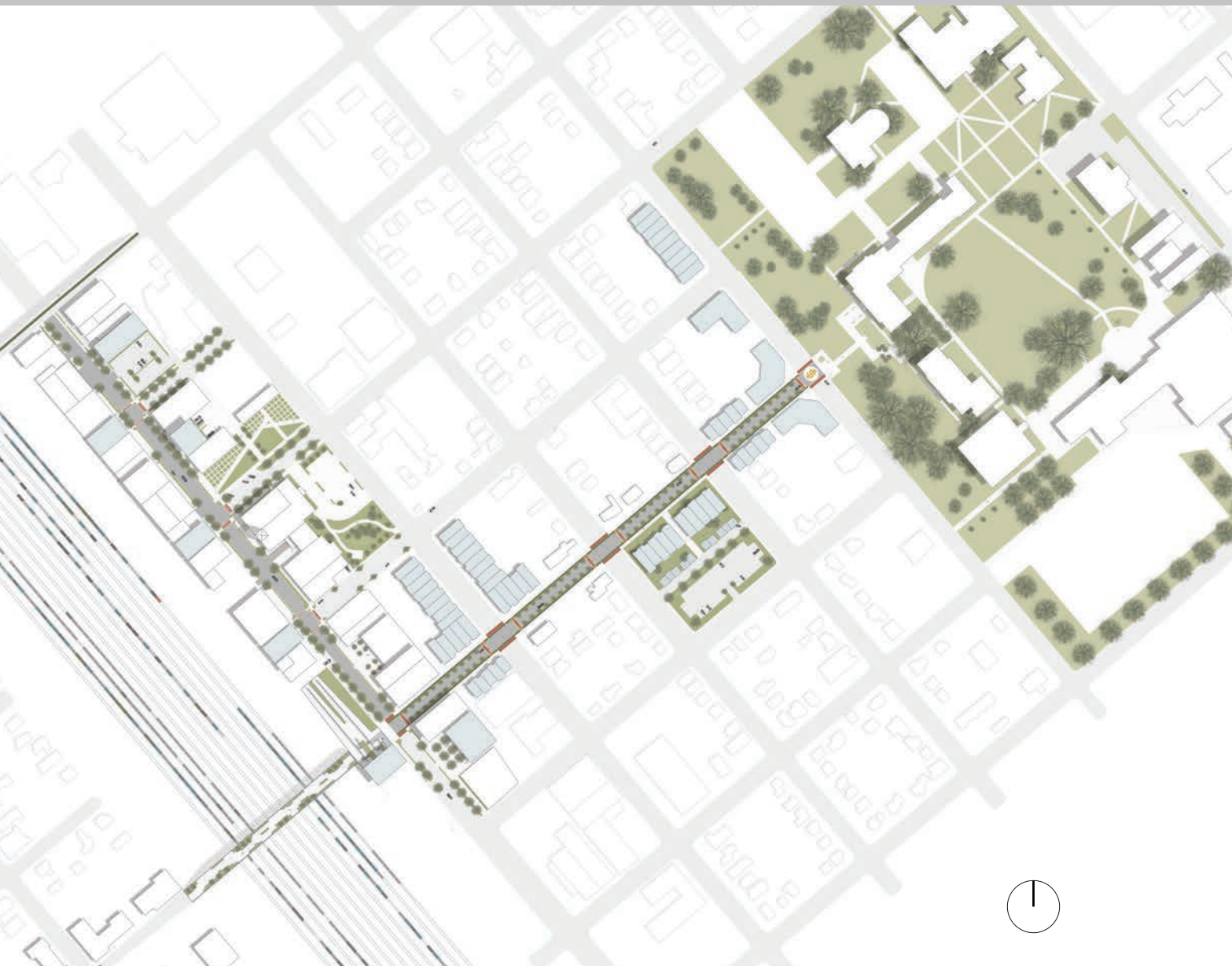


FALL '17 WORK



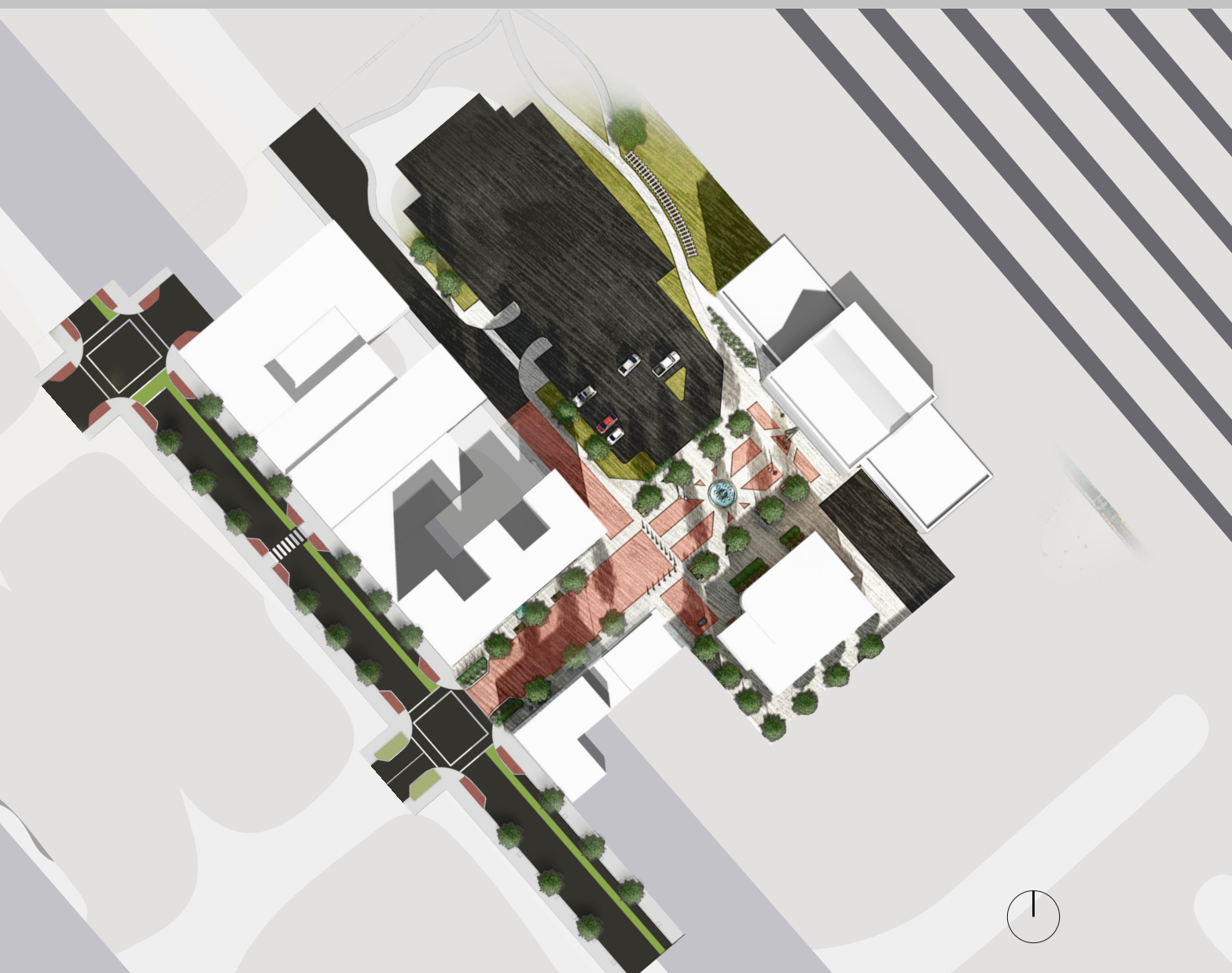
TERRY ST. & WAREHOUSE DISTRICT

- Create a strong connection from ISU to Centennial through Terry Street
- Creating a strong commercial are for energy to be restored in the downtown area
- Connection the users to the Portneuf River
- Altering the view of the railroad as a barrier to an attraction



CENTENNIAL PARK

- Recreational opportunities for the community for viability
- Bringing awareness of the Portneuf River back to the city of Pocatello
- Relinking the community to create an identity



THE DEPOT PLAZA

- Celebrate the history of the railroad
- Revitalize the area with new design
- Create a starting point for the greenway

VALUE PROPOSITION

The Benton Connection links both the community to green space near downtown Pocatello, but also to main attractions in the area. After viewing the work that was completed in the fall we found that Benton was a thoroughfare for pedestrians to access commercial, public, and open space. It also has a unique advantage of crossing right over the railroad, providing an opportunity for great views and an experience unlike anywhere else in the city. Through designing this thoroughfare as an attraction, it will increase the safety along Benton Street and as a result will attract more users. It will also elevate the experience for the users on foot, which in turn promotes economic growth while simultaneously celebrates “the barrier”. The Benton connection is an incredible link that will engage and unite the community of Pocatello.



CONNECTIVITY

Feasibility

- Portion out construction work
- Limit money spent to a single project
- Portion out resources
- Limit the construction to a single location

Connectivity

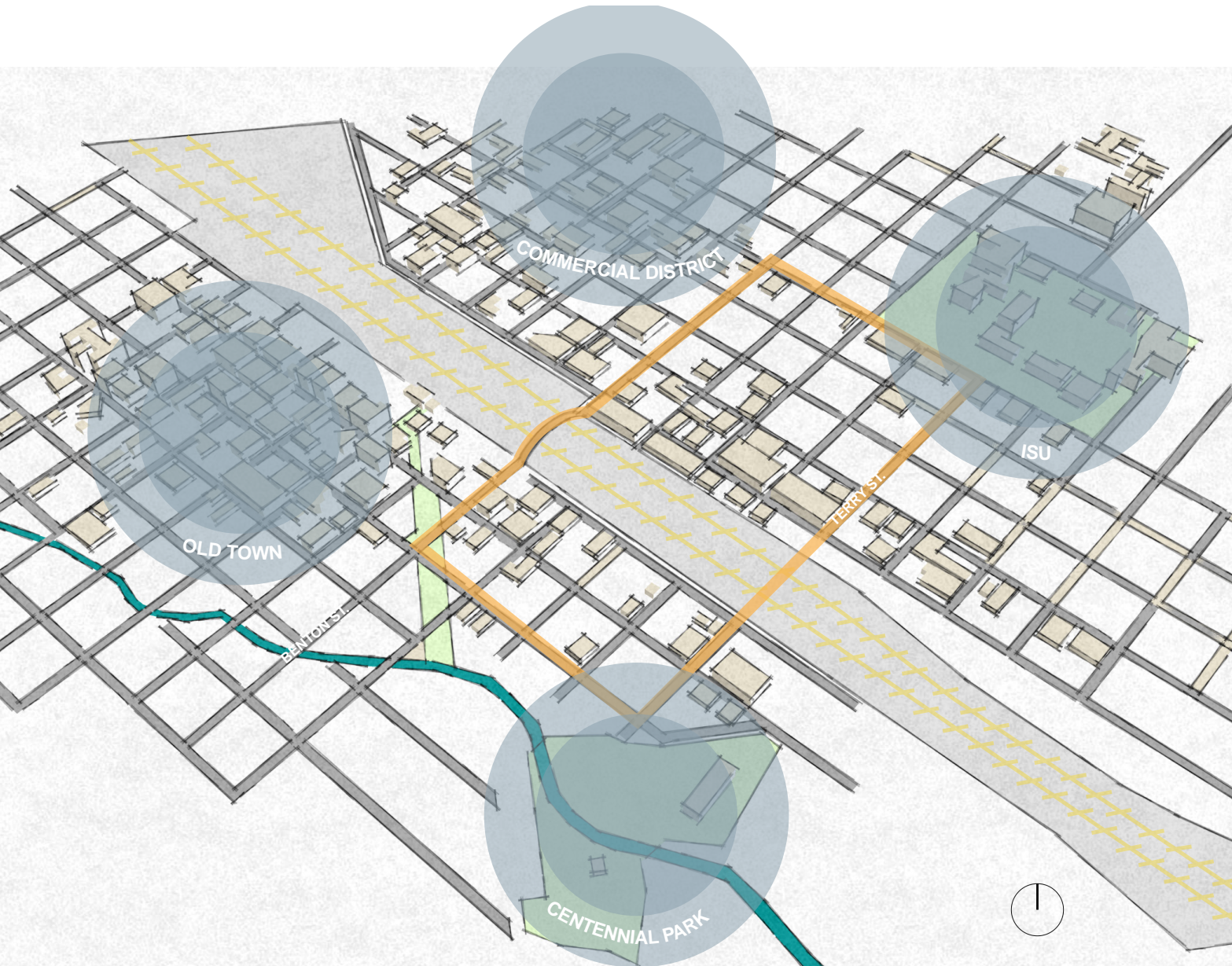
- Connect open spaces
- Bringing awareness to walkable areas
- Creating more walkable spaces along bridge
- Connect the districts

HEALTHY DISTRICTS

Healthy Districts

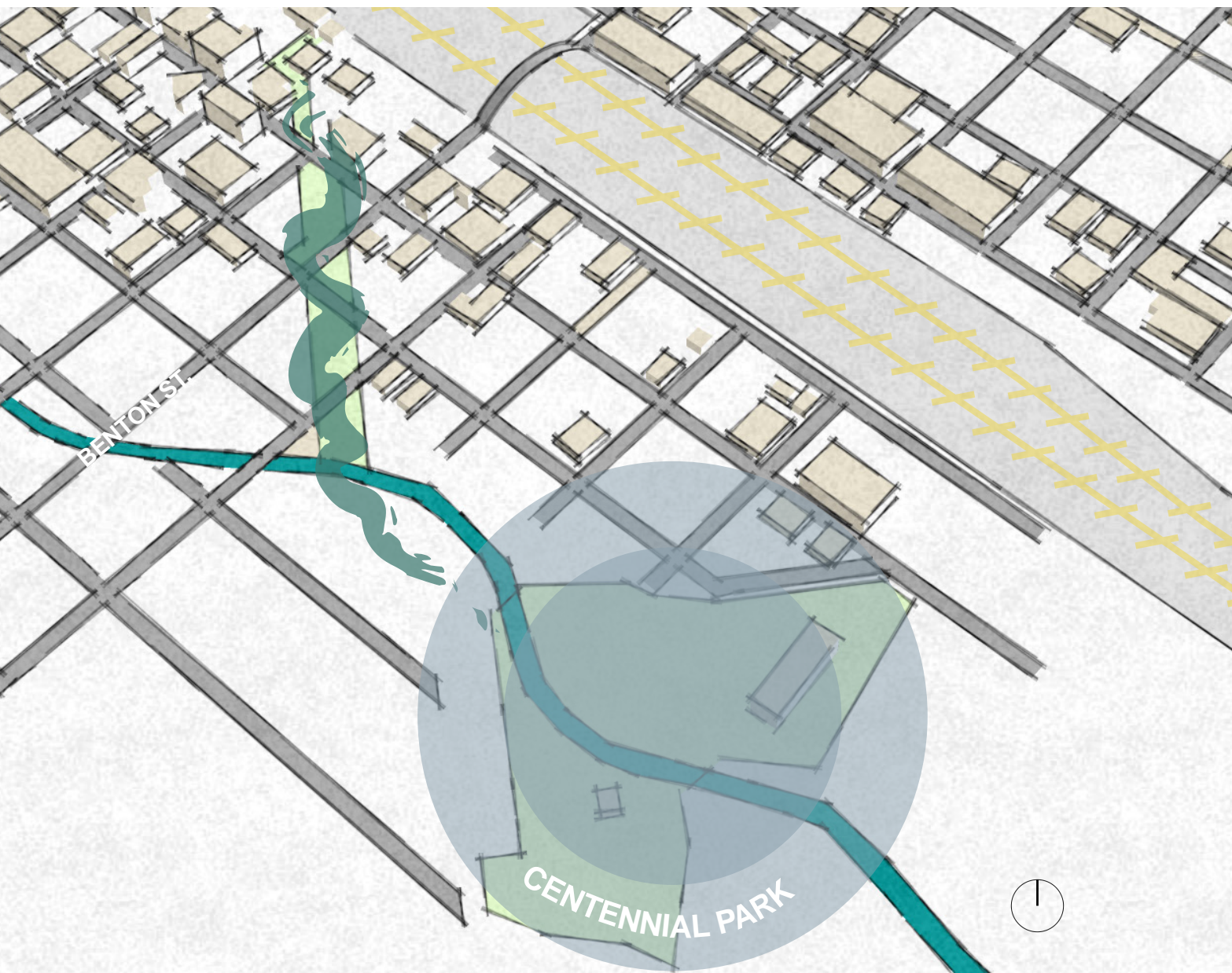
- Support economic growth
- Better circulation throughout districts
- More nightlife opportunities
- More walkable protected areas for pedestrians

VALUE PROPOSITION



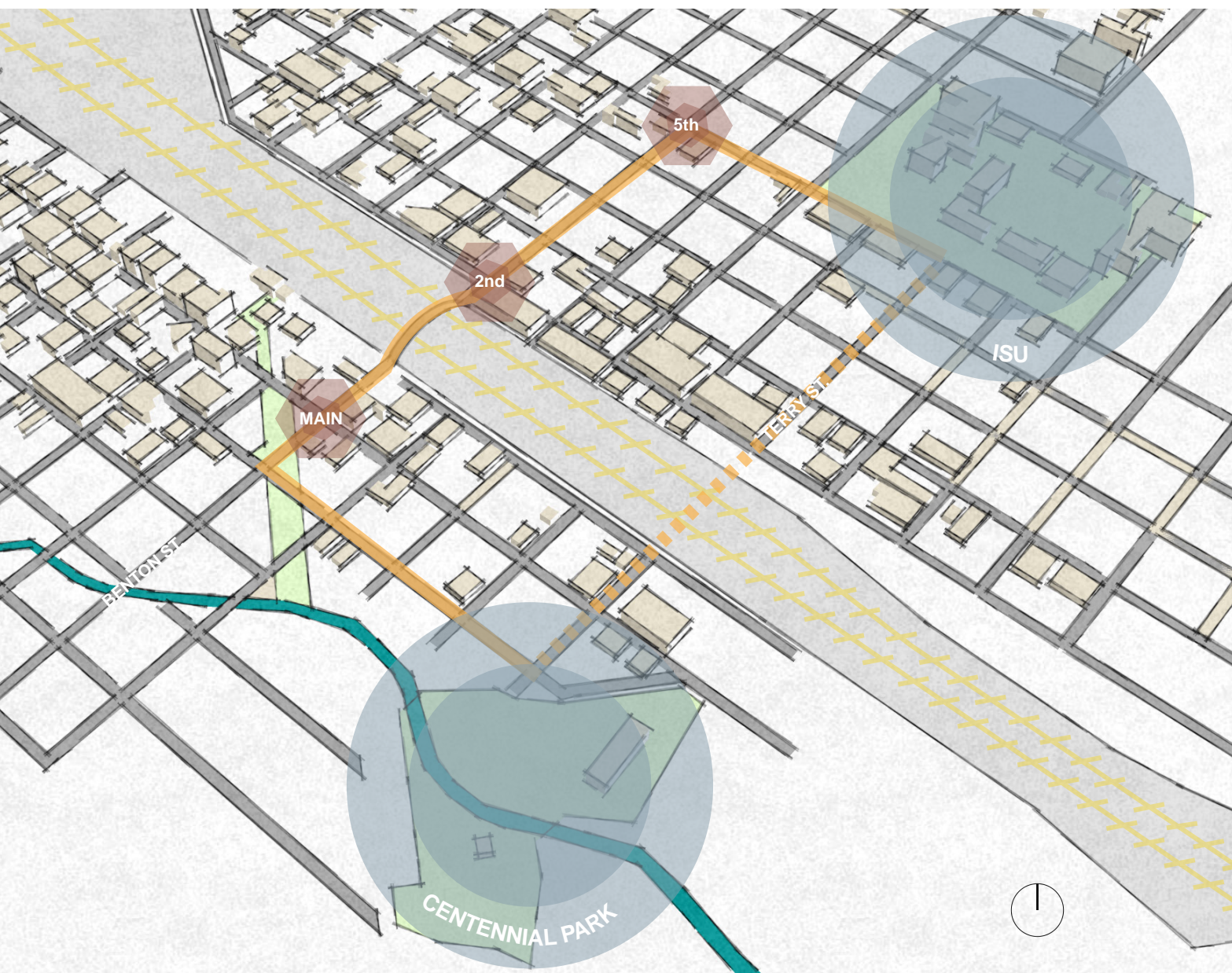
REGIONAL SCALE : REGIONAL CONNECTION ANCHORS

- Connecting the anchors
- This is our feasibility plan that chunks the districts into 5 distinct areas
 1. Benton
 2. Depot
 3. Centennia
 4. ISU
 5. 5th
- This provides the basic structure of the Downtown area



SITE SCALE: BENTON TO PARK

- Connecting the Benton to Centennial Park
- This focuses on the experience in the district as people move through spaces
- This area connects the railroad from Union Station to the Portneuf River all the way to Centennial Park
- The flow focuses on bringing awareness of location and walkable spaces.



BENTON: CONNECTION TO ENCOURAGE HEALTHY DISTRICTS

- Smaller connections that establish viability
- 5th Ave. and Benton St.
- Main St. and Benton St.
- 2nd Ave and Benton St.
- Provide safe pedestrian access to districts
- Access will allow for more economic growth
- Possibility of bridging a new connection from Terry St.

CURRENT CONDITIONS



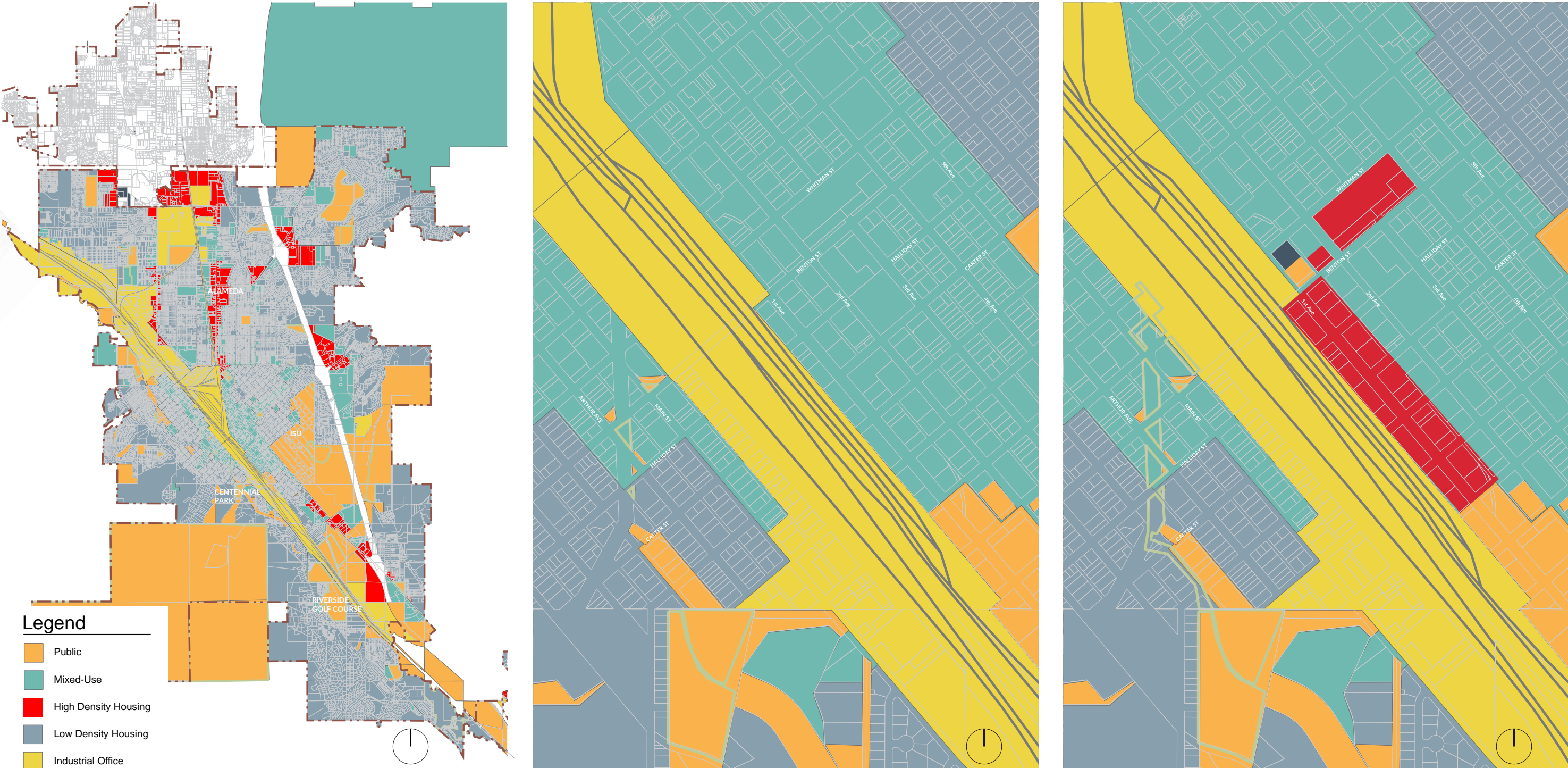
DESIGN PROCESS

- Accounted and maximized viewsheds
- Turning the barrier into a destination
- Stepping stones from one anchor to another
- Prioritizing more circulation
- Keeping commercial areas as a buffer around residential areas
- Solidifying a connection point into Centennial Park
- Developing links for the existing open space that links to Centennial Park
- Strengthening the Union station to the open space
- Creating a draw to the Portneuf River



REZONING PLAN

Currently pocatello is zoned for lots of low density housing, even surprisingly close to ISU. Looking at Benton we see that the open park space is disconnected with no opportunity for housing or commercial growth near the railroad. This rezone map proposes the city acquire space for public parks and rezone areas for more commercial, public, and high density residential. This creates a livelier walkable experience.



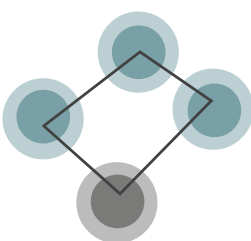
THE PROCESS

The Benton Street bridge can be a critical connection for the community

Kristine Robison
Topacio Patch
Colton Broadbent
Trevor Kennedy
Sierra Matthews

Utah State University

Department of Landscape Architecture and Environmental Planning
Professor Caroline Lavoie
Professor Todd Johnson Spring 2018





2ND AND BENTON

- Currently Benton Bridge is a very stark and exposed bridge with a 3' sidewalk
- Creating smaller car lanes to maximize pedestrian lanes on the edges.
- Adding planter boxes along the road provides a buffer that creates a safer and more comfortable for the pedestrians
- Keeping the edges open for pedestrian allow for best viewsheds to be experienced by foot

5TH AND BENTON

- This one way road is a main axis leaving ISU, that intersects with Benton creating a good segway into Benton Connection
- Preservation of parking along 5th Ave. allow for road access to the commercial areas along 5th.
- Limiting the lanes to minimal widths to slow down traffic and create a safer walking experience.



HISTORIC CITY CREEK PARK

- Eliminating the right turn lane off the bridge to bring more awareness to the pedestrians.
- Creating another open space location for pedestrians to gather next to the Elks Lodge
- Starting the connection to the Historic City Park greenway

MAIN AND BENTON

- Eliminating the right turn lane off the bridge to bring more awareness to the pedestrians.
- Creating another open space location for pedestrians to gather next to the Elks Lodge
- Starting the connection to the Historic City Park greenway



BENTON BRIDGE

- Currently Benton Bridge is a very stark and exposed bridge with a 3' sidewalk
- Creating smaller car lanes to maximize pedestrian lanes on the edges.
- Adding planter boxes along the road provides a buffer that creates a safer and more comfortable for the pedestrians
- Keeping the edges open for pedestrian allow for best viewsheds to be experienced by foot

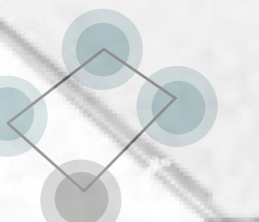
THE EXPERIENCE

Focusing on the journey of the pedestrian, spaces are welcoming and move users visually toward Centennial

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Benton Connection >