

SMITHVILLE BOARD OF ALDERMEN

WORK SESSION

January 17, 2023, 6:00 p.m.
City Hall Council Chambers and Via Videoconference

1. Call to Order

Mayor Boley, present, called the meeting to order at 6:01 p.m. A quorum of the Board was present: Leeah Shipley, John Chevalier, Ronald Russell, Marv Atkins, Dan Ulledahl and Dan Hartman.

Staff present: Cynthia Wagner, Gina Pate, Chief Jason Lockridge, Chuck Soules, Matt Denton, Jack Hendrix and Linda Drummond.

2. Discussion of Electric Fence for Industrial Zoned Property

Jack Hendrix, Development Director noted that the memo in the packet explained what the City's code is for electric fence and the research of all the northland this issue was presented by a GT Tow, a local business owner that was interested installing electric fence around his business. It was brought before the Planning and Zoning Commission to discuss and based upon the Ordinance they decided it should be a Board of Aldermen decision because it is more of a safety issue than zoning.

Alderman Atkins explained that where he worked they had looked into installing electric fence because businesses around them had installed them. They noticed that the businesses that had installed the electric fence were no longer getting broken into. He noted that if you are shocked by the electric fences it will not kill a person, but you will definitely feel it. Alderman Atkins explained that the electric fence is placed inside the chain link fence to deter people and animals from touching it. He said that it has been very helpful in the Kansas City area for companies that have them cutting down the number of break ins especially with the theft of catalytic converters. He noted that he can see where this would be beneficial to a business that has cars in its lot that already has the chain link fence.

Jack noted that Kansas City's specification were in his memo:

Kansas City's ordinance bans electric fences, with exceptions for agricultural and commercial or heavy industrial districts, subject to certain performance standards. In agricultural districts, electric fences must be at least five feet from any public street or sidewalk. In the commercial or heavy industrial zones, the same five-foot restriction is in place, along with several other provisions:

- *cannot be located less than 300 feet from a residence, school, day care, church or park;*
- *the system must not exceed 12 volts;*
- *the energizing system MUST be listed by a testing agency such as UL or ETL;*
- *the entire electric fence MUST be located inside a primary non-electric perimeter security fence at least six (6) feet tall; and,*
- *warning signs must be displayed every 50 feet clearly identifying the fence as an electric fence.*

Alderman Russell noted that the City of Independence was not in the memo. He explained that Hooker Towing in Independence does have electric fence as well as the auto auction Kansas City. He said that in doing some research on the electric fence he found that it is the amps that kill not the voltage. He said it also has an alternating pulsing current that gives an opportunity to let go, if it was continuous a person's muscles would lock up. Alderman Russell noted that he thinks that we need electric fences to be allowed it inside the chain link fence like they do have in Kansas City and Independence. He added that the way that he read the memo concerning the surrounding northland cities there is no mention of electric fences being allowed but there is no mention of them not being allowed either.

Jack explained that those cities regulated it by listing the materials that are allowed.

Alderman Russell noted that the approved material list for fence that he saw includes several types such as; wood, chain link, etc. He said that electric fence is also an approved material. Alderman Russell said that for the protection of catalytic converters that businesses are losing and the possibility of losing a business here in Smithville because of it electric fences should be allowed. He suggested using the conditional use permit and setting parameters that ensure is monitored like Kansas City.

Alderman Chevalier said that in looking at Kansas City's Ordinance, it seems reasonable for industrial and to also make sure it is away from schools and residential areas.

Alderman Russell asked what the GT Tow property was zoned.

Mayor Boley said that it is zoned I-1 which is industrial.

Alderman Hartman noted that he agreed it should be allowed for industrial with the conditional use permit and possibly Ag for tractor dealers.

Alderman Ulledahl asked what the current fence height was for industrial.

Jack explained it is eight (8) foot with the barb wire above.

Alderman Ulledahl noted that he is in favor of this for the industrial areas and make sure that it is placed inside the chain link fence, so the general public is not able to walk up and touch it.

Jack explained that he will write up an amendment using Kansas City's Ordinance verbiage.

3. Discussion of Wayfinding Signage Guidelines

Gina Pate, Assistant City Administrator, introduced Alyssa Sanders, Main Street Executive Director, to give some background on the start of the project.

Alyssa noted that last May, Anna Mitchell and Cynthia came to her with kind of a plan for ARPA grant opportunity through Clay County. They decided that would write the grant to get a wayfinding and design guidelines. She explained that we were awarded that grant on July 28 for \$10,000 with a \$10,000 match. We put out an RFQ to find a design company. We had six response and the committee chose the organization KMA

Design out of Pennsylvania. Staff worked with them on their bid amount because it was a little higher than anticipated and were able to lower it down to our price range. They enacted a committee Mayor Boley, Alderman Hartman and Alderman Atkins were part of the committee, we also had members of the community Susan Whitaker and Robert Hedgecorth, City staff Gina Pate, Matt Denton, Myra Toothman and Alex Porter and Erica Winston from the Chamber of Commerce to get as much community input on this project as possible.

Gina explained that the committee has been having bi-weekly meetings and working hard to get things accomplished and get this moving. They are working towards a deadline of around March or April to have it all finalized. The grant requires that this is done by August, so they are trying to stick to that schedule.

Gina noted that in the packet was a destination list that the committee work together to slot destinations into primary secondary or tertiary destinations. At this time the committee recommend not including any private businesses because if you include one then that opens the door for more private businesses to want signage. She explained that this would also not stop future boards to include those kind of signages in the future.

Also included the packet was a location guideline. The committee gave KMA Design their destination list that included where we want to draw people and where people are coming from. The location guideline has traffic signage to point the direction for the high school, for City Hall, etc. This is all mapped out in the guideline so in the future when we implement this signage we will already have the location blueprint.

Gina explained that the staff has requested feedback from the Board to on how they wish to move forward with the budget amount for the actual signage since this project is just for the designs. For future budget discussions staff might recommend doing a phased approach and so each fiscal year the Board would choose a certain area to do the signage for. In the downtown area we have multiple public parking lots and there is the option to name them if the Board would want to or we can just keep them as general public parking lots. There is a lot of destinations in the downtown area we would need feedback from the Board on for instance if they would want to call it downtown or to call it Historic Downtown. Once the downtown area is named that go on to have more of a definitive signage for the downtown area for a sense of arrival to the downtown.

Gina noted that staff would also like feedback on the design options in the packet.



Option One:

This is gateway sign option one, black with the gray scale

Mayor Boley asked that the Board give feedback the if there are certain design elements, fonts, colors, etc. of each options they like and do not like and note it. He explained that KMA will take into consideration all the feedback, because they can be combined to create the sign design that we want. He explained that once the Board chooses this then KMA will provide us material list on UV resistance and paints. Mayor Boley noted that KMA provided us a list of 20 designs and the committee picked those apart, these three designs are the filtered of those. Mayor Boley asked that the Board be detailed in their feedback.

Gina noted that option one is more gray scale and with the brick and we tried to incorporate the downtown streetscape in this design.

Alderman Atkins added this design could also be made vertical. He noted that be had suggested the brick to match the downtown brick but that was just a thought.

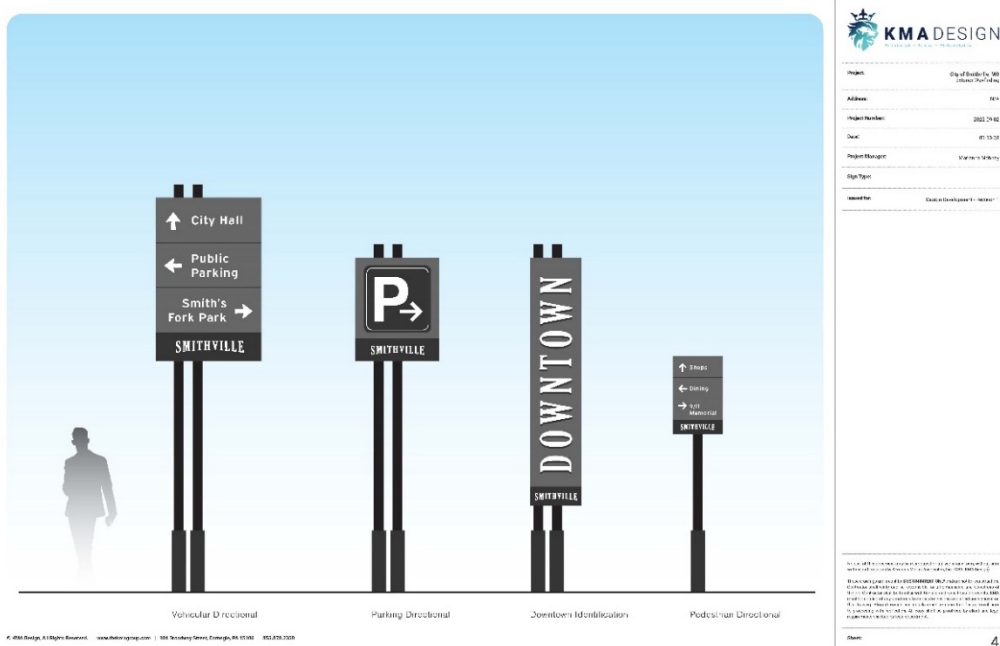
Mayor Boley suggested that we might not have the space if we try to do this at 169 Highway and Main Street but one this might fit out by the Park's office. We do a vertical one there we might want to do vertical in all the locations

Alderman Ulledahl asked if this particular type of sign would be the entrance of the City.

Gina said that this type of sign would be the gateway entrance signs. Gina explained that they would need to pick one sign family design because it signifies the wayfinding signs.

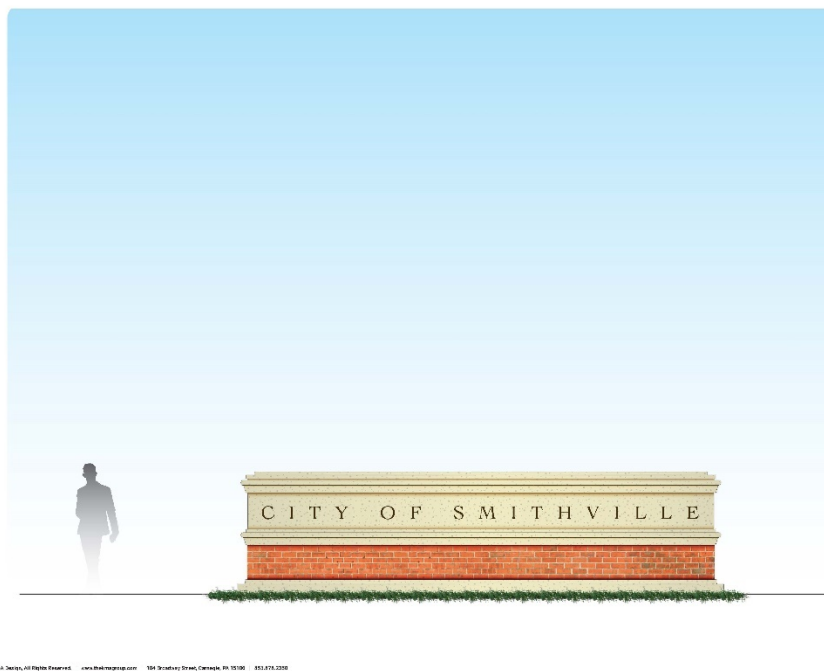
Mayor Boley suggested getting rid of the black background on this and put this font like on option 3.

Alderman Ulledahl said that he thought this one looks like it is missing something.



Gina explained that the font on the post signs is federal regulated, but the design of the post can be.

Mayor Boley noted that he liked this signage but did not care for the double posts and they do not match our existing light posts.



KMA DESIGN
DESIGN • PLAN • CONSTRUCTION

Project:	City of Smithville, PA Boulevard Sign
Address:	PA
Project Number:	2023-046
Date:	07-11-23
Project Manager:	Kristen M. Kline
Sign Type:	Monumental Sign
Issued For:	Design Development - Revision 1

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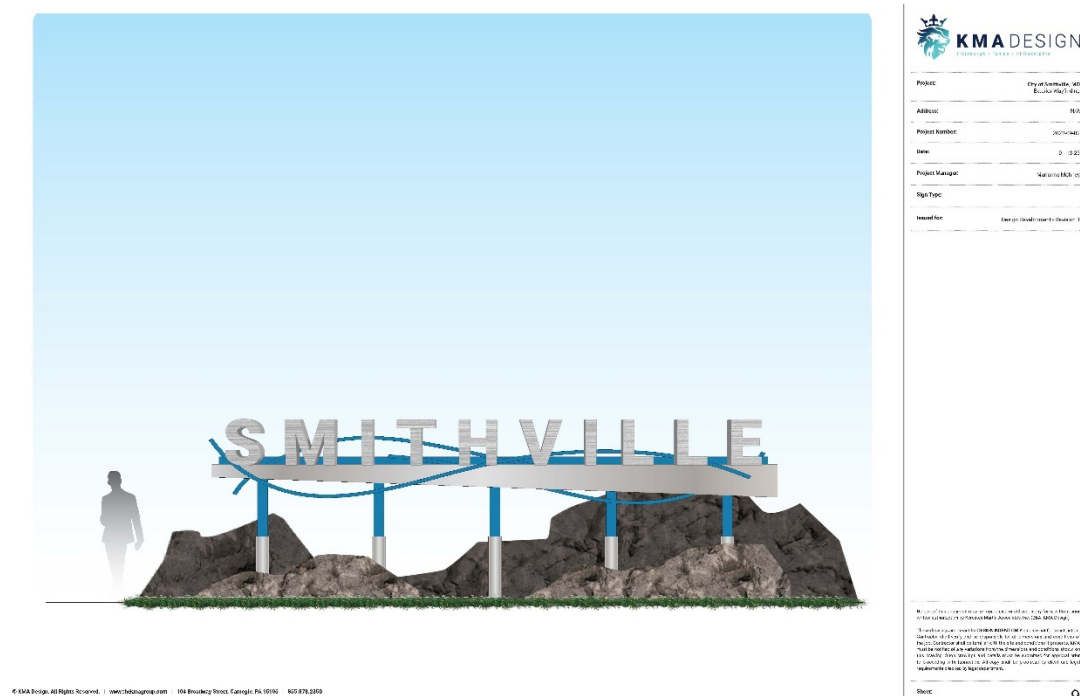
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The Board all preferred the posts on this option.

Mayor Boley noted that he did not like the circle design at the base of the sign.

Alderman Russell agreed that this option would look good downtown but not for the entire City.

Mayor Boley suggested this might be something to pass along to Planning and Zoning for future developments. They would not have to adhere to it, but it would at least give them options for consistency.



Alderman Chevalier noted that this sign would look good placed by the lake but not downtown.

Alderman Russell noted he thought it looks like it belongs in the mountains.

Mayor Boley suggested that sign with a brick base.

Alderman Ulledahl suggested using black instead of the blue.

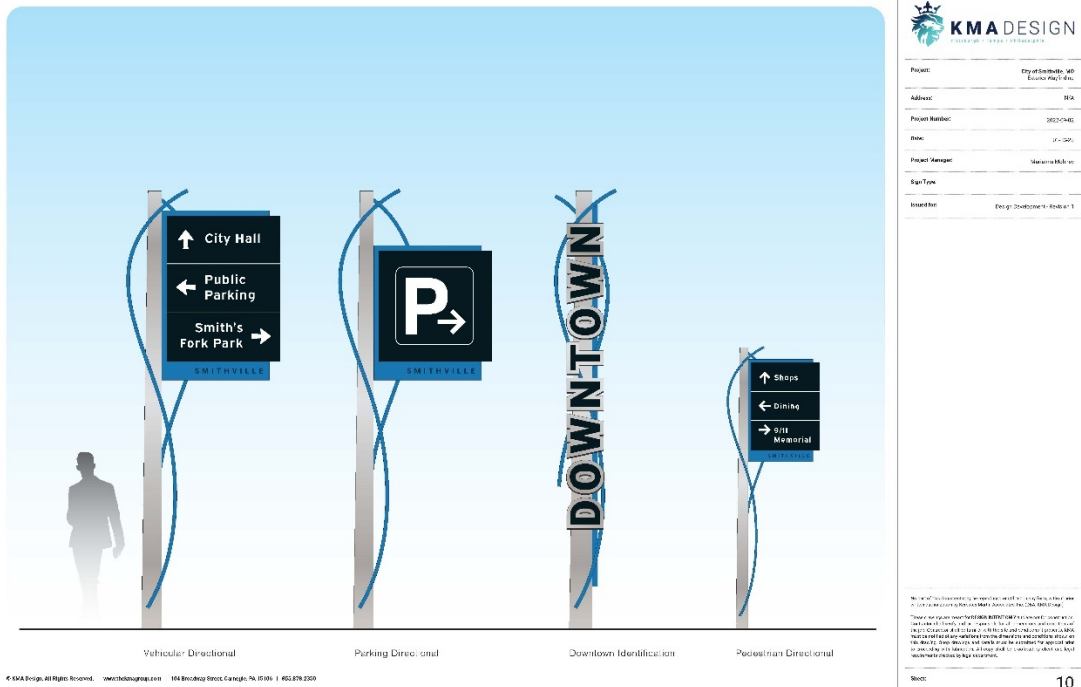
Mayor Boley noted he liked this style of font best.

Alderman Atkins noted that he thought this design was going to be set in granite like the granite benches downtown.

Gina explained that they had also talked about the new parks stone signs and incorporating them with this one.

Alderman Russell said that he would prefer black lettering with this sign design so it would stand out better.

Mayor Boley noted that he liked option 3 better all-around for all but the downtown.



Mayor Boley said that he liked the concept of option 3 better but believes it could be cleaned up.

Alderman Ulledahl said he thought option 3 was too modern for downtown especially. He added that it does not look anything we have here local, but that was one of the reason that KMA was chosen.

Gina asked what the Board wanted to call the downtown area.

Mayor Boley suggested just downtown.

Gina asked the Board what they wanted to name the parking lots maybe just public parking.

Alderman Russell said that was his thoughts on it.

The Board all agree with public parking.

Gina asked if there was anything missing on the destination list or if there was anything the Board would want to add.

Alderman Russell noted that once the bidder was picked and the cost was higher than anticipated, staff had to negotiated a better price. He asked why it was not known the cost was over.

Gina explained that the City puts out a RFQ (request for qualifications), so the price is sealed and we are just evaluating qualifications of the firms, their presentation and their experience. The cost is them negotiated once a firm is selected.

Alderman Russell said just his opinion, but he had a hard time approving signs that direct to the water plant and wastewater facility. He believes those areas should be classified and not have direction signs.

Mayor Boley noted that it is standard practice for cities have signs for their water and wastewater facilities.

Gina explained that the sign would only be something like turn here type of sign.

Alyssa explained that those types of signs are recommended for the emergency services.

Mayor Boley noted that with Streetscape Phase III getting ready to go out to bid and it has some signage requirement so it would be nice if the guidelines were finalized before then or at least have the material list. Mayor Boley asked about the catalog that could be available but not part of the budget.

Cynthia explained that through this process and as KMA gives us more information as they develop a design, it will help in developing a budget.

4. Adjourn

Alderman Hartman moved to adjourn. Alderman Atkins seconded the motion.

Ayes – 6, Noes – 0, motion carries. Mayor Boley declared the Work Session adjourned at 6:29 p.m.

Linda Drummond, City Clerk

Damien Boley, Mayor