

At the last meeting where the Core Spaces' proposal for 126 Langdon was reviewed, the Urban Design Commission voted not to recommend the requested excess height. Since then, the Plan Commission has referred the proposal back to UDC requesting a review of the compatibility of the massing and rhythm of the front façade with respect to the front facades of buildings within the area and a review of the site circulation to accommodate all the ways people will use the proposed building, specifically in regards to the loading zone, moped parking, and delivery and ride share vehicles.

**The steering committee respectfully requests the following:**

- The UDC finds that the height and massing of the proposed development is not compatible with the neighborhood and that the proposed design does not meet the standards of MGO 28.183(6)14 and Downtown Plan Objective 3.3 and Appendix C
- The UDC recommends that the building and site designs be modified to accommodate the circulation requirements for rideshare and delivery commensurate with the scale of the proposed development

**Compatibility of the design**

The steering committee attempted early in the process to address the incongruence of the façade design with the rhythm of the existing historic and collegiate architecture on Langdon Street. These concerns were not addressed until the last minute. **The steering committee feel that even with the new façade design, the proposed building's overwhelming massing is still grossly out of place on Langdon St.**

The proposed design's excess height defines a scale that does not transition to that of neighboring buildings. The previously denied 9 stories next door to 3-story buildings is a particularly egregious demonstration of this lack of integration with the neighborhood.

The steering committee would like to refer the commissioners to our 28 January report where we recommend a design with lower height both in the façade and overall.

**Site circulation**

The steering committee have pointed out in our 28 January report to UDC and 3 February report to the Plan Commission that the design does not allow for the site circulation needs of such a massive development. The initial proposal in October had a 2-lane driveway on Langdon Street for refuse collection from the front of the proposed building. When the issue of inadequate site circulation was raised, this driveway was renamed "off-street parking."

The 2-lane driveway for refuse collection will not be sufficient for the rideshare and delivery needs of the almost 400 residents of the proposed development. Furthermore, the lack of accommodation for these needs will put unwelcome burden on the adjacent driveways. The adjacent fire lanes and access points for neighboring residences are already overwhelmed with delivery traffic and illegal parking without the proposed development.

The proposed design places undue traffic and parking pressure on the neighborhood. Double parking on Langdon Street and illegal parking in adjacent fire lanes will slow emergency vehicle access to this and neighboring sites.

The steering committee has previously recommended that **the building design be modified to allow for a separate horseshoe-shaped front driveway with obvious entrance and exit.** This will mitigate the

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pressure of the delivery and rideshare vehicles and will enhance the residential appearance of the proposed development.