



DRAFT
2021

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Resolution

(Insert Resolution Language in final version)



The Schuman/Ber Juan neighborhood is located adjacent to Schuman Park and Ber Juan Parks in the older parts of Rolla, north and east of the downtown and the Missouri S&T campus. The neighborhoods are now around 100 years old. However, today many properties are vacant, outdated, or poorly maintained. Newly redeveloped properties are not necessarily designed to fit in with the current neighborhood. Given the favorable location, affordable land values, and demand for additional housing, this area is poised to experience redevelopment over the next decade. The neighborhood plan is intended to guide that redevelopment so the essential character of the neighborhood is retained.

Schuman/Ber Juan Neighborhood Plan

The Schuman and Ber Juan neighborhoods were first platted and developed in the 1920's in response to the construction of a major shoe factory nearby. In the 90 years since, many modest houses were constructed, the factory closed down, and major parks were built. Some houses and properties have also become derelict, abandoned, and neglected. Crime and poverty issues have become an issue in the area according to some residents. The areas nearer to the Missouri S&T campus have already begun to be redeveloped for higher density residential uses, but most areas east of the railroad have seen little redevelopment.

The goal of the neighborhood plan is to create a vision for future decisions and actions.

The plan should also help the residents have more input and build some consensus. Building consensus with the residents creates supporters for needed projects, creates “ownership” of the vision, and inspires residents to make improvements to their properties.

After conducting a neighborhood meeting and seeking input through a survey in November 2019, several issues were revealed to be important to the residents. The plan outlines specific steps and projects that will help to meet the goals to address identified issues. Four primary goals are focused on with the plan:

Build Community

Preserve Affordability

Enhance Livability

Encourage Positive Change

While typical city plans are expected to provide guidance for up to 20 years, a neighborhood plan will usually be for a shorter time period. This plan provides action items for the next 10 years. After that time, the neighborhood should be reevaluated to see if the action items have been implemented and the desired outcomes have been achieved. Revisions to the plan could also be necessary if major changes to the neighborhood occur.

“ A journey of a thousand miles begins with a single step”

- Lao Tzu (paraphrase)

More important than creating a plan is actually following through on actions. The plan will not succeed in creating the positive changes unless it is supported by the neighborhood residents. Actions are divided into small steps in the Action Plan. While it may seem daunting, improvements will slowly happen over time.



King and Queen regularly dove from a 40 foot platform, but had made dives from up to 100 feet



King and Queen continued to perform after they were sold. King died in 1924 and is buried in Falmouth, Maine



The Holloway House currently houses the ABLE Commission, which provides services for senior citizens

The history of the Schuman/Ber Juan neighborhood begins with a remarkable man named George Frederick Holloway. GF Holloway moved to Rolla in 1902. He purchased the stately house still located at 10th and Holloway street along with the surrounding 240 acres of farmland located just outside the city limits of Rolla at the time.

GF Holloway, or “The Colonel”, as he was called, gained fame and fortune from an unlikely source. He lived on a horse farm near Bancroft, Iowa, which happened to be near a steep bluff next to a river. Assuming no horses would try to escape, he didn't bother fencing off the bluff. However, he was proven wrong when two ponies started to escape the pasture to return to their mother by jumping off the bluff into the water below.

Seeing an opportunity, Holloway, or “The Professor”, as he called himself at the time, decided to train these ponies to dive. The two horses proved to be very special, as they could dive front leg first, as a human would dive, on command. “King” and “Queen” soon began to tour the country, appearing at county fairs, amusement parks, and even at a few venues in Europe and seen by King Albert VII and Kaiser Wilhelm II.

Mr. Holloway sold the horses and used the proceeds to move to Missouri. Indeed, his fame followed him and he became a prominent citizen in Rolla. In 1909, he subdivided a portion of the farm to create Holloway First Addition, which named Holloway Street (and Iowa Street for his home state) and extended from 10th Street to 14th Street between Holloway and just east of the railroad tracks.

George Holloway died in 1913 and is buried adjacent to his wife, Mary, in Bancroft, Iowa. Although he only lived in Rolla for about 10 years, he made such a lasting impression that his former home is still referred to as the Holloway House.

The farm and Holloway House was purchased by Elbert “Bert” Williams in the early 1930's. Bert had worked his way up from assistant cashier to become the president of the Rolla State Bank. One of Bert's children, Juanita, inherited the farm and house in 1960. However, Juanita died in 1962, leaving her share of the property to her husband, Tommy Thomas. Thomas sold the property at a reduced price to the City of Rolla in the late 1960s to be used as a park to be named after his wife, Juanita, and her father, “Bert” - Ber Juan Park.

The other major actor that helped to form the neighborhood was Charles Schuman. Schuman ran a large mercantile and mill with his brother Richard Fausel Schuman. The Schuman Brothers Store operated in Rolla for several decades. Richard later had a son, Richard Eric "RE" Schuman, who opened Schuman's Tourist City lodging on old Route 66.

Charles Schuman was also a prominent citizen. He was one of seven selected to make arrangements to attract a new large industry to the city, a shoe factory, in 1920. At the time, shoe production was a major industry, employing thousands of workers. Production in large cities proved to be too expensive, so many companies were locating smaller factories in smaller towns and cities to take advantage of the lower labor costs.

One such shoe company was interested in coming to Rolla, however, the city had to provide them with a property. A site was provided adjacent to the railroad tracks near Olive Street and 7th Street (Meeks). To pay for the property, attract workers to move to Rolla, and provide affordable and convenient housing for those workers, in 1926 Charles Schuman also arranged to have the Schuman's Addition platted just west of the railroad.

The Pennington-Gilbert Shoe Company opened in 1926. The business was absorbed by the Bristol Shoe Company in 1930 and then closed in 1932. It soon re-opened as the Johnson, Stephens, and Shinkle Shoe Factory. At its peak, the factory employed 450 people .

A second subdivision was platted in 1926 to provide additional housing. The Frisco Subdivision, named after the adjacent railroad, was platted by a group of three people: BH Rucker, Mrs. Hanrahan, and Nathaniel Glover.

Booker Hall "BH" Rucker was a prominent Rolla citizen. He was an attorney, owned a real estate abstracting company, and served the community as the city clerk, postmaster, and as a representative to the Missouri House of Representatives at times between 1925 and 1950.

Mrs. Thomas Hanrahan (aka Rebecca Dunham), widow of Thomas M Hanrahan, also signed the plat. Mr. Hanrahan unexpectedly died a few years earlier while attending his aunt's funeral. He was a very respected citizen of Rolla, having served as the Phelps County superintendent of schools, a bookkeeper for the Schuman Bothers, and as Phelps County deputy clerk.

The Hanrahan's had one daughter, Mayme Hanrahan Ousley, who served as the first female mayor in Missouri. She was elected to be the mayor of St. James in 1921 and at various times through the 1950's. She was also an early agitator for a road to connect St. Louis to Springfield through the Rolla area. Much of that route later went on to become Route 66.



Schuman Brothers advertisement from the October 1, 1908 Rolla Herald newspaper



Richard F Schuman's son, RE Schuman opened Schuman's Tourist City on Route 66 in 1928



In 1921, Mayme Ousley was the first woman elected to serve as a mayor in Missouri



The Schuman/Ber Juan neighborhood is generally located in Census Tracts 8903, Block Group 3; and 8904, Block Group 1, however the boundaries are not quite coterminous with the plan area



Most housing in the neighborhood is older, rental housing that is desired for college students or lower-income residents

The Schuman/Ber Juan neighborhood is a unique area in Rolla. The neighborhood is a combination of college students and long-term residents, homeowners, and renters. The area is also more affordable than most areas of the city, making it more enticing for college students and lower income residents.

The population of the neighborhood is estimated to be between 1,300-1,600 based on the estimated number of dwelling units. Dwelling units were estimated from air photos and addresses, however, the number of occupants in each dwelling unit unknown. The Census Bureau estimates that Rolla has approximately 2.2 persons per household. The neighborhood contains 600 to 700 dwelling units.

The housing in the neighborhood is much older than the housing found in other areas of the city. 47% of the housing is over 60 years old, versus 16% for the city as a whole. The housing is overwhelmingly rental housing, with only 29% being owner-occupied, versus 41.6% for all of Rolla.

64.5% of the households are non-traditional households, which includes non-related roommates. 35.5% of the households are traditional families or people living alone, compared to both traditional and non-traditional households being almost equal for the city as a whole. Generally, college students and young adults account for non-traditional households.

43% of the households have a household income of less than \$20,000. Household income includes all occupants of a household. 32% of all households in Rolla have an income of less than \$20,000. The number of college students can explain the lower income, however, many householders in the neighborhood over age 25 also earn less than \$20,000, meaning there are also many retired persons living in the neighborhood.

A neighborhood plan is somewhat different from the typical comprehensive plan. A comprehensive plan will cover the entire city and will typically discuss needed changes from a very broad or city-wide viewpoint. A neighborhood plan is limited to a defined area of the city and is much more detailed in how to solve the issues related to the growth and transition in a neighborhood.

Neighborhood planning is important because it allows for a much more direct way for the City to interact with the citizens and help them to identify issues and solutions. Minimal neighborhood-level planning has occurred in Rolla in the past. Corridor plans, downtown plans, and area development plans have been done, but no detailed plans for an existing residential neighborhood has been completed.

The Schuman/Ber Juan Neighborhood Plan is intended to provide a path forward for improvements in the neighborhood. Residents will hopefully be inspired to work together to improve the neighborhood.

The Schuman/Ber Juan Neighborhood was originally built mostly for affordable worker housing, with smaller houses on smaller lots. Over the years, some houses have been neglected, abandoned, demolished, or have become obsolete compared to modern demands. Unfortunately, property crime, drug abuse, and drug sales have become major concerns in the neighborhood according to the residents.

The affordable housing is attractive to many lower income families. Students are especially drawn to the walkable location, being just east of the Missouri S&T campus. Residents enjoy the location near two parks, two schools, the college campus, and downtown.

The plan will identify ways the positive aspects of the neighborhood can be leveraged and how the negatives can be addressed. The excellent location of the neighborhood, lower land values, and demand for additional housing makes many areas of the neighborhood desirable for redevelopment. Some redevelopment may be appropriate at higher densities, while some areas should match the existing density.

Benefits of Neighborhood Planning

1. Direct involvement of neighborhood residents
2. Addresses hyper-local issues
3. Detailed plan of action
4. Opportunity to try new ideas
5. More emphasis on neighborhood leadership

Project Timing:

September 2019—Project Kick-off

November 2019—1st Neighborhood Meeting

March 2021—Open comment period for plan draft

June 2020—Planning and Zoning Recommendation

July 2020—City Council adoption

"I was raised in this neighborhood"

"I love living here because of the relationship I have with my neighbors."

"The neighborhood is quaint, with a typical Midwest vibe."

"Everyone is friendly and we help each other out."

"I like how mixed the area is - with owner/occupants who do all they can to keep up their properties."

"The housing is very affordable."

"The students are really neat people and give the neighborhood a great community feel."

"I love how close this area is to campus!"

*"This a great place to relax on the porch.
Plus, all the students around keep me young!"*

This area is in the middle of everything, with easy access to anything we want to do or places that we want to go to."

"I live here and can walk to anywhere I need to."

"Everyone is accomodating to the college students!"

"I love the community!"

"Everyone is friendly and it is close to the park with good walking spots."



About 100 attended the 1st neighborhood meeting at The Centre in November 2019

The plan outreach began with the neighborhood meeting in November 2019. Invitations were sent to all property owners and renters. The meeting was very productive, with citizens from all over the neighborhood, students, and landlords in attendance. Topics ranged from property maintenance to crime to issues with students. However, one point became clear—the residents of the neighborhood enjoy living in their neighborhood and they do not want anything to erode the positive attributes of living in the neighborhood.

The local newspapers also included articles about the neighborhood meeting and the planning efforts.

A survey was conducted in November 2019. The survey was taken by nearly 175 respondents—enough to draw some conclusions. Many written responses were received to the open ended questions and comment boxes.

The survey also included an option to provide one’s email address to be included for additional follow-up communications. More than 60 people signed up for the on-going communication.

Unfortunately, planned events to involve citizens such as pilot projects and walking audits had to be cancelled through 2020 due to Covid-19. The second neighborhood meeting to present the plan also had to be cancelled. Citizens were given several weeks to read and comment on the plan on the city website.

PZ meeting TBD

CC meeting TBD

A survey was made available to all property owners and residents in the neighborhood in November 2019. About 175 responses were received with a response rate of about 17%. Although a higher response rate is always desired, the response should be adequate to draw some conclusions from. Top issues include building abandonment, parking, presence of drugs, property crime, and speeding on some streets.

Livability: An overwhelming majority enjoy living in this neighborhood. People enjoy the energy that living in a neighborhood with college students brings. The housing is affordable, yet allows for easy access to parks, the college, and the downtown. Students enjoy the ability to live in a quiet neighborhood within walking distance of class. Long-term residents enjoy an element of freedom because of the relaxed atmosphere and knowing their neighbors. There does appear to be some conflict between renters and homeowners; students and long-term residents; new development and existing residents.

Transportation: A large majority of the residents walk. Mostly for recreation, but about 30% of the population walks to school. About 10% bike to school. This is well above the national averages for walking and biking. This means providing a safe and effective means for walking and biking is very important in this neighborhood. In total, about 90% of the residents walk for some purpose; and about 40% use a bike.

Walkability/Bikeability: Fortunately, about 75% enjoy their walking experience. But about 20% think there is some room for improvement with some targeted changes. Such improvements should coax some people to get out and walk more often. Unfortunately, there may not be much room for improvement for biking. About 50% say they are not at all interested in biking. 40% already use a bike; so only 10% more may choose to use a bike if improvements are made. Students are much more likely to use a bike, so efforts to improve bikeability should be made while keeping them in mind.

Crime: An overwhelming majority of residents are concerned with crime in the neighborhood. Property crime seems to be a major issue, with theft and vandalism being too common. Some drug activity may be present as well. Yet, residents generally feel safe in the neighborhood.

Property Maintenance: An overwhelming majority of residents are concerned that some property owners are not keeping up with maintenance.

New Development: Residents are generally OK with new development in the area. But there are areas where more dense development is more appropriate; and areas where less dense development is appropriate. About 70% would support a few, minimum design requirements to help new development to fit into the neighborhood. There was not a consensus on what those design requirements should be. In the end, most want a good looking neighborhood, but understand that the proximity to the campus and parks make the neighborhood a place that more people would desire to live in.

Making a Difference: About 40% of the residents may be interested in helping to improve the neighborhood by getting out and doing something. There should be a pool of a few hundred people out there who are willing to help with a neighborhood watch and/or help with cleanup or maintenance assistance efforts. The challenge will be to get these people organized.

Parks: Many people made some great suggestions about the parks. The good news is that many of the suggestions were issues that the Parks Department has been working on. A few suggestions were for amenities that are already provided. There may be a need to work on providing information about park facilities. With the high density of college student population living nearby, there may be a need to evaluate what types of uses are desired by students.

Holloway Street: Almost 50% think the project that narrowed the lanes and added a sidewalk is OK as is. However, this means that there are some details that may need to be looked at to make it better. Another 25% may be satisfied with a few tweaks.



Strengths: Assets that make the neighborhood unique and can be leveraged for further improvement

Weaknesses: Characteristics that must be addressed in order to make the neighborhood an attractive place to live

Opportunities: Ideas which can be acted on to improve the neighborhood

Threats: Potential issues which could limit, delay, or erase improvements in the neighborhood

A SWOT Analysis is often helpful to identify goals and objectives. The analysis identifies the strengths, weaknesses, opportunities, and threats that impact the neighborhood. Strengths should be capitalized upon. Weaknesses should be addressed. Opportunities should be seized. Finally, threats should be minimized.

Strengths

Location—The Schuman/Ber Juan Neighborhood is ideally located within easy walking distance of the university campus, downtown, and two parks.

Streets—Most interior streets are very safe, with low traffic volumes and sidewalks. Walking and biking is currently easy in this area.

Long-time residents—Many citizens have lived in the neighborhood for many years. Long-term residents are engaged in the neighborhood activities.

Liveliness—The higher proportion of college students injects activity and energy into the neighborhood.

Infrastructure—Streets and utilities are in good condition and generally can handle likely future increases in demand.

Opportunities

Redevelopment—Many properties are great candidates for redevelopment, with several open lots and dilapidated buildings available.

Renovation—Existing older houses can be remodeled to better compete with newer houses on the real estate or rental market.

Property values—Property values are currently low enough to make investment in the neighborhood a good option.

Community—Longer-term residents and short-term renters could come together to form a community through neighborhood events.

Weaknesses

Housing—Much of the existing housing is older and outdated. Many houses cannot compete with the amenities provided with newer housing in other parts of the town.

Property maintenance—Many older houses are in need of costly repairs that have been deferred for many years. Poor property maintenance may also cause neighbors to not be motivated to maintain their own properties.

Parking—A few streets are too narrow for the amount of parking and traffic. Some developments may not provide for the amount of parking needed by their residents.

Poverty—The neighborhood is home to many low income households. Some are students, but there are also many lower income non-student households.

Threats

Zoning codes—In some cases, the current zoning and the zoning codes may prevent the ability to build new buildings that would be a great addition to the neighborhood.

Crime—The neighborhood seems to experience higher than average levels of property crime such as theft, robbery, and vandalism compared to other areas of the town. In addition, there have been instances of properties being used for the sale of illegal drugs.

Abandonment—Several houses in the neighborhood are not occupied. Unoccupied structures are can be dangerous, can attract squatters and vandals, and can be unattractive for adjacent properties.

Railroad—The railroad bisects the neighborhood, leading to the potential for a railroad accident that could affect the neighborhood. In addition, the railroad acts as a barrier that divides the neighborhood.

Rental housing—The majority of the residents in the neighborhood are renters. While most renters are pleasant and responsible, they don't have much motive to properly maintain the property.

Demolitions—Many houses are being demolished. While the demolition can make way for new development, sometimes good architecture or historic structures can be lost.

New residents—New people choosing to live in a neighborhood can bring new life, but the new people can also disrupt the status quo for the current residents.

Increasing property values—Increasing property values is great for property owners, but can also lead to the neighborhood becoming unaffordable for renters of prospective buyers.

New construction—Construction can be disruptive, remove historic buildings, cause displacement, and create incompatibility with existing residents.

Build: to develop according to a systematic plan and/or upon a base condition

Community: a group of people with common interested living in a particular area

Preserve: to keep or save from destruction or decomposition

Affordability: not too expensive relative to other options

Enhance: to increase or improve in value, quality, desirability, or attractiveness

Livability: the sum of factors that add up to a community's quality of life

Encourage: to spur on or stimulate, inspire, or persuade

Positive Change: to make better than would otherwise occur

Build Community

Building and maintaining strong community ties is essential to create a neighborhood versus simply an area in the town. Community ties can make newcomers feel welcome and can lead residents to live in the neighborhood longer. Residents who love their neighborhood may be more likely to help with improvements, watch over their neighbors properties, and take better care of their own property.

Preserve Affordability

As the neighborhood begins to improve, displacing of the existing residents would negatively impact the neighborhood. The neighborhood is known today as an affordable place for students and families to live. Preserving affordability and encouraging improvements that will likely improve property values is a delicate balance.

Enhance Livability

Improvements to the neighborhood that would make it a better place to live will make the area even more desirable in the future and help the neighborhood to be more competitive with other parts of the community. The neighborhood already has many assets, but there is room for improvements to the parks, walkability, bikeability, parking, and the visual appearance.

Encourage Positive Change

Most residents would like to see improvements to the neighborhood. Some improvements, however, must occur at the personal or neighborhood level, rather than by the city government. The city can encourage improvements and investments in many ways.

What would success look like?

If the neighborhood plan is successful, the neighborhood should see many changes over the next decade or so. Some change is inevitable. Properties are already being redeveloped for rental housing. Other properties are already being renovated. But other issues in the neighborhood might have continued to be ignored without the intervention of creating the neighborhood plan and accomplishing the action items described in the plan.

If the planning effort is a success, we should see more involvement by the residents in making improvements in the neighborhood through community groups, neighborhood watch groups, and cleanup efforts. Residents would become more directly involved in making decisions that impact the neighborhood.

Efforts to curb and reduce property theft, vandalism, and illegal drug sales in the neighborhood will be successful, with a noted reduction in crime rates.

Property values will stabilize and improve, making investment in the neighborhood a safer bet. However, measures must be made to ensure that the costs to rent a dwelling unit do not become too high for existing residents.

Some areas in the neighborhood will have been redeveloped with attractive units that appeal to college students. Other areas in the neighborhood will have been renovated and empty lots filled in with new houses that fit with the neighborhood.

The neighborhood already has some great assets, such as proximity to the university, downtown, and parks. A few pointed improvements for walkability/bikeability will make the neighborhood a great place to live without the need to drive for many necessities. Trails will link the neighborhood to recreation areas across the city.

Does this sound like a nice place to live or invest?

Good! Because every goal and action item outlined in the plan is possible. However, a successful outcome is only possible with support from the residents and investors in the neighborhood. The plan has been prepared with input from the residents, rather than being a top-down mandate being imposed on the existing residents. Without support from the residents and investors, many of the goals in the plan will not be possible.



Theft Prevention

1. Use a lockbox for deliveries
2. Install security cameras
3. Lock doors and windows
4. Store items in shed or garage
5. Install motion sensor lights
6. Chain up larger items
7. Ask neighbors to watch
8. Install security system



Residents should contact the police if they suspect a crime is in progress

Crime was repeatedly brought up by residents as a major issue in the neighborhood. Residents are particularly concerned about theft. Petty theft of items in ones car, in the yard, and packages left on the porch seems to be too common. Fortunately, much petty theft can be preventable.

Most statistics for crimes cannot be computed at the neighborhood level in Rolla at this time. Some cities do have tracking capabilities. Anecdotally, the neighborhood does seem to have a higher rate of most crimes than other areas of the city, according to the police department. However, one must remember that Rolla has a much lower rate of crime than most larger cities in Missouri.

Theft can more easily be prevented by practicing good self-awareness. Information could be provided to residents through mailers, neighborhood watch meetings, and placing warning tags on observed vulnerable items.

Drug use, sales, and manufacture are some very troubling activities that do occur in the neighborhood. The police department works with South Central Drug Taskforce to locate and arrest the drug dealers. The police spend several weeks or months gathering the needed evidence to charge the perpetrators. What looks like inaction to the neighborhood residents is actually a careful process to ensure the ability to procure warrants and convictions.

Residents should still report suspected criminal activity to the police, but residents must be patient and rest assured that the police may already know who repeat the criminals are. The police sometimes need time to gather enough evidence to make an arrest.

Fortunately, the resident survey seems to indicate that fear of or incidence of violent crimes such as assault are not an issue in the neighborhood. Rolla as a whole enjoys a very low rate of violent crime.

Crime prevention may be more important than solving crimes and punishment. The neighborhood can and should band together to keep watch for any crime and be ready to report any crime to the police. A neighborhood watch program should also serve as a crime deterrent. Most crimes of opportunity, such as petty theft, can be prevented by simply making committing the crime more risky. If a potential criminal knows there are people watching in this neighborhood, they may move on.

The Rolla Police Department has had a neighborhood watch program for many years. The effectiveness of such a program is greatly impacted by citizen participation. There is also currently a shortage of officers that are able to devote the needed time for training and encouragement.

The survey indicates that about 12% of the residents are willing to devote the time and effort needed for a neighborhood watch program. If the participants are located throughout the neighborhood, this should be enough for a successful program. However, someone will need to become a leader and organize all the participants.

Neighborhood watch programs have been shown by some studies to be effective at reducing or preventing crime. However, the studies were conducted more than a decade ago and some studies showed that some programs did not greatly impact the crime rates. If a program were started in this neighborhood, it would need to be evaluated after a few years to find out if it is worth the effort. Maintaining involvement can be difficult after a few years.

Enhance Livability

Create a Neighborhood Watch

Educate residents about how to protect themselves from theft

Continue to work to arrest those who are selling illegal drugs in the neighborhood



The Rolla Police Department does operate a Crisis Intervention Team to help deescalate situations and direct persons to needed assistance



Neighborhood Watch programs are a way to involve the community in addressing crime issues in their neighborhood



Abandoned buildings can reduce property values and invite crime



Demolishing houses can make room for redevelopment and remove nuisances. But demolition also removes older, historic buildings and can create voids.

Call the Community Development Department to report any property maintenance and nuisance concerns

(573) 364-5333

The Schuman/Ber Juan neighborhood has a higher than average number of vacant/abandoned buildings with 16 properties vacant and no utility services. Abandoned buildings are a nuisance for the neighborhood. The buildings are usually not maintained. The peeling paint, unmowed lawns, and broken windows advertise that the area is blighted. Properties can also attract vermin and wild animals. Abandoned buildings can reduce property values in the surrounding area. A study in Philadelphia found that abandoned properties decrease values of all properties within 150 feet.

Abandoned buildings also attract trespassers. Abandoned buildings can pose a safety issue for playing children and others who are simply exploring. Unfortunately, some trespassers also use abandoned buildings for criminal activity such as drug use, sales, and manufacture; arson; and assault.

Abandoned buildings are also attractive for the homeless population. In the winter, the local homeless shelter does open to allow overnight accommodations. However, once the shelter closes for the season the homeless population is forced to find a place elsewhere throughout the city. Some find refuge in the abandoned buildings in this neighborhood. Some homeless individuals also engage in criminal activity. Some homeless cause accidental fires in the buildings, since they lack access to utilities.

The City of Rolla Community Development Department does have a code enforcement officer. The officer is charged with investigating nuisance violations such as high weeds, vermin harborage, unsafe structures, and some property maintenance issues. The officer responds to complaints and observed violations.

Many residents, for one reason or another, are reluctant to report property maintenance or nuisance issues. Some may have issues on their own property. Some do not like to report on their neighbors. Some are comfortable ignoring issues. However, the longer an issue is allowed to continue, the more the violator feels entitled to their actions and the issue can continue to get worse in impact to others.

Property maintenance also includes more mundane issues such as painting, replacing broken windows, mowing grass, fixing fences, and replacing roofs. Basic maintenance is important to protect structures from decay and damage. Maintenance of the yard prevents infestations from vermin and other nuisance animals. Poor maintenance also depresses property values for adjacent properties.

Property maintenance codes are intended to prevent the actions of a property owner from impacting the adjacent properties, rather than directly regulate the appearance. For example, the codes do not restrict paint choices. A person could perfectly legally paint their house an unpleasant color. Design choices are a separate subject from property maintenance.

Maintaining property is important, however, many people are unable to keep their property maintained. Some property owners cannot afford needed repairs. Other property owners are physically unable to perform some maintenance. Forming some kind of assistance group could allow for volunteers to assist property owners. Such an effort was attempted in the past, however, interest eventually waned.

Landlords and renters tend to defer maintenance. Rolla does not currently inspect rental units for safety issues.

Many houses are also functionally obsolete compared to newer housing. Houses need heating and air conditioning system upgrades, window replacements, insulation, roof replacements, siding repairs, appliance replacements, electrical system upgrades, and sometimes remodeling to be competitive with newer housing. However, many homeowners do not have the funds for basic maintenance or renovations. A no or low income loan or grant program could assist those property owners who need financial assistance.

Encourage Positive Change

Conduct a neighborhood sweep for code violations and provide warnings before pursuing fines or enforcement

Seek out programs for no or low interest loans and grants



The Meramec Regional Planning Commission may be able to assist with loan or grant program administration



The Missouri Department of Economic Development offers a tax credit called the Neighborhood Preservation Act. The credit provides an incentive for the rehabilitation and construction of owner-occupied homes in areas such as the Schuman/Ber Juan Neighborhood.



Frisco Engine No. 563 was built in 1923. The engine has been in Schuman Park for 65 years. A pavilion has been built to protect it from the elements. The engine and passenger car were recently restored.



Algae and invasive plants in Schuman Lake have caused fish kills. Although the lake is stocked, urban stormwater runoff makes the fish unsafe to eat. The lake must be regraded and stormwater quality basins must be added in order to restore the ecology.

Schuman Park is likely the heart of the Schuman/Ber Juan Neighborhood. The 17 acre park is centrally located and provides needed open space for recreation adjacent to some of the most densely populated areas of Rolla. Being so close to the university, the park is also a heavy favorite for the college student population.

The Frisco Pond, as the property was once known, was the source for a water tower for the steam trains that once worked the adjacent Frisco Railroad. In 1953, Alma Schuman sold much of the park property to the city. Additional property, which included the lake, was acquired the next year.

In 1955, to commemorate the new park and the connection to the railroad, the Blue Bonnet Express Frisco Engine No. 563 and a passenger car, built in 1883 were added to the park. Recreational improvements such as the softball field, basketball courts, and a picnic shelter were added shortly afterward. Since then, a playground, restroom, and new pavilions have been added.

The site is also closely monitored because of industrial pollution from many years ago. The lake is fed by two urban creeks. Urban runoff that goes to the creeks contains sediments, oils, and pesticides that have caused the lake to degrade. Many years of sediment has made it necessary to drain and regrade the lake in order to completely restore the ecosystem and improve the appearance.

Enhance Livability

Improve protection for the train and pave the parking area

Install a walking trail around the lake

Install stormwater quality systems to clean the water and collect sediment

Regrade the lake to remove sediment and restore the ecology or consider filling all/part of the lake to create additional land area

Consider installing additional features at the park, including a dock, game tables, an additional pavilion, and swings sized for adults to appeal to college students



Schuman Park could be improved to better serve the neighborhood. The lake could be regraded to address the root causes of the algae issue. However, regrading the lake is a very expensive proposition. To reduce the future maintenance costs and increase the useable area of the park, the lake could be regraded and partially filled. The additional area could be used for recreation and allow for a trail to circle the lake. The majority of the persons living in the immediate area are college students, who may benefit from some facilities or programming that is targeted to that demographic.

The Rolla Parks Board would need to review and approve of any changes to the park. The plan shown on this page is only an example of what may be possible.



The Centre offers amenities such as a fitness center, aquatics center, and meeting rooms



The SplashZone offers a fun way to cool down in the summers



The lot at the NE Corner of Holloway/14th is not currently used. Options for the property include selling it for development or constructing a parking lot, dog park, or community garden.

Ber Juan Park was purchased by the city in the late 1960's. The park was originally a farm on the outskirts of the town. But as the town has grown, this 85 acre park has become the centerpiece park for the city. The park includes a stocked lake, walking trails, fitness equipment, pavilions, tennis courts, baseball fields, playgrounds, outdoor pool, skatepark, and football/soccer practice fields.

The park is also home to The Centre, a 63,000 sq. ft. community center with meeting spaces, indoor pool, fitness center, and a gymnasium. The Centre opened in 2002, however, the community center was intended to be self-sufficient in funding. The income has been very impressive for the type of facility, but it has still not met the expectations. Issues surrounding The Centre, SplashZone Waterpark, and the Holloway House are community-wide issues to be addressed in a separate plan.

Ber Juan Park is so large that many patrons may not be aware of all the facilities the park has to offer. In the survey, many people commented about the lack of a restroom facility and places to cook outside, despite existing facilities. Although there are facilities at the pool and in The Centre, an additional standalone restroom is planned to be built. Directional signage could also more easily make patrons aware of the other facilities, such as the grills and water fountains. A brochure could be provided for new Rolla residents.

Enhance Livability

- Add directional signage, maps, and brochures for Ber Juan Park
- Ensure that any impacts from changes to The Centre or the Holloway House are also vetted by the residents in the vicinity
- Determine best use for the lot at the NE corner of Holloway/14th

Many residents are concerned about the level of street lighting at night. The lighting impacts traffic safety as well as the ability to safely walk outside at night. Each street was evaluated. However, except in a few locations, the street lighting appears to be adequate for the levels of vehicle and pedestrian traffic.

The streetlights in Rolla are operated by RMU, Rolla Municipal Utilities for the purpose of lighting roadways, rather than for pedestrians. RMU has policies in place for determining the locations of streetlights to minimize the cost to the public, while providing an adequate level of lighting. Streetlights are not required by any state laws. Street lights are generally located at street intersections. In locations where the spacing exceeds 600 feet, an additional streetlight may be considered.

Additional lighting may be needed for areas with higher pedestrian use, such as in the downtown, in more dense areas, and on popular trails. Most areas of the neighborhood meets the needed spacing for adequate lighting. However, a few locations may be in need of additional lighting to maintain the expected lighting levels for the amount of pedestrian use and vehicle safety. The locations may be a lower priority at this time, but would be more needed if a trail is built along Bardsley St. Any new streetlight may require coordination and agreement with the City of Rolla, Parks Department (one location), and RMU.

In addition, RMU allows for property owners to enter into an agreement to rent an outdoor light. RMU can install and maintain an outdoor light for a monthly fee. Outdoor lighting can be used for parking lots, yards, or any other areas which are in need of additional lighting.

Lighting in the parks is provided through the Parks Department. The parks are not well lit at night, however, at this time the parks are not open at night. Providing lighting for some uses, such as trails could allow reasonable nighttime use. Installing pedestal style lighting along the perimeter of the parks adjacent to the streets would provide an attractive park boundary. However, such changes would need to be approved by the Rolla Parks Board.

Enhance Livability

Install streetlights at certain locations—Under the overpass at 10th Street and Olive St; Bardsley Rd midway between Arkansas Ave and 14th St; 18th St midway between Maxwell St and Spencer St; and 14th St and Farrar Dr

Consider installing additional lighting in Schuman and Ber Juan Parks for trails, certain uses, and along the perimeter



RMU operates the streetlights



Streetlights are generally located at street intersections. A few additional streetlights may be needed in the neighborhood. Coordination may be needed due to existing trees and utilities.

Utilities



Schuman/Ber Juan Neighborhood Plan

The utility infrastructure in the Schuman/Ber Juan neighborhood is mostly sufficient for both current and future needs. Waterlines, sewer lines, storm sewer, electric services, and other utilities are available throughout the neighborhood. Most utilities are in good repair. Most utility infrastructure should also be able to handle the expected amount of growth and development in the neighborhood.

However, a few issues may need to be addressed. The section of waterline along 18th Street adjacent to Truman Elementary School is only a 6 inch line. The waterline provides less water capacity than would be desired at the school. Ideally, the line will be replaced with a large enough line to serve as a trunk line for the area.

All fire hydrants in the neighborhood were tested to verify the available water flow and water pressure. No water pressure issues were found with the existing system. However, areas generally west of the railroad tracks, which may be redeveloped with higher densities, may require the use of a fire pump to provide adequate pressure for fire suppression systems. A small area on Bardsley, which also does not have a waterline, may require an additional hydrant for proper hydrant access if a waterline is built or the area is redeveloped.

Other utility companies often use RMU owned poles or city right-of-way to locate their infrastructure. However, over the years some companies have neglected existing lines and have not removed abandoned infrastructure. The issue is more visible in this neighborhood since most utility poles are located adjacent to streets rather than in rear alleys or easements.



Fire hydrants provide needed water to fight fires and allow water lines to be flushed to keep the water clean. They can also be tested to check the water pressure and water flow in the area.



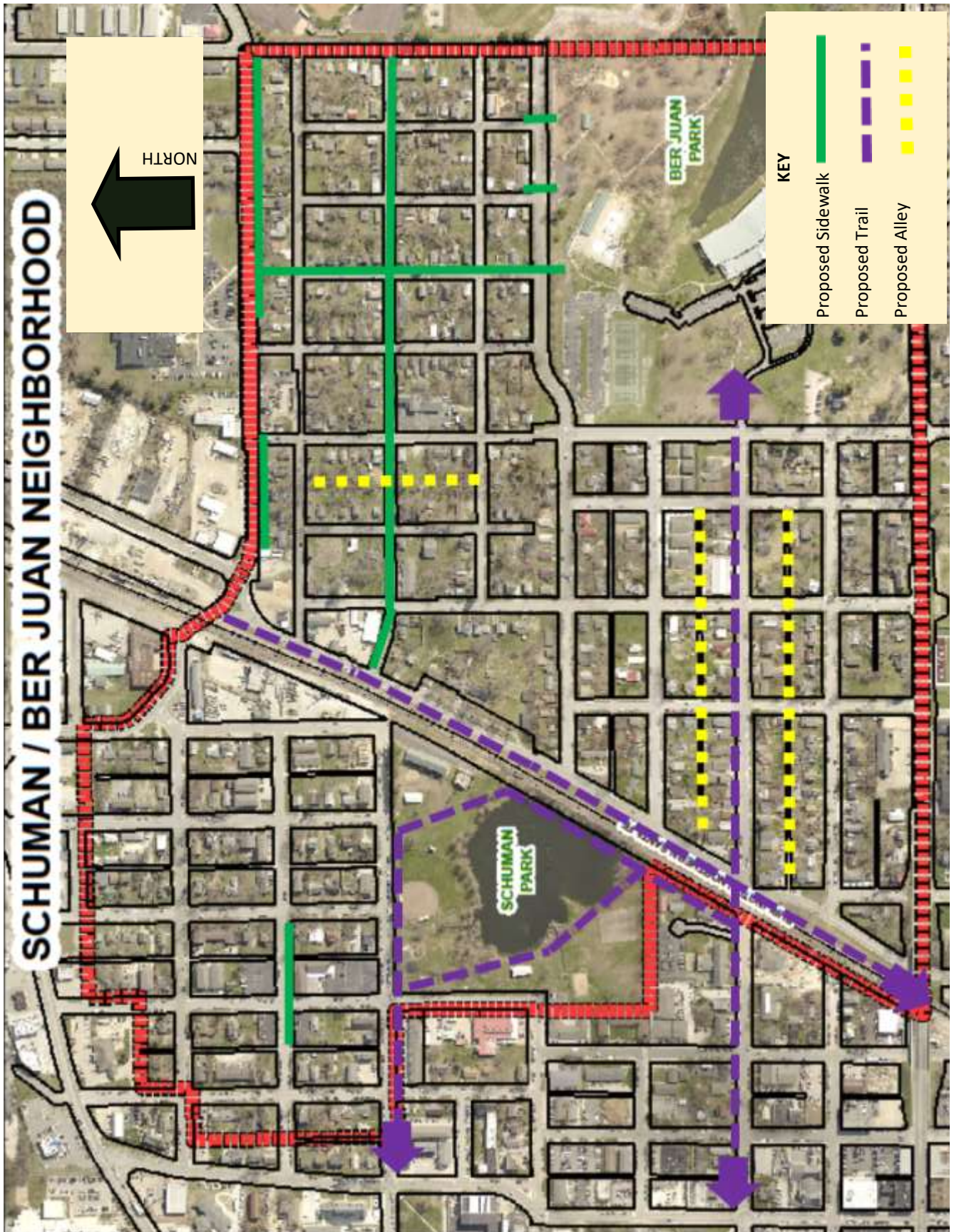
Utility lines and poles operated by franchise utilities for phone, cable, ect. have been poorly maintained in the neighborhood

Enhance Livability

Install larger waterline on 18th Street between Old St. James Rd and Forum Drive

Install waterline and hydrant on Bardsley between Arkansas Street and 14th Street

Work with franchise utilities to replace outdated infrastructure



Schuman/Ber Juan Neighborhood Plan

People enjoy walking. Usually, walking is more enjoyable when undertaken for recreation rather than a requirement. Today, most adults only walk as a choice for recreation. However, a proportion of the population must walk in order to get to work, school, or for other basic needs. Some do not have access to a vehicle, either by choice or due to not having enough income to purchase a car and maintain it, being too young or old to operate a vehicle, or having a disability that does not allow them to operate a vehicle. These people rely on rides from others or they must walk.

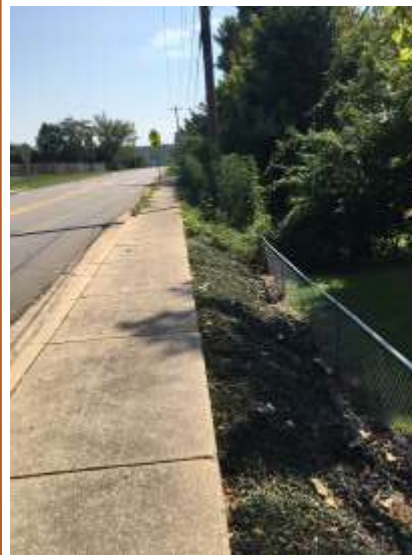
The quality, location, and connectivity of the sidewalk system is known as “walkability.” Walkability simply is how well the sidewalk or trail systems work for recreation or everyday use. Better walkability usually leads to more users since it provides another option for all residents.

About 94% of the residents in the Schuman/Ber Juan Neighborhood are interested in preserving and improving walkability. Only about 6% do not or cannot walk at all—usually due to health issues. About 22% of the residents would walk more often if improvements to the walkability were made. Many are concerned about lighting, safety, and a lack of sidewalks in certain locations.

In general, the existing sidewalks are in good condition. Many streets do have sidewalks along them on at least one side. The sidewalk width is appropriate on all streets, except perhaps a few locations on major roads. However, sidewalks are almost completely missing on most streets east of Holloway Street and north and west of Ber Juan Park. Sidewalks may not be necessary on every street, but adding them in a few locations should provide an adequate level of walkability.

Bikeability is similar to walkability, except for how easy it is to travel by bicycle. Bikeability was less important to the residents in the neighborhood. About 50% were not at all interesting in biking. About 28% already use a bike frequently. However, this means that about 22% would be interested in biking if certain barriers are addressed. Bike use could potentially double in this neighborhood.

Some people do not own bikes. Some people do not have a proper place to store a bike at their home. Some people are deterred from a lack of places to park a bike at their destinations.



The sidewalk adjacent to 18th Street is directly adjacent to the road, narrow, and is adjacent to a steep slope with no guard railing



The Acorn Trail and Deible Loop are part of the multi-use trail system. Trails are proposed which would connect most areas of the city.



Multi-use trails in more urban/dense areas can be designed with pedestrian lighting, decorative pavement, benches, and landscaping.

The sidewalk network is important to provide access to each property, but a trail network can also provide access across the city by providing a more favorable or direct route, wider facilities, and amenities. Trails should connect destination centers. Trails are also commonly used for recreation.

The 12th Street corridor could connect Ber Juan Park to the MST campus. 14th Street could connect Schuman Park to the MST campus, however, crossing the railroad tracks at 14th Street is not possible. Therefore, locating the multi-use trail through Schuman Park to connect to the trail that would be on 12th Street would both connect the two parks and would create a trail in Schuman Park, which currently does not have any trails.

The Bardsley Street corridor could connect the neighborhood with the downtown. Bardsley Street and Old St. James Road also roughly correspond to the location of the Trail of Tears, which passes through Rolla. This trail could potentially one day connect to St. James and beyond. If such a trail were built, the use could one day justify the cost of a below or above grade crossing of the railroad to provide more direct access to Schuman Park. But until then, the neighborhoods could use the Bardsley Street trail as an easy, comfortable way to get to the railroad crossings at 12th Street and 18th Street.

10th Street is designated as being part of the Acorn Trail system. However, the facility currently consists only of a standard sidewalk and bike lanes in some areas.

Enhance Livability

- Add railing for sidewalk along 18th Street
- Construct sidewalks along Leroy Street; and parts of 18th Street, and Arkansas Ave, Missouri Ave, and 17th Street
- Construct ADA ramps where needed
- Construct a sidewalk cut-through at the end of Leroy Street to 18th Street
- Require bike parking for multi-family and some commercial uses
- Add bike lanes to Holloway Street between 10th Street and 14th Street
- Build multi-use trails on 12th Street, 14th Street through Schuman Park to 12th Street, and Bardsley Street; Improve 10th Street

Alleyways are located in many blocks throughout the neighborhood. Alleys provide rear access for lots, space for rear utilities, and in some places access for trash service. However, most alleys in the Schuman/Ber Juan Neighborhood are narrow, one-lane, and gravel. Some alleys have been abandoned.

Alleys do require some maintenance. Gravel alleys require more frequent, but cheaper maintenance. Gravel alleys are appropriate only for very low use areas. Paved alleys allow for more traffic and less frequent maintenance. Paved alleys are more appropriate for commercial areas and areas with higher residential densities.

The alleyways in the areas on the west side of the railroad tracks should be paved due to the current and likely future densities. The alleys would allow for rear parking and reduce the need for large parking lots. If a development is proposed that would encompass an entire block, vacating the alley would be appropriate. Otherwise, the alleys should be preserved to provide access and utilities.

The alleyways in the areas on the east side of the railroad tracks could generally be maintained as gravel alleys. However, the alley between 12th and 11th Streets; and Olive and Maple Streets should be considered for paving in the future due to the length of the block and higher densities. Other existing alleys east of the railroad could be vacated if they are abandoned or no longer provide any rear access for properties or for utilities.

The alleys are all platted with 12 to 18 foot rights-of-way. To allow for proper pavement and access for utilities, alley rights-of-way should generally be 20 feet. Additional rights-of-way are needed. The city can assist property owners to form a paving district. A paving district allows a mechanism to fund the construction and repay the costs over a period of time. Some types of development may need to be required to improve an alley in order to access the alley.



Alleys provide rear access to property for parking, trash service, and utilities. Some alleys are paved. Many are gravel.

Enhance Livability

Attempt to procure additional rights-of-way for alleys to be paved

Create a paving district to allow alleys to be paved

Review changes to the zoning code to require alleys to be improved for certain developments

Preserve existing alleys except for full-block developments and unneeded or abandoned alleys

Consider building alleys along portions of Holloway Street



Parking along 16th and 17th Streets near the university is in high demand. The streets are not wide enough for parking on both sides.



Southeast Missouri Transportation Service is currently studying the potential to provide transit services in Rolla and the surrounding area. Bus service could help reduce automobile dependence and so reduce the need for parking.

The issue of parking emerged in comments in the survey and made during the neighborhood meeting. Many streets are wide enough to accommodate on-street parking. Most single-family and two-family dwellings provide ample off-street parking. However, a few select locations seem to suffer from parking issues.

On-street parking is permitted on most streets. Only the portion of Holloway Street between 14th Street and 18th Street has lots which front the street and no on-street parking. Additional rights-of-way to allow for widening would reduce already very narrow front yards. Installation of alleyways could ease parking pressures for a few of the blocks.

Areas east of the railroad tracks are generally more dense. The density causes more need for parking. Older buildings are less likely to have adequate off-street parking. In part, the parking issue has been caused by changes in college students habits. Despite the neighborhood being within walking distance to the university and downtown, a greater percentage of students bring their cars with them for shopping and employment.

Development of additional commercial and retail uses within walking or biking distance should reduce the need for students to bring their cars. A city-wide transit system would also provide an alternative to needing a car. Landlords could be encouraged to “decouple” the cost of parking from rent by charging for each separately. Extra spaces could be rented to others in need of parking. Carpooling, ride-sharing, and potentially car rental services could be used if the need for a vehicle arises.

However, the greatest cause of parking issues in the neighborhood is not caused by the residents of the neighborhood. Free, untimed on-street parking close to the university has led to many commuter students parking in the neighborhood during classes. The larger issue of parking at the university is not the subject of the neighborhood plan. But the parking in the neighborhood could be better managed with the installation of timed or paid parking and/or parking permits for residents. A parking lot could be constructed to provide parking for students, Schuman Park activities, and overflow parking.

Several residents indicated that speeding may be an issue in a few locations. Generally, most of the side streets are not conducive to speeding. But a few streets may need some modification to reduce vehicle speeds.

Any students who walk to Truman Elementary School must cross 18th Street. However, approximately 65% (westbound); 34% (eastbound) of drivers currently drive 5 mph or more over the posted 25 mph speed limit. The area near the school does have a school zone speed limit during the morning and afternoon. Currently, the west-bound lane is about 18 feet wide to accommodate vehicle queuing after school.

Holloway Street bisects the neighborhood. The portion between 14th Street and 18th Street was narrowed to allow for construction of a sidewalk. The narrowing also had the side-effect of reducing vehicle speeds by 5-16%. The portion of Holloway Street between 14th Street and 10th Street currently much wider. Edge lines were recently installed on this section of the roadway. Narrowing the street should reduce the speeds. Increasing the speed limit from 25 to 30 mph would result in a 65% compliance rate, versus the current 9% compliance today.

Vehicle speeds can be reduced by reducing the physical or perceived lane width. Simply adding edge line painting can make a road appear to be narrower and slow vehicle speeds. Installing curb extensions at intersections can also reduce vehicle speeds, especially in areas where vehicles are not commonly parked on the street.

Enhance Livability

Install edge line paint on 18th Street to effectively narrow the driving lanes and reduce vehicle speeds

Install radar speed signs at locations with chronic speed issues

Install curb bulbs at key locations where existing on-street parking is underutilized to effectively narrow the driving lanes

Review speed limits and modify as needed

Enhance Livability (Page 34)

Preserve, construct, and improve alleyways for rear access parking

Review codes to reduce parking demand and increase parking supply

Consider installation of timed parking, paid parking, and/or parking permits to control on-street parking

Consider construction of a commuter parking lot for students and overflow for the residents



Radar Speed Signs are effective at reducing vehicle speeds. Edge line painting, curb extensions (below), on-street parking and street trees can also reduce speeds.



Police patrols, speed bumps, and ordinary speed limit signage is not effective at reducing speeds. Police officers simply cannot patrol all streets at all times.



Edge lines are a cheap, effective way to visually narrow a street and reduce vehicle speeds. Edge lines also can create a shoulder, parking area, or bike lanes.



12th Street is 30 feet wide. With on-street parking on both sides, only about 14 feet remains for driving.



The high demand of on-street parking causes Elm Street to become a one lane road

12th Street between the railroad tracks and Holloway Street has potential to be drastically improved. 12th Street is planned to become a part of the multi-use trail system. An urban multi-use trail will usually consist of a wider sidewalk, adequate lighting, and occasional amenities such as benches and trashcans. Bicycle access may be provided on the sidewalk or on the street.

The block of 12th Street between Bardsley/Olive and Maple Street is also impacted by higher density, a narrower street width, and high demand for on-street parking. The result is that the street does not allow for two way traffic. Drivers must pull over and yield. Fortunately, traffic counts are usually low enough that the issue is manageable.

16th, 17th, and 18th Streets between Pine Street and Oak Street; and Oak Street and Elm Street between 16th Street and 18th Street are also impacted by higher density, narrower street widths, and high parking demand. The area requires that drivers yield to oncoming traffic, as the streets are not wide enough for two way traffic.

However, to fully address the issue, the streets would need to be widened by about 6 feet. Until the street can be widened, yield signage and designated areas for drivers to yield may be adequate.

Portions of Elm Street may be widened within the next two years to help accommodate temporary traffic while Pine Street is being repaved.

16th Street is proposed to also include a multi-use trail from the university campus to Schuman Park. 16th Street is recommended to be widened by up to 6 feet between Pine Street and Olive Street to accommodate the on-street parking and two-way traffic.



12th Street could be redesigned to act as a connector between the university campus and Ber Juan Park. The proposed trail should be located on the north side if possible, a minimum of 8 feet wide, with street trees planted, and a few amenities such as lighting, benches, and kiosk for neighborhood information. The street would need to be widened to allow parking on both sides and adequate space for two-way traffic. Utility locations are to be determined.



Adding yield signs and a space for drivers to pull over would make narrow streets easier to navigate until they can be widened



Enhance Livability

- Consider converting some streets to one-way traffic
- Consider widening 12th, 17th, 18th, Elm, and Oak Streets
- Widen 16th Street between Pine Street and Oak Street



Intersection of 18th Street, Bardsley Rd, and Old Saint James Rd

A few particular street intersections were mentioned in the survey as being dangerous or uncomfortable to navigate. The intersections of 18th Street and Bardsley/Old St. James Rd and 12th Street and Bardsley/Olive Street could both be redesigned to work better. The 18th/Bardsley/Old Saint James Rd intersection has experienced a few accidents. Improvements will become more necessary as traffic levels increase.

The 18th Street and Bardsley/Old St. James Rd intersection currently has a Y intersection, an angled intersection, and is impacted by proximity to the railroad. The unusual design creates confusion and likely slows traffic for all users.

However, to completely address the issue, additional rights-of-way would need to be purchased. The needed rights-of-way would be expensive. If additional rights-of-way were purchased, the intersection of 18th Street and Bardsley/Old St. James Rd could be realigned. The realignment would allow for traffic to not back onto the railroad tracks and could allow for a traffic signal in the future if needed.

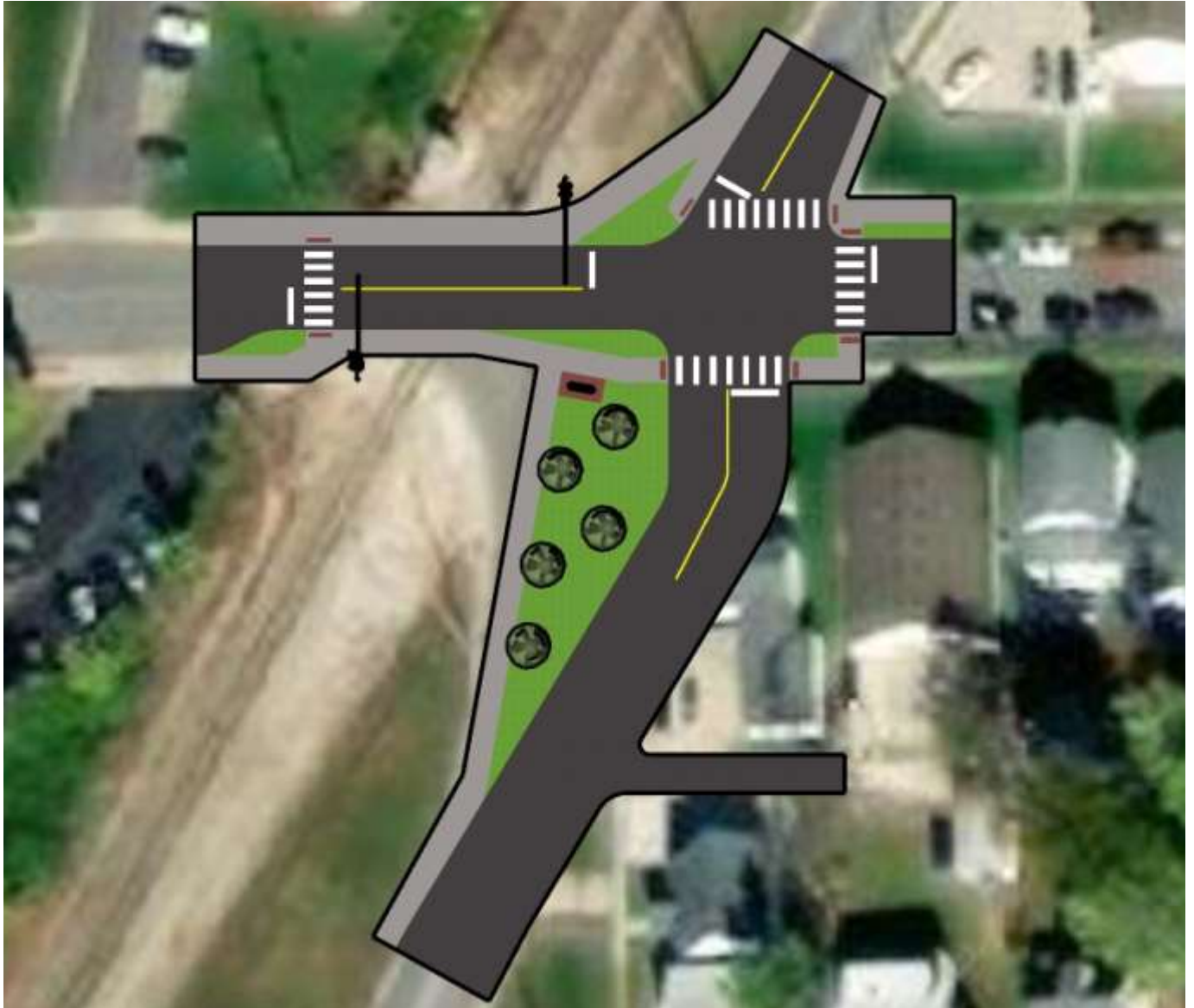
The remaining land could be sold to allow for a commercial development and help offset the project costs. About 20,000 sq. ft. is shown between the road and the railroad tracks. The project may cost between \$150,000 and up to \$500,000 with the traffic signal.

In the mean time, at a minimum pavement markings could be added to clarify traffic movements, add turn lanes, add pedestrian crosswalks, and potentially add stop signs to create a 4-way stop.



Enhance Livability

Redesign the intersections of 18th Street and Bardsley/Old St. James Rd
Acquire the needed rights-of-way if the property becomes available
Install temporary pavements and signage to improve the intersection until permanent solutions are possible



Enhance Livability

Redesign the intersections of 12th Street and Bardsley/Olive Street
Acquire the needed rights-of-way if the property becomes available
Install temporary pavements and signage to improve the intersections until permanent solutions are possible

The 12th Street and Bardsley/Olive Street intersection is currently an offset intersection, very close to the railroad, and heavily used by pedestrians. The unusual design also creates confusion, causes vehicles to be delayed, and requires pedestrians to cross the street an additional time due to the slope at the railroad crossing. The intersection also has stop signs at each street. However, due to the railroad, the stop signs on 12th Street are separated by over 150 feet. The separation and offset causes drivers to have difficulty determining who has the right-of-way.

To completely resolve the issues, a property which currently has a house on it would need to be acquired. If additional rights-of-way are purchased, the intersection of 12th Street and Bardsley/Olive could be realigned to create an easier to navigate intersection and prevent vehicles from queuing across the railroad tracks. The remaining land could allow for the creation of a mini park.

The project may cost between \$180,000 and up to \$300,000.

In the mean time, at a minimum pavement markings could be used to delineate two mini-roundabouts. The roundabouts should simplify the intersection by allowing free flowing traffic in all directions.

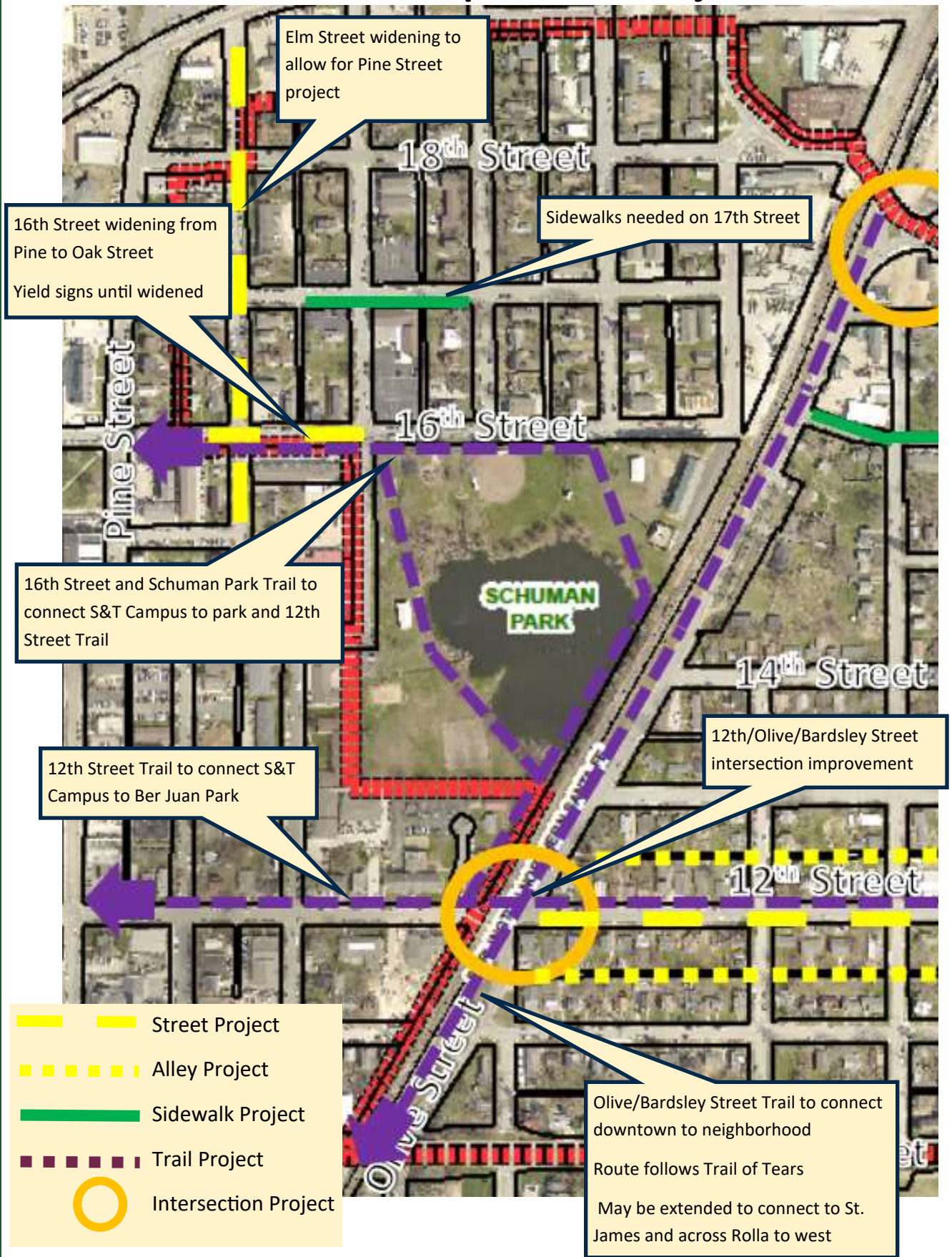


12th Street and Bardsley/Olive Street

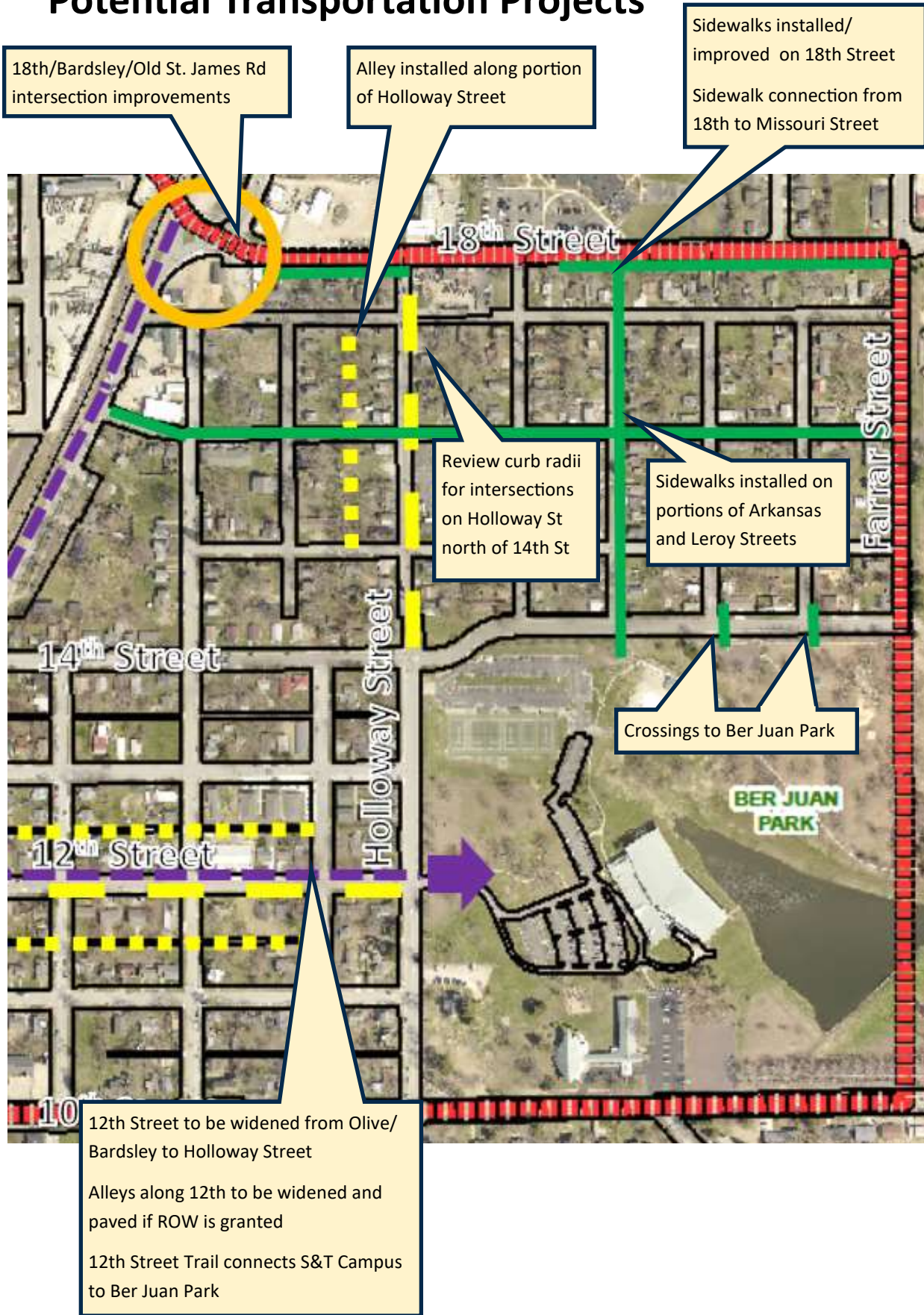


Two mini-roundabouts could improve the 12th/Bardsley/Olive intersection with paint and signage only

Potential Transportation Projects



Potential Transportation Projects





Some buildings lack street facing windows or use out of scale windows. Parking between the building and the street should be discouraged. Landscaping and trees can greatly improve the appearance of a property.



Townhouses are required to provide some façade articulation and changes in materials. Parking in the rear or on the side of a property allows for a front yard. Street trees greatly improve the view looking down the street.

Based on the survey data, about 64% of the residents favor some forms of design requirements for new development. There is less agreement on what exact requirements are desired. A few suggestions did receive more approval than others.

Design requirements are intended to cause new development to better fit with the existing buildings. Today, many newer buildings are not quite as attractive as some of the older buildings. Better designed buildings should lead to more consistent property values and a more attractive neighborhood.

A few building design requirements should help newer buildings to fit in with the existing neighborhood. Many multi-family and townhouse buildings have been built with the building side or rear walls facing the street. The side or rear walls then either lack windows or feature very small windows. Ideally, the walls facing the streets would also have doors and porches. While single-family and some smaller multi-family buildings could be designed with street facing doors and porches, larger building may be more difficult to design.

The most important part of design is how a building looks from the street. The sides, rear, and interior are much less important. Building height and scale and details such as window placement, door location, porches, materials, and front yard can all be addressed. Limiting building materials and a prohibition of front yard parking is not supported, based on the survey.

However, in many ways, good design and architecture is in the eye of the beholder. A full architectural review or historical protections is not proposed. Starting with a few smaller requirements may help for now. The impact and need to adjust can be evaluated at a later time.

Many support limiting the building height to two stories. Others would tolerate taller buildings in the more dense areas. Allowing density and taller buildings in the areas west of the railroad tracks would allow for student-oriented development that is walkable to the university. Allowing student-oriented development in that area may also remove some pressure for rental and multi-family housing in the areas east of the railroad tracks.

The zoning code currently has rules for townhouse developments that require the building face to have some change in the façade materials and offsets. Similar requirements for large multi-family buildings may be needed as well.

The location of parking can also improve a property appearance. Parking could be located off alleyways, where they exist, or on the side of a property, or accessed only from the more minor street frontage.

Street parking could be better utilized in the more dense areas. Simply allowing the street parking adjacent to the property to count towards the parking requirements could reduce the size of the parking lots. Requiring the developer to stripe the parking spaces, widen the street if needed, and construct curb extensions would create quality parking.

Landscaping/buffering is generally not required for most development that would occur in the Schuman/Ber Juan neighborhood. At a minimum, landscaping such as front yards, street trees, and fences between some uses would lead to a great improvement in appearance and compatibility. The front yard setbacks may need to be reduced to allow for a front yard and discourage parking in the front.



Landscaping can turn the ordinary into extraordinary. The “Tulips on Troost” efforts in Kansas City was an attempt to improve a divided neighborhood and beautify the area. The effort there has waned, but landscaping has the power to bring a neighborhood together and turn an ordinary place into something special.

Design requirements are intended to preserve adjacent property values, create a level of expectation for how property may be developed, and could potentially raise the expectations for how existing properties are maintained. In addition, an attractive neighborhood can prevent certain crime, improve happiness, and improve health by encouraging more walking or bicycle use.

Preserve Affordability; Enhance Livability

Review height limits in zoning code; Allow taller buildings on the west side and a few targeted locations; Limit height to two stories elsewhere

Consider revisions to the zoning code for larger multi-family buildings such as façade articulation, window size, and ground floor unit doors

Revise the zoning code to require all building walls that face a street to provide windows

Revise the zoning code to require that single-family dwellings provide an entry door and front porch; encourage two-family and townhouse units to provide front doors and porches

Revise zoning code to require rear parking when an alleyway is available; encourage parking to be provided in a way that allows for a front yard

Revise zoning code to allow on-street parking to be counted toward the parking requirements if the on-street parking meets a standard

Revise the zoning code to require fencing between multi-family buildings and existing single-family buildings

Revise the zoning code to encourage street tree plantings; require a front yard; reduce front setbacks; and require an amount of landscaping along building facades facing a street



Both Schuman Park and Ber Juan Park have pavilion facilities that could accommodate neighborhood meetings and events



The United Way charity in Springfield hosts an annual “Day of Caring” which connects volunteers from all over the community to assist those in need. A similar effort in Rolla could be organized to assist citizens in the Schuman/Ber Juan neighborhood

The residents of the Schuman/Ber Juan neighborhood want to be more involved in their neighborhood. Many people simply do not know how they can be more involved, as there are currently no formal organizations. About 50% of the neighborhood residents are willing to do more to directly improve the neighborhood.

Based on the survey, the neighborhood has a home-grown pool of a few hundred people who are willing to assist with small repairs and improvements such as repairing fences, mowing grass, and painting. Some are also willing to assist with more difficult repairs such as roofing or window replacement. Someone is needed to organize the efforts. A local church led an effort several years ago. Such efforts may also be eligible to count towards community service.

A few residents are interested in serving as a block captain or as a watchmen for a neighborhood watch. A block captain could serve as an organizer for a volunteer program. A block captain could also take on the responsibility for ensuring upkeep of sidewalks and trash cleanup in an area, much like an adopt a street program.

The neighborhood meeting revealed a desire among the student population to feel more integrated into the neighborhood. Some suggested an annual neighborhood event in the fall after school is in session. Such an event would allow for the new and old residents to meet each other. New residents could be given informational guides and allowed the opportunity to join the volunteer programs. Using branding for publications and signage would help to differentiate the neighborhood.

Build Community; Encourage Positive Change

Establish a neighborhood organization which may also include the neighborhood watch and block captains

Assist neighborhood organization to recruit volunteers to assist residents with basic and major repairs and maintenance

Create an annual neighborhood event

Use neighborhood branding to differentiate the neighborhood

Phelps County does have a county-wide disaster mitigation plan. The plan does include topics which are specific to Rolla. However, the plan does not provide much guidance which is specific to the Schuman/Ber Juan Neighborhood.

The neighborhood is not impacted by a designated floodplain. However, Schuman Lake does act as a regional detention basin. When completely full, the lake would also flood a portion of 16th Street and several park facilities, and potentially some adjacent residential yards. The water depth should not exceed 12-18 inches.

If the 36" stormsewer downstream of the lake becomes full or blocked, stormwater would drain through some of the lower areas of the neighborhood towards 10th Street. Fortunately, the depths would not be expected to be over 12-18 inches.

The neighborhood is divided by the railroad tracks. Several trains per day use the railroad. The railroad does not disclose any hazardous materials which could be being transported. Houses on the east side of the railroad tracks are at risk for damage or injury to occupants if a train were to derail. Higher density housing within 200 feet of the railroad should be discouraged. Open space, and some commercial uses should be encouraged adjacent to the railroad tracks.

Fire hydrants are located throughout the neighborhood. One additional hydrant is needed for coverage, but a waterline also needs to be extended to serve the hydrant. The water pressures are adequate for fire protection in the neighborhood.



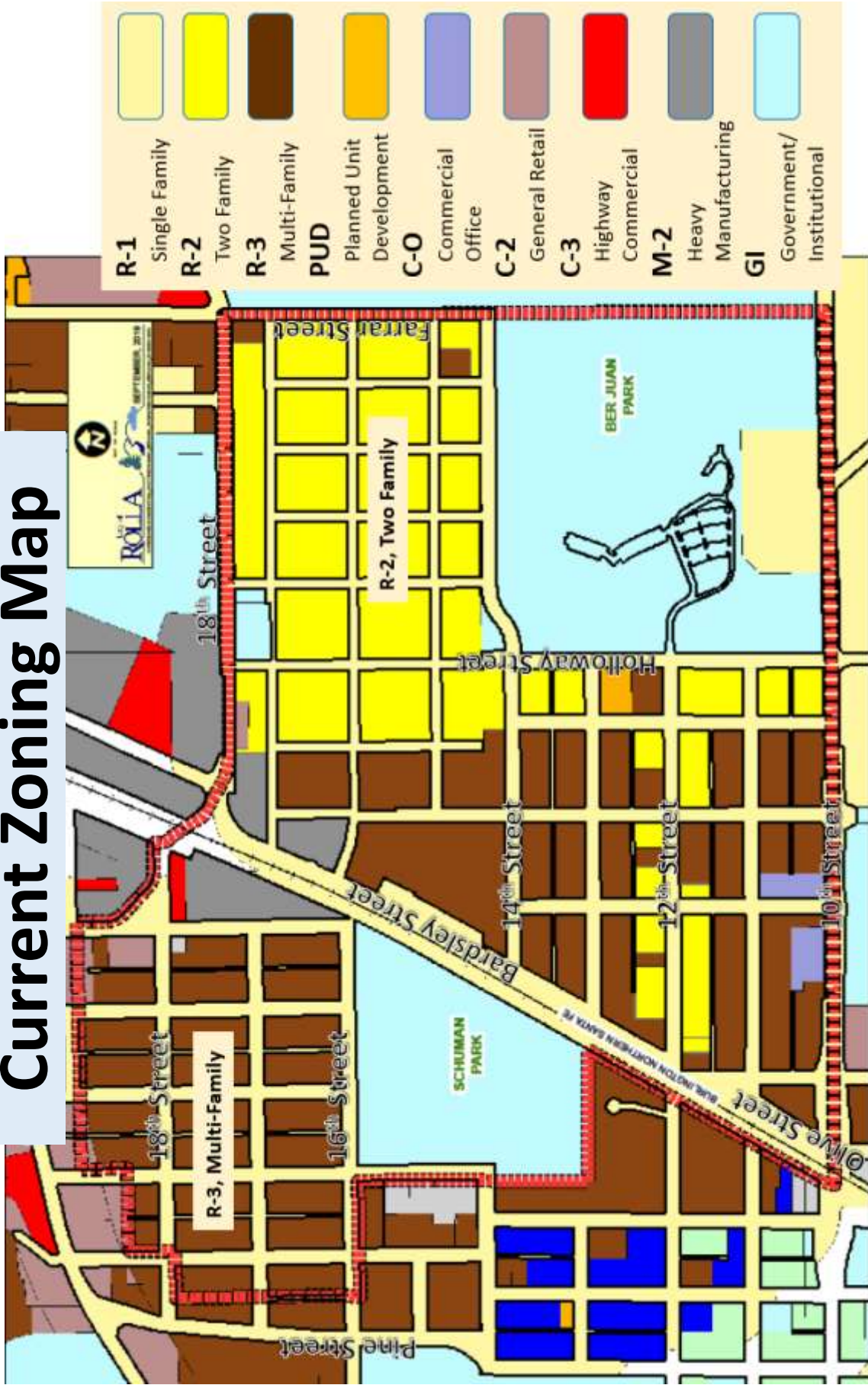
In 2013, a train carrying hazardous materials derailed and destroyed most of the downtown district in Lac Magantic, Quebec, killing 47 people

Enhance Livability

Evaluate the impacts of flooding if the main storm sewer from Schuman Lake were to overflow

Establish a 200 foot setback from the railroad tracks for new multi-family construction; consider rezoning property within setback

Current Zoning Map



Schuman/Ber Juan Neighborhood Plan

The majority of the Schuman/Ber Juan neighborhood is zoned R-2, Residential Two-Family and R-3, Residential Multi-Family. A few areas have various commercial zoning types. The commercial areas are mostly limited to frontages along 10th or 18th Streets.

The areas which are zoned R-2 are mostly located along 12th Street, Holloway Street, and east of Holloway Street. The R-2 district allows for single-family and duplex residences. Most of the area is currently single-family residences. However, the R-2 district also requires a minimum lot size, lot width, lot coverage, and setbacks.

Since most lots (and even two lots combined together) are less than the required size and width, most development requires approval of a variance. The setbacks also can require that a new building be located farther from the street than most other buildings in the area, making it less compatible. The R-2 district allows for buildings to be up to three stories in height. Residents prefer that heights be limited to two stories. Since most existing buildings in the area are single-family uses, some design requirements for duplexes should help them to be more compatible.

The areas which are zoned R-3 are generally located west of Ozark and High Streets. The R-3 district allows single-family, duplex, and multi-family uses up to a density of 26 units per acre. Similarly to the R-2 district, the R-3 district also requires a minimum lot size and lot width. The small lot sizes, however, still require that several lots be combined to allow for most multi-family development. The R-3 district allows for up to four stories in height.

A few areas are zoned for manufacturing and industrial uses. While the intent seems to have been to zone the properties based on their current use, the zoning would allow for many uses which would not be compatible with the neighborhood. Rezoning these properties to a commercial district would allow the current use to remain and prevent many incompatible uses in the future.

Rezoning certain properties and revising the zoning codes should help to streamline development review and make redevelopment easier.

Preserve Affordability; Enhance Livability

Consider revising the zoning code or creating an overlay district to remove or reduce the minimum lot size, lot width, lot coverage, and front setback in the neighborhood; add design requirements for duplexes; and change height limits

Consider rezoning areas that are zoned M-1 and M-2

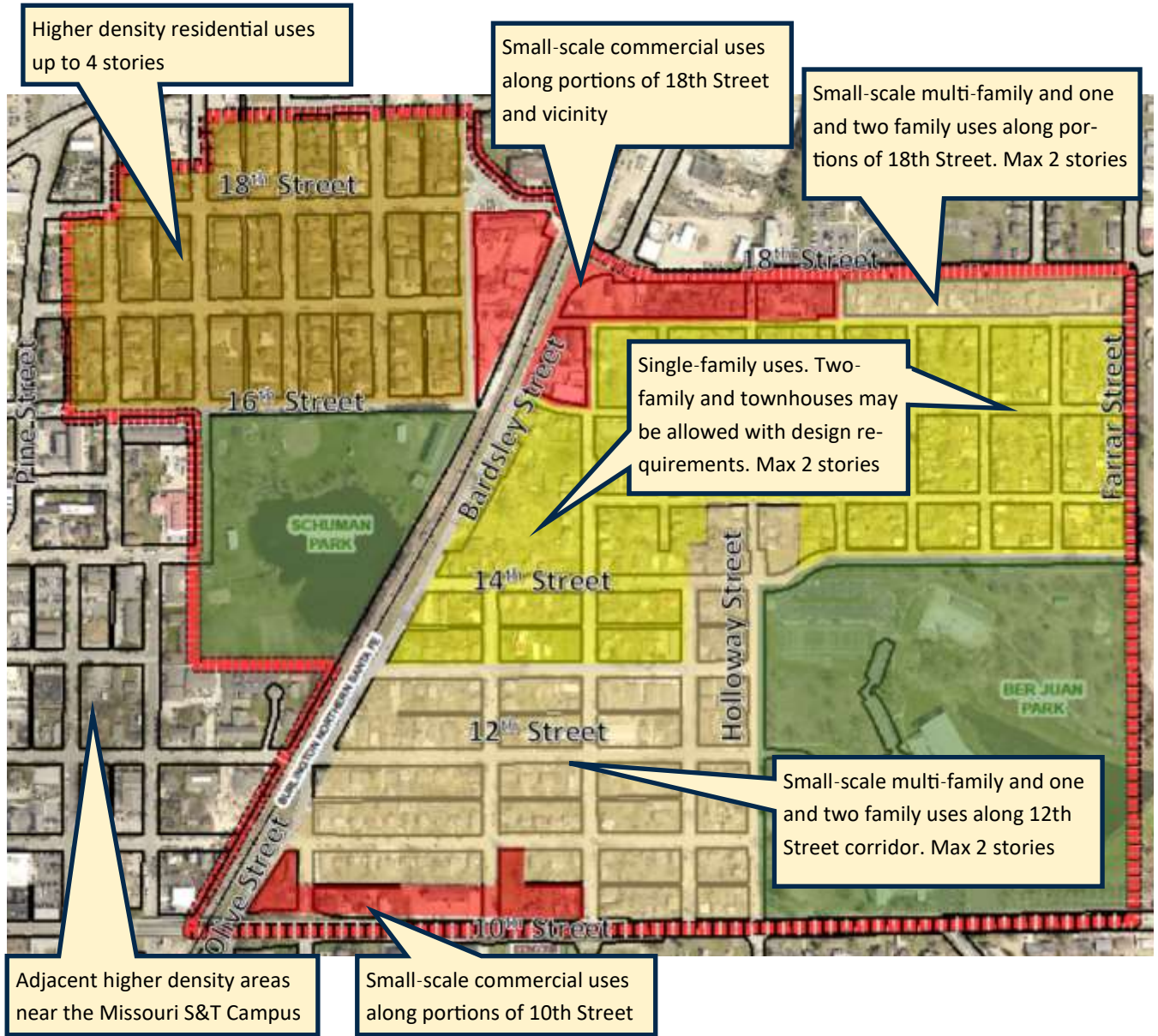
Residential zoning districts in the Schuman/Ber Juan neighborhood:

R-2, Residential Two-Family

- Minimum lot size: 9,000 ft. ft.
- Minimum lot width: 75 feet
- Minimum front setback: 25 feet
- Maximum height: 3 stories
- Parking: 0.66 per bedroom (Min. 2)
- Maximum lot coverage: 40%

R-3, Residential Multi-Family

- Min. lot size: 7,500 sq. ft. (one and two family units)
- Min. lot size: 9,000 sq. ft. (3 units; plus 1,500 sq. ft. per add'l unit)
- Minimum lot width: 75 feet
- Minimum front setback: 25 feet
- Maximum height: 4 stories
- Parking: 0.66 per bedroom (Min. 2)
- Maximum lot coverage: 40%



Potential Development Capacity

Current vacant lots: About 47

Current vacant dwellings: 16

Current number of dwelling units: About 600 (1,344 population)

Projected dwelling units: About 230 additional units (512 population)

Projected increase: 38%

Preserve Affordability; Enhance Livability (Page 45)

Rezone properties in the neighborhood to match the recommended future land use map

Consider creating an overlay zone, performance-based code, or a form-based code

Higher density residential uses are recommended in the areas west of the railroad tracks. The areas west of the railroad tracks are within easy walking distance to the university campus and is already home to much multi-family development. The area is desirable to the student population. The higher density would include multi-family apartment buildings that are up to four stories.

The density may not need to be specifically limited, as the parking needs, setbacks, and landscaping already limits development. Density limits also push developers to provide fewer units with more bedrooms. The result may be the same number of people. Allowing 1 bedroom and studio units more easily would decrease per unit rental prices and allow more living arrangement options.

A few areas to the east of the railroad tracks may be suitable for a medium level of multi-family development. The development should be higher density, but should consist of multiple single-family units, duplex units, and attached townhouse units not more than two stories in height.

The remaining residential areas should be retained with as much of the current character as possible. Single-family houses, as well as multiple single-family units on one lot, should be allowed. Duplexes could be allowed if designed to appear similar to a single-family house or if an existing single-family house is converted. Townhouses could also be allowed in some locations. Buildings should be limited to two stories in height.

Additional commercial areas do not seem to be needed, except along 10th Street. Commercial areas should be zoned to either C-O, Office, C-1, Neighborhood Business, or C-2, General Retail. Properties with higher zoning classification should be rezoned.

The current zoning code limits land uses by zone. One can use land only in certain ways based on the zoning. However, this approach does not necessarily create attractive neighborhoods. Alternatives, such as performance-based codes or form-based codes base allow for the desired land use if certain conditions or deign requirements are met.

Overlay Zone: A special district that imposed additional or different land use or design requirements for a specific area, rather than applying to the entire city. An overlay zone is helpful to establish special requirements for different areas of the city.

Euclidian Zoning: The current zoning system in the city, where land is divided into separate zones. Each zone allows for only certain land uses. Generally, land uses such as residential, commercial, and industrial are distinct and only allowed in separate areas of the city.

Performance-Based Zoning: A system that allows a land use if certain conditions are met— i.e. commercial uses are allowed along major streets; Multi-family is allowed if certain buffering, setbacks, and landscaping is provided. Some jurisdictions use a point system whereby a use is allowed if an amount of points are received based on the site conditions and design.

Form-based Code: A system that divided the city into zones based on the intensity of uses. Lower zones may only allow large-lot agricultural uses, while higher zones would allow most uses inside a building, but with certain architectural requirements. The focus is more on the design and less on the use of the property. Form-based codes are most useful in more dense areas with a mixture of uses.

The neighborhood plan is intended to be a guide for improvements over the next 10 years. Tasks are arranged in short-term (immediate to 2 years), medium-term (3-5 years), long term (5-10 years), and ongoing activities classifications. Progress should be monitored and reported annually to maintain momentum. Performance can be measured by tracking new development, completing task items, and through a neighborhood survey. The actual action taken will depend on funding, timing, input, more detailed study, and priority.

Immediate (within 1 year)

- Create a Neighborhood Watch
 - Coordinate with Police Department and interested citizens

- Conduct a neighborhood sweep for code violations and provide warnings before pursuing fines or enforcement
 - Community Development

- Evaluate and change the zoning code for zoning issues raised in the plan
 - Community Development with additional input from citizens

- Rezone properties in the neighborhood to match the recommended future land use map
 - Community Development with additional input from citizens

- Educate residents about how to protect themselves from theft
 - Coordinate with Police Department

- Widen 16th Street between Pine Street and Oak Street
 - Public Works Department

Short-term (1 - 3 years)

- Add directional signage, maps, and brochures for Ber Juan Park
 - Parks Department

- Install radar speed signs at locations with chronic speed issues
 - Public Works Department

- Review speed limits and modify as needed
 - Public Works Department

- Install temporary pavements and signage to improve certain intersections until permanent solutions are possible
 - Public Works Department

- Establish a neighborhood organization which may also include the neighborhood watch and block captains
 - Community Development in cooperation with interested citizens

- Assist neighborhood organization to recruit volunteers to assist residents with basic and major repairs and maintenance
 - Community Development with neighborhood organization and interested citizens, community groups, and local church organizations

- Create an annual neighborhood event
 - Community Development with neighborhood organization

- Use neighborhood branding to differentiate the neighborhood
 - Community Development with input from neighborhood organization

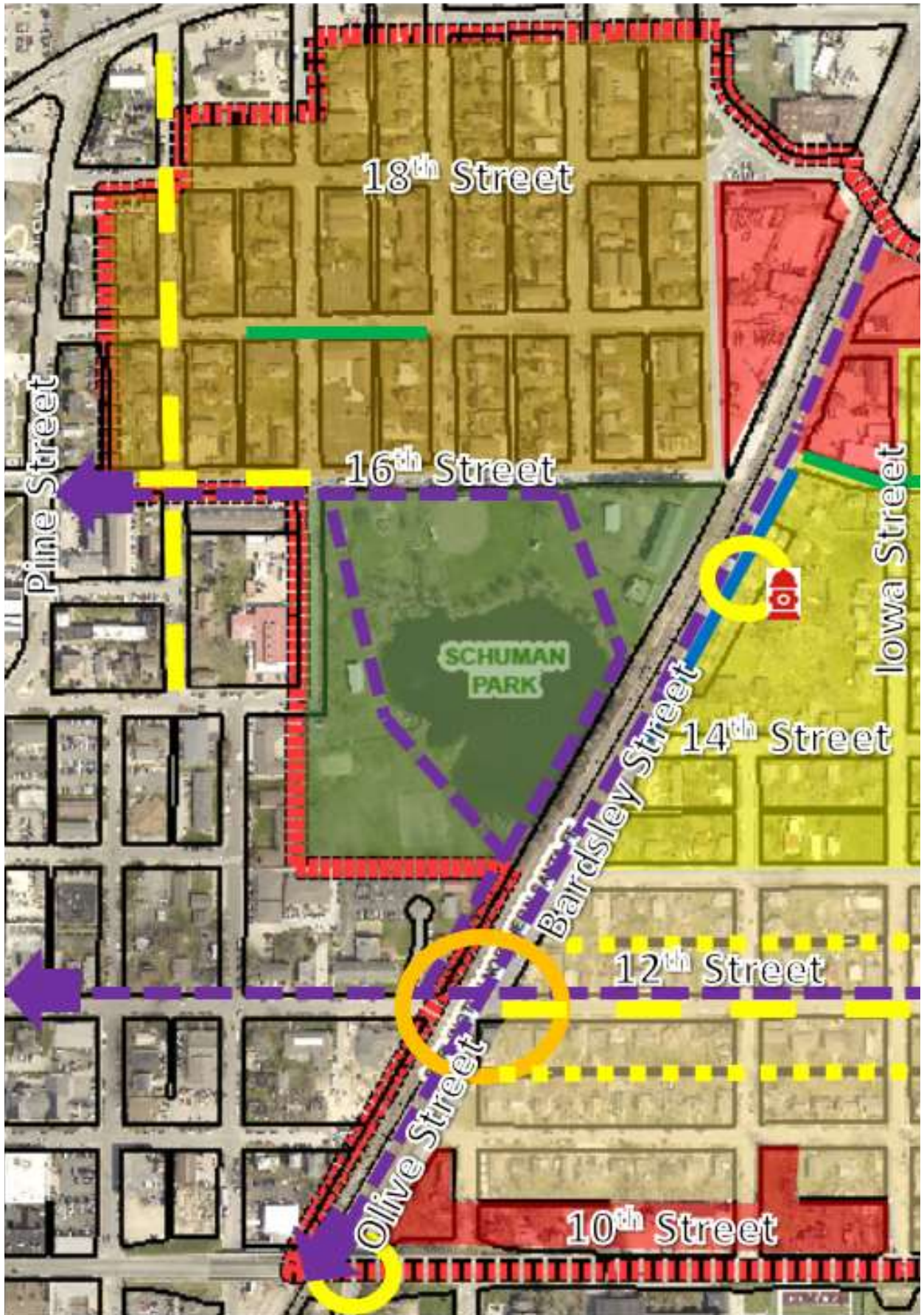
- Seek out programs for no or low interest loans and grants for property maintenance
 - Community Development and MRPC

Medium-term (3-5 years)

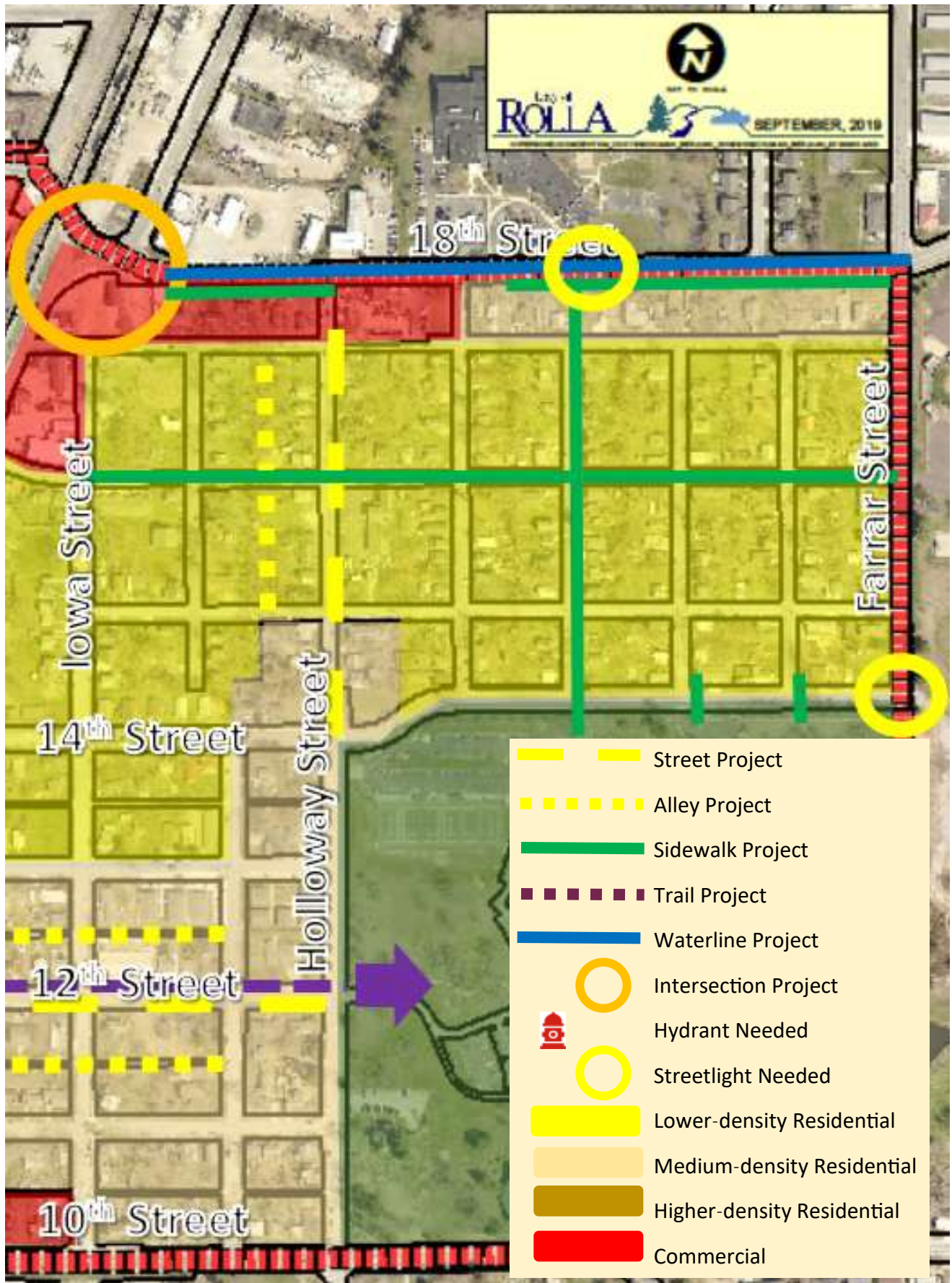
- Install stormwater quality systems to clean the water and collect sediment at Schuman Lake
 - Public Works Department and Parks Department
- Consider installing additional features at Schuman Park
 - Parks Department
- Build multi-use trails on 12th Street, 14th Street through Schuman Park to 12th Street, and Bardsley Street; Improve 10th Street trail
 - Public Works Department
- Install curb bulbs at key locations where existing on-street parking is underutilized to effectively narrow the driving lanes
 - Public Works Department
- Consider installation of timed parking, paid parking, and/or parking permits to control on-street parking
 - Public Works Department with input from citizens and City Council
- Redesign the intersections of 18th Street and Bardsley/Old St. James Rd and 12th Street and Bardsley/Olive Street
 - Public Works Department
- Create a paving district to allow existing alleys to be paved; Consider building alleys along portions of Holloway Street
 - Public Works with input from adjacent property owners
- Consider installing additional lighting in Schuman and Ber Juan Parks for trails, certain uses, and along the perimeter
 - Parks Department with input from Parks Board
- Evaluate the impacts of flooding if the storm sewer from Schuman Lake were to overflow
 - Public Works Department with consultant
- Add railing for sidewalk along 18th Street
 - Public Works Department
- Construct sidewalks along Leroy Street; and parts of 18th Street, and Arkansas Ave, Missouri Ave, and 17th Street; and cut-through at the end of Leroy Street to 18th Street
 - Public Works Department
- Construct ADA ramps where needed
 - Public Works Department

Long-term (5-10 years)

- Regrade or partially fill Schuman Lake
 - Public Works Department and Parks Department
- Consider construction of a commuter parking lot for students and overflow for the residents
 - Public Works Department with input from citizens and MST
- Install larger waterline on 18th Street between Old St. James Rd and Forum Drive
 - Rolla Municipal Utilities and Rolla Fire Department
- Install waterline and hydrant on Bardsley Street between Arkansas Street and 14th Street
 - Rolla Municipal Utilities and Rolla Fire Department or property owner
- Consider widening 12th, 17th, 18th, Elm, and Oak Streets
 - Public Works Department
- Install streetlights at certain locations
 - Rolla Municipal Utilities and Parks Department with input from City Council



Schuman/Ber Juan Neighborhood Plan



Schuman/Ber Juan Neighborhood Plan

