

HORSESHOE BEND STATION AREA

Horseshoe Bend Station is located at the western extent of the corridor, the only Tier 1 station in the city of Eagle. North Horseshoe Bend Road is just east of the State Highway 55/State Street intersection that serves as a major linkage to outdoor recreation destinations north of the Treasure Valley, including the Payette River and McCall, Idaho. The cities of Eagle, Boise, and Garden City each have land use jurisdiction in the station area.

CONTEXT

To the south of State Street, North Horseshoe Bend Road provides access to St Luke's Eagle Medical Plaza and connects to existing and future commercial development and residential neighborhoods to the south. The roadway transitions to a much smaller

neighborhood street where homes have direct driveway access to the street. While there are sidewalks in the immediate vicinity of the intersection with State Street, there are opportunities to better connect adjacent neighborhoods to the south by adding sidewalks and wayfinding signage to connect to the Boise River Greenbelt trail system.

In addition to the medical facilities, there are major retailers such as WinCo Foods and Home Depot on the north side of State Street that create a regional draw as well as smaller commercial uses adjacent to State Street. On the hospital site, there are opportunities for additional infill development to support hospital or health-related businesses adjacent to State Street and the BRT station. Surface parking lots and underdeveloped parcels on the northern side of State Street offer opportunities to create a more defined gateway to Eagle with the addition of mixed-use development.

East/west connectivity in the area is limited, due to very large lots, cul-de-sacs, dead-end streets, and former aggregate mining pits that are now ponds. Future development will need to consider smaller block lengths and pedestrian and/or bicycle mid-block crossings to improve non-automobile access and circulation.





ZONING AND DESIGN

Three jurisdictions regulate land use within the Horseshoe Bend Road station area, making it challenging to create a cohesive station area from urban form and zoning perspectives. Ideally the municipal standards would be complimentary with one another with the goal of encouraging mixed-use development. Implementing the Transit Station Overlay by all jurisdictions would provide some consistency in permitted uses and design. The following are recommendations for each jurisdiction:

- Within the city of Eagle, implement a Transit Station Overlay to permit mixed-use and limitations on locating drive-throughs and gas stations within the station vicinity. Permitting mixed-use at the station is not assumed to compete with uses permitted in the Central Business District, but would provide some flexibility in how infill development occurs adjacent to the station. On the south side of State Street, these uses

are already permitted within the Mixed-Use District (MU), which implements many of the recommendations described in Chapter 4.

- Within Garden City, implementing the Transit Station Overlay supports many of the zoning and development requirements that are already part of the City's development code. Garden City allows a mixture of uses, including multifamily, with taller maximum height allowances (up to 72 feet).
- Within the city of Boise, implement the Transit Station Overlay to permit additional development types. Much of the land with the City of Boise's jurisdiction is zoned for residential uses (R-1C), which require a minimum 5,000 square foot lots. Given the size of existing parcels, rezoning areas adjacent to State Street in the vicinity of the station to allow more diverse housing options such as townhomes and cluster housing would provide

more housing options in the vicinity of the station without significant impacts to the existing single-family residence development pattern.

STATION LOCATION RECOMMENDATIONS

The Horseshoe Bend station includes one pair of stations:

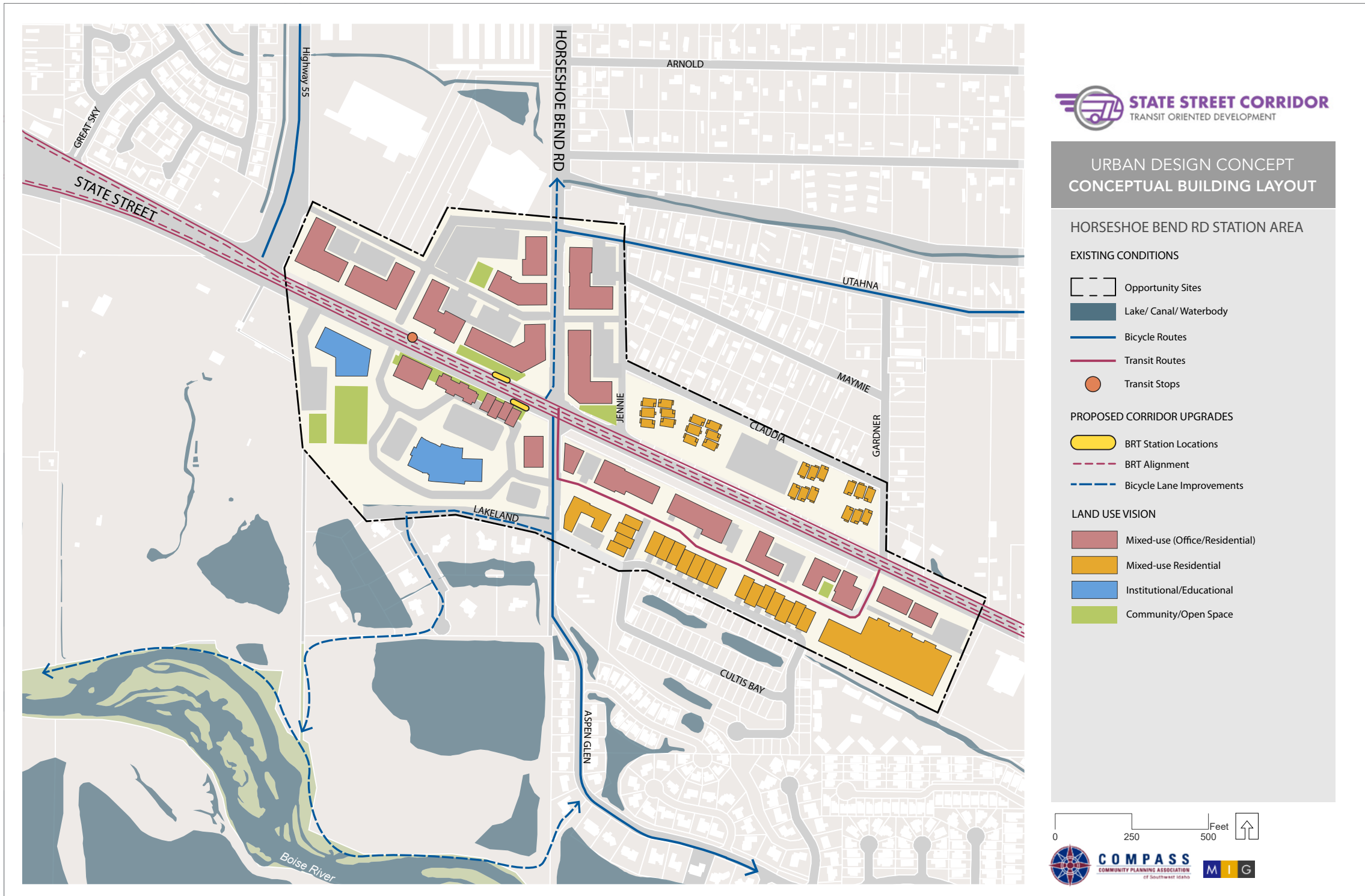
- **Eastbound:** Located on the western side of North Horseshoe Bend Road and adjacent to St. Luke's Medical Plaza, this station is shown in the right-turn lane on State Street, which would function as a bus pullout without requiring additional right-of-way and could be designed to help buses move more quickly through the intersection. The station will provide an easy connection to those visiting Saint Luke's and supporting offices.
- **Westbound:** Shown just west of Horseshoe Bend Road in a pullout. The station is predicated on the removal of the free right turn lane

photos (left to right)

An example of a mixed-use development

Contemporary townhomes

An example of multifamily housing



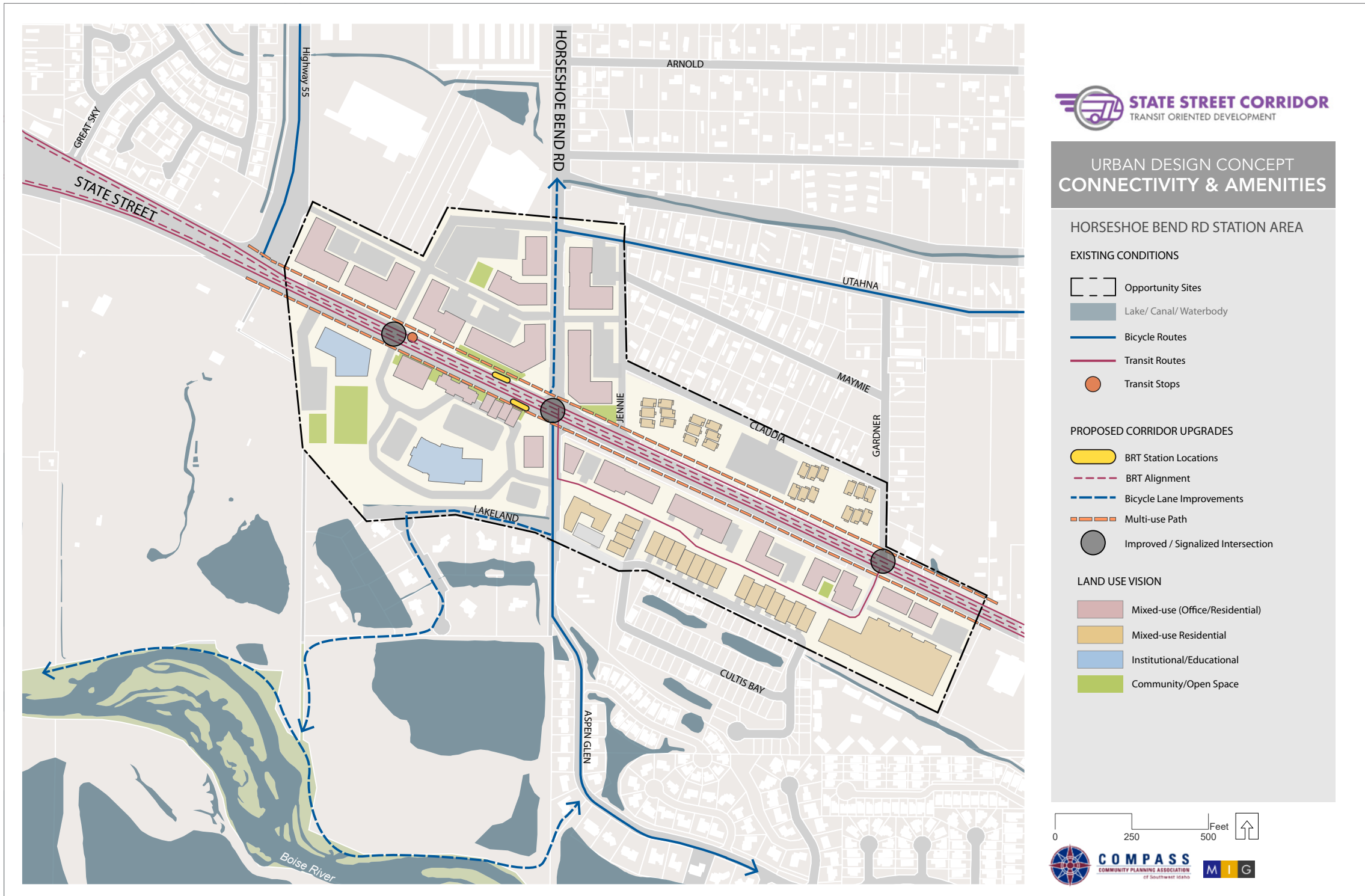
from North Horseshoe Bend Road to State Street. The roadway change would provide development opportunities at the corner of the intersection and improve the potential for gateway signage for the city of Eagle.

LAND USES AND URBAN FORM

Multistory buildings in proximity to but not immediately on State Street, create a more defined station area and sense of enclosure from the street. New landscaping softens State Street and provides shade to support a more walkable, green, and inviting setting at this gateway to Eagle. Buildings are set back slightly from State Street to allow for additional vegetation to buffer noise from the vehicular traffic on the corridor. Off-street parking is located behind buildings and away from State Street to reinforce the presence of businesses and increase visibility.

In the northeast quadrant, auto dependent uses transition into mixed-use development. Existing single-family residential development along State Street incorporates cluster housing or town homes to provide more housing options. Housing and additional retail create a station area that is designed for living and working, with nearby medical services and close access to transit.

South of State Street, St Luke's Medical Plaza becomes a community hub with sports facilities to the west of the existing building, providing amenities to serve future development to the west. This area is well connected and will provide a fun and easy to reach destination for kids and families, with convenient connections for biking and walking. Increased housing options such as new townhomes and live/work spaces off of State Street will generate more foot traffic and transit demand.



MULTIMODAL CONNECTIONS

The future station area concept improves connectivity for all modes of travel, especially for pedestrians and transit users. Interconnected walkways will allow for a safe and direct connection between uses and destinations. While the existing land uses are maintained, the station concept creates a stronger block pattern in the northwest quadrant. The smaller grid consolidates routes for motorists and adds sidewalks, street trees and other amenities to make the area pedestrian friendly.

As with other Tier 1 station locations, State Street includes median plantings, provided the plantings can meet visibility (e.g. clear zone) requirements. The landscaping and vertical clues calm traffic and soften the visual impact of the corridor. Safer connections for pedestrians are essential for transit accessibility. The Horseshoe Bend station is connected to other stations and the larger network via a continuous landscaped multi-use path along State Street that continues to Glenwood Street. This path should also connect with existing proposed bicycle lanes along North Horseshoe Bend Road to link with the Boise River Greenbelt to the south and the sports complex and foothills to the north of State Street. New bicycle lane improvements will enhance connectivity to the west and south to the Greenbelt.

STATION CONCEPT

The Horseshoe Bend Road station area will evolve as a compact and mixed-use transit neighborhood and gateway to Eagle, with walkable tree-lined streets and convenient connections to transit, the foothills, the Boise River Greenbelt, and adjacent shopping and residential neighborhoods.



Keep parking internal to a site rather than at the front of the street

Position buildings at corners to frame the edge of the intersection

Infill existing parking lots with mixed-use offices

Where possible, use right-turn lanes for stations to reduce impacts to through movements

Remove free right turn lane to improve pedestrian safety






Create landmark sign to identify entry points in a community or district

FIGURE 16 HORSESHOE BEND RD STATION CONCEPT






URBAN DESIGN CONCEPT
STATION CONCEPT

HORSESHOE BEND RD STATION AREA

EXISTING CONDITIONS

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

PROPOSED CORRIDOR UPGRADES

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

