

CITY COUNCIL STUDY SESSION

TO: Mayor and City Council
FROM: Mari E. Macomber, City Manager ^{MEM}
SESSION DATE: August 17, 2009
TIME: 5:00 p.m.
PLACE: Second Floor Conference Room

We will be in the Second Floor Conference Room on Monday for the Study Session and will need to adjourn by 5:50 p.m.

AGENDA:

- **SIDEWALK REQUIREMENTS**
- **SIREN UPDATE**
- **NEWSLETTER REVIEW – August 14, 2009**

SIDEWALK REQUIREMENTS

The City Council was asked in October to provide clarification to the Planning and Zoning Commission on the position of the Council toward the requirement of sidewalks for new subdivisions. The Commission requested this after two developers – Petre Roberts and Larry Hays had requested variances to the existing sidewalk requirements.

The Council sent a letter, a copy of which is included with this packet, back in November 2008 that basically stated that the Commission should act independently but that the Council was not interested in granting variances when it came to sidewalk requirements.

Affected Developments

The Council has also expressed support for economic development, and city staff has been asked to discuss the sidewalk requirement one more time with the Council by developer Larry Hays. Mr. Hays has property on the south end of Jamison toward Highway 6. He requested a variance in April 2008 when he came before the Commission to approve his preliminary subdivision plat, and requested a variance on the sidewalks. The Commission questioned the particulars of the ordinance and what subdivisions were required to have sidewalks. See page 12 of this report. The Commission voted to require the installation of sidewalks as each lot is completed. As of this report, Mr. Hays has not developed this proposed subdivision.

Petre Roberts, developers of The Villages along the same stretch of Jamison and a portion of LaHarpe requested a variance to sidewalks within this development in

October 2008. The Villages was approved in 2001 and the developers were required to complete the sidewalk within 5 years after the acceptance of St. Andrews Street, which was completed in 2003. The developer did not meet the deadline, and then requested an additional variance. The Commission made the decision to continue to require the sidewalks, but to allow for the construction of the sidewalk one year within the issuance of an occupancy permit. The developer completed the sidewalk requirement just this summer – almost 6 years after the development was approved. Part of the motion approved by the Commission, included the Council and Planning and Zoning working together on alternative ideas – see bottom of page 8 and top of page 9 of this report.

The Council made it very clear that sidewalks were important to the future of Kirksville and the safety of residents. Mr. Hays asked if the Council could discuss this position one more time before he determines how to proceed with future developments in or outside the city limits.

City Laws

Included with this report are copies of several ordinances that dictate the installation of sidewalks.

Included in this packet are three ordinances.

Sec. 22-1. Definitions.

Sec. 22-27. Sidewalks.

Sec. 22-40. Variance.

Section 22-1 Definitions outlines several definitions that are used within the subdivision ordinance – two in particular is “principal arterial” and “local street”. A principal arterial is a major street within our community. A local street is one that serves the abutting properties and is intended to serve local traffic. In the subdivision ordinance Section 22-27 under sidewalks it references “principal streets”. The assumption is that this means the main roadway serving the major subdivision but there is no definition for principal street, so one could make an argument that the use of “principal” is referencing “principal arterial”. Language should probably be added to the City’s ordinance to clarify the intent of this wording.

Section 22-27 Sidewalks also states the following: In determining where new subdivision sidewalks should be located, the planning and zoning commission shall consider where they will connect to planned or existing hiking and biking trails and other arterial sidewalks. This language uses the words “where they will connect”. The discussions have been about “where they can connect”. For example, the City chose not to put in sidewalk along Jamison. Because of the type of street Jamison is and the type of traffic it attracts, there were concerns about children being on this street. Included in this packet is the proposed hike/bike trail map. There is no sidewalk shown on Jamison, could there be yes, but it is not planned or expected to be developed. It seems to me that the language should either be changed or a clarification added to expand on the intent of this language. This section of the Subdivision Code also references “arterial sidewalk”. Again, when taken in context with previous definitions it

could be argued that this is a sidewalk along an arterial street. If the intent is that this type of sidewalk is one located along any arterial, collector or a primary local street then the language should be clarified.

Section 22-40 Variance of the Subdivision Code states that a variance may be granted when it will cause an undue hardship due to the topography or other physical condition peculiar to the site. The reason to grant a variance with the sidewalk isn't due to the topography or a peculiar physical condition of the site. Again, this language should be clarified as to intent to insure the direction of the Council is followed and understood. Further the variance language found in Section 22-27 states that a variance shall only be issued where connection to a planned or existing hiking and biking trail or other arterial sidewalk is not possible or where the subdivision includes no principal interior street. What is the intent of this language? If the intent is to still require the construction of the sidewalks and allow variances in terms of when the sidewalks are constructed that clarification should be added. If the intent is to allow a developer the ability to request a variance eliminating the requirement for sidewalks again it seems a clarification is in order. Again this section of the Subdivision Code references "arterial sidewalk" and "principal interior street".

Recommended Action:

The Council is asked to discuss the sidewalk requirements and make sure that the City Code clearly states the position of the Council to minimize errors in interpretation.

SIREN UPDATE

The City Council was given information a few meetings ago on the existing siren system and possible improvements. Staff proposed purchasing a few sirens from another community and reconfiguring the location of some of the existing sirens. The Council asked staff to gather more information.

Fire Chief Randy Behrens has obtained additional information and has developed a proposed plan that will extend coverage to all of the outdoor areas of the City and expand the coverage throughout the community using equipment obtained from another community. Chief Behrens will be on hand Monday to outline his plan.

Recommended Action:

We believe for the extended coverage that will be provided and the estimated cost of using equipment obtained from another community that this would give us the coverage we need without costing us \$100,000 plus.

NEWSLETTER REVIEW – August 14, 2009

Attachments

- Letter to P&Z from Council
- Newsletter Item from October 2008

P&Z Minutes October 2008 (The Villages)
P&Z Minutes April 2008 (Preliminary Plat - Hays)
Subdivision and Sidewalk Ordinances
Hike/Bike Trail Map
Staff Report Sirens – Randy Behrens
Patryla Park Siren Picture
Original Siren Locations
Existing Siren Locations – 2 maps
Proposed Siren Locations



CITY OF
KIRKSVILLE

Administration 660.627.1225 • Human Resources 660.627.1458
Economic & Community Development 660.627.1224

*Given to Brad 11/10
to mail to P&Z in
next packets*

November 5, 2008

Randy Hagerty, Chairperson and
Members of the Planning & Zoning Commission

Dear Dr. Hagerty
and Members of P & Z Commission:

The City Council and I wish to express our appreciation for the commitment of time and interest each of you contribute to the decision-making responsibilities of the Planning and Zoning Commission. We understand that the Commission has been approached with a variance request regarding sidewalks. The City Council is very interested in seeing the construction of sidewalks throughout the community and believe the sidewalks to be important for pedestrian safety and helping to promote a more pedestrian friendly community. There has been a study cited that revealed sidewalks helped to reduce crime.

The Planning and Zoning Commission is encouraged to act as an independent board and make any recommendations they deem necessary or appropriate, but also to consider the wishes of the Council. The City Council is not interested in granting exceptions to City Ordinances.

We appreciate your request for some direction on the sidewalk variance and future matters. The City Council and I trust the decisions the Commission will make now and in the future. We hope this response will be helpful.

Sincerely,

Martha Rowe
Mayor

vlb

KIRKSVILLE CITY COUNCIL

NEWSLETTER . . .

Mari E. Macomber, City Manager *MEM*

Copies to: City Attorney
Media

October 24, 2008

SIDEWALKS

After the last Planning and Zoning meeting members of the Commission requested direction from the Council regarding sidewalks. Dave Petre, a local developer requested a variance. He gave the Commission a persuasive argument as to why he should not have to put in sidewalks. The Commission had several minutes of discussions, motions, withdrawn motions, more discussion, etc. Brad Selby told the Commission that previous Council votes were mostly unanimous in support of sidewalks. According to Brad, the Commission members were struggling with support for the current sidewalk ordinances. The Commission wants to be reassured that they were pursuing the sidewalk issue in the manner that the City Council expected. The question really for the Council is whether or not you want to tell this independent body how they should vote on something. I know that sidewalks are important to the Council; this discussion emphasizes the importance of LPRC, ATC and possibly P&Z being involved in reviewing the annual sidewalk plan. I would ask the Council to discuss this issue. If you wish to send a direct message to the Commission or expect the Commission consider the merits of each instance addressing the issue for the betterment of the City.

PLANNING & ZONING COMMISSION
MINUTES OF OCTOBER 8, 2008

PRESENT:

Randy Hagerty, Chairman
Carolyn Chrisman
Glen Novinger, Jr.
Doug Kollar
John Buckwalter
Danny McDowell
Jim Hamilton
Brad Selby, Codes & Planning Director

ABSENT:

Charles Giovannini, Vice Chairman
Jill McCord, Councilmember

CALL TO ORDER

Chairman Hagerty called the meeting of the Planning & Zoning Commission in the City Council Chamber to order at 7:00p.m.

APPROVAL OF AGENDA

Chairman Hagerty asked for changes to the agenda. The agenda was amended to replace the public hearing for SUP for the bed and breakfast at 1318 E. Normal to a staff update. With no other changes, Chairman Hagerty declared the agenda adopted as amended.

APPROVAL OF MINUTES

Chairman Hagerty asked for changes to the minutes of July 9, 2008. With no changes Chairman Hagerty declared the minutes approved as published.

NEW BUSINESS

A. Public Hearing on request by the developer of the Villages Subdivision, to change sidewalk requirement. Chairman Hagerty opened the public hearing at 7:03 p.m.

Mr. Selby informed the commission Dave Petry with the Villages Subdivision had submitted a request to change the sidewalk requirement on the east side of St. Andrews Street; the final plat that included this sidewalk was approved by the Planning and Zoning Commission and the City Council in January 2001. The sidewalk was required to be built within five years of the dedication of St. Andrews Street; this street was accepted by the city on October 20, 2003 for maintenance. Mr. Selby stated that after contacting Mr. Petry regarding installing the sidewalk, Mr. Petry asked that a variance be granted removing the sidewalk requirement. Mr. Selby's recommendation was not in favor of granting this variance request. As an alternative, city staff would support changing the requirement that for each lot developed, the sidewalk would be installed within one year of an occupancy permit being granted; these were the same conditions set forth in the three previous sidewalk requests from developers in previous meetings.

Ms. Chrisman asked the location of the nearest connecting sidewalk. Mr. Selby stated it would be the LaHarpe Street sidewalk.

PROponents

Dave Petry, Kirksville, Missouri – Mr. Petry stated that he and his partner Dick Roberts had been developing properties since 1993. In 2001 they acquired the property and made plans for the Villages Development. At that time, they should have asked more questions in regards to the sidewalk requirement. As developers, he stated they create a partnership with the city that includes give and take on both parts. In recent years they have granted many easements and never asked for anything. The requirement of these sidewalks would put pressure on the condo owners such as maintaining the sidewalks. He also stated there was no thru traffic and everyone enjoyed walking in the wide streets. Mr. Petry stated the resources would be better used in installing more streets as things have slowed down and there had been no sales in 2008. Mr. Petry stated he was not opposed to sidewalks but not in this area. Mr. Petry stated that not asking for a variance at the time the subdivision was approved was an oversight.

Mr. Buckwalter asked how children got to school in the subdivision. Mr. Petry stated that as of right now there were no children living in the subdivision but assumed there might be a bus route in the future if needed. Chairman Hagerty asked if the approved plat showed sidewalks. Mr. Petry stated he didn't think the plat showed a sidewalk but the ordinance required a sidewalk. Mr. Selby stated that was correct. Chairman Hagerty asked if staff recalled a time since the sidewalk ordinance was adopted where sidewalks were not required in a new subdivision. Mr. Selby stated that the only subdivision granted a variance by the city council was Weatherstone.

Ms. Chrisman asked if there was any provision in the code that would allow a walking/biking lane on the wide streets in the development. Mr. Selby responded he was not aware of any provision. Ms. Chrisman asked if that was something the commission should look into. Mr. Selby stated that the width of the streets in the development were the width required by code. Mr. Kollar asked what reason an exemption was granted for the Weatherstone subdivision. Chairman Hagerty stated that the City Council granted that variance even though the Planning & Zoning Commission voted to require the sidewalks. Mr. Kollar asked which subdivisions had been built where sidewalks were mandated. Mr. Selby responded the subdivisions for Larry Hayes and Pat Foglesong were required to install sidewalks.

With no further input, Chairman Hagerty closed the public hearing at 7:23 p.m. Chairman Hagerty called for a motion. Mr. Buckwalter made a motion to table the proposal until the issue of sidewalks could be addressed and at which time a policy could be composed that would be acceptable to the Commission and City Council; then this issue could be reconsidered. Ms. Chrisman seconded the motion. Chairman Hagerty asked for discussion on the motion. Mr. Kollar asked if that meant the developer would have to start putting in sidewalks. Mr. Buckwalter amended his motion to include that no action would be required by the developer until the issue was resolved. Chairman Hagerty asked of staff if the developer was under legal requirement to install the sidewalk. Mr. Selby stated that by the City Council approving the final plat, the developer was legally required to install the sidewalk. Chairman Hagerty asked staff if the council give any indication they wanted to drop the requirement for sidewalks. Mr. Selby stated there was overwhelming support, both verbally and through their vote, to keep the sidewalks. There was no indication they wanted to look at the sidewalk issue. Mr. Kollar stated he supported sidewalks but suggested that the issue should be looked into; a provision allowing developers to hold off sidewalk installation until developments were 50 or 60 percent filled might be an alternative. After discussion, Mr. Buckwalter withdrew his motion in light of the discussion and staff's input on the council's position. Ms. Chrisman made a motion that the request for no sidewalks be rejected and that for each lot developed the sidewalk would not have to go in until one year after the occupancy permit had been granted; also that the City Council look at the sidewalk requirements as Planning and Zoning sends it forward. Mr. Hamilton seconded the motion. Discussion on the motion included the City Council working with the

Planning & Zoning Commission to work on possible alternatives such as a bike/walking lane. The motion passed with the following vote: Hagerty, aye; Novinger, aye; Hamilton, aye; McDowell, aye; Chrisman; aye; Buckwalter, nay; Kollar, nay. Absent: Giovanni, McCord.

B. Informational update on Special Use Permit for Bed and Breakfast business at 1318 E. Normal.

Mr. Selby stated last November Ms. Platte had been contacted because she had not yet met the requirement of making a hard surface parking area to keep her Special Use Permit that was granted in 2000. At that time she was required to fulfill that requirement within five years. Mr. Selby stated that City Staff had worked with Ms. Platte to rectify the situation. Finally Ms. Platte notified City Staff in writing that she would not be able to meet the demands. Mr. Selby stated a follow-up letter was sent notifying Ms. Platte that if she could not comply he would have to ask the City Council to rescind her Special Use Permit by resolution. In October, the City Council rescinded by resolution her Special Use Permit after a public hearing. The next day the property owner had applied for a Special Use Permit, hired a contractor and lawyer; within a week to 8 days she had the drive poured. The City Council had a special meeting and rescinded their resolution, thereby restoring her original Special Use Permit.

In order to review the process, Chairman Hagerty stated that while Planning & Zoning approves Special Use Permits, the revocation of a Special Use Permit falls solely within the boundaries of the City Council and does not come before Planning & Zoning; this process was followed. Mr. Selby stated that was correct; there is a paragraph in the ordinance requiring a resolution from the City Council to rescind any Special Use Permit. Chairman Hagerty also stated that in the opinion of the city attorney a revocation of revoking the Special Use Permit was a mechanism that would not require a hearing before Planning & Zoning to reinstitute the permit. Mr. Selby stated that was correct and proper procedure had been followed. Chairman Hagerty also asked of staff if comments by Councilmember McCord in the local paper had been properly characterized. Mr. Selby stated they had not and the paper was totally inaccurate; Councilmember McCord had been very supportive and that the newspaper had printed a retraction. Chairman Hagerty stated that the Councilwoman had been supportive of a competitive business receiving their Special Use Permit and going back into business.

C. 2008 update on Comprehensive Plan.

Mr. Selby reported that every year staff is required to update the Comprehensive Plan that was adopted in 2003 for the City Council. That update submitted to the City Council was included in the packet for the Commission's review. Mr. Selby stated he would not discuss unless anyone had any questions. Chairman Hagerty asked if anyone had questions. With no questions, he thanked staff for the update.

D. Update on the Historical Preservation Commission.

Mr. Selby reported they had held two meetings. Their regular date to meet would be the first Wednesday of every month at 4:00 p.m. They discussed how a property would be nominated. After reviewing the state suggested process and the processes of other cities, the Commission decided to allow only property owners to nominate their properties to be listed. After approval from the Historic Preservation Commission it would come before the Planning & Zoning Commission for consideration. If approved, it would then move to the City Council for approval. Each process would involve a public hearing. The Commission was in the process of writing an ordinance to reflect their adopted process. Mr. Selby stated this was the recommendation the

PLANNING & ZONING COMMISSION
MINUTES OF APRIL 9, 2008

PRESENT:

Randy Hagerty, Chairman
Jill McCord, Councilmember
Glen Novinger, Jr.
John Buckwalter
Carolyn Chrisman
Danny McDowell
Doug Kollar
Jim Hamilton
Brad Selby, Codes & Planning Director
Mari Macomber, City Manager

ABSENT:

Charles Giovannini, Vice Chairman

CALL TO ORDER

Chairman Hagerty called the meeting of the Planning & Zoning Commission in the City Council Chamber to order at 7:00p.m.

APPROVAL OF AGENDA

Chairman Hagerty asked for changes to the agenda. With no changes, Chairman Hagerty declared the agenda adopted.

APPROVAL OF MINUTES

Chairman Hagerty asked for changes to the minutes of October 10, 2007. With no changes Chairman Hagerty declared the minutes approved as published. Chairman Hagerty asked for changes to the minutes of December 12, 2007. With no changes Chairman Hagerty declared the minutes approved as published.

NEW BUSINESS

A. Presentation of Preliminary Plat for a Major Subdivision on land owned by Larry J. Hays, located on the east side of Jamison Street.

Mr. Selby stated that Mr. Hays had submitted a preliminary plat to obtain answers in regards to variances he would request for the proposed project to see if it would be cost effective to proceed. He reported that Mr. Hays was requesting variances for right-of-way, the cul de sac length and sidewalks. Under city ordinance the right-of-way is set at 60 feet, but Mr. Hays asked for a variance of 50 feet to allow more latitude in the placement of homes. Mr. Selby stated that City Engineer Buckwalter had no problem with that. Mr. Selby stated that the city ordinance limits the length of cul de sacs to no more than twenty homes in an R-1 zone, but Mr. Hays is asking for a variance to allow twenty-two homes. Mr. Selby stated that staff would support these two variances. Mr. Selby reported that Mr. Hays presented his plan with sidewalks but was requesting a variance not requiring sidewalks for the proposed subdivision. According to city code, sidewalks are required on one side of the street and the side for building the sidewalk would be determined at the preliminary plat approval. City code goes on to say that a variance to the sidewalk requirement shall only be issued where connection to an existing hike/bike trail or other

arterial sidewalk was not possible or the subdivision includes no principal interior street. Mr. Selby stated staff did not support this variance.

Mr. Kollar stated that the variance for the 50 foot right-of-way was a concern in regards to the turning radius for fire trucks. Mr. Selby responded that the street width would remain 28 feet; it would just reduce the amount of grass right-of-way. Mr. Novinger asked if the sidewalks were coded for width. Mr. Selby responded they were required to be four feet. Ms. Chrisman inquired why the city had not built sidewalks when they expanded Jamison. Mr. Buckwalter responded that there was not enough city right-of-way to construct sidewalks and as a concern for children's safety chose to rely on the parallel hike/bike trail.

PROponents

Larry Hays, 23098 Hedgepath Lane, Kirksville, MO - Mr. Hays acknowledged he was all for future sidewalks and trails but stated how and when they are needed and when they should be installed should be taken into consideration. Mr. Hays stated that in the subdivision regulations, a subdivision where there were no principal internal streets were grounds for no sidewalks and used the Hamilton Street Subdivision as an example. Mr. Hays stated his proposed subdivision met those criteria. Mr. Hays also pointed out that a connection to the existing hike/bike trail was 10 years or more in the future. Mr. Hays stated it would not be economically feasible to pour the sidewalks for the whole subdivision when there would be lots undeveloped that would have to be redone each time a lot is built upon.

Mr. Selby stated that city staff would be open to allowing a time limit of one year from completion of a lot for the sidewalk to be installed.

Mr. Hays stated it would make more sense to install all the sidewalks at the end of the project and that the city should pay for the sidewalks out of the economic development money the city would collect from the development of this property.

Ms. Chrisman asked Mr. Hays why he did not cut two houses so he could meet the ordinance and also if that would help with the right-of-way. Mr. Hays clarified that the right-of-way variance requested only affects the grassy area between the street and where the homeowner's property begins. In this case, that would allow five feet more property for the homeowner and allow a little more room for home placement. He also stated there would be more than enough room for the utilities to go into the city right-of-way. As far as the variance for the number of houses on the cul de sac, when figuring the lot sizes that was how many fit in the development. Mr. Buckwalter asked if there had been any further discussion with Ameren UE regarding placement of utilities in the back yard. Mr. Hays stated he spoke with Ameren UE requesting the electricity for the subdivision be brought into the back yard to avoid transformers and pedestals along the sidewalks, which would require one on every lot corner for a total of 10 on each side. They also stated that he would have no choice but to have the electric in the front. City Manager Macomber stated that it was her understanding that the city had the choice of allowing easement in the rear yard. Mr. Selby confirmed that was correct. Mr. Selby also stated that staff would support a five year time frame for installing the sidewalk. Chairman Hagerty stated his understanding from the proposal would allow two options concerning construction of the sidewalk. One would allow a five year time frame from the time the street is built; the other would allow a variance for construction one year after occupancy permit is granted. Mr. Selby stated that staff requested a five year time frame. Councilmember McCord asked why Hamilton Street Subdivision had no sidewalks. Mr. Selby stated it was developed before the sidewalk ordinance.

Chairman Hagerty asked for a motion on the various variances either as a group or separately. After discussion among the commission, it was decided to handle each variance separately.

Mr. Buckwalter made a motion to approve the variance reducing the right-of way from 60-feet to 50 feet right-of-way. Ms. Chrisman seconded the motion. The motion was approved with the following vote: Kollar, aye; Hamilton, aye; McDowell, aye; Novinger, aye; Buckwalter, aye; Hagerty, aye; McCord, aye; Chrisman, aye. Absent: Giovannini.

Mr. Kollar made a motion to approve the variance allowing an increase in lots from 20 to 22 and extending the length of the cul de sac from 500 to 1,200 feet. Councilmember McCord seconded the motion. The motion was approved with the following vote: Kollar, aye; Hamilton, aye; McDowell, aye; Novinger, aye; Buckwalter, aye; Hagerty, aye; McCord, aye; Chrisman, aye. Absent: Giovannini.

Ms. Chrisman made a motion that for each lot developed the sidewalk would not have to go in until one year after the occupancy permit had been granted. Councilmember McCord seconded the motion. Chairman Hagerty asked for discussion on the motion. Mr. Kollar stated that Mr. Hays alluded to the fact that it was not a thru area. Mr. Kollar asked if the ordinance requires all subdivisions have sidewalks. Mr. Selby stated that sidewalks are required on at least one side, if not both, but a variance could be granted if there is no principal internal street. This subdivision has no principal interior street as defined by the code. The motion was approved with the following vote: Kollar, nay; Hamilton, aye; McDowell, nay; Novinger, aye; Buckwalter, nay; Hagerty, aye; McCord, aye; Chrisman, aye. Absent: Giovannini.

Chairman Hagerty asked for a motion to approve the preliminary plat as amended to allow a 50 feet right-of-way, allowance of 22 lots and extended cul de sac length of 1,200 feet and that sidewalks be built one year after an occupancy permit was granted. Councilmember McCord made a motion to approve. Ms. Chrisman seconded the motion. The motion was approved with the following vote: Kollar, aye; Hamilton, aye; McDowell, aye; Novinger, aye; Buckwalter, aye; Hagerty, aye; McCord, aye; Chrisman, aye. Absent: Giovannini.

SUBDIVISION CODE

Sec. 22-1. Definitions.

Street. A thoroughfare which affords the principal means of access to abutting property. A street may be designated as an avenue, boulevard, highway, parkway, road, thoroughfare, court, or other appropriate name. Streets are identified according to type of use as follows:

(a) *Principal arterial:*

(1) The principal arterial system serves the major centers of activity in the city, the highest traffic volume corridors, the longest trips, which carries a high proportion of the total vehicle traffic on a minimum of street mileage. The principal arterial system is integrated with major rural to urban connections. Service to abutting land is subordinate to travel service, and should not normally include direct access to land.

(2) *Minor arterial.* The minor arterial street system interconnects with and augments the principal arterial system. It includes all arterial streets, not classified as principal.

(b) *Collector:*

(1) A collector connects local streets to arterial streets while providing service to local areas. Operating speeds are slower than those of arterial streets since collectors serve both traffic movement and access to abutting property about equally.

(c) *Local:*

(1) Local streets are subcategorized as residential, commercial, or industrial, based on the predominant type of abutting property.

(2) A local street's primary function is to provide access to the abutting properties and serve local traffic movement.

Subdivision: (Ord. No. 11367, 2-1-99; Ord. No. 11813, 11-6-2007)

Sec. 22-27. Sidewalks.

(a) When subdivisions are developed within the city limits or when large projects cover a block or more of land the following standards for sidewalks shall be required: **Major subdivisions: Principal streets shall have sidewalks constructed on one side of the street.** In addition, streets that have over three (3) streets connecting shall have sidewalks on one (1) side. The determination of which side of the street the sidewalk is to be constructed shall be made at the preliminary plat approval stage. Sidewalks shall be constructed and accepted by the city at the time of final construction of the street servicing the lots under development. Sidewalks shall be completed in block length fashion. The sole costs for sidewalk construction shall be borne by the owner/developer of the subdivided tract. **In determining where new subdivision sidewalks should be located,** the planning and zoning commission **shall consider where they will connect to planned or existing hiking and biking trails and other arterial sidewalks.**

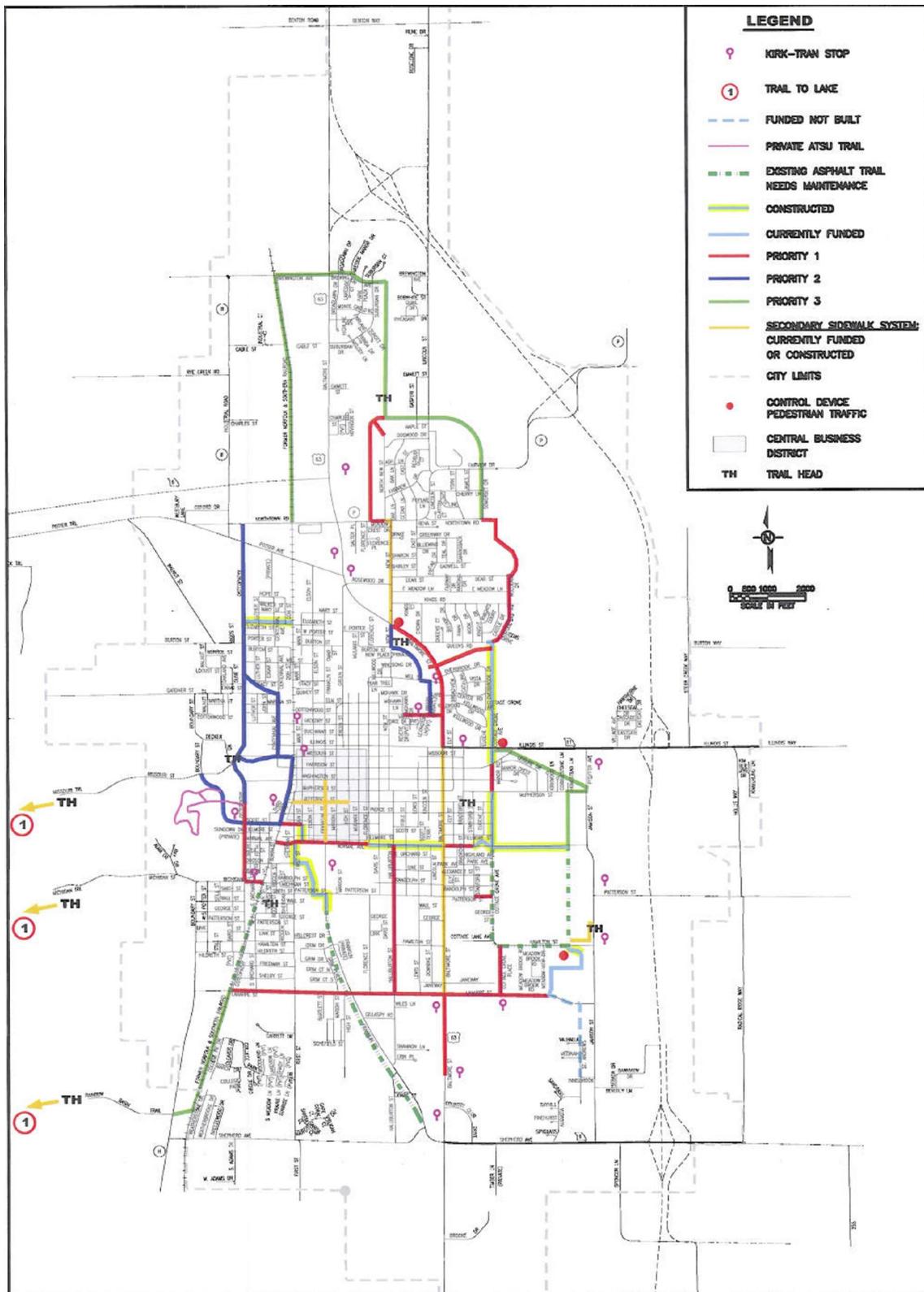
Variances to this requirement shall only be issued where connection to a planned or existing hiking and biking trail or other arterial sidewalk is not possible, or where the subdivision includes no principal interior street.

(Ord. No. 11367, 2-1-99; Ord. No. 11813, 11-6-2007)

Sec. 22-40. Variance.

Where the subdivider can show that the strict application of a provision of this chapter would cause unnecessary hardship because of unusual topographical or other physical conditions peculiar to the site, the planning and zoning commission may recommend approval of a variance from such provisions as, in its opinion and for reasons set forth in its minutes, will not materially impair the intent thereof; subject, however, to approval of the city council.

(Ord. No. 11367, 2-1-99; Ord. No. 11813, 11-6-2007)



**LONG RANGE MASTER TRAIL PLAN
CITY OF KIRKSVILLE, MISSOURI**



DRAWN BY HEYWOOD/RANSON/DAWSON
 CHECKED BY C. DAWSON
 ISSUE DATE 5/08/2002
 REVISED 4/20/07

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Warning Sirens

STUDY SESSION MEETING DATE: August 17, 2009

CITY DEPARTMENT: Kirksville Fire Department

PREPARED BY: Randy Behrens, Fire Chief

Warning Sirens; Adding and Moving, and Maintenance Agreement

In doing research on the current warning sirens in Kirksville and their locations I believe that by purchasing three additional warning sirens and moving three of the current locations; the City would have better overall coverage.

The City could purchase three sirens from Shawnee County Emergency Management in Topeka Kansas for \$200 a piece. The total cost for the three sirens is \$600. Siren poles: Estimated cost for each 50' Class 2 wood pole would be about \$500. AmerenUE will donate the cost (labor, truck time and minor material) to set each pole if it can be coordinated with Blue Valley in an efficient manner. This would be worth about \$1500 per pole. The cost to install the three used sirens would be \$11,100. The cost to move three of our current sirens is \$7,500.

The total estimated cost to install 3 sirens and move 3 sirens is; \$20,700 this does not include the cost for cement bases for the units to sit on. The cement bases can probably be done in house.

Currently we have a maintenance agreement with Wireless USA on the warning sirens. The cost for the four (4) warning sirens with wireless is \$180 a month this cost went up in June; prior to June the cost was \$96. The trouble that we have had with sirens the past few months with them going off when they should not be going off and not going off when we set them off. This has caused a lot of concern for the citizens of Kirksville as well as emergency personal trying to get citizens to take the warning sirens seriously.

Blue Valley Public Safety has sent a maintenance agreement with a cost of \$202.40 a month to maintain the 4 current sirens. They would also repair all of the sirens to a working order the way they were attended. See attached pictures to see how they have been rigged to function. This would be a cost of \$1000 to have all of the correct working parts installed; this is a one time cost.

An additional cost would be by adding three sirens in the city that we would have to add them to the agreement plan at a cost of \$53.10 each or total of \$159.30 a month.

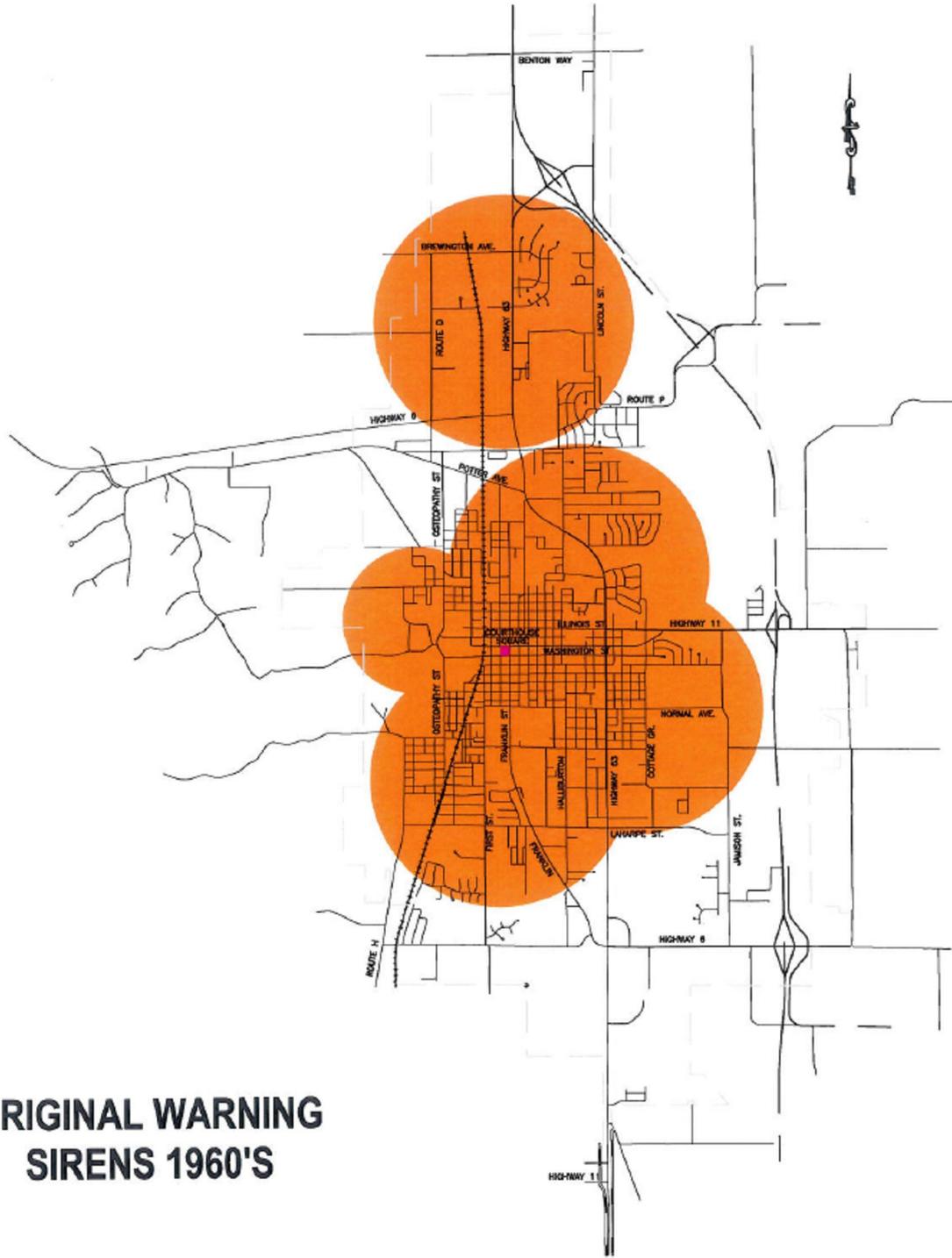
Since 1982 Blue Valley Public Safety has been in the business of installing and maintaining warning sirens. They have installed more siren systems than any other

company in the Midwest. They maintain approximately 1500 storm sirens in Missouri and Kansas alone and average over 150 installations per year. The city of Novinger in the past year installed their first warning siren and Blue Valley Public Safety was who installed it. Novinger's warning siren is set off from dispatch and they have had no problems.

The following picture is the current configuration for the Patryla Park siren.

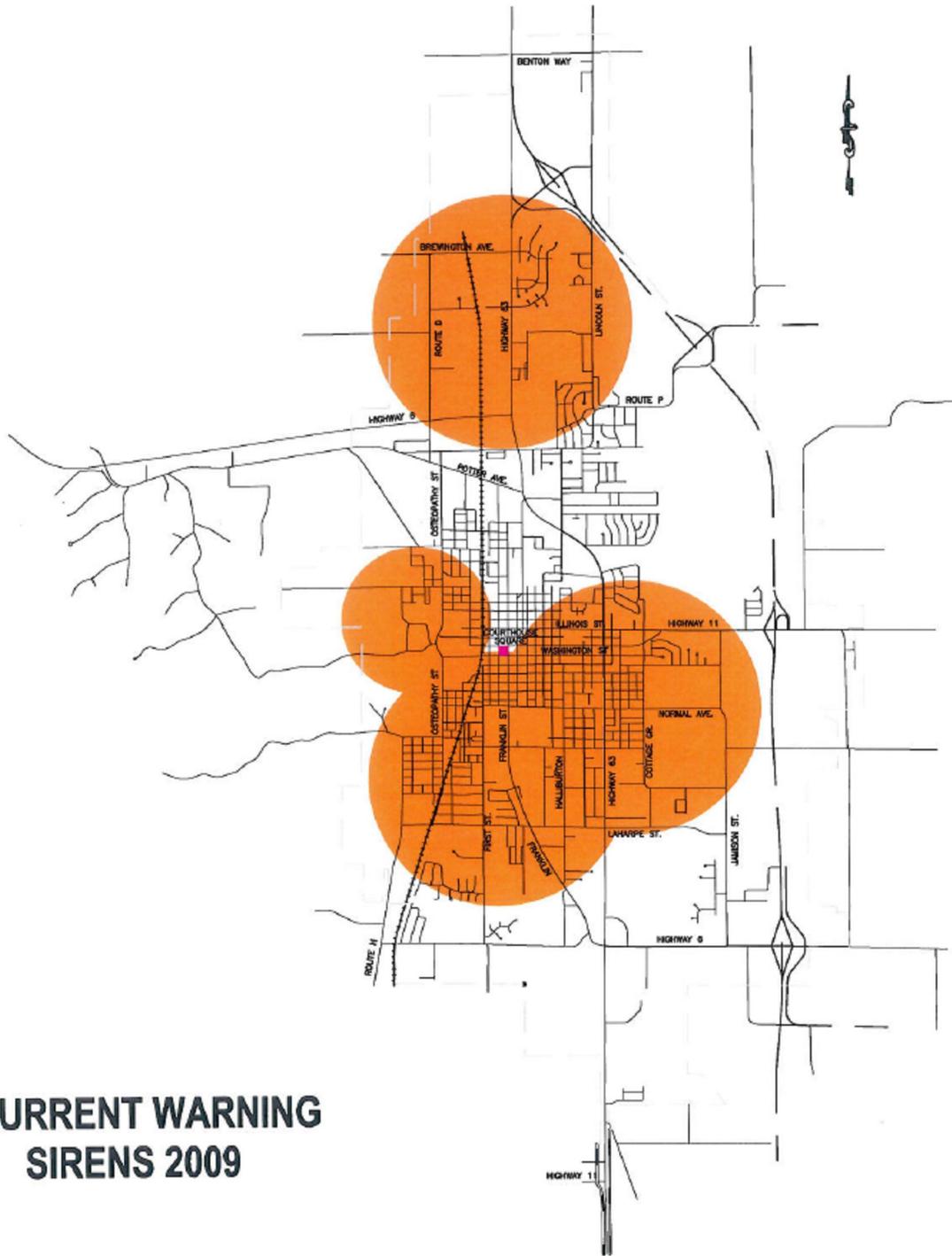


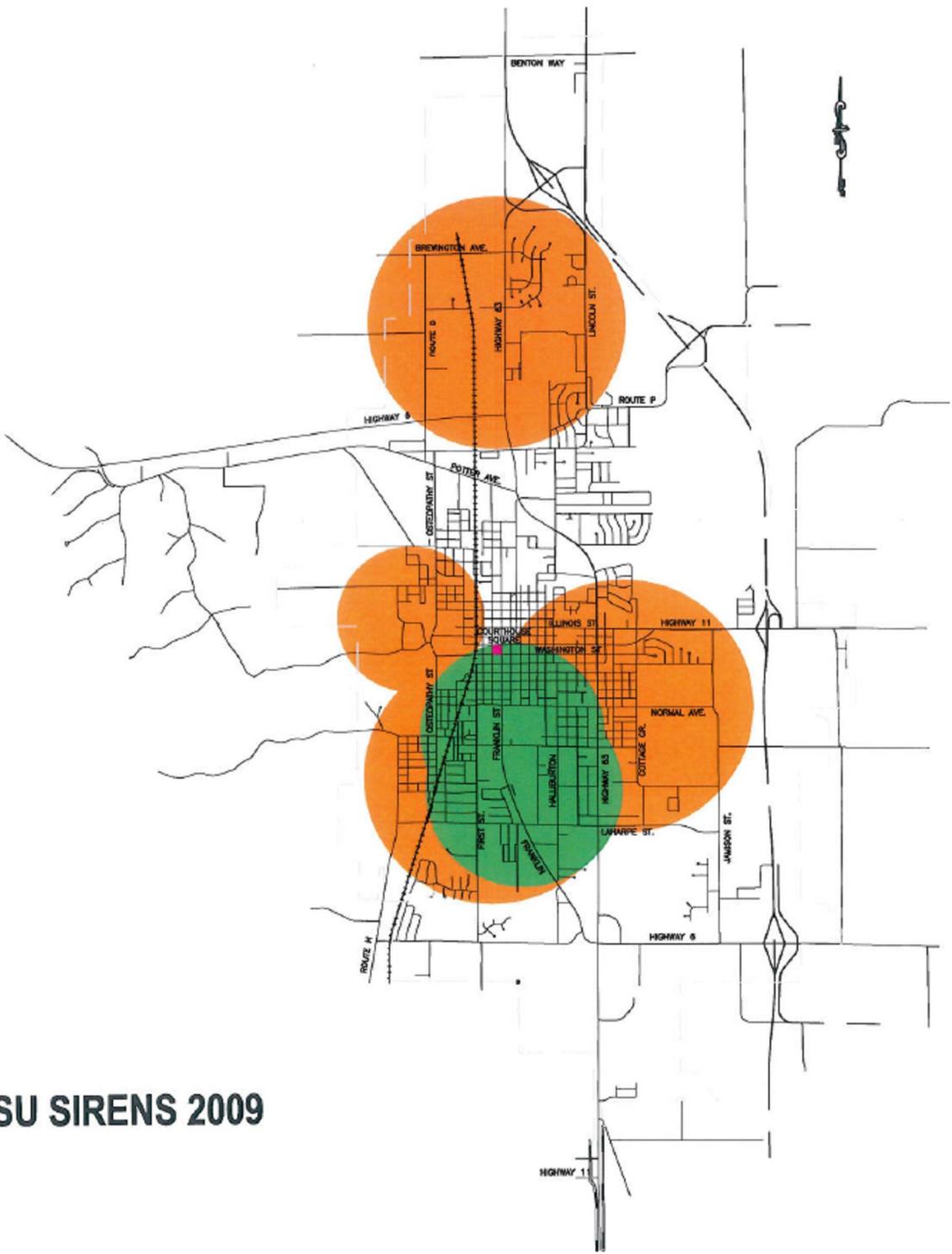
Patryla Park Siren - current configuration



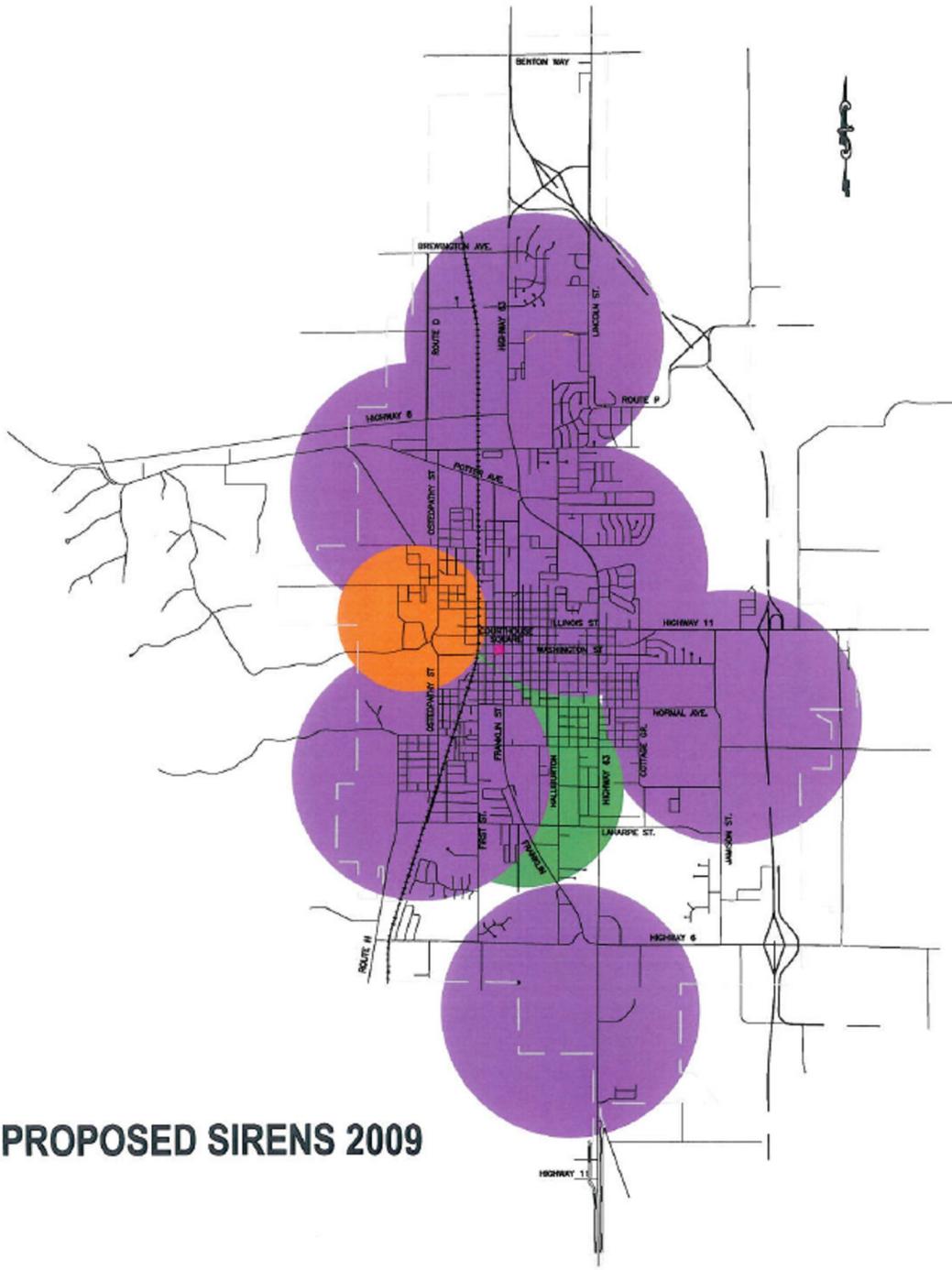
**ORIGINAL WARNING
SIRENS 1960'S**

CURRENT WARNING SIRENS 2009





TSU SIRENS 2009



PROPOSED SIRENS 2009