

# WHITEWATER STATION AREA

The Whitewater station area, the easternmost Tier 1 station, is located approximately two miles from Downtown Boise. The station is adjacent to the Idaho Transportation Department (ITD) headquarters and near Esther Simplot Park, a major recreation destination on the Boise River. Of the four Tier 1 stations, this station is the most well-connected to adjacent neighborhoods. The south side of State Street is developed in a grid pattern with short, generally consistent block lengths. North of State Street, there is also an established grid pattern but many of the streets are missing sidewalks. However, crossing State Street can be a challenge because of travel speeds and the width of the roadway.

## CONTEXT

The Whitewater station area provides the greatest potential for future mixed-use development of the four Tier 1 stations. Large scale redevelopment at the Whitewater station area would require the sale of ITD property to the City of Boise or a developer and is estimated to be a long-term process. The ITD site is a state-owned parcel that is generally underdeveloped with several buildings spread out across the 45-acre campus. The site borders a portion of Boise River and nearby ponds that provide recreation amenities. A portion of the property is located within the 100-year floodplain.

The ITD site has a limited internal roadway network that could provide a framework for future connectivity. Other Tier 1 stations have minimal internal or external circulation systems. Several streets within the ITD site intersect with State Street within a half mile of the Whitewater station area, notably ITD Drive, 32nd Street, 31st Street, Whitewater Park Boulevard, 30th Street, Lemp Street and 29th and 28th Streets. The street network is severed by State Street and there is limited access across Whitewater Park Boulevard. Whitewater Park Boulevard provides access to the Boise River, Boise River Park, and the Greenbelt to the south, and eventually connects to Fairview Avenue on the south side of the Boise River. These connections and nearby amenities are important to the design of future development. Lowell Elementary School and St. Mary's School and Catholic Church are also in the vicinity of the station area.

Redevelopment opportunities on adjacent properties are limited by small lot sizes and the large number of property owners. Numerous curb cuts on State Street, a lack of station identity, and fast moving traffic on Whitewater Park Boulevard and State Street are impediments to mixed-use development and pedestrian circulation at the station.



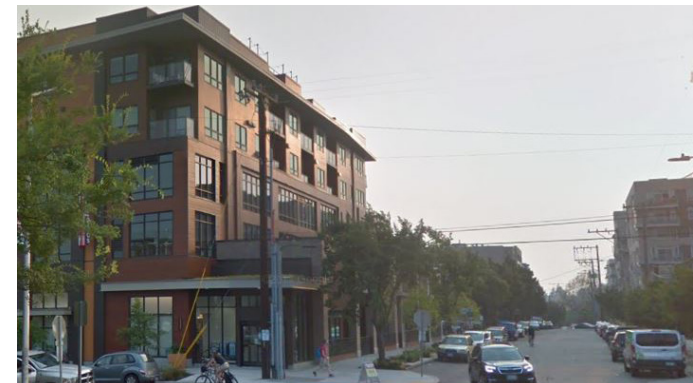
## ZONING AND DESIGN

The Whitewater station area is located entirely within the Boise city limits. Zoning along State Street in the vicinity of the Whitewater station area is generally C-2 (General Commercial), which permits retail and travel-related services. Multifamily uses are permitted as a conditional use, but mixed-use is not identified specifically as a permitted use in the C-2 Zone. The mix of single and multifamily zoning in the surrounding area adjacent to the C-2 Zone provides a greater diversity of housing choices than in the other Tier 1 station areas. R-3 zoning permits multifamily uses.

For the Whitewater station area, consider implementing a Transit Station Overlay for parcels within ¼ mile of this station area. A

Transit Station Overlay could incorporate the following elements (at minimum):

- Permit more diverse housing types within the overlay by permitting micro-units and townhomes within residential areas (in addition to the residential types currently permitted), provided the development meets design standards. This would only apply to areas where these types of uses are not currently permitted;
- Remove the minimum lot requirements for residential units, which is currently required within the C-2 zone;
- Permit mixed-use and/or multifamily uses as permitted uses within the C-2 zone;



- Reduce parking requirements for residential, commercial and/or mixed-use development. Requirements in the existing P-3 zone may be applicable.
- Increase building heights to 55 feet (four- to five-story buildings) with a required ground floor ceiling height minimum of 12 to 15 feet;
- Restrict gas stations and drive-throughs in the TOD station area; and
- Require stepbacks of taller buildings adjacent to existing residential areas to provide a transition to adjacent neighborhoods.

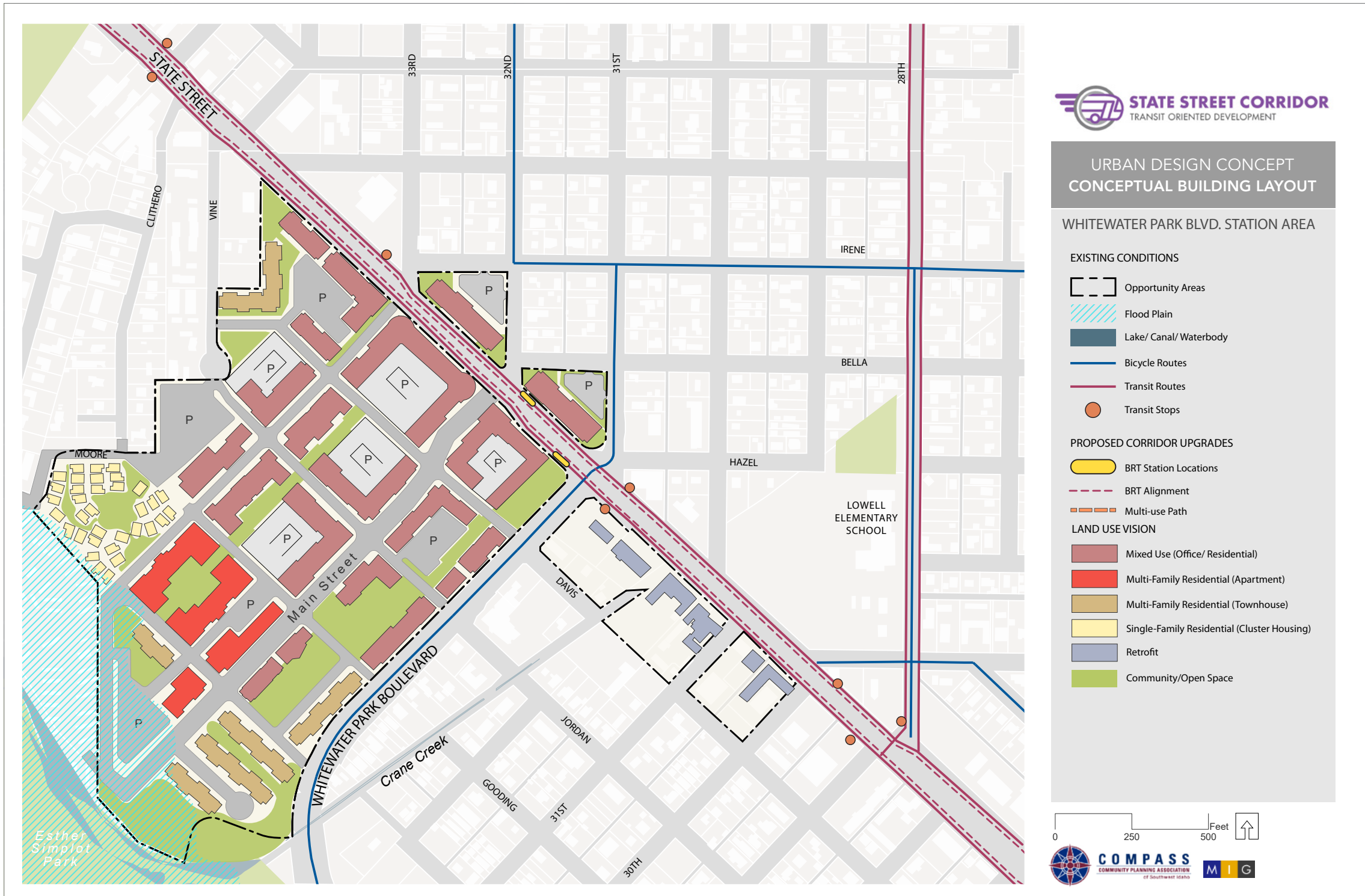
The majority of the ITD site is zoned A-1 (Open Land). Although most of this site would be located within a Transit Station Overlay, existing zoning should be modified to permit redevelopment. This site should accommodate a diversity of uses and building scales. Buildings should be oriented along a series of pedestrian and access streets (see Chapter 4). The City of Boise has already completed much of this development framework in the 30th Street Area Master Plan (2012), allowing taller buildings and a greater variety of uses.

photos (clockwise from top left)

*Compact housing on Latah Street in Boise*

*Mixed-use development in the Queen Anne neighborhood of Seattle*

*New multi-family housing development adjacent to The Round in Beaverton, Oregon*



STATION LOCATION RECOMMENDATIONS:

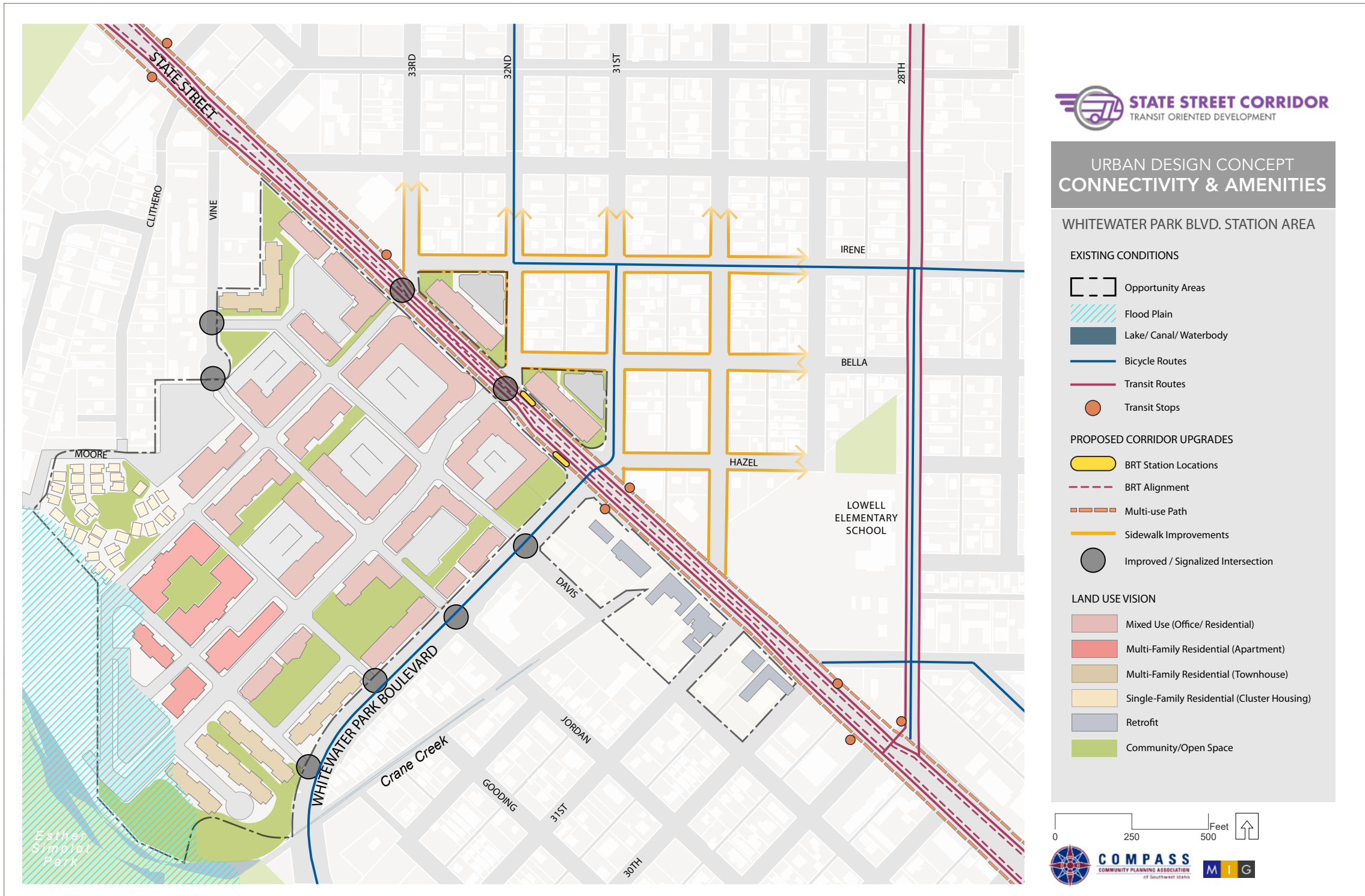
- **Eastbound:** The station is shown in the existing right turn lane on the nearside of the Whitewater Park Boulevard/State Street intersection, which would function as a bus pullout without requiring additional right-of-way and could be designed to help buses move more quickly through the intersection.
- **Westbound:** The station is shown in-lane at approximately 32nd Street. The existing traffic signal at Whitewater Park Boulevard will assist in crossing State Street.

FUTURE LAND USES AND URBAN FORM

The Whitewater station area is developed as a new activity center, primarily through the development of the spacious and underdeveloped ITD site. Given the scale, the area will likely develop over time in phases. Early phases should be designed to enhance the immediate station vicinity. There is enough available land on the site to develop a road network and still accommodate the existing ITD Headquarters building.

The station concept includes a series of mixed-use buildings and multifamily housing, with structured parking behind or above ground floors, and greenspaces that double as promenades between blocks. Near the center of the site, a tree-lined main street is a focal point, connecting State Street to the parks and greenspace to the south. Along the western edge of existing residential neighborhoods, smaller-scale, clustered housing will increase the number of housing choices while serving as a transition between taller and denser development within the core.

Several existing buildings along both sides of State Street, east and west of the station, could be rehabilitated and reused. New paint, awnings, new windows, and other improvements can transform these areas into a more pedestrian-oriented street frontage without major redevelopment.



MULTIMODAL CONNECTIONS

Bicycle and pedestrian access along State Street should be provided via a multi-use path, with a new signalized intersection at 32nd Street. The existing signal at Whitewater Park Boulevard will serve pedestrians and cyclists along with vehicles. These connections provide access to and from the internal circulation network within the future mixed-use activity center. New detached sidewalks on State Street and a complete sidewalk network on local streets will allow pedestrians to connect to transit from adjacent neighborhoods. The internal circulation system should also connect to the local street network intersecting Whitewater Park Boulevard to the south. Pedestrian walkways and green promenades will provide additional choices to connect to destinations within and surrounding this location. Bicycle routes will also connect to north/south routes across State Street.

STATION CONCEPT

The Whitewater station area benefits from its proximity to Downtown Boise and offers convenient urban living with a unique natural setting and quiet residential character. If the former ITD headquarters site is available through sale in the future, this station area could be transformed into a walkable and well-connected mixed-use neighborhood. The new development would blend with surrounding homes through a gradual transition of building heights and scales and connected by internal green pathways, bicycle routes, and pedestrian streets.



Upper floors of buildings should be varied, using setbacks or patios to reduce the scale of the building

Building articulation reduces the likelihood of monolithic structures

Mixed-use buildings adjacent to the BRT station to provide "eyes on the street" for security and comfort

Dedicate a high percentage of glass on the ground floor to increase visibility

Place the station as close as possible to active areas

Incorporate natural elements to provide habitat and shade

Consider creating small plazas near stations or pedestrian areas that support community gathering

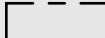





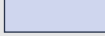
Streets and buildings should incorporate universal design standards

FIGURE 11 WHITEWATER STATION CONCEPT




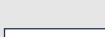

URBAN DESIGN CONCEPT  
STATION CONCEPT (phase 1)

WHITEWATER PARK BLVD. STATION AREA

EXISTING CONDITIONS

-  Opportunity Sites
-  Flood Plain
-  Lake/ Canal/ Waterbody
-  Bicycle Routes
-  Transit Routes
-  Transit Stops
-  Existing ITD Headquarters

PROPOSED CORRIDOR UPGRADES

-  BRT Station Locations
-  BRT Alignment
-  Intersection Improvements
-  Multi-use Path
-  New Development

