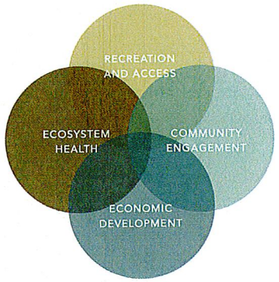
ANALYSIS / DESIGN PROCESS

PORTNEUF RIVER VISION STUDY

Pocatello's vision is to restore the Portneuf River corridor in order to revitalize environmental, recreational, and economic opportunities while increasing community pride, connectivity, and quality of life.

OPEN SPACE VISION STATEMENT

The open space vision statement is to connect the people. The ultimate goal is to bring the people together by bridging barriers and decreasing the dependency of automobiles. This will ultimately promote an active and healthy lifestyle, reinforce the city's identity, and preserve history. This will be accomplished by incorporating the four principles from the Portneuf Vision Study into the city's future design. These principles are ecosystem health, recreation and access, community engagement, and economic development.



ECOSYSTEM HEALTH

GOALS

- Appropriate flood risk management
- Restore and Protect the Portneuf River Ecosystem
- Improve water quality and flow
- Integrate stormwater and groundwater management with the vision
- Integrate natural features into urban structure

RECREATION AND ACCESS

GOALS

- Extend and connect greenway trails and open space along the river
- Connect neighborhoods, shopping areas, and trail systems to the Portneuf River
- Enable safe pubic access
- Increase recreational opportunities
- Incorporate educational resources
- Incorporate public art and signage to celebrate the natural and cultural heritage of the Portneuf River
- Create pedestrian and cyclist corridors throughout the city

COMMUNITY ENGAGEMENT

GOALS

- Make the Portneuf River a focus of activity
- Engage residents in project planning and Implementation
- Create a more active and healthy community identity

ECONOMIC DEVELOPMENT

GOALS

- Improve public health and quality of life
- Increase employment, housing, and retail space opportunities
- Promote public and private riverfront development and open space acquisition in suitable areas
- Focus attention on affordable neighborhoods along river
- Revitalize The Depot to attract businesses and establish and activity center

OPEN SPACE STATISTICS

PARKS / CITY CREEK

PARKS	CCMA
300 ACRES	3,000 ACRES

TRAILS

CITY	MOUNTAIN
13 MILES	50+ MILES

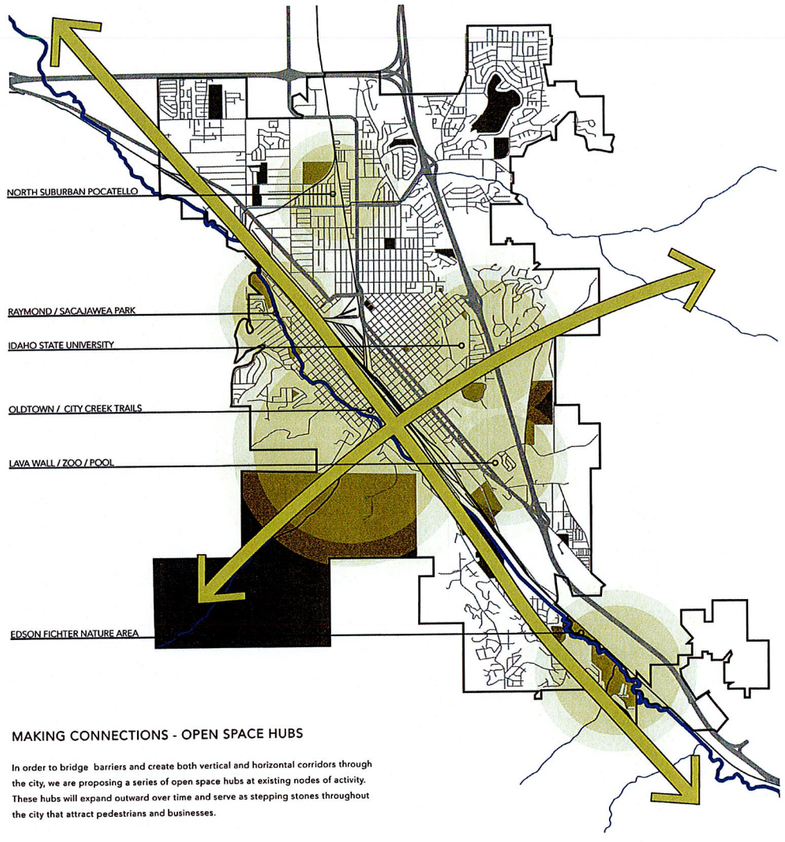
BICYCLE

LANES	ROUTES
18 MILES	8 MILES

STANDARDS

	NPRA	POCATELLO
ACRES OF PARKS PER 1,000	10 / 1,000	5.5 / 1,000
MILES OF TRAIL PER 20,000	8 / 20,000	25 / 20,000
MILES OF BIKE LANES PER 1,000		0.3 / 1,000

EXPANDING OPEN SPACE HUBS

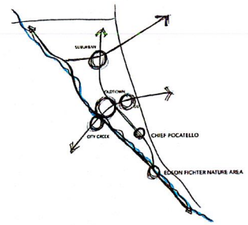


MAKING CONNECTIONS - OPEN SPACE HUBS

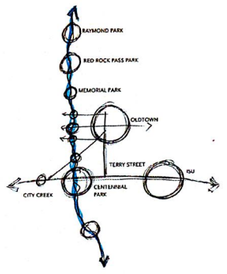
In order to bridge barriers and create both vertical and horizontal corridors through the city, we are proposing a series of open space hubs at existing nodes of activity. These hubs will expand outward over time and serve as stepping stones throughout the city that attract pedestrians and businesses.

DESIGN DEVELOPMENT / PARTI

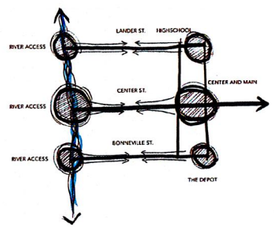
LARGE SCALE - CROSS BARRIERS



MEDIUM SCALE - CITY TO RIVER



SMALL SCALE - CREATE ACTIVITY CENTERS



POCATELLO OPEN SPACE

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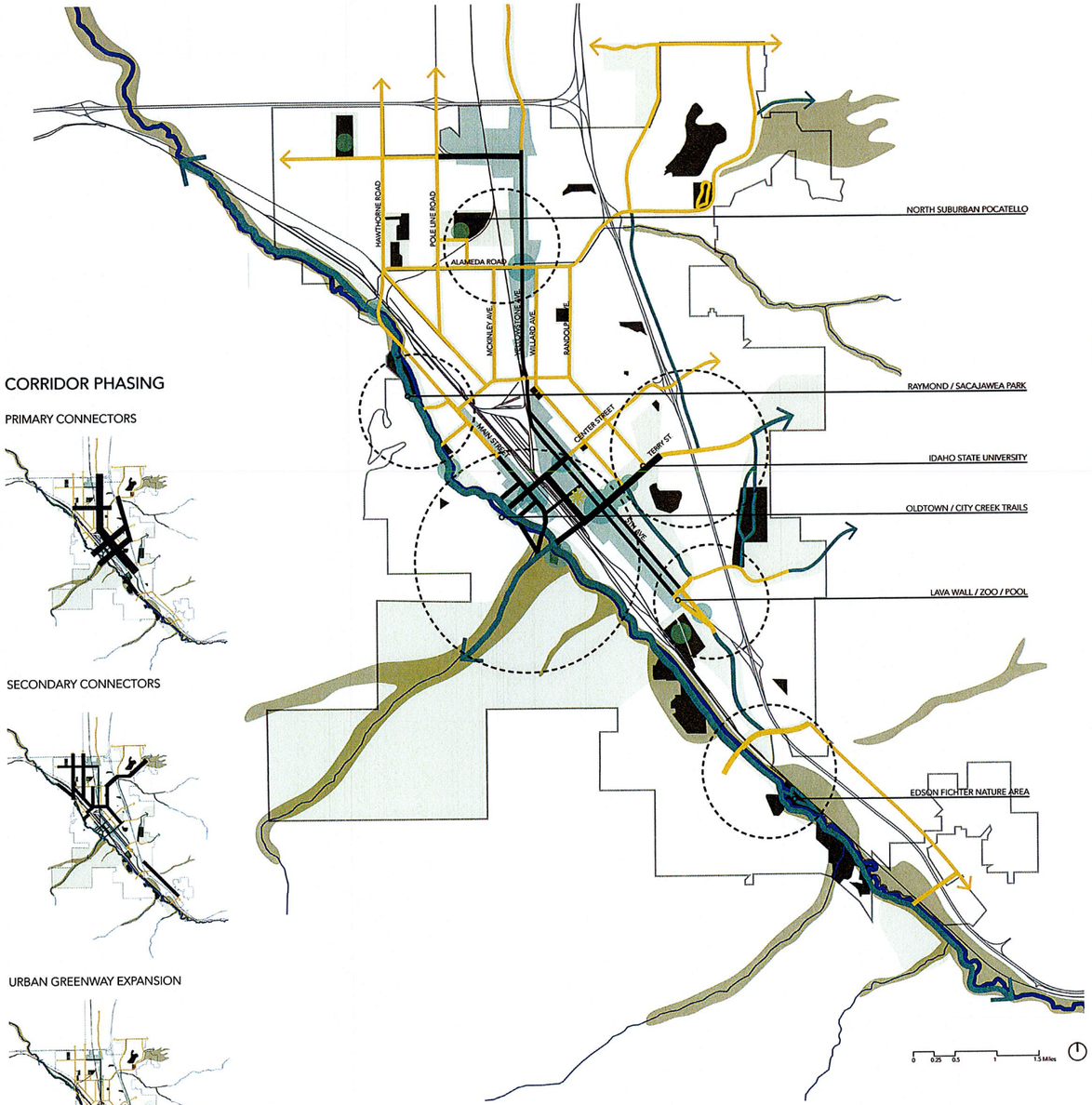
CORRIDOR MASTERPLAN



CORRIDOR PHASING

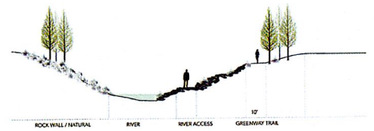
PRIMARY CONNECTORS

SECONDARY CONNECTORS

URBAN GREENWAY EXPANSION

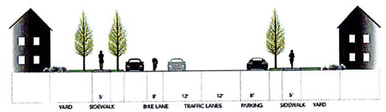
CORRIDIOR VISION

NATURALISTIC CORRIDOR TYPICAL



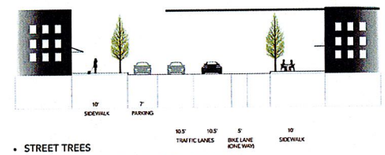
- ASPHALT / CONCRETE MEANDERING TRAIL
- NATIVE VEGETATION
- RIVER ACCESS (WHERE APPLICABLE)
- REMOVE CONCRETE CHANNEL (WHERE APPLICABLE)

SUBURBAN CORRIDOR TYPICAL



- STREET TREES
- BIKE LANE OR BIKE BOULEVARD
- LOW SPEED LIMIT STREET
- WIDE SIDEWALKS

URBAN CORRIDOR TYPICAL



- STREET TREES
- BIKE LANE OR BOULEVARD (WHERE APPLICABLE)
- STREET BIOSWALES
- WIDE SIDEWALKS

LEGEND

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

CORRIDOR PRECEDENTS

NATURAL CORRIDOR GREENWAY TRAIL

NATURAL CORRIDOR RIVER ACCESS

SUBURBAN CORRIDOR BIKE BOULEVARD

SUBURBAN CORRIDOR WIDE SIDEWALKS

URBAN CORRIDOR STREET BIOSWALES

URBAN CORRIDOR BIKE LANES

URBAN CORRIDOR STREET TREES

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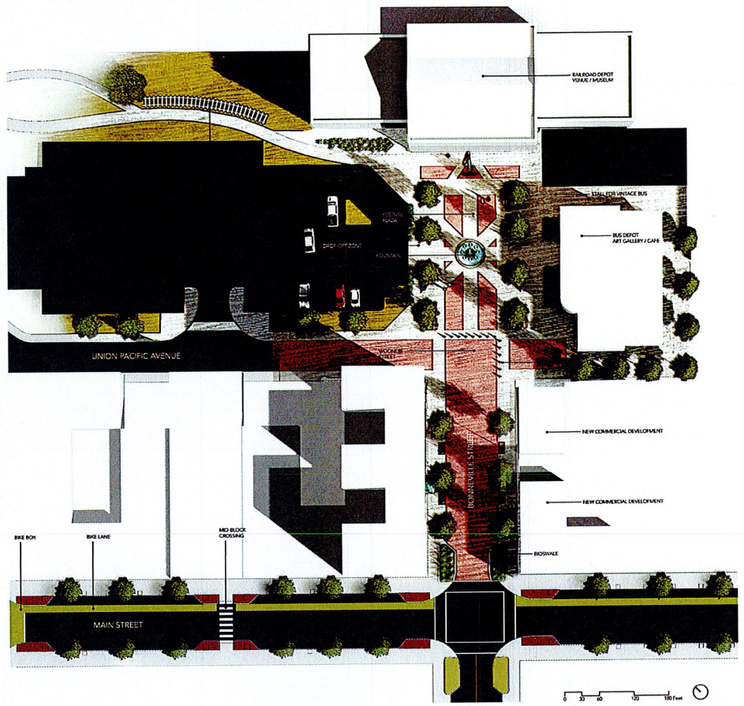
Open Space

THE DEPOT MASTERPLAN



DEPOT PRECEDENTS

DEPOT FESTIVAL PLAZA

STREET BIOSWALE

BIKE LANES / BIKE BOX

RAILROAD THEME LINEAR PARK

RAILROAD THEME SEATING

DEPOT VISION

BUS DEPOT

- ART GALLERY
- CAFE
- VINTAGE BUS OUTSIDE

RAILROAD DEPOT

- RAILROAD MUSEUM
- EVENT VENUE

FESTIVAL PLAZA

- FOUNTAIN
- SEATING AREAS
- PROGRAMED WITH ACTIVITIES
- PEDESTRIAN STREET

NEW OPEN SPACE STATISTICS

PARKS / CITY CREEK

PARKS 300 ACRES
CCMA 3,000 ACRES

33% INCREASE

ACRES OF PARKS
7.4 / 10,000

TRAILS

CITY 13 MILES
MOUNTAIN 50+ MILES

42% INCREASE

MILES OF TRAILS/GREENWAY
33 / 20,000

BICYCLE

LANES 18 MILES
ROUTES 8 MILES

70% INCREASE

MILES OF BIKE LANES
0.5 / 1,000

DEPOT FESTIVAL PLAZA

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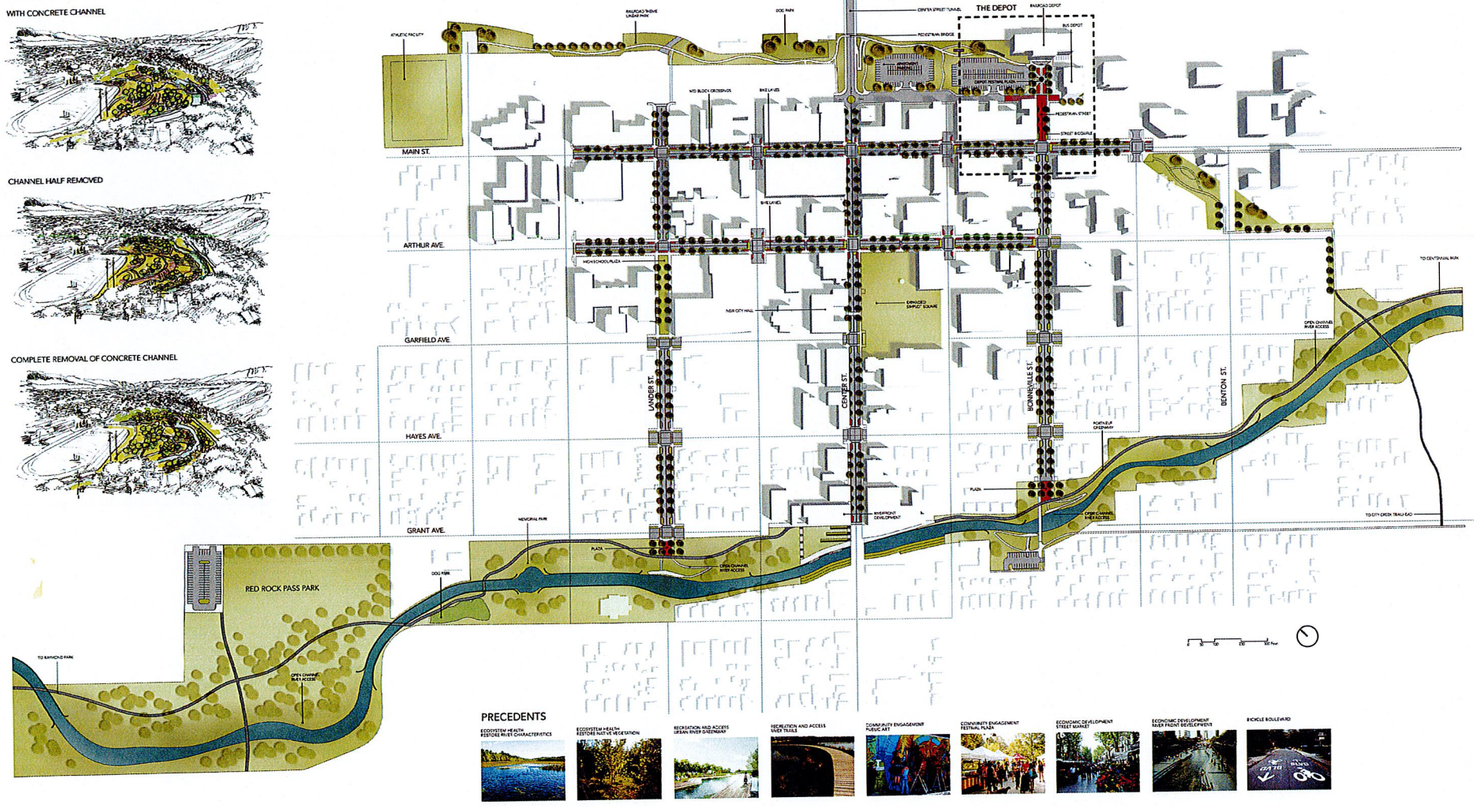
CITY TO RIVER MASTERPLAN

RED ROCK PASS PARK VERSIONS

WITH CONCRETE CHANNEL

CHANNEL HALF REMOVED

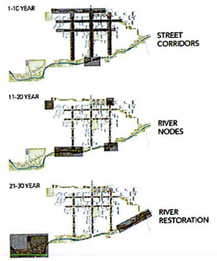
COMPLETE REMOVAL OF CONCRETE CHANNEL



PRECEDENTS

ECOSYSTEM HEALTH
RESTORE RIVER CHARACTERISTICS
ECOSYSTEM HEALTH
RESTORE NATIVE VEGETATION
RECREATION AND ACCESS
URBAN RIVER GREENWAY
RECREATION AND ACCESS
UNDER TRAILS
COMMUNITY ENGAGEMENT
PUBLIC ART
COMMUNITY ENGAGEMENT
FESTIVAL PLAZA
ECONOMIC DEVELOPMENT
STREET MARKET
ECONOMIC DEVELOPMENT
RIVER FRONT DEVELOPMENT
BICYCLE BOULEVARD

RIVER CONNECTION PHASING



CITY TO RIVER VISION

3 CONNECTIONS

- CENTER STREET - PRIMARY
- BONNEVILLE STREET - SECONDARY
- LANDER STREET - SECONDARY

RIVER ACCESS

- CENTER STREET - COMMERCIAL
- BONNEVILLE STREET - NATURAL
- LANDER STREET - NATURAL

ACTIVITY AREAS

- PORTNEUF GREENWAY
- THE DEPOT
- RAILROAD LINEAR PARK
- HISTORIC OLDTOWN
- THE HIGHSCHOOL
- EXPANDED SIMPLOT SQUARE

CASE STUDY - SHERIDAN WYOMING

FEATURES SIMILAR TO POCATELLO

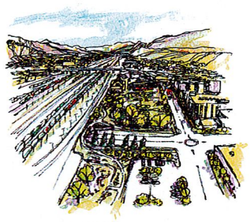
- RIVER FLOWING THROUGH CITY
- CONCRETE CHANNEL IN URBAN CORE
- WESTERN HISTORIC CHARACTER
- NATIVE AMERICAN INFLUENCE
- RECREATION IDENTITY

IDEAS TO IMPLEMENT

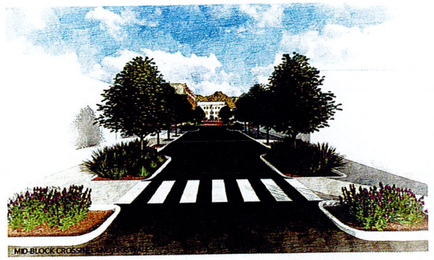
- REMOVE CONCRETE CHANNEL WHERE POSSIBLE
- URBAN TRAILS ALONG RIVER AND THROUGH CITY
- NATURAL APPEARANCE TO RIVER LEVEE

CONCRETE CHANNEL IN SHERIDAN
NATURALIZED SECTIONS WITH TRAILS

PERSPECTIVE VISUALIZATIONS



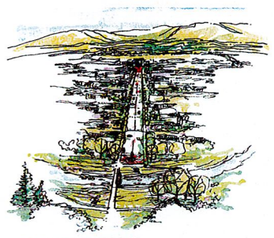
RAILROAD THEME LINEAR PARK



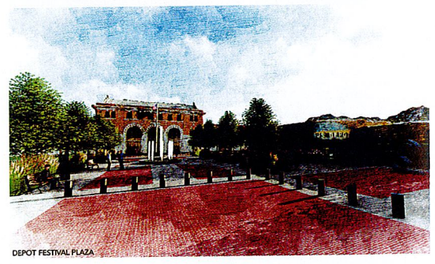
MID-BLOCK CROSSING

BONNEVILLE STREET FROM THE DEPOT

RIVER ACCESS



BONNEVILLE STREET FROM THE RIVER



DEPOT FESTIVAL PLAZA

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