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Jolina Court Master Plan

Josi Kytle <josikytle@gmail.com>

Fri, Aug 2, 2019 at 11:45 AM

To: Jessica Draper <jdraper@richmondvt.gov>

Cc: Colin Moffat <colin@gristmillbuilders.com>, Brendan O'Reilly <brendan@gristmillbuilders.com>

Hi Jess -

In light of Monday's SB hearing, we wanted to clarify what we require to move forward on future buildings at Jolina Court and to provide additional information on the master site plan.

Overview:

We remain committed to a net zero mixed used development to drive economic opportunity for Richmond. However, due to market conditions (oversupply of commercial, limited commercial demand, high need for housing etc), our request is to include some level of flexibility into the zoning to capitalize on existing market and community needs (e.g. housing) whilst protecting commercial options for the future. We are confident that we can drive vibrancy and responsible growth in Richmond.. thus achieve the plans we all have wanted since our collaboration started in 2016. We believe these minor adjustments to zoning will help achieve the voter approved Town Plan:

Our hope for the zoning changes are as follows:

- Indoctrinate the baseline IZ approved residential density (e.g. 15 units per acre)
- Adopt a traditional village mixed-use approach of street level commercial with residential above.
- Adjust the parking requirements to be realistic for smaller residential units
- Develop a density bonus opportunity based on strategic priorities as laid out in the Town Plan.. (we know that this is not included now but maintain that its a vital element for us and the community)

These minor adjustments will help us proceed with the development, provide both commercial and residential opportunities, increase the tax base for Richmond, add significant volume of additional town water & sewer users and bring vibrancy to Richmond's downtown both now and in the future. To aide the discussion on Monday and beyond, we did some further leg work on the masterplan of Jolina Court. Please note we don't believe sharing this on Monday is required nor do we plan on presenting.. but more as a point of information to the leadership.

Please review the attached in light of the below comments:

- **4 Buildings for 71,600 square feet of development.**
 - No buildings or roads are in the wetlands or wetlands buffer.
 - Building #2 - was permitted based on a footprint of 9,000 square feet. As mentioned, we are exploring reducing that to 6,000 (eg. that was our original plan). If so, we would likely explore increasing the size of the other buildings and / or the location of parking and road.
 - Building #3 & #4 is an estimated size and could increase due to parking requirements, prospective tenant requirements or other site plan changes (e.g. above).
- **Usage:** Below is the current plan of usage. It will add over 35,000 sq ft of commercial along with significant housing opportunity.
- **The plan has 171 parking spaces.** This is based on the current planned usage and the proposed parking guidelines - there is room for more spaces. Also, this does not include a 30% parking density bonus once agreed.

- **Road Infrastructure:** To maximize the density of this downtown property (for parking and for buildings), at some point, we need to have a constructive discussion the road infrastructure. However, we believe that it might not be wise to have that discussion now. Therefore, we have installed a 'gate' to stop the through traffic from majority of the Jolina court to empty into Town Hall area.
 - Please note this is **not** our recommendation as we believe the one way through-road would be best. But we hope the 'gate' stops unnecessary discussion at this stage. We only need to finalize or agree when we are planning and permitting building #4 - circa +3 years out. At which point, we can better assess the traffic situation and needs (e.g. based on current development and other mitigation actions - changes to RT 2 intersection). Then as a community we can work with 3rd party experts to design the best infrastructure based on actual facts - rather than assumptions and / or fears.
 - Regardless of through-road, we would have to have access to that area of the property via the Town Center. We did explore putting the 'gate' at farm road easement with the town hall parking area. But in our opinion, this will be a poor idea as it would both require all traffic from the development to empty back into the Jolina court juncture - potentially making traffic even worse at the Jolina / Bridge Street entry. And it would increase parking demand in the town lot as it would be logically more convenient for customers for Building #4. Plus, we feel that a private / public collaboration and partnership on this parking area will become more appealing and necessary as time passes and we are collectively successful in bridging vibrancy to Richmond. .

As mentioned, I am working on putting together an overview of our current Residential Prospective tenants but in volume and type. I should have this to you by monday.

Please let me know if you have any questions.

Best,
Josi

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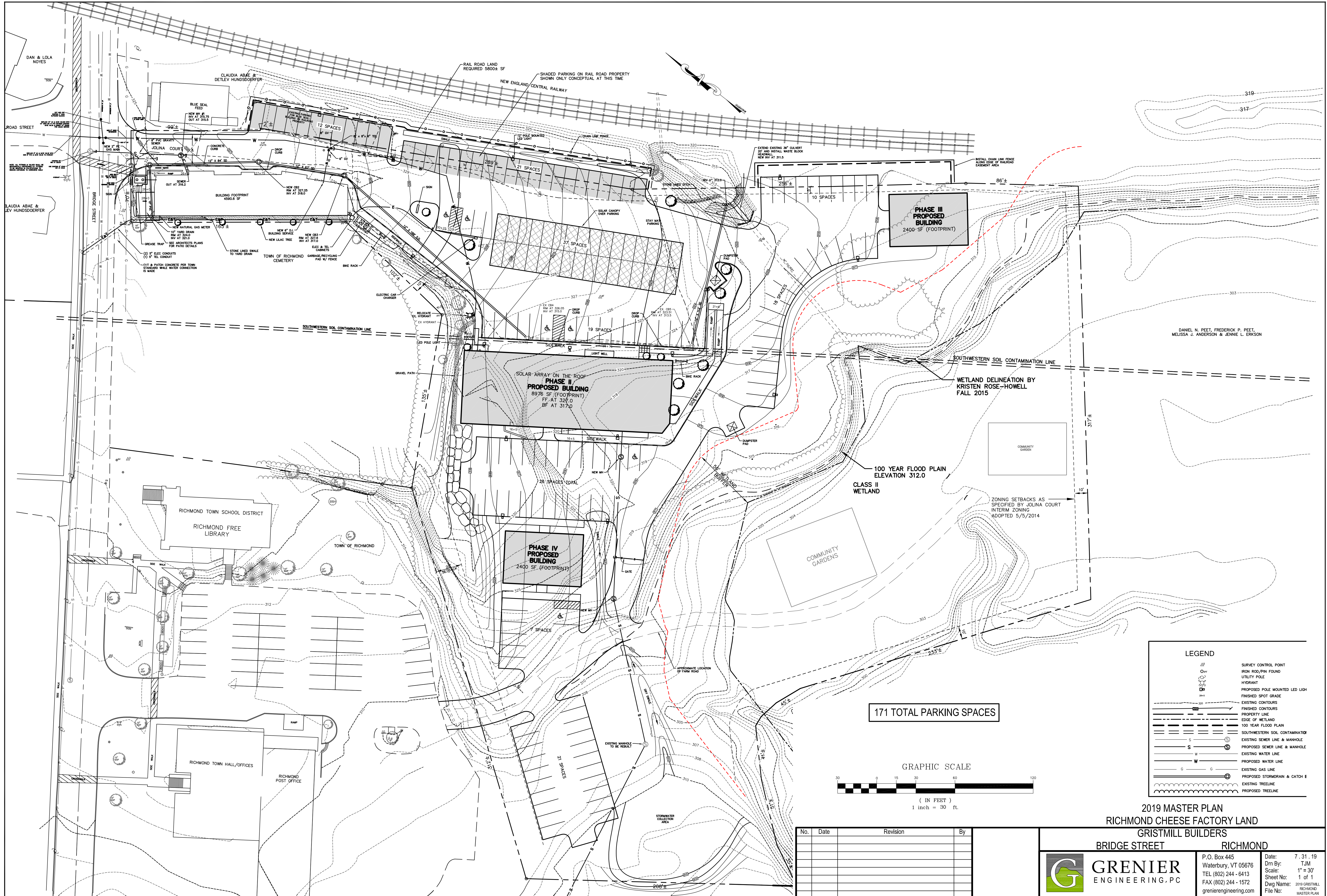
2 attachments

Transaction	# of Units	Unit Type	Start Date	Year	Construction Cost	Estimated Cost	Market Value	2019 Market Value
Market #1	4	30	10/15	2018	5,000	5,000	5,000	45
Market #2	4	30	10/15	2018	5,000	5,000	5,000	45
Market #3	4	30	10/15	2018	5,000	5,000	5,000	45
Market #4	4	30	10/15	2018	5,000	5,000	5,000	45
Total	16	120			20,000	20,000	20,000	180

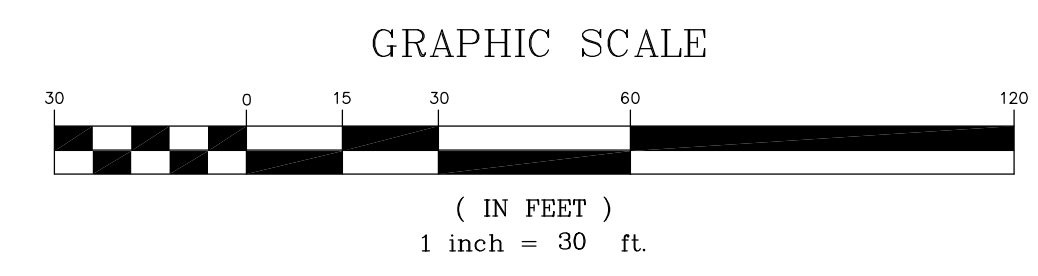
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	Description	# of Floors	Apt Units	Foot Print	Total	Commerical SQF	Residential SQF	Usable Space	Parking Space Requirement
Building #1	2 floors per commerical / residential	4	14	4,525	18,100	9,050	9,050	-	42
Building #2	1 floor commerical / 3 residential	4	35	9,000	36,000	9,000	27,000	6,000	80
Building #3	Commerical Only	3	-	2,500	7,500	7,500	-	6,000	21
Building #4	Commerical Only	4	-	2,500	10,000	10,000	-	8,000	28
Total			49	18,525	71,600	35,550	36,050	20,000	171



171 TOTAL PARKING SPACES



LEGEND	
	SURVEY CONTROL POINT
	IRON ROD/PIN FOUND
	UTILITY POLE
	HYDRANT
	PROPOSED POLE MOUNTED LED LIGHT
	FINISHED SPOT GRADE
	EXISTING CONTOURS
	FINISHED CONTOURS
	PROPERTY LINE
	EDGE OF WETLAND
	100 YEAR FLOOD PLAIN
	SOUTHWESTERN SOIL CONTAMINATION
	EXISTING SEWER LINE & MANHOLE
	PROPOSED SEWER LINE & MANHOLE
	EXISTING WATER LINE
	PROPOSED WATER LINE
	EXISTING GAS LINE
	PROPOSED STORMDRAIN & CATCH E
	EXISTING TREELINE
	PROPOSED TREELINE

2019 MASTER PLAN
 RICHMOND CHEESE FACTORY LAND
 GRISTMILL BUILDERS

BRIDGE STREET RICHMOND

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No.	Date	Revision	By