

**From:** John Jacobs [mailto:jjacobs\_msn@yahoo.com]  
**Sent:** Thursday, August 05, 2010 9:09 AM  
**To:** Fruhling, William  
**Cc:** Parks, Timothy; Bidar-Sielaff, Shiva  
**Subject:** Mullins' 2500 University Ave. development

Dear Mr. Fruhling,

After attending Mullins' presentation at Urban Design last night, my greatest concern right now is the absence of setback for the large amount of non-storefront space that faces University Avenue. The plan includes a 175 foot long section of three story (40 feet high) space they call Live Work - Flex Space that rises 40 feet straight up from the edge of the sidewalk. The combined width of the sidewalk and terrace is only 11 feet (5.5' sidewalk + 5.5' terrace) along Mullins' property.

Zero setback makes sense for storefront commercial to add interest and vitality to the street and to help engage prospective customers. But the plan includes only 4000 square feet of commercial - a little along Highland Ave. and a bit more at the west end on University. It's not surprising that Mullins has dedicated so little space to storefront as GoldLeaf's storefront at 2383 University has sat vacant for years.

The 175 foot long Live Work - Flex Space is not designated storefront commercial. It appears to be a clever way try to justify zero setback for the residential townhouses. Big blank windows covered with blinds aren't going to improve the vitality of the corridor. Last night Marsha Rummel mentioned a space on Willy Street that has been covered with blinds for years.

The Live Work - Flex residential space should be set back from the sidewalk like we have at Sequoya Commons (12 feet even for storefront commercial) or the beautiful new development at W. Washington and Bedford (old bus station) where the storefront is near the sidewalk and the residential is set back.

The big windows of the Live Work - Flex space are very energy inefficient for residential space. These south facing units will require lots of cooling in the summer and with an R value no higher than 3.3 will also require lots of carbon to be burned in the winter.

Another concern is the absence of designated parking for the small amount of commercial space. This section of University Avenue is already short on parking. Customers of the Blue Moon, Lombardino's, and the New Seoul restaurants currently use Mullin's property at night. There are already 35 cars on Mullins' property during the day. Lack of parking virtually precludes the prospects for turning the Flex space into storefront commercial in the future.

The increased traffic from this development will frustrate the city's efforts to establish a Bike Boulevard on Kendall.

Thank you for your attention to my concerns.

John Jacobs  
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