



Chittenden Crossing Project Narrative

Essex Down Town Development, LLC, McEwing Services and BlackRock Construction are pleased to present this overview of a proposed redevelopment of the “McEwing” properties located at the Five Corners, in the heart of Essex Junction.

The overall scope of the development is designed to meet housing demands in Chittenden County that continue to grow, while seeking diversity in housing type through the development of market rate/type apartments, affordable housing as well as the niche market for “workforce” type housing featuring small footprint units at a rental rate that is below current market averages.

The plan calls for a potential total of 174 housing units with at least 10% being affordable and a mix of unit types and amenities being distributed across 4 new buildings and holding 100 units in reserve for potential addition to (or redevelopment of) existing buildings.

A proposed 14,300 square feet of Commercial/Retail will contribute to the growing commerce in the Village Center and help to anchor a “park-once” destination for both the residents of the project as well as the immediate surrounding area, with its rapidly growing resident base.

A common goal of both the developer and the community is to make this an attractive benefit for the Junction, yet provide adequate parking and financial feasibility. Approximately 40% of parking will be provided in structured facilities. In the 2015 report submitted to the Village by Julie Campoli, to provide adequate parking, she showed the entire center block, behind the Lincoln Inn, filled with surface parking. While we do provide remaining parking through on-street and off-street, even most of the off-street is presented in a streetscape like fashion, which will help create an active streetscape and no double loaded parking. We will be seeking a parking waiver to 1.5 spaces per unit as a component of the Preliminary Plat application. This project is located in the heart of the village with ample access to pedestrian and bicycle routes, public transportation and we are exploring additional options such as Car Share Vermont. Furthermore, our housing plan and unit mix will feature a healthy amount of “workforce” type units (500-700 square feet). We know from existing product and clientele, this primarily attracts single occupants (many of whom utilize public transportation). These units are *not* envisioned to be managed as inclusionary housing, but actually as market rate housing that IS affordable for the average working single person. There is a severe shortage of this type of housing in our market (units that are all inclusive and priced below \$1000 per month) and the demand for this product is high. That said, the stated parking requirement would be onerous for this type of housing and would reduce the number of units of this type that we can bring to the community under the existing parking requirement. We hope that the board would agree that prioritizing this type of housing is important to the community as a whole.

The project is designed to incorporate a number of unique community spaces, all of which are connected through a strong pedestrian network. These include a combination of spaces that will be open to the general public, as well as community spaces reserved for the residents.

Some examples are as follows:

- A pocket park and streetscape improvements with seating along Maple Street.
- A small community park with recreation amenities along the Crescent Connector.
- Streetscape with setbacks to allow seating, patio/plaza space, and landscaping along the Crescent Connector.
- A series of community spaces for the residents, which include play space, raised garden beds, community barbeque and seating areas, gas fire pits and a community pool.

From an infrastructure standpoint, the project's preliminary analysis for impacts would be as follows:

- Sanitary Sewer – The expected sanitary sewer requirements for new buildings “A” through “D” is approximately 46,000 gallons per day.
- Water – The expected water requirements for new buildings “A” through “D” is approximately 65,000 gallons per day.
- Stormwater – The existing site is heavily developed with the majority of the site covered by impervious surfaces. Runoff from the site travels in a southerly direction towards the Riverside in the Village project through a series of catch basins and storm pipes and eventually discharges into the Winooski River. It is anticipated that the redeveloped site will have less impervious area than the existing site. The redeveloped site will require a stormwater discharge permit from the State of Vermont. The redeveloped site will likely use on-site infiltration to discharge the majority of the stormwater generated.
- Traffic - For new buildings “A” through “D”, the expected daily vehicle trip ends is approximately 3,000 vte. The AM Peak is estimated to be 300 vte and the PM Peak is estimated to be 240 vte. The estimates assume a mix of residential use, office space, restaurants, and specialty retail.

In summary, the developer/landowners feel that we have created a plan for sustainable community development, through a well thought out, financially feasible and pedestrian design that helps to meet market demands. Furthermore, we feel that the design lends itself to helping create a true village center destination that will be a key part of the hub of Essex Junction for generations to come.

We look forward to the public process for this project.

Best Regards,



Benjamin D. Avery
BlackRock Construction, LLC

Concept Checklist

Project:

Chittenden Crossing

4-36 Park Street – 3 Maple Street, Essex Junction

Developer:

McEwing Services and BlackRock Construction

d/b/a Essex Downtown Development, LLC

68 Randall Street

South Burlington, VT 05403

(802) 316-0004

Principal Developer: Benjamin Avery, BlackRock Construction

Landscape/Urban Planning: Mike Buscher, TJ Boyle & Assoc.

Civil Engineer: Paul O’leary, O’leary Burke

Architect: TBD

Uses, Units and Square Footage: Exhibit B

Height and Stories: All new buildings at 4 stories and under **58** feet in height.

Structures: Exhibit D

Circulation: Exhibit C

Landscape: Exhibit A

Streets and Curb Cuts: Exhibit B

Common Areas: Exhibit A

Infrastructure: Exhibit E

Surrounding Properties: Exhibit F

Sketches: Exhibit D

Drainage: Exhibit E

Setbacks: Exhibit B

Waivers: Residential Parking to 1.5 per residential unit.