

2020 November 10
Zoom Meeting
Greater Allisonville Community Council Minutes & Meeting Notes
Page 2

Mo motion to “not object”, Andy seconded. Passed with one opposing vote.

Secretary – October 13 meeting minutes. Ted moved, Jason second. pproved as presented Sue still has bill for Joe’s business cards. She will take photo and send invoice to Gigi to pay.

Treasurer

Checking	\$1938.76	includes -\$350.00 payment to Ecologik for website +\$100 (Dues, donation)
Savings	<u>\$10,320.96</u>	+ .43 interest
Total	\$12,259.72	Decrease of \$249 57

Gigi will apply for a GACC Debit card at BMO to allow for easier deposits through ATM and paying bills online. Don motion, Joe second. Motion passed.

Reports from Local Officials:

Dan Boots, City Councilor: Reed Grand Jury announcement no charges. If you have business downtown be safe and cautious.

Nickel Plate Trail, attended by Carey Hamilton and larger corporate players. Trying to meet with Gov. Holcomb to authorize use of Covid \$\$\$. Physical, mental health and economic development & job creation. Castleton revitalization almost merged with Nickel Plate. BRAG taking initiative on this.

Health program grants still available.

Final Four not cancelled yet.

Sarah attended hearing for Bob Evans, but Dan has not heard results.

Natalie: Winter preparedness, Health grant to cover mortgage

Leaf collection 40 bags on normal trash bags, plastic preferred. November 9 to December 4

Citizens need to clear storm drains

Since Blue Indy not operating, we have many high-tech parking spaces available. Reach out to residents on how to use spaces. Not one universal solution. To complete survey indy.gov/curbs

DPW – no 6” residential plowing rule anymore since it was determined by weather service at airport. Last 5 years 6 inches have not been forecast so DPW will have option of going out with less than 6 inches. Isolated connector roads. DPW will have full jurisdiction to send out plows. Don has concerns about lack of plowing in some neighborhoods with small children and the necessity of needing to exit neighborhood.

Winter preparedness grant up to \$2500 for business for covid-in-winter related.

<https://response.visitindy.com/winter>

No update on Neighborhood Matching Grant which will match neighborhoods \$\$\$ for improvements.

Dan – concern about speeding in neighborhoods and suggests lowering from 30 to 25.

Ted: Allisonville Road speed limit. Bike lanes seem dangerous. Perhaps lower speed limit since we have Keystone and Binford designed to handle more traffic. GACC might want to contact neighborhood groups for support to contact city about lowering Allisonville Road speed limit.

Dan will check with DPW to get in motion to lower speed limit.

Adjourn @ 8:35 PM

Respectfully Submitted

Gigi Caito

2020 November 10
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Greater Allisonville Community Council Minutes & Meeting Notes
Page 1

Present: Sue Pfohl, Andy McNeilly, Gigi Caito, Ted Cotterill, Mo McReynolds, Jason DeArman, Joe Goeller, Don Melloy

Guests Present: Councilor Dan Boots; Natalie van Dongen; Neighborhood Advocate; Circle City Outdoor LLC~ Derek G. Raymond, Richard Blaiklock, Duane Frederickson; Murray Clark & John Robinson (JLL)

Meeting began at 7:00pm. Andy announced that meeting is being recorded.

020-DV3-052 9200 Keystone Crossing Washington Township, Council District 3, Zoned C-4
Circle City Outdoor LLC, by Derek G. Raymond, Richard Blaiklock, Duane Frederickson
Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to legally establish an outdoor advertising sign, with a 20-foot setback from Interstate 465, and along an interstate entrance and exit roadway (60-foot setback and advertising signs not permitted within 500 feet of an entrance or exit roadway).

Existing sign has been there for 9 years on south side of 465 just east of Keystone. No change in sign or new construction. Due to original agreement, need to get a permanent variance. Their company advertises local businesses but sometimes signage promotes one of their national brands.

Ted said it is similar to other billboards. Dan asks if there is a concern regarding future road improvements and was advised no. **Staff has not issued opinion yet.**

Don raised issue of possibility of increased accidents, but none are known to be caused by this billboard. Ted motion, Jason second. 100% approval to support. Sue will send letter to DMP with support.

020-ZON-080 4105-4151 E. 96th Street (HH Gregg site).

Murray Clark not prepared to present and asks to postpone presentation to GACC, and he is also asking to postpone hearing date and asks to add this to next month's agenda.

2020-DV3-051 ~ *scheduled for November 17 but asking for continuance.*

8900 Keystone Crossing Washington Township, Council District 3, Zoned C-4

G&I IX MJW Keystone Crossing LLC, by J. Murray Clark

Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to provide for a 35-foot tall pylon sign (25-foot tall pylon permitted).

6 buildings with approx. 100 tenants to advertise both office park and its tenants. July 2020 Signage ordinance change now only allows one sign per façade. As tenants move out, they will lose building façade sign.

Pylon signage allowed but petitioning for 35 ft, instead of permitted 25 ft. Pylon sign is due east of Mausoleum at Our Lady of Peace Cemetery. Sign will be backlit. No signage on bottom gray part and no temporary banners.

John Robinson from JLL. Willing to commit not to use signage to advertise for lease unless available panel. Will not a banner. Sign too expensive and office park exclusive.

Sign is perpendicular to Keystone and will be placed at edge of parking lot, not on slope which is right of way. Mo worried about setting precedent. Andy as an architect likes this kind of signage rather than trying to scan office buildings for tenant signage.

Jason questioned if retail (Simon) could install with similar signage rules. Simon added signs to parking garage not owned by Simon.

Ted suggested that maybe city should allow signage height to begin at street level. Mo said the signage rules do not have a one size fits all. Don suggested that sign height should be considered when elevating roadways. Dan stated that DOT does not look at consequences of elevated.