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RE: 126 Langdon Project

Dear Sydney,

In addition to our circulation plan outlined in our submittal, we wanted present an additional narrative to give commissioners adequate assurances that the circulation plan is well thought out and will serve the needs our project. Below are the key items in the circulation plan:

- **Trash pick up**
 - Waste hauling services will be provided for trash as well as recycling. Trash will be stored in 2-yd compacted containers while recycling will be handled by standard Front-End Load style 3-yd cans. Residents will be able to dispose of waste and recycling in a central trash chute system for ease of central collection. Final service will be provided by a 3rd party hauling firm at the loading dock area where cans will be staged for final pickup by our contracted hauler. These pickups will be scheduled with the 3rd party hauling firm to maximize the efficiency of the designated loading spaces.

- **Uber/lyft drop offs**
 - Ride share pickups and drop offs for our project will occur in the designated loading spaces outlined in the circulation plan. Our property is one of the first projects to account for space within the project for rideshare providers. There are currently no code requirements for a project to provide this service, but we recognize the need.

The inclusion of 4 10-15-minute parking zones would have an added benefit of allowing vehicles to park and briefly wait and drop off residents as needed.

- **Grub Hub and other food deliveries**
 - This designated loading spaces would be able to be serve as drop off for food delivery services. Grub Hub or similar programs would need to meet tenants outside of the building or they can elect to put their orders in a centralized delivery cubical, provided by Core Spaces. This would allow the delivery services to only leave their vehicles briefly.

- **Amazon, FedEx, UPS deliveries**
 - Parcel carriers would be able to utilize the loading zone for unloading of parcels. For a property of 351 tenants we would expect approximately 52 packages per day when averaged over the course of the year. Deliveries generally take place later in the morning or in the afternoons, long after the loading zone has already been utilized for trash and waste pickup services. These types of deliveries are usually grouped together and delivered once per day.

The delivery driver will unload the daily load into our centralized package locker system. This system allows drivers to avoid delivering packages door to door, which dramatically cuts down on the delivery time. After the packages are loaded into our package locker system, residents receive a text and a code that have a package than can be retrieved at their convenience.

- **Moped parking**
 - Moped parking for tenants is provided in the tenant parking garage area. Parking will be leased and assigned like vehicles in dedicated and numbered parking areas specifically designed for mopeds. The garage will be access and climate controlled. An area for guest moped parking is called out specifically on the east side of the building where resident's guests will be able to park their moped to keep the sidewalk and pedestrian entrances clear.
- **Fire Access Land**
 - We have widened the fire access lane to accommodate fire trucks for our building and the surrounding buildings. This widened fire lane is provided much needed access to surrounding building who lack adequate fire coverage. Additionally, this lane can accommodate two-way traffic vs. the current one-way traffic pattern. This will resolve one vehicle being to completely block the lane.
- **Proposed Neighborhood Loading Zone**
 - It has become apparent throughout this process that the neighborhood would benefit from a neighborhood wide loading/unloading zone. Neighbors have expressed that they regularly receive semi-trucks for food deliveries. When these deliveries occur those trucks usually have no choice but to block traffic. Our circulation plan shows an ideal location for a neighborhood wide loading zone. We have discussed this proposal with Traffic Engineering, Parking Utility, and Alder Heck and they initially support the concept of a neighborhood loading zone.
- **Pedestrian Walkway**
 - We added an additional pedestrian walkway as an alternative to walking down the fire lane. This addition is solely for the benefit of surrounding buildings, since our residents will exit the main entry and utilize the Langdon Street sidewalk.

We are certain this plan accomplishes all of our project circulation needs. There are no applicable standards in the current zoning ordinances to which we can analyze against, but we are providing more opportunities for loading/unloading than previous, larger, projects. We are providing better fire department access to our project and surrounding buildings, and we are a proposing a solution that could potentially solve long standing neighborhood issues.

Thanks,



Rodney J. King
Sr. Vice President, Development