

February 18, 2015

Re: T. Wall Enterprises Proposal for Reynolds Crane Lot

To Whom It May Concern:

The Tenney-Lapham Neighborhood Association (TLNA) Council has considered the proposal by T. Wall Enterprises for the Reynolds Crane lot. TLNA Council has chosen not to take a stance for or against the proposal, but instead to summarize the opinions of the Tenney-Lapham neighborhood.

TLNA hopes that readers will investigate and appreciate the opinions of all involved, including the proposal's TLNA Steering Committee and other neighborhood input, all available at our development website: <http://www.danenet.org/tlna/development.html>.

We appreciate the willingness of the developers and the architect to meet several times with the Steering Committee and TLNA Council. Their willingness to listen to and address neighborhood input was very helpful.

Following are aspects of the proposal that the TLNA Council and neighborhood find **favorable to the neighborhood**:

- Follows city zoning and the Tenney-Lapham Neighborhood Plan (both as amended in March/April 2014)
- Improves a property that many consider an eyesore
- Increases the population in an area that helps to bridge the developing E. Washington corridor and the E. Johnson St. business district
- Quality exterior and interior construction that could convert to condominiums if market conditions allow
- Elimination of the 5th floor that was proposed in the earlier proposal by Westwood
- Willingness to step-back the 4th floor provides a transition from the homes on Dayton and along the Mifflin bike boulevard
- Exterior courtyard features provide a needed visual break along Mifflin and Dayton
- Individual entryways for the outer first floor units
- Ample bicycle parking in the parking level
- Parking area is not visible from the street
- Location of the main parking level entrance on Livingston is the best option for keeping traffic off the bike boulevard and out of residential areas
- Developer has committed to onsite resident management
- Developer is willing to underwrite the initial tenants' memberships in TLNA (\$10-\$20/year)
- Developer has expressed a desire to have an electric car-charging station and house a car-sharing spot

Following are aspects of the proposal that the TLNA Council finds are **not favorable to the neighborhood and/or on which a range of opinions are held**:

- The TLNA Council and neighborhood generally find the project's **lack of an affordable housing component** to be unfavorable to retaining the neighborhood's

diversity and range of housing types. That said it is recognized that housing affordability and related inequality issues are difficult to address on the project level.

- Some neighbors are comfortable with the proposal as is, but most TLNA Council Members and other neighbors feel **the building mass is not appropriate for this location in Tenney-Lapham**. It, however, is recognized that a design that fits with the block's surroundings - the 2- to 3-story homes on E. Dayton, the adjacent Reynolds Park, the locally landmarked adjacent buildings (Das Kronenberg Condominiums and City Market Apartments), and the new Constellation and Galaxie - is a difficult task, but most feel that the proposal's massing and design does not do so.
- Many feel that the **exterior design of the building is uninspiring** and reminiscent of a suburban development. This issue was partially addressed by a proposal option that added gabled roofs atop the Dayton and Mifflin sides, but consensus was not reached on the gables' appropriateness.
- The massing and design shortcomings could be addressed by several means. We suggest **breaking up the building into several parts** and/or varying the number of stories in some areas. Many TLNA Council members and some neighbors prefer the building be limited to 3 floors rather than the proposed 4.5 floors, while others prefer a mixture of taller building components and 2- to 3-story sections. Breaking up the building footprint, even reducing it by 25% or more, would also allow for more green space, which would better integrate the building into the neighborhood.
- Concerns were raised about the **poor pedestrian experience of the wall created by the exposed exterior of the parking level**, resulting in a "wall effect" along the sidewalk and street. Some believe that landscaping and terracing could address this issue, while others do not believe this to be an adequate solution. Ideally, the exterior courtyards should be at ground level, thereby creating a sense of shared green space rather than the current exclusivity of the elevated non-green courtyards.
- Many are **concerned about maintaining the iconic view of the State Capitol Building** from Reynolds Park and surrounding areas, particularly since the 2014 modification to the Tenney-Lapham Neighborhood Plan explicitly calls for maintaining views to the Capitol. The developers did not provide the requested line-of-site renderings from these vantage points, so it is unclear how views will be impacted.
- **Shadowing studies were also not presented**. TLNA would like to see the impact of the building, particularly on adjacent structures, the bike boulevard, homes across Dayton Street and on the Reynolds Park tennis/bike polo courts.

Should the proposal move forward, TLNA Council agrees, that in addition to the previously stated commitments by the developer, these conditions are important to the project's ability to contribute to Tenney-Lapham:

- It should respect the local landmarks Das Kronenberg Condominiums and City Market Apartments.
- As proposed, the existing 2-story building leased by Century Link should remain,

providing a buffer between the development and Das Kronenberg and also protecting the City Market building.

- Neighbors should have input on landscaping and fencing plans for the sections of the site that share property lines with adjacent properties.
- HVAC systems for the apartments and common spaces, as well as the exhaust fan(s) for the parking level, should create minimal noise and should not negatively impact the neighbors' quality of life.
- Traffic in and out of the parking level should be exclusively through the N. Livingston entrance/exit. The alternate exit near the Century Link communications building should be only for emergencies, thereby keeping traffic off the Mifflin St. bike boulevard.
- Additional traffic generated by the building should be discouraged from turning onto the E. Mifflin bike boulevard.
- Street parking by apartment residents should be discouraged. Residents of the proposed apartments should not have access to residential parking permits should that program be in existence or established on nearby streets. In addition, the applicant shall inform all tenants of the facility of the restriction in their apartment leases.
- Bicycle parking for guests should be provided, as well as additional exterior spots for residents.
- Green space for tenants should be maximized on the exterior ground level and/or in the interior courtyard.
- Given that the large increase in the number of apartments in the surrounding blocks has coincided with a large increase in dog waste that is not picked up, a station for depositing dog waste bags should be provided.
- Given that N. Livingston, E. Mifflin, N. Blount and E. Dayton often flood in heavy rain events, assure proper drainage away from neighboring properties.
- Since the location is 2 blocks from Lapham Elementary School, attracting young families (not just single professionals) should be a focus. The highest possible of percentage of 2-, 3- and even 4-bedroom units would be ideal.
- The City, the developer and/or the neighborhood should undertake a beautification project for the portion of Reynolds Park along N. Livingston that the proposed building will look down upon.

Sincerely,



Patty Prime
TLNA President