

GLENWOOD STATION AREA

Glenwood Street/Gary Lane is a major crossroads that connects State Street with destinations across the Boise River to the south and foothills to the north. The north side of State Street is within the city of Boise, while the south side is within the city of Garden City. Currently Glenwood is the terminus of VRT Routes 9 and 12 with stops at Saxton Street and State Street.

CONTEXT

The Glenwood station area is a mix of older large format retail and newer apartments with locally serving retail, a grocery store, movie theatre, several restaurants, and a several "big-box" retail stores. This area has the largest number of existing residents who might take advantage of transit in the short term. Since 2013, significant residential growth has occurred outside of the immediate station area. Three- to four-story residential buildings were constructed between 2014 and 2017 west of Gary Lane and north of State Street. This recent development makes this station well positioned to transition into a mixed-use hub.

The Glenwood station area provides unique entertainment and services, including the grocery store and theater, both of which are draws for the community well beyond the neighborhood. The majority of the commercial buildings in the northeast quadrant have recently undergone facade renovations, improving the appearance of the older buildings. Building off of these

amenities is an important consideration as part of a larger station area concept. Well-known local and ethnic restaurants attract Boise residents from considerable distances, although several vacant store fronts are interspersed with successful businesses.

Glenwood Street provides excellent connectivity to the larger region. Glenwood Street is one of three streets that crosses the Boise River between Downtown Boise and the city of Eagle. Glenwood Street connects Garden City and Boise to the Boise River Greenbelt, River Pointe Park, Western Idaho Fairgrounds and Memorial Stadium, eventually connecting to Chinden Boulevard (US-20/26) and Capital High School. This major roadway provides opportunities to connect to the future BRT line, whether by foot, bicycle, or other transit lines.

Surface parking and impervious surfaces dominate the station area. Drive aisles with direct access to State Street and deep building set-backs create unpleasant and unsafe walking conditions. Surrounding residential development is largely cut-off from State Street and existing commercial services. Strip commercial and large format retail uses at three of the four corners result in long block lengths that require pedestrians and cyclists to navigate large parking lots or walk or ride on narrow sidewalks immediately adjacent to fast moving traffic. The number of driveways and curb cuts creates an intimidating environment for people walking and biking and is generally dangerous for non-motorized users.





ZONING AND DESIGN

The Glenwood station area (both station pairs) are located within Boise north of State Street and Garden City south of State Street. While two jurisdictions regulate land uses in this station area, zoning is similar in both jurisdictions in this location. Implementing the Transit Station Overlay, as described for the Whitewater station area, should be considered by both cities. In addition to implementing a Transit Station Overlay, consider the following:

- Review parking requirements to right-size parking in these areas. As applicable, consider implementing parking management programs to manage parking across the diverse number of uses (see Chapter 4 for possible parking management options). Managing parking will be an essential element of future redevelopment;
- Require plaza or other public gathering locations as part of future redevelopment. The area lacks open space and without

specific plaza requirements, there will be little open space in the vicinity of new development;

- Require a street network to be developed as part of future development, including increasing connections to existing neighborhoods. Parcels, particularly south of State Street, are large enough to accommodate a street network that includes both pedestrian and access streets to provide better multimodal connectivity. Chapter 4 provides block length recommendations to consider for the future street network.
- Consider implementing a maximum floorplate for commercial uses to reduce the prevalence of large format retail immediately adjacent to stations.

Like the Whitewater station area, the Glenwood station area is large enough to accommodate a number of land uses. The location is also a highly visible area and could be developed into a mixed-use activity area. Zoning and site

design guidelines can encourage a more pedestrian-friendly development pattern.

STATION LOCATION RECOMMENDATIONS

The station area includes two pairs of BRT stations, one pair located near a new north/south Main Street (located at the existing Northgate Mall entrance) at a new signalized intersection east of Glenwood and part of the Median U-Turn option. Another pair of stations would be located near the State Street/Saxton Street intersection where the Median U-Turn option would reorganize access at the existing signalized T-intersection.

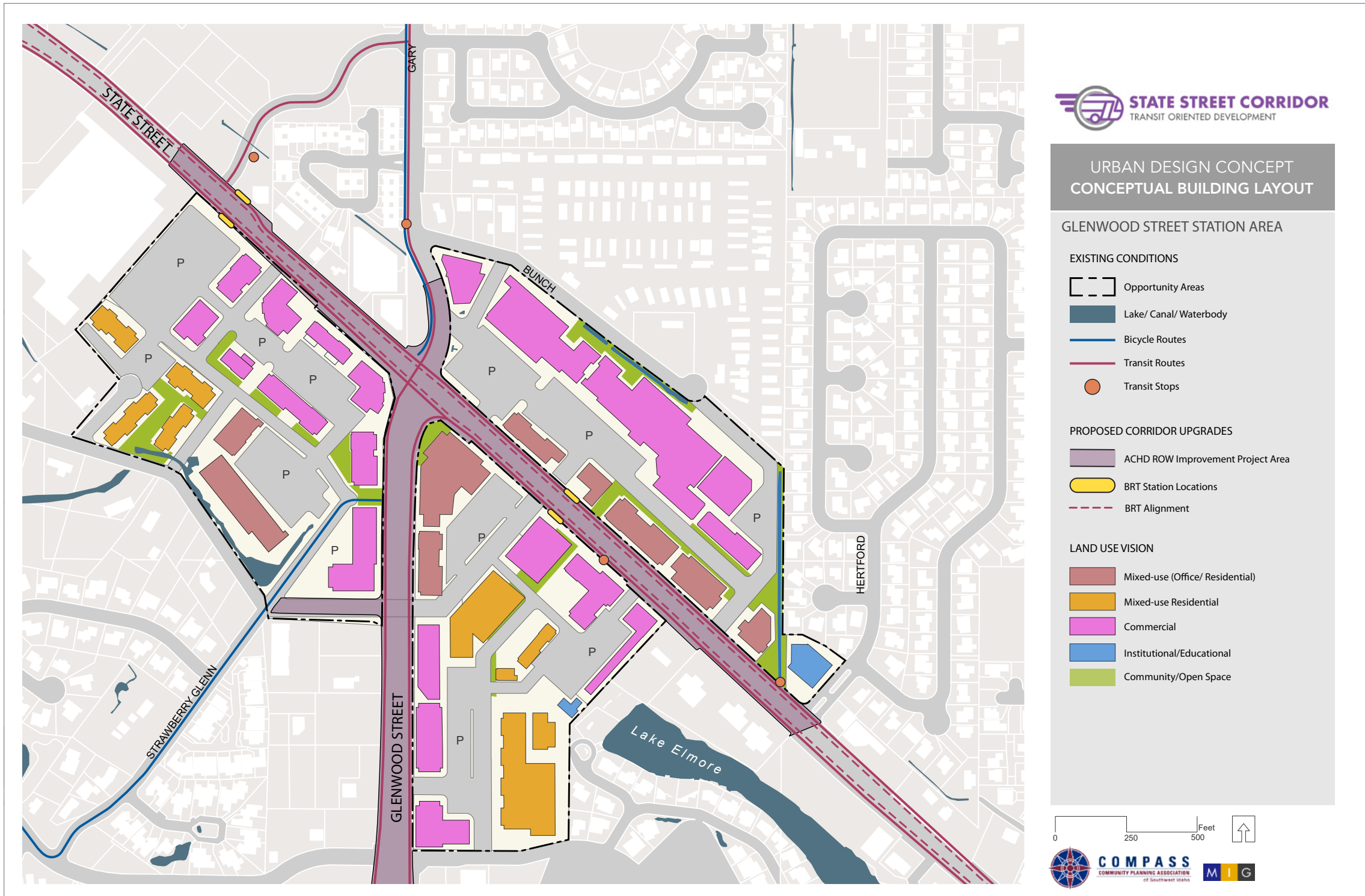
- **Eastbound:** Saxton intersection - This station would be located in a future right turn lane that could be jointly developed with the existing Walmart superstore or as part of the larger intersection project ITD and ACHD may be undertaking in the future. The new "Main Street" intersection station is shown as in-lane station far side of the intersection.

photos (left to right)

A public plaza between new developments creates an attractive pedestrian space

Considerations should be made to reduce the prevalence of large format retail with parking lots in front of buildings immediately adjacent to stations

A pedestrian street closed for a festival



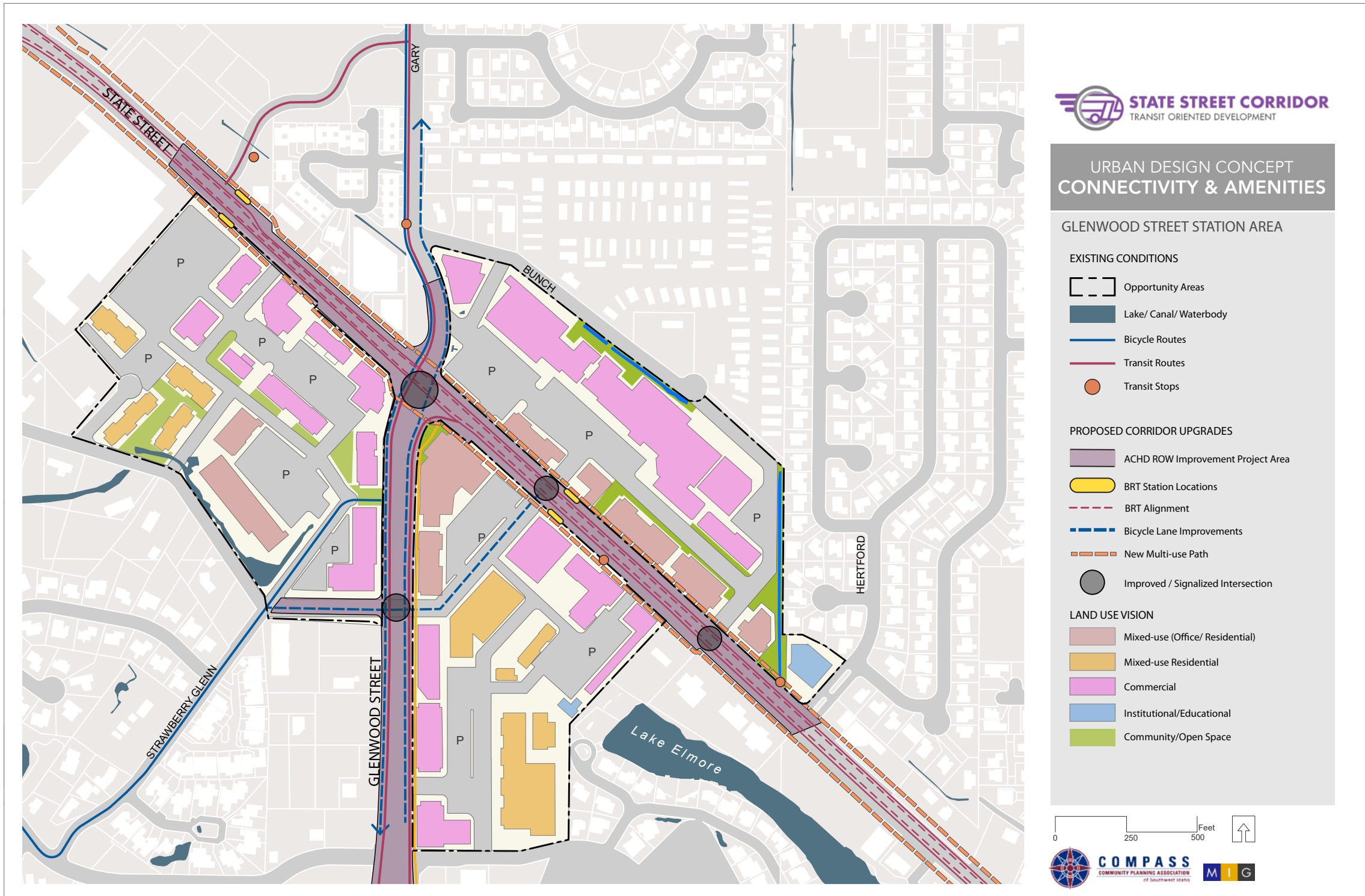
- **Westbound:** New “Main Street” intersection - the station is shown as in-lane station nearside of the intersection. The Saxton Street station is shown nearside of the intersection in a potential future right-turn lane that could be accommodated in the existing or acquired right-of-way, which would function as a bus pullout without requiring additional right-of-way and could be designed to help buses move more quickly through the intersection.

These connections provide access to residences and businesses on both sides of State Street by taking advantage of the two signalized intersections in the immediate vicinity of the station.

LAND USES AND URBAN FORM

The Glenwood Station concept takes advantage of existing community amenities and services, reducing the scale of large parking lots, providing a more walkable urban environment, and creating new development opportunities. North of State Street, surface parking lots are reorganized to create a street environment that encourages new retail and mixed-use development; townhomes and apartments increase housing options, foot traffic, and the demand for transit.

The amount of impervious surface in the Glenwood station area provides opportunities for infill commercial, office, and housing. Creating a semi-gridded street network integrates smaller development pads into the existing large lot development pattern. The new street grid includes landscaping along streets and provides walkways (in addition to vehicle mobility) that will create a more walkable and inviting station area.



MULTIMODAL CONNECTIONS

An important aspect of the Glenwood station area concept is providing safe bicycle and pedestrian connectivity to the stations from existing residential uses while maintaining access to existing businesses. ACHD's future mobility improvements to the State Street Corridor will increase the number of signalized intersections along the corridor, a critical factor in reducing barriers for cyclists and pedestrians. Key elements of the multimodal system include:

- Continue the multi-use path concept from the Horseshoe Bend station area through the Glenwood station area. This will require access management measures along State Street, much of which is already incorporated into the Median U-Turn concept;
- Reorganize parking areas to provide focused access points and internal circulation networks to reduce the need for additional curb cuts and drive isles;
- Interconnect bicycle routes to enhance connectivity for cyclists, especially with a direct linkage along Glenwood Street to the Boise River Greenbelt and destinations to the south;
- Place "branded" corner buildings at major street intersections near the stations along State Street, with dedicated greenspace and street trees to create the sense of arrival at a gateway and visual cues for the transit neighborhood.

STATION CONCEPT

The Glenwood Street Station serves as a crossroads and gateway to the Boise River and foothills, offering convenient shopping, employment, entertainment and housing, all within an interconnected, green, transit-oriented neighborhood. This station concept builds off of the recent improvements to the business facades on the north side of State Street, while reimagining what the south side of State Street might look like if a smaller block pattern and "Main Street" design replaced the existing large format retail in the area.

This concept incorporates the Median U-Turn intersection option, the preferred option identified through a joint ACHD and ITD intersection study project. Final approval of the preferred option is still required by ACHD Board of Commissioners.



Utilize flat rooftops for solar energy production

Strengthen corners with buildings that frame entry points

Use street trees to provide shade and soften the street edge

Provide multi-use paths along State Street



Existing commercial buildings that were recently updated provide local and regional attractions

Create gathering spaces near transit stops

Use iconic signage to create district identity and improve visibility

Create parallel main streets using existing and infill buildings

Provide setbacks from State Street that can be used for trees, stormwater, and other amenities to reduce noise from cars

Provide on-street parking on the parallel main street

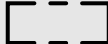



Use rooftops creatively, such as for green roofs and seating areas

FIGURE 14 GLENWOOD STATION CONCEPT






URBAN DESIGN CONCEPT
STATION CONCEPT

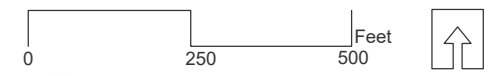
GLENWOOD STREET STATION AREA

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





BEFORE



AFTER

FIGURE 15 GLENWOOD STATION CONCEPT