

**Combined Mifflin West District, CNI and State - Langdon Neighborhood Association  
Steering Committee Meeting  
Capitol Centre Apartments Community Room, 344 W Dayton St.  
Tuesday, December 11, 2012**

re: Scott Faust Proposed Frances Street Development

Members present: SLNA - John Magnino, CNI - Scott Kolar, Rick Broughman, Pete Ostlind  
Members absent: CNI - Tim Kamps, Dan Bohl

Development Team: Scott Faust, developer, Randy Bruce, architect, Knothe & Bruce Architects

Meeting began at 5:35PM

**Francis Street Proposal**

Pete Ostlind made a statement of disclosure that had been hired by a general contractor to provide consulting services for two current projects for which Knothe Bruce is the architect.

Randy Bruce presented the updated details of the Frances St Development

The main changes since the last meeting with the Steering Committee:

- The number of units per floor was decreased from 4 to 3. The number of bedrooms remained unchanged at 98.
- A recycling chute was added.
- The number of moped parking spaces was increased from 9 to 12.

Discussion of items of concern from Staff report:

Site Design / Function 1) Semi-Public Spaces. The ground floor of the Francis Street face was redesigned to recess those areas between columns to provide more of a transition zone. Bruce stated that staff had asked if they could move the entire building towards the back of the lot to increase the semi-public space. Bruce stated the development team was amenable to that if that meant extending the cantilever of the rear of the building. There was an extended discussion of the alley at the rear of the building. The development team stated they had performed a title search and ownership of the alley could not be established. As a result their belief was that:

- The city owned the alley.
- It was an "out lot" and could not be developed
- The open space provided by the alley would make moving the building closer to the rear lot line more acceptable.

The steering committee recommended that the developer work with city staff to determine the status of the alley.

Interior Building Design 2) Dwelling Unit Size, Type and Layout. Decreasing the number of units per floor from 4 to 3 provided more space per unit. The updated floor plans showed furniture layout and larger closets in the bedrooms, the addition of common coat closets and pantry storage, and all bedrooms would have windows. No steering committee members expressed concerns with the designs.

Interior Building Design 5) Trash Storage. The development team noted the addition of a recycling chute and that there would be trash compactor. The floor plan appeared to provide more space in the trash room. The steering committee agreed that a trash compactor was necessary.

Interior Building Design 6) Off Street Loading. The development team stated that there is a loading zone on Francis Street and that the space afforded by the rear alley would make facilitate the accessibility to the rear loading space. They repeated that the management plan called for staggered move in/out.

Interior Building Design 7) Resident Parking. With the number of moped parking spaces increased from 9 to 12, the number of moped stalls was closer to the desired ratio of one stall per seven bedrooms. Committee members were still concerned about possible "spill over" of bike and mopeds into adjoining properties.

The committee reiterated that its primary concern with this proposed high density development was that residents be provided with adequate services. While the evolving design continued to make improvements in that respect, the committee was still concerned with the proposal's heavy reliance on the management plan to ensure that these concerns do not develop into issues over the long term. Ostlind suggested the development team consider submitting the management plan as conditional use. Giving the Plan Commission on going enforcement authority might provide the city a greater level of comfort with approving the plan.

Meeting concluded at 6:20PM