

# COLLISTER DRIVE STATION AREA

The Collister Drive station area incorporates the redesigned and recently reconstructed three-way intersection (Collister Drive and State Street) that spans an irrigation canal. Collister connects with Hill Road to the north, curving through several neighborhoods and eventually ending at the Polecat Gulch Trailhead.

## CONTEXT

One of the unique qualities of the Collister station area is the irrigation canal that intersects with Collister Drive and State Street, then parallels State Street along the south side of the roadway. Multifamily homes and assisted living facilities intermingle with single family homes. The increasingly vibrant Collister Commercial Center is anchored by several neighborhood services including the City Library! at Collister, Collister Post Office, a popular coffee shop, restaurant, laundry and consignment businesses, and a Dollar Store. During stakeholder interviews, participants noted a high number of people walking to access services. A church and Thriftway Lumber on the south side of State Street are neighborhood-serving amenities.

South of State Street, re-using or rehabilitating existing buildings, integrating open space and plaza areas, and taking advantage of the canal as a placemaking amenity are important opportunities to consider as part of future development. Residents and visitors will need open space for relaxation and recreation.

Additionally, there is potential to increase east/west connections between existing development and housing and services. To the south, the Willow Lane Athletic Complex is a large public park that connects with the Boise River Greenbelt, but there is no direct connection with the Collister Drive station area.

The Collister Drive station area is currently auto-oriented with numerous curb-cuts and drive aisles. Several business entrances have direct access onto State Street. Even with the recent changes to Collister Drive, pedestrian connections are limited. Connectivity across State Street is challenging because of the limited number of signalized crossings. On the south side of the road, inconsistent sidewalks impede pedestrian and bicycle access to existing services and the future stations.





## ZONING AND DESIGN

The Collister Drive station area (both station pairs) at Marketplace Lane/State Street and Wylie Lane/Sycamore Drive/State Street is entirely within the City of Boise. Zoning in the vicinity of the Collister station area is similar to the Whitewater Station, except for the open space zoning on the ITD site. For this station area, implementing the Transit Station Overlay, as described for the Whitewater station area, could accommodate the potential development opportunities while still providing transition to adjacent areas. Additional design guidelines for this station could include incorporating the canal system into adjacent development to create a visual amenity. Design guidelines could encourage viewing and adjacent uses, such as seating or open space, to better integrate the canal system.

Also, permitting “maker space” amenities such as woodworking, brewery, light manufacturing that could be located within rehabilitated commercial spaces may be desirable. These uses would still need to meet site design guidelines described in Chapter 4.

Overall, the Collister station area is a very active location and one of the only Tier 1 station areas along the corridor where stakeholders said they walk between their homes and services. Improving the built environment at this location would continue to encourage services and activities that are easily accessible by pedestrians.

### STATION LOCATION RECOMMENDATIONS:

The station area includes two pairs of BRT stations, one pair located near Marketplace Lane and another located at Wylie Lane/Sycamore Drive. The stations

provide access to both existing and future development at these two distinct locations.

- **Eastbound:** Marketplace - The station is shown as an in-lane station located on the far side of the intersection. The existing free right turn pocket and pedestrian island from NB Marketplace Lane to State Street would be removed. Wylie Lane - the station is shown in-lane and nearside of the intersection. This location will require covering the irrigation canal or integrating it into the overall station design.
- **Westbound:** Sycamore Drive - The station at Sycamore Drive is shown as an in-lane station located on the far side of the reconfigured Sycamore Drive intersection. Marketplace - The station is shown as an in-lane station located on the far side of the intersection.

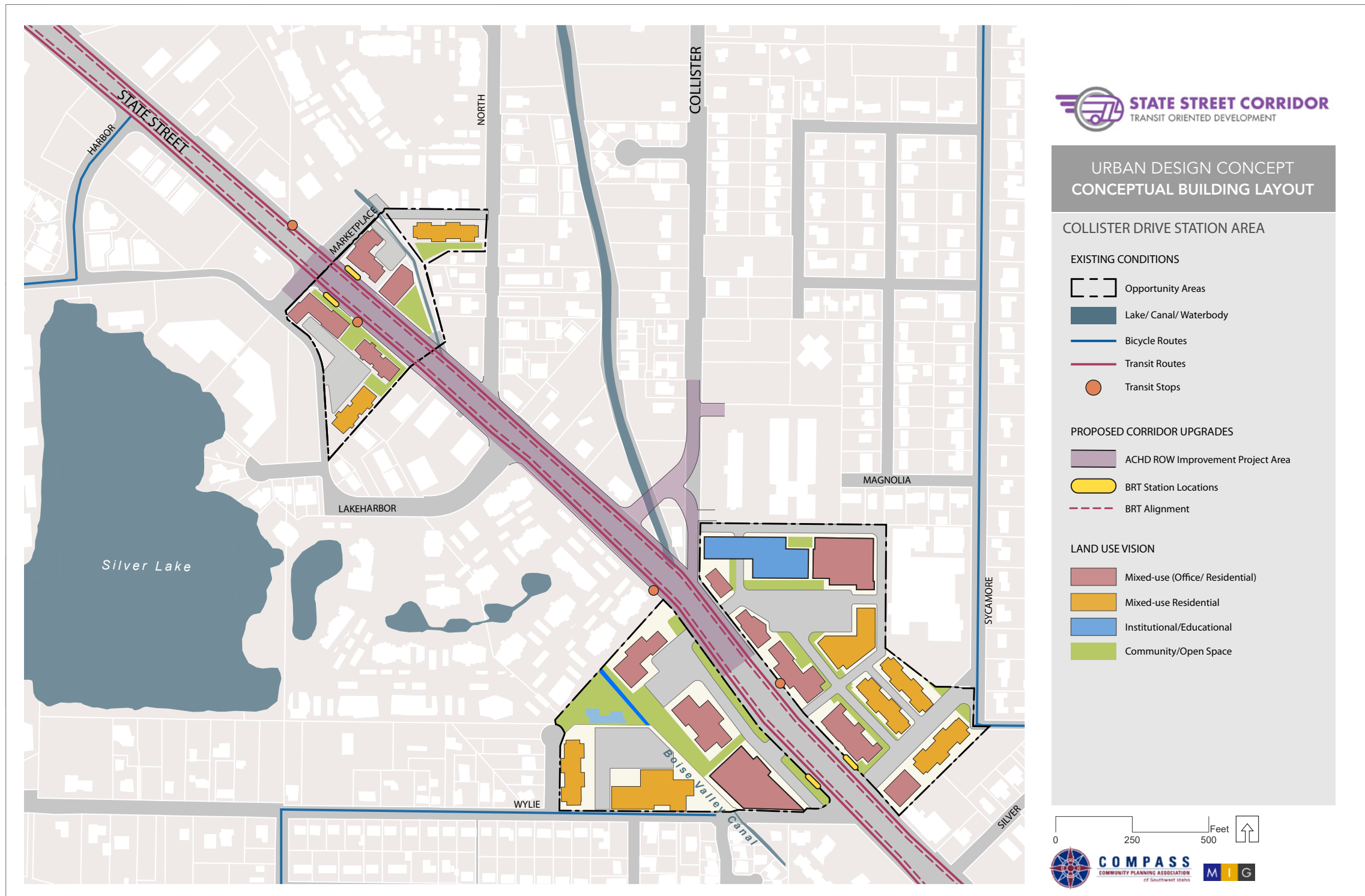
photos (left to right, top to bottom)

*Incorporate the canal system with adjacent trails and complementary development*

*Makerspaces offer opportunities for residents to create social connections and develop new skills*

*Young adults using a makerspace to experiment with materials and learn skills in technology and building*

*Collister is well suited for walkability between homes and adjacent services*

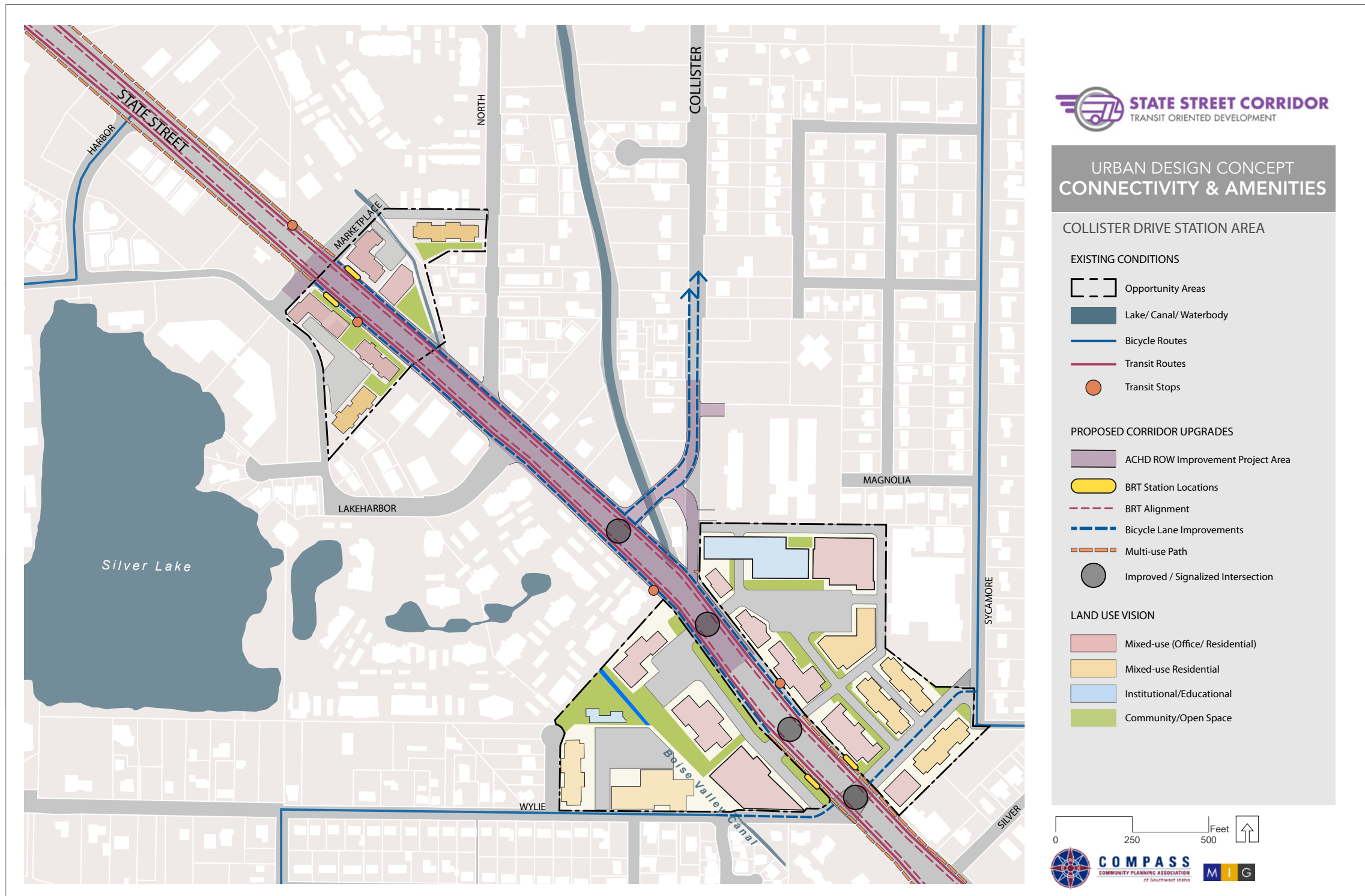


LAND USES AND URBAN FORM

At the Marketplace Lane station area, new multi-story mixed-use buildings will function as an anchor for the station areas, building upon the nearby office park, residential uses, and access to the Boise River. Focused infill with multifamily or mixed-use development will help anchor this area. Improved access to adjacent land uses and utilizing the nearby irrigation canal as a placemaking element will enhance future development.

At the Wylie Lane/Sycamore Drive station area, multifamily development, townhomes and mixed-use infill development form the gateway from the station to the existing neighborhoods north of State Street. The station includes infill development on parking lots and vacant parcels as well as redeveloping land immediately adjacent to the station. New housing will support local retail, employment and transit, and provide a transition between shopping and employment-oriented uses and surrounding residential areas. As part of this concept, Sycamore Drive will be reoriented to connect at a four-way intersection with State Street and Wylie Lane, which improves pedestrian accessibility and vehicular mobility.

South of State Street near Wylie Lane, re-purposing existing buildings to incorporate "maker spaces" will provide a flexible location for work and contribute to the local culture and identity of the existing neighborhood. Adjacent to the maker spaces, a food court and open plaza will serve as a station focal point to gather and hold events and programs. The siting and design of future development could embrace the canal system with views of water and greenspace, and new plazas and courtyards that open to the canal.



MULTIMODAL CONNECTIONS

The Collister Station concept incorporates the recent Collister Road/State Street intersection modifications, which include a sidewalk and bicycle lane. The shared use path connecting to the Glenwood stations to the west and the Whitewater station to the east would transition to sidewalks and bicycle lanes that connect to a redesigned Collister intersection. The on-street bicycle lane would transition back to a multi-use path behind the stations to minimize bus/bicycle conflicts at the station area.

The concept suggests improved crossings on State Street to allow for safer and more convenient crossings for pedestrians, including transit users making a connection. The Wylie/ Sycamore intersection is particularly important because it is adjacent to the future stations and it would be the only signalized intersection within approximately a quarter mile of the station. The station concept includes:

- Creating a shared street between future commercial development and multifamily residential housing north of State Street and west of a realigned Sycamore Street to provide access to businesses and residential uses;
- Landscaping and street trees to provide a noise buffer and sense of enclosure along the sidewalk, while creating a green border for cyclists and motorists;
- Improved bicycle connectivity to increase options for cyclists to access or travel through this station area along multiple routes.

STATION CONCEPT

The Collister Drive station area concept integrates two station pairs with interconnected land uses and adjacent green spaces creates, live, work, and recreate. The Collister station area is a neighborhood activity center. Continuing investment, rehabilitation of key buildings, additional housing and retail, and maintaining the viability of existing community services such as the library will differentiate this station from the other three Tier 1 stations along the corridor.



- Sustainable building systems, such as green roofs and solar power, reduce environmental impacts
- Consolidating access to businesses reduces the number of curb cuts, which is safer for all modes of travel
- Setbacks with landscaping for buildings along State Street provide separation from fast moving traffic and noise
- Street trees (median and along the sidewalks) provide shade, soften the street environment, and slow traffic







- Infill mixed-use buildings help frame the road and hide parking lots
- Infill development can be located on existing parking lots
- Creating perpendicular or parallel pedestrian streets on larger lots encourages walking and active ground floor land uses like restaurants and local retail
- Connecting existing neighborhoods with sidewalks and low stress bicycle routes increases access to services and transit
- A multi-use path provides curb separation from vehicular traffic, providing a safer environment for pedestrians and cyclists
- Parking is shared for all uses to maximize utilization
- Existing bicycle lanes and sidewalks transition to a multi-use path at the future intersection
- Multifamily housing, townhomes, and other types of residential uses near the station increase housing options
- Stations are placed at intersections to ease pedestrian access across State Street

FIGURE 12 COLLISTER STATION CONCEPT






URBAN DESIGN CONCEPT  
**STATION CONCEPT**

COLLISTER DRIVE STATION AREA

EXISTING CONDITIONS

-  Opportunity Areas
-  Lake/ Canal/ Waterbody
-  Bicycle Routes
-  Transit Routes

PROPOSED CORRIDOR UPGRADES

-  BRT Station Locations
-  BRT Alignment
-  Intersection Improvements
-  Bicycle Lane Improvements
-  Multi-use Path

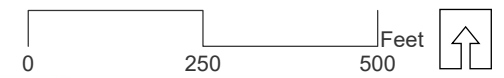
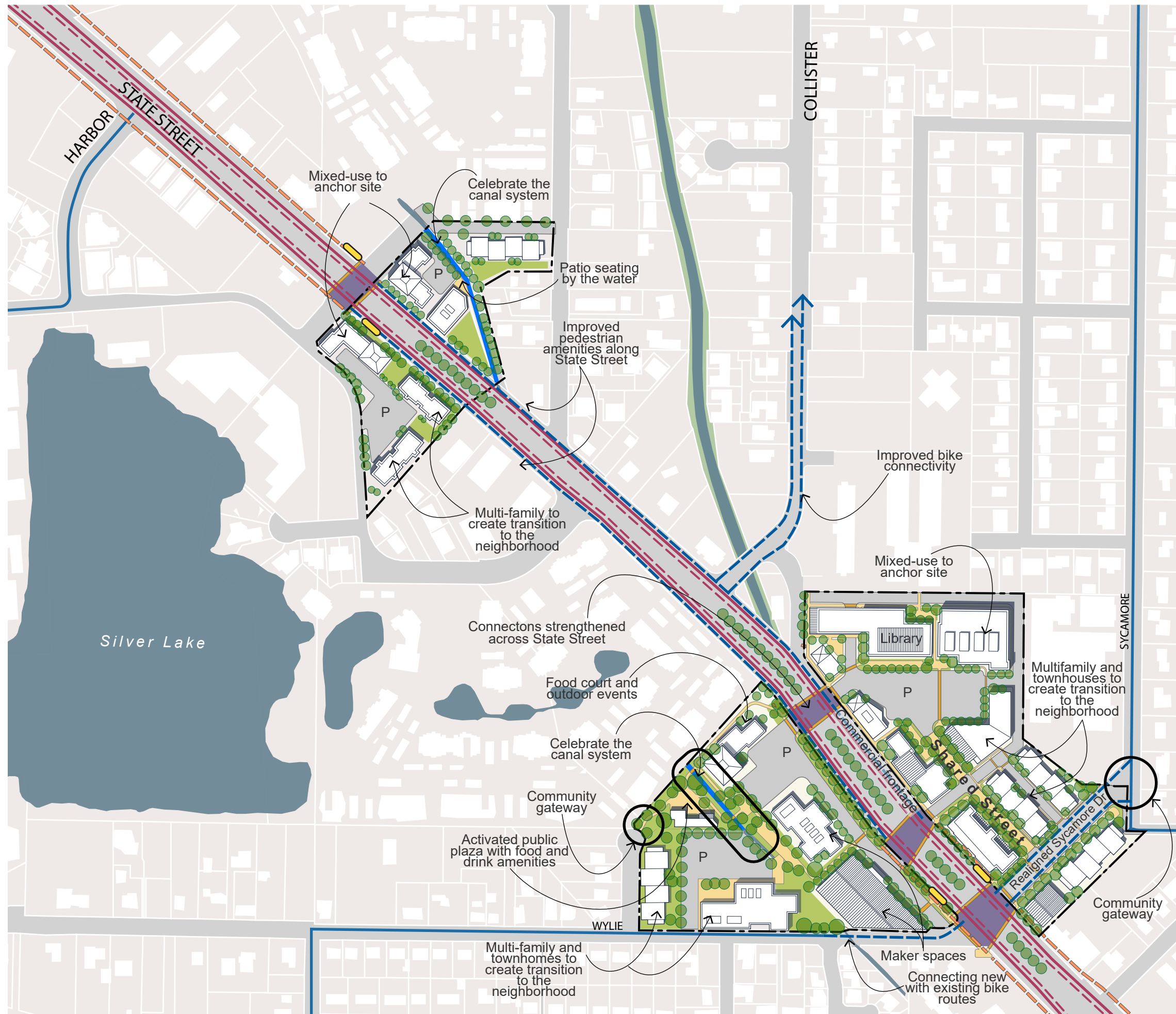




FIGURE 13 COLLISTER STATION CONCEPT

