


BRIGHTON
CORPORATION

January 16, 2018

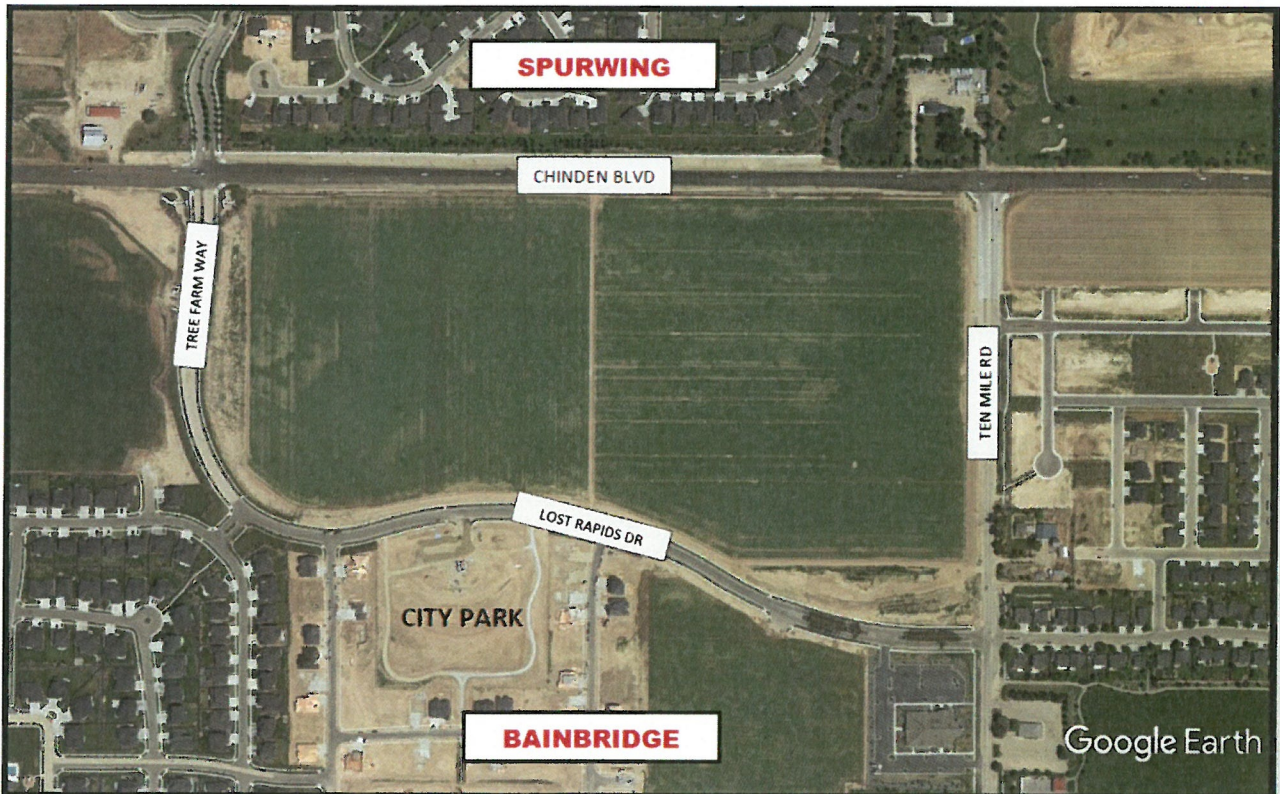
C. Caleb Hood, Planning Division Manager
Community Development Services
Meridian City Hall

RE: *Comprehensive Plan Map Amendment and Annexation and Rezoning Applications*

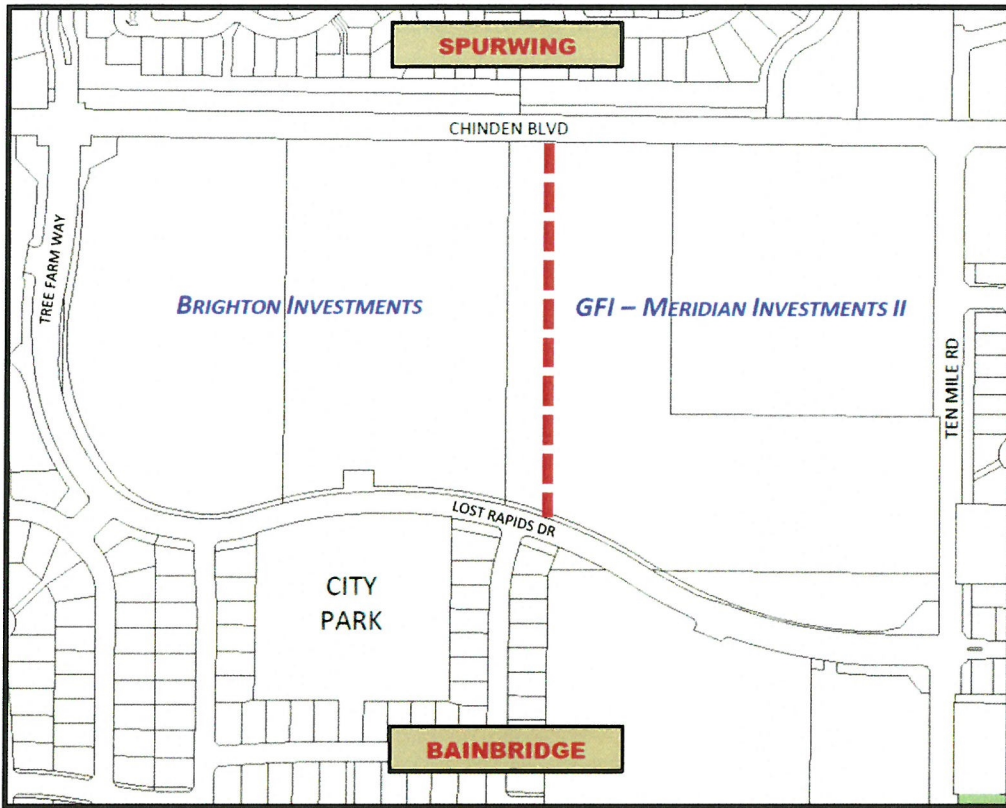
Dear Mr. Hood:

Brighton Investments LLC and GFI – Meridian Investments II LLC, are pleased to submit Comprehensive Plan Future Land Use Map amendment, and annexation and rezoning applications for their combined properties at the southwest corner of the Chinden Boulevard and Ten Mile Road intersection, north of Lost Rapids Drive, east of Tree Farm Way (*below and on the following page*). A commercial and multi-family parcel preliminary plat is being submitted separately for concurrent review and approval.

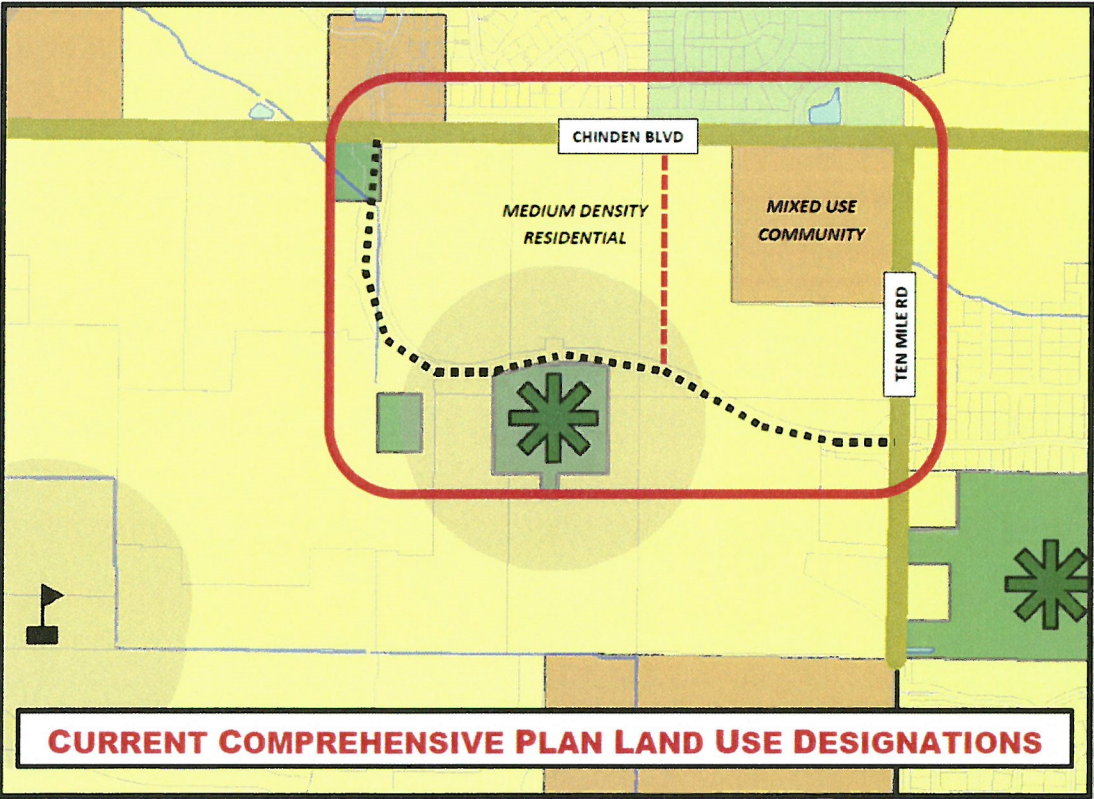
The objective of the proposed actions is to enable the development of a mixed-use residential and commercial project (*see Conceptual Site Plan, page 4, and Rendered Site Plan, page 5*), featuring a long-anticipated North Meridian Costco store. The proposals are detailed on the following pages.



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Comprehensive Plan. The City’s *Future Land Use Map (FLUM)* designates the Brighton property, and a portion of GFI’s, as *Medium Density Residential*. The remainder of the GFI property—the 15-acre parcel at the corner—is designated *Mixed Use Community*.



THE APPLICATIONS

COMPREHENSIVE PLAN MAP AMENDMENT

Amendment of the City of Meridian Comprehensive Plan *FLUM* is proposed for re-designation of the combined 78.331-acre site north of Lost Rapids Drive, east of Tree Farm Way from the current *Medium Density Residential* and *Mixed Use Community (MU-C)* to *Mixed Use Regional (MU-R)*. That change of designation for the increased area will enable development of a truly “mixed-use” project (*Site Plans, next two pages*). The project will integrate medium-to-high density residential and retail, with Costco as the principal commercial component.

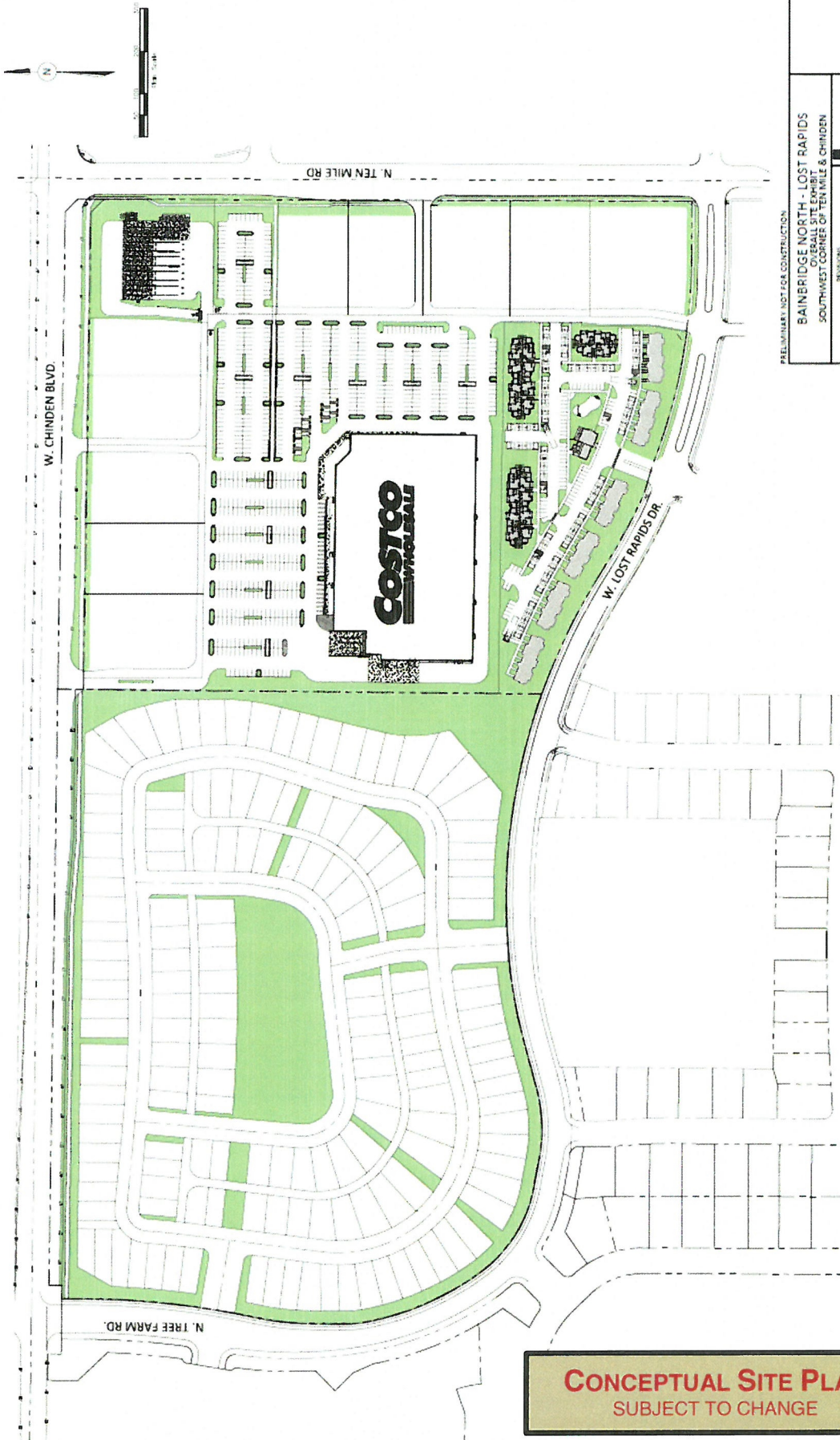
Residential Uses. Fifty-eight percent of the total project area (*45.5 acres*) will be residential, well in excess of the Comprehensive Plan’s “minimum of 10%” residential objective. Two distinct dwelling types and densities are proposed:

- The 39.005-acre, R-15-zoned *Bainbridge North* parcel—85.7% of the proposed residential area—is expected to develop at densities of 5 to 8 dwellings/acre. That provides a compatible transition from the 3+ unit per acre density of the adjacent Bainbridge Subdivision. The low-key character and architectural design of those typically single-story, single-family attached and detached units will mirror the single-family community across the Lost Rapid/Tree Farm residential-collector “backage” road. That connection from Chinden Boulevard to Ten Mile Road effectively separates the existing *Bainbridge* community from the proposed project.
 - The *Bainbridge North* concept depicts an age-qualified community similar to “*Cadence*,” in Brighton’s *Paramount* project 1.5 miles to the east. That site fronts 72% of the collector roadway opposite Bainbridge, with the multi-family (R-40) parcel fronting the remainder.
- The R-40-zoned parcel, at 6.496 acres, comprises the remaining 14.3% of the residential area. The multi-family site plan depicts a multi-family density of approximately 19 units per acre, with two-story townhome-style units along the Lost Rapids frontage and three-story, garden-style units adjacent to the north and eastern commercial boundaries. The plan is conceptual and is subject to Conditional Use approval by the City in the future, requiring additional neighborhood meetings and public hearings.

Retail Commercial. Forty-two percent of the project’s combined land area (*32.830 acres*), is proposed to be retail commercial. That is well below the Comprehensive Plan’s 50% retail limitation.

- The 340-foot Lost Rapids commercial frontage is directly north of the LDS Church located at the southwest corner of Lost Rapids and Ten Mile. That non-residential to non-residential relationship is an effective use transition and will not require buffering beyond compliance with the City’s landscape requirements.
- While Costco will be the principal commercial use, the *Conceptual Site Plan* depicts retail, restaurant, professional and office “pad” sites along Chinden and Ten Mile. Users for those sites have yet to be determined.
 - *Lost Rapids Subdivision*, a preliminary plat for the commercial and multi-family parcels, has been submitted separately for concurrent consideration with the comprehensive plan amendment, and annexation and zoning applications.

BAINBRIDGE NORTH - LOST RAPIDS
OVERALL SITE EXHIBIT



PRELIMINARY - NOT FOR CONSTRUCTION

BAINBRIDGE NORTH - LOST RAPIDS
OVERALL SITE EXHIBIT
SOUTHWEST CORNER OF TEN MILE & CHINDEN



1 OF 1

CONCEPTUAL SITE PLAN
SUBJECT TO CHANGE



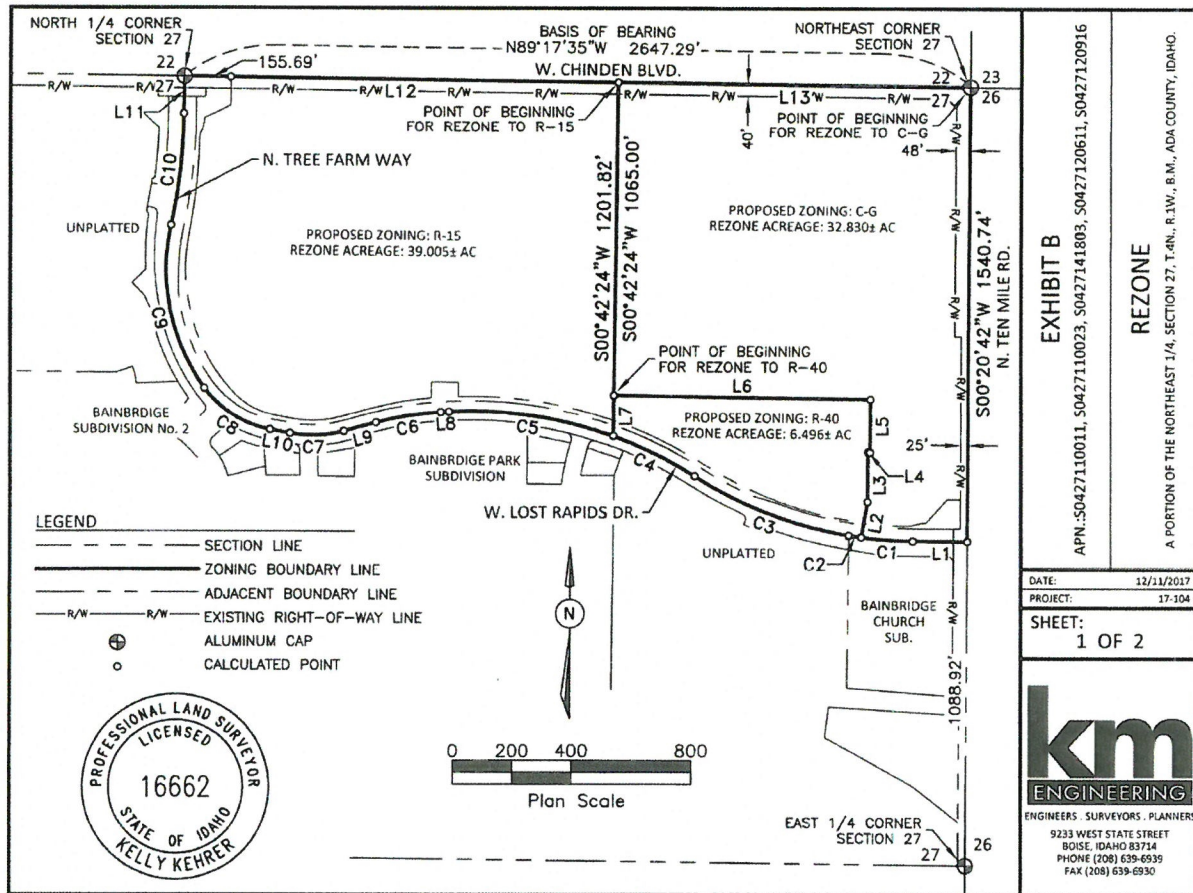
RENDERED SITE PLAN
SUBJECT TO CHANGE

ANNEXATION AND ZONING

The subject property is surrounded by, and contiguous to, previously annexed and developed or developing single-family residential projects—*Spurwing* to the north, *Irvine* to the east, and *Bainbridge* to the south and west. Three zoning districts are proposed to implement the proposed project:

- **Medium High-Density Residential District (R-15)** for Brighton’s future *Bainbridge North* project on the westerly 39.005 acres of the site. As depicted, and noted above, that project is anticipated to be age-qualified with a gross density of 5 - 8 dwelling units per acre. Even though proposed densities are consistent with R-8, an R-15 zone is proposed for greater flexibility in lot area and setback standards.
- **High-Density Residential District (R-40)** for the 6.496-acre *GFI* parcel with the intent for a mixture of townhome-style and garden-style multi-family units in the range of 18 to 24 units per acre, well below the density allowance of that zone. To address neighborhood concerns, a density cap of 24 units per acre is proposed to be established by Development Agreement.
- **General Retail and Service Commercial District (C-G)** for the 32.830-acre northeasterly portion of the property.

All three zones (*below*) are “compatible” with the zoning objectives of the MU-R Comprehensive Plan land-use designation as well as the Plan’s vision for “appropriate regional-serving uses.”



PRELIMINARY PLAT

A separate application is being submitted for *Lost Rapids Subdivision*, a 36.2-acre, 14-lot preliminary plat encompassing the commercial and multi-family parcels of the project.

DEVELOPMENT AGREEMENTS

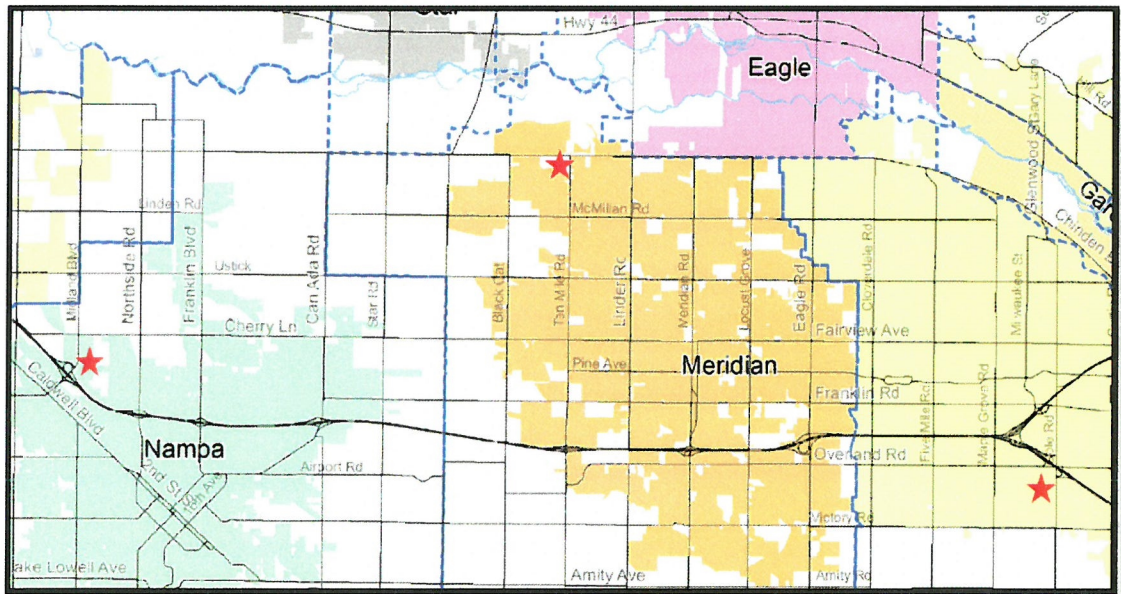
The DA process will be initiated by the City following adoption of “*Findings and Conclusions*” by the City Council. Execution of separate development agreements is proposed: One for Brighton; a second for GFI. It is anticipated that the DA’s will be based on the combined site plan accompanying this submittal. Separate DA’s will enable action as the detailed projects are implemented without the necessity of direct involvement in those site-specific actions of the other party.

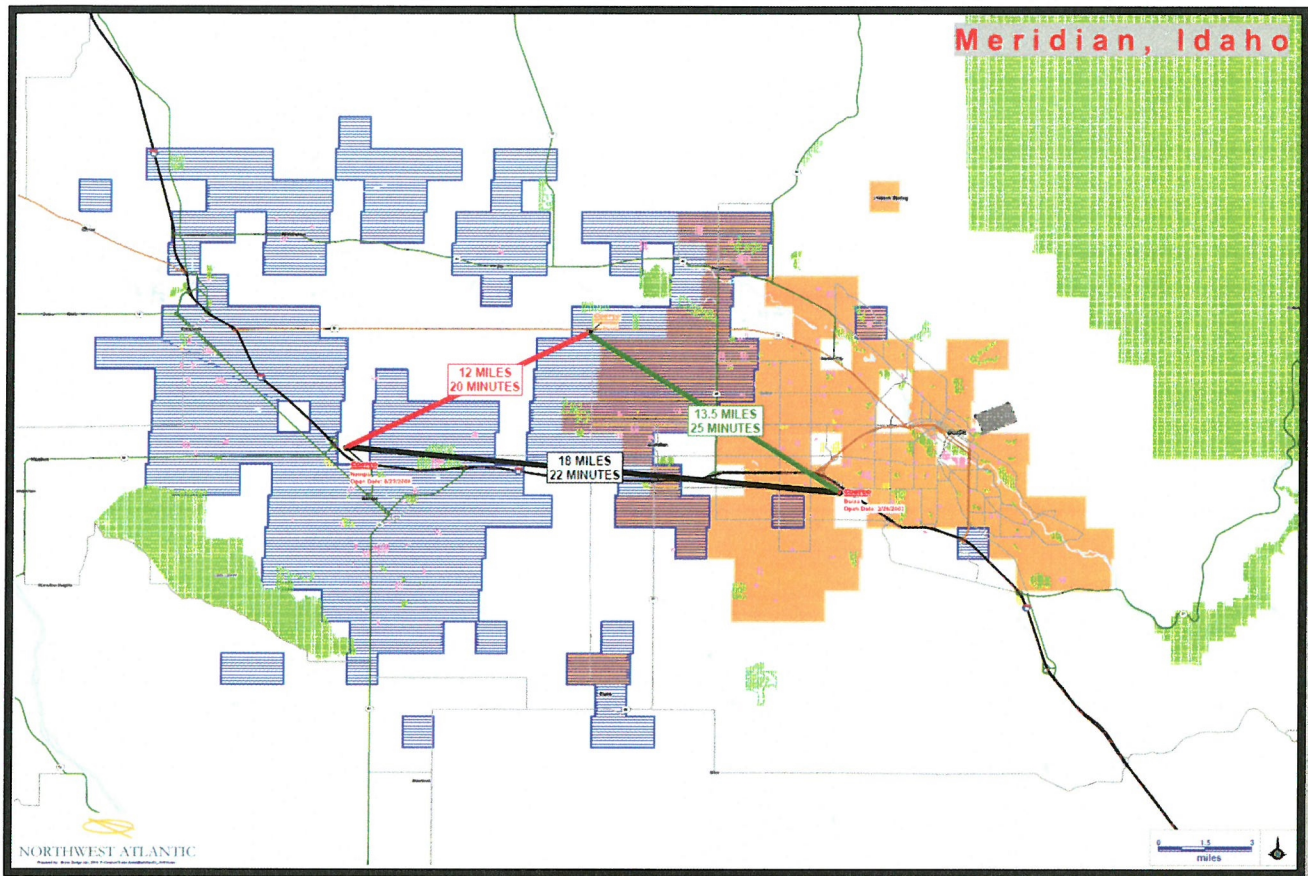
NEIGHBORHOOD PROCESS / SUPPORTING INFORMATION

- Why** locate Costco at Ten Mile and Chinden? And not at Highway 16? Or at Ten Mile and I-84?
- Why** *Mixed Use Regional* rather than the current *Mixed Use Community* land-use designation?
- What** are the impacts of the proposed project on the existing transportation system?
- How** will the impacts of this project on the surrounding neighborhoods be addressed?

These were among the questions and concerns raised by nearly 150 attendees at a neighborhood meeting on August 8, 2017. Those issues were discussed in greater detail and with more specificity at a second neighborhood meeting on January 4, 2018; a similar number of attendees were present. In addition to radius mailings, residents of Bainbridge and Spurwing were “*noticed*” by posting the meeting on their respective community websites.

Costco representatives addressed the neighborhood concerns for the proposed location, citing the lack of north/ south access from I-84 to Chinden at Highway 16; and the “*too-close*” proximity of the Ten Mile/ I-84 location to their other stores. The service area maps below and on the following page substantiate Costco’s decision. At Ten Mile, Costco and other potential retailers will “*capture*” a significant number of the North Meridian commercial trips that must currently travel to the Boise or Nampa locations.



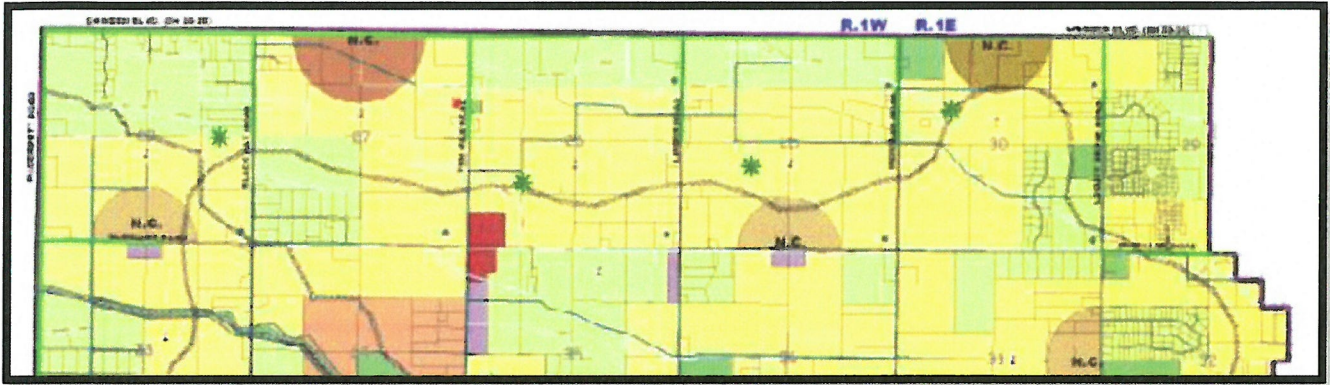


The following Costco commitments respond to concerns expressed at the neighborhood meetings:

- Primary service access for Costco delivery trucks and other local vendors will be from a Ten Mile Road intersection located approximately 660 feet north of Lost Rapids Drive.
- The Lost Rapids Drive service access located approximately 350 feet west of Ten Mile Road (*centerline-to-centerline*) is available when access to the Lost Rapids / Ten Mile traffic signal is needed.
- A "no-thru-truck-traffic" restriction for commercial trucking will be imposed by signage between the Tree Farm way intersection and the referenced Lost Rapids Drive service drive access.
- No deliveries will take place between 10:00 pm and 5:00 am.
- Parking lot lighting will be designed for 0.0 foot-candles at the property line.
- Lights are reduced to the level necessary only for public safety and security purposes within one hour of closing.

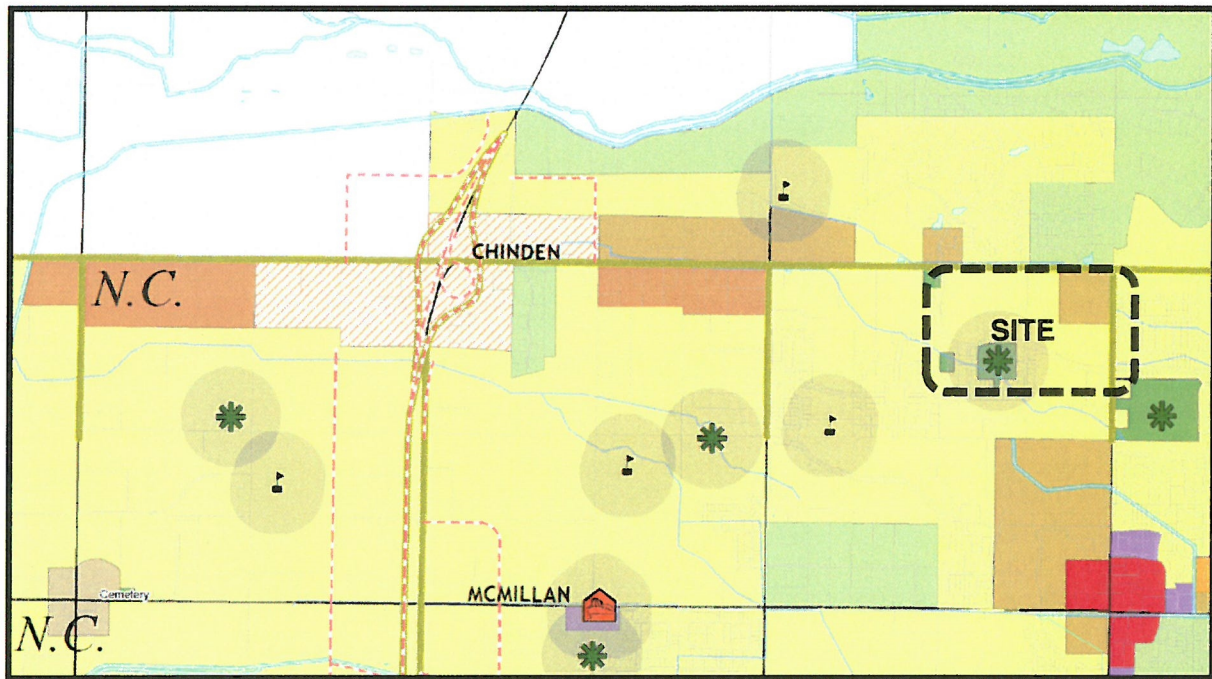
COMPREHENSIVE PLAN MAP CONSIDERATIONS

With regard to the Comprehensive Plan *FLUM*, the Chinden corridor has been the subject of numerous studies, discussions, and community plans. The *FLUM* adopted August 6, 2002 (*excerpted below*) literally put a Mixed Use-Regional "bulls-eye" on Bainbridge, at mid-section—encompassing half of the site proposed in this application.



The November, 2002, *North Meridian Area Plan*, recommended a **Mixed Use Regional** land-use designation along the entire Chinden corridor for greater flexibility in locating future commercial development as the area grew. The current Comprehensive plan *FLUM* (below) proposes a limited approach, designating only two **MU-R** areas; one west of Black Cat Road, another west of Highway 16. Those locations were first established by the *FLUM* adopted March 21, 2006. The rationale for the Black Cat location—on a highway without direct, north/south access to I-84—is questionable.

A search of City resolutions reveals that, in addition to at least three (3) overall community *FLUM* updates, there have been seven (7) site-specific *FLUM* modifications “of the 2002 Comprehensive Plan” in the north Meridian area—including the Mixed Use-Community designation of the 15-acre site within the proposed project (below) as approved by the City Council on October 7, 2008.



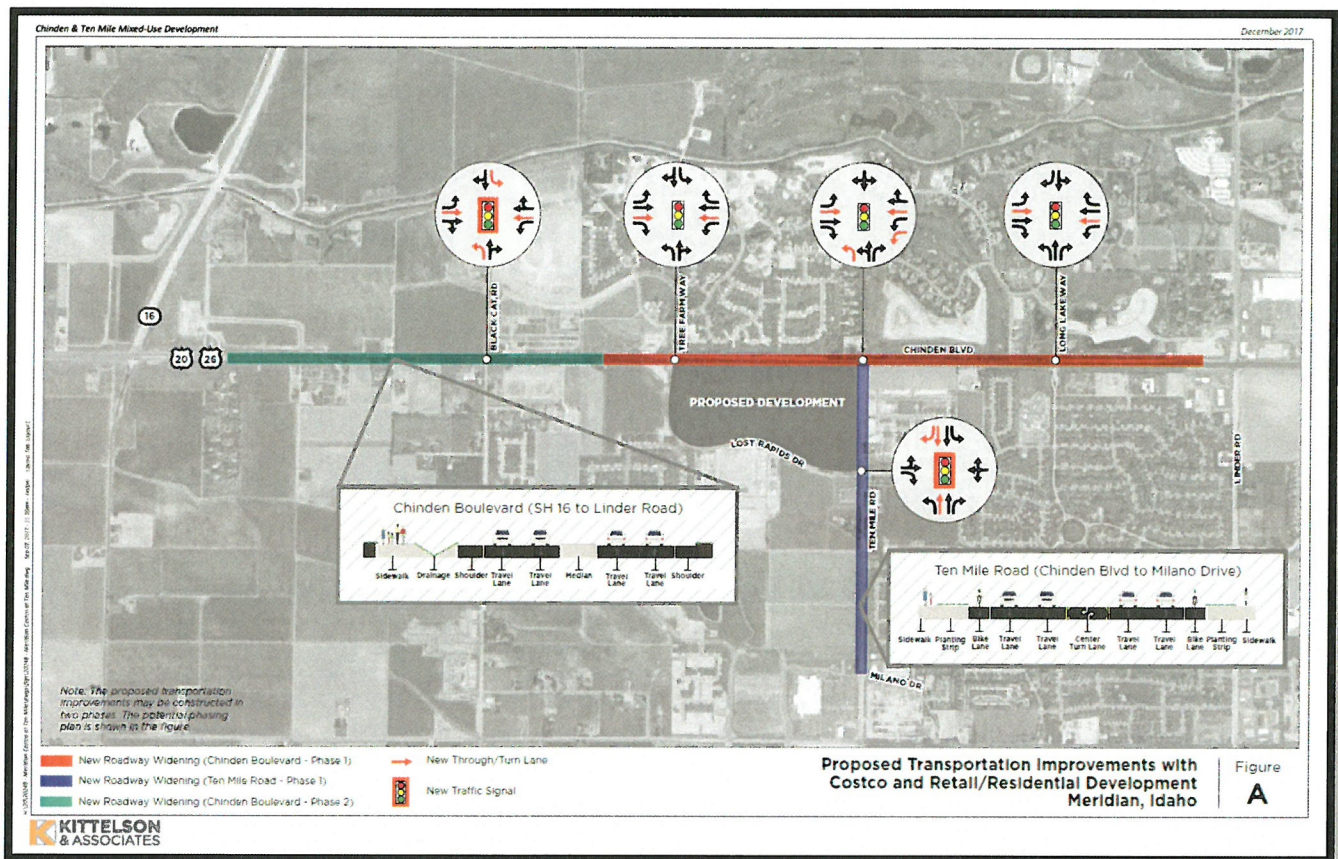
Comprehensive plans are a community guide and subject to reconsideration and change over time with circumstance or opportunity. The City Council must weigh the general plan against this site-specific proposal to determine if its overall objectives will be achieved if it agrees and the project is approved.

That has been the case in the past as previous Councils have modified the *FLUM* for the proposed project area on three different occasions: Once as Mixed Use-Regional; once with no mixed-use designations; and, most recently, with Mixed Use-Community. In each and every case, there were

no site-specific proposals to address. Now there is. Thus, the Council has the opportunity to determine, once again, if the proposed mixed-use residential and commercial project is an appropriate use at the intersection of a major state and federal highway and a “local” five-lane arterial, and to modify the plan as it has done numerous times before.

TRANSPORTATION SYSTEM IMPROVEMENTS

Transportation system impacts have been assessed by the Ada County Highway District (ACHD) and the Idaho Transportation Department (ITD). The *Transportation Impact Study – Chinden & Ten Mile Mixed-Use Development, Meridian, ID*, dated, September 9, 2017 was submitted to both agencies by Kittelson & Associates. A summary of the proposed state and local roadway improvements are depicted and described below:



- **Phase 1:** Chinden widened to 4 lanes with signal/intersection up-upgrades from Tree Farm to Linder (1.5 miles); Ten Mile widened to 4 lanes from Chinden to Walmart (0.80 miles); and signals at Black Cat Road and Lost Rapids Drive by the opening of Costco.
- **Phase 2:** Chinden widened to 4 lanes from Tree Farm to State Highway 16 (1.44 miles) within two years of Costco opening.
- In addition, Costco and the other commercial uses and residential units will pay impact fees in excess of \$2 million to ACHD for local street system improvements.

The ACHD Commission will conduct a public hearing at a date still to be determined; that will be in addition to the Planning & Zoning Commission and City Council hearings required by the City of Meridian.

BUFFERING

Nearby single-family neighborhoods will be buffered two ways:

- By roadways—a major state and federal highway (*Chinden/20-26*); an arterial (*Ten Mile*); and a collector (*Tree Farm/Lost Rapids*); and
- By the proposed *Bainbridge North* and multi-family residential developments. The rendered Master Plan, below, with its landscape and cross-section detailing, illustrates how the impacts on the previously-approved Bainbridge community will be addressed.

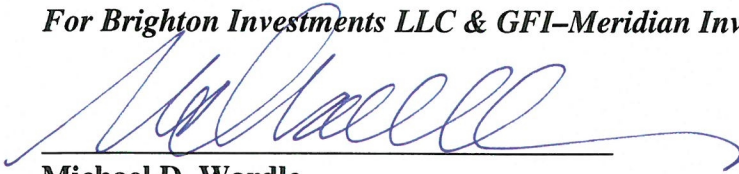


IN CONCLUSION

Based on the foregoing, as supported by the accompanying applications and documentation, we request approval of the proposed Comprehensive Plan Land Use Map amendment and Annexation with Zoning of R-15, R-40, and C-G; and concurrent approval of the separately-submitted *Lost Rapids Subdivision* preliminary plat for the GFI commercial and multi-family parcels.

If you or your staff have questions, or require additional information, please let me know for expedited response.

For Brighton Investments LLC & GFI-Meridian Investments II LLC,



Michael D. Wardle
Director of Planning