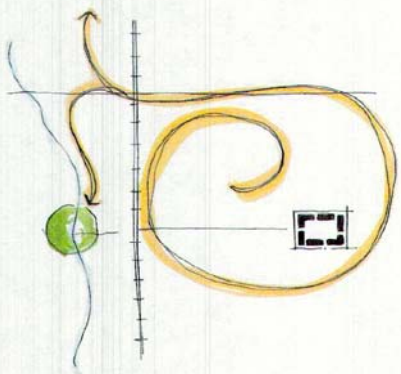
ACCESS FOR ALL

Terry Street is a central area surrounded by the University and many residential neighborhoods. It is an ideal central axis where festivities, economic development, and a direct connection to the river can occur.



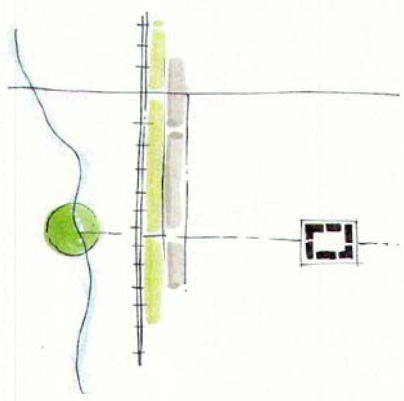
HIGHLIGHTING THE HISTORY

The warehouse district with its wide streets and rich array of historical buildings has great potential to become a lively urban center.



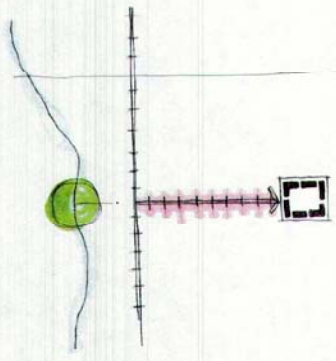
MOVEMENT ACROSS BENTON

Current access to the River is limited to vehicular circulation across Benton Street which has no bike lane and no pedestrian friendly access.



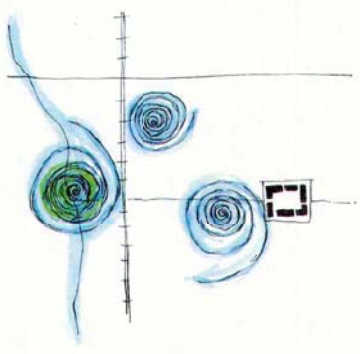
WAREHOUSE PEDESTRIAN MALL

1st Avenue shows great potential to be a strong pedestrian/biking mall for Pocatello citizens, while 2nd Avenue could remain the main mode of vehicular transportation through the district.



RAIL YARD INFLUENCE

The Union Pacific Railroad has an immense impact on the cultural, socio-economical, political, and geographical aspects of Pocatello.



COMMUNITY ANCHORS

Centennial Park, The Clean Museum, and a proposed Terry Street Plaza create points along Terry Street and the Wrehouse District that link the area together in a cohesive blend of pure Pocatello!

FINDING DIRECTION

Character, Discovery, and Development

Emmeline Hoover
Colton Broadbent
Skyler Smith
Trevor Kennedy

Utah State University

Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

CREATING A PROGRAM

The three factors that influence our program are functions/activities that our site has to offer, who will be using the site, and what is the identity of the site. These three considerations helped us to create our program statement.

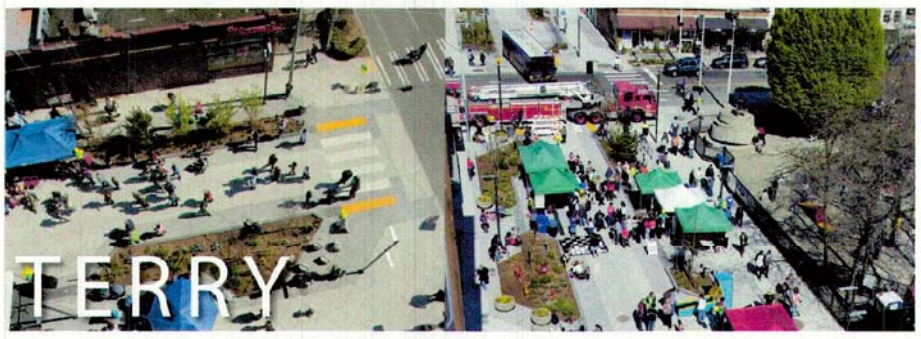
PROGRAM STATEMENT:

The Terry Street Connection will unite the city and the University by reinforcing a historic urban college town identity. Through reinforcing the urban fabric of the city we will propel citizens, students, and families toward the river as we educate them about responsible growth.

CALIFORNIA STATE UNIVERISITY

FULLERTON, CA

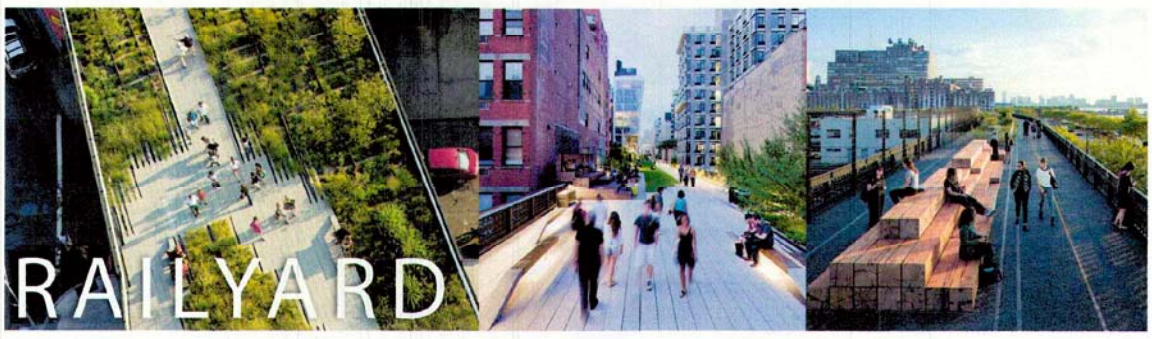
The central access design style of this campus lends itself to creating university to city connections. Through the connection of the central road to the main entrance of campus, students are connected physically and culturally to the surrounding town.



BELL STREET PARK

SEATTLE, WA

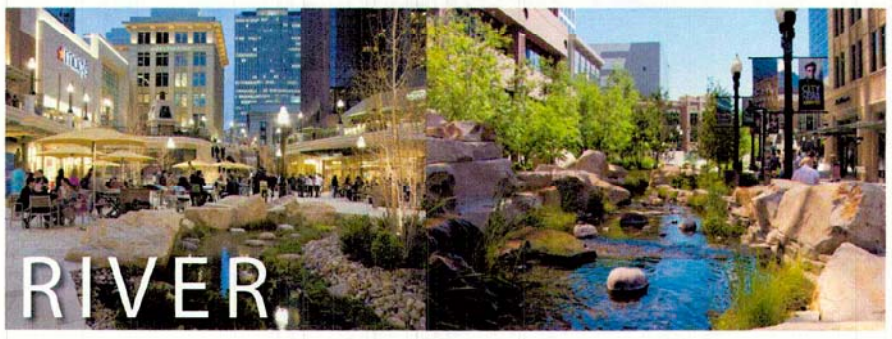
This green corridor brings a new energy to the heart of the Seattle area. Functioning with a fusion of half park half street, this design provides an environment where bikers, cars, and pedestrians can share the space, and create community connections.



HIGH LINE

NEW YORK CITY, NY

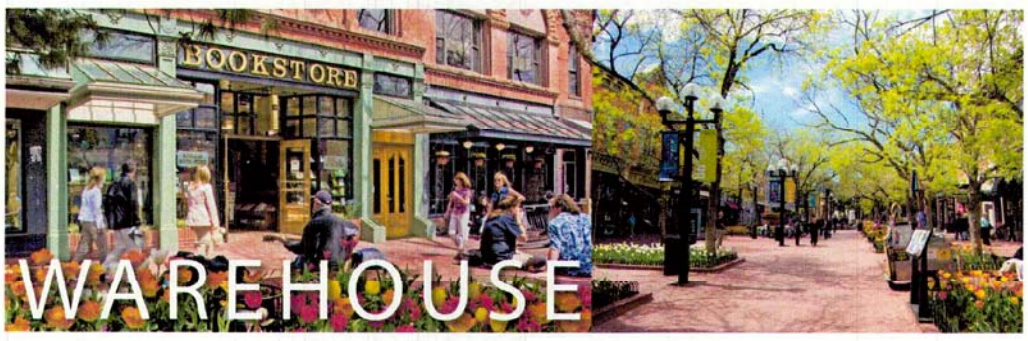
This park is an example of taking a negative attribute in a city, and turning it into a feature; a feature that attracts millions of people every year. The High Line brings the history of an old New York City elevated subway rail and makes it new and exciting while preserving its past.



CITY CREEK

SALT LAKE CITY, UT

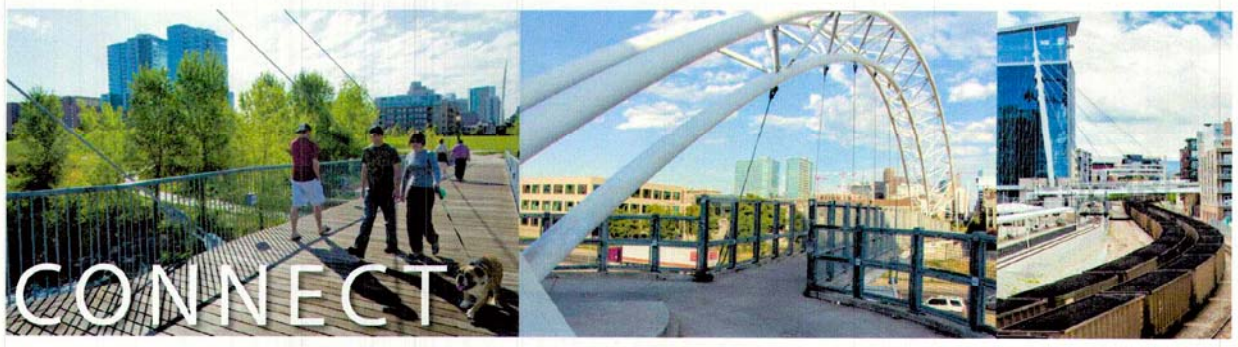
This attractive outdoor environment brought the water to the people by uncovering the once buried City Creek, allowing people to experience what it would have been like to sit by the creek long ago, with native plantings and fish.



PEARL STREET BALL

BOULDER, CO

By preserving the history of the original buildings, and adding plantings, especially shade trees, the Pearl Street Mall exemplifies comfortable human scale.



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.

CASE STUDIES

Seeking Inspiration

Emmeline Hoover
Colton Broadbent
Skyler Smith
Trevor Kennedy

Utah State University

Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

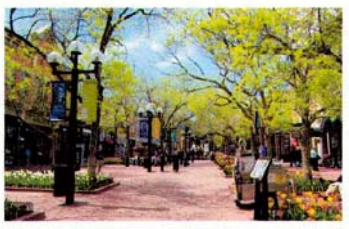
TERRY STREET - BELL STREET, SEATTLE, WA

VARYING PAVEMENT MATERIALS

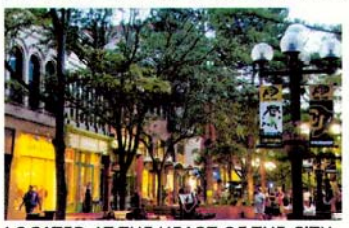
INTEGRATED RAIN GARDENS

PEDESTRIAN AND BIKER FRIENDLY

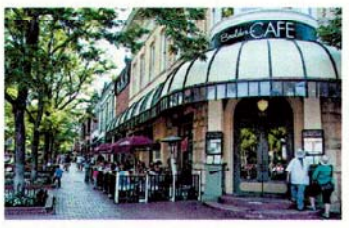
WAREHOUSE DISTRICT - PEDESTRIAN MALL, BOULDER, CO



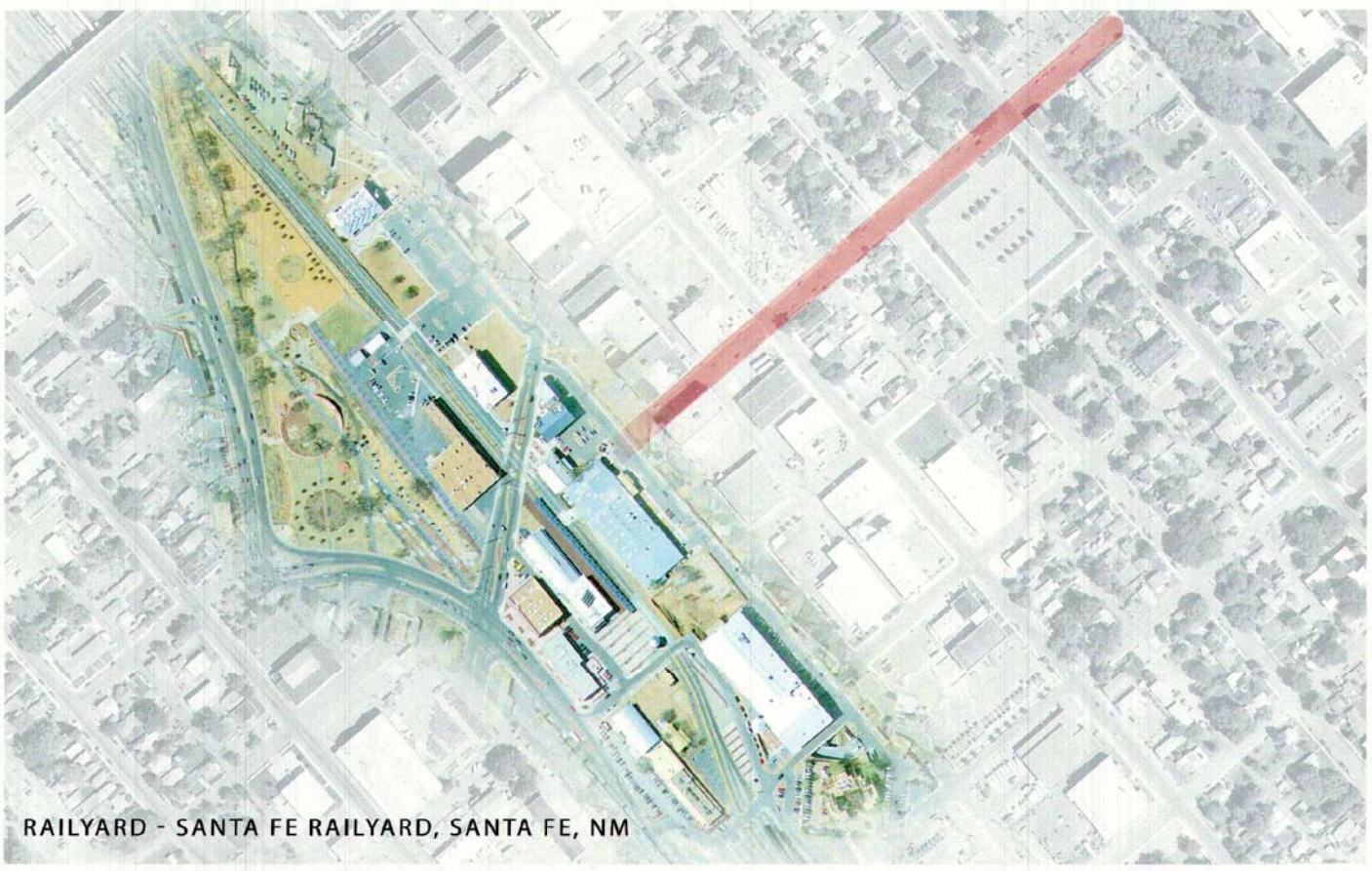
NATURAL PLANTING TO SOFTEN SPACE



LOCATED AT THE HEART OF THE CITY



HISTORIC PRESERVATION



RAILYARD - SANTA FE RAILYARD, SANTA FE, NM

PRESERVATION OF RAILROAD HISTORY

PERFORMANCE GREEN FOR EVENTS

PLAZA SPACES FOR COMMUNITY

OVERLAY OF A CITY

Form Study Mapping

Emmeline Hoover
Colton Broadbent
Skyler Smith
Trevor Kennedy

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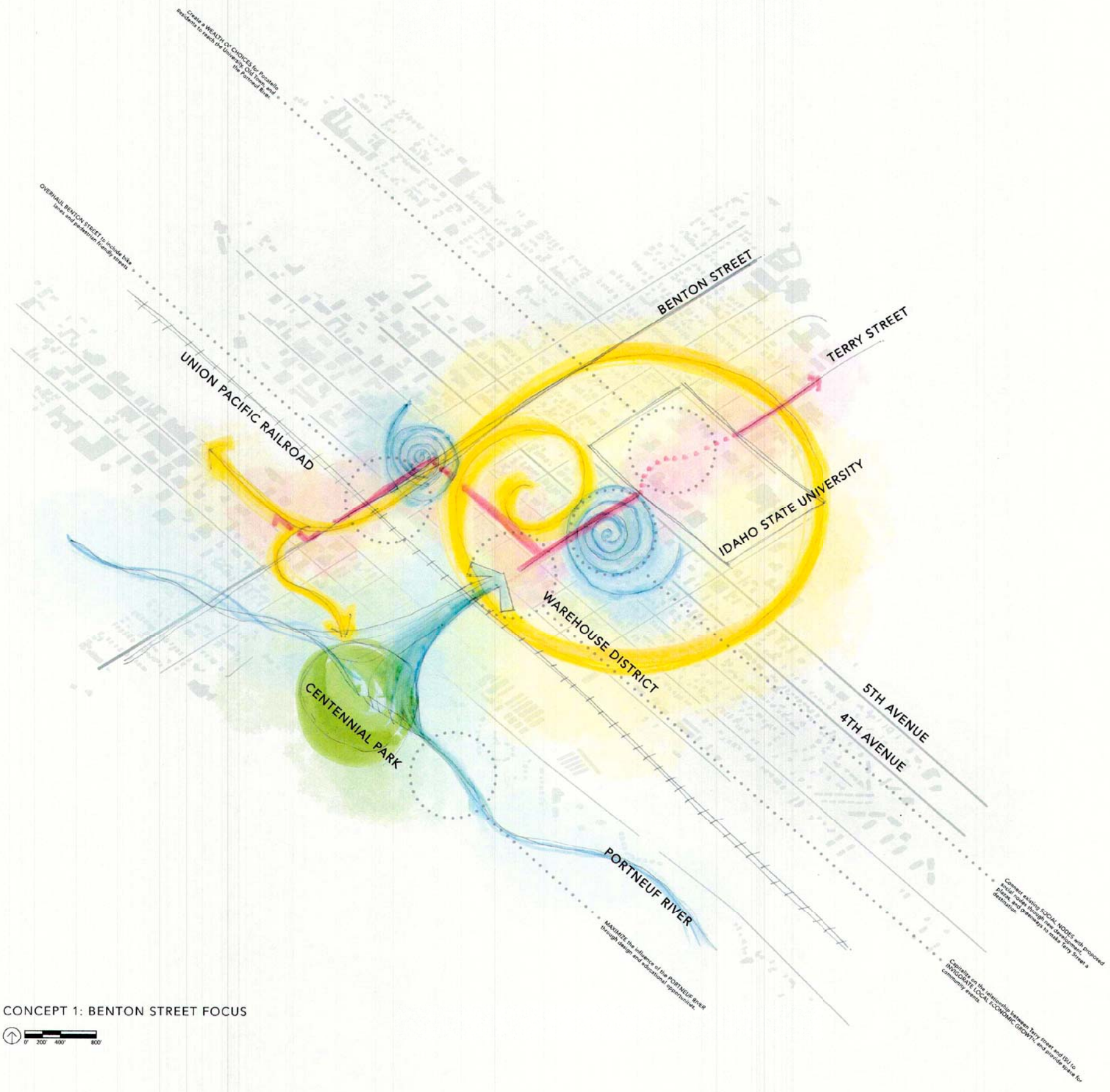
Levee Reach East

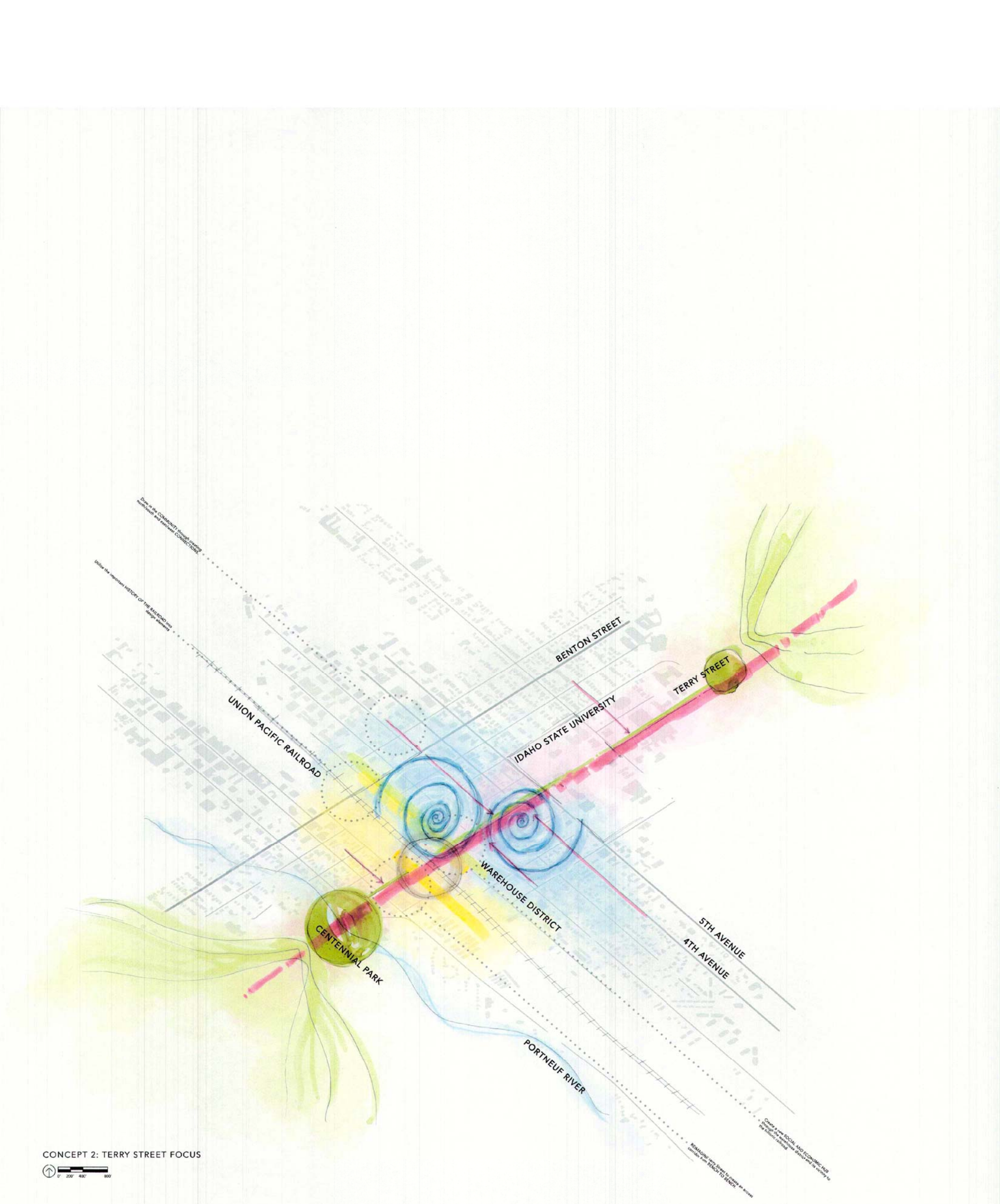


CONCEPT 1: BENTON STREET FOCUS

0' 200' 400' 800'

CONCEPTUAL DEVELOPMENT

Utilizing analysis, vision, and goals to create initial design concepts.



CONCEPT 2: TERRY STREET FOCUS

0' 200' 400' 800'

Emmeline Zenger
Colton Broadbent
Trevor Kennedy
Skyler Smith

Utah State University

Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Matt Starley, T.A. Fall 2017

Levee East Reach