

**From:** Tierney, Michael <district16@cityofmadison.com>

**Sent:** Monday, July 27, 2020 2:17 PM

**To:** Planning <planning@cityofmadison.com>

**Subject:** Comments for the Plan Commission in support of 126 Langdon Street

Dear Plan Commission members,

I am writing in support of agenda item 20, The Hub II to be located at 126 **Langdon** Street.

I do believe that the vision the developers have for the project will prove to be an asset for the neighborhood. Certainly a vast improvement over the status quo.

In addition, as we try to financially recovery from the recession that started in February and impact that the pandemic has had on our economy, I feel it is vitally important for the City to keep projects moving that create construction job opportunities that provide family support wages and benefits.

Thank you.

Mike Tierney  
District 16 Alder  
Madison Common Council



Jim Foye  
Business Manager  
Dean Hackl  
Secretary-Treasurer

# CONSTRUCTION and GENERAL LABORERS UNION LOCAL 464

1438 N. STOUGHTON ROAD

MADISON, WISCONSIN 53714

Phone (608) 244-6400 • (800) 362-4442 • Fax (608) 244-6540 • [www.union464.com](http://www.union464.com)

July 24, 2020

**Re: Support for Construction of The Hub II at 126 Langdon Street**

Plan Commissioners:

Laborers' Local 464 represents over 2,000 union construction craft laborers throughout South Central Wisconsin, including hundreds that live and work in the City of Madison. Our union strongly supports the construction of the Hub II, and we ask for your approval of this project at the July 27, 2020 Plan Commission.

Our union strives to provide opportunities for workers to not just have a job, but a career where they are building projects like Hub II throughout our community. We have a world-class training facility in nearby DeForest where apprentices and journey workers receive the proper skills and safety training to ensure that projects are completed on-time, on-budget, and completed safely. Our apprenticeship program provides laborers with the opportunity to earn family-supporting wages, health benefits, and pension, all while learning their craft.

By approving this project, not only will it benefit the Madison community by increasing the available housing stock, but provide an opportunity for working men and women to further their careers in construction. That is a win-win for our community.

In Solidarity,

James Foye  
Business Manager  
Laborers' Local 464

Affiliated with the Laborers' International Union of North America



**From:** Nick Topitzes <ntopitzes@hotmail.com>  
**Sent:** Friday, July 24, 2020 3:13 PM  
**To:** Planning <planning@cityofmadison.com>  
**Cc:** Greggar Isaksen <greggar@northbaytrading.com>; nick@topitzes.com  
**Subject:** 126 Langdon

I am very opposed to the structure proposed for 126 Langdon. As a former resident on Langdon, and a 50 year Madisonian, I see great harm if this proposed structure is approved. It is an unattractive building and completely out of character with the rest of the buildings on the upper Langdon neighborhood. Beautiful structures that are historical and worth preserving.

This building, by its width and breadth, impacts not just the entire neighborhood and the street, but also 6-7 adjacent buildings. It obstructs the views and the sun, and that is not what was the goal when those buildings were built. They were putting up buildings in a semi-residential neighborhood. Their values will fall and any increase in property tax from 126 will be lost by lessor or flattened values of structures on the rest of the block. We are talking about buildings owned for the most part by groups who put up the buildings over 75 years ago.

The driveway is very slick in the winter and heavy snowfalls make it narrower. Cars are constantly getting stuck on the driveway and in the snow banks. It would be impossible for fire trucks or ambulances to get down there. There is often little respect by tenants for the rights of others who want to use the driveway. We are talking about young, wealthy students with cars who are not concerned about those aspects of other people's needs. Parking the car there for 20 minutes shouldn't be a problem and if it is, tough.

The building is too tall. It blocks the sun completely from several buildings, particularly the adjacent ones. The roof top pool and recreation area are a minefield. In the old Wisconsin Hall days, the tenants on the upper floors would throw things at people walking on the driveways. Water balloons, trash, cans and bottles. Trying to limit occupancy on the roof is a fool's mission. We can't get owners on some of our high rise condos to go to their units at 10pm. And they are quiet by comparison.

Width too wide. Height too high. Parking a disaster. Attitude wrong. Building is wrong. Be strong and vote no.

**Nick Topitzes, CMP**  
**[nick@topitzes.com](mailto:nick@topitzes.com)**  
**Nick and Judith Topitzes Family Foundation, Inc**  
**1750 Camelot Drive**  
**Madison WI 53705-1006 USA**  
**1-608-231-1250**  
**Cell 1-608-217-1021**



---

**July 23, 2020**

**RE: Support for Construction of The Hub II at 126 Langdon Street**

Plan Commissioners:

The Carpenters Union supports the approval of The Hub II at the July 27, 2020 Plan Commission meeting. Throughout this process our union has been incredibly impressed with the development team's responsiveness and revisions based on extensive city and neighborhood feedback. This has resulted in improved design, rhythm and circulation that is unquestionably deserving of approval by the Plan Commission. Additionally, this proposal is consistent with the Downtown Plan that calls for higher density on this parcel.

This project delivers community benefits.

Our community benefits from a diverse union workforce building our city. Our tuition-free apprenticeship program offers livable wages, health insurance and a pension on day one. We are specifically dedicated to recruitment of underrepresented communities in our apprenticeship program and our demographic data backs this up, but apprenticeship only occurs if construction projects are approved by bodies like the City of Madison Plan Commission. The community benefits of this project will advance opportunity and equity in Madison.

Respectfully,

Joe Lotegeluaki  
North Central States Regional Council of Carpenters

Andrew Disch  
North Central States Regional Council of Carpenters

[Enclosures: EmpowHer, Carpinteros Latinos Unidos and Operation Fresh Start]



**July 23, 2020**

**RE: The Hub II at 126 Langdon Street**

**Plan Commissioners:**

EmpowHER works to strengthen representation of women in the construction industry. We provide avenues for women to eliminate barriers to their success and promote retention and diversity of women in the building trades. We advocate for strength, unity and empowerment of all members and encourage participation within our industry and our communities. Above all, we champion the equal pay for equal work model of the unionized Building Trades set forth in our collective bargaining agreements.

EmpowHER works with over 1,200 women in construction to advise union officials in strategies surrounding outreach, recruitment, mentoring and retention of females in the construction industry. We partner with the unionized building trades seeking to grow and thrive, we work to address and empower females into industry leaders. We keep the Labor Movement alive by encouraging women to be the next generation of leaders in the skilled trades.

The nature of a construction site is temporary. As a result, each construction project that is approved at the local level provides apprenticeship and training opportunities for new women to begin their journey to a rewarding and worthwhile career. Our union sisters and brothers agree on this issue - we all do better together. Already we have led on many advancements like safety equipment that is fitted for women, uplifting quality of life and addressing obstacles facing working women, and exposing a future generation to a sustainable career.

EmpowHER supports the The Hub II at 126 Langdon as this is a natural way to uplift working women in Wisconsin.

In Solidarity,

Kilah Engelke – Operative Plasterers & Cement Masons (OPCMIA) Local 599  
Chairwoman  
EmpowHER



# Carpinteros Latinos Unidos

---

**July 27, 2020**

**RE: Support for Agenda item No. 20 construction of The Hub II**

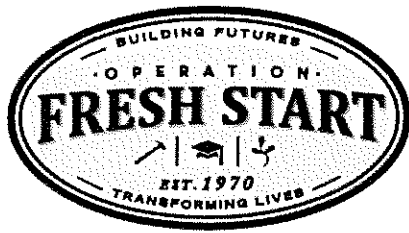
Plan Commissioners:

Carpinteros Latinos Unidos works to strengthen representation of Hispanic and Latino membership in the union Building Trades. Our Spanish-speaking members meet monthly to network, share stories, and discuss concerns and successes both on and off the job. These meetings strengthen recruitment and retention of all members. Being in a union means being part of family and participation and recruiting the next generation only makes us stronger.

Carpinteros Latinos Unidos supports the approval of The Hub II proposal located at 126 Langdon Street at the July 27, 2020 Plan Commission meeting. Construction sites come and go. Because of this, each project that is approved provides apprenticeship and training opportunities for Hispanic and Latino members to begin their rewarding careers. When projects like this are denied it deprives Hispanic and Latino members of the community apprenticeship the opportunities they need to begin their rewarding career.

Respectfully,

Apolonio Duran  
Chair Carpinteros Latinos



2670 Milwaukee Street Madison, WI 53704

[www.operationfreshstart.org](http://www.operationfreshstart.org)  
Phone: 608-244-4721  
Fax: 608-244-8162

July 27, 2020

Dear Mayor Rhodes-Conway and Madison City Council Members,

Operation Fresh Start is writing to express appreciation for a strong and long lasting partnership with the Carpenters Union and other trade union locals in Dane County. As a long term partner and supporter of Operation Fresh Start, we greatly appreciate the value these unions provide to our community and our deep, long standing partnerships.

The Carpenter's Union Local 314 and other trade unions have provided great assistance to Operation Fresh Start including:

- Employment placement for many youth completing training at Operation Fresh Start providing them a union apprenticeship path to a family supporting wage.
- Assistance and expertise in developing and working on projects on which Operation Fresh Start has been engaged. Unions used the building of our new Employment and Education Center as a training site for member apprenticeship training.
- Training for Operation Fresh Start staff and participants in many different aspects of construction. Especially helpful has been the Carpenter's Union provision of OSHA -10 Safety Training for youth engaging in Fresh Start programming.

Operation Fresh Start works with over 200 young people each year, helping them complete high school and takes steps on a path to self-sufficiency. ([www.operationfreshstart.org](http://www.operationfreshstart.org)) Over 75% of our young people are people of color, over 95% are people experiencing poverty when they enter into our programming. For youth that have gone through OFS programming and want to engage in a construction career the union path is a viable opportunity to engage in a good and meaningful career.

More apprenticeship opportunities are needed, especially now as we work to address the devastating impact Covid-19 has had on our community's youth employment rates.

Operation Fresh Start sincerely appreciates Carpenter Union Local 314 and other Trade Union Locals dedication to the community and long standing partnership. Please contact me if you have any questions.

Sincerely,

Gregory Markle  
Executive Director





Building Our Future Together

**WISCONSIN**  
BUILDING TRADES COUNCIL

July 23, 2020

**RE: Support for construction of The HUB II at 126 Langdon Street**

Plan Commissioners:

The 40,000 working men and women of the Wisconsin Building Trades Council is in resound support for the approval of The Hub II planned for the July 27<sup>th</sup> Plan Commission meeting. Our membership is excited and proud to be a part of a project that has become the personification of private and public partnerships working for the betterment of business and community. With a history of compliance to the needed changes to ensure this project's worthiness to the City of Madison and the residents of Langdon Street and the surrounding area.

In a time where investment is fleeting communities, unemployment is at record highs, and uncertainty exists within every decision we make as a society, our members would hope to see The Hub II as beneficial for our beautiful city, Madison. This project represents more than a living space, The Hub II represents hundreds of construction jobs, with those jobs come living wages, health insurance, and benefits for a dignified quality life. This project also represents opportunity for the future of our workforce, apprenticeship program investments are naturally built in to projects like The Hub II which allows the construction industry to attract a range of diverse candidates to ensure their qualifications as master Journeymen and Journeywomen. A "YES" from the Plan Commission regarding The Hub II at 126 Langdon Street is saying "YES" to a young person's construction career getting started.

In short, The Plan Commission's support for this project shows many positives traits with commerce and government working with one another, a time where civility, pride, and beautification within our community is a desirable outcome we can agree with.

In solidarity,

Jake Castanza

Executive Director

Wisconsin Building Trades Council





# International Union Of Operating Engineers

★★★ Local 139 ★★★

*Providing a Skilled Workforce for Wisconsin's Future*

N27 W23233 Roundy Drive • P.O. Box 130 • Pewaukee, WI 53072

Phone: (262) 896-0139 • Fax (262) 896-0758

[www.iuoe139.org](http://www.iuoe139.org)

## **Terrance E. McGowan**

President / Business Manager

General Vice President

**July 23, 2020**

### **RE: Support for Construction of The Hub II at 126 Langdon Street**

#### Plan Commissioners:

The International Union of Operating Engineers Local 139 (Operators) strongly supports the approval of The Hub II at the July 27<sup>th</sup> Plan Commission meeting. We are proud to be a part of this potential project which has evolved over time in order to incorporate input from the city and neighboring residents to get to this point in the process. We believe that this project is worthy of Plan Commission approval.

Madison benefits from a union workforce building our city. The Operator's tuition-free apprenticeship program offers livable wages, health insurance and a pension on day one. However, our apprenticeship program only works when construction projects are approved by government commissions like you. In order for us to attract and retain a diverse workforce with their roots in Madison, it is often imperative that work opportunities for these apprentices be provided close to home. This very project presents that opportunity for countless men and women from the area ready to roll up their sleeves and get to work. The benefits of this project to the Madison community will advance opportunity for all in Madison at a time when it is very much needed.

Respectfully,

Terrance E. McGowan

President/Business Manager

IUOE Local 139

TN\\nb opeiu#9 F:\Secure Pewaukee\Rebecca\Terry McGowan\Carpenters letter 7-27-2020 Plan Commission.docx

#### **BRANCH OFFICES**

##### **Appleton**

5191 Abitz Road  
Appleton, WI 54914  
(920) 739-6378

##### **Eau Claire**

1003 S. Hillcrest Parkway  
Altoona, WI 54720  
(715) 838-0139

##### **Madison**

4702 S. Biltmore Lane  
Madison, WI 53718  
(608) 243-0139



**From:** [Ethington, Ruth](#) on behalf of [Planning](#)  
**To:** [Prusak, Sydney](#)  
**Subject:** FW: Hub II Proposal, 126 Langdon Street - Support and Additional Considerations  
**Date:** Monday, July 13, 2020 6:35:07 AM  
**Attachments:** [image001.png](#)

---

---

**From:** John Horneck <jhorneck@msn.com>  
**Sent:** Sunday, July 12, 2020 4:06 PM  
**To:** Planning <planning@cityofmadison.com>; cjharper@tds.net; cliffg@eua.com;  
craigweisensel@gmail.com; jklehr@madisoncollege.edu; loish.braunoddo@wisconsin.gov;  
shane.bernaul@smithgroup.com; Abbas, Syed <district12@cityofmadison.com>;  
tdmادتown@charter.net; Heck, Patrick <district2@cityofmadison.com>  
**Subject:** Hub II Proposal, 126 Langdon Street - Support and Additional Considerations

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear City Officials,

Our organizations is responsible for restoring, renovating, and preserving the significant building on the National Register of Historic Places, State of Wisconsin Register of Historic Places, and City of Madison Landmark #84 located at 150 Iota Court in the City of Madison.

It is tough to oppose almost any plan that removes the existing architectural monstrosity at the 126 Langdon Street location.

Our commendations to everyone involved in the evolution of the proposed building design – the 1<sup>st</sup> iteration was terrible and the last much more pleasing from the Langdon Street view – well done.

We would have liked to have seen the number of stories kept as zoned without conditional increase for 2 more stories – the beautiful historical buildings in the neighborhood are getting more and more boxed in and hidden in the shadows of taller and taller developments.

It feels like someone just cannot let go of the large architectural element that overhangs the 1<sup>st</sup> story when looking at the building from the lakeside – it almost looks a cancer that is consuming the rest of the building.

Finally, regret the loss of green spaces from 1<sup>st</sup> iteration to the last.

All things considered, however, the proposed is an improvement over the existing.

Sincerely,

John E. Horneck  
President & Vice Chair of Board  
**IOTA COURT PRESERVATION ASSOCIATION**  
P.O. Box 1582  
Madison, WI 53701-1582

United States of America



Plan Commission  
Meeting of July 27, 2020  
Agenda Item #20, Legistar #58786

I urge the Plan Commission to deny conditional use approval for the project as proposed in the plans dated 7.27.2020. The project is too wide, too high, and too deep to contribute positively to the historic character of the area. Attachment A provides an aerial view of the old 126 Langdon building. One can see the extent to which the old 126 was out of context with its neighbors. Data is also provided to compare the dimensions of the old 126 to the proposed project, and also a comparison to the Edgewater dimensions.

Is this really a 6-story project along Langdon?

The Staff report describes this project as "five stories along the Langdon Street frontage, the remaining two stories will be step backed approximately 88-feet from the front of the building." This is a 6-story building along Langdon, with the 6<sup>th</sup> story stepped back about 12 feet because, in the past, public access via stairs/elevators to a rooftop open space amenity counted as a story.

In the Staff report for the Waterfront planned development, staff said: "Staff has determined that the proposed building will stand eight stories above N. Henry Street when measured from the southwestern corner of the building to the top of the penthouse floor, which is considered a story because that floor includes public access via stairs and elevators to the rooftop open space amenity."

Attachment B includes further details, including a Zoning Board of Appeals decision on the definition of a story.

Summary of CU standards which are not met:

#4: The combination of the underlying parcels into a lot with 153 feet of Langdon Street frontage will set the stage for combination of other parcels, and large buildings on combined and/or deep lots.

#7: The project does not meet (1) the usable open space requirement, (2) minimum required bicycle parking, (3) the additional height area (the tower portion is 20 or so feet too close to Langdon), and, perhaps (4) maximum lot coverage. Although a requirement like bike parking could be taken care of later with a direction from the Commission that the requirements be met, it is not possible to increase usable open space without significant change to the proposed structure.

#9: The project is not compatible with the historic context in scale and design (density, building width, lot width, depth and height).

#14: The project is not a "development located within the Additional Height Areas." Having a setback is separately addressed in the ordinances (area C) and is not allowed for area F.

**CU standard #4: “The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.”**

The Staff report focuses on 126 Langdon being a single lot, that the building size is proportional to lot size, that the integrity of the lot is almost identical to the lot that held the former dormitory and accessory parking lot, and that lots do not need to be combined.

126 Langdon is a single tax parcel, but it is not a single lot. The tax parcel crosses Lot 8 and Lot 9 of Block 60 of the original plat. In cases where other buildings have crossed underlying plat lines, a certified survey map has been required (e.g., the Waterfront and 817 Williamson). To date, there is not a certified survey map approved and filed (unless it was so recent that on-line records are not yet updated).

If approved, this project will be cited as precedent by future developers for other large scale projects. For example, 210 and 216 Langdon could be combined, as well as 245 and 241, 227 and 221, 611 and 601.

A large building could also result in large buildings being sought for 228, 126, 112 and 22 Langdon, 616 and 620 N Carroll, 640 N Henry and 633 N Frances. These are all locations of buildings that are non-contributing to the historic district. And the risk of demolition by neglect increases as the financial benefits of developing large buildings is seen. The risk of demolition by neglect also increases as the integrity of the historic district is lost by overwhelming outsized buildings.

The applicant attempts to justify the height on the last page of the plans by showing other tall buildings in the area. Some of these comparisons are outside the historic district. Five of the buildings on the map were built 1956-1968, the heyday of what the Downtown Plan refers to as out-of-context buildings. Five of the buildings are historic buildings, with 3 at 3 stories, one at 4 stories and 1 at 5 stories. The 5-story building, 1 Langdon is a corner apartment building at a height of about 50 feet.

Two of the comparisons are recent construction, 155 Langdon and 633 N Henry (the Waterfront, which was approved under the 1966 zoning code for planned developments).

	155	633	126
	Langdon	N Henry	Langdon
Stories	4	6*	5-9
Footprint	5,598	16,168	19,500
Lot size	10,275	25,255	30,786
Lot frontage	98	150	153
bldg frontage	83**	53/25/49***	131
total GFA	27,990	124,673	148,514****

\*The 6<sup>th</sup> story is only 57% of the size of the 1st story due to significant setbacks

\*\* The corner has a significant setback, so the frontage without setback is 51 feet

\*\*\* The original proposed building width was 127 feet. Approval was for a single building with 3 segments: approximately 53 feet, 25 foot open space which is setback about 75 feet, 49 feet

\*\*\*\*Per Staff report

**CU standard #7: "The conditional use conforms to all applicable regulations of the district in which it is located."**

The following requirements are not met: (1) usable open space; (2) minimum bicycle parking; and, (3) additional height extends outside of the allowed area. It is not clear whether lot coverage is met.

***1. Usable Open Space is not met***

**28.079 - DOWNTOWN RESIDENTIAL 2 DISTRICT.**

Usable open space: 20 sq. ft. per bedroom. Usable open space may take the form of at-grade open space, porches, balconies, roof decks, green roofs or other above-ground amenities.

The Letter of Intent dated 03/30/20 claims 8,898 square feet of usable open space, with 7,340 being required: ground level 5,751 and rooftop deck 3,247. The Staff report dated May 18, 2020 accepted the amounts claimed by the developer.

7,460 square feet of usable open space is required: 373 bedrooms at 20 square feet/bedroom (see page 32 of the 7/27/2020 plans, document #27 of the Legistar record).

The developer's number claim just about every inch of the property not covered by the building or driveway. This ignores ordinance requirements: usable open space needs to meet dimensional requirements, slope requirements, and excludes the front yard.

Relevant ordinance provisions

**MGO 28.211**

Usable Open Space. That portion of a zoning lot, outside of a required front or corner side yard, as extended to the rear lot line, that is available to all occupants for outdoor use. Usable open space shall not include areas occupied by buildings, driveways, drive aisles, off-street parking, paving and sidewalks, except that paved paths no wider than five (5) feet, and pervious pavement may be included in usable open space. Usable open space may include balconies and roof decks where specified in this ordinance.

Yard. Open space on a zoning lot between the principal building and the adjoining lot lines.

Yard, Front. A yard extending along the full length of the front lot line between the side lot lines.

**28.140 - USABLE OPEN SPACE.**

(1) Usable open space shall be provided on each lot used in whole or in part for residential purposes, as set forth in each district.

(a) Usable open space at ground level shall be in a compact area of not less than two hundred (200) square feet, with no dimension less than eight (8) feet and no slope grade greater than ten percent (10%).

1. Where lot width is less than forty (40) feet, the minimum dimension of usable open space may be reduced to six (6) feet.

(b) Usable open space shall not include areas occupied by buildings, driveways, drive aisles, off-street parking, paving and sidewalks, except that paved paths no wider than five (5) feet, and pervious pavement designed for outdoor recreation only may be included as usable open space.

(c) Within the Central Area, as defined, where usable open space requirements cannot be met due to limited existing lot area, or building/parking placement, required landscaped areas may be used to meet the usable open space requirement, provided that said landscaped areas are a minimum of five (5) feet in width.

#### Areas that do/don't qualify as usable open space

Usable open space does not include:

1. The front yard. The building has a required 25 foot setback. MGO 28.071(2)(d), effective 12/12/2019. (Prior to adoption of ORD-19-00089, the setback was 10 feet, as reflected in the staff report's zoning summary chart. The project application was submitted 12/18/2019.)
2. The easterly side. The back approximate 2/3 of the building has a 10 foot wide area between the building and access drive (see page 38 of the 7/27 plans). However, this area is landscaped (landscaped areas can only be used where the "requirements cannot be met." Plus, there is a retaining wall down the middle of 54.25 feet of the length (page 39), giving 3 areas: 4.5 feet, retaining wall of 1.92 feet, 3.77 feet. Plus, the slope is too great: the slope grade cannot be greater than 10% and the slope for the back approximate 75 feet is greater than 10% (see page 39 of the 7/27 plans).
3. The westerly side. This is 10.09 foot wide area has a retaining wall down the middle of much of the length, breaking it into approximately 5 feet wide slivers of land, not meeting the 8 feet in width (page 38). This also appears to have a grade greater than 10%, with a swale to the west.
4. The portion behind the front "L" facing 142 Langdon.  
One section is a sunken terrace is 10.7 feet by about 60 feet and is shown as concrete (page 38). "Usable open space shall not include areas occupied by ... paving and sidewalks ..."  
One section is stairs to the sunken terrace and a walkway.  
One section, about 30 feet by 9.3 feet is a green area that may be usable open space.
5. Westerly side yard, portion toward Langdon: this has been converted to moped parking (page 22).

Usable open space includes, or perhaps includes:

1. The lakeside back yard. The back has a bit of green space by the building and a driveway (page 48). The dimensions are 37 feet (approximate, including the walkway) by 8.57 feet (page 38 and 48). The slope appears to be close to level (page 39).  
**317 sq ft**
2. The portion behind the front "L" facing 142 Langdon, which appears to meet the size and slope requirements.  
**279 sq ft**
3. Westerly side yard. This area is 17 feet wide and about 70 feet in length, with the portion towards Langdon being moped parking and some sort of entry. For the back portion, about 6 feet of the width is landscaping, which does not count. The other 11 feet in width (sidewalk plus turf) by the approx. 41 feet in length.  
**451 sq ft**

4. Pool terrace (page 27). Perhaps, but MGO 28.140(1)(b) only counts "pervious pavement designed for outdoor recreation only" and it is not clear whether this is pervious pavement. (The green roof is not proposed for use: there is not a railing around the building edge defining usable area: the pool terrace area has about an 8 foot high wall surrounding it.)  
**3298 sq ft**
5. The terraces on the 6<sup>th</sup> and 7<sup>th</sup> floors. These terraces are private terraces for 2 units of 3 bedrooms each. The terraces are relatively large at 193 square feet. But since they are private, they can only account for the 6 attached bedrooms.  
**120 sq ft**

Total *potential* usable open space: 4,465

Required: 7,460

**Lacking: 2,995 (or 40% short of meeting the requirements)**

Note: Even adding the front yard would not meet the requirement – the total is only about 1,088 square feet: front patio would add about 450 sq ft; the 13 by 25 foot space at the eastern side of the front yard would add about 325 sq ft; the 28.5 by 11 space at the far western edge would add about 313 sq ft.

The ordinance does permit landscaped areas at least 5 feet in width to be included as usable open space in the Central Area, but only "where usable open space requirements cannot be met due to limited existing lot area, or building/parking placement." On a lot of 30,786 square feet, more square feet could be found. The decision of a developer to maximize building size should not qualify as a situation "where usable open space requirements cannot be met."

## ***2. Bicycle parking requirements are not met***

The project is short 54 spaces (29% of the required parking).

The total bike parking reflected on the plans dated 7/27/20 is 129 (114 in the basement and 15 outside). The 35 spaces originally on lower level 1 have been removed. The number of units on the 7/27 plans is 108 (up 18 units) and the number of bedrooms is 376 (up 9 units). Total required bike parking is now 183, with 172 spaces for residents and 11 spaces for guests.

It is also interesting to note that if this project was a fraternity (and it is being marketed to fraternities), required bicycle parking would be 470 spaces.

Another item to note is that the bike parking is not convenient. A biker needs to enter the garage, go to the stairs/elevator, and go down one floor to access parking.

## ***3. Downtown Additional Height Areas Map***

The revised Letter of Intent, dated 03/30/20 states: "The bonus two floor area of the building is setback 115' feet from the Langdon Street ROW ..." The Staff Report states: "The seven-story portion of the building begins approximately 113 feet from the property line ..."

Assuming a building with a stepback qualifies for additional height (see discussion under CU Standard #14), the 7-story portion is 20 or so feet too close to Langdon. MGO 28.071(2)(b) outlines the area for the potential additional 2 stories. It is the area *within* the outline where an



additional 2 stories may be allowed (the western edge of the outline is drawn on N Henry). The inside of the outline is at about the same depth as 104 Langdon, which has a depth of 130 feet. But the Waterfront plans had a very precise map, which would put the additional height area at 135-136 feet back from the property line.

<https://madison.legistar.com/View.ashx?M=F&ID=2274320&GUID=3A3A09E9-6E14-4C42-95B9-013A7299704E>

#### **4. Maximum Lot Coverage**

The maximum lot coverage is 80%. The Staff report lists the proposed maximum lot coverage as "TBD." If the "green roof" is needed to meet the maximum lot coverage requirement, the applicant should describe the parameters (e.g., a bunch of sedum trays).

**CU Standard #5: "Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit and other necessary site improvements have been or are being provided."**

The Downtown Plan recommends a mid-block pedestrian path. The Waterfront planned development was required to "dedicate a permanent public easement for the lakefront pedestrian/ bicycle path along the northern edge of 140 Iota Court adjacent to Lake Mendota as recommended in the Downtown Plan."

The 7/27 plans show (page 19) a "pedestrian sidewalk & extension of informal Langdon Street mid-block walkway, for use by the neighborhood."

Will this be a required easement? Who will ensure maintenance such as snow removal?

Is a 4-foot wide walkway wide enough to even be deemed a pedestrian/bicycle path? It would be wide enough for one person/bike, but not wide enough for passing.

**CU Standard #9: "... the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district."**

The Downtown Plan recommends that the Langdon neighborhood preserve "the historical and architectural heritage of the area" and that a limited amount of higher-density residential development can be accommodated on selected sites and that "new development must enhance the essential character of the area." Recommendation #95: encourage relatively higher-density infill and redevelopment that is compatible with the historic context in **scale and design** on non-landmark locations and sites that are not identified as contributing to the National Historic District." (emphasis added)

The GFLU Map has this area at Medium Residential. The Comprehensive Plan provides MR as having a general density range of 20-90 du/acre (high residential is 70+). The proposed project, at .71 acres and 108 units, has a density of 152 units/acre – not, under any definition, even close to "medium residential."

The Staff report acknowledges 126 would be the widest building on the 100 north block of Langdon: existing building widths, per the staff report, range from 40 to 89 feet, with a median of 50 feet. The staff report states that the width of the 7-story portion would be 65 feet. However, the building width along Langdon would be 131 feet – 42 feet wider than the widest building (47% wider) and 81 feet wider than the median (162% wider). The project's building width is out of context with the area's intended character.

Even the lot size is not compatible with the 100 north Langdon block. 126 would have a lot 153 feet wide. The width of historic lots along north Langdon range from 18 feet to 104 feet, with a median of 82 feet. At 153 feet in width, the lot would be 49 feet (47%) wider than the widest lot. The project's lot width along Langdon is out of context with the intended character.

The Staff report also notes that the depth of the building would only be 5 feet deeper than the demolished building. But that building was an out of context building, so the comparison is not relevant. The deepest building on the block is 601 N Henry at, perhaps, about 130 feet (the lot depth is 148 feet). The project's depth of 225 feet is out of context with the intended character.

The project's 62 feet height along Langdon (including the parapet) is out of context with the intended character. The height could work, perhaps, in a well-designed building that had an appropriate width.

The Staff report for the Waterfront (a planned development approved under the 1966 Zoning Code) provided a deeper analysis of standard #9. Since that project had 127 feet facing N Henry (with articulation and an original entry setback of about 25 feet), those comments could be equally as applicable to 126 Langdon. Some snippets:

- The [Downtown] Plan recommends preservation and rehabilitation of contributing historic buildings in the Langdon District and higher-density infill redevelopment that is compatible with the historic context in scale and design on non-landmark locations and sites that are not identified as contributing to the National Register Historic District.
- ... the scale, height, mass and design of the proposed eight-story, 79-unit apartment building are fundamentally inconsistent with the recommendations of the Downtown Plan ... [Note: the floor heights were all 9 feet, so the overall height for the 8 stories would have been 72 feet]
- New development in the Langdon District is recommended to preserve the historic and architectural heritage of the area, enhance the essential character of the neighborhood and not diminish views of Lake Mendota. Specific recommendations for the Langdon District encourage the preservation and rehabilitation of contributing historic buildings (Recommendation 94) and relatively higher-density infill redevelopment that is compatible with the historic context in scale and design on non-landmark locations and sites that are not identified as contributing to the National Historic District (Recommendation 95).
- Another component of the Langdon District plan recommendations is the enhancement of access to Lake Mendota and formalization of the ad hoc pedestrian path between the lake and Langdon Street to enhance the path's aesthetics and safety and to make stronger connections to the proposed lakefront path. The Plan recommends that implementing these amenities be pursued in conjunction with new development adjacent to these corridors, but that implementation of the amenities should not be

justification for approving new development that is otherwise inconsistent with the recommendations of this plan.

- Staff further believes that despite the efforts the applicant has made to reduce its visual impact, that the scale, bulk and mass of the 79-unit apartment building is not consistent with the historic scale of the area, which aside from a smattering of taller 1960s and 1970s-era apartment buildings, is predominantly characterized by lower-scale structures dating back primarily to the first three decades of last century, including 4 of the 5 buildings on the subject site.

There were three Plan Commission meetings on the Waterfront, the first just a referral to UDC. The minutes of the second meeting reflect the Plan Commission's concerns: "Plan Commission asked that the development team look at the scale, height and mass of the proposed 79-unit apartment building, ..." And even after changes were made (the deep entry on N Henry of about 40 feet, total of 7 floors, etc.), staff still said:

- ... the scale and mass of the new apartment building continue to be inconsistent with key recommendations of the Downtown Plan.
- Staff believes that the allowance for additional building height above the base five stories recommended in the Downtown Plan for this portion of the Langdon District (Area F) is predicated on enhancing the historic character of the Langdon Street National Register District and implementation of the Plan's emphasis on preserving contributing buildings.

**CU Standard #14. "When applying the above standards to an application for height in excess of that allowed by Section 28.071(2)(a) Downtown Height Map for a development located within the Additional Height Areas identified in Section 28.071(2)(b), the Plan Commission shall consider .."**

The development is not "located within" the Additional Height Areas – it is only *partially* located within the additional height area F. If a building was within the additional height area, it could potentially be 7 stories. As said in the Downtown Plan, "a few taller buildings might be appropriate in the middle of these blocks [areas E and F] if set well back from the street" (page 122). The reason was that these areas slope downward to Lake Monona.

The Downtown Plan, and MGO 28.071(2)(b) did not intend to provide additional height above the 5 stories through the use of setbacks. If that had been a goal, then wording similar to that for West Washington, additional height area C, could have been included in the ordinance.

MGO 28.071(2)(b)2. Buildings along the frontage of the 400 and 500 blocks of West Washington Avenue may be allowed two (2) additional stories above the four- (4) story building height limit provided there is a thirty- (30) foot setback.

Instead, the plain language of the ordinance was written so that a building entirely within the additional height area could potentially obtain an additional 2 stories which, with the slope of the hillside, would make any such building approximately the same height as 5-story buildings on Langdon.

**CU Standard #15. When applying the above standards to an application to redevelop a site that was occupied on January 1, 2013 by a building taller than the maximum building height allowed by Section 28.071(2)(a) Downtown Height Map, as provided by Section 28.071(2)(a)1., no application for excess height shall be granted by the Plan Commission unless it finds that all the following additional conditions are also present: ..."**

The Staff report states: "While Standard #15 also relates to excess height in the downtown, it does not apply in this situation because the subject parcel is located within a mapped and codified Additional Height Area." This is a misinterpretation of the ordinance.

The ordinance applies "to an application to redevelop a site that was occupied on January 1, 2013 by a building taller than the maximum building height allowed by Section 28.071(2)(a) Downtown Height Map." That is the only condition – there is not any exception for buildings in the mapped additional height area. 126 Langdon was a 7-story building (8 at the back) as of January 1, 2013, in excess of the height map.

It does not make sense to say that #15 does not apply when #14 applies. An example can help illustrate this point. 630 N Frances is a 6 story apartment building built in 1968. It is within additional height area E. Next to it is 644 N Frances, a designated Madison Landmark. Under CU standard #14, 630, if it were to be redeveloped, would need to "complement and positively contribute to the setting of" 644. Alternatively, it could be redeveloped under standard #15, which essentially allows a new building to be the same size as long as the downtown design standards are met. Arguably, redevelopment under standard #15 would be easier than redevelopment under standard #14 – it is hard for a new building that is double the footprint and 50% taller than a landmark neighbor to complement and positively contribute to the setting of that landmark.

126 Langdon was a 7-story building (8 at the back) as of January 1, 2013, in excess of the height map. If the developer wanted to have a project equally as deep as the old 126 building, the developer could use this CU standard #15. But just because the old 126 building was 220 feet deep does not mean that this project can be 225 feet deep under CU standard #14.

Or as said in the Downtown Plan (pages 24-25):

There are several developments throughout Downtown that are much larger in height and/or mass than other buildings in their vicinity, and that architecturally do not contribute positively to the character of the surrounding area. Several of these buildings are taller than what is proposed for their area in this plan. In order to encourage redevelopment of these sites with new buildings that would enhance the area, it is proposed that new replacement buildings be allowed to be built to a similar height, density, or volume of the existing building provided that superior architectural design is required. Although the new building could be taller or larger than other buildings allowed in the area, replacing these less attractive, out-of-context structures with better designs would benefit the neighborhood in which they are located and Downtown overall.

## Conclusion

The old 126 Langdon, at 7/8 stories, was a building taller than what was proposed in the Downtown Plan and adopted as ordinance. CU standard #15 was created to allow these buildings to be rebuilt to the same size in order to encourage redevelopment with a building that had "superior architectural design." It seems inconsistent that a standard created to cover outsized buildings could be essentially made irrelevant by a building that would be 21% higher: the 7 story tower is 79 feet versus 65.3 feet for the old 126. The old 126 had a volume of 574,379 cubic feet, the project's tower portion alone has 703,495 cubic feet. Add to that the Langdon frontage, and the result is a building which is more than two times the volume as the old 126 building. Even the footprint of the tower portion alone exceeds the footprint of the old 126: 8,905 square feet versus 8,800 square feet.

This is, in and of itself, a conditional use finding based on "substantial evidence" and is not based on personal preference or speculation. Add to that the lack of usable open space, a tower that extends beyond the Additional Height Area (assuming a stepback is even permitted under the ordinances), and a density far in excess of "medium residential," more than adequate justification exists to deny conditional use approval for this project.

If conditional use approval is granted, one has to wonder about the future of CU standard #9. If this project to compatible with the existing or intended character of the area and the statement of purpose (historic district), the logical next question is "what isn't?" The project does not even give the pretense of being two buildings (such as the Waterfront).

This is not a bad project, but it is a project that belongs somewhere other than Langdon Street.

Respectfully Submitted,  
Linda Lehnertz

## ATTACHMENT A



NC: a building not contributing to the historic district

Old 126 height 65.3 feet, project 79 feet (the part being called 7 stories), or a 21% increase in height (over about 56% of the project).

Old 126 footprint 8,796 sq ft, project 19,500 sq ft (approx.), or about 120% larger.

Old 126 street width 40, project street width 131 (the setback tower portion is about half the width), or about 225% wider.

Old 126 61,600 gross square feet, project 148,514 square feet, or 141% greater.

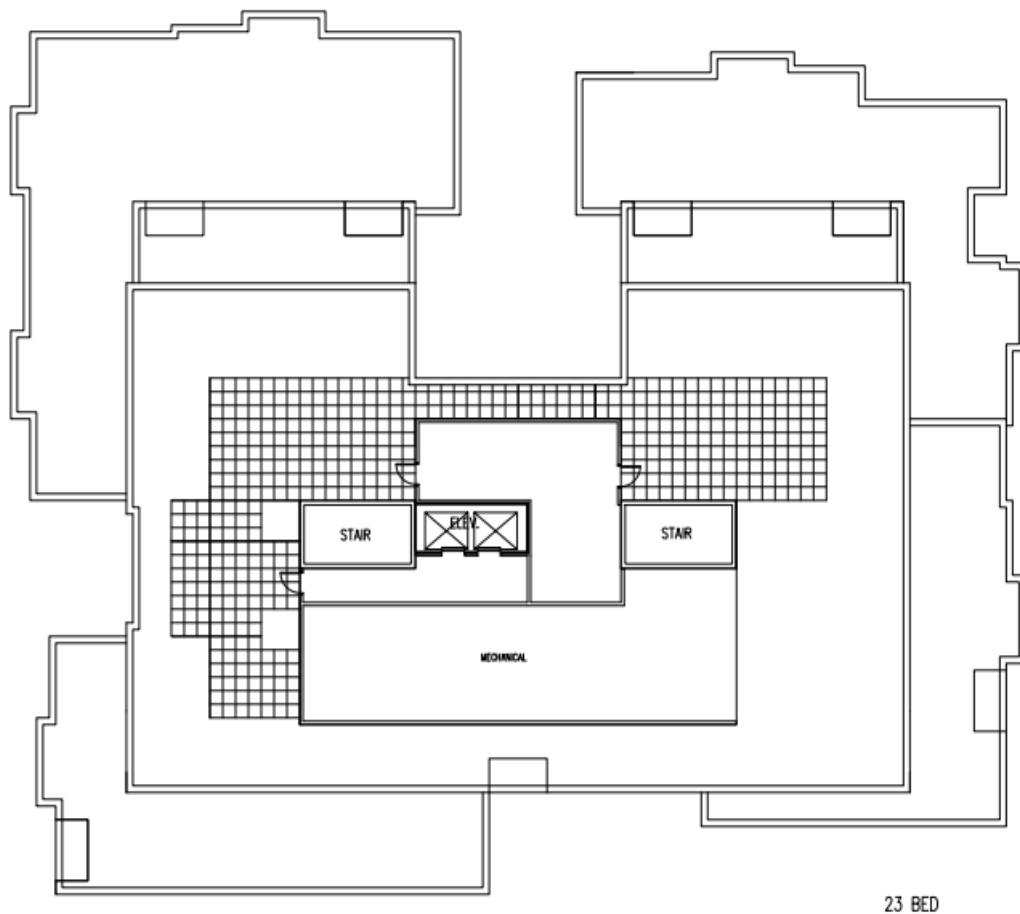
Newer (eastern) building of the Edgewater hotel: height 85 feet; footprint 16,700 (approx.).

## ATTACHMENT B

Waterfront (619-625 N Henry) plans for the penthouse floor/roof: this is what was above the 7th story and what staff said was an additional story. Staff said this was an additional story because "that floor includes public access via stairs and elevators to the rooftop open space amenity."

The 126 plans (page 26 of 51) show stairs going to the rooftop amenity, perhaps setback 5-8 feet from the front of the building. Plus, there is also access to the rooftop amenity from the 6<sup>th</sup> story tower via stairs and an elevator.

If this rooftop counted as a story for Waterfront, the rooftop amenity for 126 would also seem to count as a story. If it does not count as a story, especially in light of the Zoning Board of Appeals decision (see below), perhaps an explanation



PENTHOUSE FLOOR PLAN

<https://madison.legistar.com/View.ashx?M=F&ID=2274856&GUID=0CB586EE-4E76-4538-9F55-5199270F42AF> page 24



Zoning Board of Appeals, Legistar 31440, 9/12/2013, was an appeal of the Zoning Administrator's decision as to what constitutes a story.

<https://madison.legistar.com/LegislationDetail.aspx?ID=1472214&GUID=48D697B7-D16C-43FA-9FCA-631DD3C122B5&Options=Advanced&Search=>

"Action Details:"

Tucker explained to board members how the zoning code defines a story and how many stories are allowed for a TR-C3 residential district. He stated that areas above the second story under a roof pitch of 8:12 or greater are not considered a third story and could be occupied as long as they met the requirements for human occupancy. **He clarified that what the appellant is proposing is a deck area above the second story and open to the sky, not under the roof line, and because of that it is considered be a third story.** Amy Hasselman explained the enclosed space above the second story does comply with the requirements to be occupiable and believes it should not be considered a third story, as it doesn't have a roof or another floor above it, and is outside the building. She also pointed out that if they enclosed the entire area above the second story, which they believe would create more bulk, would be allowed and not need a variance. Hasselman questioned if someone were to put a roof deck on a two story flat roof home, if it would then be considered a third story, even if there wasn't a railing. Arlan Kay pointed out that they are allowed to have 400 square feet of occupiable space above the second story, along with attic space. If they were to extend the roof over the porch to make it comply with zoning staff's interpretation of a story, it would make it easier for a home owner to illegally add more occupiable area by going around building and zoning review. He argued by having it as an open porch, it becomes "Murphy Proof" and makes it impossible for future owners to add more occupiable space without first being properly reviewed. Tucker viewed the roof deck to be a third story because it creates a floor level that is open, not under the roof, and above the second level. He informed board members the arguments about the creation of bulk, as well as the square footage allowed by the building code, are irrelevant to discussion of what's allowable above the second story as it pertains to the zoning code. He also questioned board members what it would then be called if they determined that it wasn't a third story. He then provided examples of allowing a porch above the second story that wouldn't need a variance request. Corigliano motioned to approve the appeal of the Zoning Administrator's decision, seconded by Milligan. Board members decided that a porch is part of the building, and therefore the definition of a story would apply. **They also agreed that the definition of a story in the ordinance is clear, that the area above the second story must be between the eaves and the ridge line of a roof with a pitch 8:12 or greater, in order to not be considered a story.** The motion to approve the appeal failed (0-5) by voice vote/other. (emphasis added)



-----Original Message-----

From: Dan McCammon <[mccammon@physics.wisc.edu](mailto:mccammon@physics.wisc.edu)>

Sent: July 24, 2020 1:02 PM

To: Parks, Timothy <[TParks@cityofmadison.com](mailto:TParks@cityofmadison.com)>

Subject: Planning Commission consideration of 126 Langdon

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Planning Commission,

As a long-time resident of Langdon Street I've been following the plans for 126 Langdon with some concern. There are good arguments that this project would detract from the unique architecture of the street, and that the company has a history of poor control of its buildings. However, my main concern is its impact on traffic safety in the area.

Parking on Langdon is more than saturated, and during the school year deliveries and move-ins often block the fire lanes next to the property. Removing more on-street parking to create a still-inadequate loading zone would make this worse. The project really needs a non-blocking drive-through delivery area so cars and trucks can exit going frontwards across the sidewalk. This much traffic backing across the busy sidewalk would be a serious accident waiting to happen, and the project should not be approved until this is addressed.

I've ready the steering committee report sent in by Bob Klebbs. This is an excellent summary and raises all the points I've come across in my own reading. I can't think of anything to add (except perhaps a more graphic description of the current circulation problems).

Best wishes,

Dan McCammon

1 Langdon Street 402

Madison, WI 53703

Plan Commission  
Meeting of July 27, 2020  
Agenda Item #20, Legistar #58786

I urge the Plan Commission to deny conditional use approval for the project as proposed in the plans dated 7.27.2020. The project is too wide, too high, and too deep to contribute positively to the historic character of the area. Attachment A provides an aerial view of the old 126 Langdon building. One can see the extent to which the old 126 was out of context with its neighbors. Data is also provided to compare the dimensions of the old 126 to the proposed project, and also a comparison to the Edgewater dimensions.

Is this really a 6-story project along Langdon?

The Staff report describes this project as "five stories along the Langdon Street frontage, the remaining two stories will be step backed approximately 88-feet from the front of the building." This is a 6-story building along Langdon, with the 6<sup>th</sup> story stepped back about 12 feet because, in the past, public access via stairs/elevators to a rooftop open space amenity counted as a story.

In the Staff report for the Waterfront planned development, staff said: "Staff has determined that the proposed building will stand eight stories above N. Henry Street when measured from the southwestern corner of the building to the top of the penthouse floor, which is considered a story because that floor includes public access via stairs and elevators to the rooftop open space amenity."

Attachment B includes further details, including a Zoning Board of Appeals decision on the definition of a story.

Summary of CU standards which are not met:

#4: The combination of the underlying parcels into a lot with 153 feet of Langdon Street frontage will set the stage for combination of other parcels, and large buildings on combined and/or deep lots.

#7: The project does not meet (1) the usable open space requirement, (2) minimum required bicycle parking, (3) the additional height area (the tower portion is 20 or so feet too close to Langdon), and, perhaps (4) maximum lot coverage. Although a requirement like bike parking could be taken care of later with a direction from the Commission that the requirements be met, it is not possible to increase usable open space without significant change to the proposed structure.

#9: The project is not compatible with the historic context in scale and design (density, building width, lot width, depth and height).

#14: The project is not a "development located within the Additional Height Areas." Having a setback is separately addressed in the ordinances (area C) and is not allowed for area F.

**CU standard #4: “The establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.”**

The Staff report focuses on 126 Langdon being a single lot, that the building size is proportional to lot size, that the integrity of the lot is almost identical to the lot that held the former dormitory and accessory parking lot, and that lots do not need to be combined.

126 Langdon is a single tax parcel, but it is not a single lot. The tax parcel crosses Lot 8 and Lot 9 of Block 60 of the original plat. In cases where other buildings have crossed underlying plat lines, a certified survey map has been required (e.g., the Waterfront and 817 Williamson). To date, there is not a certified survey map approved and filed (unless it was so recent that on-line records are not yet updated).

If approved, this project will be cited as precedent by future developers for other large scale projects. For example, 210 and 216 Langdon could be combined, as well as 245 and 241, 227 and 221, 611 and 601.

A large building could also result in large buildings being sought for 228, 126, 112 and 22 Langdon, 616 and 620 N Carroll, 640 N Henry and 633 N Frances. These are all locations of buildings that are non-contributing to the historic district. And the risk of demolition by neglect increases as the financial benefits of developing large buildings is seen. The risk of demolition by neglect also increases as the integrity of the historic district is lost by overwhelming outsized buildings.

The applicant attempts to justify the height on the last page of the plans by showing other tall buildings in the area. Some of these comparisons are outside the historic district. Five of the buildings on the map were built 1956-1968, the heyday of what the Downtown Plan refers to as out-of-context buildings. Five of the buildings are historic buildings, with 3 at 3 stories, one at 4 stories and 1 at 5 stories. The 5-story building, 1 Langdon is a corner apartment building at a height of about 50 feet.

Two of the comparisons are recent construction, 155 Langdon and 633 N Henry (the Waterfront, which was approved under the 1966 zoning code for planned developments).

	155	633	126
	Langdon	N Henry	Langdon
Stories	4	6*	5-9
Footprint	5,598	16,168	19,500
Lot size	10,275	25,255	30,786
Lot frontage	98	150	153
bldg frontage	83**	53/25/49***	131
total GFA	27,990	124,673	148,514****

\*The 6<sup>th</sup> story is only 57% of the size of the 1st story due to significant setbacks

\*\* The corner has a significant setback, so the frontage without setback is 51 feet

\*\*\* The original proposed building width was 127 feet. Approval was for a single building with 3 segments: approximately 53 feet, 25 foot open space which is setback about 75 feet, 49 feet

\*\*\*\*Per Staff report

**CU standard #7: "The conditional use conforms to all applicable regulations of the district in which it is located."**

The following requirements are not met: (1) usable open space; (2) minimum bicycle parking; and, (3) additional height extends outside of the allowed area. It is not clear whether lot coverage is met.

***1. Usable Open Space is not met***

**28.079 - DOWNTOWN RESIDENTIAL 2 DISTRICT.**

Usable open space: 20 sq. ft. per bedroom. Usable open space may take the form of at-grade open space, porches, balconies, roof decks, green roofs or other above-ground amenities.

The Letter of Intent dated 03/30/20 claims 8,898 square feet of usable open space, with 7,340 being required: ground level 5,751 and rooftop deck 3,247. The Staff report dated May 18, 2020 accepted the amounts claimed by the developer.

7,460 square feet of usable open space is required: 373 bedrooms at 20 square feet/bedroom (see page 32 of the 7/27/2020 plans, document #27 of the Legistar record).

The developer's number claim just about every inch of the property not covered by the building or driveway. This ignores ordinance requirements: usable open space needs to meet dimensional requirements, slope requirements, and excludes the front yard.

Relevant ordinance provisions

**MGO 28.211**

Usable Open Space. That portion of a zoning lot, outside of a required front or corner side yard, as extended to the rear lot line, that is available to all occupants for outdoor use. Usable open space shall not include areas occupied by buildings, driveways, drive aisles, off-street parking, paving and sidewalks, except that paved paths no wider than five (5) feet, and pervious pavement may be included in usable open space. Usable open space may include balconies and roof decks where specified in this ordinance.

Yard. Open space on a zoning lot between the principal building and the adjoining lot lines.

Yard, Front. A yard extending along the full length of the front lot line between the side lot lines.

**28.140 - USABLE OPEN SPACE.**

(1) Usable open space shall be provided on each lot used in whole or in part for residential purposes, as set forth in each district.

(a) Usable open space at ground level shall be in a compact area of not less than two hundred (200) square feet, with no dimension less than eight (8) feet and no slope grade greater than ten percent (10%).

1. Where lot width is less than forty (40) feet, the minimum dimension of usable open space may be reduced to six (6) feet.

(b) Usable open space shall not include areas occupied by buildings, driveways, drive aisles, off-street parking, paving and sidewalks, except that paved paths no wider than five (5) feet, and pervious pavement designed for outdoor recreation only may be included as usable open space.

(c) Within the Central Area, as defined, where usable open space requirements cannot be met due to limited existing lot area, or building/parking placement, required landscaped areas may be used to meet the usable open space requirement, provided that said landscaped areas are a minimum of five (5) feet in width.

#### Areas that do/don't qualify as usable open space

Usable open space does not include:

1. The front yard. The building has a required 25 foot setback. MGO 28.071(2)(d), effective 12/12/2019. (Prior to adoption of ORD-19-00089, the setback was 10 feet, as reflected in the staff report's zoning summary chart. The project application was submitted 12/18/2019.)
2. The easterly side. The back approximate 2/3 of the building has a 10 foot wide area between the building and access drive (see page 38 of the 7/27 plans). However, this area is landscaped (landscaped areas can only be used where the "requirements cannot be met." Plus, there is a retaining wall down the middle of 54.25 feet of the length (page 39), giving 3 areas: 4.5 feet, retaining wall of 1.92 feet, 3.77 feet. Plus, the slope is too great: the slope grade cannot be greater than 10% and the slope for the back approximate 75 feet is greater than 10% (see page 39 of the 7/27 plans).
3. The westerly side. This is 10.09 foot wide area has a retaining wall down the middle of much of the length, breaking it into approximately 5 feet wide slivers of land, not meeting the 8 feet in width (page 38). This also appears to have a grade greater than 10%, with a swale to the west.
4. The portion behind the front "L" facing 142 Langdon.  
One section is a sunken terrace is 10.7 feet by about 60 feet and is shown as concrete (page 38). "Usable open space shall not include areas occupied by ... paving and sidewalks ..."  
One section is stairs to the sunken terrace and a walkway.  
One section, about 30 feet by 9.3 feet is a green area that may be usable open space.
5. Westerly side yard, portion toward Langdon: this has been converted to moped parking (page 22).

Usable open space includes, or perhaps includes:

1. The lakeside back yard. The back has a bit of green space by the building and a driveway (page 48). The dimensions are 37 feet (approximate, including the walkway) by 8.57 feet (page 38 and 48). The slope appears to be close to level (page 39).  
**317 sq ft**
2. The portion behind the front "L" facing 142 Langdon, which appears to meet the size and slope requirements.  
**279 sq ft**
3. Westerly side yard. This area is 17 feet wide and about 70 feet in length, with the portion towards Langdon being moped parking and some sort of entry. For the back portion, about 6 feet of the width is landscaping, which does not count. The other 11 feet in width (sidewalk plus turf) by the approx. 41 feet in length.  
**451 sq ft**

4. Pool terrace (page 27). Perhaps, but MGO 28.140(1)(b) only counts "pervious pavement designed for outdoor recreation only" and it is not clear whether this is pervious pavement. (The green roof is not proposed for use: there is not a railing around the building edge defining usable area: the pool terrace area has about an 8 foot high wall surrounding it.)  
**3298 sq ft**
5. The terraces on the 6<sup>th</sup> and 7<sup>th</sup> floors. These terraces are private terraces for 2 units of 3 bedrooms each. The terraces are relatively large at 193 square feet. But since they are private, they can only account for the 6 attached bedrooms.  
**120 sq ft**

Total *potential* usable open space: 4,465

Required: 7,460

**Lacking: 2,995 (or 40% short of meeting the requirements)**

Note: Even adding the front yard would not meet the requirement – the total is only about 1,088 square feet: front patio would add about 450 sq ft; the 13 by 25 foot space at the eastern side of the front yard would add about 325 sq ft; the 28.5 by 11 space at the far western edge would add about 313 sq ft.

The ordinance does permit landscaped areas at least 5 feet in width to be included as usable open space in the Central Area, but only "where usable open space requirements cannot be met due to limited existing lot area, or building/parking placement." On a lot of 30,786 square feet, more square feet could be found. The decision of a developer to maximize building size should not qualify as a situation "where usable open space requirements cannot be met."

## ***2. Bicycle parking requirements are not met***

The project is short 54 spaces (29% of the required parking).

The total bike parking reflected on the plans dated 7/27/20 is 129 (114 in the basement and 15 outside). The 35 spaces originally on lower level 1 have been removed. The number of units on the 7/27 plans is 108 (up 18 units) and the number of bedrooms is 376 (up 9 units). Total required bike parking is now 183, with 172 spaces for residents and 11 spaces for guests.

It is also interesting to note that if this project was a fraternity (and it is being marketed to fraternities), required bicycle parking would be 470 spaces.

Another item to note is that the bike parking is not convenient. A biker needs to enter the garage, go to the stairs/elevator, and go down one floor to access parking.

## ***3. Downtown Additional Height Areas Map***

The revised Letter of Intent, dated 03/30/20 states: "The bonus two floor area of the building is setback 115' feet from the Langdon Street ROW ..." The Staff Report states: "The seven-story portion of the building begins approximately 113 feet from the property line ..."

Assuming a building with a stepback qualifies for additional height (see discussion under CU Standard #14), the 7-story portion is 20 or so feet too close to Langdon. MGO 28.071(2)(b) outlines the area for the potential additional 2 stories. It is the area *within* the outline where an

additional 2 stories may be allowed (the western edge of the outline is drawn on N Henry). The inside of the outline is at about the same depth as 104 Langdon, which has a depth of 130 feet. But the Waterfront plans had a very precise map, which would put the additional height area at 135-136 feet back from the property line.

<https://madison.legistar.com/View.ashx?M=F&ID=2274320&GUID=3A3A09E9-6E14-4C42-95B9-013A7299704E>

#### **4. Maximum Lot Coverage**

The maximum lot coverage is 80%. The Staff report lists the proposed maximum lot coverage as "TBD." If the "green roof" is needed to meet the maximum lot coverage requirement, the applicant should describe the parameters (e.g., a bunch of sedum trays).

**CU Standard #5: "Adequate utilities, access roads, drainage, parking supply, internal circulation improvements, including but not limited to vehicular, pedestrian, bicycle, public transit and other necessary site improvements have been or are being provided."**

The Downtown Plan recommends a mid-block pedestrian path. The Waterfront planned development was required to "dedicate a permanent public easement for the lakefront pedestrian/ bicycle path along the northern edge of 140 Iota Court adjacent to Lake Mendota as recommended in the Downtown Plan."

The 7/27 plans show (page 19) a "pedestrian sidewalk & extension of informal Langdon Street mid-block walkway, for use by the neighborhood."

Will this be a required easement? Who will ensure maintenance such as snow removal?

Is a 4-foot wide walkway wide enough to even be deemed a pedestrian/bicycle path? It would be wide enough for one person/bike, but not wide enough for passing.

**CU Standard #9: "... the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district."**

The Downtown Plan recommends that the Langdon neighborhood preserve "the historical and architectural heritage of the area" and that a limited amount of higher-density residential development can be accommodated on selected sites and that "new development must enhance the essential character of the area." Recommendation #95: encourage relatively higher-density infill and redevelopment that is compatible with the historic context in **scale and design** on non-landmark locations and sites that are not identified as contributing to the National Historic District." (emphasis added)

The GFLU Map has this area at Medium Residential. The Comprehensive Plan provides MR as having a general density range of 20-90 du/acre (high residential is 70+). The proposed project, at .71 acres and 108 units, has a density of 152 units/acre – not, under any definition, even close to "medium residential."

The Staff report acknowledges 126 would be the widest building on the 100 north block of Langdon: existing building widths, per the staff report, range from 40 to 89 feet, with a median of 50 feet. The staff report states that the width of the 7-story portion would be 65 feet. However, the building width along Langdon would be 131 feet – 42 feet wider than the widest building (47% wider) and 81 feet wider than the median (162% wider). The project's building width is out of context with the area's intended character.

Even the lot size is not compatible with the 100 north Langdon block. 126 would have a lot 153 feet wide. The width of historic lots along north Langdon range from 18 feet to 104 feet, with a median of 82 feet. At 153 feet in width, the lot would be 49 feet (47%) wider than the widest lot. The project's lot width along Langdon is out of context with the intended character.

The Staff report also notes that the depth of the building would only be 5 feet deeper than the demolished building. But that building was an out of context building, so the comparison is not relevant. The deepest building on the block is 601 N Henry at, perhaps, about 130 feet (the lot depth is 148 feet). The project's depth of 225 feet is out of context with the intended character.

The project's 62 feet height along Langdon (including the parapet) is out of context with the intended character. The height could work, perhaps, in a well-designed building that had an appropriate width.

The Staff report for the Waterfront (a planned development approved under the 1966 Zoning Code) provided a deeper analysis of standard #9. Since that project had 127 feet facing N Henry (with articulation and an original entry setback of about 25 feet), those comments could be equally as applicable to 126 Langdon. Some snippets:

- The [Downtown] Plan recommends preservation and rehabilitation of contributing historic buildings in the Langdon District and higher-density infill redevelopment that is compatible with the historic context in scale and design on non-landmark locations and sites that are not identified as contributing to the National Register Historic District.
- ... the scale, height, mass and design of the proposed eight-story, 79-unit apartment building are fundamentally inconsistent with the recommendations of the Downtown Plan ... [Note: the floor heights were all 9 feet, so the overall height for the 8 stories would have been 72 feet]
- New development in the Langdon District is recommended to preserve the historic and architectural heritage of the area, enhance the essential character of the neighborhood and not diminish views of Lake Mendota. Specific recommendations for the Langdon District encourage the preservation and rehabilitation of contributing historic buildings (Recommendation 94) and relatively higher-density infill redevelopment that is compatible with the historic context in scale and design on non-landmark locations and sites that are not identified as contributing to the National Historic District (Recommendation 95).
- Another component of the Langdon District plan recommendations is the enhancement of access to Lake Mendota and formalization of the ad hoc pedestrian path between the lake and Langdon Street to enhance the path's aesthetics and safety and to make stronger connections to the proposed lakefront path. The Plan recommends that implementing these amenities be pursued in conjunction with new development adjacent to these corridors, but that implementation of the amenities should not be



justification for approving new development that is otherwise inconsistent with the recommendations of this plan.

- Staff further believes that despite the efforts the applicant has made to reduce its visual impact, that the scale, bulk and mass of the 79-unit apartment building is not consistent with the historic scale of the area, which aside from a smattering of taller 1960s and 1970s-era apartment buildings, is predominantly characterized by lower-scale structures dating back primarily to the first three decades of last century, including 4 of the 5 buildings on the subject site.

There were three Plan Commission meetings on the Waterfront, the first just a referral to UDC. The minutes of the second meeting reflect the Plan Commission's concerns: "Plan Commission asked that the development team look at the scale, height and mass of the proposed 79-unit apartment building, ..." And even after changes were made (the deep entry on N Henry of about 40 feet, total of 7 floors, etc.), staff still said:

- ... the scale and mass of the new apartment building continue to be inconsistent with key recommendations of the Downtown Plan.
- Staff believes that the allowance for additional building height above the base five stories recommended in the Downtown Plan for this portion of the Langdon District (Area F) is predicated on enhancing the historic character of the Langdon Street National Register District and implementation of the Plan's emphasis on preserving contributing buildings.

**CU Standard #14. "When applying the above standards to an application for height in excess of that allowed by Section 28.071(2)(a) Downtown Height Map for a development located within the Additional Height Areas identified in Section 28.071(2)(b), the Plan Commission shall consider .."**

The development is not "located within" the Additional Height Areas – it is only *partially* located within the additional height area F. If a building was within the additional height area, it could potentially be 7 stories. As said in the Downtown Plan, "a few taller buildings might be appropriate in the middle of these blocks [areas E and F] if set well back from the street" (page 122). The reason was that these areas slope downward to Lake Monona.

The Downtown Plan, and MGO 28.071(2)(b) did not intend to provide additional height above the 5 stories through the use of setbacks. If that had been a goal, then wording similar to that for West Washington, additional height area C, could have been included in the ordinance.

MGO 28.071(2)(b)2. Buildings along the frontage of the 400 and 500 blocks of West Washington Avenue may be allowed two (2) additional stories above the four- (4) story building height limit provided there is a thirty- (30) foot setback.

Instead, the plain language of the ordinance was written so that a building entirely within the additional height area could potentially obtain an additional 2 stories which, with the slope of the hillside, would make any such building approximately the same height as 5-story buildings on Langdon.

**CU Standard #15. When applying the above standards to an application to redevelop a site that was occupied on January 1, 2013 by a building taller than the maximum building height allowed by Section 28.071(2)(a) Downtown Height Map, as provided by Section 28.071(2)(a)1., no application for excess height shall be granted by the Plan Commission unless it finds that all the following additional conditions are also present: ..."**

The Staff report states: "While Standard #15 also relates to excess height in the downtown, it does not apply in this situation because the subject parcel is located within a mapped and codified Additional Height Area." This is a misinterpretation of the ordinance.

The ordinance applies "to an application to redevelop a site that was occupied on January 1, 2013 by a building taller than the maximum building height allowed by Section 28.071(2)(a) Downtown Height Map." That is the only condition – there is not any exception for buildings in the mapped additional height area. 126 Langdon was a 7-story building (8 at the back) as of January 1, 2013, in excess of the height map.

It does not make sense to say that #15 does not apply when #14 applies. An example can help illustrate this point. 630 N Frances is a 6 story apartment building built in 1968. It is within additional height area E. Next to it is 644 N Frances, a designated Madison Landmark. Under CU standard #14, 630, if it were to be redeveloped, would need to "complement and positively contribute to the setting of" 644. Alternatively, it could be redeveloped under standard #15, which essentially allows a new building to be the same size as long as the downtown design standards are met. Arguably, redevelopment under standard #15 would be easier than redevelopment under standard #14 – it is hard for a new building that is double the footprint and 50% taller than a landmark neighbor to complement and positively contribute to the setting of that landmark.

126 Langdon was a 7-story building (8 at the back) as of January 1, 2013, in excess of the height map. If the developer wanted to have a project equally as deep as the old 126 building, the developer could use this CU standard #15. But just because the old 126 building was 220 feet deep does not mean that this project can be 225 feet deep under CU standard #14.

Or as said in the Downtown Plan (pages 24-25):

There are several developments throughout Downtown that are much larger in height and/or mass than other buildings in their vicinity, and that architecturally do not contribute positively to the character of the surrounding area. Several of these buildings are taller than what is proposed for their area in this plan. In order to encourage redevelopment of these sites with new buildings that would enhance the area, it is proposed that new replacement buildings be allowed to be built to a similar height, density, or volume of the existing building provided that superior architectural design is required. Although the new building could be taller or larger than other buildings allowed in the area, replacing these less attractive, out-of-context structures with better designs would benefit the neighborhood in which they are located and Downtown overall.

## Conclusion

The old 126 Langdon, at 7/8 stories, was a building taller than what was proposed in the Downtown Plan and adopted as ordinance. CU standard #15 was created to allow these buildings to be rebuilt to the same size in order to encourage redevelopment with a building that had "superior architectural design." It seems inconsistent that a standard created to cover outsized buildings could be essentially made irrelevant by a building that would be 21% higher: the 7 story tower is 79 feet versus 65.3 feet for the old 126. The old 126 had a volume of 574,379 cubic feet, the project's tower portion alone has 703,495 cubic feet. Add to that the Langdon frontage, and the result is a building which is more than two times the volume as the old 126 building. Even the footprint of the tower portion alone exceeds the footprint of the old 126: 8,905 square feet versus 8,800 square feet.

This is, in and of itself, a conditional use finding based on "substantial evidence" and is not based on personal preference or speculation. Add to that the lack of usable open space, a tower that extends beyond the Additional Height Area (assuming a stepback is even permitted under the ordinances), and a density far in excess of "medium residential," more than adequate justification exists to deny conditional use approval for this project.

If conditional use approval is granted, one has to wonder about the future of CU standard #9. If this project is compatible with the existing or intended character of the area and the statement of purpose (historic district), the logical next question is "what isn't?" The project does not even give the pretense of being two buildings (such as the Waterfront).

This is not a bad project, but it is a project that belongs somewhere other than Langdon Street.

Respectfully Submitted,  
Linda Lehnertz

## ATTACHMENT A



NC: a building not contributing to the historic district

Old 126 height 65.3 feet, project 79 feet (the part being called 7 stories), or a 21% increase in height (over about 56% of the project).

Old 126 footprint 8,796 sq ft, project 19,500 sq ft (approx.), or about 120% larger.

Old 126 street width 40, project street width 131 (the setback tower portion is about half the width), or about 225% wider.

Old 126 61,600 gross square feet, project 148,514 square feet, or 141% greater.

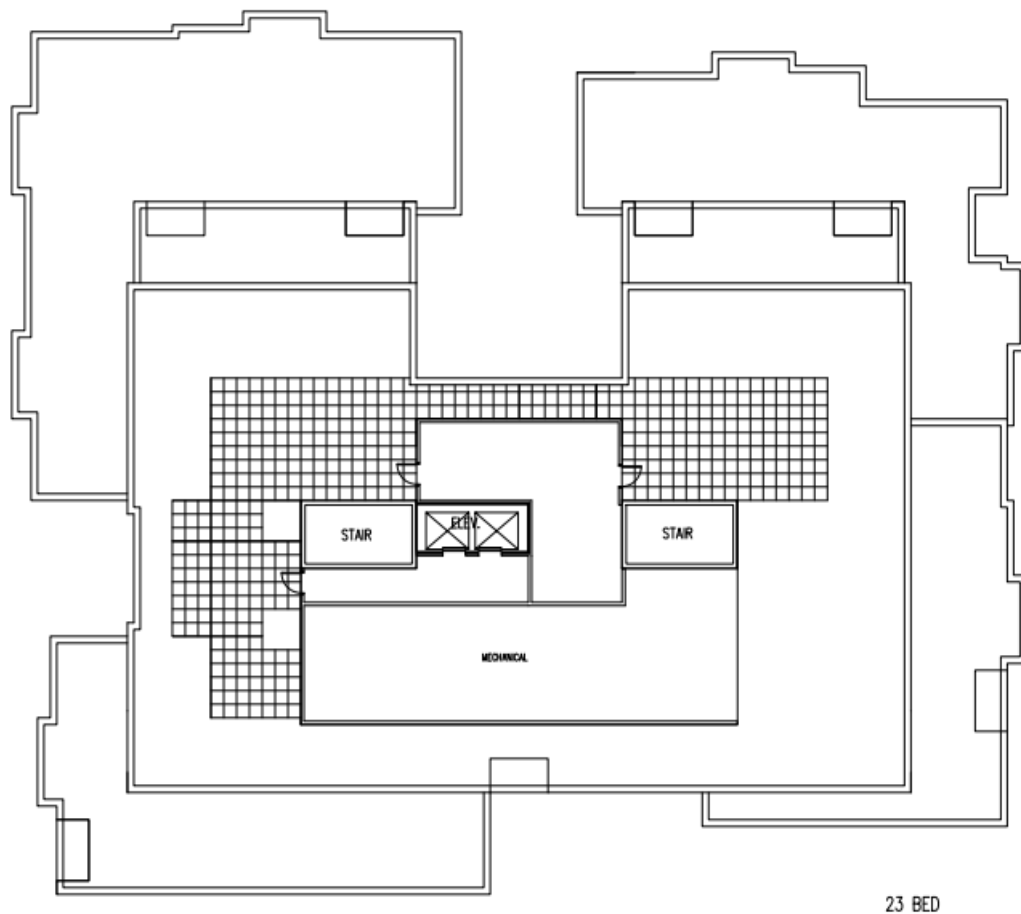
Newer (eastern) building of the Edgewater hotel: height 85 feet; footprint 16,700 (approx.).

## ATTACHMENT B

Waterfront (619-625 N Henry) plans for the penthouse floor/roof: this is what was above the 7th story and what staff said was an additional story. Staff said this was an additional story because "that floor includes public access via stairs and elevators to the rooftop open space amenity."

The 126 plans (page 26 of 51) show stairs going to the rooftop amenity, perhaps setback 5-8 feet from the front of the building. Plus, there is also access to the rooftop amenity from the 6<sup>th</sup> story tower via stairs and an elevator.

If this rooftop counted as a story for Waterfront, the rooftop amenity for 126 would also seem to count as a story. If it does not count as a story, especially in light of the Zoning Board of Appeals decision (see below), perhaps an explanation



PENTHOUSE FLOOR PLAN  
10-12

<https://madison.legistar.com/View.ashx?M=F&ID=2274856&GUID=0CB586EE-4E76-4538-9F55-5199270F42AF> page 24

Zoning Board of Appeals, Legistar 31440, 9/12/2013, was an appeal of the Zoning Administrator's decision as to what constitutes a story.

<https://madison.legistar.com/LegislationDetail.aspx?ID=1472214&GUID=48D697B7-D16C-43FA-9FCA-631DD3C122B5&Options=Advanced&Search=>

"Action Details:"

Tucker explained to board members how the zoning code defines a story and how many stories are allowed for a TR-C3 residential district. He stated that areas above the second story under a roof pitch of 8:12 or greater are not considered a third story and could be occupied as long as they met the requirements for human occupancy. **He clarified that what the appellant is proposing is a deck area above the second story and open to the sky, not under the roof line, and because of that it is considered be a third story.** Amy Hasselman explained the enclosed space above the second story does comply with the requirements to be occupiable and believes it should not be considered a third story, as it doesn't have a roof or another floor above it, and is outside the building. She also pointed out that if they enclosed the entire area above the second story, which they believe would create more bulk, would be allowed and not need a variance. Hasselman questioned if someone were to put a roof deck on a two story flat roof home, if it would then be considered a third story, even if there wasn't a railing. Arlan Kay pointed out that they are allowed to have 400 square feet of occupiable space above the second story, along with attic space. If they were to extend the roof over the porch to make it comply with zoning staff's interpretation of a story, it would make it easier for a home owner to illegally add more occupiable area by going around building and zoning review. He argued by having it as an open porch, it becomes "Murphy Proof" and makes it impossible for future owners to add more occupiable space without first being properly reviewed. Tucker viewed the roof deck to be a third story because it creates a floor level that is open, not under the roof, and above the second level. He informed board members the arguments about the creation of bulk, as well as the square footage allowed by the building code, are irrelevant to discussion of what's allowable above the second story as it pertains to the zoning code. He also questioned board members what it would then be called if they determined that it wasn't a third story. He then provided examples of allowing a porch above the second story that wouldn't need a variance request. Corigliano motioned to approve the appeal of the Zoning Administrator's decision, seconded by Milligan. Board members decided that a porch is part of the building, and therefore the definition of a story would apply. **They also agreed that the definition of a story in the ordinance is clear, that the area above the second story must be between the eaves and the ridge line of a roof with a pitch 8:12 or greater, in order to not be considered a story.** The motion to approve the appeal failed (0-5) by voice vote/other. (emphasis added)

**From:** [Prusak, Sydney](#)  
**To:** [Cleveland, Julie](#)  
**Subject:** FW: 126 Langdon Street Development  
**Date:** Monday, July 27, 2020 12:10:51 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

---

---

**From:** Heck, Patrick  
**Sent:** Sunday, July 26, 2020 6:40 AM  
**To:** JULIAN LUKE NAZARETH <jnazareth@wisc.edu>  
**Cc:** Prusak, Sydney <SPrusak@cityofmadison.com>  
**Subject:** Re: 126 Langdon Street Development

Hello Julian,

Thanks for input on this proposal. If you have not also contacted other Plan Commissioners, I've copied Sydney Prusak in the city's Planning Division who can add your email to the materials that Commissioners will read before Monday's meeting when this is considered. You'll need to reply giving Sydney permission to add your email to the record.

Thanks again,

Patrick

Alder Patrick Heck  
608-286-2260

To subscribe to District 2 updates go to:  
<http://www.cityofmadison.com/council/district2/>

---

**From:** JULIAN LUKE NAZARETH <[jnazareth@wisc.edu](mailto:jnazareth@wisc.edu)>  
**Sent:** Saturday, July 25, 2020 5:49 PM  
**To:** Heck, Patrick  
**Subject:** 126 Langdon Street Development

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alder Heck,

Thank you for all of your work serving on the plan commission. My name is Julian Nazareth, and I am a student at the University of Wisconsin. I live nearby campus, and I realize how new developments can affect students' living experience.



I am attaching pictures I have taken at the site of 126 Langdon Street. Looking at the pictures, this development does not remotely fit in with the character of the surrounding area, clearly violating city approval standard 14. While I am open to new developments in the area, new developments should either match or compliment the designs of surrounding buildings. The large glass windows of the huge 9 story building do not fit in with the small historic houses adjacent to the property. I hope that all plan commissioners honestly reflect as to whether this new development fits in with the character of the surrounding area.

Sincerely,

**Julian Nazareth**

1216 Spring Street #701,  
Madison, WI 53715





**From:** [Prusak, Sydney](#)  
**To:** [Cleveland, Julie](#)  
**Subject:** FW: 126 Langdon Street proposal  
**Date:** Monday, July 27, 2020 12:12:47 PM

---

-----Original Message-----

From: Mark and Tammy Ehrmann [<mailto:ehrfamily@sbcglobal.net>]  
Sent: Monday, July 27, 2020 11:44 AM  
To: Prusak, Sydney <[SPrusak@cityofmadison.com](mailto:SPrusak@cityofmadison.com)>  
Subject: 126 Langdon Street proposal

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Sydney,

Please include my statement in the information about the project at 126 Langdon St. in the packet to the Plan Commission. Thanks!

Tammy Ehrmann

Delta Delta Delta House Corporation President

Dear Plan Commission members,

I am opposed to the development project at 126 Langdon St. for a number of reasons. I have highlighted those below:

1. The site circulation of the area has not been addressed in a way that meets requirements for the area. The last building that was in that location allowed for an entrance on the east side of the property and an exit on the west side of the property, giving a one way flow to all vehicles in the area. The new plan eliminates the west side drive completely, requiring cars, delivery trucks, fire trucks and garbage trucks to make a y turn in a narrow parking lot at the bottom back of the building. This does not seem to be a safe way for that to happen considering all of the foot traffic in the area from the many residents who use the drive as a way to get to Langdon St. In addition, it causes congestion in a small, tight parking lot that belongs to another residence. There will be an increase in traffic to the area with the number of residents proposed in the development, and the current conditions do not even work with the current amount of traffic. The plans do not address this added traffic that a building of this size will require in an acceptable way.
2. The rooftop hot tub (which is a pool size) has been shown, in other developments by Core Spaces, to be a nuisance and detriment to the area. This is an accident waiting to happen, whether it be from things thrown from the rooftop, overuse by residents and their guests while alcohol is used, lack of supervision by staff (with only resident managers on site at much of the time), and the noise and disruption to the area as a whole.
3. The mass, scale and design of the project is completely out of proportion with the neighboring buildings. This is an historic area and owners work very hard to adhere to rules and regulations regarding historic property. In no way does this building compliment or enhance that historic flavor of the area. Once that is gone it will never be able to be reinstated - and in fact, opens up the gates for others to add these kinds of developments to the area. It starts to make more sense to sell existing buildings to developers for the land alone, rather than spend so much to keep them compliant with the historic area and have them overtaken by behemoth structures that do not fit in. Langdon will end up being a long narrow street filled with high rises that are filled with students and the local flavor of Langdon St. will be lost forever.

I hope you will take my views into consideration when making a decision about the development. Thanks you.  
Tammy Ehrmann

Delta Delta Delta House Corporation President  
120 Langdon St.

**From:** [Prusak, Sydney](#)  
**To:** [Cleveland, Julie](#)  
**Subject:** FW: I respectfully urge your support for The Langdon  
**Date:** Monday, July 27, 2020 12:08:53 PM

---

---

**From:** Jordan Mack [mailto:info@126langdonstreet.com]  
**Sent:** Friday, July 24, 2020 11:26 AM  
**To:** Prusak, Sydney <SPrusak@cityofmadison.com>  
**Subject:** I respectfully urge your support for The Langdon

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear City Officials,

I respectfully urge your support for The Langdon. Students are an integral part of the economic and cultural experience of the City, and Hub Lifestyle brings a unique hospitality experience that will be woven into the fabric of the community.

Existing inventory fills up quickly, and this project will help enhance the City by generating much needed tax revenue and creating jobs, which are extremely important in these uncertain economic times.

Core Spaces has incorporated feedback from the community, and they have the experience needed to create a world-class residential community that both students and Madison residents can be proud of.

Sincerely,

Jordan Mack

403 W Dayton St  
Madison, Wisconsin, 53703

[Jemack2@wisc.edu](mailto:Jemack2@wisc.edu)  
(608) 577-3536

166.182.252.116

**From:** [Prusak, Sydney](#)  
**To:** [Cleveland, Julie](#)  
**Subject:** FW: Opposition to Core Space Proposal  
**Date:** Monday, July 27, 2020 12:13:17 PM

---

-----Original Message-----

From: Connie Mills [<mailto:cmills@charter.net>]  
Sent: Monday, July 27, 2020 12:07 PM  
To: Prusak, Sydney <[SPrusak@cityofmadison.com](mailto:SPrusak@cityofmadison.com)>  
Subject: Opposition to Core Space Proposal

Caution: This email was sent from an external source. Avoid unknown links and attachments.

As a 40 year volunteer member to the House Corporation Board to Delta Delta Delta , 120 Langdon, I have been in the neighborhood a long time. The Core Space project offers nothing but trouble. Too many units, too much garbage without a smooth pick up plan, too much chaos/lack of parking for grocery, fast food and Amazon/UPS package delivery.

I have not even mentioned drunken calls or police visits for misbehavior.

Check out their history.

Please don't allow this huge monster to mess with the serenity of Langdon Street as we know it. Madison is better off without it.

Connie Mills

TO: Members of the Plan Commission  
SUBJECT: 126 Langdon and Police Calls For Service to Lucky Apts, The Waterfront,  
The Hub and The James  
DATE: July 24, 2020

I've lived on Wisconsin Ave. around the corner from Landon St. for over 10 years. After the Madison Police Department created a position for a Langdon Police Officer, the neighbors began to notice a change for the better. Undergraduate residents learned that the ingrained behaviors they had witnessed with upperclassmen needed to change because there would be consequences. The Langdon Officer and his colleagues, who often worked the weekend crowded bar scenes, attended our monthly Mansion Hill District meetings.

Having a dedicated police officer who was able to develop relationships with the Greek community and student renters paid off. Undergraduates of all stripes learned there were consequences and adjusted their behavior accordingly to stay out of trouble with the MPD and Bascom Hill. Unfortunately, due to budget cuts the Langdon Officer position lost funding.

Core Space targets fraternities for group leasing. It's likely that members of the six fraternities who have been kicked off campus for their behavior, will have fraternity brothers in the proposed Hub II. If the 126 Langdon proposal with 376 residents is approved, the City must find the money to hire a Langdon Officer or two.

Attached is a comparison graph using the MPD's Calls for Service information for Lucky Apts, The Waterfront, The Hub and The James. The information starts near their opening date and ends on Oct. 20, 2019, in most cases. It appears that large "luxury" rental housing with high numbers of 4 and 5 bedroom units and rooftop amenities have serious problems. Could it be that 4 and 5 bedroom units are cash cows for the developer?

Please notice the difference in The Waterfront's Calls for Service from the first two years (2014-16) to the last two years (2017-19) of the time period. That is the result of the Langdon Officer's work.

Thank you for your time.

Frances Ingebritson  
504 Wisconsin Ave. #3

**POLICE CALLS FOR SERVICE TO LUCKY APTS, THE WATERFRONT, THE HUB AND THE JAMES**

Neighbors are concerned with the number of police calls for service from the large private student rental developments (The Hub and The James, The Waterfront, and Lucky Apts.) that have been built. More than being nuisance properties, these student rental apartments have severe safety issues for everyone concerned. Unfortunately, the position of a dedicated Langdon police officer has been cut due to budgetary constraints that will only worsen the problem.

Calls for service reflects calls to police and how a caller and 911 operator interprets a situation in the moment.

<b>CALLS FOR SERVICE Madison Police Dept.</b>	<b>LUCKY APTS Aug 12, 2008 – Dec 10, 2019</b>	<b>WATERFRONT Mar 3, 2014 – Oct 22, 2019</b>	<b>THE HUB May 7, 2015 – Oct. 2, 2019</b>	<b>THE JAMES May 10, 2017 – Oct. 20, 2019</b>	<b>LUCKY APTS 1st 2 Yrs ----- Last 2 yrs 9.3.2008- 9.2.2017 9.30.2010 9.30.2019</b>	<b>WATERFRONT 1st 2 yrs ----- Last 2 Yrs 9.1.2014- 9.2.2017- 9.30.2016 10.22.2019</b>	<b>THE HUB 1st 2 Yrs--- Last 2 Yrs 9.3.2015- 10.1.2017- 9.30.2017- 9.30.2019</b>	<b>THE JAMES 1st 2 Yrs 9.1.2017---9.29.2019</b>
Liquor Law Violation	32	1	5	0	13—0	0—1	2—0	0
Assist Citizen	63	6	31	9	19—12	1—4	16—14	7
Assist EMS/Fire	70	22	50	20	6—9	7—10	25—24	17
Assist Police	29	10	34	15	5—3	8—1	21—12	12
Redacted Calls*	64	2	37	10	24—2	0—0	15—22	10
Robbery Strong Armed	1	0	3	2	0—0	0—0	2—1	2
Noise Complaint	129	58	108	45	52—10	23—14	75—32	2
Disturbance	74	10	90	16	17—7	6—1	25—19	15
Weapons Offense	2	0	1	3	1—0	0—0	1—0	3
Burglary Residential	11	6	9	4	3—1	2—3	3—6	4
Adult Arrested Person	4	0	3	2	1—0	0—0	0—2	2
Trespass	24	2	36	4	3—3	1—0	15—19	4
Check Person	112	23	91	50	25—18	6—9	43—46	45
Disturbance Unwanted Person	33	5	33	9	6—7	3—2	15—17	7
Battery / Battery Agg. Substantial	11 / 3	3 / 0	16 / 0	4 / 0	6/1—0/0	3/0—0/0	10/0—4/0	4/0
Fraud	34	3	9	9	8—9	1—2	4—5	9
Threats Complaint	20	0	11	9	4—4	0—0	8—3	9
Fight Call	4	0	6	3	1—0	0—0	6—0	3
Theft	97	17	53	13	20—10	7—6	26—22	9
Domestic Disturbance	14	1	12	10	1—0	1—0	6—5	8
Preserve the Peace	18	0	13	2	4—4	0—0	3—10	2
Damage to Property	33	8	13	4	17—3	3—3	6—7	4

<b>CALLS FOR SERVICE Madison Police Dept.</b>	<b>LUCKY APTS Aug 12, 2008 – Dec 10, 2019</b>	<b>WATERFRONT Mar 3, 2014 – Oct 22, 2019</b>	<b>THE HUB May 7, 2015 – Oct. 2, 2019</b>	<b>THE JAMES May 10, 2017 – Oct. 20, 2019</b>	<b>LUCKY Apts 1st 2 Yrs– Last 2 Yrs</b>	<b>WATERFRONT 1st 2 Yrs–Last 2 Yrs</b>	<b>THE HUB 1st 2 Yrs–Last 2 Yrs</b>	<b>THE JAMES 1st 2 Yrs–Last 2 Yrs</b>
Accident Property Damage	12	1	4	4	17---3	3---3	6---7	4
Check Property	90	28	93	16	29---9	11---9	52---32	14
Property Found	27	2	14	10	2---9	2---0	3---11	9
Adult Arrested Person	4	0	3	2	1---0	0---0	0---2	2
Safety Hazard	18	0	13	2	3---1	1---0	2---0	0
Information	62	7	27	12	15---5	2---1	9---18	10
Follow-up	35	7	55	30	16---7	0---5	15---40	30
Serving Legal Papers	12	2	19	0	5---1	1---1	12---7	0
Violation of Court Order	4	0	4	1	0---0	0---0	1---3	1
ATL Person	5	0	4	1	1---1	0---0	1---1	1
<b>TOTAL CALLS FOR SERVICE</b>	<b>1,151</b>	<b>240</b>	<b>900</b>	<b>317</b>	<b>336---138</b>	<b>92---75</b>	<b>428---391</b>	<b>249</b>
<b>NOT COUNTED: FYI</b>								
Parking Complaint on Street	29	16	29	19	1---20	4---8	17---10	19
Parking Complaint (Pvt Prop)	238	15	8	6	26---3	10---4	8---0	6
911 Calls: Silent, Abandoned, Unintentional, Disconnect, question and Misdial								
Great care was taken to get the correct count when preparing this document. My apologies if there is an incorrect number for any item.								
* Under Wisconsin Public Records Laws, "record custodians must carefully weigh the competing public interests involved when deciding to release any record in their possession. Custodians begin with a presumption of complete public access to such records. However, custodians must consider whether inspection of the record could result in harm to the public interest that would outweigh the benefits of such inspection. When such harm substantially outweighs the benefits of public inspection, such records or portions thereof, must remain confidential." Calls for service reflects calls to police and how a caller and 911 operator interprets a situation in the moment.								
Prepared by Frances Ingebritson								



Juwon Lee

to me ▾

Thu, Jul 23, 10:17 PM (17 hours ago)



Hi Benjamin,

Sure, here is the letter and my paragraph:

I am aware this letter to the mayor of West Lafayette sent in August, 2019 will be presented as testimony to the Madison City Council and it's relevant committees as evidence that Core Spaces may not be the company to develop this project that will be more than enough. This letter was signed by 31 residents of the Hub on Campus West Lafayette and sent to mayor John Dennis.

I hope this helps. Best of luck.

Best,

Juwon Lee

(I have since then left Indiana and am currently working as a consultant in NYC)

August 28, 2019

Dear Mayor John R. Dennis,

My name is Juwon Lee, and I have just started a postdoctoral research fellow position in the Department of Psychological Sciences at Purdue University. Myself and 30 other people, almost all students or affiliates of Purdue, are submitting this complaint regarding the Hub on Campus West Lafayette State Street apartments (hereby referred to as “the Hub”) located at 111 Salisbury Street in West Lafayette and which opened this August. We are currently tenants of the apartment and are unhappy with the way that the Hub management has dealt with (1) delays regarding the move-in date and (2) early and current conditions of the apartment and its facilities.

We are sending this complaint for two reasons. First, we beseech recognition of what we’ve experienced as citizens of West Lafayette, and ask the City to aid us in seeking compensation from the Hub. Second, due the magnitude of inconvenience we have been through and still continue to experience, we think it is important to inform the City of West Lafayette in hopes of positively influencing future contracts that the City makes with developers.

We first describe the series of delays that occurred regarding the move-in date, the inconveniences we’ve had to experience, and our concerns about the circumstances. The official move-in date was Monday, August 12 of this year. This was the date given to me in March when I signed the lease, and in phone calls and emails from the Hub up until August. Then, on August 1, eleven days before the move-in date, we received an email from the Hub stating that the move-in date was delayed five days, to Saturday, August 17, due to “several delays that compounded during construction.” There was no other explanation for those delays. The Hub



further stated that they would provide a rent abatement for the five days. They would also reimburse us for hotel costs up to \$150 per night for the five days. For travel costs due to the delays, they would give a credit reimbursement if we provided receipts. Finally, they would provide an additional \$30 per day in order to make up for ancillary costs due to the delays.

There was no mention of providing accommodation for us, or how to find accommodation for the five days. I did a search of West Lafayette hotels for the period of Aug 12-17 and there were absolutely no suitable accommodations available. The only hotels left were \$200-300+ a night. All of the AirBnB's were also booked. Basically 330+ tenants (a number one staff member told me) were left without accommodation. I myself had already been making plans to arrive on the 12th for several months, so all of this caused me to panic. I immediately called the Hub and asked if I could break my lease. The office staff told me that I would have to pay up to \$1000 in fines and also the monthly rent until I found a substitute tenant, since they already wrote into the contract that the lease could not be broken even if the move-in date was delayed. Because I do not have much extra money around, I reluctantly started to adjust my plans. I barely found accommodation through posting on one of the Facebook Purdue housing and sublet groups, with several students I did not know. I was taking a risk to room with strangers in an informal setting, but it was the only choice I had. Other tenants stayed in Indianapolis or in more expensive hotels that they would not be fully reimbursed by the Hub.

The reason why we stayed with the Hub after faced with that inconvenience is because we felt trapped. It was too close to the start of the semester to change our plans, especially for those who were coming from out-of-state or another country. In addition, there were not many housing options around campus available anymore. Finally, the Hub did not allow us to break our leases without consequence. This brings up a grave concern that we have: **Did the Hub strategically decide to inform us of the delay on August 1 to ensure the maximum number of tenants would not break leases, when they largely suspected earlier to that date the delay would occur?** We suspect this is highly likely especially because of the events that happened later, when (1) the Hub was denied the Certificate of Occupancy and when (2) tenants moved into a building that was far from being finished, albeit safe to inhabit. Even if the Hub did not deliberately engage in that questionable practice, what resulted was ultimately unethical as despite the massive inconvenience, they did not engage in efforts to make the process easier such as finding accommodation or permitting us to break the lease. We implore the City to put forward efforts that prevent this practice in future developments.

If the five-day delay was the only inconvenience we experienced, we would not be writing this letter. During those five days, the Hub sent multiple emails of how the move-in process would proceed on the 17th, including a map of where to go to. However, at 9:46pm on the 16th, we received an email from the Hub stating that "the property did not receive its Certificate of Occupancy from the City of West Lafayette today" and thus would be unable to offer the move-in date of the 17th (see Article 2). Again, there was no mention of why the property did not receive approval from the City. In addition, there was no future move-in date given, just a note they would send us an update. The next morning on the 17th, we were sent a second email stating that the Hub had arranged inspectors to inspect the building that evening and they were "hopeful that

we will be able to give tenants the option to move-in this evening” (see Article 3). There was no solid move-in date designated, nor any mention of what they would do if the City did not grant occupancy that evening. I was concerned to how many days I had to book a hotel because we were left in uncertainty. **How could they not give us a certain date so we could plan accordingly?**

In addition, I had driven from Pittsburgh in a minivan with all of my luggage in it, and the car was very costly to rent. When I called the Hub and asked if they would pay for a storage unit so I could return the rental car, they said they would store my luggage at their leasing office. When I arrived at the leasing office, it was chaotic. A student was crying because she came from out-of-state and didn't have a car, and there were no hotels near walking distance, and the Hub was not making any efforts to help her situation. In addition, due to the two delays she had to call her UPS driver several times and change his schedule, all which was very costly and had to be paid up front. Another student was very upset because he hadn't been able to shower for two days as he had been sleeping through the delay in his car. Many students mentioned they were on their flights when the email arrived. I asked the office staff why the City denied occupancy to the building. The Hub replied by saying it was just a few small things they need to fix, but that the “apartments look great” and we should not be worried about anything. This is another point of concern that we raise: **There was no transparency from the Hub throughout this whole delay process.** Also, there was no additional compensation offered from the Hub other than another day of rent abatement. It was helpful that the Hub offered to store our luggage in its office, but see what happened to our luggage after this. Because of these events and how the Hub has treated us, together with the lack of transparency, we basically feel that the Hub does not care about us tenants.

That night at 11:32pm, we received another email from the Hub that they had passed the inspection and that we could move in that night since they would stay until 1am (see Article 5). Rather than taking the risk to move at night for a timeframe of less than 1.5 hours, which does not reflect the safest thinking, I opted to move in the next day, Sunday August 18th. The next day, when we received our keys from the office staff, each of us were told “If anything is missing from the unit, please let us know,” which I thought was odd but soon found out why they said that to every single tenant. **We moved in the next day to an apartment that was basically far from finished.** From the start, the exterior still has construction fabric attached to it, the first floor retail spaces are filled with rubble, and there are construction frames attached to the building even to this day (August 28th, eleven days after move-in). The finishings inside were not complete and the mailing room did not work. Although they promised us designated parking, then and to this day (August 28th, eleven days after move-in) we do not have allotted parking spots. In addition, many of the facilities that are promised on the website are to this day (August 28th, eleven days after move-in) still not available, which we detail below. The floor walls, to this day (August 28th, eleven days after move-in), still have dark smudges on them. However, that all paled in comparison to the state of our units.

All of our units were dusty and dirty. Specifically, my unit had a layer of dust on the whole unit floor, cabinets, and stovetop. The bathroom floor was smudged and dirty, and my toilet had a

thick pink rim in it. It took me a full day to clean my unit. All of the walls in mine and many other units were chipped, dented, and had holes in them, the paint jobs were sloppily done, and one of my bathroom walls is protruding out (even though the apartments are advertised as “luxury apartments” on the Hub’s website). My unit had two wall sockets that were uncovered and were thus an electrical hazard, and there are other units which still have uncovered wall sockets. The refrigerator still had all its packing material inside of it. My bathroom door was badly chipped throughout and did not look new at all. Most importantly, the unit was supposed to be fully furnished but was missing a mattress (which was delivered that night) and chair (which was delivered four days later). My washer and dishwasher were not connected to water and my thermostat was not working (see Articles 5-8 and also <https://www.wlfi.com/content/news/Tenants-are-unhappy-with-the-conditions-at-the-new-Hub-on-Campus-apartments-in-West-Lafayette-554957551.html>). In addition, cable, wifi, and ethernet were included in the rent but to this day (August 28th, eleven days after move-in), the cable (set up 9 days after move-in) and wifi are very unstable, not working for extended times, and ethernet still has not been set up. So far was just the state of my unit; other units did not have a working AC until four days after move-in, or were provided with a TV that didn’t turn on or had a crack in it, a microwave that was bent, a washer that didn’t work, a stove that was not plugged, screws that were hanging out, drawers without a top, a balcony full of cigarette butts and sticky cement dust, paint stains throughout the floors, missing walk-in cabinets, window locks that fell out constituting a safety hazard, dirty furnace filters, and cracked desk drawers. One student’s room was locked for 28 hours so he had to sleep on the living room couch instead. On the 11th floor, one of the apartments is continuously leaking and as a result the hallway carpet in that area is always wet. Especially, even to this day (August 28th, eleven days after move-in), not all of those problems have been resolved. For each issue, we have been asked to put in a maintenance ticket and our issue is on a waitlist, taking many days to get even basic issues resolved. Since each unit has so many issues and across the 300+ tenants, all of those issues add up to a massive amount. Even knowing so, the Hub is keeping the level of maintenance staff (currently, there seems to be two staff responsible for all of the units) to that of an apartment that has maybe one or two issues when you move in, not 5+ issues. For example, during the weekend there is no maintenance staff at all to deal with unit issues unless it’s a fire or flood emergency. **Across all the units, all of these issues are being compounded to an unreasonable amount and again, the tenants are the ones suffering for it.** For example, the unit with the cracked desk drawers has not gotten a replacement yet even to this day (August 28th, eleven days after move-in). We’ve experienced crucial appliances shutting down, such as dryers and toilets stopping to work. These all reflect the rushed opening to a premise that was not ready for tenants.

Also, to this day (August 28th, eleven days after move-in) there are major issues with the elevators and fire alarms. Every day there are problems with the elevators. Students have been stuck in elevators multiple times. For example, on August 23rd a student was trapped in Elevator 2, and as such that elevator was closed down for the weekend. One student let me know he and his friends got on an elevator that suddenly stopped, fell a little, and then after thirty seconds resumed the trip, leaving them immensely frightened. In addition, the fire alarms keep going off periodically, with one continuously beeping for five days. Last week, a fire alarm went off

around 7am and the first floor of the building was flooded. **However, even though these worrisome and safety hazardous events continuously happen, the Hub does not inform tenants of any of these events. Rather, it seems they are actively concealing these alarming events, which goes back to the issue of transparency we have raised.**

In addition, there was a major issue with the luggage that the Hub stored for tenants at their leasing office. I was told on the 17th and 18th that the luggage would be held securely and delivered on the 18th. When I moved in on the 18th, I asked multiple times throughout the day when my luggage would be delivered to me, and was assured each time that it would be delivered by 5-6pm on that day. By 7pm, it has still not been delivered, and I asked again and was told it would be delivered to my room soon. When I returned at 10pm I was horrified to see everyone's luggage in moving carts lined up on the first floor next to the loading garage entrance, with no one watching over them and the office staff all gone home. Our luggage was delivered the next day, but even though the office staff had marked each of them, some packages were misdelivered, and myself and several other people reported missing packages which have not been addressed yet. **We are very concerned about this disregard for tenants' possessions and the practice of making empty promises to tenants.**

**Our major complaint regards the fact that we are paying full rent when the facilities and amenities promised to us (see Article 9), to this day (August 28th, eleven days after move-in), are not being provided.** Our ethernet has not been set up at all, and the wifi and cable are very unstable. This is a problem since many of us are trying to do homework from home. Throughout the building, the floors and walls are filthy and have not been cleaned to this day (see Articles 10-16). The business/study room, computers and free printing, and clubhouse are not finished yet. We were promised a spa and sauna which is not available yet. The website also advertises on-site professional management, but there is no one available after hours. The rooms on certain floors have an added price due to advertised extra amenities such as restricted floor access and a bathroom heating system, but none of those are in place. The entrance to the available facilities are unstable, with our keys periodically not working on them. Importantly, the website advertises "controlled access and key FOB system throughout the building", which is one of the main reasons that myself, as a woman living alone, decided to contract with them due to the increased security. **As of now, there is no restricted access to the building or floors.** Anyone can get in the building and into the elevators and floors. When we bring up these issues of unfulfilled amenities and facilities to the Hub, they keep repeating that they "are working on it." **Basically, we do not want to pay full rent to the Hub until all of the facilities and amenities that were promised are delivered.**

We have already spoken to the management team of the Hub about a discount on rent due to the condition of the premises and units and failure to deliver many of the promised amenities and facilities, **but our request was rejected by the core management on August 27th. We beseech the City of West Lafayette to recognize what the tenants of the Hub have gone through and are still experiencing, and to help us in this plea in whatever capacity the City can.** Especially, the rent at the Hub is extremely expensive. My studio apartment is 330 square feet and \$1110 in monthly rent, and it is one of the cheaper units available. I decided to invest in

the apartment despite its cost because I wanted a place walking distance to my work building at Purdue, fully furnished, that provides many amenities, and would be new, so I would not have to take the time for an out-of-state visit to check its condition. **Many of us are out-of-state or international students who decided on the Hub for similar reasons, and as such a more vulnerable population due to the lack of local ties or resources.** For example, we experienced the highest inconvenience from the delays because we couldn't stay with a friend or family in West Lafayette when other established tenants could.

Currently, us tenants feel we have been deceived and scammed by the Hub and are suffering for it. We have had to go through the inconveniences of two delays that were announced extremely late and with no support from the Hub, and we have moved into a place that is far from being finished. Many of us are freshmen or new to Purdue and West Lafayette and thus our experiences in this city so far have been less than pleasant. When asked when even basic provisions such as ethernet will be installed, the Hub is not giving us any definitive answers. We think it is only fair that we do not pay the full rent until the Hub delivers everything that was promised when we signed our leases. We are not asking the Hub compensates us for the distress and anguish they have caused us, even though that has impacted our studies and work at the start of the semester. **We are asking in a reasonable manner that we receive our money's worth, and if that is not currently possible, to not pay until it is.**

PLAN COMMISSION  
Meeting of July 27, 2020  
Agenda Item #20, Legistar #58786

During the Plan Commission meeting on May 18, Core Spaces' Senior VP Rodney King told the Commission,..."Allowing density on this site is preserving contributing buildings. Also, the impact from this project should be minimal. This project has less occupants and is the same building height as the previous building."

If this project is approved, the impact of this massive out of context building will destroy the historic sense of place of the 100 block and the quality of life in the surrounding area will plunge. Hopefully, the Plan Commission will listen to the house directors of adjacent sororities who understand exactly what the proposed construction would mean for the livability of the properties that they supervise. If Core Spaces is allowed to proceed, a new standard for the meaning of compatibility will be set. The economics of all nearby properties will be greater as a teardown.

The old 126 with 7 stories had a height of 65.3 feet. The proposed 5 story building has a height of 57 feet on Langdon, a difference of 8.3 feet. The width of the old 126 was 50 feet. The new building would have a width of approximately 131 feet.

**Conditional Use Standard #9:** "When applying the above standards to any new construction of a building or an addition to an existing building the Plan Commission shall find that the project creates an environment of sustained aesthetic desirability compatible with the existing or intended character of the area and the statement of purpose for the zoning district."

The proposed building is not compatible in scale and mass with the character and sense of place of the surrounding neighborhood. The mass of the building overwhelms the adjacent and surrounding properties so this project fails to meet the standard.

The May 18 Staff Report states that "New development **must** enhance the essential character of the neighborhood and not diminish views of the lake."

Langdon Neighborhood Character Study, 2018 Survey Report: The core of the character defining features of the Langdon Neighborhood are the "the vistas of Lake Mendota from street, public sidewalks and private properties." One of the best views of the lake from a sidewalk will be lost.

When looking at the photos, imagine a building with a width about 2.5 times longer than the width of old 126. The height of the proposed 5 story building will be about 9 feet shorter than old 126 building.

Frances Ingebritson

Both photos by John Hart, WSJ Archive.









To: Madison Planning Commission  
From: Joe Brill, President, Kappa Sigma Building Association, 124 Langdon St.  
Re: 126 Langdon Redevelopment Plans  
Date: 7/24/20

To Whom It May Concern,

The Kappa Sigma Building Association owns the property located at 124 Langdon St. Our association supports the proposed redevelopment project at 126 Langdon St. We think the design and architecture are attractive and appropriate for the neighborhood. We are satisfied with the widened drive aisle and the site circulation plans. And we appreciate that the old Langdon Dorm, which was a very unattractive building, is being replaced by a much more appealing building that will fit reasonably well within the neighborhood. We feel the new building and site plan will be a major upgrade from the previous building, which sat empty for over ten years and was a major eyesore for over fifty years.

A handwritten signature in black ink, appearing to be 'JB' or 'Joe Brill', written in a cursive style.

Joe Brill

President

Kappa Sigma Building Association

124 Langdon St.