

**Public Hearing for Gramercy Townhomes (H-2025-0019) by Elton
Development Company, located at 1873, 1925 and 2069 Wells Ave.**

- A. Request: Rezone of 6.98 acres of land from the C-G zone to the TN-R zone.
- B. Request: Preliminary Plat for 82 buildable lots and 8 common lots.
- C. Request: Development Agreement Modification to establish a new concept plan and remove the age restriction on the property.

Lorcher: Okay. Let's carry on for Gramercy and we will begin with the staff report. Thanks, Bill.

Parsons: Thank you, Madam Chair, Members of the Commission. So, last project before you this evening is the Gramercy Townhome project. The site consists of 6.98 acres of land, currently zoned C-G in the city. This -- this project has a lot of history as well. This started in 2006 and, then, with this particular property that we are discussing this evening was actually approved by this body in 2021 for an age restricted 164 multi-family development. So, the applicant is here this evening to discuss modifying the development agreement, rezoning the property and platting it to build a townhome development. So, not going to confuse you with this presentation, this is a true townhome development.

Lorcher: Okay. Thank you.

Parsons: What they say that -- what we are calling townhomes are actually townhomes. It meets --

Lorcher: All right. Very good.

Parsons: -- the definition. So, you can see on the future land map that's before you this evening this area is also part of a larger mixed use regional area. I think Nick did a good job putting some analysis in there. So, typically, when we are looking at mixed use developments, as Sonya mentioned in her last presentation, we are looking for a mix of uses. Well, you can see here everything around Eagle Road and Overland is mixed use regional. So, we took a broader lens in looking at this and we said, okay, let's do some comparison here. So, we know there is a mix of employment, mix of retail, mix of residential units in the area. So, essentially, although this project is coming in with a townhome -- as a townhome project, when you look at the greater good -- the greater area it has all of those things that are envisioned with the -- by the Comprehensive Plan, so, therefore, this development in itself is consistent with the Comprehensive Plan. The other items that we look at in mixed use regional areas is density. So, in a mixed use regional designated area we are looking between 60 and 40 dwelling units to the acre. What's unique about this project this evening is the applicant is actually rezoning from a commercial district to a Traditional Neighborhood Residential district, which is called TN-R is the acronym and, then, in that particular zoning district we want two different

residential types -- product types in there. So, either a townhome, single family attached, single family detached. But, again, in our staff report we made it clear to both the Commission and Council that there is other residential happening in the area and as part of the Gramercy project, so although this may have one style of residential, overall the rezone and what's developed in the area and the mixed use regional area is still consistent and, therefore, we are recommending the TN-R zone with the one residential use that's proposed before you this evening. See if this thing will advance for me here. Here we go. Here is the property highlighted as well. You can see it's adjacent to Mountain View High School on the west and, then, also to the south what makes this a great amenity or neighborhood for the city is the fact that it's in close proximity to a city park directly to the south and, then, the applicant will be tying the development into the existing ten foot multi-use pathway that you see. That red dashed line is the multi-use pathway that's built within that development, allowing residents who live here to walk to that -- that amenity that's currently constructed. Here, again, is the rezone boundary. Again, rezoning from C-G to TN-R. This is the proposed site plan slash plat and we are looking at 82 residential lots and eight common lots on -- on approximately seven acres. The other unique thing about TN-R residential zoning standards is we like to have alley-loaded product is the primary push in that particular zoning district. It's a dimension -- part of the dimensional standards, where it's -- the preference is alley loaded, which this is. The applicant's also providing parkways in front of the units, which is also consistent with that requested zoning district and they are also providing traffic calming through bulb outs in front of the units along some of the commercial drive aisles and that will also allow for additional guest parking or parking for the development and, then, you can see here in the central MEW, that's within the middle of the development, there is also overflow parking. So, the applicant is providing additional 46 parking spaces on this site to allow - - account for guest parking or overflow parking. It's not required by code, but the applicant's done that based on staff's recommendation. As the applicant moves through the final platting process they will have to -- currently everything that provides access to these lots is a commercial drive aisle or will be, but as part of the final plat process staff has recommended that they plat these -- or apply for a private street application, so that we can name them so we can address the units appropriately. The applicant will also have to work with the adjacent property owners to the east, because there are existing drive aisles that are stubbed to this property. The recorded Gramercy plat does grant cross-access to this development. However, it's an easement and not a public -- a private street. So, the applicant will have to work with those potential business owners on naming one of those commercial drive aisles, so that they have -- the private street does touch a public street. So, that's something that will -- again, we will be looking for at the time of final -- final platting. Because the applicant is rezoning to a commercial district and it is - - townhomes are considered single family, they are required to provide open space -- 15 percent open space and to be exact in the plat before you is 18.8 percent. So, they are actually providing more than what the code requires. They are also providing the required amenities with the central parkway -- walkways that you see through the central part of the development and there is also a dog area. So, waste stations, which counts as amenities for the subdivision. So, they are meeting the point requirements for amenities and they are also meeting the -- exceeding the open space requirements of the code. Here is the landscape plan, just kind of highlighting what's qualified and being counted

towards that required 18 percent per city code. One thing that the applicant will be working with the city on is typically when we have these micro path lots or these walkways between units we typically see those in common lots. In this particular case the applicant does have some site constraints that they need some flexibility on how to make their units fit on some of the lots and, therefore, they are -- some of the micro path areas will be basically easements on the plat -- on the lots versus a common lot, which is allowed by city code. So, just something different that we don't see, but they have been conditioned to provide those easements on the plat, so that anyone reviewing plans for this development will know that the units cannot encroach within those pedestrian easements that they will be depicting on the plat. So, the plat may not show the 15 foot wide -- it will show the easement, but the landscape plan does show the 15 foot landscape buffer and landscaping required per code. And, then, because this development is part of the Gramercy development a lot of the architectural style in that development does have brick on it and so the applicant's -- when we have met with the applicant during our pre-application meetings and working on their design of the townhome units, we have encouraged them to incorporate some brick on the dwelling unit, so it does blend in with the rest of the Gramercy development and you can see they have added that wainscoting on the ground -- ground floor here. So, again, I -- overall staff is supportive of the rezone of the plat and the MDA, the development agreement modification. Before I came to the hearing I had a chance to look at the public record. It looks like we did get public comment from one of the adjacent neighbors and she had concerns with the traffic. A little misunderstanding on the density. Just wanted to provide some clarification on the record. This particular development is actually less dense than the previous one. So, we are actually 164 going down to 82, so we are actually providing less dwelling units. Where it could get confusing for residents and for maybe even you and Council as we go forward, is typically in a TN-R zone there is -- the density is based off a net density and not gross density and really the difference there is we take out the open space in the roads and that's how we are left with net. So, this particular development, if you look at it on paper, is it at 19 dwelling units net density, but it's approximately 12 dwelling units to the acre if you were looking at the gross. So, again, meets the TN-R zone that they are requesting, complies with the comp plan and it's less dense than what was previously approved. So, anyways, the resident also brought up concerns with utilities, parks, schools, police -- all the typical conversations you have had in the past with other residents. So, again, this is what was originally envisioned for Gramercy. It was a mixed use development. They are just contributing and reducing the density. So, again, staff is recommend -- recommending approval of this project and I will stand for any questions you may have.

Lorcher: Okay. Would the applicant like to come forward? Hi.

Chidester: Hi. Mike Chidester. 2541 East Gala Street here in Meridian. 83642. Good to be with you tonight. Do you have the presentation? Thank you. Appreciate the chance to be with you. I'm with -- Mike Chidester with Elton Development. We are a local -- local development company. We specialize in -- in senior living. There is a lot of our work, which explains a previous application for this -- this site. Also do townhomes, some large lot subdivisions, multi-family. I will try and be brief tonight. I do want to give just a brief history of this site to give you an idea of kind of what's happened on -- on this site over

the years. Principals of our property -- or our company have been working on this since 2014. Initially -- and in that time in 2014 and '15 this is actually a potential site for the new south Meridian YMCA and having senior housing be one of the things that our principals work on, we were looking at potentially with the YMCA and St. Luke's partnering for a facility here, we were looking at doing potentially a facility where we could mix generations and have a senior housing facility adjacent to the Y. As you know in 2018 the Y opened at -- at the current location and so between 2016 and '19 there really wasn't much development there. One parcel was owned by Luke's, one by the Y and one by a charter school. In 2020 we started looking at this as a potential location for a 55 plus apartment complex. We went through the work to do it. We hit -- but, unfortunately, a number of things made it so that project just wasn't feasible. A lot of the difficulties of cost inflation, et cetera, and, then, just some market dynamics and so we -- we worked on that, but -- but really pulled back from that project. But over the years I just want to say that since then we have -- we have looked at concepts of -- the images here you have of 55 plus apartments, we have looked at flex industrial, we have looked at office, we have looked at destination resident. A lot of retail. A lot of different things at this site and it's just been -- the biggest challenge for these parcels in particular is shown here. That red line is a principal arterial, Overland Road, good for traffic and visibility. The blue line is Wells, which, again, is a collector. And these parcels are just off the beaten path enough that with every concept we talk to visibility is the first thing that comes up and, you know, access is okay, but visibility is very difficult and it just doesn't work for a number of things. That doesn't look too far on that image, but the closest point between Wells and our property is 220 feet. So, it's just a challenge that way. So, that's why we have -- you know, the concern always when I come before this board is -- these are commercial. We are changing it to residential. Is that -- is that an issue. That just gives -- I wanted to give you a little context of the efforts that have been made to look at this in the C-G zoning. High level view. You seem to get into the site plan a little bit more, Bill's done a good job of naming it, but I -- one of the challenges of developing this was we have all these access points -- existing roads that we had to tie into and so it took a little bit of work around and I credit staff, actually, for helping us get this to the best place we can. We had a meeting with Bill and Nick and they made some recommendations and, ultimately, what we came to was we were trying to do what's -- what's wanted in the TN-R zone, which is the alley load. With the exception of that center area we -- we realized we had room to do something larger and so, really, the -- the soul of this project I think is that large common area there. To give you an idea it's -- it's about 300 feet long. It's essentially the exact - within a few feet the same length as the -- the plaza out in front of this building. A little bit -- not quite as wide, but -- so, it will be a great thing. Dog park. Great amenity. It's the perfect size for the neighborhood Thanksgiving Day turkey bowl. So, we think that's a -- that's a great amenity that we worked hard to have. On-street parking was another thing that we made an effort to have, simply because we all know when places are under parked. We meet the code of four -- four stalls per unit, but that additional on-street parking we think will be good. The red line you see in here, as Bill mentioned, is the connection to the multi-use pathway. And, again, we have some -- knowing we all love our animals, we have some amenities there and I would simply say at the bottom right corner you will see a connection to Gordon Harris Park. That's -- you don't notice it, but if you pull back a little bit it's about a five minute walk to an 11 acre park, which I think will

be a huge amenity and even the ball fields being adjacent to this property gave a really nice open feel for this. So, we felt it was -- there is some things that will be nice for residents who want to live here. These are for sale townhomes as we said. These are the real thing. Three and four bedroom units. Three story designed. Bill had mentioned this -- we have worked hard to get this design to fit Gramercy with the exception -- I will say we have not gone to the minutia of dialing the colors perfectly. This doesn't -- this green doesn't work perfectly within -- within Gramercy. We will be working to do that. We work closely with Greg Johnson and Taylor Merrill, who are the folks who would have to approve the design within Gramercy and if -- if you want an idea of really what we are trying to do, this is a project that our principals completed in Garden City called Parkway Station. The design is -- is not exactly the same, but about probably 90 percent on the exterior. So, that will give you an idea of the type of project that we are -- that we are trying to do and with that I will stand for questions. Well, actually, I do want to -- I should mention I -- Hethe Clark, sorry, with Clark Wardle here and I think he wants to -- I'm going to have him -- I'm going to ask him to come up and speak to some of the technicalities.

Clark: Hi, everybody. Hethe Clark. 251 East Front Street. Commissioner Garrett looked bored, so I thought I would come tap dance for a second. I did want to just emphasize one of the points that Bill made there and just because -- again, because I know how concerned folks can be about pulling back from a C-G zone. So, I just wanted to emphasize the -- a couple of things. First on the comp plan, Bill knows that one of my favorite parts of the comp plan is that we only look at these mixed use regional areas between the lines of the arterials. I think that's not the greatest policy, but in this case that's what it is and so looking at that what you can see on the left side here is the area that we are talking about. I decided to pull out a little bit, so you can see both sides of Eagle Road and you can see that there is a really nice mix of uses that's already there and the staff did the calculation for the area that's bounded on the north by Overland and on the east by Eagle and with this project in the residential it gets to about 25 percent. So, you are very much within that ten to 30 percent that the -- the mixed use regional area calls for. And, then, just on the TN-R -- and I'm not sure where the red stuff is. It's -- I'm just I guess trying to have a party up here throwing -- throwing confetti. We did do the TN-R after conversations with staff. We felt like that was the most appropriate thing. The things that I would add to what Bill said is that there is existing TN-R in that location and so this adds a little bit more buffer, so you go from C-G to TN-R to R-15, so we thought that that was great. And, then, again, the emphasis on the alley load. They have done the alley load on them -- on the -- those two blocks. Alley load, as you guys know and as you have heard me talk about before, is complicated and a little bit hard and -- and so I think the effort that went into putting the alley load in here should be commended, because it really is an effort to try to make sure that we are doing it the way that the city would like to with the planning. And so with that I just would emphasize, as we wrap up, that we are in agreement with all the conditions of the staff report. I think it's a -- it's a good thing that, you know, we had these initial conversations with staff, we reoriented one of the blocks and when we got to the right design, the conditions just kind of fell into place and so we are happy about all that. So, we are happy to answer any other questions and not prolong the matter, so --

Lorcher: Commissioners, do we have any questions for Hethe at this time?

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: True to form I have several. I don't love the statistic that shows that 52 percent of the site is paved area. Don't love that. But I understand what -- I understand why it's happening with the private streets. But when I saw that I was like, oh, wow. Okay. So, my questions -- maybe more suggestions -- are one of the things we consistently see with the narrow private streets and, then, you have the narrow alley, are challenges with trash cans on trash day and then -- and, then, parking larger vehicles, like a furniture delivery truck, Norco trucks and so I think that the extra parking that you have put is fantastic. Love seeing that -- all that guest parking. Would it be possible to put a space on -- on each private street that's like a bigger parking space for like a larger truck or a cargo truck where some of those delivery trucks can drop off at there? I mean I live in a small neighborhood and every day there is, you know, Amazon and, you know, big delivery trucks and so I see them constantly and that's one of the challenges we see with these type of developments. So, would really like to see that happen and, then, the other question I have is about market demand. So, I can see how this would be a really good development in Garden City, but there is -- I don't know if you are familiar with another three story unit -- or three story unit development off of Ten Mile and Franklin called the Entrada Farms. That's a rental community. It's not -- it's not for sale, but they had a real struggle getting those rented because of the three stories. So, can you tell us how -- what you have run into and whether you see that this will be a successful project in terms of --

Clark: Well, maybe I will take the first two and, then, I will --

Perreault: -- getting that sold.

Clark: -- Mike take the third one. So, the first one on the paved area that is inherent with the idea of the TN-R's promotion of alley load. So, alley loads do include more paved area. One of your challenges with alley load is you get the heat areas in the back. So, one of the things that we have done is we have worked with staff and we are going to do some alternative compliance on this, is to add some -- some space that we are going to shrink a couple of those parking spaces -- or the drive aisle spaces back there and add a little more landscaping to try to break that up a little bit. Second item on the parking -- I think you will find that with alley load on the front most of those deliveries come in through the front and so that issue is not quite as big of a concern as you might in some other traditional -- see in some traditional product, but we are more than happy to look at that through the -- with the direction of the Council and, then, I will turn it over to Mike on the market.

Chidester: Yeah. It's -- it's a good -- it's a good question. When we looked at doing townhomes here one of the challenges, here again as I mentioned, was the existing streets and so we had to look at what we could fit within -- within those parameters. A

two story townhome requires usually a deeper, you know, a deeper lot and so that was one of the things that challenged -- that challenged us. There will be buyers who are not interested. It's probably someone who wants to be more central valley, maybe younger families, maybe more single. So, we -- we have looked hard at who our target market is and there will be some folks that I think will say, yeah, that's -- that's not for us, because -- because of that. We have done some things like modifying the plan that you saw there in -- in Garden City to allow three bedrooms on the top unit, as opposed to two, so you could have a family with parents and a couple of kids in there. So, we have tried to do some things to adapt for folks who might, you know, be more concerned about that or having that first floor bedroom that isn't really as usable. So, we have tried to do some things to adapt to that. You are not -- you are not wrong, there will be people that won't like that as much. You have -- in Pine you have some two story things, but we feel comfortable in the long-term success; right? So, it's a good question.

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: In that regard I just want to say I really appreciate seeing the three and four bedroom options, because they are very hard to find with attached housing and there is a big need for it, so --

Chidester: Good. That's good to hear.

Lorcher: Any other questions for the applicant? Thank you. Madam Clerk, do we have anybody signed up to testify?

Lomeli: Thank you, Madam Chair. No one has signed up.

Lorcher: Anybody in Chambers? Mike or Hethe, do you have anything else you would like to add before we close the public hearing? Okay. May I get a motion to close the public hearing, please?

Smith: So moved.

Garrett: Second.

Lorcher: It's been moved and seconded to close the public hearing for Gramercy. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

Lorcher: I know that the city has expressed before that we don't necessarily like to go from commercial back to residential, but your comments of the lack of visibility where this is kind of tucked into both residential and a commercial little neighborhood, it does make sense in this particular case, which is why we do each application individually. So, I

appreciate that. I have gotten lost back here quite a bit on the weekends and it's actually a nice little spot, because it's a little bit hidden off, it's -- it's near Overland, but it's not quite on Overland. As long as you disclose to your -- your buyers that there will be baseball and band practice over at Rocky Mountain High School and that they should not complain about it, because they are moving in there we will be fine. I -- there was this one article about some family wanting to sue the city of Boise because the pickleball courts were too loud. But you kind of should have known that before you moved in. But I digress. Anyway, I think this is good. Since you are in a New York state of mind here, a couple suggestions for your private streets. You can do Central Park Drive. You can do Manhattan Drive or -- so get a whole New York vibe thing going over there, too. But this looks great. It's a great little in-fill. It's a nice little spot in -- in this kind of area and even though it's three stories I think they will be -- there will be a good market for it. Any other comments as far as this application is concerned?

Smith: Madam Chair?

Lorcher: Commissioner Smith.

Smith: The only thing I have to say -- and I understand why TN-R and why kind of this density was aimed for is -- one thing as -- I guess as a generality is when I look at how close this is to points of interest and to the freeway, thinking of transit-oriented development, part of me almost wishes this were a little bit more dense, which might not be something that -- you know, that might be an evil sentence to utter in some circles, but I understand this. I think it's -- anytime I hear Hethe Clark say we are in condition -- or in agreement with all the conditions of the staff report it's a good day. So, I fully support this. You know, I think these kinds of areas -- I mean I would like to see a conversation start to be for how can we increase density in these strategic areas that are closer to the really high volume corridors, but as far as the constraints they are dealing with here I think this is a great development.

Lorcher: Any other comments? A motion?

Perreault: Madam Chair?

Lorcher: Commissioner Perreault.

Perreault: I think this is also a very fitting development for this location. A lot of the acreage in this whole Gramercy area has sat surprisingly -- I remember when it was originally developed and I worked in private finance, so yes -- and I appreciate -- I wanted to say I appreciate the large open space. It's not a requirement. But if there were more -- more opportunities for activity -- I know there is a dog park, maybe there could be something added that is a little more active feature, but, again, can't require that, so -- but thank you for putting so much thought into this and trying to answer our questions before we have them. Hethe has come to attempt to do that every time and I appreciate it.

Rust: Madam Chair?

Lorcher: Commissioner Rust, yes.

Rust: After considering all staff, applicant and public testimony, I move to recommend approval of File No. H-2025-0019 as presented in the staff report for the hearing date of July 17th, 2025.

Garrett: Second.

Lorcher: It's been moved and seconded to approve Gramercy Townhomes. All those in favor say aye. Any opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

Lorcher: I will take one more motion.

Stoll: Move to adjourn.

Rust: Second.

Lorcher: It's been moved and seconded to adjourn. All those in favor say aye. Any opposed? Motion carries. Thank you, gentlemen, very much. Have a good night.

MOTION CARRIED: SIX AYES. ONE ABSENT.