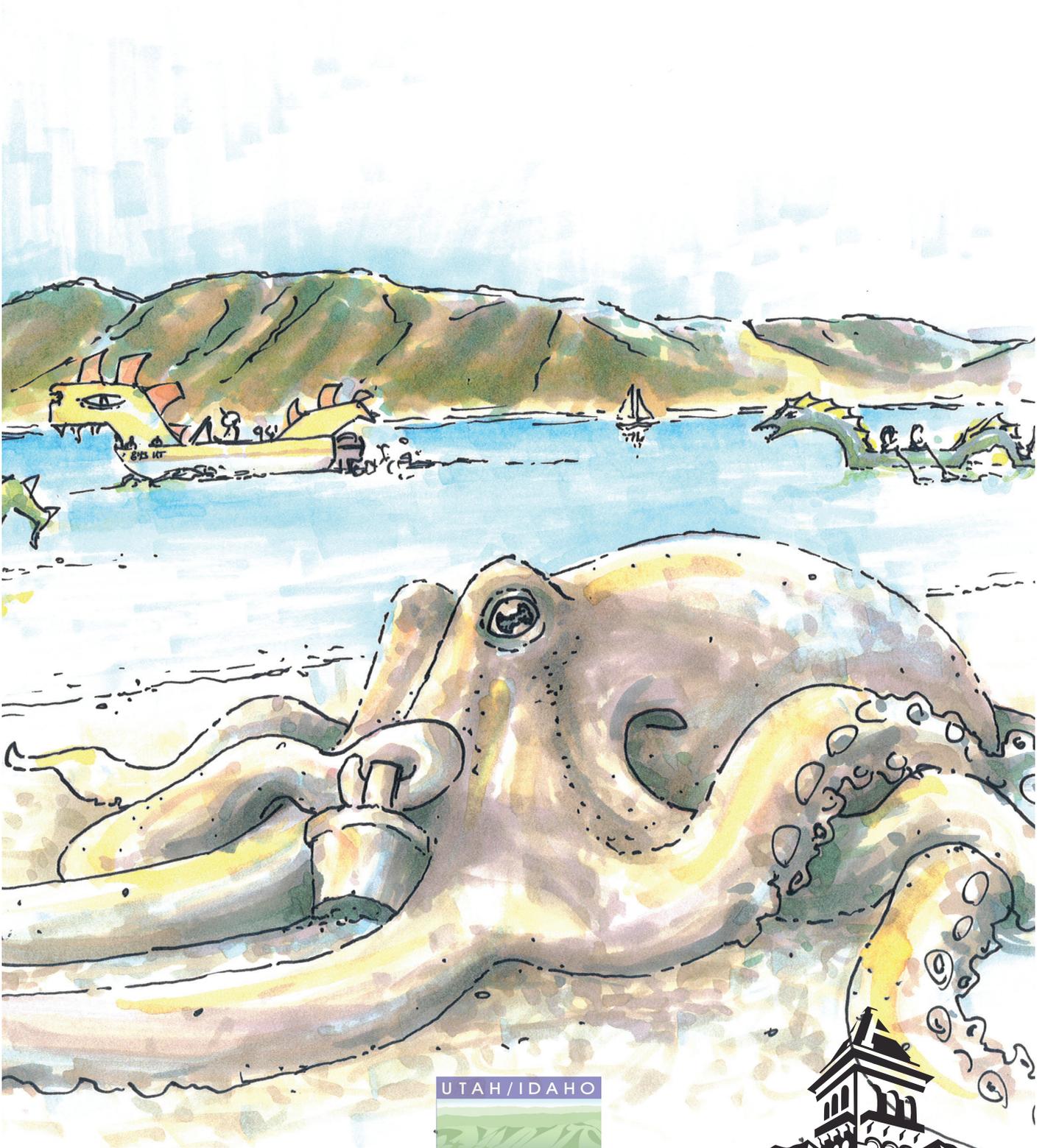
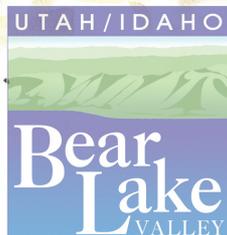


BEAR LAKE CHARRETTE 2012
Landscape Architecture and Environmental Planning
Utah State University



Utah State University
COOPERATIVE EXTENSION



Utah State University
Department of Landscape Architecture and
Environmental Planning

BEAR LAKE CHARRETTE 2012

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BEAR LAKE CHARRETTE 2012

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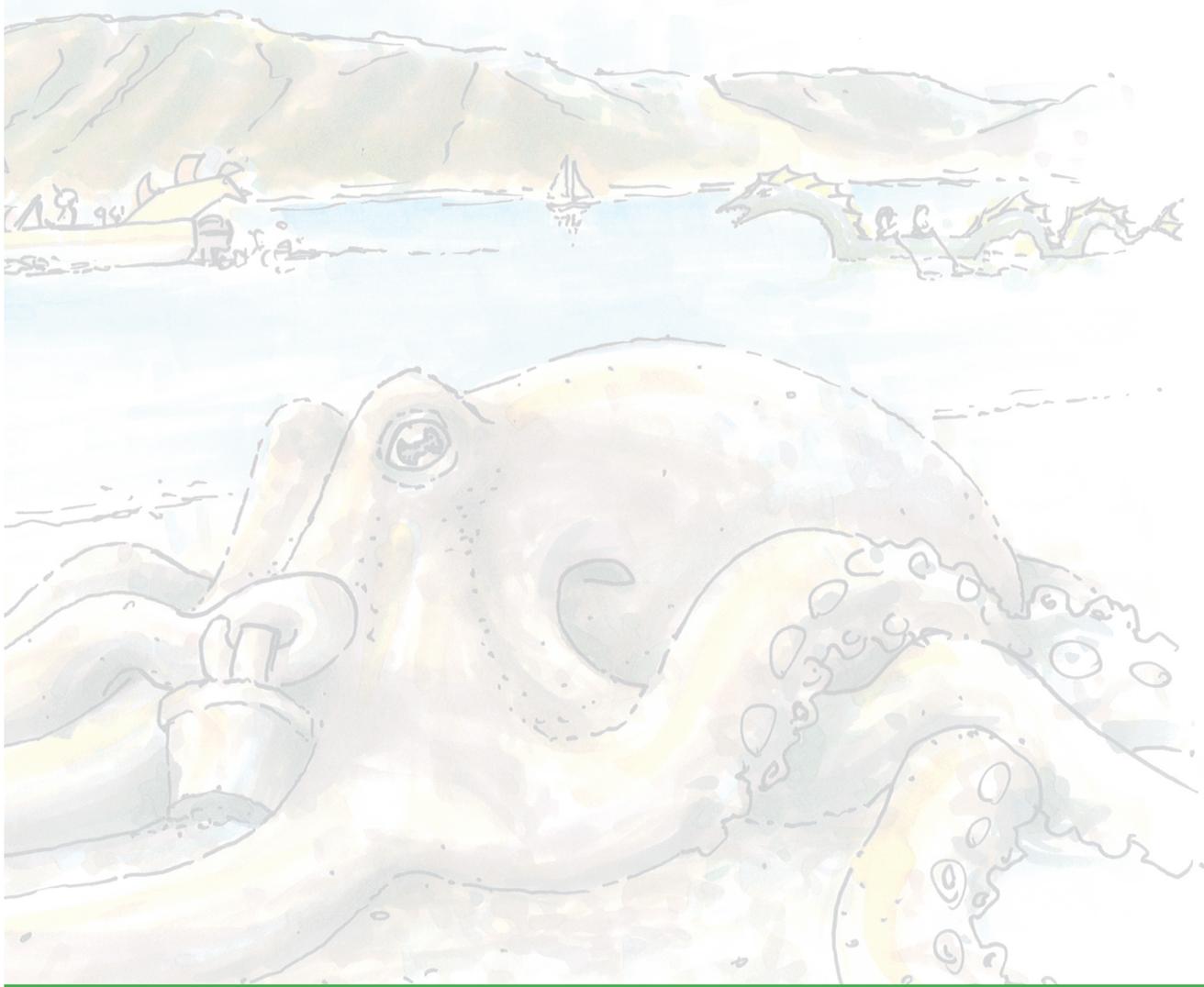
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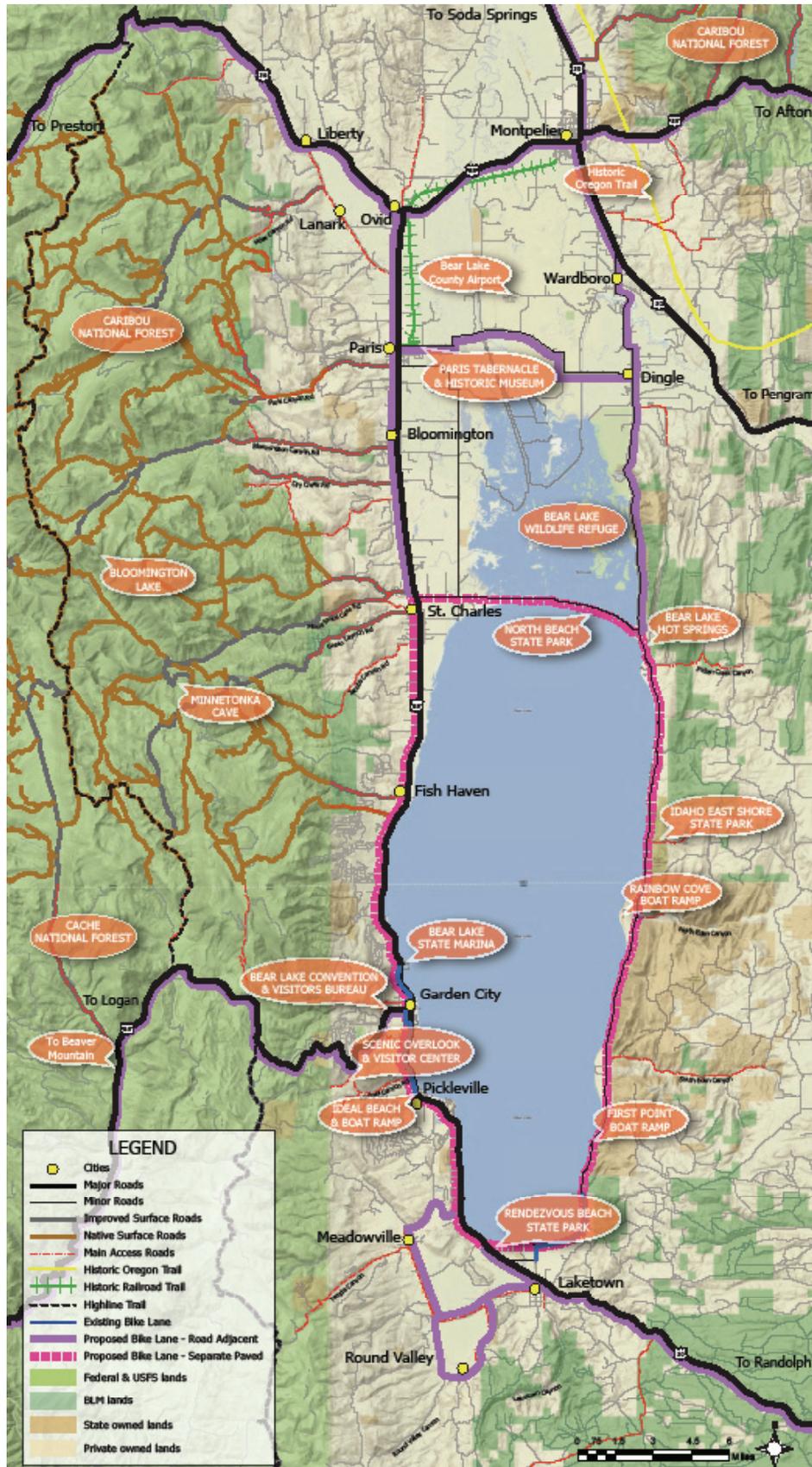
Team Fifteen: Open Space Preservation

Regional Trails

Regional Trails Linkages

The trail system in the Bear Lake region has grown from a long history of trails through the area, with the Oregon Trail and the history of the pioneers who settled here in the mid 1800's.

These same paths are used today to connect communities and provide the opportunity to explore nature.



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Regional Trails Linkages



Access is key. Each town and city in the region needs to have a connection. The great thing about the region is that for the most part, each town has a connection. In the future, it will be crucial for planners to strengthen these connections so that each town can act as a node for tourists and residents wishing to enjoy the diverse outdoor recreational activities.

These destinations bring many visitors to the “Caribbean of the Rockies” each year and access can be improved to these destinations.

Bike lanes and pedestrian circulation are key to providing these communities with opportunities for recreation, fitness, and alternatives for transportation. Improving Merkley Road from Dingle to the Bear Lake Hot Springs will enhance the connections to the lake and trails. Improving Dingle Bottom Road will enhance access to the airport, between Dingle, Wardboro and Paris, providing alternatives for transportation. The proposed bike lanes create a base from which the trail network can emerge.

The Legacy Lake Trail, shown as separate from the road (in pink) can also function as the bike lane, to maximize the use and cost of the infrastructure.

The proposed bike lanes create a base from which the trail network can emerge. The Legacy Lake Trail, shown as separate from the road (in pink) can also function as the bike lane, to maximize the use and cost of the infrastructure.

Public transportation for seasonal visitors, workers, and residents can alleviate traffic during the busy months and help to connect people into open space. Public transit along the main routes of travel can accommodate most people. A route from Laketown to Montpelier, Montpelier to Soda Springs, and Garden City to Beaver Mountain and Logan has the potential to bring more people to visit Bear Lake. (BLBP)

Another goal of ours was to embrace and revive some of the historical paths and trails that exist in the area. Montpelier is unique in that it enjoys two connections to two very different historical pathways. First there is the Oregon Trail, which was used by thousands of pioneers as they passed through Montpelier on their way to the west coast. Secondly an abandoned railroad line running from Montpelier to Paris represents the history of railroads moving west into the frontier. Each trail provides an opportunity for the Region to show continuity in the historical character of the region.

Legacy Lake Trail

The Legacy Lake Trail offers a safe pedestrian and bike friendly path providing connections between communities enhancing their neighbourly quality. Each section may have several constrains, but the communities want to work together and that can be done by treating the trails and improvements to the area in a regional context where each community will benefit from the connections and opportunities that a completed Lake Trail brings. When each city contributes to the cost of the lake trail it can also speed the rate that it can be completed.



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Legacy Lake Trail

One of the largest constraints is the costs of implementing each section trail, especially if you consider the preferred 10' Right of Way. With the cooperation of the surrounding cities, Fund raising events and benefit concerts held during raspberry days or other activities held during the marathon, done on a yearly basis are just some ideas that can be considered to speed up the process of constructing the Legacy Lake Trail. Where privately owned land becomes a constraint, the lake trail may shift to be adjacent to the road in order to accommodate the alignment.

1 WEST LAKE TRAIL

Average time of construction: 0 to 3 years [based on the actual development of the zone and the few constraints that the area shows]

Description: *An approximate of 24 miles-long trail along I- 89 and I-30 from Laketown, UT to North Beach Rd, ID. Trail interconnects the towns of Laketown and Garden City in Utah, and Fish Haven and St. Charles in Idaho.*

Justification

-The need of connecting the existing trail system of the west side of the Bear Lake

-To link the trail system with the existing amenities and the historic features of the area

-Encourage users to utilize the attractions of the west side of the lake such as the campgrounds, the Rendezvous Beach state Park, the Bear Lake State Park located in Garden City, and the Bear Lake West Golf Course

Recommendations and Opportunities

-Improve the existing Highway crossings located in Rendezvous Beach State Park and Ideal Beach

-Create new and improved road crossings throughout the trail

-Appropriate land management agreement with the local entities and the private sectors (landowners)

2 HOT SPRINGS TRAIL

Average time of construction: 3 to 7 years [based on the existing wetlands and the needed easements of the different local and state entities]

Description: *An approximate of 8 miles-long trail along North Beach Rd from St. George to East shore Rd.*

Justification

-The need of creating a system that would connect the existing plans for Montpelier with the proposed Hot Spring trails

-Link the trail system with the existing conservation areas

-Encourage users to utilize the attractions of the north side of the lake such as the campgrounds, the mud lake, and the Hot Springs.

Recommendations and Opportunities

-Create new and improved bridge/trail crossings throughout the trail

-Appropriate land management agreement with the state and local entities

-Generate a suitable land management easement agreement process with the private sectors (landowners)

3 EAST LAKE TRAIL

Average time of construction: 7 to 14 years

Description

An approximate of 19 miles-long trail along East shore Rd from North Beach Rd, ID to North Main St. in Laketown, UT.

Justification

-Create a trail system for the east part of the lake in order to encourage users to be aware of the opportunities of the region

-To link the trail system with the existing amenities of the area

Recommendations and Opportunities

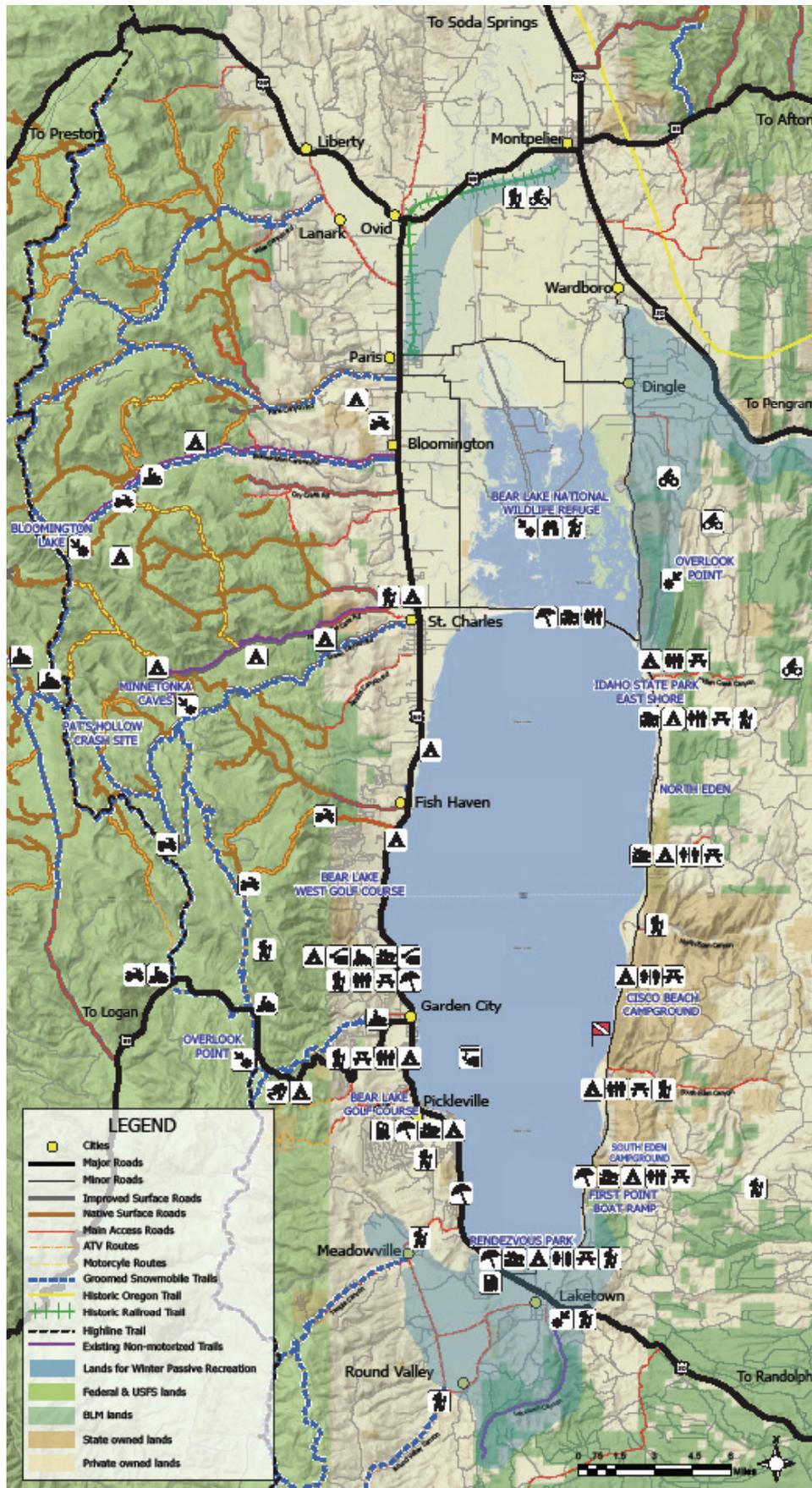
-To develop conservation easements within the site

-Generate a suitable land management agreement process with the private sectors

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Seasonal Recreation

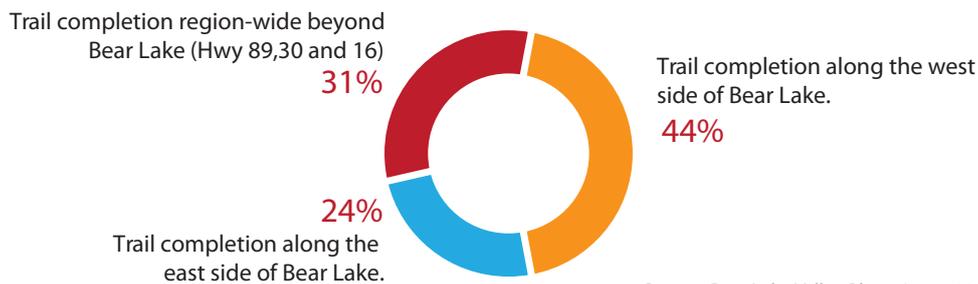
The Bear Lake region is truly a mecca of recreational opportunities, offering boating, diving, camping, hiking, ATV & snowmobiling, cave exploration and hot springs all in the same are. A unique combination of activities in the beautiful setting around Bear Lake that people come to enjoy.



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Seasonal Recreation

Most Important Trail-Related Goal



Source: Bear Lake Valley Blueprint, p. 23

While the western shore of Bear Lake provides the majority of recreational settings, the east side of the lake is relatively underdeveloped. Whether it's the creating of a triathlon trail from the lake to the Bear River or a mountain bike path up a high desert canyon to a scenic overlook, the eastern side of the lake has many potential recreational opportunities. The canyon trails shown can be considered for future development, providing connections from Laketown Canyon Trail to the Merkley Road loop into Indian Creek Canyon.

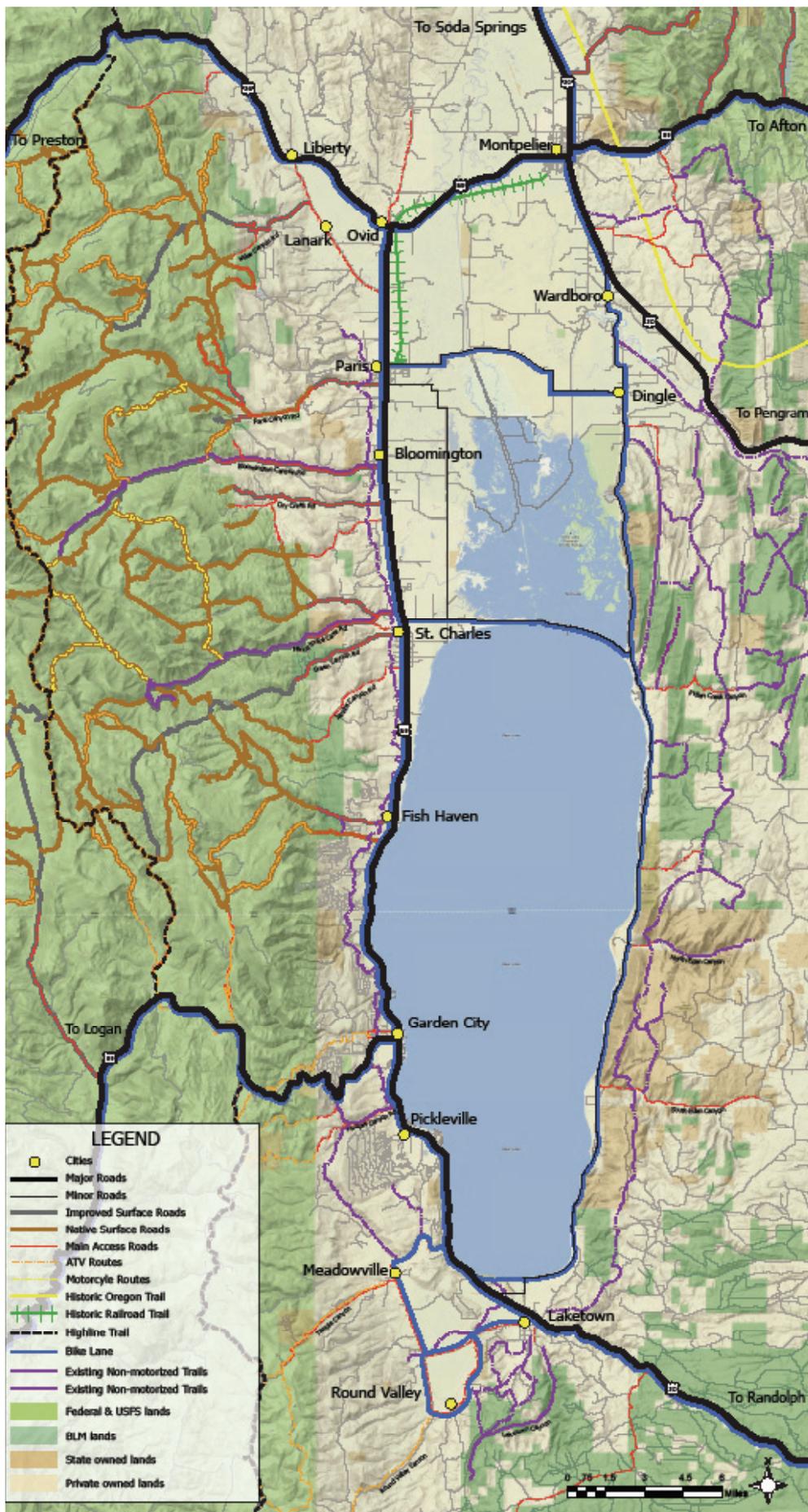
The Bear Lake Region, stretching from Laketown to the south and Montpelier to the north, encompasses a very large and complex trail network that includes summer and winter recreational opportunities. In the summer months, trail users have the option of hiking, biking, ATV riding, and horseback riding. During the winter season, there are ample miles of trail for snowshoeing, cross country skiing, and snowmobiling.

Diversifying the user groups is a goal that can promote balance of use in the area. One thing that the Bear Lake region does not lack is motorized access. The Caribou-Targhee National Forest and the Cache National Forest provide hundreds of miles of trails for motorized use. However, trails strictly for hiking, horseback riding, and mountain biking are a bit harder to find. While the trail system is unbalanced, providing additional non-motorized trails will help create a balance by providing equal access for different users. Their integration into the circulation network will provide greater connectivity between cities as well as adding to the recreational opportunities throughout the seasons.

Diversifying the user groups is a goal that can promote balance of use in the area. One thing that the Bear Lake region does not lack is motorized access. The Caribou-Targhee National Forest and the Cache National Forest provide hundreds of miles of trails for motorized use. However, trails strictly for hiking, horseback riding, and mountain biking are a bit harder to find. While the trail system is unbalanced, providing additional non-motorized trails will help create a balance by providing equal access for different users. Their integration into the circulation network will provide greater connectivity between cities as well as adding to the recreational opportunities throughout the seasons.

While there are a variety of trail options in the area, a survey taken in 2010 during the Bear Lake Valley Blueprint found that area residents desired an expansion of passive trails for biking, walking and hiking. 62% of the participants felt that providing more trails for walking and biking should be a high priority, and 59% felt that creating a trail around Bear Lake should be a high priority. A later survey also taken in 2010 found that a majority of participants thought that the most important trail to complete was the trail along the west side of Bear Lake. The second most important was the completion of a region-wide trail system that expanded beyond Bear Lake. The third most important trail-related goal was to complete the trail along the east side of Bear Lake. The figures of this survey are provided below.

Comprehensive Regional Trails

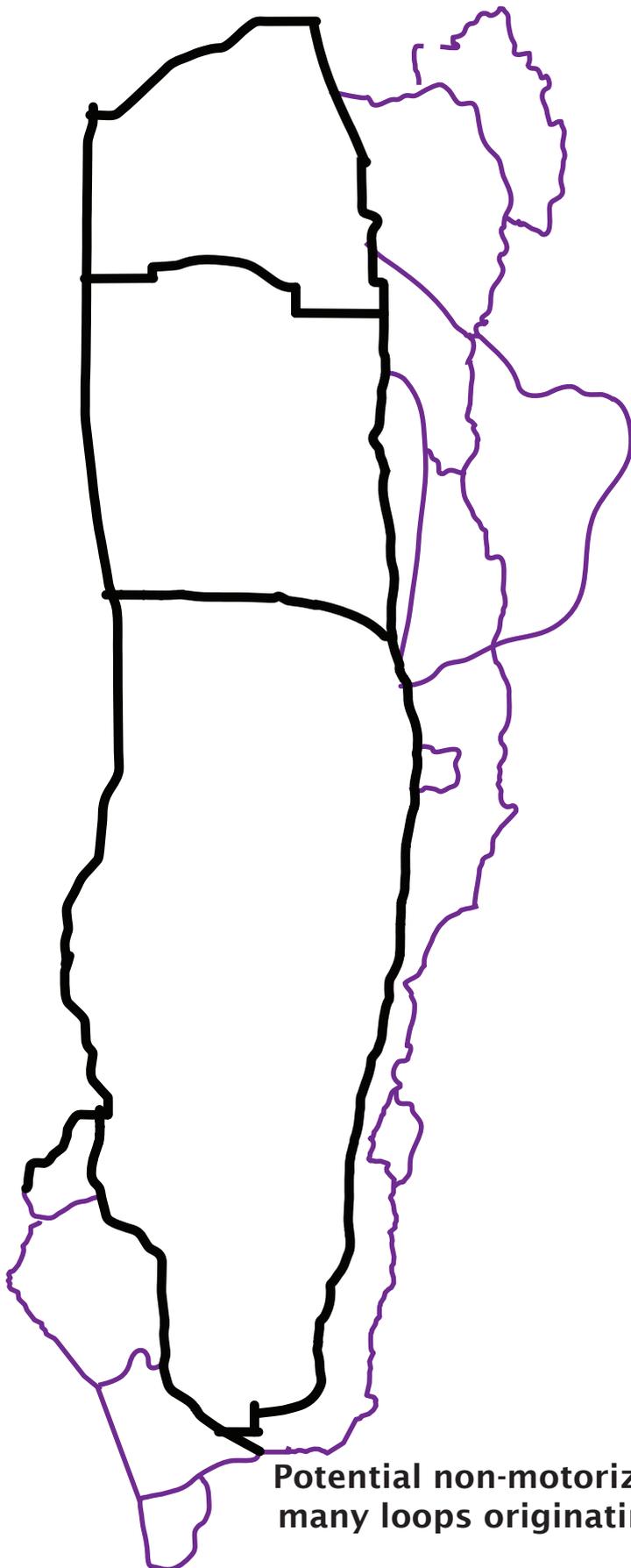


- ① Proposed rail trail connecting Paris & Montpelier
- ② Proposed loop with lookout
- ③ Proposed loop trail from Indian Creek Canyon to Dingle and also connecting to Pengram
- ④ Proposed trail along canal w/ multiple access points
- ⑤ Proposed loop trail through the canyon on east side of lake
- ⑥ Propose Hodges Canyon change to a non-motorized multi-use trail
- ⑦ Proposed loop connecting to Hodges Canyon
- ⑧ Land owners looking for an agricultural conservation easement and want to allow trails through the area

Our primary goals for the trails system of Bear Lake were to satisfy resident and visitor desires. Our top two priorities were to develop a Legacy Lake Trail that extended around the entire lake and to provide a more diverse set of trails that would create a balance between the motorized and non-motorized trails in the area. Our goal was to create a system that was legible both to residents and outside visitors alike.

Bear Lake Charrette 2012

Comprehensive Regional Trails



The central focus of the trail system is the Legacy Lake Trail. Our plan has designated this trail as the primary and most important trail in the region because it connects all of the communities on Bear Lake as well as the communities in the region that aren't situated on the shores of Bear Lake. From this primary Legacy Lake Trail, trails users will have the opportunity to access the myriad other trails, both motorized and non-motorized.

The web of trails that stretch out from the Legacy Lake Trail and the signposts along the way that will designate trails and trail heads will create an easily understood way finding system for residents and visitors.

The BLM lands hold the greatest potential for new trails due to their support of enhancing the trail network. Much of the access to these opportunities are through privately owned lands, and conservation easements will ensure access to future trails and recreational opportunities where private land owners allow.

The east side of the lake has many unimproved roads through it, however some of these roads are illegal for public use. Working with state and private land owners to create access will help to create a legible and diversified trail system that will help to preserve open space.

Potential non-motorized multi-use trail network offering many loops originating off of the Lake Trail and Merkley Lake Road.

Regional Trail Settings

Urban Setting



Connections to cities and trail systems are crucial to providing legibility to the region's recreation resources. Going into the future we will need to take advantages of existing connections and develop new ones as needed.

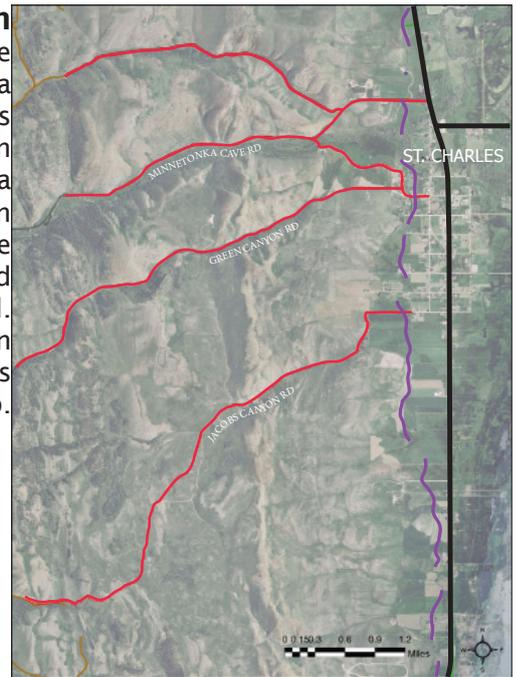
Wildland Setting



Rural areas border on wild lands and provide different connections than urban settings. Although these areas are removed from cities with grid system roads and city amenities, their trail recreation opportunities still cater to various user groups.

Jacobs Canyon

St. Charles connects to the Caribou-Targhee National Forest on several levels. Minnetonka Cave Road, Green Canyon Road, and Jacobs Canyon Road all connect St. Charles's town center to the National Forest. With Minnetonka and Green Canyon roads providing an improved surface, Jacobs Canyon could be a road considered as a more naturalized entrance into a recreation playground. This way of categorizing the canyon/urban connections could help the communities market to a more diverse user group.

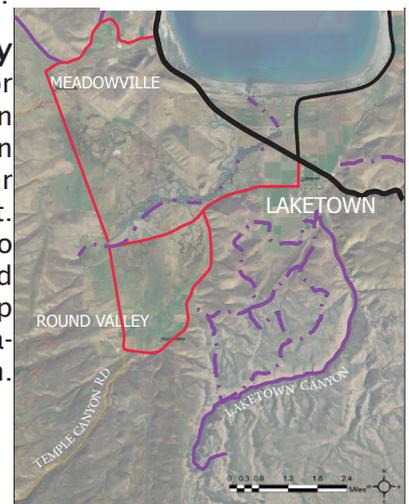


Indian Creek Loop

Indian Creek on the northeast area of Bear Lake is a unique hub for wild land connections. Indian creek canyon can be connected to Pengram and the Bear River before it reaches the Bear Lake valley. Further connections can be found to rugged canyons and the Bear Lake Wildlife refuge. Here one could bike, hike, and canoe while taking in the various flora and fauna of the area, with each activity providing a distinct way to enjoy the areas resources.

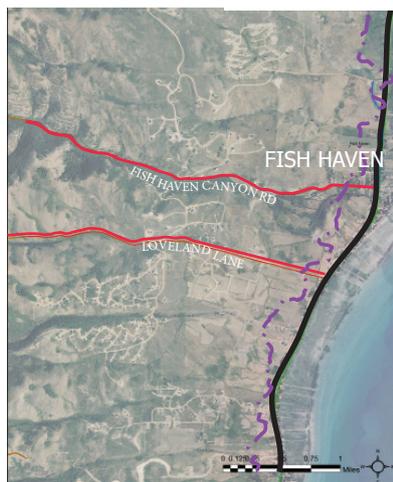
Round Valley

Laketown also provides a unique opportunity for Urban/Wild land connections. With Laketown Canyon providing access to some high desert canyon recreation, the Round Valley roads provide another step in the process of getting into the National forest. Imagine waking in the morning with a decision to either saunter up a creek trail outside town, road bike around the Round Valley road, mountain bike up Laketown Canyon, or ATV to Temple Canyon Uinta-Wasatch- Cache national Forest trail system.



Loveland Lane

The unincorporated town of Fish Haven has varied connections to the landscape. A rural town just across the border Utah/Idaho border in Idaho, Fish Haven provides access to two national forests and a myriad of ATV trails. With the dispersed development of Bear Lake West and other cabin houses south to Fish Haven Canyon, Loveland Lane can be seen as an important connection to enhance and coordinate with further development, especially considering the ecological importance of Fish Haven Creek and spawning Bonneville Cutthroat.



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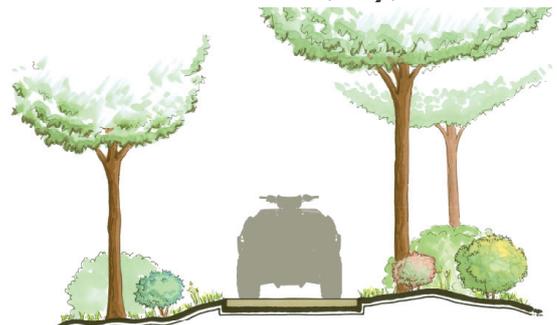
Design Guidelines

Multi-Use trail



Recommended Trail Width: 10' - 12'
Clear Zone: 2' on either side of trail
Vertical Clearance: 8'
Surface: crushed stone/compacted earth

ATV trail (city)



Recommended Trail Width: 5' (60")
Clear Zone: 1' on either side of trail
Vertical Clearance: 9'
Surface: native surface

ATV trail (BLM)



Recommended Trail Width: 4'-2" (50")
Clear Zone: 1' on either side of trail
Vertical Clearance: 9'
Surface: native surface

Equestrian Trail



Recommended Trail Width: 4'
Clear Zone: 2' on either side of trail
Vertical Clearance: 10'
Surface: native surface

Bike Trail



Recommended Trail Width: 2'
Clear Zone: 3' on either side of trail
Vertical Clearance: 8'
Surface: compacted earth

Hiking Trail



Recommended Trail Width: 4'
Vertical Clearance: 8'
Surface: crushed stone/compacted earth

Design Guidelines



The guidelines for the trail system provide a standard that helps to determine if the trail will sustain the user group.

At Hodges Canyon Rd, an ATV trail accessed by I-30 in Pickleville, the conditions of the trail have led to the temporary closure of the trail. The photos to the right show the severity of the trail's condition and need for repair.

A 100' buffer away from streams and rivers for motorized trails will protect the water quality and the trail itself from erosion.

Changing the use of this trail from motorized to non-motorized will add a much needed hiking and biking trail near Bear Lake.



It's fun to ride an ATV through stream crossings, but over time these crossings become dangerous and problematic in the ecological impacts.

With high winter runoff, ATV's tend to create rutting, which captures water and erodes trails' tread. Other times water from streams become diverted onto trails through ATV erosion and high winter runoff.



When erosion is left uncontrolled, it can destroy entire stretches of trail causing safety issues for riders, and ecological problems for the environment, including water quality.

Regional Trailheads

Identification & Access

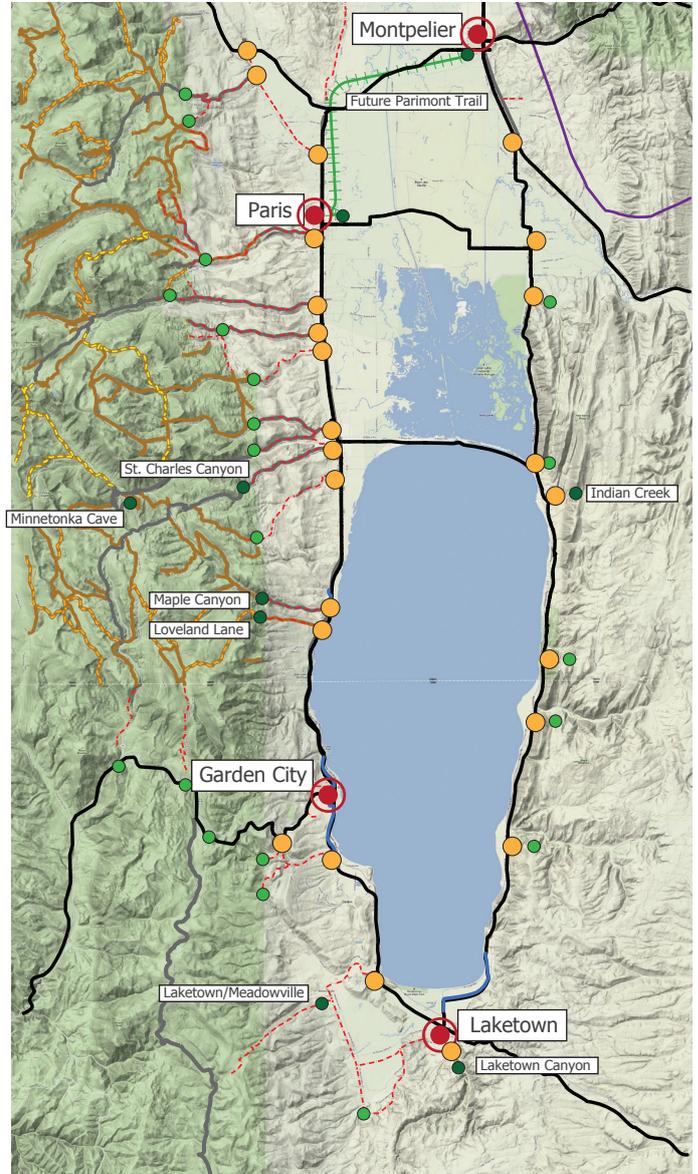
One of the biggest issues facing the Bear Lake Region today is the lack of a regional identity that defines the area and can be broadcast to those who come to visit. The large variety of things to do around the area are essentially invisible, prompting visitors to go to what is visible to the eye: mainly the lake. To introduce visitors to the plentiful recreation opportunities available and attract them to other places besides the lake, a method of wayfinding and identification must first be developed.

Options for establishing and reinforcing a regional identity include using materials and forms that mimic cultural or historical forms and repeating them throughout the area, recalling classic Bear Lake heritage and culture, and using native plant and construction materials. By using these methods, an identifiable character can be established and connected to various opportunities and activities throughout the region.

Regional Information Booths

The Regional Information Booth serves as a visual landmark and greeting for visitors entering the Bear Lake region. It also serves as an introduction to those who have never visited before and a source of information and direction for anyone looking for new experiences.

Regional Information Booths	RESTROOMS	INFORMATION KIOSK	PARKING(LARGE VEHICLE)	PARKING(SMALL VEHICLE)	SIZE < 1 AC.	SIZE 1-2 AC.	SIZE > 2 AC.	PICNIC AREA
GARDEN CITY								
PARIS								



Waypoints

Waypoints are visual reminders of activities that are not immediately obvious from the road and sources of direction to travellers at a highway pace. They also differentiate between various activities, allowing visitors to quickly determine whether or not they would like to visit a specific destination.

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● Trailheads

Trailheads are the gateways to new experiences. These locations serve as the entrance to trails of various types and offer information specific to the trail or trails that it services. Also available are various amenities fitting the uses of each trail, including things like parking, rest rooms, and picnic areas.

Trailheads	RESTROOMS	INFORMATION KIOSK	PARKING(LARGE VEHICLE)	PARKING(SMALL VEHICLE)	SIZE < 1 AC.	SIZE 1-2 AC.	SIZE > 2 AC.	PICNIC AREA
LOVELAND LANE								
MAPLE CANYON								
INDIAN CREEK CANYON								

Wayfinding System

⦿ Regional Information Booths

Regional Information Booths serve multiple purposes and cater to many different types of visitors. These information booths serve as:

- a simplified and more easily accessed version of the visitor’s center on US 89
- a tool to educate outsiders on the myriad outdoor recreation opportunities offered
- the first step in a wayfinding system to help visitors easily find trails in the area

Regional Information Booths should be situated in key cities that can welcome and inform visitors about the region’s outdoor offerings. Cities such as Garden City, Laketown, Montpelier, and Paris would be excellent locations for these booths.

Because the booths serve multiple purposes, they can fulfill the needs of a variety of types of visitor. Some visitors prefer to stop and gather all the information they can on a region and its offerings; the maps and pamphlets provided in the booths

can provide a well-rounded education on the region’s offerings.

Some visitors will have specific recreational goals in mind and the booths can be organized to provide easily and quickly accessible information on these specific activities. Finally, there are those visitors who don’t stop often stop at visitor’s centers and booths; the signposts on the face of the information booths can serve as a quick advertising and educational tool to inform these passersby on opportunities they may not have been aware of, potentially drawing them back to the region for opportunities they had not known existed.

These booths are the first step in a wayfinding system consisting of information booths, signposts, and trailheads; the system that will make navigating the Bear Lake region’s outdoor recreation system simple for both residents and visitors. These landmarks, through their design, style, and purpose, will make the signposts and trailheads easy to identify as part of a regional system. Users will feel confident that they are exploring an area whose recreational opportunities are well-established and valued.



Regional Information Booth

● Wayfinding Signposts

After visitors have stopped at the Regional Information Booths or driven by them and been alerted to the plethora of outdoor recreational activities in the region,



Regional Information Booth

secondary alerts about the variety of recreational options and their locations will be found through the use of signposts located along the highway that connects the communities. These signposts will occur at key points and will indicate turns that should be made to find trailheads, beach access, and other amenities throughout the region.

These signposts will direct users to the trails and attractions they are searching for. Also available on each signpost will be a symbol indicating various activities. Visitors who are simply looking for something to do can spontaneously hit the road in search of a trail or recreational activity without the need to fully plan the outing. The symbols can also serve as advertisements informing highway users of the many outdoor options that they may not have been aware of otherwise. These opportunities can become increasingly well-known and used as a result of this advertising and information tool.



Wayfinding Signpost

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● Trailheads

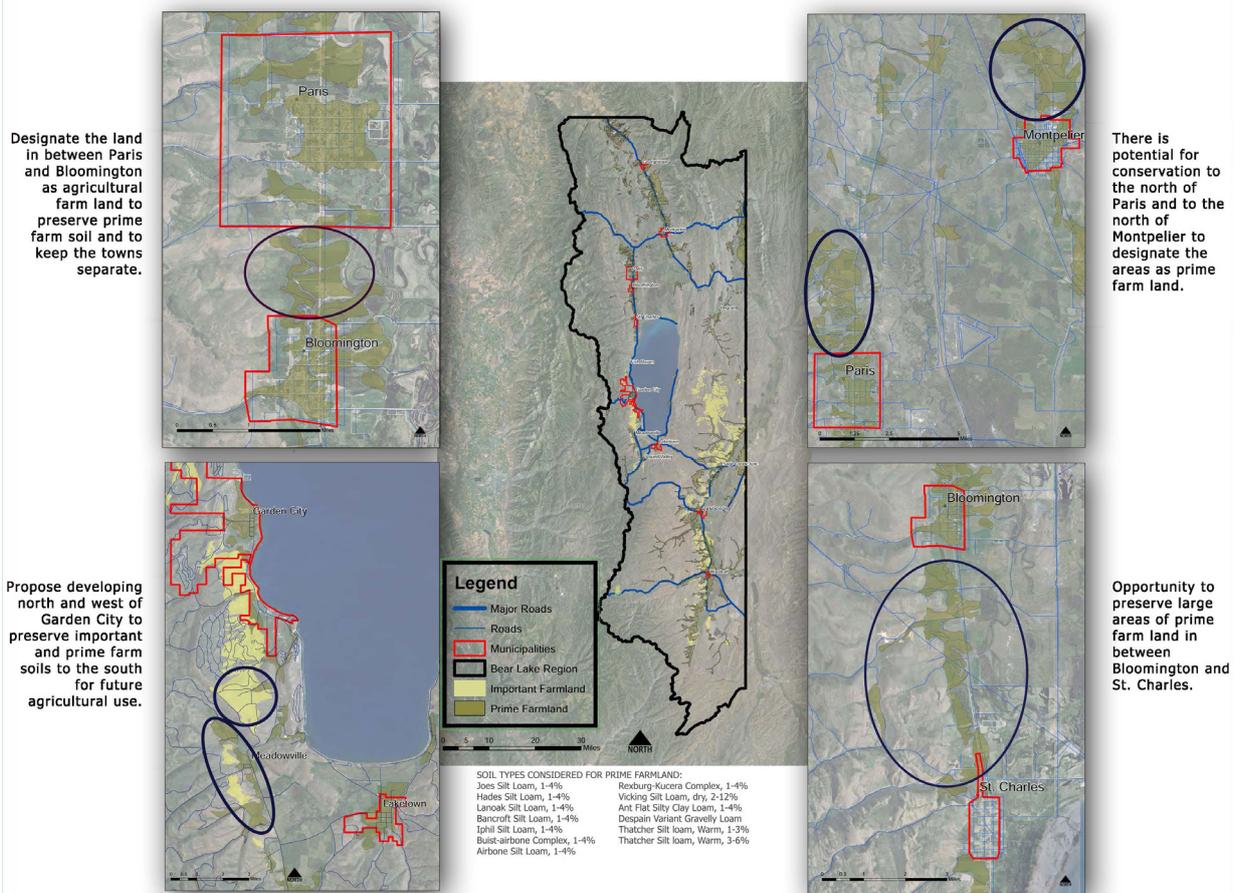
After following the direction of the signposts, visitors will arrive at their final destination, marked by a trailhead. The trailhead will be similar in design and materials to the information booths and signposts so visitors will understand that their destination has been reached. These trailheads can provide maps and detailed information on trails, including difficulty level, mileage, linkage to other nearby trails, and other related recreational opportunities, such as camping or picnicking.

Because of the many varieties of trails in the area, many trailheads will naturally serve uncomplimentary purposes, such as both hiking and ATV trails. These uncomplimentary uses should be mapped out and explained at each trailhead in order to prevent users from finding themselves in uncomfortable or dangerous situations. In addition, further signposts should be considered where trails split or cross each other to assist trail users of all types.



Trailheads

Open Space Preservation
Conservation of Agricultural Farmland



Through the “Envision Bear Lake Valley” process, the public demonstrated a desire to conserve Natural Resources and Agriculture. The “Bear Lake Valley Blueprint” states: “Agriculture not only enhances the scenic beauty of the Bear Lake area, it is a large part of its economic engine and provides a culture and lifestyle that makes the area unique. Without preservation measures farmland, particularly near the lake, will likely be redeveloped over time.”

The USDA has identified some of the most critical agricultural lands as Prime Farmland and Farmland of Statewide Importance. “Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban builtup land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed,

including water management, according to acceptable farming methods. [...]Additional farmland of statewide importance is land, in addition to prime and unique farmlands, that is of statewide importance for the production of food, feed, fiber, forage, and oil seed crops as determined by the appropriate state agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods.” (<http://soils.usda.gov/jtechnical/handbook/contents/part622.html>)

Development has already surrounded many of the critical agricultural lands in the Bear Lake Valley. Currently these farmlands provide character and identity to cities in the region and in many cases act as buffers between municipalities. However, without proper planning and protection these lands are at risk of being permanently lost.

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Techniques to Preserve Critical Land

Identifying Prime Farmland and Farmland of Statewide Importance is a critical first step to preservation. Through local input and planning, it can be determined which areas should be preserved, and then appropriate methods can be implemented to protect those lands. "Techniques for preserving farmland are numerous and include protective zoning, transfer of development rights, conservation easements, right-to-farm legislation and agricultural districting." (Bear Lake Valley Blueprint)

Several resources and ideas can be utilized on the state, county, regional, or local level in order to preserve agricultural lands and encourage open space preservation in general while still allowing development. The Bear Lake Valley Blueprint public input suggests that a majority of residents favor a development pattern that encourages infill while preserving open space. The document outlines several techniques that encourage this growth pattern and also gives case study examples of implementation. Continued legislation efforts, like the Agriculture Sustainability Act (SB46), are also attempting to make it easier to preserve these critical lands on a local level.

Development techniques for preserving agricultural land and other open space include:

- Clustering Development
- Creating Development Standards
- Farmland Preservation
- Master Planning
- Mitigation Ordinances
- Green Belts
- Conservation Easements
- Soil and Water Grants
- Open Space Requirements and Fee-in-Lieu Programs
- Purchase of Development Rights
- Tax or Bond for Conservation of Critical Working Lands
- Land Trusts
- Viewshed Preservation

Agriculture can be highlighted and emphasized through local efforts like:

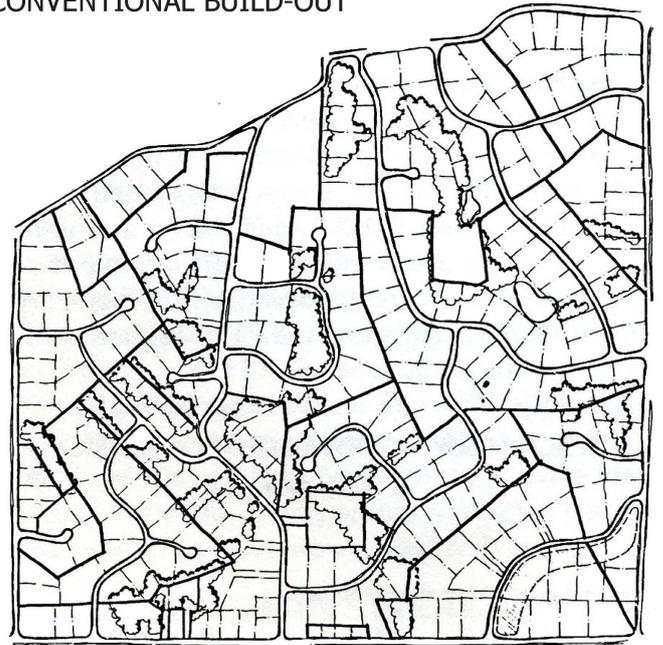
- Agricultural Cooperatives
- Value-Added Options
- Creating Direct Markets
- Farmers Markets
- Farm-to-School Programs
- Community Sponsored Agriculture
- Marketing
- Buying Local/Regional Branding
- Agritourism



EXISTING CONDITIONS



CONVENTIONAL BUILD-OUT



LAND PRESERVATION BUILD-OUT

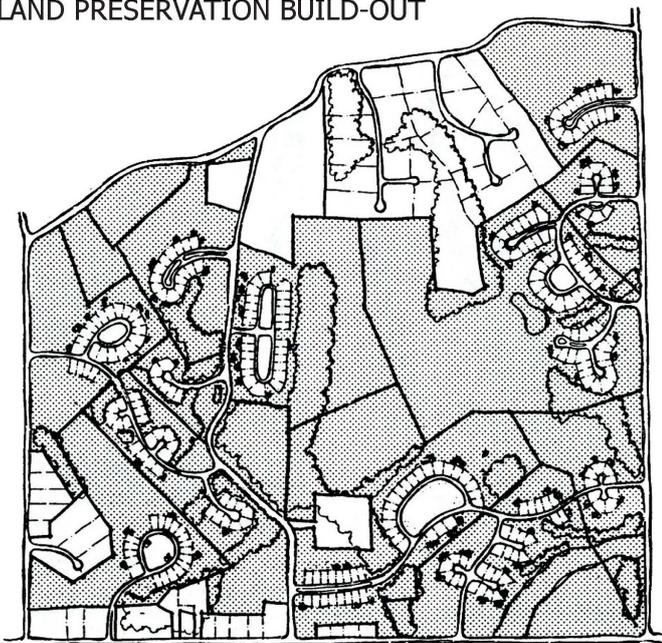
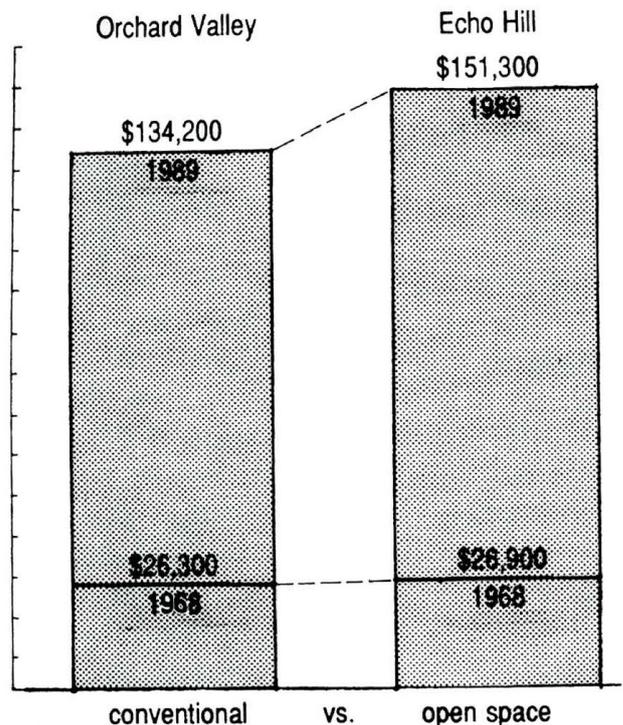


Figure Below: The value of neighborhood open space in subdivision design is illustrated in these two graphs of house price appreciation in two subdivisions in Amherst, Massachusetts, built at the same time and at the same overall density. Although homes in both developments were very similar in size and in original sales price, after 20 years the ones in the subdivision with smaller lots and 36 acres of common open space were selling for an average of \$17,100 more than their counterparts on lots twice the size.

Above Figures: These three sketches, prepared by the Montgomery County (Pennsylvania) Planning Department, show a rural neighborhood and two alternative future scenarios. One is to become blanketed with wall-to-wall subdivisions, each consisting of a checkerboard of house lots and streets. Another is to preserve large blocks of land, with many open spaces adjoining one another, through cluster designs on each parcel. Source: Prepared by Montgomery County Planning Commission, October, 1990.

Arendt, Randall. (1994). Rural by Design: Maintaining Small Town Character. Chicago, IL: APA Planners Press.

Appreciation Differences Over 20 Years
Between Two Subdivisions



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Taking the Scenic Route

Studies have shown that natural beauty is the most important factor for tourists when choosing outdoor recreation sites. Tourism, along with agriculture, makes up the bulk of the Bear Lake region's economy. Consequently, protecting both the natural and agrarian scenery of the area is essential to maintaining Bear Lake's economy and cultural identity.

1 (Presidents Commission of American Outdoors. 1987. Americans Outdoors: The Legacy, The Challenge. Washington/ DC Island Press.)

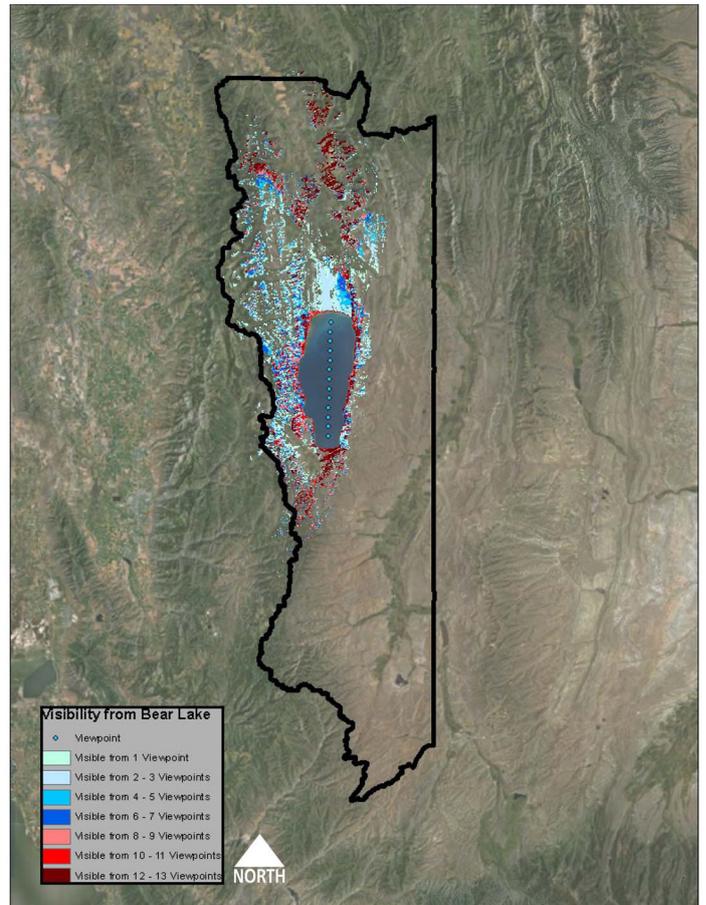


Not all existing open space can be preserved. Although new development and construction will occur, appropriate building exteriors and positioning of new structures can help to minimize negative visual impacts. Several examples are listed below.

- Structures should use materials and finishes that visually represent the region and fit the sense of place. Motifs may be borrowed from historic buildings, agricultural structures, and colors or materials naturally occurring in the area. Roofing materials should match their surroundings to avoid stark contrasts or glare. See Images 1 and 2
- New homes should avoid being built on ridge lines. Placing a home on top of a hill or ridge calls additional attention to it. By being just below the ridge line, the home draws less attention and is only visible



The image above illustrates areas where lake views from the highway have been obstructed by development. The map to the right indicates which areas are most visible from the center of the lake. Both of these images emphasize the need to preserve the remaining shoreline for the enjoyment of all that come to Bear Lake.



No house should ever be built on a hill or on anything. It should be of the hill, belonging to it. *-Frank Lloyd Wright*

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from one side of the ridge. See Image 3
· Preserve views to the lake, especially from major roadways. Bear Lake is the greatest visual resource for the region. However, along many portions of the highway the lake is not visible due to homes and dense vegetation, despite the road being within 50 yards of the shore. Remaining open shorelines should be protected where possible. Any new developments along the shore should restrict building and vegetation heights to maintain visual access to the lake. See Images 4 and 5



Image 3

The home on the left lies below the ridge line while the home on the right sits atop. The horizon line of the ridge is disrupted by the home on the right

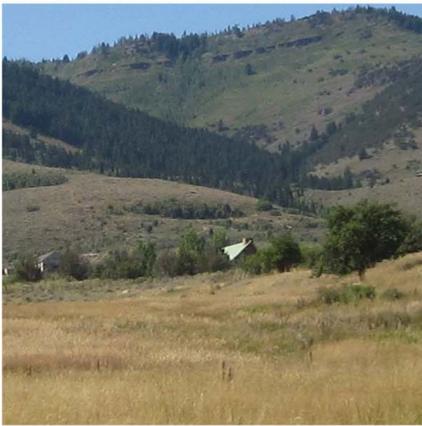


Image 1



Image 4



Image 2



Image 5

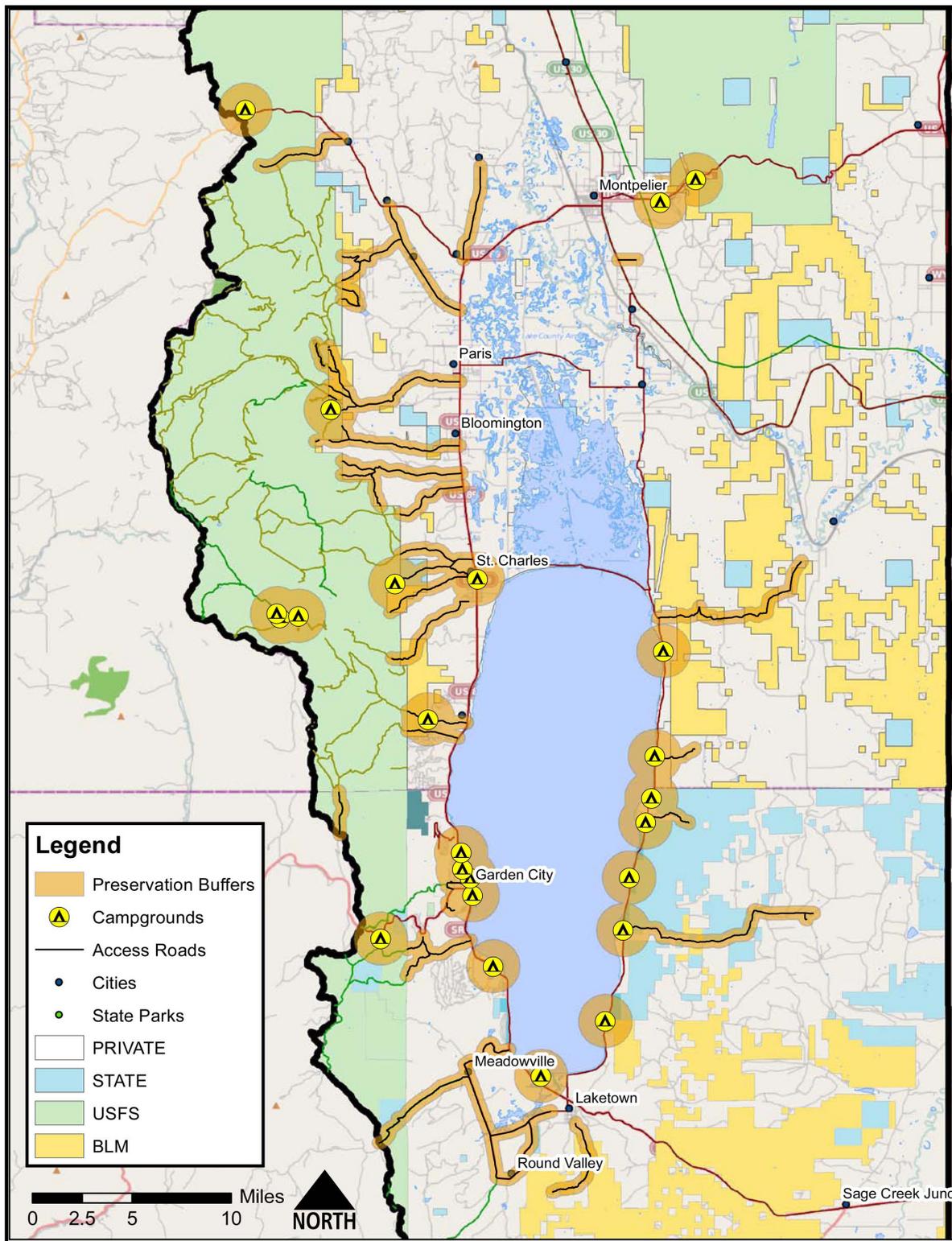
A white or metal roof stands out and glares against the scenic mountains in the first image. Notice how the green-colored roof reduces glare and blends better with its surroundings.

The image on the left is typical of many lakeside residential properties that obstruct views to the lake. The image on the right enhances the experience of passersby, preserving the greatest tourist amenity of the region.

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Recreation Preservation Buffering

This map shows existing campground areas and existing access roads with 1-mile buffers around all the campsites and 1/4 mile buffers around the access roads. We propose that the undeveloped areas within these buffer zones should be preserved.



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<http://www.berkscountyweb.com>

- The preservation of open spaces near recreation sites helps ensure the quality of those spaces now and for future generations. Development that begins to encroach on camping, hiking, snowmobiling and other areas will reduce the value of those areas. Their preservation will be of even greater value as more people try to develop around the Bear Lake area. These recreation areas will remain enjoyable for those who visit Bear Lake and also those who live there.

- Other areas to be preserved include natural hazard areas such as landslide danger, flood zones, fault lines or epicenters, and avalanche danger. These are areas that should be avoided anyway for development, but can be preserved and enjoyed as recreation areas.



<http://scenicpaintingtours.com/monument-valley-utah/>



<http://www.bearlake.org/snowmobil.html>

- The connection of these open spaces between camping, trail systems, and the cities will result in open space corridors that will be valuable to the area.

Regional Open Space Preservation Water, Wildlife, and Land Use

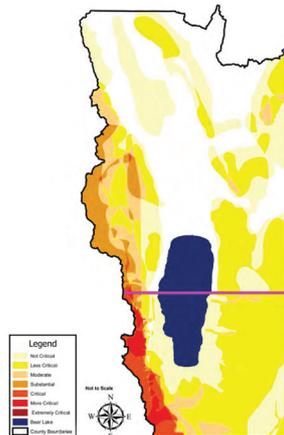
Watersheds Map

This is a representation of all available watersheds in the Bear Lake region and was derived from information gathered using Geographic Information Systems (GIS). This information was used as a base analysis layer to determine critical conservation corridors and zones.



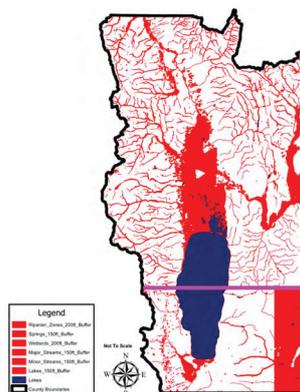
Wildlife Map

Wildlife utilizing the Bear Lake region, including sage grouse, deer, moose and mountain lion (amongst others) were compiled, once again, using GIS. This information was used as a base analysis layer to determine critical preservation corridors and zones.



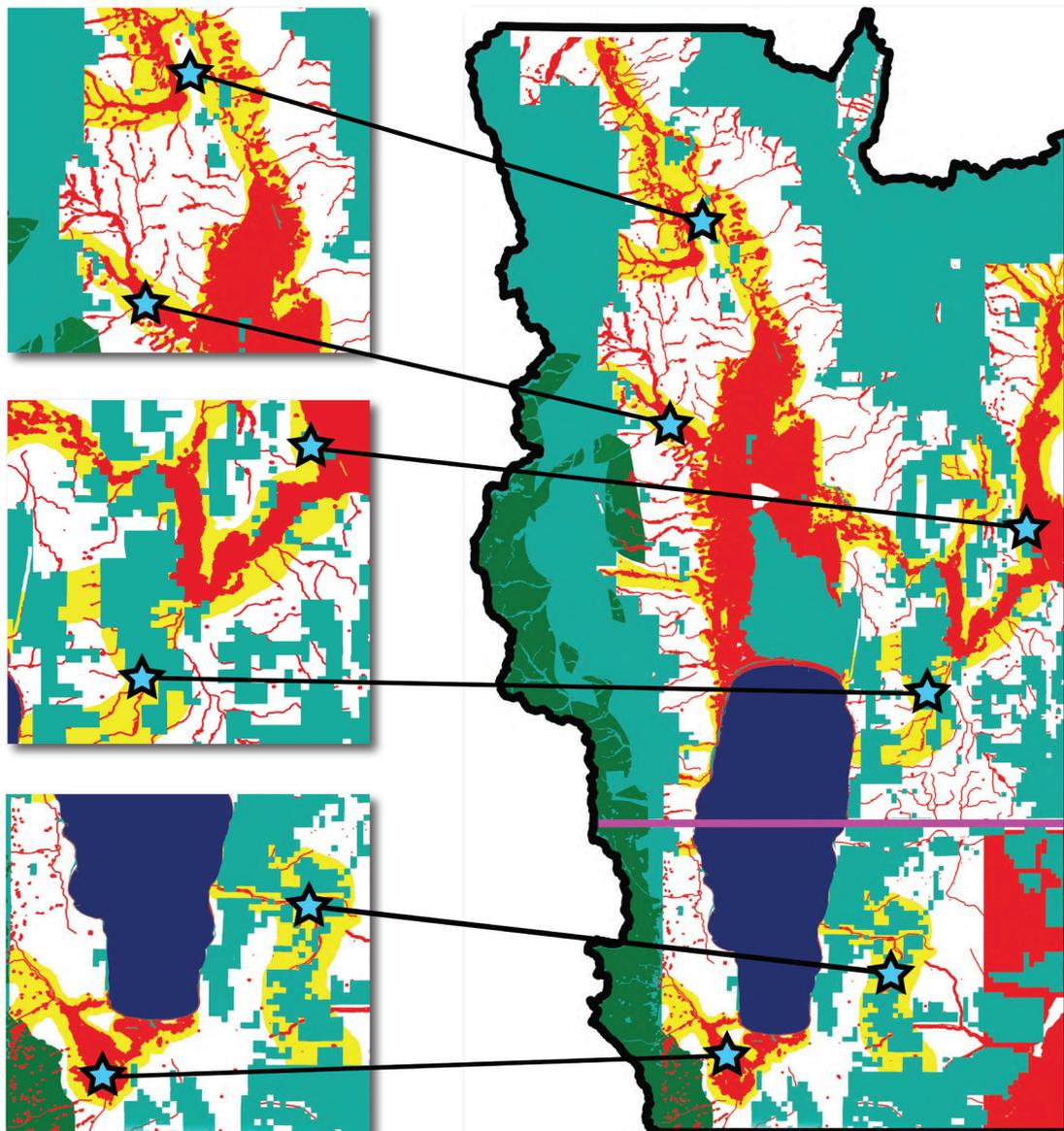
Riparian Zones Map

Compiling the data gleaned from GIS regarding existing waterways and critical wildlife habitat, a new map emerged profiling critical wildlife habitat and riparian zones. This compositional analysis outlines general areas considered to be of relative higher conservation importance



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Critical Preservation Lands

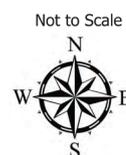
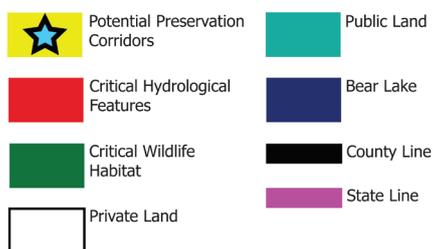


Northern Region

The northern region conservation zones incorporate the major riverine systems of the Bear River and the Bear Lake Outlet Canal. This corridor is a possibly major north-south axis that can facilitate wildlife movement and migration while also improving and protecting the Bear River waters for downstream recipients. Numerous lesser watersheds can be included into this zone on a lesser scale to further facilitate wildlife movement between public and private lands, reducing possible conflicts

Central/ Eastern Region

This zone uses existing hydrologic features to connect public lands, reducing impacts on private landholding rights and development.



It is a major east-side corridor connecting the northern federally owned lands and the rich ecosystem of Bear Lake and its accompanying wetlands. Again, incorporating this series of corridors will improve downstream water quality and reduce wildlife/human conflicts.

Critical Preservation Lands

Southern Region

The southern zone corridor recommendations have less to do with protection of hydrologic features and are more important for wildlife movement and traffic patterns.

Connecting publicly held lands to the resources of Bear Lake will again reduce wildlife/human conflicts by providing habitat separate from that in use by the local population.

Overall Corridor Preservation

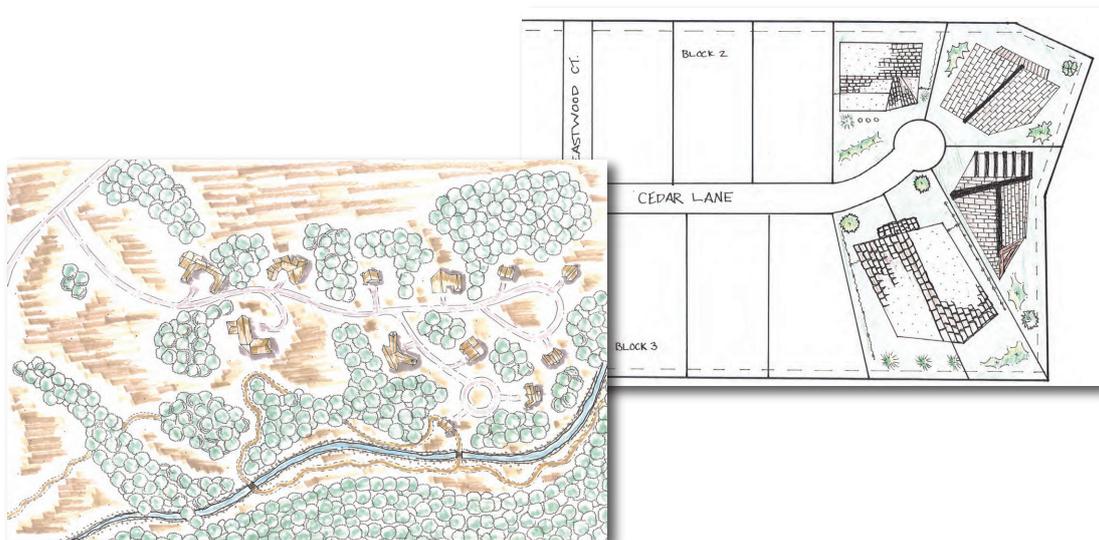
Implementation of these corridors or of those similar in nature, into the planning process of the Bear Lake region is important for several reasons. First, if implemented properly, the use of private property can be limited in scope. Second, improved habitat and riparian corridors will add to the scenic and ecological well-being of the region, enhancing recreation and tourism dollars. Third, progressive and intelligent conservation of the regions natural resources can possibly prevent the future implementation of restrictive and burdensome conservation regulations and law.

How we can preserve our future

Conservation Design

As time progresses, simply sub-divided development units are becoming old technology. Clearing the ground of all vegetation and replacing with as many units as possible is simply no longer acceptable, particularly in areas of limited, damaged or fragile ecosystems reliant on attracting seasonal visitors and their finances. While development, and its increased economic activity, is a welcome sight, development needs to be guided in a direction that best suits the need for all involved.

By incorporating the available open space into health developmental design, communities can not only attract permanent property owners, but seasonal tourists as well. Ecological systems will be healthier, aesthetics will improve and the overall health of the region will improve for all.



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Conservation Design

Identification

The first step in planning for conservation is to first identify areas that either need to be conserved or may possibly need to be conserved in the near future. Once identified, the idea of conservation and the benefits of such a strategy need to be relayed to the parties involved.



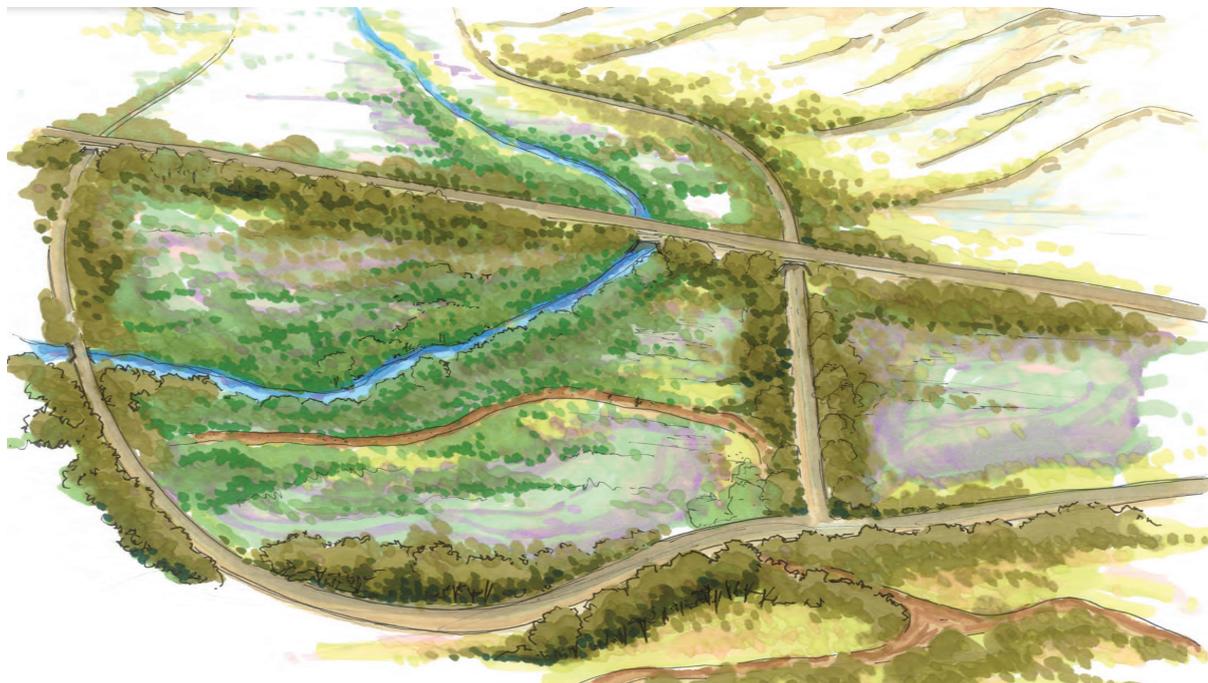
Implementation Steps

So what is the best way to achieve this development ideal? Below is a partial list of possible options.

1. Develop a localized set of Quality Development Standards. a. This option gives much control to the community as a whole, but at the possible expense of personal property rights.

2. Performance Zoning. a. Development must meet specific criteria regarding amount of land to conserve and holds development accountable to high community standards.

3. Cluster or PUD Zoning. a. Denser-than-desired development is offset with exchanges in land elsewhere, to be preserved in perpetuity.



What are the benefits

For one, the “Green” approach to how we as humans impact our surroundings is becoming a popular and marketable ethos. People, as consumers, are beginning to look away from typical developments and are looking to be more socially and environmentally responsible. Second, sustainable planning results in higher property valuations and a reduced need for publicly funded recreation areas. Higher tax revenue with decreased expenditures. Third, water quality will improve and its related treatment expense will decrease. Stormwater runoff will be less and erosion-related problems will decrease. Conservation areas can double as community sponsored parks, reducing maintenance and liability.

Seasonal Recreation



Big Spring Creek Ranch

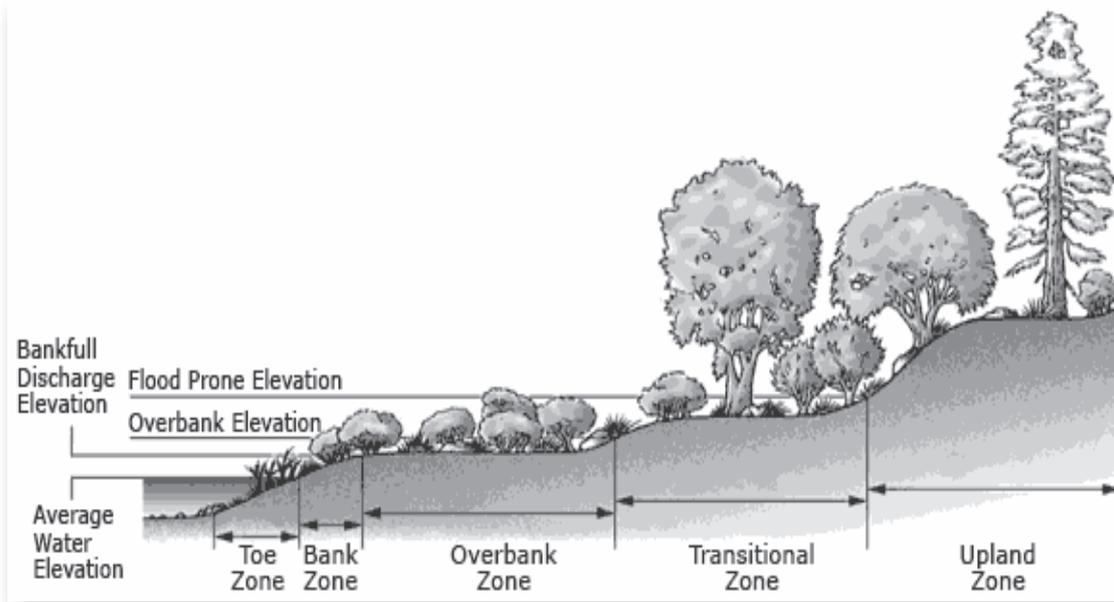
The Big Spring Creek Ranch falls within the northern boundary of Laketown, Utah. A portion of the ranch is currently being established as the first conservation easement in Rich County. Other land owners are pursuing or considering similar actions for their properties. This conservation easement means that the land will remain open space perpetually and can be used for wetland preservation, stream restoration, trail construction and agricultural use.

The easement will also prevent any future development from marring the landscape. The conservation easement on Big Creek near Highway 30 and Rendezvous Beach will be a huge asset and legacy to the Laketown community as it will: provide access to a trail network including the Legacy Trail, assist in maintaining water quality, provide a meaningful corridor and habitat for wildlife, preserve valuable visual quality in the area and reinforce the strong historical connection to the land and its historic uses both by Native American tribes and a pioneer ranching tradition.

There is inherent value in the preservation of this land; this conservation easement embodies the shared values of the Bear Lake community and will successfully assist in preserving a way of life and a quality of life that will benefit generations of Laketown residents and visitors for years to come.

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Seasonal Recreation



Restoration Benefits

There is also a potential for this stream to again become a fishing hotspot stocked with trout that has access points along the length of the creek for recreational use. Along the creek will be a trail for people to hike, bike, walk and jog. Along the creek and the stream itself will become a beautifully preserved area where all kinds of recreation can take place.

Being situated in a wetland and stream corridor, this open-space conservation easement will provide a unique opportunity to mitigate streambank damage, improve water quality and preserve an extant waterway for future generations.

If designed and restored correctly the Big Spring Creek Ranch provides a great opportunity to set the bar for open space projects within the Bear Lake region. Communication is a critical component for the future of open space preservation in the Bear Lake region. We encourage local communities to work together and with local and regional planning experts to preserve the open space that makes Bear Lake such a amazing place to live.





THE COMMUNITIES

Team Eight: Laketown City, Utah

Team Four: Garden City Growth & Development

Team Nine: Pickleville

Team Five: Garden City Parks, Open Space & Trails

Team Ten: Fish Haven

Team Eleven: St. Charles

Team Thirteen: Bloomington

Team Twelve: Paris

Team Six: Montpelier City Growth & Development

Team Seven: Montpelier City Parks, Open Space & Trails

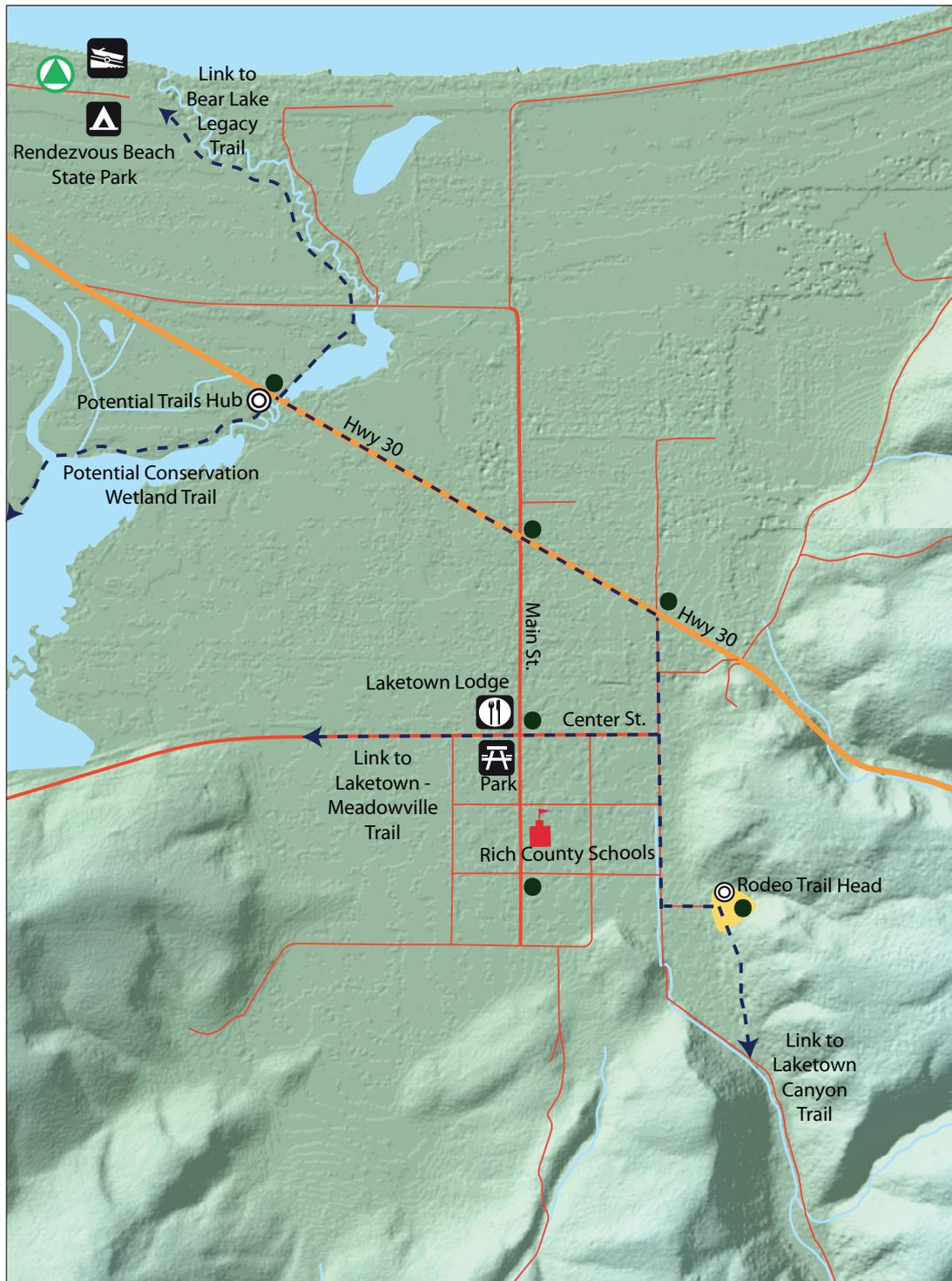
Laketown Region

Community Opportunities

Active Recreation Hub

The quaint rural community of Laketown acts as a central hub connecting east and west sides of the lake, as well as providing a variety of opportunities for active recreation.

Opportunities for hiking, biking, and equestrian trails are prevalent throughout Laketown.



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Active Recreation Hub

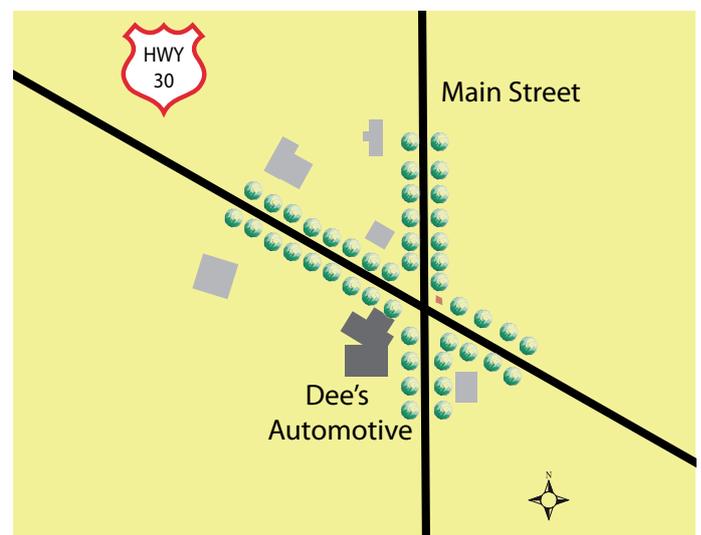


These trails also link to the surrounding regional trails and converge near the rodeo grounds implying a central node and “hub”. This proposed hub enhances the usage of the investment of the rodeo grounds by fostering year-round use.

.In collaboration with the team over Regional Trailheads, a turn-off near Big Spring Creek has also been proposed as a site for placing a regional trail center. This allows for recreational use along the conservation corridor and supports the recreation activities of Laketown.

Last fall, an observation and analysis of the greater Bear Lake Region showed that Laketown was the only town not divided by the main highway. We found this as an opportunity for Laketown to be better noticed along this corridor. The proposed gateway treatment of the intersection of Main street and Highway 30 will greatly enhance this entrance into the city and foster exploration beyond Dee’s Automotive.

The proposed tree-lined streets add a vertical element that provides a greater sense of change as compared to the flat terrain leading to and from this intersection. This treatment may encourage traffic calming and increase the identity of Laketown to those simply passing by. This will also encourage curious sidetracks into Laketown. The trees used should either be Lindens (*Tilia sp.*) or Hackberry (*Celtis sp.*) because of their hardiness and their street-side friendly sizes.



Enhancements and Improvements

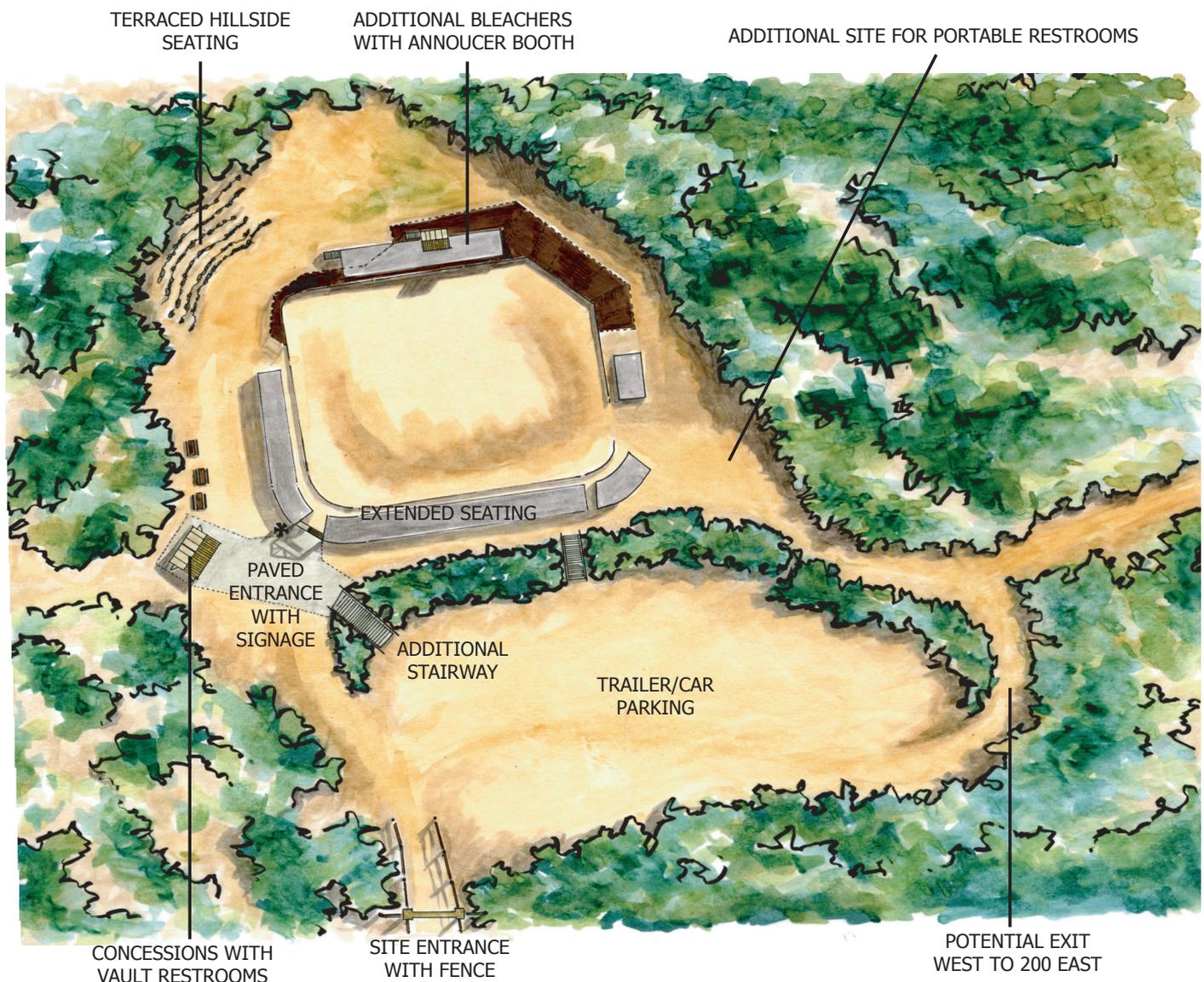
Tucked against the east foothills of Laketown, the community arena has a stunning view of the southern Bear Lake valley. The arena hosts the popular annual Raspberry Days Rodeo and Demolition Derby.

The single-lane unpaved road leading to the arena as well as steep slopes creates constraints for future development.

Site opportunities include beautiful 270-degree views; a spacious, well-maintained arena, potential outlets for better vehicular circulation, regional and local trail connections (pedestrian and equestrian).

Carefully planned, prioritized, and phased infrastructural additions could greatly enhance accessibility to the site, increase user capacity, and build community pride and involvement.

Rodeo Site Plan



Recommendations

- Emphasize Entrance
- Additional Seating
- Improve Pedestrian & Vehicular Circulation
- Permanent Restrooms & Larger Concessions
- Plantings & Erosion

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Enhancements and Improvements

Permanent restrooms & larger Concessions: Combine functions together in one building – providing concession vendor space, small storage, and restrooms. Use pre-cast vault toilets. Investigate modular, pre-manufactured options for building. Provide pad for additional port-a-potty locations.

Plantings & erosion control: Use local boulders, native trees, shrubs, and grasses to assist with erosion control. Develop some terracing. Plant trees for color, windbreak, and screening.

Additional Seating & main entrance: Increase seating capacity by terracing northeast hill-side and expanding existing bleachers

- Boulder terracing to develop seating north-east of arena
- Construct additional bleachers over existing cattle chutes adjacent to announcer booth
- Extend existing bleachers in the northwest corner of the arena
- Develop northwest corner of arena as main entrance

Emphasize entrance: Create an approach that defines arrival and buffers neighboring property.

- Ranch-style gateway with signage
- Drought tolerant trees and shrubs
- Split-rail fencing



Enhancements and Improvements



Improve pedestrian & vehicular circulation: Investigate the possibility of an easement along the adjacent property to develop a LOOP for vehicular circulation.

Improve underdeveloped trails to accommodate vehicular traffic, investigate more efficient parking configurations

- Investigate one-way circulation through easement south of adjacent property
- Southbound road improvement · Expand lighting to light the northwest arena entrance and possibly

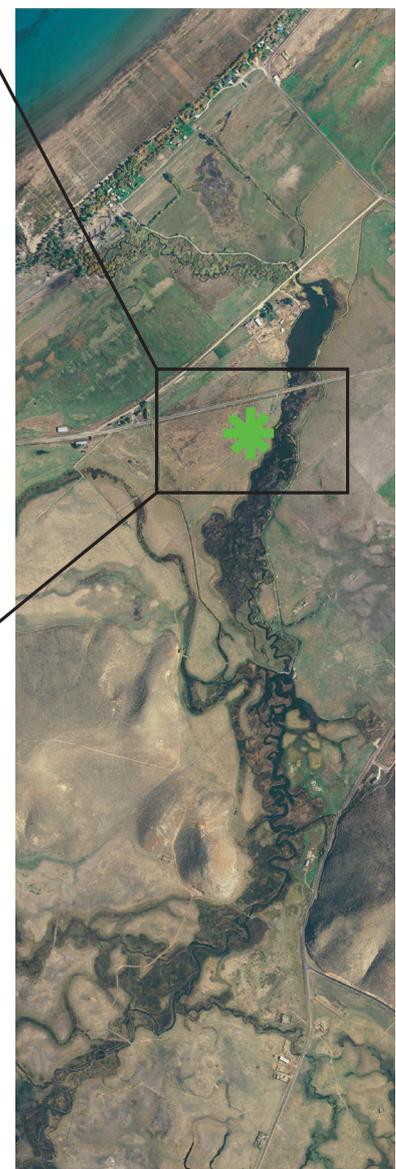
the parking area · Additional stairs from parking directly to northwest rodeo arena entrance · Construct a concrete landing area outside the northwest arena entrance, connecting to concessions/restroom area

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Big Spring Creek Ranch

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Garden City Growth & Development

Identity

i·den·ti·ty (i' dentité)

1. The collective aspect of the set of characteristics by which a thing is definitively recognizable or known

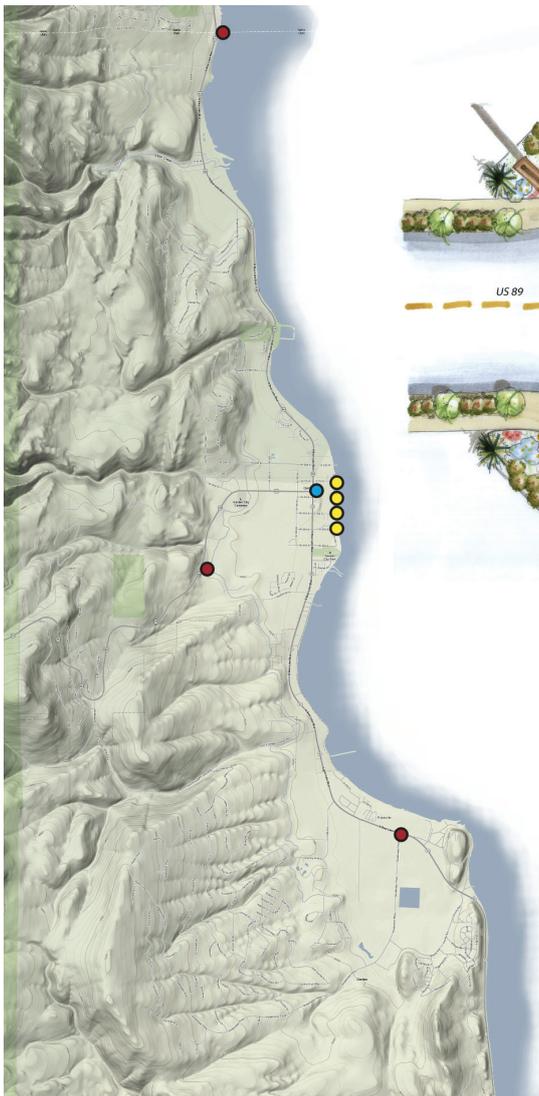
Beach Access: When driving down into Garden City from the US 89 corridor, the first thing that stands out is the bright blue-green lake. Bear Lake gives a great sense of identity to Garden City. The town extends along the shoreline and relies on the lake attractions for much of its income. The lake is what brings most people to Garden City, and what motivates people to stay. Therefore, it is a key identifying factor of Garden City.

Because this may be difficult to develop at the current town entrance, a new entrance is proposed (see "Transportation and Growth Continued" poster) where there is a possibility for this type of beach access.

This drawing portrays a potential entrance for Garden City, complete with shops accommodating both guests and permanent residents, and direct, identifiable access to the water.



● Beach Front Attractions



Native Plant List

Pseudsotsuga menziesii

Pinus flexilis

Acer grandidentatum

Rhus glabra cismontana

Chrysothamnus nauseosus

Penstemon eatonii

Potentilla gracilis

● US 89 Intersection



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Identity

Planting Plan: The name GardenCity is another element of town's identity. This name implies beauty, color, and oneness with nature. By visually creating a "garden theme" throughout town, Garden City can expand upon this idea. Implementing beautiful, low maintenance planting beds around street corners, park strips, and other Garden City features can help accomplish this. This is a proposed small scale planting plan of the main entrance intersection in town with some examples of low maintenance, water-wise plants that can be installed here and throughout all of Garden City.

Entrance: As has been mentioned, the feature that draws thousands of visitors to this small community each year is Bear Lake. Some people come for the recreational activities on the lake itself, such as boating or jet skiing. Others come for the beautiful mountainous trails that surround the lake. Many come just for the spectacular views and peaceful, laidback atmosphere of Garden City. The goal here was to help design a city that will entice people to come and stay. In order to accomplish this, it seems that the entrance of Garden City needs to be better emphasized. When visitors drop down the beautiful descent from Logan Canyon and enter Garden City limits, they need to know where they are and feel welcome enough to stay. One way to do this is to create a welcoming entrance feature: not only a sign denoting city limits, but a visually appealing welcome surrounded by attractive native plantings.



● **Garden City Entrance**

Garden City Amenities

With Garden City positioned as the Bear Lake region's central community, we see it also becoming the economic hub. In addition to needing a bank or credit union, there is a great need for a store similar to a Smith's Market Place that can provide groceries and other goods.

Conceptual Bank

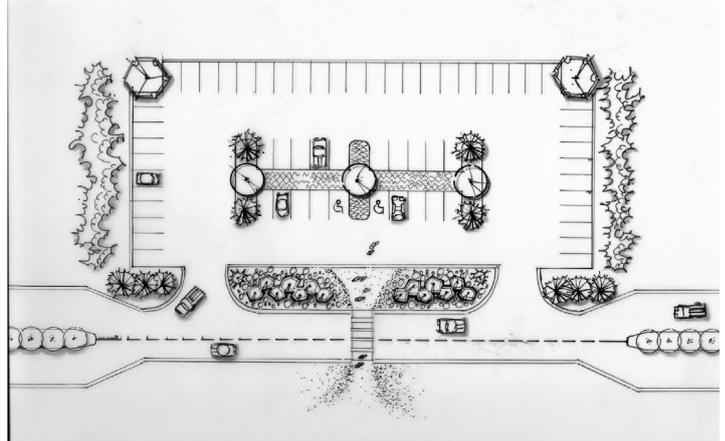


Conceptual Market



As the region becomes inundated with second home owners and tourists, there is a great need for additional parking. Ample parking with safe road crossings will ensure pedestrian and vehicle safety. One way to provide a safe road crossing is by slowing down traffic and alerting drivers to upcoming crossings. This can be achieved by narrowing the travel lanes and providing an elevated pedestrian crossing that is of a different color or material than the road. Traffic calming can be achieved by landscaped medians and areas adjacent to roads.

Conceptual Parking and Road Crossing



Downtown Summer



Downtown Winter



Festive downtown: By incorporating trees shrubs and flowers into the future retail and commercial downtown districts, Garden City will live up to its namesake. Incorporating decorative streetlights and providing seasonal lighting to buildings and other features will create a magical winter scene within the city.

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Recreational Attractions

Garden City Skating Rink: What better way to bring a community together than outdoor activities! This synthetic outdoor ice rink will provide hours of fun year round and will be a wonderful place to meet. During the winter months, ice skaters will enjoy skating in the crisp winter air followed by a mug of hot chocolate. The middle of the rink will serve as a festive centerpiece to the surrounding park. In the warmer months, the rink can easily be converted to accommodate roller skating and blading, along with a variety of outdoor functions, such as dancing under the stars.

Locals will enjoy using the rink while the city government and local businesses benefit from this venture. Revenue generated from skate rentals, concessions, and skating lessons will contribute to the upkeep and maintenance of the rink. To boost revenue, the rink should be located within close proximity to other attractions, such as a local café or shopping.

This would allow parents time to relax while providing a fun physical activity for children to do. Renting the rink for birthday parties, weddings and reunions is a great way the city could generate income while providing a place for its citizens to socialize and create stronger ties.

The inside walls of the rink could be used to advertise local businesses helping to contribute to the local economy. The rink would also provide the city the opportunity to join a hockey league. This would bring in outside revenue from those attending the games and give Garden City the outside exposure it needs to generate income.

Not only will the new rink in Garden City provide locals with hours of fun and exercise, it will generate income and help implement the vision for a vibrant Garden City experience.

Skating Rink Summer



Skating Rink Winter



Mountain Park: When observing economical trends in the Garden City area, single season tourism is a major concern. During the summer months, waves of fishermen, adrenaline seekers and beach goers flock to the pristine waters of Bear Lake.

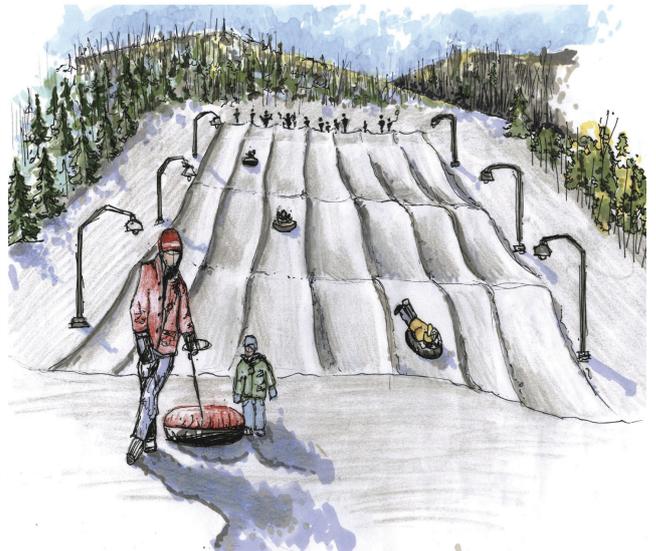
Unfortunately, activities during winter months are limited, resulting in seasonal downward trends pushing away tourist dollars, local employment and business revenues. In order to foster healthy and profitable growth we encourage year round tourist attractions to keep people migrating towards Gardens city.

Recreational Attractions

This will inevitably attract the attention of various businesses and increase financial capital. We find that the undulated topography of the Bear Lake region may come to an advantage when creating winter allure. One option is a professionally groomed and maintained snow tubing resort. As portrayed in this above rendering, snow tubing is a fun family pastime amusing to all ages. The resort can also feature cross country skiing competitions and host holiday festivals.

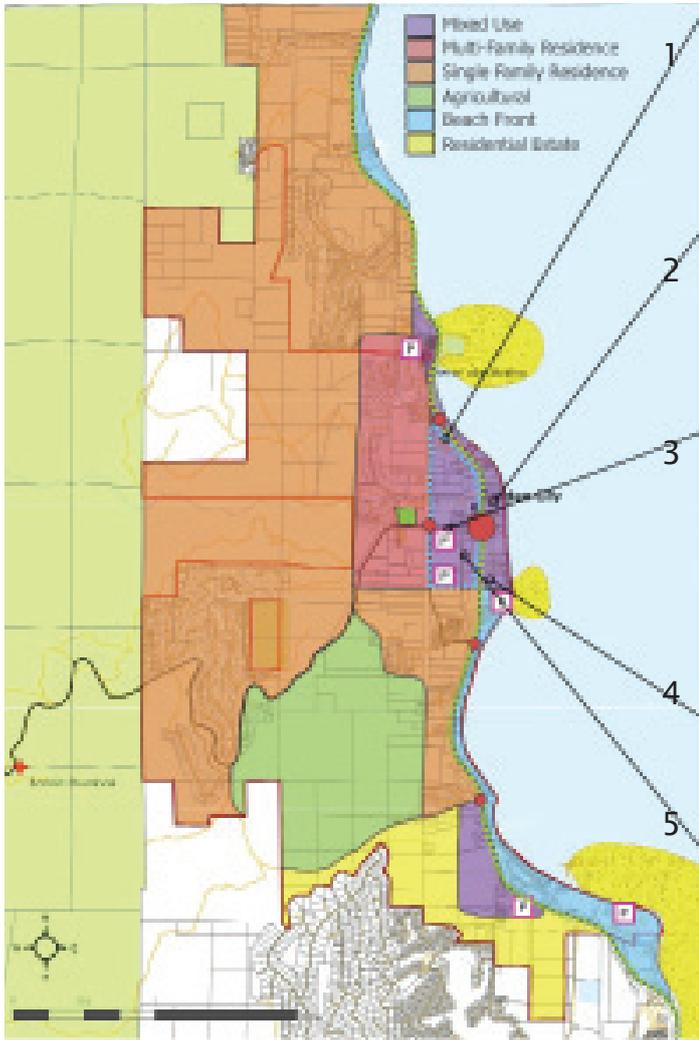
During the summer season, it is apparent that Garden City's number one commodity is Bear Lake. However, the surrounding topography of the valley can be still be utilized in numerous ways to not only turn a profit but to show visitors that Garden City has more to offer.

Park Amenities



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Garden City Growth & Development Context Map for Transportation and Growth



1 Bus Routes:

Bus routes should be provided in two ways: regionally and locally. The regional routes should be linked to the greater Bear Lake community, and would link the Pickleville area to the main shopping corridor. The local route should be a shuttle from beach access outlets to the main shopping areas and parking.

2 Beach Access:

It is recommended that the city asserts itself in maintaining right of ways for beach access. This will increase ease of flow between the beach and pedestrians. Clearly defined and highlighted access to the beach should be constructed using brochures, maps and signs.

3 Parking:

One of the major constraints of the area is parking. With 10,000 people descending upon the town every summer, designated areas of where to park must be implemented. Proposed parking areas are indicated, with the construction of the parking areas ranging from paved to gravel. Facilities should be provided by the city near the downtown shopping corridor, such as restrooms, to accommodate the crowds during peak season.

4 Sidewalks:

Sidewalks should be integrated into the town to accommodate heavy traffic downtown, as well as access to the beach, and a trail system linking the north and south parts of town.

5 New Shopping corridor:

Regardless of where the entry point of a town is, a shopping district should be zoned for that area. This will help frame the entrance into town and capitalize on the traffic on Highway 89. Parking will be in this area, as well as shuttles running from the beach to the shopping area.

Examples

Bus Stops



Restrooms



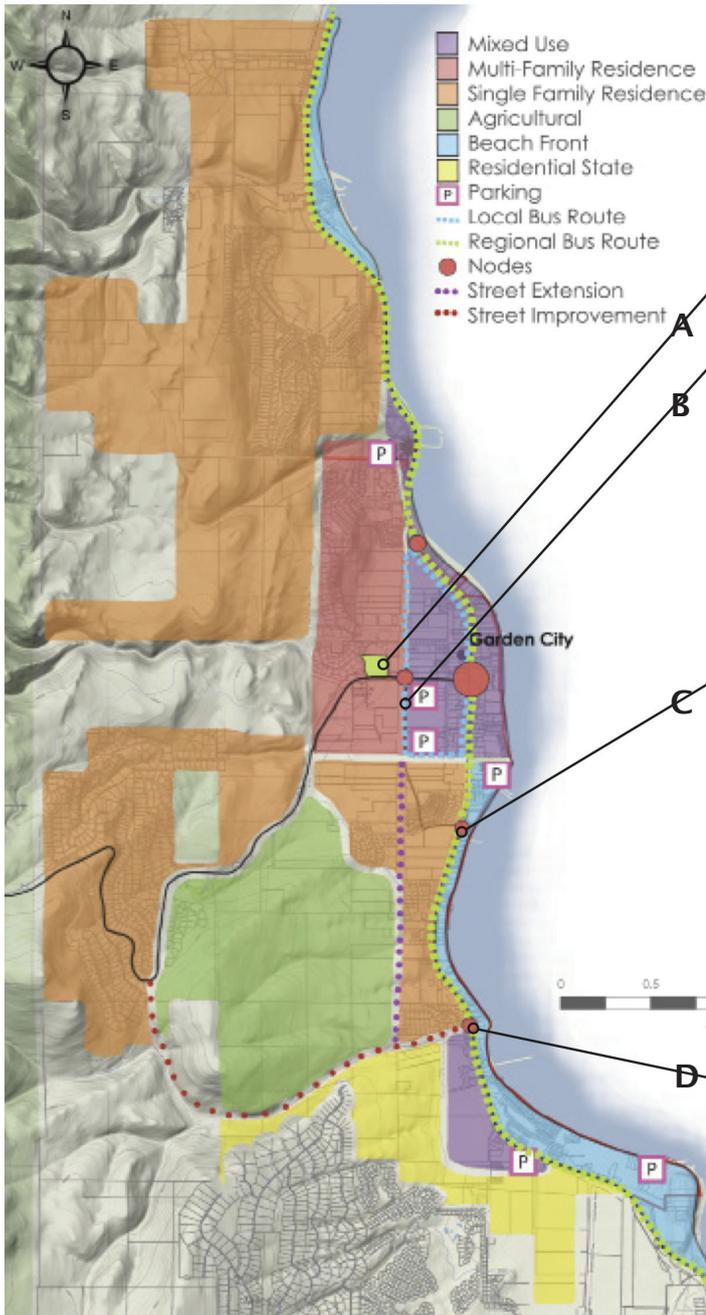
Parking



Along the ROW of a 100 foot section of road, eleven stalls can be constructed with a 90 degree orientation. Six stalls can be constructed with 45 degree orientation.

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Context Map for Transportation and Growth (continued)



Digital Visualization of Urban Density

A Civic Center Park: A park should be constructed adjacent to the civic center to give the downtown open space for people to gather, recreate and to enhance the civic center's appeal. Year-round activities and large events should be accommodated for.

B 300 West: This street is well suited to become the major economic oriented road. It can be expanded to the north, meeting up with Highway 30, and then to the south to Buttercup Lane. The street could serve as an alternate route during the peak season to bypass traffic logged streets. Semi's would be restricted during peak season, but able to go as far south as 350 West before connecting back onto Highway 30.

C Alternate City Entry: To dramatically transform the entry experience into the city, we recommend providing an alternative entry or rerouting Highway 89 to enter the city at 150 S. This would position the entry just south of the cemetery, and create a strong entry experience. As people approach, the view of the lake would be undisturbed, eventually terminating at a proposed pier on the lake.

D Pickleville Entry: An alternate corridor is suggested for individuals seeking to travel to the southern portion of the Bear Lake Valley. By providing access at 1550 S. (Hodges Canyon Rd.) and continuing the road until it meets with Highway 89, traffic would be eased and give people a more direct route to their destination.

Small Single Family Homes



By offering affordable smaller single family homes with square footages between 800 and 1200 square feet, there will be more verity to the housing options. Affordable housing for small families can be placed in low or high density communities.

High Density Family Residential



Housing clusters with a density of 10 homes per acre. Homes are surrounded by gardens with organic lines, bright colored trees, shrubs and grasses. Central plazas are located throughout the development to provide gathering spaces for the residents. This type of housing would enhance the community feel of Garden City. A variety of housing options should be available to those who live, work and recreate around Garden City. Studios, small apartments and rental rooms are proposed in two story buildings. The front gardens and landscape strips between streets along with wide sidewalks enhance the identity of the town and offer a nice environment for pedestrians. These low-cost practical apartments and lofts are great for both visitors and permanent residents.



Mixed-Use Units

These units are to be placed close to the city center and should offer retail on the bottom levels and residential housing on top. It represents a good choice for Garden City's downtown by turning it into an area of rich social and economic activity. Wide sidewalks will double as mini-plazas for each shopping center, small gardens and planted areas will give it a garden feel.

Multifamily Apartments



Pickleville

Foundation for a Bigger Arts Future

Garden City

Looking at the arts in the region quickly shows that there are two primary centers of activity – Garden City and Montpelier – each of which has its own relative strengths.

Recreation and tourism are Garden City's strong suit. Arts that are geared toward bringing in artists and visitors from outside the region are a great way to capitalize on that strength.

Of course, the Pickleville Playhouse is already a great success. Moving forward, the owners and the community may want to explore the possibilities of building on that success and growing into a larger performing arts role much as Cedar City has grown the Shakespeare Festival over the years.

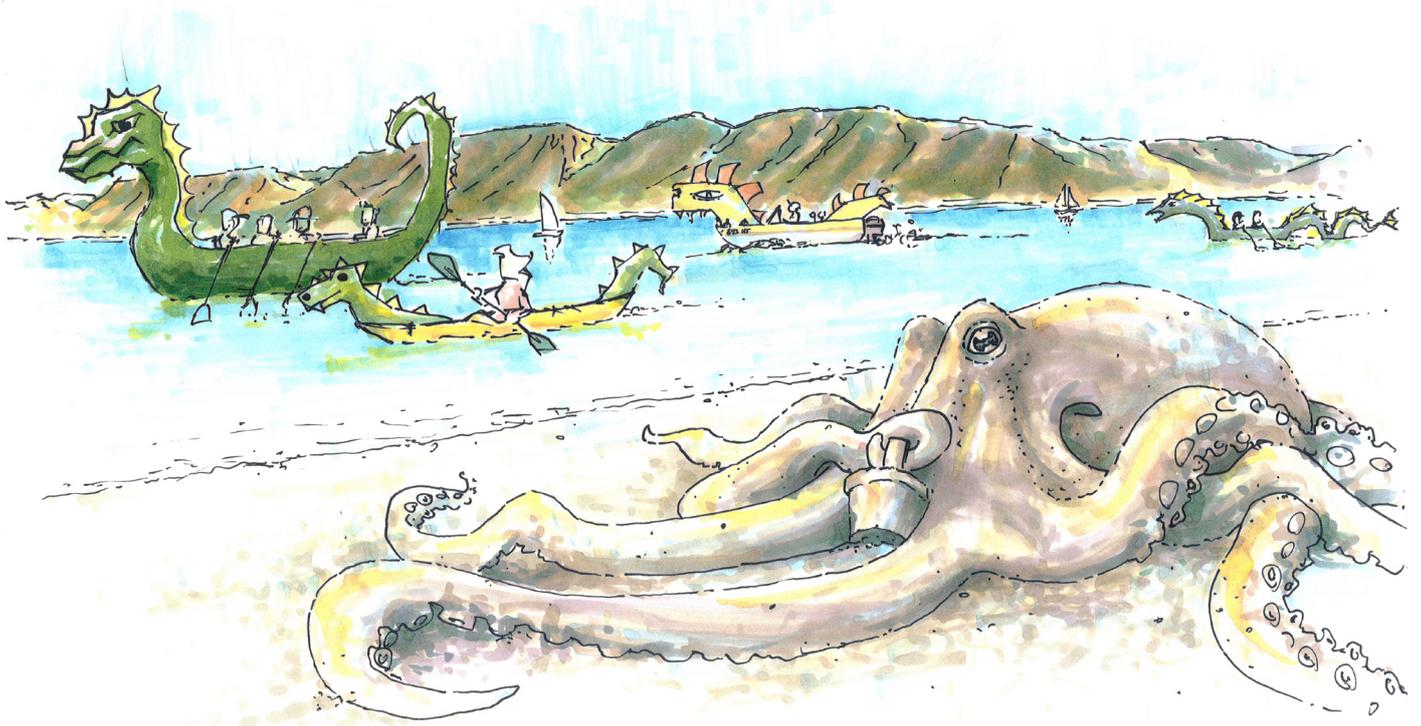
One easy way to “do more” vis-à-vis the Playhouse is to host “green shows.” Green shows are held in conjunction with formal plays and usually consist of singing, dancing, story and joke telling, vignettes, and audience participation. They could be held on temporary or permanent stages on Playhouse property, the beach, in parks or at other outdoor destinations such as the amphitheater the city is planning near 300 West. An outdoor amphitheater provides great opportunities to host plays, musical performances and will serve as a much-needed multipurpose venue.

Another way to grow the arts in Garden City is to bundle arts activities with existing or proposed events and attractions. For example, the annual Bear Lake Boat Show could be expanded to include boat races – especially races of homemade art boats in the shape of the Bear Lake Monster. Other events/activities that could be bundled with the boat show might be sand sculpture contests or movies on the beach.

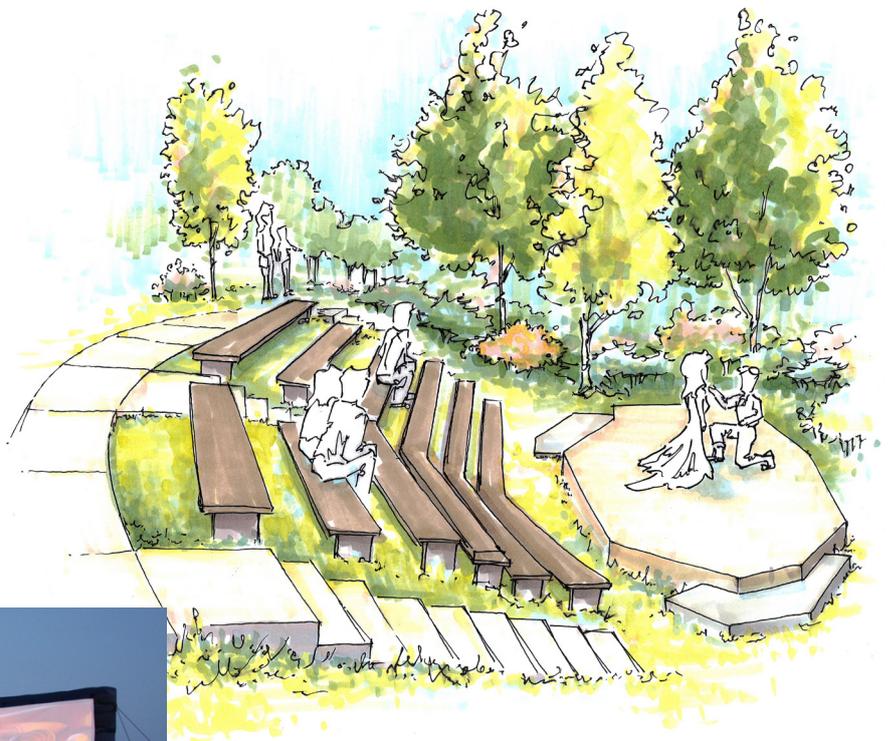


Following the example of the Utah Shakespeare Festival, greenshows, street performances, and shows on the beach are ways of extending the presence of the Pickleville Playhouse out into the community.

Bear Lake Charrette 2012



Sand sculpture and boat decorating contests are a great way to get visitors and the community involved in the arts while enjoying the lake.



An outdoor amphitheater provides many possibilities for bringing art into the Garden City / Pickleville community. Movies on the beach offer a simple but fun activity for both visitors and locals.

Growing the Local Arts Scene Montpelier



View of Washington Street between 9th & 10th Streets demonstrating potential for an Art Walk at street level with artists' residences above.

Here, local artists have already begun building the basis of regular arts events with the monthly quilt show at the Oregon/California Trail Center. Evidence from other small towns indicates that this sort of “regular but not too frequent” event is an excellent way to grow the arts community and increase its exposure.

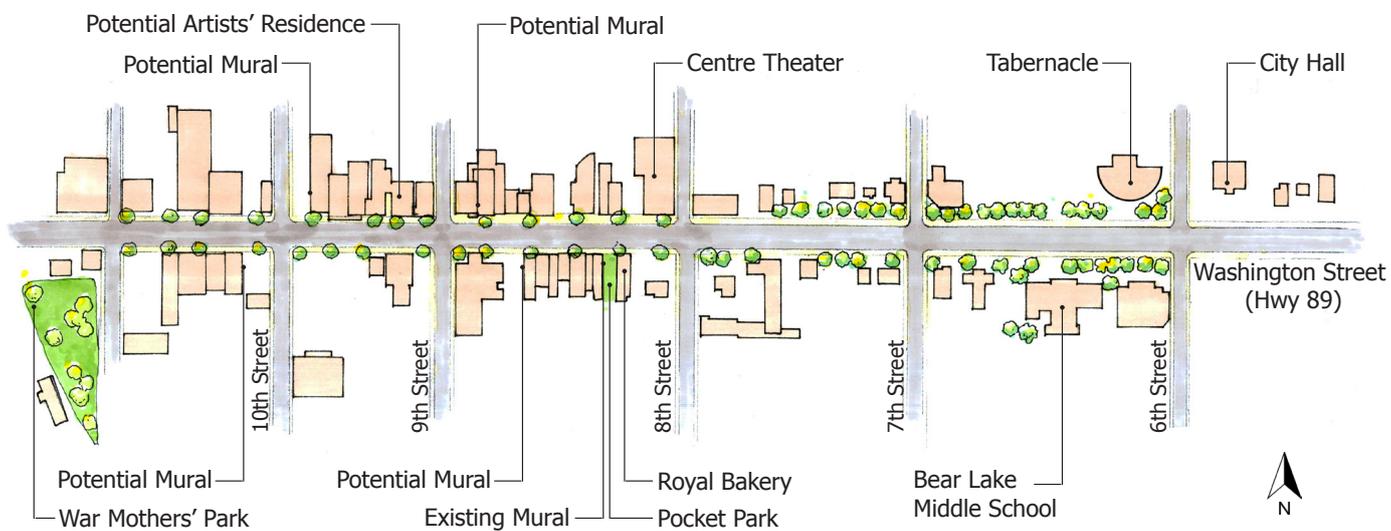
A similar idea that could build on existing successes is a downtown “arts walk” event. This would be a regularly-scheduled evening (perhaps monthly) where displays of arts or crafts could be set up in the downtown area. These could be in sidewalk displays, on the walls of buildings or actually inside participating businesses. Over time, the number and variety of participants can expand to include food vendors, live music and other outdoor activities - essentially growing into a monthly “mini-festival.”

Montpelier’s downtown is very well suited to this kind of activity.

One easy, small way to raise the profile of the arts in Montpelier is to paint murals on the side of buildings where they will visually remind residents and visitors alike that there is an active and growing pool of art talent on hand.

A longer-term idea to foster art growth in the community is to create some studio space where artists can work and display their creations. This is especially effective if the studio spaces are live/work spaces that provide places for artists to live and attract new artists to relocate to the community. Some of the most successful arts communities in the country owe a large measure of their success to the fact that artists find them desirable and affordable places to live.

Bear Lake Charrette 2012



Murals on walls throughout downtown would have the potential to enliven the neighborhood and encourage civic engagement.



Garden City: Parks, Trails and Open Space

Parks= Opportunities, Trails= Connectivity, and Open Space= Safety

Garden City is nestled between the Bear River Mountain Range on the west and Bear Lake on the east. This creates a very unique opportunity in Garden City. In one day, a person could be travelling through the scenic beauty of the mountains, and then strolling on the beach next to the sapphire blue water. However, in the current condition of Garden City's trails these two areas are severely disjointed.

The key areas have been identified as points of interest (POI, see Image 1). These areas have led to an interactive web of trails that connect these POI's to the rest of the area, and the canyons to the North and South. The canal system that flows through Garden city provides a clean axis that can act as a main route to these POI's. This trail should be flexible enough to accommodate different modes of transport.

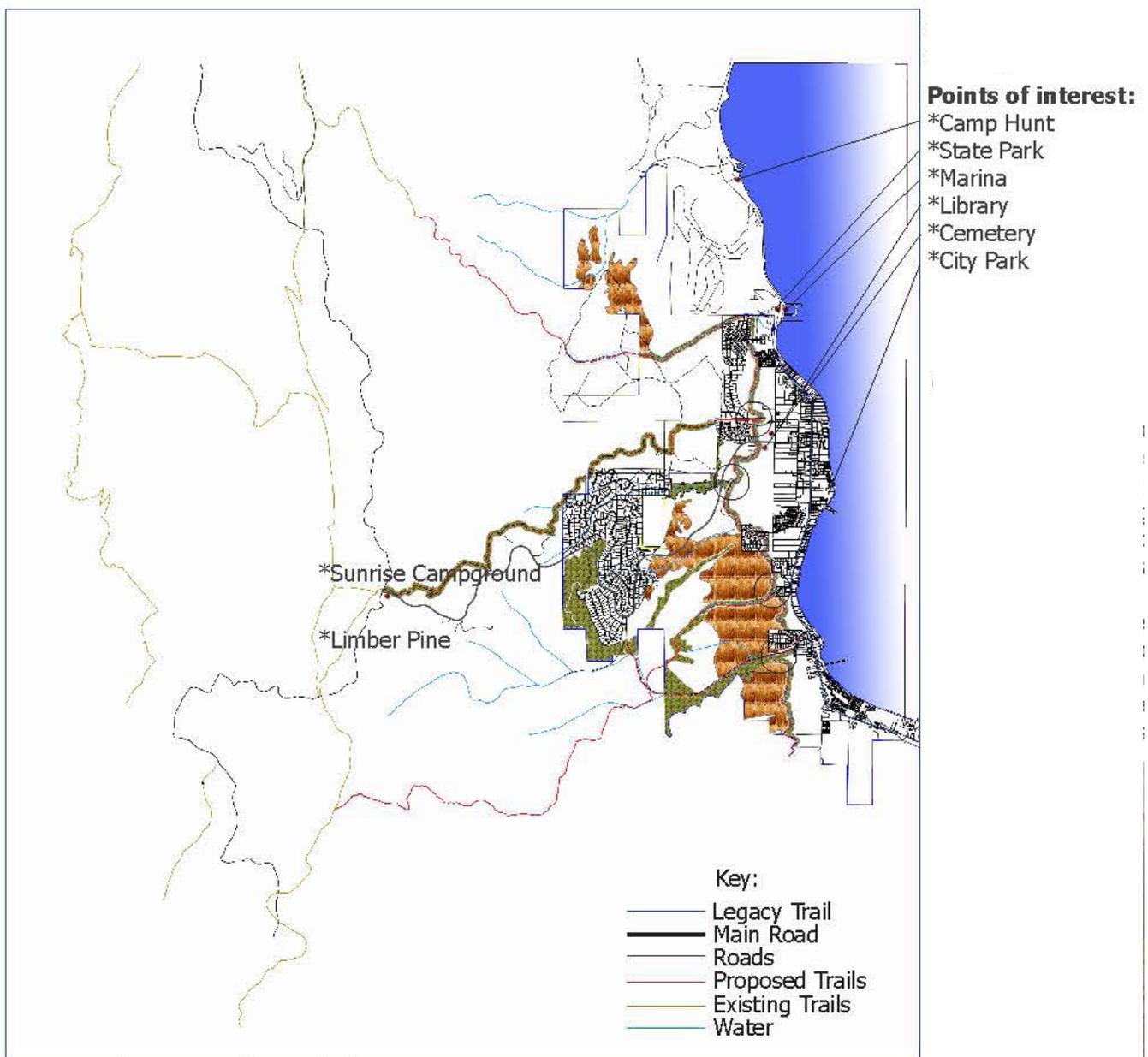


Image 1: GIS data composed by JD. McWhinnie

Bear Lake Charrette 2012

○ The Nodes

The nodes are prime locations within the city that provide wonderful opportunities for key items, such as an amphitheatre for summer shows, a skate park, a garden, or a gathering area for a farmers market. Winter activities would include: ice fishing, ice climbing, and skating. If a specific recreational activity is not in the agenda, a simple park that could accommodate star gazing and kite flying would be a great alternative (see Image 2).

These nodes were decided on because they are intersecting points on trails running East and West, and North and South. Each node has its own unique character ranging from a mix of community development, agricultural land, and downtown Garden City; and native planting that flow into the valley like the historic planting that were once there, we are calling this Garden City's Green Grid.



Image 2: Rendering of Garden City nodes by: Jeff Dzikowski



Garden City's Green Grid

We wanted to give Garden City the identity of truly being a garden city. What better garden is there in Utah than the native garden that in near us in our daily lives - our local canyons? The native planting that adorns canyons serves numerous functions. It manages storm water, wildlife, and numerous ecological features. It does this without the maintenance of man.

To identify Garden City as you exit the canyon, we hope to make it feel like you have not left the canyon (see Image 3). Nature would flow in its historic past practically to the lake, and the city park does a wonderful job at keeping the native riparian planting in



Image 3: Rendering of "Green Grid", Garden City by: Jeff Dzikowski

its boardwalk. Native trees that would be used are: oak, timber, sugar trees, cottonwood, pine, maple, balsam, aspen, mahogany, and cedar. All of which have a historical record in Garden City. Shrubs that would be used are broken into two plant communities, Sagebrush steppe, and semiarid bear hills. The sagebrush steppe would contain the following: sedges, rushes, cattails, bluegrass, clover, mountain big sage, slender wheat grass, and Idaho fescue. The Semiarid bear hills would contain the following: blue bunch wheat grass, service berry, snowberry, low sage, and black sage.

This green grid would act as a 100 foot buffer around local streams and canals to protect the water shed. It would also serve as connecting trails into and out of the North and South part of the canyons (see Images 1 & 4). The trails/grid will not only serve people, but it will also create a wildlife corridor for all the native wildlife that come and visit garden city.



Agritourism

The area that is marked for Agritourism has been defined due to soil type that is of cultural and state importance. The soil classes that have been defined are as follows: AFD, which is an order of Mollisols, and a sub order of Xerolls. Mollisols are soils that are typical in the west due to the semiarid, and sub-humid regions. They are grassland soils with a thick and healthy A horizon. These soils are prime farmland soils and should be utilized for the raspberry production in Bear

Bear Lake Charrette 2012

Lake. Xerolls is the sub classification for xeric type plant materials. CBD is also a Mollisol and is included in the list.

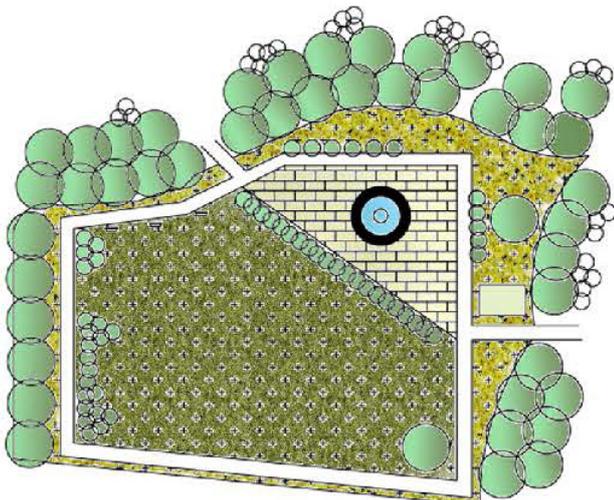
These areas have been set aside so Bear Lake does not lose the farming heritage that has kept the soils prepped and ready for harvest for centuries. The unique experience of harvesting your own raspberries is a lasting memory that would not be forgotten, and would be a unique attraction to the area. The farms should be easily accessible to encourage tourism (see Image 4).



Image 4: Rendering of walkable areas in Garden city by: Jeff Dzikowski

Trail Amenities

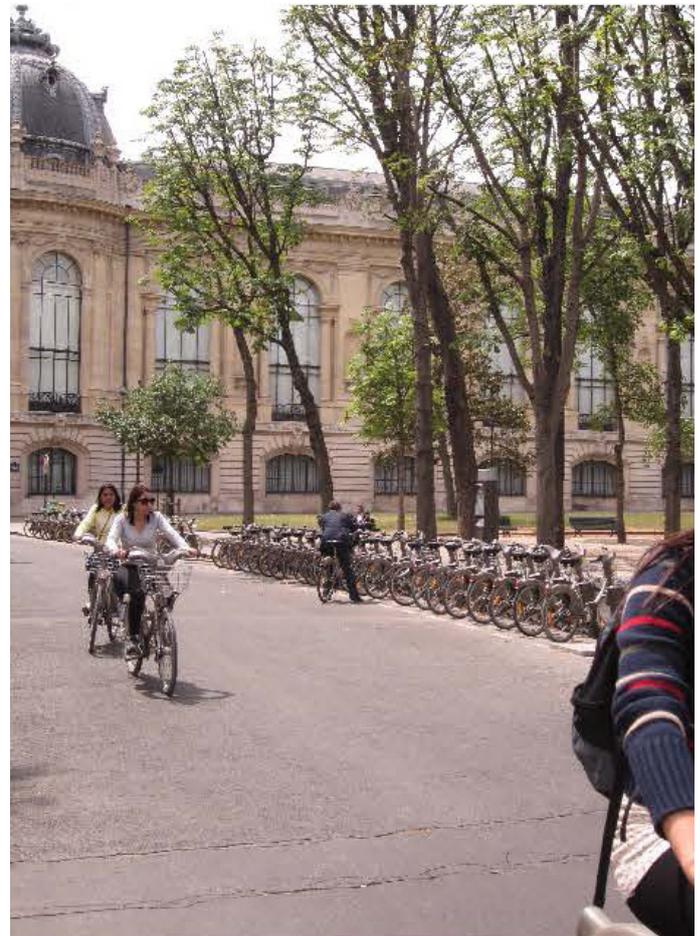
The nodes along the trail are great opportunities for amenities. They can act as park space, provide resting areas, hydration stations, and public rest rooms. We have identified four areas throughout Garden City where these nodes would be appropriate.



Design Features

- *A mix between hard scape and soft scape will provide for a variety of activity.
- *Fountains would emphasize the character of the Lake.
- *Views to the South and to the Lake should remain open.

Public Bike Rentals:



Alternative transportation is always a great idea. A way that Bear Lake could capitalize on it, is through bike rentals. Bike rental stations could be included into each one of these nodes. You use a credit card at the terminal, and then your bike becomes detached from the chain. The card is charged per hour. Return the bike to any of the stations (one at each node).

Bear Lake Charrette 2012

Fountains



Staying consistent with the design of the benches, the drinking fountains should also be made out of a hollowed tree stump. A stone platform will add character to it. A smaller stone would aid the children in reaching the fountain.

Benches



Wood benches will give the character of a mountain town. There are already several around town. These new wood benches with the Garden city logo should line the trail for resting.

Bathrooms



The style of the bathrooms should stay consistent with the other bathrooms found around Garden City. This is a picture of the rest-room facilities at City Park. They are very simple in design. The simple design leaves them cost effective if there is one at every node.

*All bathrooms should be designed into shaded areas.

Green Grid

Vegetation

Here is a plant list of historically found trees and shrubs within the Garden City area. The selection of vegetation for the Green grid should come from these plants. They would take well to the conditions of the area, and will not need very much maintenance after they have been established.



Maple:
Acer platanoides



Fir:
Abies spp.

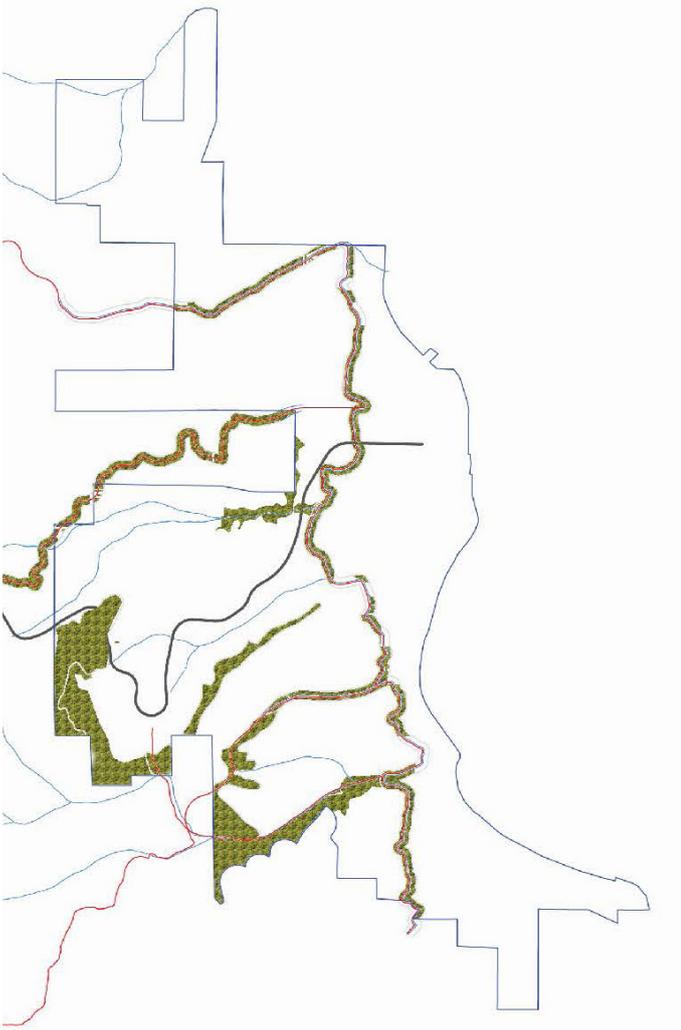


Timber:
Flindersia australis



Aspen:
Populus tremuloides, grandidentata

Bear Lake Charrette 2012



Balsam Fir:
Abies balsamea



Oak:
Allocauarina spp.



Utah Juniper:
Juniperous osteosperma



Pinyon Pine:
Pinus monophylla



Ceder:
Thuja occidentalis



Mountain Mahogany:
Cercocarpus spp.



Cottonwood:
Populus spp.



Service Berry:
Amelanchier arborea



Cattails:
Typha latifolia



Bluebunch Wheat:
Pseudoraegneria spicata



Mountain Big Sage:
Artemisia tridentata



Snowberry:
Symphoricarpos albus



Black Sage:
Artemisia nova



Clover:
Vicia pulchella



Sedge:
Abildgaardia vahl



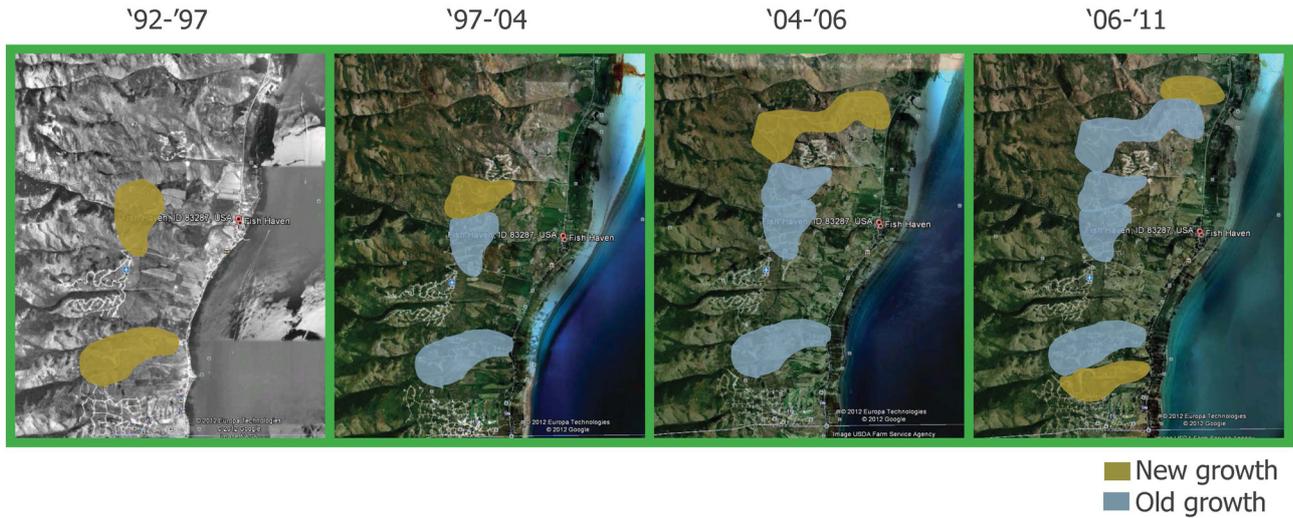
Rushes:
Luzula spp.

Fish Haven

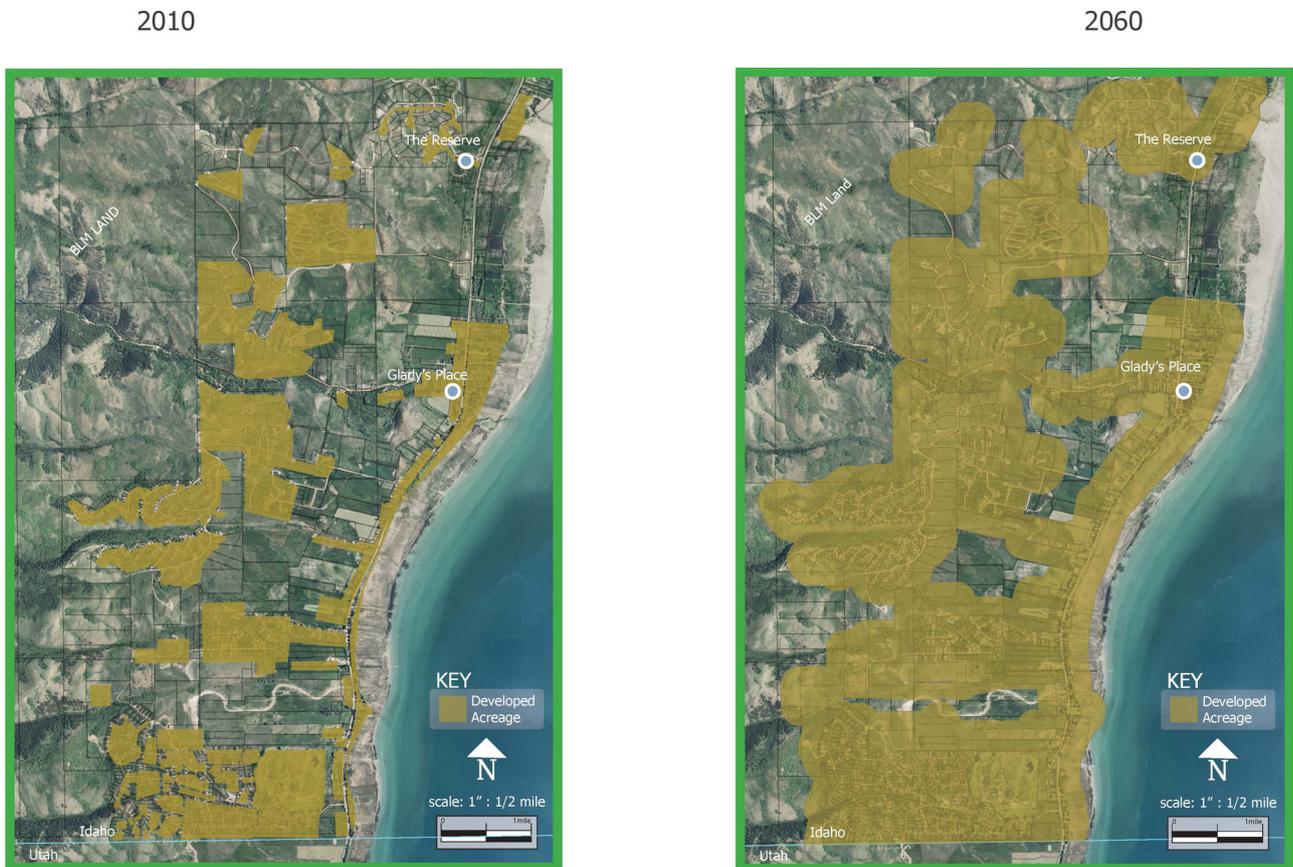
Fish Haven is a beautiful lake front community located just inside the Idaho border on Bear Lake. Since its establishment in 1864, it has been set apart from other locations around the lake by retaining its traditional rural feel. Fish Haven now risks

losing its identity to a large influx of people. The land is being sold off in bulk, and houses inhabited for only a few months a year sit on several acres of land, removing the once rural community experience.

GROWTH SINCE 1992



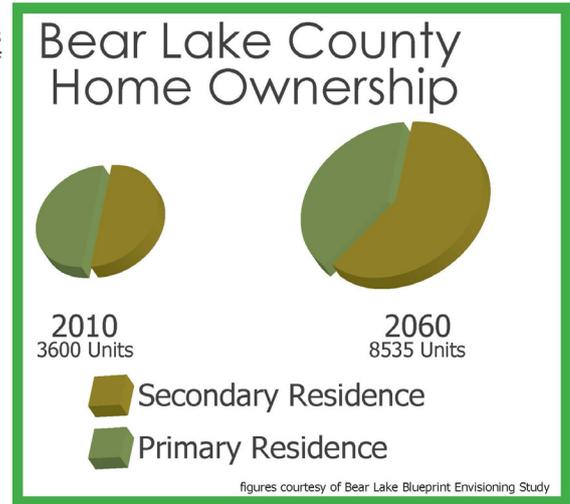
FISH HAVEN FUTURE DEVELOPMENT



The 2010 map shows the current spread of developed parcels in Fish Haven. The 2060 map shows the 50 year projected growth of Fish Haven developments. If growth continues with no building size or lot size limitations for the next 50 years, open space, rural character and Fish Haven's accessibility may be sacrificed for vacation homes.

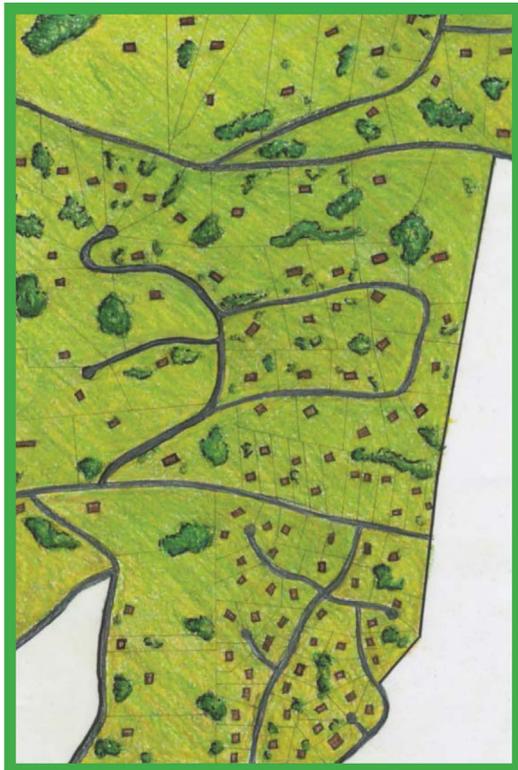
Bear Lake Charrette 2012

Second home communities are generally associated with a rise in home prices and land values, lack of community, and loss of open space. Fish Haven is no exception to this. Fish Haven is an unincorporated area, and so residents cannot influence what can and can't be built. Fish Haven is at risk of losing its appeal as a small town community if steps are not put in place to stop uncontrolled expansion.

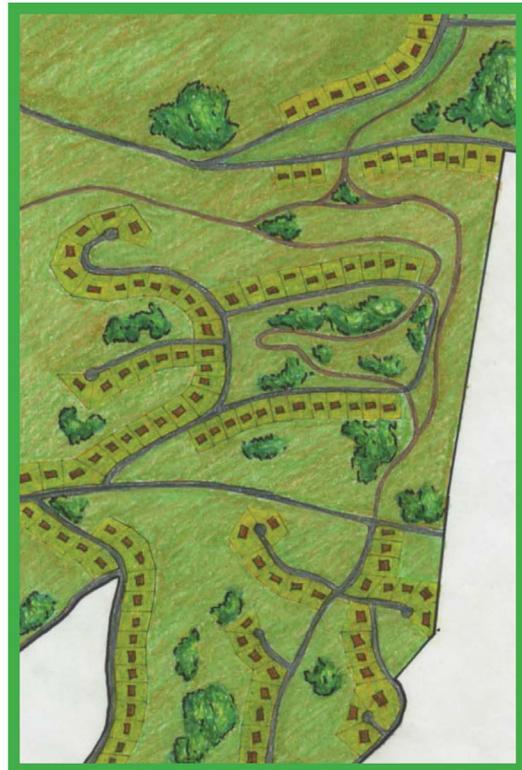


A CHANGE IN DESIGN

Conventional Development



Conservation Design



Current trends in Fish Haven are creating residential zones that contain large homes with large lot sizes, averaging 3+ acres. Our proposed solution is to create guidelines that reduce lot sizes to 1/4 to 1/2 acre. By limiting lot sizes and grouping the lots together, open space can be preserved for agricultural land, parks, or other community space. One of the best characteristics of Fish Haven is the small town feeling that is found there. At the current rate, Fish Haven will turn in to another Garden City where almost all of the

small town feeling has been lost as a result of the loss of open space. Regulation and conservation must begin early to save the small town heritage of Fish Haven.

Fish Haven needs to incorporate into an official town. By incorporating the community can pass ordinances to stop the sprawled growth on the remaining land. Incorporation also brings in a small amount of taxes that can be used to build city parks and a community center to help bring the community together.

A PROPOSITION



Second home communities often lack the sense of community that traditional neighborhoods have, and although the population of Fish Haven may be high during the summer months most people never get to know their neighbors. We are proposing that the residents of Fish Haven think outside the box, while at the same time returning to their history. We suggest that creating a public space such as the floating pier shown will help people to socialize and to bring commerce to the Fish Haven area. This pier contains a commercial area to help

bring in more business, an outdoor concert space for live entertainment, as well as a dock for houseboats-an option to help preserve open space on the land. Near US 89 a parking lot could be placed for people who are using the beach and pier. During the summer months tourists constantly come to the Bear Lake region, where they struggle to find locations to park to enjoy what the lake has to offer. A boat ramp in will help to alleviate the stress on other beaches around Bear Lake have and will bring more business to Fish Haven.

Bear Lake Charrette 2012

The Time is Here

The residents of Fish Haven need to come together. Fish Haven is a great place with a lot of history. There is amazing potential for the future, and it is up to the residents of Fish Haven to decide the direction that the community should take. To secure the future of Fish Haven as a community, it is likely time for the residents to decide to incorporate into an actual city or town.

If incorporation occurs, local planning could take place that will help Fish Haven to either develop into what residents may be dreaming of, or keep the rural aspects of the area that currently help define it. Is the current trend of growth and development desired, or might it be better directed with a little guidance? Our country is set up with small local governments located where the issues and concerns arise, so that the best solution can be found close to home. Taking advantage of this is the way for Fish Haven to retain its unique qualities while allowing for growth and development in the future.



Bioswale or
Curb & Gutter?



Trails & Open Space
or Only Private Land?



Planning & Zoning
or Not?



COME TOGETHER TO HELP FISH HAVEN ACHIEVE ITS POTENTIAL

St. Charles, Idaho

St Charles History

Called by President Brigham Young, General Charles C. Rich led a group of Latter-Day Saints to settle the Bear Lake Valley in September of 1863. General Rich reported the findings to Salt Lake City—the area contained rich soil and a climate that would produce hay for livestock and crops of grains and vegetables, along with abundant fish and game to provide food for the settlers of the valley.

In the spring of 1864, President Brigham Young spoke on the tongue of his wagon in a

meeting held in Paris, delivering a sermon in which he told General Charles C. Rich to settle eight miles south of the town, declaring that settlement to be the county seat, and that it should be named after the General. The location of the town was later determined to be in Idaho. The county of which it was the seat—Rich County, also named after General Charles C. Rich—remained in Utah.

(Adaptation of the History of St. Charles, source stcharlesidaho.org/history.html)



Old Barn, St Charles



Historic House, St Charles



Mount Rushmore, South Dakota



Gutzon Borglum Monument, St Charles

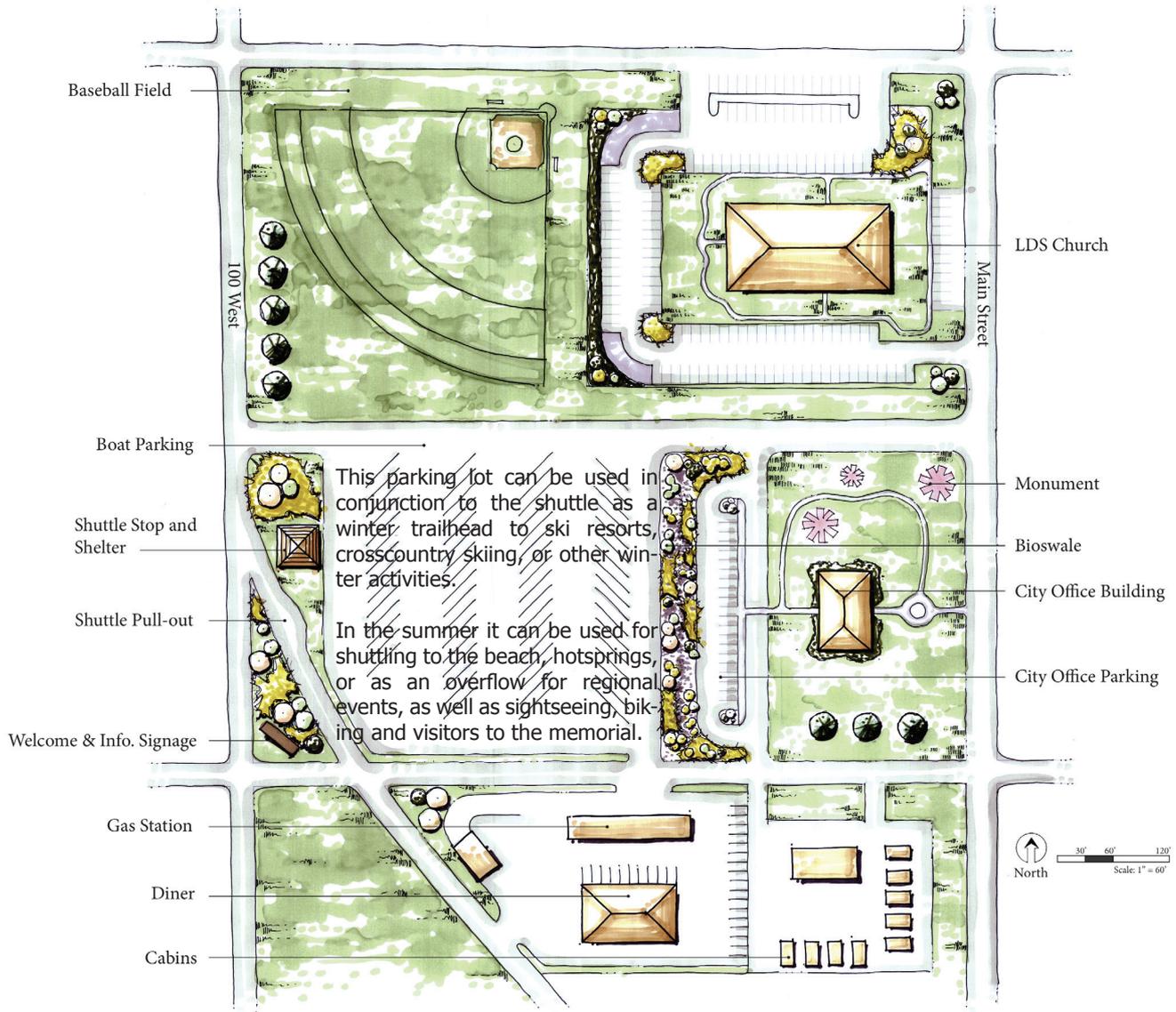
Gutzon Borglum History

Gutzon Borglum was born in St Charles, ID to Mormon Danish immigrants in 1867. He studied in Paris, France at the Académie Julian, where he became greatly influenced by the work of Auguste Rodin. When he returned to New York City, he used Rodin's influence of light catching surfaces to sculpt for the new Cathedral of Saint John the Divine, as well as a piece for the Metropolitan Museum of Art—the first sculpture ever purchased by the museum from a living American sculptor. After graduating from Harvard Technical School, his fascination grew to gigantic scales and themes involving national heroes. This eventually led to the Mount Rushmore project, which he spent nearly fourteen years accomplishing this great feat. Beginning as just two presidents, George Washington and Abraham Lincoln, it soon became four—the former joined by Thomas Jefferson and Theodore Roosevelt. *(Source: http://en.wikipedia.org/wiki/Gutzon_Borglum)*

Bear Lake Charrette 2012

St. Charles, Idaho

Celebrating Rural Landscapes through Thoughtful Design



Addressing Concerns

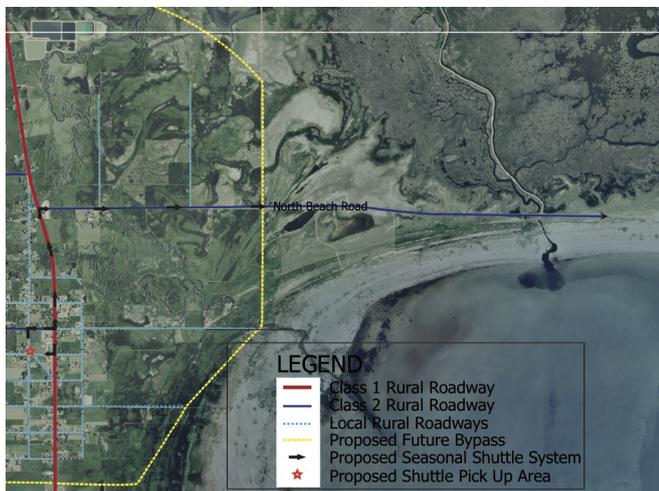
- Maintaining Rural Character
- Defusing Peak Season Traffic
- Forging Mutually Beneficial Relationships Recommendations.
- Shuttle Service & Boat Parking Mitigates current traffic congestion issues within and around St. Charles.
- Adjacent Gas Station and Diner Provide basic amenities for tourists and St. Charles.
- Baseball Park Provides recreation for St. Charles and visitors.
- Gutzon Borglum Memorial and Historic Sculpture Path Connection from memorials to shuttle stop ensures visitors learn about the unique history of St. Charles and see what pride is taken in its celebration. St. Charles takes an active role in place creation.
- Signage Opportunity for St. Charles to take an active role in making the unique character and history of St. Charles more visible and therefore more known.

Transportation, Road Sections, Signage and Plant Palettes

The beautiful landscape around the area of St. Charles brings crowds of people into the area in the summertime. To mitigate the traffic back up on North Beach Road, we propose:

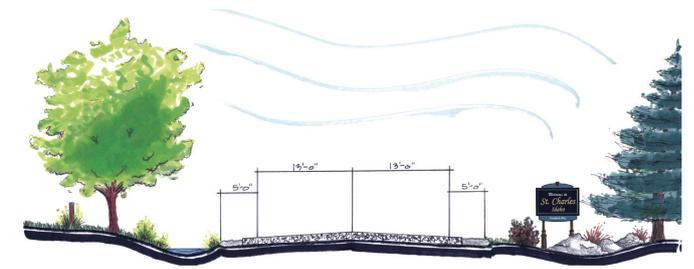
- * Providing a seasonal shuttle to and from the beach via the proposed parking lot in town.
- * Making use of a roundabout at critical intersections. This eliminates the need for an unsightly traffic light.
- * Providing for a possible future bypass, thus mitigating overcrowding as the area grows.

Circulation Map

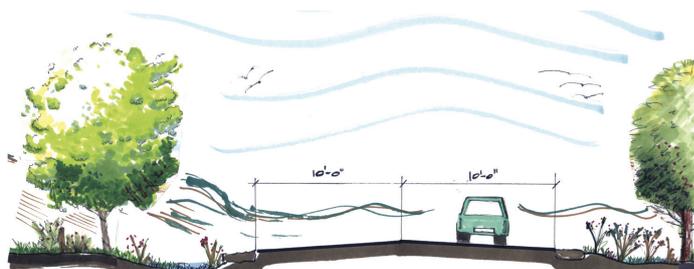


What Is A Roundabout?

A roundabout is a one-way circular intersection without traffic signal equipment in which traffic flows around a center island. Traffic maneuvers around the circle in a counterclockwise direction, and then turns right onto the desired street. All traffic yields to motorists in the roundabout and left- turn movements are eliminated. Unlike a signalized intersection, vehicles generally flow and merge through the roundabout from each approaching street without having to stop.



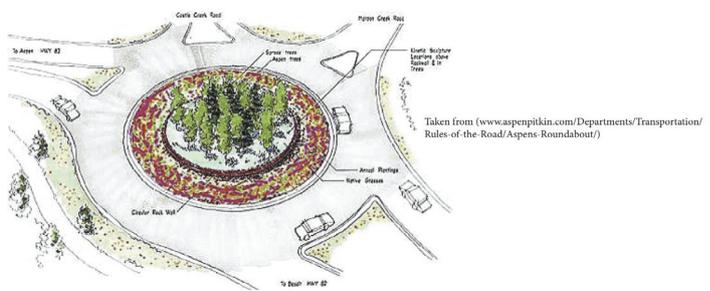
CLASS 1 RURAL ROADWAY



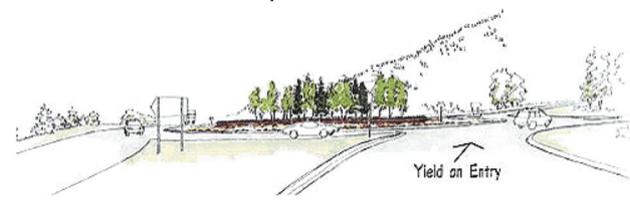
CLASS 2 RURAL ROADWAY



CLASS 3 RURAL ROADWAY ROUNDABOUT



Roundabout Perspective Views



Proposed Signage



Low Maintenance Plant Palette



Pinus monticola (State tree of Idaho) http://en.wikipedia.org/wiki/File:Pinus_monticola_idaho3.jpg



Rhus trilobata skunkbush-sumac <http://montananaturalist.blogspot.com/2010/11/spotlight-on>



Populus deltoides x Populus nigra <http://www.imagejcity.com/images/plants/p/populus/1/>

City of Bloomington, Idaho

City of Bloomington



Bloomington, ID is a neighborly community with a rich agricultural heritage. Located at the foot of the Bear River Mountains, the town provides a serene home-front for locals to enjoy the timeless beauty of the west. The community is characterized by agriculture, ranching, outdoor recreation, and natural landscape vistas. Amenities such as the Bloomington canyon, reservoir, and the Bear River bottoms are the perfect setting to satisfy the adventurous curiosity of any age group.



Several important principles should be considered to preserve and enrich the lifestyle of the community. Firstly, the community of Bloomington should be enjoyed primarily by its residents rather than by visitors or tourists. Secondly, the enjoyment of amenities and natural resources should not be at the expense of the township culture that currently exists.

History of Bloomington

Bloomington was first settled in 1864 by Pioneers. Immigration, trapping, tourism, ranching and agriculture have all been a part of the legacy of this region.



Bear Lake Charrette 2012

History of Bloomington

The community has seen the construction of three chapels, several local business, and in recent years, a community center. The people of this region value investing in community while enhancing farming and ranching opportunities, safeguarding natural resources, and growing recreational assets. It highly encouragea the creativity and resourcefulness of the people, whose innovation is the core of economic growth. The community has long striven for an environment of entrepreneurship and creativity while balancing resource development and stewardship.



Bloomington in the future

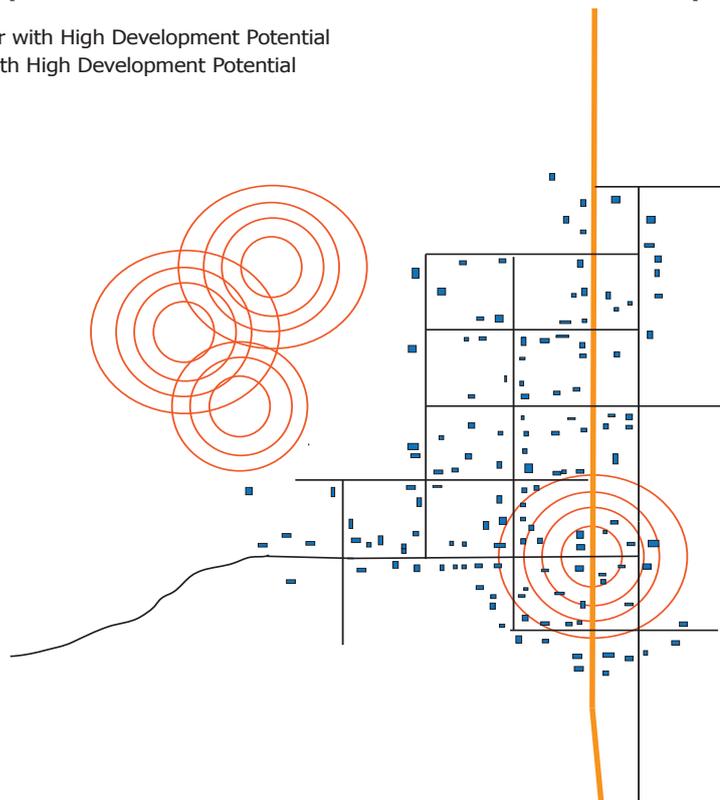
The city is beginning to see influences of regional development pressure due to growth of the Bear Lake recreation area. If the citizens of Bloomington wish to preserve the nature of the community, it will be necessary to initiate uniform development standards.

Many of the natural elements and amenities that currently exist would likely be in detriment if measures are not taken to ensure their preservation.



Areas to Experience Greatest Pressure for Future Development

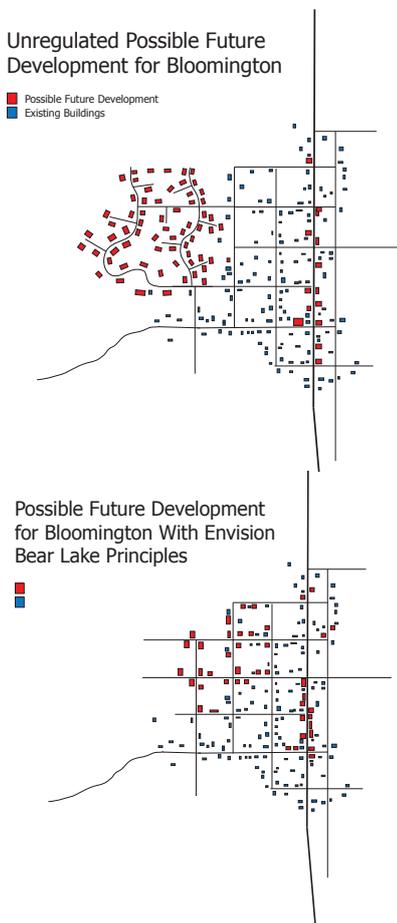
- Corridor with High Development Potential
- Area with High Development Potential



Bloomington in the future

The City of Bloomington must consider the positive and negative influence of how much involvement they have in the development of the county. Whether active involvement takes place or not, development will come and it will effect the entire communitiy. Bloomington has it's own character. That character can be reinforced or entirely lost. Positive or Negative influences will effect the following:

- Recreational area
- Diversify market
- Industrial park
- Tourism
- Historic sites and structures
- Educational opportunity
- Shopping centers
- Vehicular accessibility
- Workforce training
- Workforce influence
- Schools
- Wildlife spaces
- Job creation
- Existing enterprise
- Mixed use neighborhoods
- Access for locals to recreational sites
- Natural resource preservation



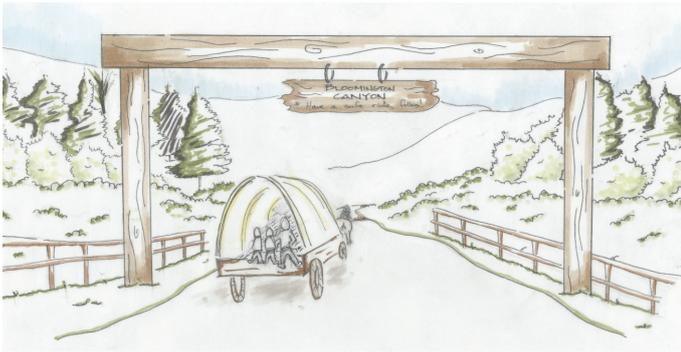
Preserving Bloomington Culture

A Neighborly Community feel can be cultivated by identifying the entry of the city and canyon with legible signage. This signage can incorporate the western homefront materials common in the natural west. Using the community center as a place for youth to gather would help them to be less likely to cause trouble and more likely to reside in the community long term.



Bear Lake Charrette 2012

Preserving Bloomington Culture

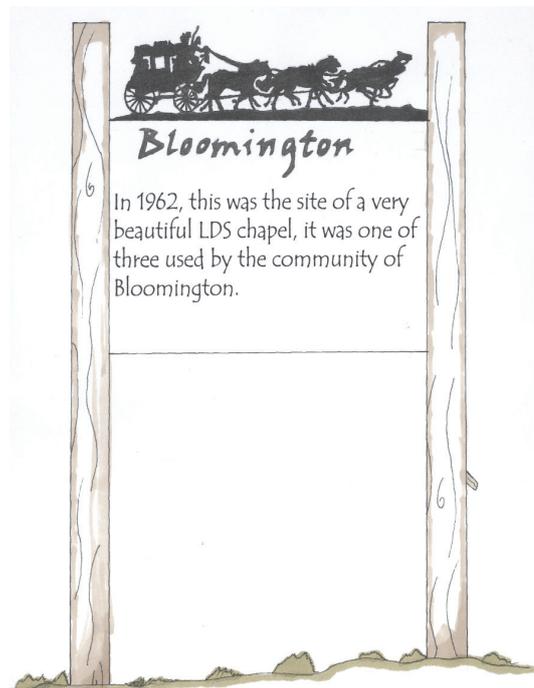


Vision Statement



Matchless Recreation & Unparalleled Natural Resources like Bloomington Canyon, Bloomington Reservoir, and the Bear River Bottoms can be sources of recreation and entertainment for both residents and guests. Distinguishing these amenities with signage and buffering will allow unique elements to be preserved. Buffering can be both functional and aesthetic if natural or rustic materials are used instead of mass-produced products such as vinyl, rebar, chainlink, etc. Setting areas for AVT, equestrian, and hiking areas will encourage residents and their acquaintances to enjoy the place where they live. Trail and walking parks with mixed natural and recreational elements would be a great amenity near the canyon.

Agricultural Heritage has a variety of ways to promote the identity of the community, especially in conjunction with one another. Some of these opportunities that could be used harmoniously together include the following: viable agriculture of pastures through hay and alfalfa; long-term profitability through small scale horse breeding, horse boarding, regional farrier opportunities, riding lessons, an annual chuck wagon event, resources for disabled and abused children to ride and work with horses, etc.; agrotourism created by 4-H and afterschool programs, a community garden, pick-n-pail berry fields, farmers markets, etc.; encouraging new transportation choices through equestrian development.



Paris, Idaho

Main Street Beautification



Before

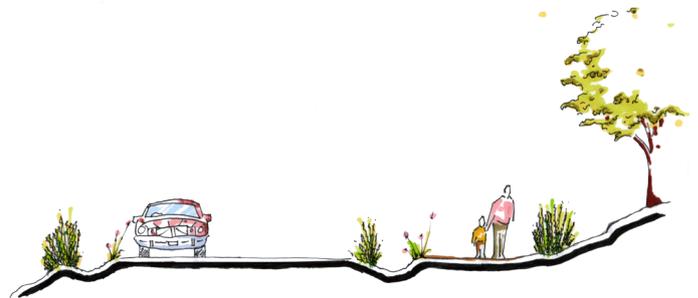


After

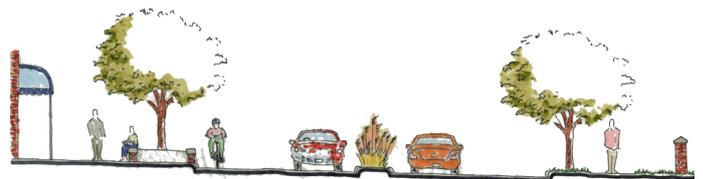
Main Street in Paris is Highway 89. This road is currently edged with sidewalks and storefronts. There is no buffer between pedestrian and vehicular flow. Efforts should be made to create a buffer zone to protect pedestrians and make Main Street a more welcoming space. Doing this will increase the amount of people spending time on Main Street during events and throughout the year, increasing the chance for shops and restaurants to sell their goods.

Greenspace Preservation

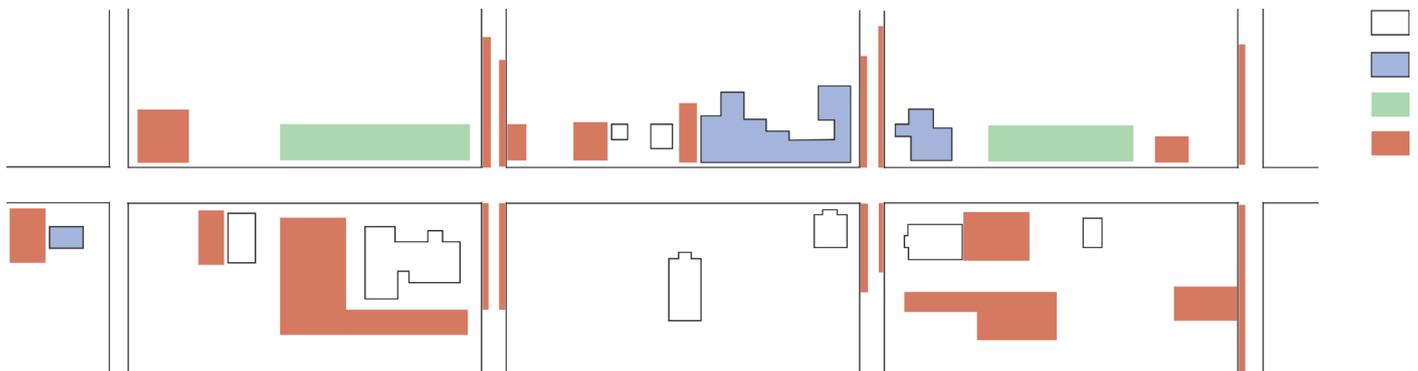
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Rural Street Trail Cross Section



Main Street Trail Cross Section



City Buildings
 Commercial
 Residential
 Parking Opportunities

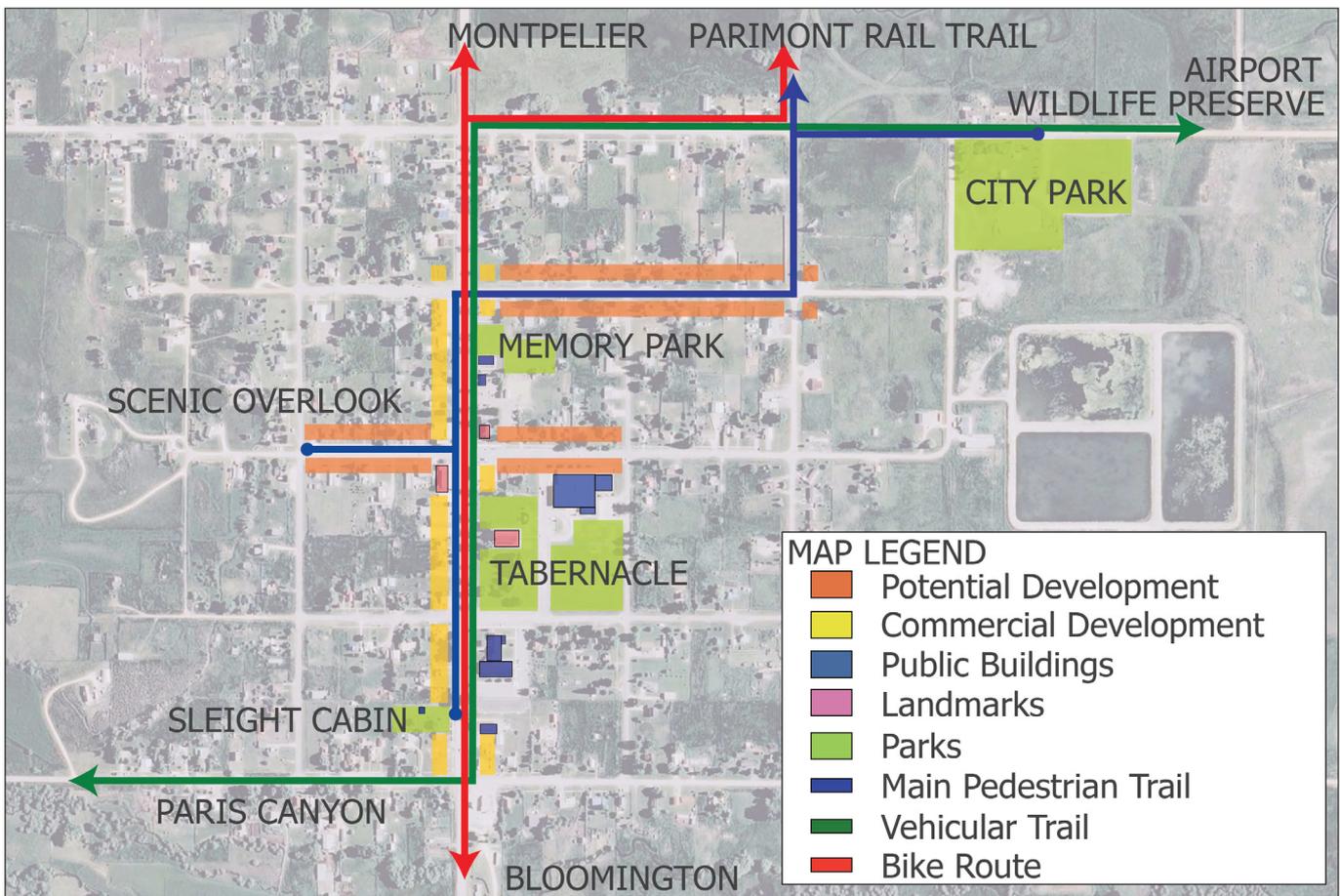
Bear Lake Charrette 2012

The city trail system is made up of pedestrian, bicycle, and vehicular circulation. The trails will preserve the rural feel of the city and offer walking opportunities to access the major destinations of the City of Paris. The trails will encourage people to spend time downtown.

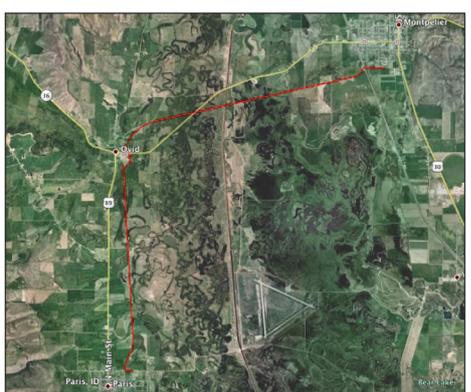
The Parimont Rail Trail was designed using the old railroad from Paris to Montpelier. It is about 9 miles long and crosses through beautiful country and wetlands. The Rails to Trails Conservancy can help Paris and Montpelier raise funds to make this project a reality.



Parimont Trail Trailhead Design



CITY TRAIL SYSTEM MAP



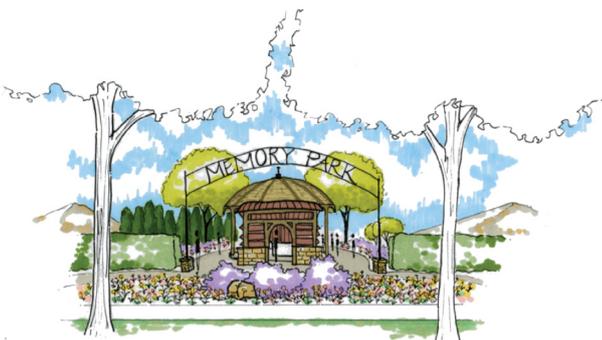
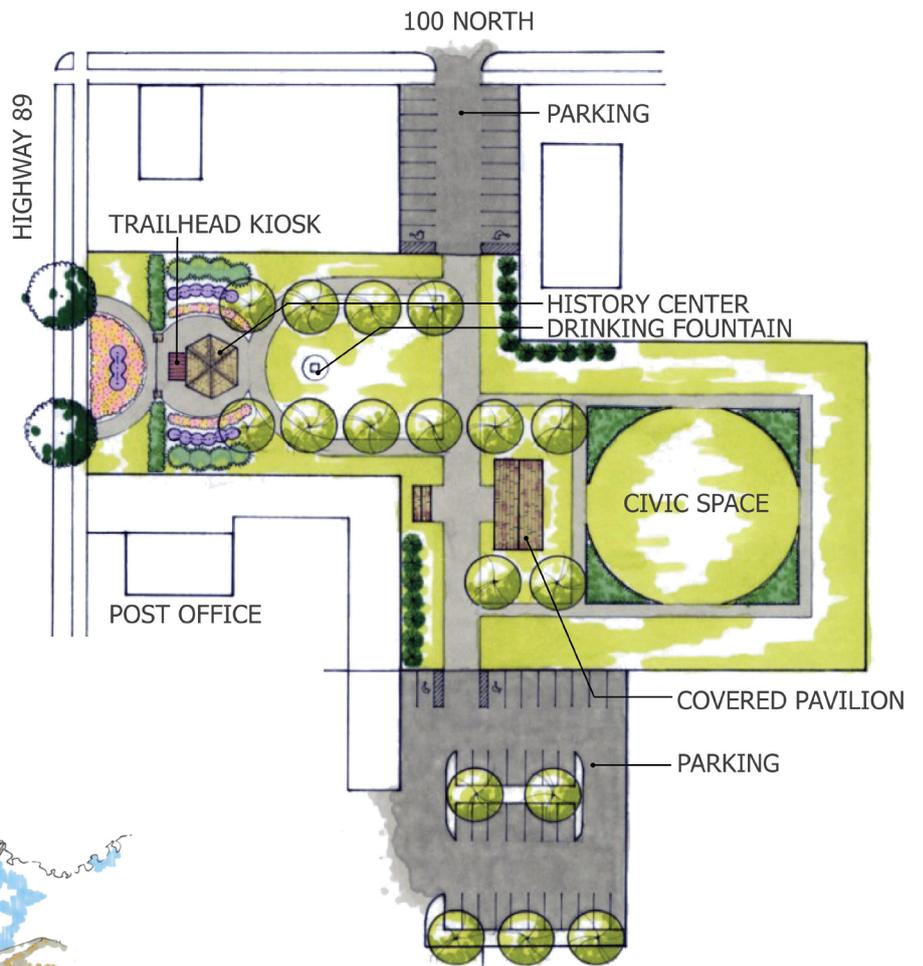
<http://www.railstotrails.org>

City Park



Memory Park

Memory Park was the location of the chuckwagon breakfast, but with the creation of City Park it now can be designed into a new civic center. The park contains the information kiosk for valley trailheads and also a historic drinking fountain built by the Lion's Club. The civic center will be able to host Farmer's Markets and Craft Fairs for the locals to be able to showcase their goods and skills during city events, such as the 4th of July celebration.



Perspective of Memory Park from HWY89

Bear Lake Charrette 2012

4th of July Celebration

Paris hosts a very popular 4th of July celebration each year. The day starts with the KVSI Fun Run from Montpelier, Idaho to Paris. With the creation of the Parimont Rail Trail the race route can now follow the old railroad tracks through the wetlands.

The race ends in the new city park where the City of Paris hosts a chuckwagon breakfast serving food to over 4,000 people. Following breakfast the city has a pageant on the Tabernacle grounds and a city parade along Mainstreet. A rodeo is then held at City Park.

Winter Events

Winter weather creates a lull in tourism traffic through Paris, Idaho. The summer months and events bring people to the city who support the local commercial spots, but these shops and restaurants fight to stay open through each winter. The city can hold events during the winter to draw visitors to Paris and help sustain the economy.



<http://www.sunjournal.com>



<http://www.troop198.info>

Heritage Day

The City of Paris has a large collection of pioneer and historic architecture. There is currently a brochure and map available in the city offices that visitors can use to find the location of all of these homes, but tours are not available.

An event to increase awareness of these beautiful buildings would be a Heritage Day. Modeled after Spring City, Ut, this Heritage Day would allow visitors to purchase tickets to tour the inside of 10 - 15 of these historic buildings. This tour would also include a breakfast and lunch cooked in the city chuckwagon trailers. By only opening 10 - 15 homes each year, visitors will be able to come back year after year without touring the same historic buildings each time.



Memory Park, that has been designed into a new civic space, can now hold events such as Farmers Markets and Craft Fairs during this 4th of July celebration. This will give locals a chance to showcase and sell their skills and products. The Mainstreet revitalization will also create more opportunities for parking and places for people to sit and enjoy all Paris has to offer.

These additions to the 4th of July celebration will increase the opportunities available to those who visit and will create a more vibrant celebration.

Playing off of the Fun Run, events that could create tourism during the winter months include a Klondike Derby race along the new Parimont Rail Trail with winter camping in City Park for Boy Scout Troops. This event also allows for the city to use their chuck wagon trailers for a breakfast. The trail is also a wonderful place for cross country skiing during the winter.

Bear Lake Charrette 2012



<http://www.skiequipment.us>

<http://www.magazineusa.com>

Potential Schedule

- When: Saturday, June 23, 2012
- Where: City Park located at 200 North 300 East
- Breakfast: 7:30 - 9:30 am City Park Bowery
- Home Tour Ticket on sale 9:00 am
- Art & Antique Sale: 9:00 am - 4:00 pm Memory Park
- Paris Bake Sale & Quilt Raffle: 9:00 am - 2:00 pm
- Home Tour: 10:00 am - 4:00 pm
- Lunch: 12:00 Noon - 1:30 pm City Park Bowery
- Art Auction Closes 2:00 pm



Map of Historic Homes

Montpelier City Growth & Development

Art in the Built Environment

In many communities suffering economically, art is the first amenity to disappear; its importance is seen as menial. However, the arts is exactly what keeps a community in tact. It can break through political and social boundaries. Neighbors can become life-long friends and acquaintances.

Art is not necessarily paintings, sculptures, and, and line work. Art is all around us from distant mountains to the sidewalk we walk upon. Incorporating art into the built environment is simple.

Sledding, ice skating, and gardening are all forms of art. Bring art back into the community through different activities of self expression.

Re-routing traffic for community activities

Community activities are meant to involve the whole town in fun, educational, and safe ways. Re- routing traffic so as to avoid conflicts between vehicles and pedestrians is a simple way to keep all involved safe.

Consider the following activities: Car shows, Farmer's Markets, and other activities could occupy a short amount of road without causing any traffic problems.

Four Season Entertainment

Summer	Fall	Winter	Spring
Amphitheatre - Story Telling/Navivity Scene			
Movie in the Park		Main Street March	
Film Festivals			
Farmer's Market		Ice Carving Contests	
Roller Skating Rink/Ice Rink			
Movie Themed Events			
Sidewalk Chalk Competitions		Winter Camping	
Cook-Offs/Cooking Competitions			
Art Fair			



Farmers markets can be accented by a little music in the background. Citizens would be encouraged to brush up on their skills to play for the rest of the community. One may be suprised by the talents their neighbors possess.



Sidewalk chalk competitions can bring about remarkable results that are enjoyed for a while then washed away ready for a new artists hand.



This welcome sign is found on the west entrance to Montpelier along highway 89. The landscape around the sign is very bland and unexciting. By adding a few plants the area could be improved and the negative subconscious message of "we tried, but not very hard" would be eliminated.

This simple change can be repeated throughout the community to bring life and vigor back into the town.



Re-routing traffic for community activities

Main Street March- A proposed idea where the community comes together on a day of their choosing after a snow storm and enjoys it as a whole. Imagine tubes, sleds and snowshoers enjoying Washington Street in an entirely different way.

Oregon Trail Center

The Oregon Trail Center holds a significant history for Montpelier and its residents. Rather than letting its grounds go unused during the off season months the community should use them to hold several types of activities including: outdoor movies, farmer's markets, art festivals and others. Both the parking lot and the grassy area next to the building are large enough to accommodate for several types of events.

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Montpelier, Idaho Economic Growth

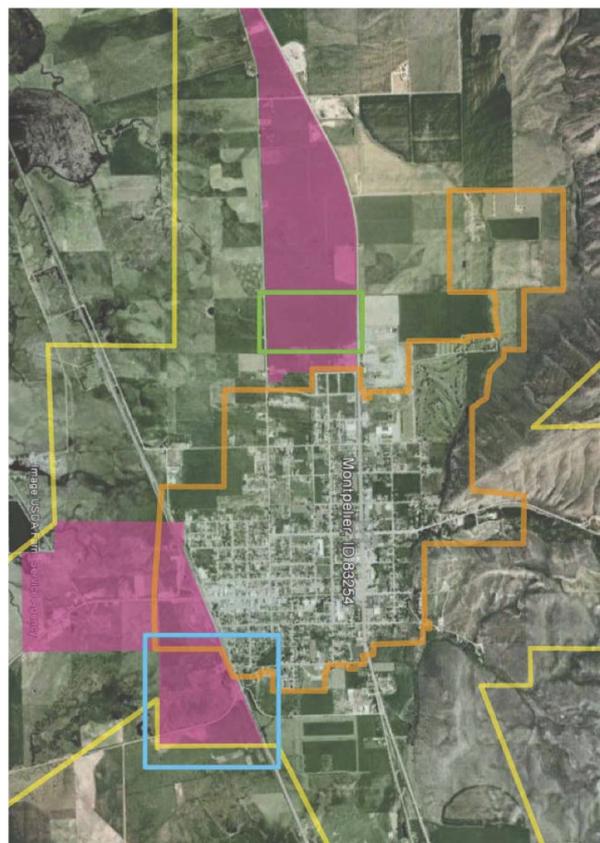
With the railroad days gone by, Montpelier faces a declining population and a dwindling job market. The necessity to grow the tax base, revitalize the population, and create jobs is ever increasing! While zones for manufacturing in many southern Idaho cities become “filled-up,” Montpelier becomes an attractive place for industrial and light industrial business because it still has areas to for manufacturing development.

Typical Industrial Park Layout on HWY 30

The northern section of manufacturing space is well located to attract business with its highway frontage and opportunity for growth. However, developing the land as parcels become available for development, careful planning is important to maximize space, aesthetics, economic advantage, and to preserve the character of the Montpelier Community.



This board highlights the two manufacturing zones within Montpelier. A plan for an industrial park has been created for a section of the southwest quadrant. A typical industrial park layout plan for the northern M-2 zone along Highway 30 has also been made as discussed below.



CONTEXT MAP

- M-2 zones
- SW Quadrant Industrial Park layout
- Typical park layout along hwy 30
- Impact area boundary
- City limits

Layout Principles:

- Individual lots are not accessible from the highway. Having one main entrance reduces highway slowdowns and increases driver safety. Street frontage is important for business, but branding parks creates identity and appeal as well. - Aesthetic native-vegetative buffers between roads and park reduce visual impact of park. Hwy 30 is the northern entrance to Bear Lake: preserving a beautiful feeling of open space upon entrance is valuable. Intermittent rows of trees also shield negative visual impact of park.

Southwest Quadrant Industrial Park Layout



The northern section of manufacturing space is well located to attract business with its highway frontage and opportunity for growth.

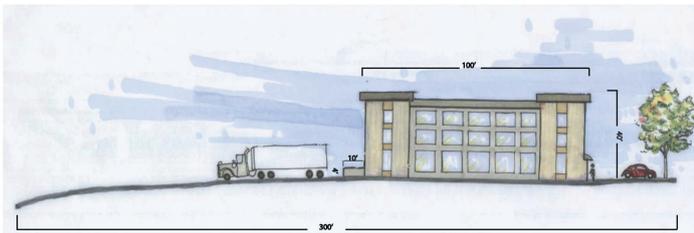
However, developing the land as parcels become available for development, careful planning is important to maximize space, aesthetics, economic advantage, and to preserve the character of the Montpelier Community.

Layout Principles

- Individual lots are not accessible from the highway. Having one main entrance reduces highway slowdowns and increases driver safety.

Street frontage is important for business, but branding parks creates identity and appeal as well.

Typical Lot-Layout Section



- Aesthetic native-vegetative buffers between roads and park reduce visual impact of park. Hwy 30 is the northern entrance to Bear Lake: preserving a beautiful feeling of open space upon entrance is valuable.

Intermittent rows of trees also shield negative visual impact of park.

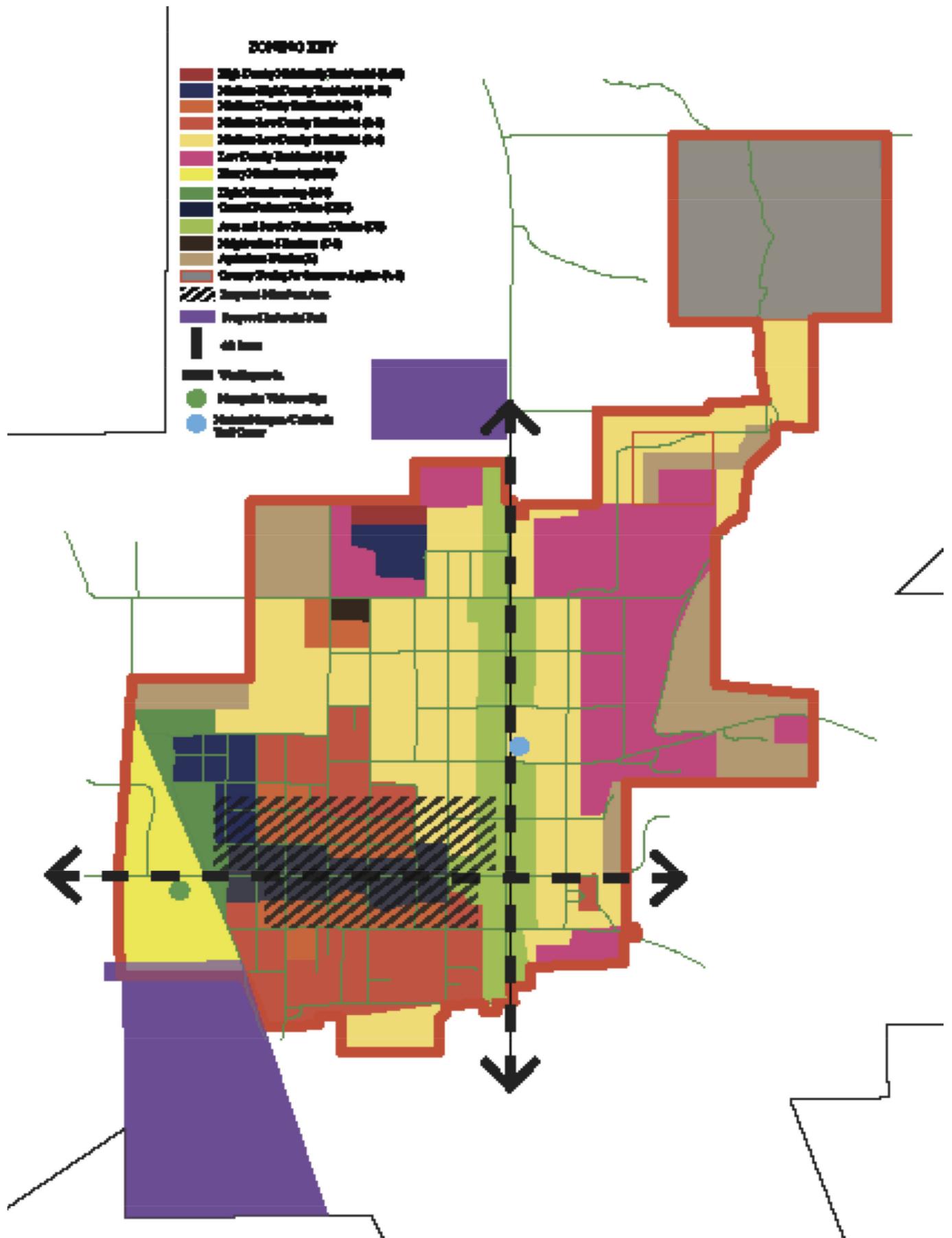
The lot layout section above illustrates a few key features. The typical depth is 300' and most buildings will be about 100' deep. Most importantly, the back of the building must be on the downhill side of lot to accommodate the 4' loading and unloading dock.



INDUSTRIAL PARK ENTRANCE - SECTION

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Montpelier City Growth & Development Master Plan

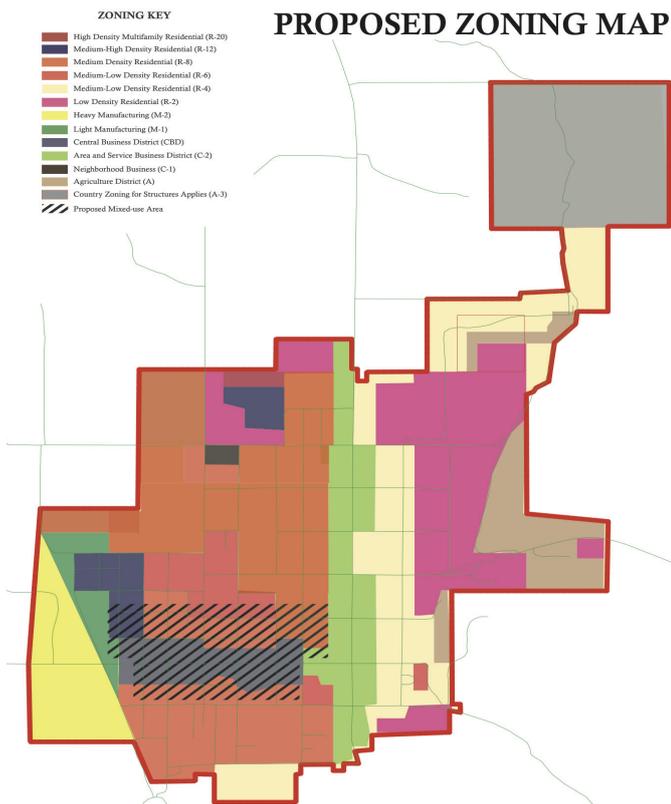
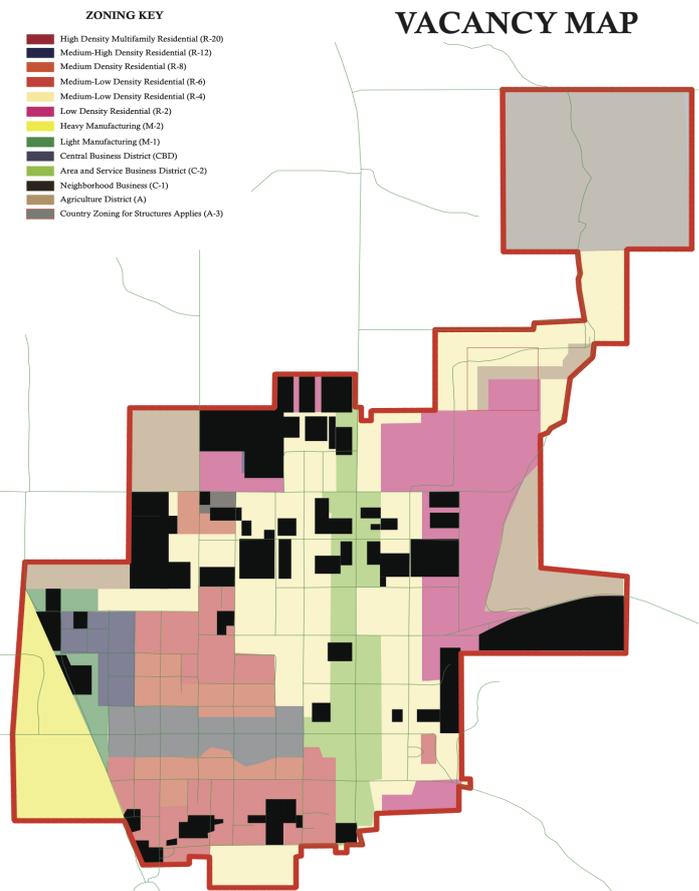


Montpelier City Growth & Development City Infill and Zoning Change

Montpelier Idaho is a city that has a lot of room for growth and development in the future. With the implementation of an Industrial Park, the economy will see a distinct upturn, and with the added job opportunities many families will be looking to move into this city. Growth of the city will be necessary to accommodate the expanding populations. This growth cannot be the usual horizontal spread that many cities see as a solution. Because this costs the city more by being forced to extend utility lines, sewer lines, and many other commodities that the homes and businesses within the city limits already enjoy.

Montpelier has a lot of Infill areas. Many areas that are zoned for medium density residential are filled with agricultural land, and vacant lots. As more people move in it will be important to fill both the vacant lots and the agricultural land before even considering expanding city limits, because it will be the people who are moving in who will be working in the Industrial Park.

By using the infill development strategy you reduce the use of cars and encourage walking and biking. This increases public health and encourages a sense of community.



Zoning for Montpelier Idaho will need to change as the city becomes more populated. Many of the areas close to the center of town are low density residential these may need to become medium density in the future. There needs to be mixed use zones implemented into the city. These are areas that mix both commercial and residential areas of varying sizes. A typical mixed use development has commercial areas on the bottom and living areas on the upper floors. This will provide both smaller living quarters, for those who are single, and increased commercial areas.

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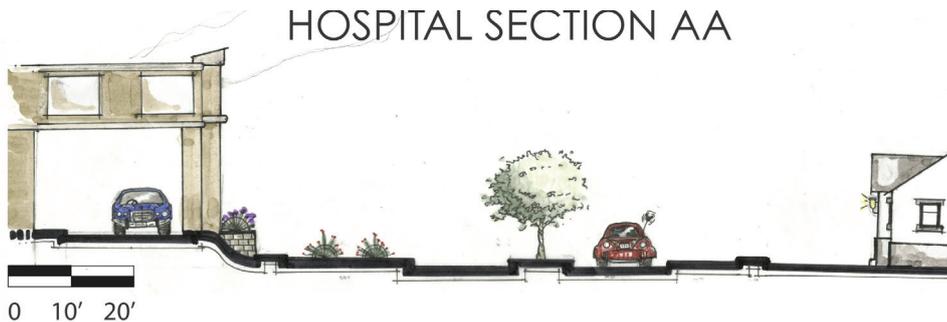
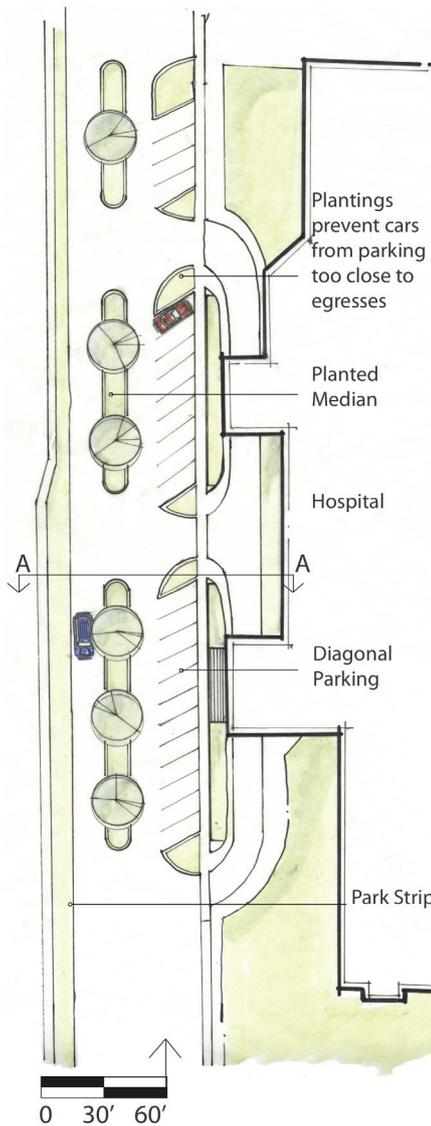
Montpelier City Growth & Development

Hospital

Objectives at the hospital include:

- Reducing the slope of the crown on the road for easier winter driving
- Providing diagonal onstreet parking
- Providing planted medians and park strips
- Delineating parking stalls to ensure visibility at ingress/egress

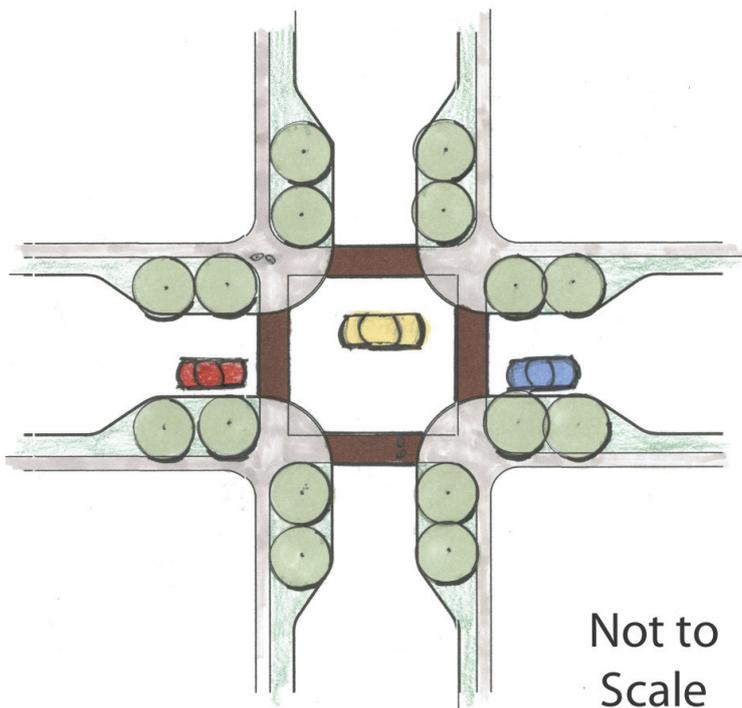
The purpose of these objectives is to increase safety for drivers and increase the formal aesthetic appeal of the hospital.



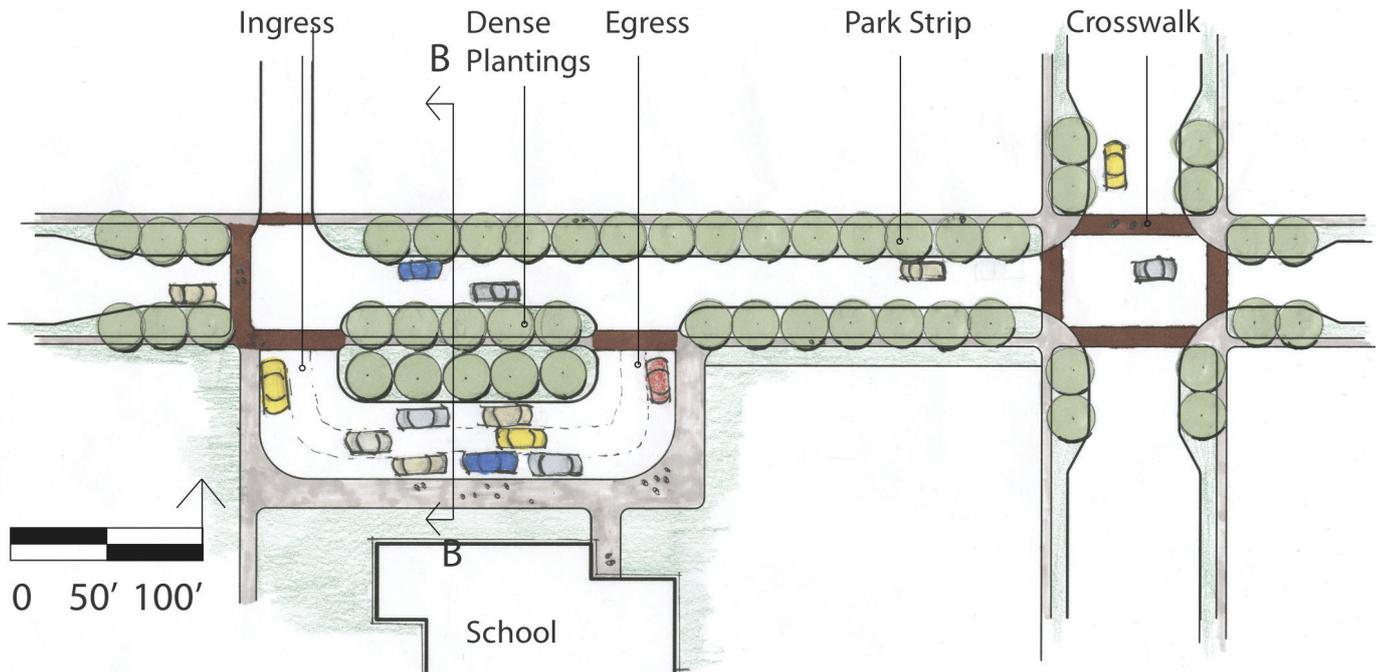
This intersection has been designed to increase awareness of the intersection and slow traffic for safety of pedestrians and drivers alike. Three principles have been used:

- Narrow the road to slow traffic
- Add trees to increase the distance that the intersection can be seen while driving
- Use a different paving material for the crosswalk to stress the importance of the pedestrian and vehicular intersection.

This diagram could be used as a prototype.



Elementary School Pick up/Drop off



The goal of this school drop off was to reduce pedestrian drop offs on Clay street, and thereby reduce pedestrian and vehicular conflicts, using airport departure dropoffs as a prototype.

Three main principles were used:

- The street was narrowed to prevent people from parking on the street to drop children off
- Densely planted park strips will discourage children from cutting through traffic, and will encourage them to use crosswalks and sidewalks

- Three lanes of one way traffic allow vehicles to park temporarily on each side, while still allowing a continuous flow through the center of the pick up/dropoff

Additionally, adding sidewalks throughout the city where disconnects occur will encourage people to walk or bike to school, reducing the number of vehicles dropping children off.

Elementary School Pick up/Drop off Section BB

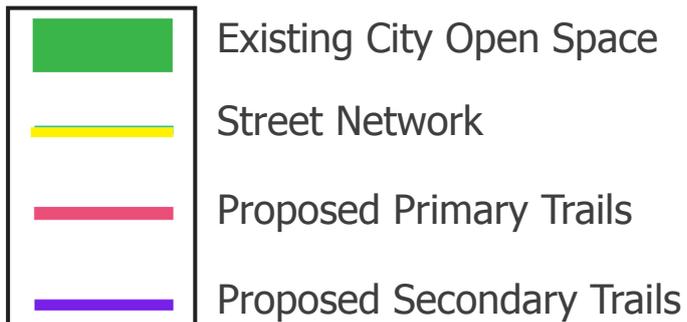
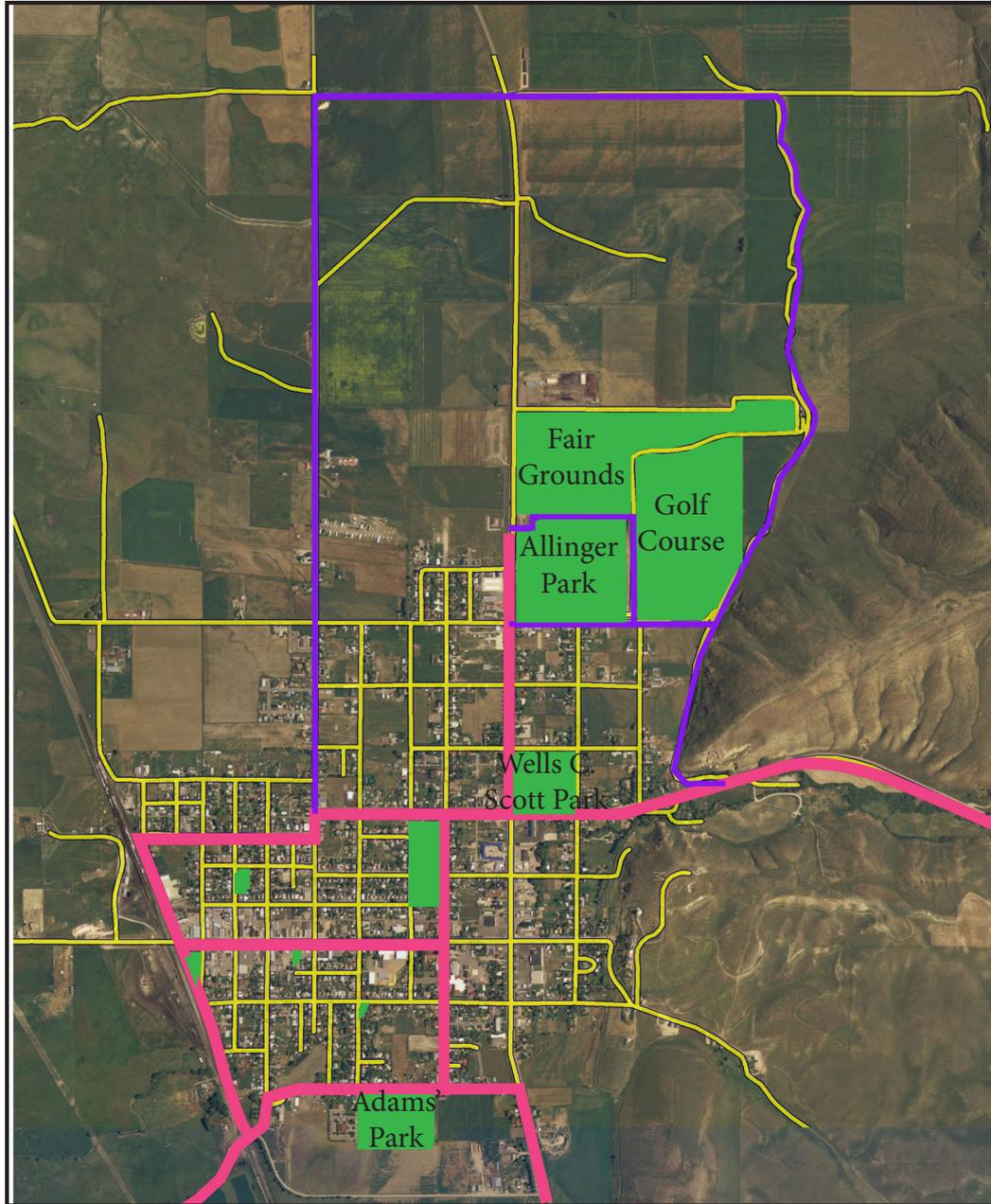


Not to Scale

Montpelier, Idaho

Open Space and Trails

Open Space and Trails Master Plan



Bear Lake Charrette 2012

Montpelier has a fabric of green space that allows a majority of its residents to live within walking distance of a park. By creating a designated trail system shown in the above map these public open spaces can be connected using pathways, bike routes, sidewalks, and trails. Special attention should be given to create connections with regional trails and surrounding communities such as Paris via the Parimont Rail Trail and connecting to the Legacy Trail via Dingle.

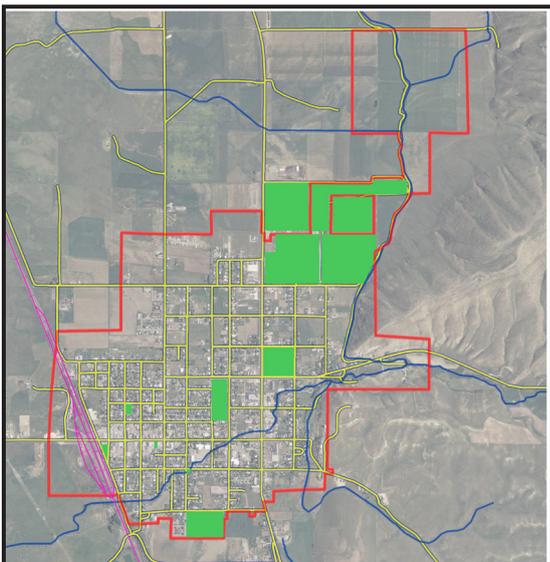
The city currently consists of three primary parks. Allinger park with the adjacent high school, golf course, fair grounds, and cemetery. This area should remain a strong recreation hub to provide a central core to the city when growth encourages the city limits to continue to move North. Allinger park is a great location for a future recreation center to serve not only Montpelier but all of the Bear Lake Valley.

Wells C. Scott park is home to the National Oregon Trail Center. A Bear Lake

Regional Information Center should be located here to provide direction for newcomers.

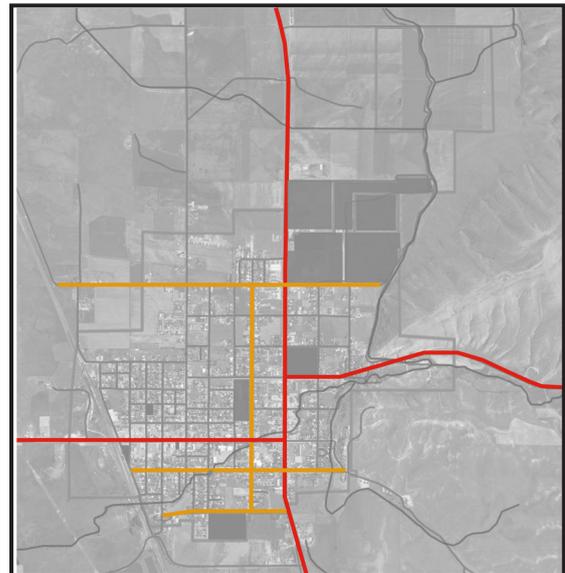
Adams' Park will become the hub for summer athletic competitions. With the acquiring of land to the South an expansion nearly doubling the parks current size will accommodate the thousands of competitors and spectators visiting Montpelier each summer.

Existing Open Space



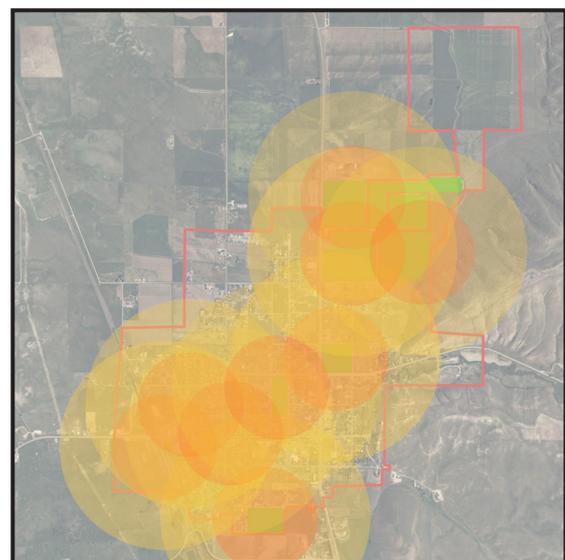
Red- City Limits Green- Public Open Space
Blue- Hydrology Purple- Railroad Yellow- City Streets

Vehicular Circulation



Major intersections to receive careful pedestrian crossing treatments.

Radius Map



Dark Orange - 1/4 Mile or 5 Minute Walk
Light Orange - 1/2 Mile or 10 Minute Walk

Bear Lake Charrette 2012

Parimont Rail Trail



Parimont Rail Trail Cross Section

The Parimont Rail Trail will become a popular route for summer and winter activity drawing people to the city of Montpelier in all seasons. The annual KVSI radio station fun run can be held here as well as possible winter races including cross country skiing and klondike races.

The Bear Lake Region is home to a large wildlife refuge where tourists and locals enjoy studying the natural ecosystem and indentifying a variety of waterfowl species. The Parimont Rail Trail will provide connections by foot and water to this intriguing refuge.



Parimont Rail Trail Entrance Perspective

The railroad spur that stretched from the communitites of Montpelier to Paris was primarily used to transport goods. As vehicles and a major highway began to take precedence over the railroad the spur became obsolete and unused. The rails were removed in the mid 1950's leaving behind a raised bed of earth.

Converting this once heavily used right of way into a rail trail will provide citizens of nearby communities and visitors with an unparalleled recreational opportunity.

Parimont Rail Trail will begin in the new business district located in the Southwest

corner of the city. It will traverse roughly 9 miles of wetland terrain passing through the community of Ovid and terminating at the new community park in the city of Paris. Trail users will be able to experience the natural ecosystem of the Bear Lake Region.



revolutioncycleanski.com

troop751.com



zigoti.com



Recreational Enhancements - Wayfinding



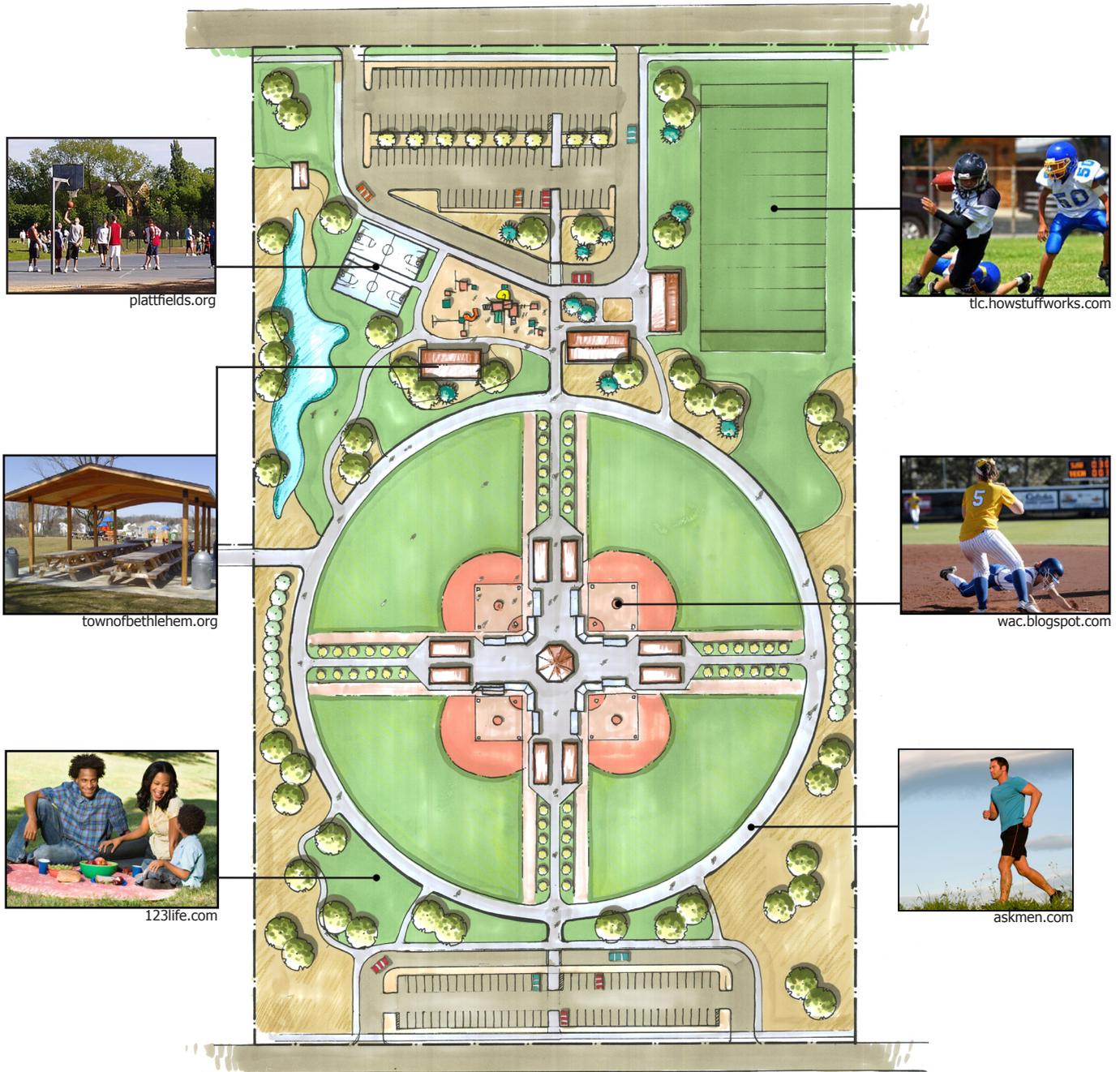
The ability to wayfind for those new to an area is crucial to the succes of a communities recreational oportunities. To improve the ability for visitors to navigate around Montpelier and the Bear Lake Region a Regional Information Center (as seen on the left) should be located at Wells C. Scott Park so all incoming traffic from the North and East will be able to seek directions.

Throughout the city small wayfinding posts (as seen on the right) can be strategically placed on walking paths and trails to further aide navigation.



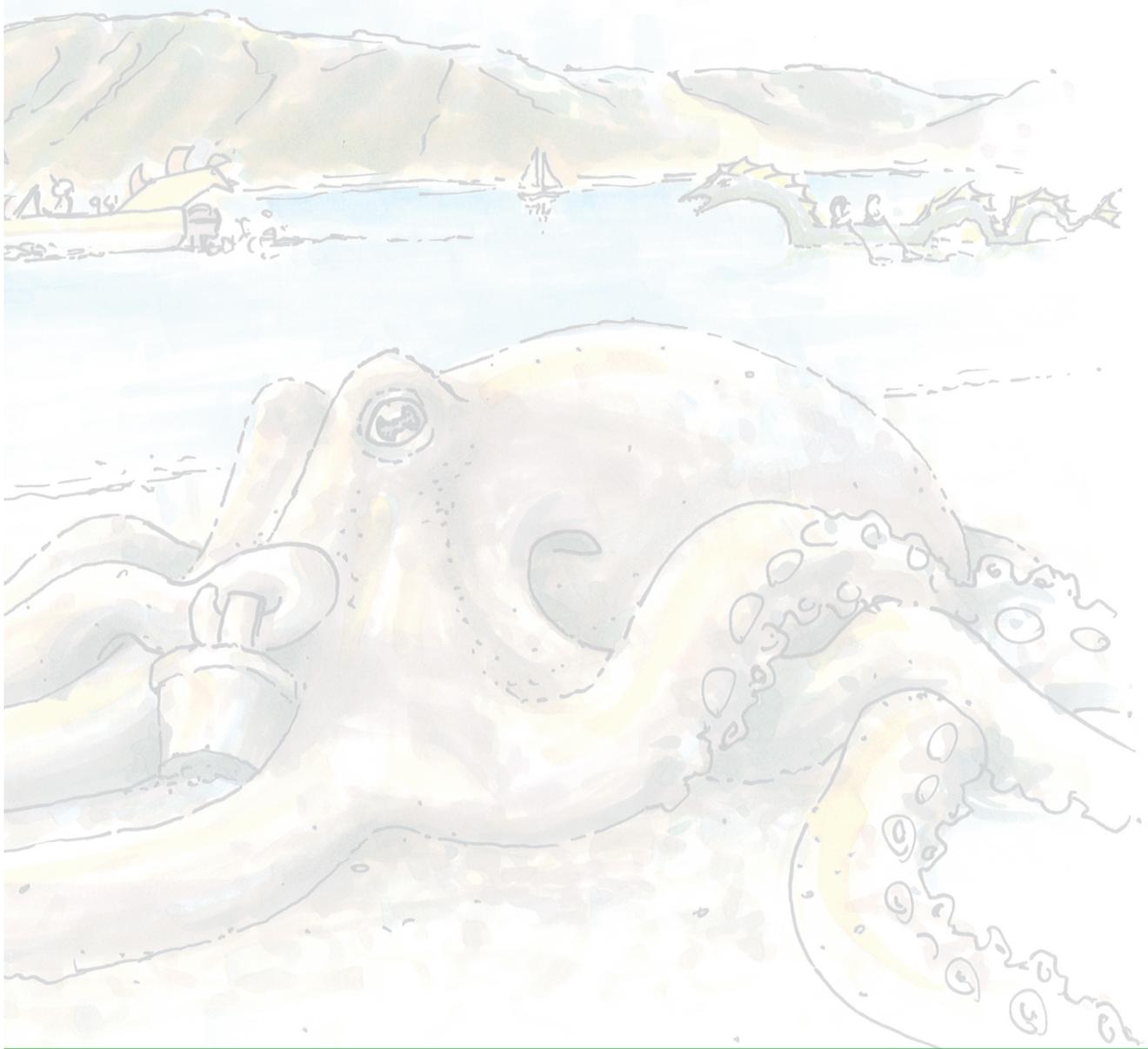
Bear Lake Charrette 2012

Adam's Park Conceptual Master Plan



Montpelier has always been a hub for recreation dating back to 1912 with the local baseball team competing at the Old Montpelier Ball Park. Today Montpelier continues this rich athletic history with its annual baseball and softball tournaments which draw participants from throughout the region. Currently Montpelier is lacking a venue large enough to act as the main recreation center for these large competitions.

To better accommodate the growing athletic tournaments z' park has been redesigned and expanded doubling the current size of the park to better fill the needs of participants, spectators, and citizens. Moving of the two existing diamonds and creating a quad style complex with central bathrooms, score box, and concessions stand create a first class tournament facility.



The Lake

Community Opportunities

Active Recreation Hub

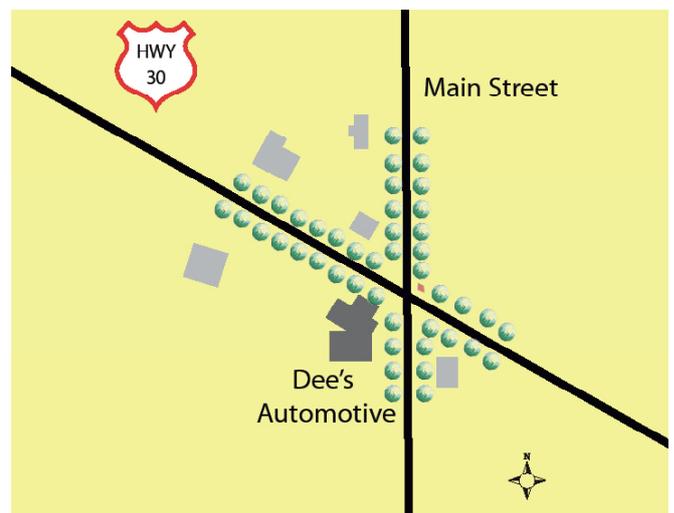


These trails also link to the surrounding regional trails and converge near the rodeo grounds implying a central node and “hub”. This proposed hub enhances the usage of the investment of the rodeo grounds by fostering year-round use.

.In collaboration with the team over Regional Trailheads, a turn-off near Big Spring Creek has also been proposed as a site for placing a regional trail center. This allows for recreational use along the conservation corridor and supports the recreation activities of Laketown.

Last fall, an observation and analysis of the greater Bear Lake Region showed that Laketown was the only town not divided by the main highway. We found this as an opportunity for Laketown to be better noticed along this corridor. The proposed gateway treatment of the intersection of Main street and Highway 30 will greatly enhance this entrance into the city and foster exploration beyond Dee’s Automotive.

The proposed tree-lined streets add a vertical element that provides a greater sense of change as compared to the flat terrain leading to and from this intersection. This treatment may encourage traffic calming and increase the identity of Laketown to those simply passing by. This will also encourage curious sidetracks into Laketown. The trees used should either be Lindens (*Tilia sp.*) or Hackberry (*Celtis sp.*) because of their hardness and their street-side friendly sizes.



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Analysis

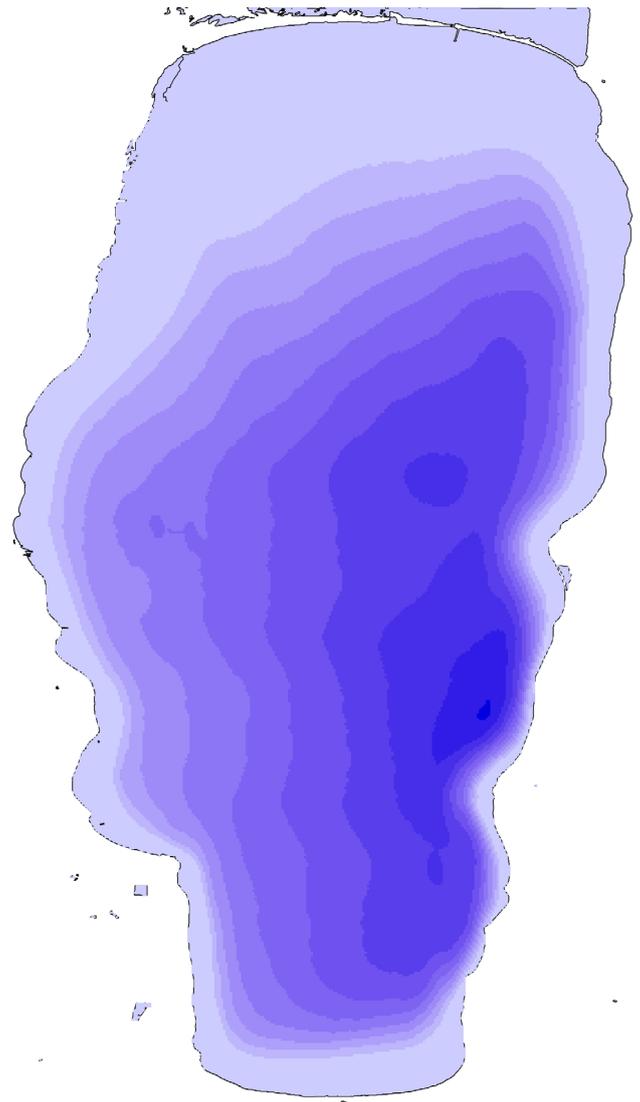
Hydrological Features

According to a study done by Patsy Palacios, Chris Luecke, and Justin Robinson Bear Lake has 7 main courses of water inflow. These are split into 3 different categories: perennial streams, seasonal streams, and springs/ephemeral inputs. All the inflows are listed below within the appropriate categories.

- Perennial Streams (west side of lake)
- Big Spring Creek
- Swan Creek
- Fish Haven Creek
- St. Charles Creek
- Seasonal Streams (east side of lake)
- North Eden Creek
- South Eden Creek
- Springs/Ephemeral Inputs
- Spread out at various locations around the lake

During drought cycles and low precipitation years all streams, except Swan Creek, dry up or are dewatered for irrigation purposes. Bear Lake does not completely freeze over every year but typically three out of five years.

Source: "Hydrology of the Bear Lake Basin, Utah", Article 13 of 'Natural Resources and Environmental Issues' Vol. 14.1, pgs 2, 5-6.



Bear Lake Water Depth GIS Map

The Depth

The depth of the lake varies from year to year. This can be accounted for low precipitation (snowfall in winter and rain in spring and summer), pulling water to add to the Bear River for irrigation and downstream use, or other diverse reasons. With this in mind it can be as deep as 208 feet at its deepest point though the average depth for the entire lake is 94 feet. Below shows the grade of the lake bed. The sloping trends from gradual sloping (Light Blue) around the shorelines and the north portion of the lake to drastic sloping (Dark Blue) of the east side to the deepest portions of the lake.

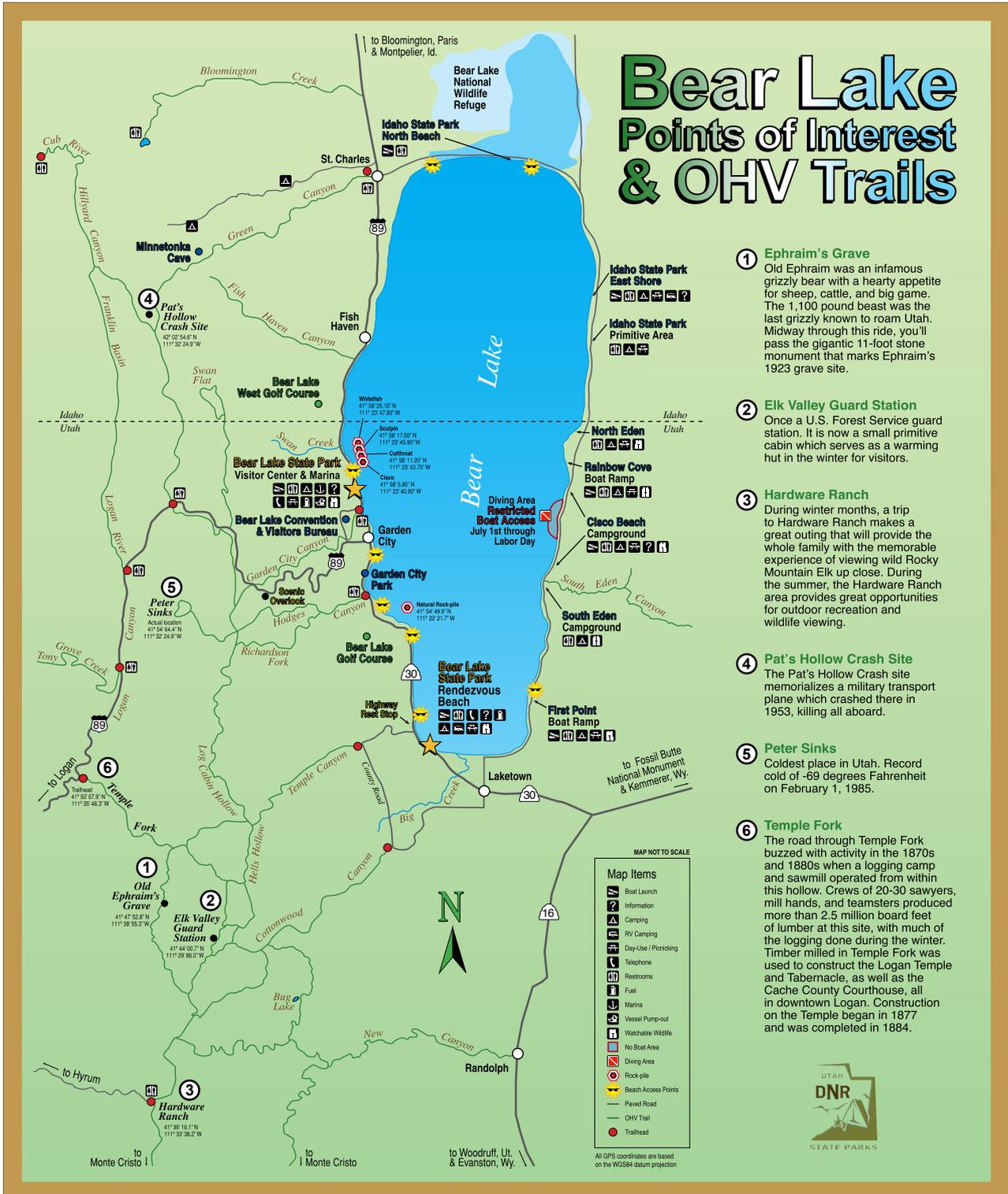
Points of Interest

Bear Lake is famous for excellent boating and waterskiing. Seven boat ramps are located around the lake in Garden city, Laketown, First Point, Cisco Beach, Rainbow Cove, East Shore State Park, and North Beach State Park. In addition to boating there are plenty of beaches for swimming, scuba diving, and fishing. Bear Lake Valley also has a lot of activities and points of interest to keep everyone entertained. St. Charles has a memorial dedicated to Gutzon Borglum, a famous sculptor who design Mount Rushmore. Up St. Charles Canyon is Minnetonka Cave

Bear Lake Charrette 2012

which is full of stalactites and stalagmites. Between Fish Haven and Garden City is Bear Lake West golf course. In Garden City is the Pickleville Playhouse which has shows throughout the summer. At the beginning of August Garden City hosts Raspberry Days which is a week long

festival celebrating their world famous raspberries. The festival includes a parade, a Little Miss Berry Pageant, fireworks on the beach, and a rodeo and demolition derby in Laketown. Garden City also host a heritage festival the week after labor day.



Sources:
<http://www.picklevilleplayhouse.com/bearlake.html>
<http://www.bearlakewest.com/info.php?pnum=24>

<http://stcharlesidaho.org/borglum.html>
<http://www.gardencityut.com>
<http://www.bearlake.org>

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Growth and Development

State Parks and Campgrounds Around Bear Lake

The map to the left shows the relationship between the various state parks, campgrounds, and cities surrounding Bear Lake.

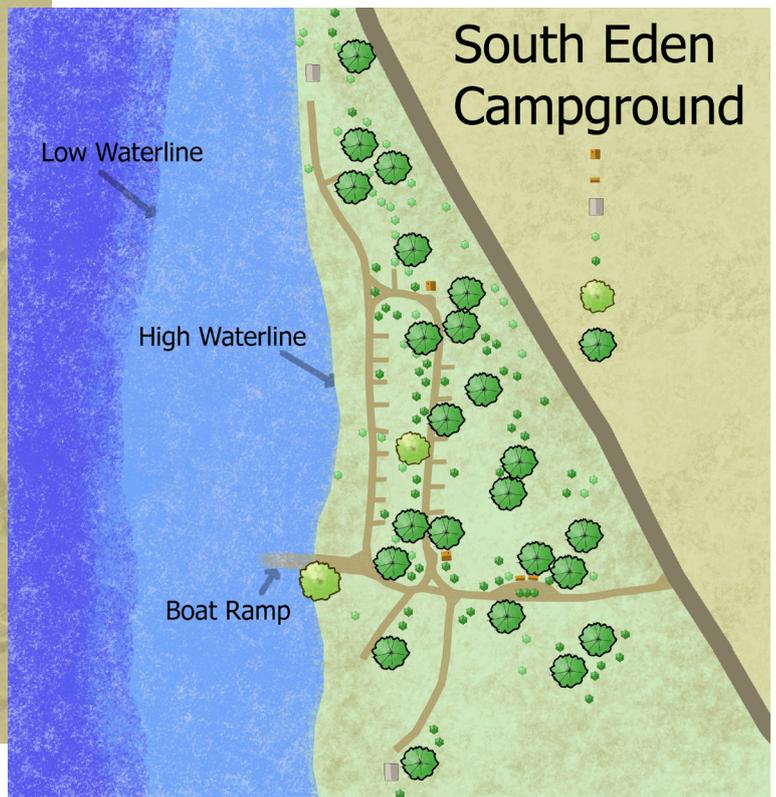
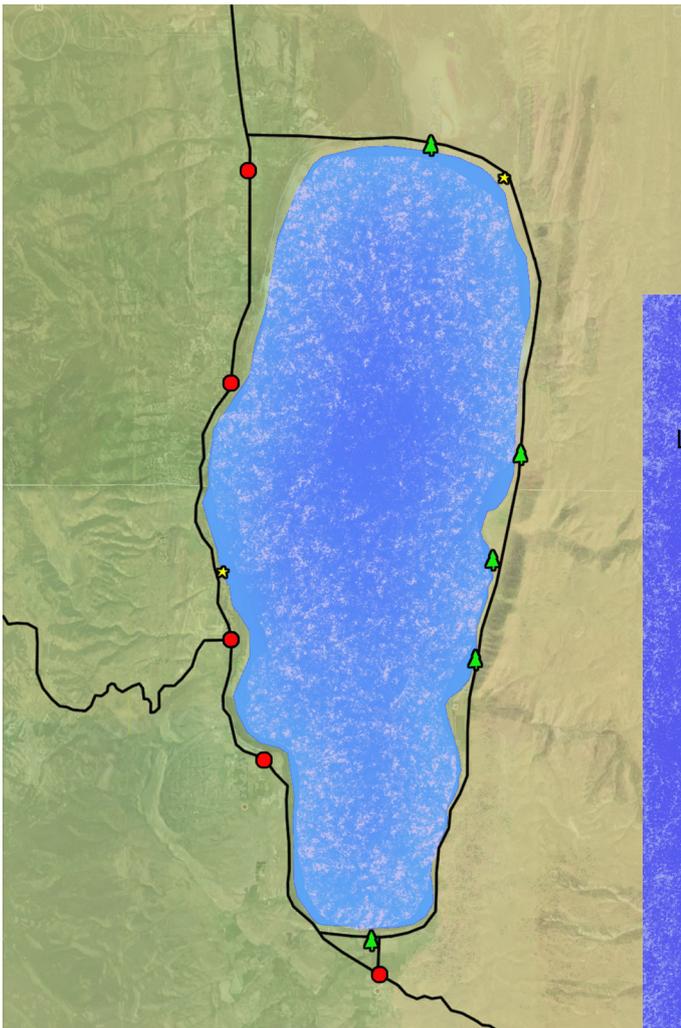
Bear Lake is home to two state parks. The Idaho Bear Lake State Park includes the north beach day area and the east shore

If they have the appropriate room should include the following:

- Campgrounds
- Dump Station
- Open Area

Renovation Ideas

To help in attracting more people to the east shore some renovations should be made to the various campgrounds and parks. The proposed plan for South Eden Campground, pictured above, provides an example of what



camping area. The Utah Bear Lake State Park consists of a marina, six campgrounds and a few boat ramps. Each of the areas on the east shore are in need of renovation. Each campground could be improved by adding vegetation. Each public use area should also include the following:

- Restrooms
- Paved Parking
- Pavilions
- Boat Ramp

can be done to help renovate sites to be more appealing to visitors. Erosion control should be a priority. Parking and roadways should be designed to accommodate trucks with trailers, cars, and RVs in a way that reduces the risk of erosion.

Campground Design Guidelines

A. ENTRANCE STATION

- Parking spaces for at least two cars, one of which should be a van accessible parking space
- Informational signs adjacent to the accessible route
- Vehicular turnaround space both inside and outside the entrance station
- Entrance area lighting should be provided at a level appropriate for safety.

B. CAMPING FACILITIES

1. Campground Layout - Each campground layout design should be reviewed onsite to ensure that grade transitions can be accomplished smoothly.

- Comfort stations should be sited so that trampling and erosion impacts, as well as intrusions on other campsites, are minimized. Each comfort station must provide a minimum of two parking spaces, including one accessible space.
- Provide vegetative screening to the campsites in order to maximize privacy and minimize disturbance from the road.
- Lighting within a campground should be low intensity and provide illumination only where necessary for safety.
- Each campground should have a permanent display that contains a site map that effectively communicates site layout, accessible features, and items of interest and their relative locations.
- Accessible campsites are to be dispersed throughout the campground.

2. Campsite Parking Spurs.

- Parking spurs should be 14 feet wide, and double-wide spurs should be at least 22 feet wide.
- Parking spurs should be constructed of compacted road base, asphalt, or concrete.
- The minimum parking spur length should be 60 feet, to accommodate a boat/ trailer, plus a towing vehicle such as a car or truck.
- Recreational vehicle parking spaces at accessible campsites are to be a minimum

of 20 feet wide and should slope no more than 1.5 percent.

- Additional parking spaces at an accessible site will be at least 13 feet wide, which includes a 5-foot-wide aisle.

3. Campsite Layout and Components.-Each campsite is to include a picnic table and a fire ring and/or pedestal grill on a surfaced living area. Pedestal grills are optional at basic campsites but required at accessible campsites.

a. Living Area and Tent Pads:

- A campsite living area that includes tent space is recommended to be a minimum of 800 square feet, including a square tent pad that should be at least 144 square feet.
- A living area that does not incorporate a tent space is recommended to be 650 square feet.

· Living areas and tent pads should be constructed of compacted sand (or aggregate road base) over landscape fabric over compacted earth.

- Living areas and tent pads should be sloped 1.5 percent to drain.

b. Picnic Tables:

- The recommended length is 8 feet and should meet accessibility standards.
- For longest life and least maintenance, tables be constructed of all concrete or all metal.

c. Pedestal Grill:

- The grill should be located at the edge of the living area and downwind from the table.
- The grill should be installed to avoid any fire hazards.
- Cooking surface of the pedestal grill be large enough for a camp stove to be set upon it and be stable.
- The grill is to be installed so that the cooking surface is not more than 34 inches above the living area surface.

4. Accessible Campsites. □ All accessible campsite components are to comply with the requirements of ADAAG and UFAS and are to be connected to other campground features by accessible routes. An accessible campsite will include a table, a raised tent pad, a pedestal grill on a concrete living

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area, an accessible parking space, and access to an accessible water hydrant or water spigot in a splash basin.

4. Accessible Campsites.-All accessible campsite components are to comply with the requirements of ADAAG and UFAS and are to be connected to other campground features by accessible routes. An accessible campsite will include a table, a raised tent pad, a pedestal grill on a concrete living area, an accessible parking space, and access to an accessible water hydrant or water spigot in a splash basin.

- The living area should be a minimum of 800 square feet, which includes, within its limits, a minimum 12-foot by 12-foot elevated tent pad.

- The elevated tent pad may be constructed of wood or concrete, and it should be surrounded on all sides by a 4-foot maneuvering space.

- The tent pad is to have a compacted gravel surface 15 inches above the surface of the living area.

- The surface of the tent pad should be sloped to drain, but not more than 1.5 percent.

- A pedestal grill should be between 5 and 6 feet away from the end of table.

- The grill should be located within the edge of the living area with a 5-foot clear space around all approachable sides.

- When a fire ring is used, it should be located near a corner of the living area, with a 4-foot-wide clear space around all sides.

- The fire rings are not to be set into concrete because of the danger of the concrete overheating and exploding.

- Clear spaces around the grill and fire ring are to be surfaced with a detectable warning to alert a visually impaired person.

- A 20-foot-wide by 40-foot-long concrete, asphalt, or compacted gravel parking space is to be located adjacent to the living area.

- Parking stops separating the living area from the parking space are to be a minimum of 6 feet apart.

- The interface of the living area or parking space with surrounding soil should be smooth, with no more than a 1/2-inch grade change.

5. Campground Utilities – Water.

- Water provided should be from a water hydrant or water spigot and installed in a splash basin.

- Hydrants and spigots located along a campground access route or at an accessible site should have a 5-foot-wide accessible approach apron located adjacent to one side of the splash basin.

- The approach apron is to be flush with, and constructed of, the same material as the access route. In instances where both a drinking fountain and a water hydrant or water spigot are provided at the same site, both features should share the same splash basin and underground supply lines, if feasible.

- When water alone is to be provided to a campsite, the splash basin should be located no closer than 5 feet from the road, in the vicinity of the general living area of the site.

C. TRAILER DUMP STATIONS

- Trailer dump stations should be located near the recreation facilities.

- The station must be located so that there is no chance of infiltration of flood waters into the storage tank or seepage out of the storage tank.

- The trailer dump station should include an area for disposal of stored sewage, a source of water to flush out sewage holding tanks, and a separate source of potable water for filling vehicle storage tanks.

- The station should be sited so that it is usable from the left (or driver's) side of the vehicle.

- The potable water source should be separated from the tank-flushing water source according to local code requirements.

D. COMFORT STATION BUILDINGS

- Comfort station buildings are to conform with the requirements of ADAAG and UFAS.

- Sunlight, breezes, and topography can be used to produce natural heating and cooling effects.

- Vegetation can be used to control sound, screen undesirable views, control erosion,

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and provide aesthetic interest.

- Restrooms must be located so that there is no chance of infiltration of flood waters into the restroom.

- Toilet facilities for both men and women include one accessible water closet.

1. Prefabricated Vault Toilet Buildings.

- Vault toilet buildings should feature obscure windows of vandal-resistant materials, such as polycarbonate resins.

- The access to the building and the interior of the building must be fully accessible.

- Whenever a single vault building is used, it is to be signed as unisex.

- The buildings are always to be signed accessible.

E. BOAT LAUNCHING RAMPS

- Boat launching ramps should be located in areas free of wave action and cross currents (if possible, where the maximum wave action is approximately 6 inches high).

- Ramps should be oriented perpendicular to the shoreline, or angled slightly downstream if there are currents.

- In addition, boat launching ramps should be oriented at an angle to the main approach road so that vehicles on the road must make a turn to use the boat ramp. This will decrease the likelihood of a driver unwittingly driving down the boat launching ramp at night and into the water.

- There must be adequate signs indicating the presence of the boat launching ramp at the turn to the ramp.

- In high-use areas, multiple launching lanes are recommended, and the number of lanes will be determined by daily use. Single lanes should be a minimum of 15 feet wide.

- When courtesy docks are used between lanes, the width of the ramp should be increased by the width of the courtesy dock(s), and the clear travel width of the lane should be a minimum of 15 feet.

- Ramps should be long enough to extend from 2 feet above the highest water level to 3 feet below the edge of the water at the lowest seasonal use water surface elevation.

- Boat launching ramps are to have a

longitudinal slope of 12 to 15 percent. The optimum grade is 12.5 percent.

- The concrete should have a surface treatment that drains sand and water and provides good vehicle traction.

- Where designated swimming areas are located adjacent to boat launching facilities, there should be a barrier and warning device between the two areas. The barrier and warning device are to function at all water levels.

Source:

<http://www.usbr.gov/pmts/architecture/recfac/RFG-ch3.pdf>



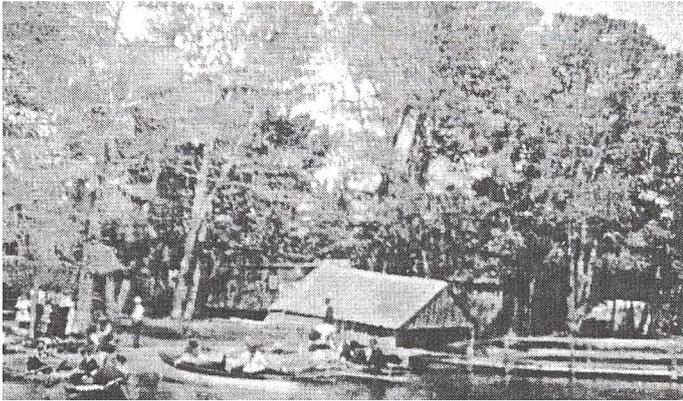
Source: <http://www.freerepublic.com/focus/f-chat/2130696/posts>

Objective Overview

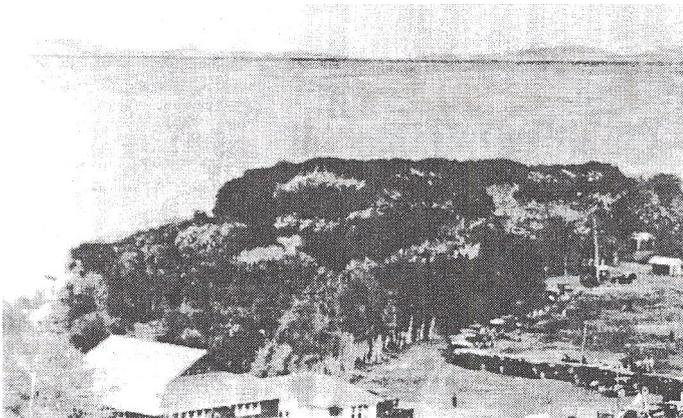
Bear Lake, in its current state, suffers from overcrowding on limited public beach space, lack of supportive accommodations at the existing areas, and the need to increase the ability to circulate tourists around the lake. It is proposed that expansion of destination areas and resorts around the lake and linking them through a proposed ferry system and expanded boat accommodation would relieve recreational pressure on overcrowded areas, and increase the sense of place around the lake as a whole.

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Historical Lake Use



Stock Brothers Camp, 1906



Lakota Resort, 1925

As tourism around the lake began to expand at the beginning of the twentieth century, it brought with it the first resorts on the lake. Major resorts in the area from this time included the Ideal Beach Amusement Company, Stock Brothers Resort in fish haven, and the Lakota Resort. These resorts focused on beach access, lake transportation, lodging, and social activities.

The Stock Brothers operated a large launch boat which carried passengers to other destinations around the lake. One area visited by this ferry was the hot spring located on the north east corner of the lake. Since the 1870's, when Joseph C. Rich first built a swimming hole at the hot springs, this corner of the lake, known as Turnpike, had developed into a tourist destination. It housed a hotel and other tourist amenities. The hotel later burned down and was not rebuilt.

While Beach access was readily available throughout the early recreational

development of the region, the resort system around the lake served as gathering points for social interaction. Chief among the diversions that they provided were the dances. The Fish Haven resort boasted both an indoor and outdoor dance hall and hosted dances as often as five times a week during summer months.

In 1970 several beaches in the area were sold to private developers. A shift towards large scale condominium development had begun. These developments began to change the dynamic of beach access on the lake from public to private.

Sources: A Photo History of Bear Lake Valley, J. Patrick Wilde

Current Resort Example



Bear Lake Hot Springs

Bear Lake Hot Springs is found on the north end of Bear Lake and provides access to some of the best and most popular beaches Bear Lake has to offer. Located on 18.07 acres of open space and 2,477 frontage feet of lakefront, this little oasis offers camp areas and natural hot pools heated by local hot mineral water. Sixty-one different overnight campsites are offered with several equipped for RV use.

Available for activities on the property is North Beach Rentals, offering access to recreational and watercraft boats. Also accessible is a café and convenience store for campers and travellers to use.

A great number of opportunities are available on the property including space for large parties of people such as family

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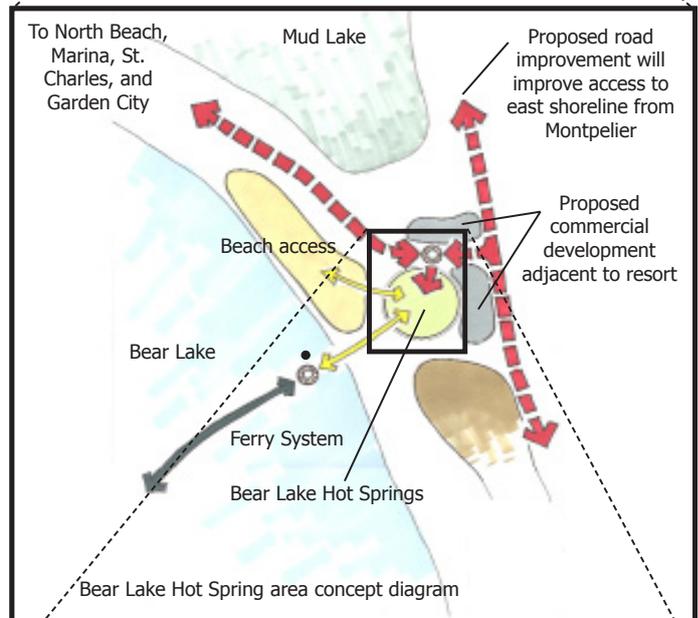
reunions or company parties. The beach is connected to the site and generally hosts around 70,000 people through out the summer months. Having natural hot springs on site is another great opportunity and excuse for travellers to get away for the winter months.

A few limitations that the area brings are mostly dealing with the current visual appeal of the property. The quality and size of the hot springs limits the amount of people that could be enjoying them and the absence of boat to beach access make it difficult for boaters to visit. Another limitation is the location of the North beaches makes somewhat of an inconvenience for visitors to park and play. If Bear lake Hot Springs offered more parking for cars and a small arena for boats and other watercrafts, the more opportunity for travellers to visit grows.

Source: <http://www.bearlakefun.com/bearlakehotsprings.html>



North east corner of Bear Lake



Bear Lake Hot Spring area concept diagram

Bear Lake Hot Springs Proposal with Historical Recommendations



Stock Brother Launch, 1908

Bear Lake Ferry System

Historically ferries have operated around Bear Lake. The Stock Brothers operated a launch on the lake during the early 1900's. The proposed Ferry system would incorporate shallow draft boats such



Bear Lake Hot Spring Concept Plan

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as pontoons and flatboats. The system would incorporate existing destinations around the lake such as state beaches and population center. The network would be enhanced by improved docking in the existing network, and also by providing new destination points around the lake.

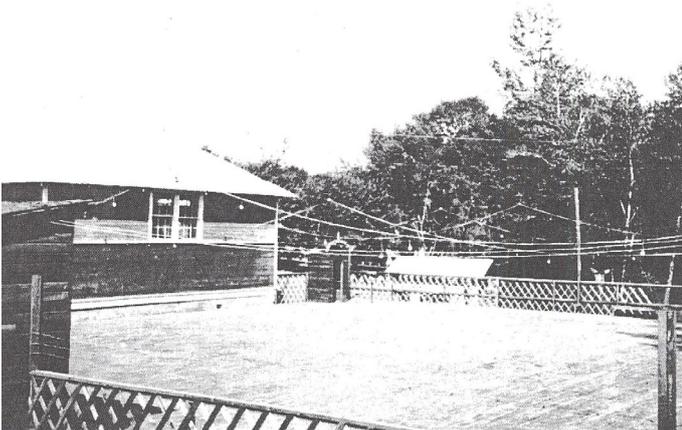


Flat Bottom Ferry



Pontoon Ferry

Dance/Concert Hall

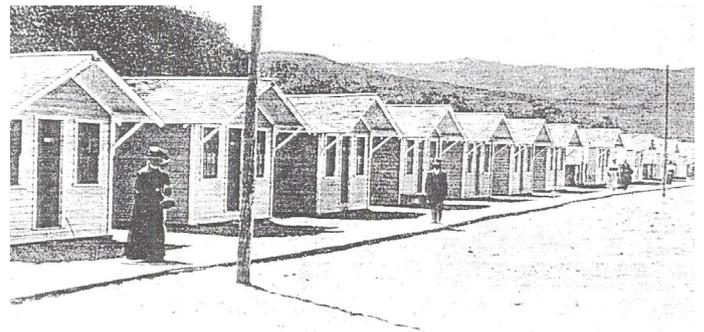


Fish Haven dance hall

The Fish Haven Dance Hall served as a focal point to draw people to the lake from multiple communities. Import social gathering area for the youth in the area, the Hall was attached to the Fish Haven Resort. While dances remain a large summer attraction for regional youth, there are opportunities to expanding beachside entertainment to include concerts and other social activities.

Cabins

A similar style of dwelling to the canvas tent was the camping cabins, which were small bed and rest areas. These small cabins were often placed right on the beach, and were associated with adjacent boardwalks. Rendezvous Beach currently has six cabins in this style, and can serve as a model for widespread use of the design.



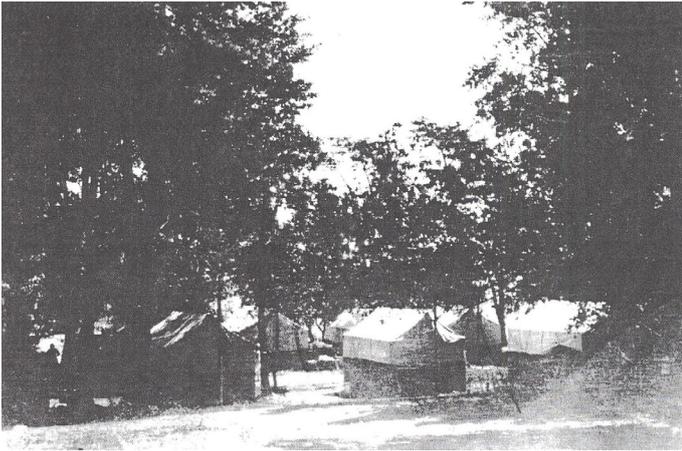
Beach Cottages, Ideal Beach, 1916

Both the tent and cabin designs were meant to keep people in the area and on the beach longer than a few hours these design also mitigate the problem of views being degradation by taller structure. Also, these designs are price effective, and provide improved comfort.

Tents

Common shelters for summer tourists were canvas tents that were maintained by the resorts. This style of accommodations has great design implications for the modern Bear Lake area. Low impact, seasonal, and module, the tent in the modern context provides a more comfortable environment than regular roughing it camping opportunities that are currently available.

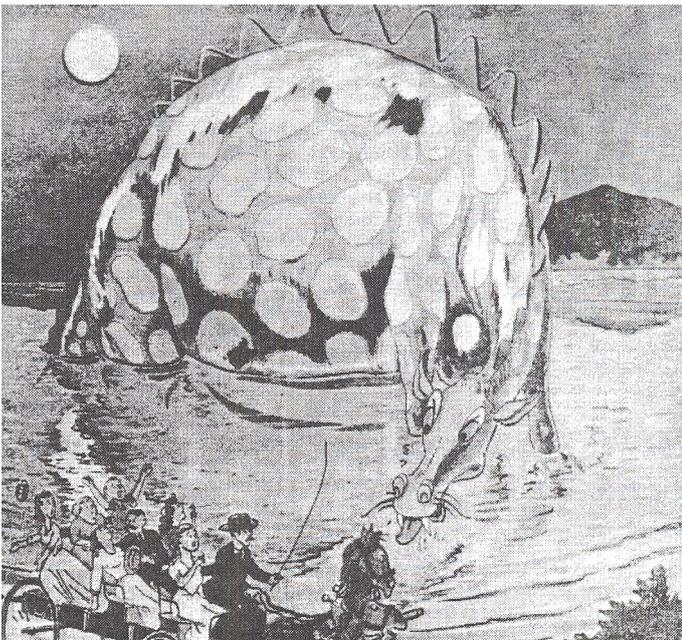
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Stock Brothers Camp, 1923

More History

Incorporate more folklore and history into ideas for the future development.



Bear Lake Monster, Deseret News, 1881

Source: A Photo History of Bear Lake Valley, J. Patrick Wilde
<http://www.mapuawharf.co.nz/home/flat-bottom-fairy/>
<http://www.westportdesign.co.uk/portfolio.html>

Bear Lake Boat Parking Pass System

The idea with the Boat Parking Pass System is to help in relieving several issues that occur during peak tourist season. This issues include vehicle traffic and parking issues with trucks and trailers, vehicle-pedestrian conflict, and will help increase

air quality with less traffic on the road. This will fall in line with the Vision Statement found in the Bear Lake Valley Blueprint under 3) Focus Growth and 5) Developing Our Strengths. An example of how this system could work is shown below.

-Resident Parking Pass

- Specific parking slips
- Longer Parking Time Limit - 4-6 hours instead of 2-4 hours
- Pay per Year at approximately \$50-\$100

-Week Parking Pass

- Parking Slips for non-residents
- Parking Time Limit - 3-4 hours
- Pay per week of use at approximately \$40-\$50

-Weekend Parking Pass

- Parking Slips for non-residents
- Parking Time Limit - 3-4 hours
- Pay per weekend (Fri, Sat, Sun) at approximately \$30-\$40/weekend
- Additional days can be purchased at \$7 per extra day
- Pay once or bundle several weekends together - possible discount for bundling weekends

-Temporary Parking Pass

- Parking Slips for non-residents
- Parking Time Limit - 2-3 hours
- Single day parking pass
- Pay per day of use at approximately \$10-\$15/day - possible discount for bundling days

-Pay to Park

- Parking Slips for non-residents
- Park for several hours (2-3 hour limit at one time)
- Pay per use at approximately \$3-\$5

A colored pass could be used to distinguish a specific ramp/loading-unloading area. This could help in regulating boat traffic and keep the appropriate amount of boats on the water at one time. In creating the parking slips either a permanent wood

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An example of what the boat parking could look like

dock or winter-resistant modular dock system should be used. In accordance with the projected increase in boat activity, pump stations should be included in the dock layout to have the needed service for those in use. Garden City, being the central hub of activity around the lake, should be utilized in creating these boat parking docks. There are opportunities with the 200 N, 75 N, and 150 S corridors to create a walkway between Garden City and the docks. Along with these we can create access to the proposed shoreline business proposal just south of Bear Lake State Park Marina.

Bear Lake QR Code Web site or Bear Lake Droid/Apple App

With the idea of drawing people to Bear Lake an app was proposed. Upon looking further into this we found that it a QR (Quick Response) Code might be a better idea. With either of these ideas they would be the same thing, and outlet of information of the Bear Lake Region.

The information will include, but not be limited to, the following:

- Boat Traffic Info
- How crowded the lake is
- Open Boat Ramps with open parking
- Weather Information
- Water Conditions
- Places of Interest

- Upcoming Event
- Eating Establishments
- Rental Information
 - What is available
 - Pricing
- Boat Parking Info
 - Pricing
 - Where it's available
- Ferry Info
 - Pricing
 - Destinations
 - Times
- Car/Truck/RV Parking
- Warnings
- Trail Info
 - Where they're at

Examples of what the App and QR Code could look like



*Bear Lake Droid/
Apple App*



Bear Lake QR Code

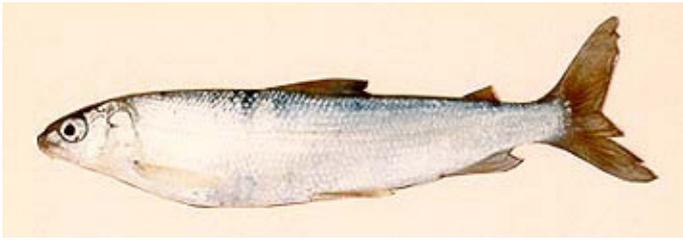
All this information will help in creating an increase in knowledge of the area, increase in economic activity, while offering instant and quick access to tourists and locals. Will all these opportunities there are some constraints that will be prevalent as well. With the Apple/Droid App or the QR Code those using them will be limited to those with smart phones. Even with these they will be reliant on the cell service and there might be limited use resulting in potentially not being used.

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Preservation

Endemic Fish Species

Being so isolated Bear Lake has created a unique environment for several species of fish only found in Bear Lake. The term used to describe this phenomenon is called endemic. The following is a list of these endemic fish found in Bear Lake. They are all listed on the Utah Sensitive Species List.



Bear Lake Whitefish

- Bear Lake Whitefish (*Prosopium abyscicola*) is found only in Bear Lake. The species inhabits the cold areas of Bear Lake, staying in deeper water during the summer months. These fish form large schools during their spawning season, which lasts from February to May.



Bear Lake Sculpin

- Bear Lake Sculpin (*Cottus extensus*) is only found in Bear Lake. Like other sculpin species, the Bear Lake sculpin is benthic, spending much of its time on the bottom of the lake. The species eats invertebrate animals and, in turn, is an important food source for cutthroat trout and the introduced lake trout. The Bear Lake sculpin spawns from April to May among rocks close to the shoreline.



Bonneville Cisco

- Bonneville Cisco (*Prosopium gemmifer*) is one of the other whitefish species found only in Bear Lake. Bonneville cisco generally inhabit deep cool water. During their January spawning period, however, individuals move to shallow water, where they form large schools and spawn over the lake's limited rocky areas. Bonneville cisco eat small aquatic invertebrates.



Bonneville Cutthroat Trout

- Bonneville Cutthroat Trout (*Oncorhynchus clarkii utah*) is a subspecies of the cutthroat trout found in Bear Lake. Major threats to the Bonneville cutthroat trout include habitat loss/alteration, predation by and competition with nonnative fishes, and hybridization with nonnative fishes, such as the rainbow trout. Like other cutthroat trout, they spawn in streams over gravel substrate in the spring. The Bonneville cutthroat trout requires a functional stream riparian zone, which provides structure, cover, shade, and bank stability.



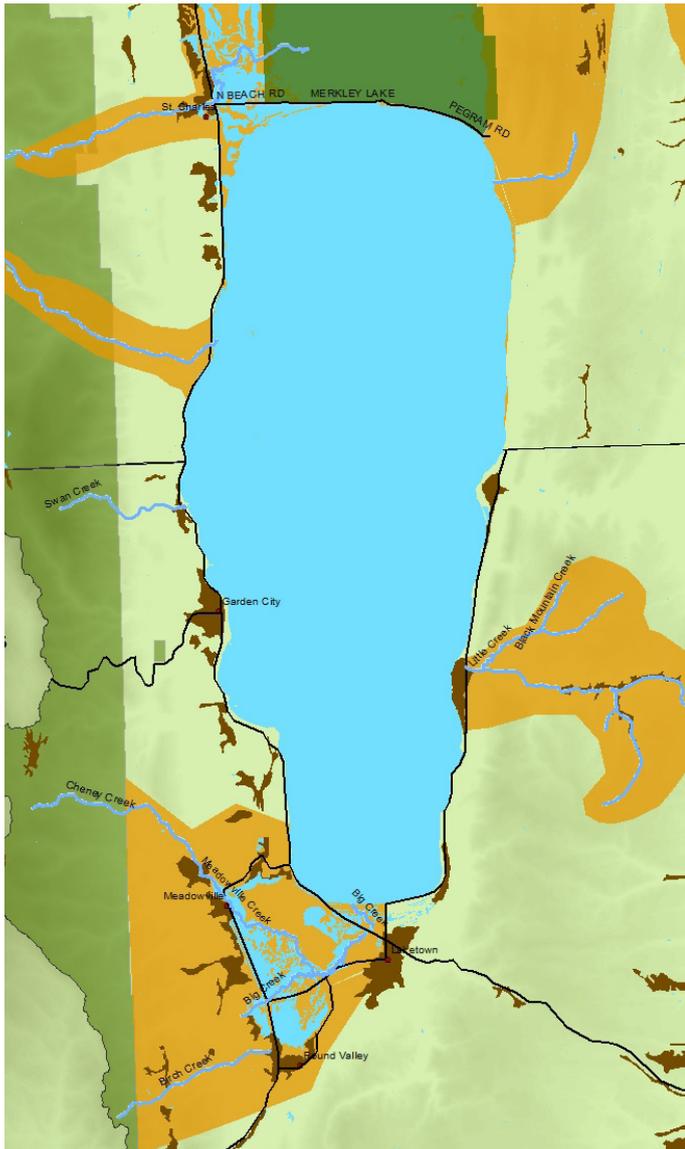
Bonneville Whitefish

- Bonneville Whitefish (*Prosopium spilonotus*) is one of three whitefish species found only in Bear Lake. Bonneville whitefish prefer cold water,

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and stay in cool deep areas of the lake during the summer months. Bonneville whitefish form large schools and congregate over limited rocky areas in the lake to spawn during November and December.

Preservation Issues



Map showing Bear Lake showing following:

- Blue represents streams, wetlands, and the lake
- Yellow represents the areas of potential preservation

The necessary actions need to be made to help protect these unique fish. Since they can't be found anywhere in the world except here we need to preserve any

possible spawning ground to help in keeping these fish alive and thriving. When the Bear River was diverted to Bear Lake many of the other endemic species became extinct for various reasons. In preserving the spawning grounds of the current endemic fish species we can avert any future chance of extinction.

In conjunction with the idea of preserving the spawning areas of these fish we also need to be careful of the relationship they have with the populace of Bear Lake. Since all the spawning areas, except the Bonneville Cutthroat Trout, are close to or near the shoreline there needs to be precautions taken to allow access to the beach while protecting the spawning areas of the endemic fish.

To help the preserving the Bonneville Cutthroat Trout spawning areas around streams should be protected from sediment build up from motorized vehicles. Revert to Team 1: Regional Trails for more information.