

Please Note: The Council Meeting will be conducted at Rolla City Hall but physical participation will be limited per CDC guidelines. Citizens are encouraged to watch the proceedings live on Fidelity Cable Channel 16 or through the Fidelity YouTube link at <https://www.youtube.com/channel/UCffrfbYSQqtuhOAVkCCyieA>

COUNCIL PRAYER

Ministerial Alliance

AGENDA OF THE ROLLA CITY COUNCIL

Tuesday, July 6th, 2021; 6:30 P.M.

City Hall Council Chambers

901 North Elm Street

PRESIDING: MAYOR LOUIS J. MAGDITS, IV

COUNCIL ROLL: MORIAH RENAUD, TERRY HIGGINS, MEGAN JOHNSON, ANN MURPHEY, LISTER B. FLORENCE, JR., MATTHEW FRIDLEY, JODY EBERLY, ROBERT KESSINGER, CARROLYN BOLIN, STANLEY MAYBERRY, VICTORIA STEEN, AND DEANNE LYONS

PLEDGE OF ALLEGIANCE

Councilperson Mayberry

I. CONSENT AGENDA

A. Consider Approval of the City Council Minutes of:

- 1. City Council Meeting – June 7th, 2021
- 2. City Council Meeting – June 21st, 2021
- 3. City Council Mini Workshop – June 21st, 2021

II. PUBLIC HEARINGS - None

III. ACKNOWLEDGMENTS and SPECIAL PRESENTATIONS - None

IV. REPORT OF MAYOR and COUNCIL/REPORTS OF BOARDS AND COMMISSIONS/CITY DEPARTMENTS

- a. Environmental Services Department Monthly Report – May 2021
- b. Building Codes Monthly Report – June 2021
- c. Parks and Recreation update for June 2021
- d. The Centre Income Statement ending April 30th, 2021 and May 31st, 2021
- e. Police Department Monthly Report – May 2021
- f. Animal Control Division Report – May 2021
- g. RMU monthly reports – May 2021
- h. RMU board meeting notes for April 27, 2021
- i. Bicycle Pedestrian Advisory Meeting Minutes for May 12th, 2021

July 6, 2021

V. OLD BUSINESS

- A. **Ordinance** approving interim agreement with Bird Scooters (City Administrator John Butz) **Final Reading**
- B. **Ordinance** rezoning 2141 Old Saint James Rd. and 2301 McCutchen Drive from M-1 and M-2 Manufacturing to GI (Government and Institutional District). (City Planner Tom Coots) **Final Reading**
- C. **Ordinance** adopting the Schuman/Ber Juan Neighborhood Plan as an element of the Comprehensive Plan. (City Planner, Tom Coots) **Final Reading**

VI. NEW BUSINESS

- A. Consideration of an **Ordinance** enacting an abandoned building registry (City Administrator John Butz) **Discussion/First Reading**

VII. CLAIMS and/or FISCAL TRANSACTIONS

- A. **Motion** to award bid for Bank Depository Services to First State Community Bank for a 4 year term. (Finance Director Steffanie Rogers) **Motion**

VIII. CITIZEN COMMUNICATION

- A. Open Citizen Communication

IX. MAYOR/CITY COUNCIL COMMENTS

- A. Re-appointment of Dr. Eric Showalter to the Board of Public Works (Aug 2024)
- B. Re-appointment of Keith Strassner to the Rolla Enhanced Enterprise Zone Board (June 2025)
- C. Appointment of Fred Stone to the Move Rolla TDD
- D. Councilwoman Victoria Steen – Status of COVID Emergency Declaration

X. COMMENTS FOR THE GOOD OF THE ORDER

XI. CLOSED SESSION

NONE

XII. ADJOURNMENT

**ROLLA CITY COUNCIL MEETING MINUTES
MONDAY, JUNE 7, 2021; 6:30 P.M.
ROLLA CITY HALL COUNCIL CHAMBERS
901 NORTH ELM STREET**

Presiding: Mayor Louis J. Magdits, IV

Council Members in Attendance via Zoom Videoconferencing: - Deanne Lyons

Council Members in Physical Attendance: Moriah Renaud, Terry Higgins, Megan Johnson, Ann Murphey, Matt Fridley, Lister Florence, Jody Eberly, Robert Kessinger, Stanley Mayberry, Carolyn Bolin, and Victoria Steen

Council Members Absent: None.

Department Directors in Attendance via Zoom Videoconferencing: City Administrator John Butz and Parks Director Floyd Jernigan

Department Directors and Other City Officials in Physical Attendance: Fire Chief Ron Smith, City Engineer Darin Pryor, Police Captain Doug James, Environmental Services Director Brady Wilson, Public Works Director Steve Hargis, Community Development Director Steve Flowers, and City Counselor Lance Thurman.

Mayor Magdits called the meeting to order at approximately 6:30 p.m. and asked Councilperson Robert Kessinger to lead in the Pledge of Allegiance.

I. CONSENT AGENDA

A. Consider Approval of the City Council Minutes of:

- 1) City Council Meeting – May 3rd, 2021
- 2) City Council Meeting – April 17th, 2021

A motion was made by Murphey and seconded by Bolin to accept the proposed Minutes. A voice vote unanimously carried to approve as submitted.

II. PUBLIC HEARINGS - None

III. ACKNOWLEDGMENTS and SPECIAL PRESENTATIONS - None

IV. REPORT OF MAYOR and COUNCIL/REPORTS OF BOARDS AND COMMISSIONS/CITY DEPARTMENTS

- a. Environmental Services Department Monthly Report – April 2021
- b. Building Codes Monthly Report – April 2021 and May 2021
- c. Park Advisory Commission Minutes for May 26th, 2021

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- d. Police Department Monthly Report – March 2021
- e. Animal Control Division Report – March 2021
- f. Rolla Planning and Zoning Commission Minutes for May 11th, 2021
- g. Development Review Committee Minutes for May 4th, 2021
- h. Rolla Municipal Court Summary Reporting - February and March 2021
- i. RMU monthly reports – April 2021
- j. RMU board meeting notes for March 23, 2021
- k. New Council Orientation Notes (No quorum) for May 13th, 2021
- l. Bicycle Pedestrian Advisory Meeting Minutes for April 28th, 2021

V. OLD BUSINESS

- A. **Ordinance** allowing a minor subdivision at 511 Christy Dr. - Deer Crossing (City Planner Tom Coots) **Final Reading**
Mr. Coots stated this property consists of a large lot with over 40 acres. The lot is proposed to be subdivided into two lots. The existing house would be located on one lot with the remainder to be sold to the property owner to the south.
City Counselor Lance Thurman read the ordinance for its final reading by title:
ORDINANCE NO. 4619: AN ORDINANCE TO APPROVE THE MINOR SUBDIVISION FINAL PLAT OF DEER CROSSING EAST V. (SUB 21-02) A motion was made by Eberly and seconded by Murphey to approve the ordinance as written. A roll call vote revealed the following results: Ayes: Higgins, Bolin, Steen, Renaud, Mayberry, Murphey, Lyons, Johnson, Kessinger, Florence, Eberly, and Fridley. Nays: zero. Ordinance passed.

VI. NEW BUSINESS

- A. **Motion** allowing the preparation of an MOU to be used for a 6 month trial of service for Bird Scooters. (Public Works Director Steve Hargis) **Motion**
Mr. Hargis stated that the company Bird Scooter is interested in coming to Rolla. He played a short You Tube video of a news report that described the scooters and how the program works. After a lengthy discussion revealing many unanswered concerns, a motion was made by Renaud and seconded by Eberly to allow a 6 month MOU to be created and submitted to the Council for further discussion and approval. A voice vote revealed 12 Ayes and zero Nays. Motion passed.

VII. CLAIMS and/or FISCAL TRANSACTIONS

- A. **Motion** to award bid for Project #523 – FY 2021 Phase I Asphalt Improvements to NB West Contracting and **first reading** of ordinance authorizing the Mayor to enter into the contract with NB West Contracting for \$313,467.00. (City Engineer Darin Pryor)
Mr. Pryor stated that bids were received for FY 2021 Phase 1 Asphalt improvements to overlay several sections of roads in the city. The lowest bid was from N.B. West Contracting out of Sullivan, Mo for \$313,467.00. A motion was made by Bolin and

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seconded by Murphey to award the bid. A voice vote revealed 12 Ayes and zero Nays. Motion passed.

City Counselor Lance Thurman read the ordinance for its first reading by title:
ORDINANCE: AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF ROLLA, MISSOURI TO EXECUTE ON BEHALF OF THE CITY OF ROLLA, MISSOURI AN AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI AND N.B. WEST CONTRACTING COMPANY FOR FY 2021 PHASE 1 ASPHALT IMPROVEMENTS, PROJECT #523, A COPY OF SAID AGREEMENT BEING ATTACHED HERETO AND MARKED EXHIBIT A.

- B. **Motion** to award bid for second phase of Public Works Facility to Alexander Construction, LLC and **first reading** of ordinance authorizing the Mayor to enter into the contract with Alexander Construction, LLC for \$2,438,977.00. (Public Works Director Steve Hargis) **Motion and First Reading**

Mr. Hargis stated that bids were received for the second phase of the Public Works facility. Due to the current economy, the lowest bid; \$2,438,977.00 by Alexander Construction, LLC out of Rolla, came in at a million dollars over budget. A motion was made by Murphey and seconded by Bolin to award the lowest bid to Alexander Construction LLC for \$2,438,977.00. A voice vote revealed 12 Ayes and zero Nays.

City Counselor Lance Thurman read the ordinance for its first reading by title:
ORDINANCE: AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF ROLLA, MISSOURI TO EXECUTE ON BEHALF OF THE CITY OF ROLLA, MISSOURI AN AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI AND ALEXANDER CONSTRUCTION LLC.

VIII. CITIZEN COMMUNICATION

- A. Angela Grogg - Co-Owner of O-Doggies: Expressed concerns regarding the Bird Scooter. Advised that after a short search, discovered at least four class action law suits regarding the scooters and accidents and asked if the business owners needed to speak to their Insurance Companies and Attorneys about liability issues.

IX. MAYOR/CITY COUNCIL COMMENTS

- A. Councilwoman Megan Johnson: Abandoned Properties. Ms. Johnson shared a slide show and shared concerns and experiences regarding some of the abandoned commercial properties in town. Community Development Director Steve Flowers shared past actions and possible future actions on certain properties. Council requested to revisit this issue in an upcoming meeting with options/solutions.
- B. Council Calendar: Mr. Butz explained the newly created Council Calendar and suggested Council Orientation begin on Mondays at 5PM before the Council Meeting.

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C. Councilwoman Moriah Renaud: Public Safety Concerns

Ms. Renaud shared her concern for the area's crime, homelessness, and drug paraphernalia that is littering the parks and streets. She suggested a task force be created to come up with good solutions.

X. COMMENTS FOR THE GOOD OF THE ORDER –

- A. Councilman Lister Florence offered Congratulations on a successful Route 66 Summerfest. Many of the Councilmembers shared their involvement in the festivities.
- B. Councilman Matt Fridley shared free food resources provided by the Rolla First Assembly of God.

XI. CLOSED SESSION: None

XII. ADJOURNMENT

Having no further business, the meeting adjourned at approximately 8:20 PM
Minutes respectfully submitted by City Clerk Lorri Thurman.

CITY CLERK

MAYOR

June 7th, 2021

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**ROLLA CITY COUNCIL MEETING MINUTES
MONDAY, JUNE 21st, 2021; 6:30 P.M.
ROLLA CITY HALL COUNCIL CHAMBERS
901 NORTH ELM STREET**

Presiding: Mayor Louis J. Magdits, IV

Council Members in Attendance via Zoom Videoconferencing: Matt Fridley

Council Members in Physical Attendance: Moriah Renaud, Terry Higgins, Megan Johnson, Ann Murphey, Lister Florence, Jody Eberly, Robert Kessinger, Carrolyn Bolin, Stanley Mayberry, Victoria Steen, and Deanne Lyons.

Department Directors in Attendance via Zoom Videoconferencing: Floyd Jernigan

Department Directors and Other City Officials in Physical Attendance: City Administrator John Butz, Public Works Director Steve Hargis, Finance Director Steffanie Rogers, Fire Chief Ron Smith, City Engineer Darin Pryor, Police Chief Sean Fagan, Environmental Services Director Brady Wilson, City Planner Tom Coots, Community Development Director Steve Flowers, and City Counselor Carolyn Buschjost.

Mayor Magdits called the meeting to order at approximately 6:30 p.m. and asked Councilperson Carrolyn Bolin to lead in the Pledge of Allegiance.

I. PUBLIC HEARINGS

- A. **Public Hearing** and first reading of **Ordinance**, rezoning 2141 Old Saint James Rd. and 2301 McCutchen Drive from M-1 and M-2 Light and Heavy Manufacturing to GI (Government and Institutional District). (City Planner Tom Coots)
Mr. Coots explained that the City owns this property which currently holds the recycling center, fleet maintenance building, community garden, and the future site for the new Public Works Facility. The City intends on maintaining ownership of both properties for governmental uses. Property owned and used by a governmental entity is generally zoned GI, Government and Institutional.
Mayor Magdits opened the public hearing at 6:35pm. There were no citizen comments made either in favor or against the rezoning and the public hearing was closed at 6:36pm. City Counselor Carolyn Buschjost read the proposed ordinance for its first reading, by title; AN ORDINANCE TO APPROVE THE RE-ZONING OF 2141 OLD SAINT JAMES ROAD AND 2301 MCCUTCHEN DRIVE FROM THE M-1, LIGHT MANUFACTURING AND M-2, HEAVY MANUFACTURING DISTRICT TO THE GI, GOVERNMENT AND INSTITUTIONAL DISTRICT.
- B. **Public Hearing** and first reading of **Ordinance**, adopting the Schuman/Ber Juan Neighborhood Plan as an element of the Comprehensive Plan. (City Planner, Tom Coots)
Mr. Coots explained that the Schuman/Ber Juan Neighborhood Plan is the first plan of its kind that has been considered in Rolla. The project started in the fall of 2019 with a neighborhood meeting. Input from the meeting, survey, and information gathered through

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other means was used to prepare the draft of the neighborhood. Passing of the proposed ordinance would adopt the neighborhood plan into the Comprehensive Plan for the City. Mayor Magdits requested a presentation in the near future for Phase II of this project that shows the potential impact of down zoning.

Mayor Magdits opened the hearing at 7:08pm. There were no citizens that spoke in favor or against the plan. The hearing was closed at 7:08pm.

City Counselor Carolyn Buschjost read the proposed ordinance for its first reading, by title; AN ORDINANCE ADOPTING THE SCHUMAN/BER JUAN NEIGHBORHOOD PLAN AS AN ELEMENT OF THE ROLLA 2020 COMPREHENSIVE PLAN UPDATE 2005.

II. ACKNOWLEDGMENTS and SPECIAL PRESENTATIONS

- A. Neighborhood Watch Program – Police Chief Fagan
Chief Fagan expressed the Department’s desire to get the Neighborhood Watch program active again. The City purchases the kits which include all the instructions, forms, and signs that the neighborhood would need to create their program.
- B. Recognition of Sgt. Wayne Rapier (Retirement) – Mayor Magdits
Mayor Magdits recognized the pending retirement of Sgt. Rapier and his 46 year career with the City of Rolla.

III. OLD BUSINESS

- A. **Ordinance** authorizing the Mayor to enter into the contract with NB West Contracting for FY 2021 Phase I Asphalt. (City Engineer Darin Pryor)
Mr. Pryor stated the bid for this project was awarded at the last meeting to NB West Contracting and he is now requesting the passage of the proposed ordinance, allowing the Mayor to enter into the agreement with NB West Contracting for FY 2021 Phase I Asphalt; Project 523.
City Counselor Carolyn Buschjost read the proposed ordinance for its final reading, by title; ORDINANCE 4620: AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF ROLLA, MISSOURI TO EXECUTE ON BEHALF OF THE CITY OF ROLLA, MISSOURI A CERTAIN AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI AND N.B. WEST CONTRACTING COMPANY FOR FY 2021 PHASE I ASPHALT IMPROVEMENTS, PROJECT #523. A motion was made by Murphey and seconded by Bolin to pass the ordinance as written, a roll call vote revealed the following results: Ayes: Florence, Johnson, Murphey, Fridley, Renaud, Steen, Mayberry, Higgins, Eberly, Lyons, Bolin, and Kessinger. Nays: none. Ordinance passed.

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B. Ordinance approving interim agreement with Bird Scooters (Public Works Director Steve Hargis)

Mr. Hargis provided answers to a list of questions Council asked of him at the last meeting. The scooters are classified as a motorized bicycle. They cannot be ridden on the sidewalks and can only be parked on public right-of-ways. The contract is written for 1 year. The bikes are programmed to turn off during hours that usage is not allowed. Speed limits can be programmed for specific areas if needed. Helmets are not required in Missouri and no insurance is required to use the scooters. As the contract is currently written, the scooters would be used for the entire area of the city limits of Rolla except for University property. Mayor Magdits strongly recommended that Council ask that the contract be amended to 6 months. Councilperson Lyons shared a recent personal experience with the scooters. A motion was made by Eberly and seconded by Higgins to amend the contract from 1 year to 6 months (section 2) that is to begin at the point in which the scooters become operational and to remove skateboards from the definitions in section 3, subsection (h). A voice vote revealed 12 Ayes and zero Nays.

City Counselor Carolyn Buschjost read the proposed ordinance for its first reading, by title; AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF ROLLA, MISSOURI TO EXECUTE ON BEHALF OF THE CITY OF ROLLA, MISSOURI A CERTAIN INTERIM AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI AND BIRD RIDES INC. AS AMENDED.

C. Ordinance authorizing the Mayor to enter into the contract with Alexander Construction, LLC. for the second phase of the Public Works Facility. (Public Works Director Steve Hargis)

Mr. Hargis stated at the last meeting, Council awarded the bid for the second Phase of the Public Works Facility to Alexander Construction, LLC. Piper Sandler & Company is working on a financing package for FY2022. In order to take advantage of the lower interest rates, the City may refinance two other Certificates of Participation (COP). Since closing on financing won't be possible until November of 2021, the City will float the project out of reserves initially. The proposed ordinance authorizes the Mayor to enter in the contract with Alexander Construction, LLC.

City Counselor Carolyn Buschjost read the proposed ordinance for its final reading, by title; ORDINANCE 4621: AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF ROLLA, MISSOURI TO EXECUTE ON BEHALF OF THE CITY OF ROLLA, MISSOURI A CERTAIN AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI AND ALEXANDER CONSTRUCTION, LLC. A motion was made by Bolin and seconded by Eberly to accept the ordinance as written. A roll call vote revealed the following results: Ayes: Mayberry, Lyons, Murphey, Bolin, Renaud, Steen, Kessinger, Florence, Eberly, Johnson, Fridley, and Higgins. Nays: none. Ordinance passed.

IV. NEW BUSINESS - None

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COUNCIL MEETING MINUTES

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V. CLAIMS and/or FISCAL TRANSACTIONS

- A. **Resolution** to approve the reimbursement of capital expenditures for Public Works Facility. (Public Works Director Steve Hargis)
Mr. Hargis stated the proposed Resolution allows for reimbursement of capital expenditures paid before the closing of the 2021A Certificates Of Participation used to finance the new Public Works facility that was discussed in the prior agenda item. City Counselor Carolyn Buschjost read the proposed Resolution for its only reading by title: RESOLUTION 1990: A RESOLUTION DECLARING THE INTENT OF THE CITY OF ROLLA, MISSOURI, TO REIMBURSE ITSELF FOR CERTAIN CAPITAL EXPENDITURES. A motion was made by Johnson and seconded by Murphey to approve the Resolution. A voice vote unanimously carried to approve as submitted.
- B. Award of bid for 4 replacement HVAC, units for the Rolla Police Department to Hartley's Climate Control. (Police Chief Sean Fagan)
Chief Fagan stated the remaining 4 HVAC units on the roof of the Police Department are in need of replacement and due to the expense of crane fees, it would save money if they were all replaced at the same time for one crane rental fee. Bids were received for four new units and the lowest bid was from Hartley's Climate Control, LLC in Rolla for \$15,251. A motion to award the bid to Hartley's Climate Control, LLC was made by Bolin and seconded by Renaud. A voice vote unanimously carried to approve as submitted.

VI. CITIZEN COMMUNICATION

- A. Open Citizen Communication
1. Angela Grogg – Co-Owner of O'Doggies: Expressed concerns over Bird Scooters.
 2. Don Weaver General Council for Fraternal Order of Police. Reminded Council that Rolla Police Officers are underpaid regardless of rank and tenure. Stated the Use Tax was passed to fully fund public safety with 2 priorities being to raise salaries and to get radios.
 3. Jo Whitby- Commended Marcus Dixon who found a child in a vehicle last week and acted quickly to save the life of the child.
 4. Aaron Loker 2604 Vichy Road – Expressed concerns about the Neighborhood Watch program.

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VII. MAYOR/CITY COUNCIL COMMENTS

1. Mayor Magdits – General Issues of Homelessness and a discussion of possible management methods and the need to prioritize a list of solutions.
2. Mayor Magdits – Addressed accusations from an anonymous letter received in the mail regarding use of COVID funds.
3. Councilperson Lyons – Invited citizens to the 1st Pride Picnic in Rolla this weekend.
4. Councilman Kessinger – invited Ward 4 residents to a meeting he is hosting at Veteran’s Memorial park Thursday, July 15th @ 7:30pm regarding the neighborhood watch program and the homeless issue.
5. Councilperson Lyons - questioned Chief Fagan on the new gun law passed by the State of Missouri.
6. Councilwoman Victoria Steen - asked if the Emergency Proclamation was still in effect. The current Emergency Proclamation is set to expire when the State declaration expires on August 31st.
7. Councilwoman Murphey and Mayor Magdits – COVID incidents are on the rise again. The Delta Variant is here in Rolla and only 30% of Phelps County is currently immunized.
8. Councilman Stanley Mayberry – Reminded citizens The Great Race would be in town on Tuesday, June 22nd from 11am – 2pm.
9. City Administrator John Butz- The Council bus tour has been postponed till the end of the summer.
10. Councilman Florence - wanted citizens to know that there were Councilmembers out speaking to the Mission and to homeless people within the City of Rolla to see what they needed and to try and get ideas of how the City could help. Also wanted to tell the Street Department that they were doing a great job around town and encouraged citizens to watch out for the safety of the workers.

VIII. COMMENTS FOR THE GOOD OF THE ORDER

IX. CLOSED SESSION

NONE

X. ADJOURNMENT

Having no further business, the meeting adjourned at approximately 8:57 PM
Minutes respectfully submitted by City Clerk Lorri Thurman.

CITY CLERK

MAYOR

June 21st, 2021

I.A.9

City Council Orientation – Mini Workshop Minutes
Monday, June 21, 2021
3rd Floor Conference Room
Rolla City Hall, 901 N. Elm St., Rolla, MO
5:00 pm

Councilmembers Present: Stanley Mayberry, Terry Higgins, Victoria Steen, Lister Florence, Moriah Renaud, Megan Johnson, Robert Kessinger, Ann Murphey and Jody Eberly.

Other City Officials Present: Mayor Louis J Magdits IV, City Administrator John Butz, City Counselor Carolyn Buschjost

Guests: RACC Director Stevie Kearse and RDBA President Lonna Sowers

I. Engagement with Key City Partners

A. RACC - Rolla Area Chamber of Commerce – Stevie Kearse

1. Rolla Chamber of Commerce celebrates 101 years of service in February 2022
2. Located 1311 Kingshighway, consists of 9.46+ acres and 5 structures
3. City bought the property from the Forestry Service for \$511,000, but funds for the payment come from the Hotel Motel Tax. (2007-2026)
4. This is a registered historic property and is managed through SHPO (State Historic Preservation Offices). No improvements can be made without their approval to protect the historical integrity of the property.
5. A caretaker lives rent free on site for security purposes, but also maintains the property.
6. The western half of the property can technically be sold per SHPO approval.
7. Property insurance is carried on the City's plan charged to hotel/motel tax, but the Chamber maintains liability insurance.
8. The hotel/motel tax is 3% tax paid by anyone staying in a hotel/motel in Rolla, in addition to the local and State sales tax.
9. The ballot had very specific wording, earmarking the hotel/motel tax funds for tourism efforts only to be provided by a not-for-profit organization.
10. The chamber receives 90% of the hotel/motel tax funds and the City of Rolla retains 10%, (2% goes towards collections and 8% goes for City tourism efforts).
11. The City Administrator is the P.O.C. (Point of Contact) for the Chamber.
12. Tourism Marketing provided by the Chamber includes a Website (visitrolla.com), visitor guides, text alerts, newsletters, vlog, billboards, advertising in choice print publications (i.e. Missouri life) and special events (i.e. the Great Race) to Rolla.
13. \$60,000 or more in grants are handed out by the Chamber to support tourism related activities (i.e. Licking Tournament)
14. There are 3 separate agreements (each for 5 year terms) between the City of Rolla and the Chamber of Commerce. One is for Tourism promotion, another for

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Fiscal Agent Assistance, and the other for the Chamber Lease of the Forest Service Property.

B. RDBA – Rolla Downtown Business Association – Lonna Sowers

1. Formed in 2007 as an association- free to downtown businesses- in support of building the Rolla Downtown area to be a diverse and lively destination for citizens and visitors.
2. 4 districts of the downtown area; Business, Arts, University, and Historic
3. RDBA area is an event driven organization.
4. Current projects under consideration include the improvement of the north entryway of Pine and the Historic Fountain Project at 6th and pine.
5. Meets the 1st Wednesday of the Month at DiTraconi's-open to public.
6. Partnerships only work if you utilize them. Events have to be managed and supported. RDBA, RACC, And the City of Rolla have been successful because of the willingness to work together and the collective desire to see Rolla Thrive.

Meeting concluded at 6:22 pm

Minutes respectfully submitted by City Clerk Lorri Thurman

Mayor Louis J. Magdits IV

City Clerk Lorri M. Thurman

I.A.11

MAY MATERIALS COLLECTED & SHIPPED FROM RECYCLING CENTER

(Based on Calendar Year)

Material	May 2021	Apr 2021	May 2020	Year-to-Date 2021	Year-to-Date 2020	Yearly Total 2020
Cardboard	168.0 ton	155.0 ton	110.2 ton	720.0 ton	645.2 ton	1,567.4 ton
Newspaper	38.0 ton	58.5 ton	35.5 ton	255.5 ton	210.9 ton	443.9 ton
High Grade Paper	21.5 ton	0.0 ton	0.0 ton	43.5 ton	42.5 ton	65.0 ton
Aluminum	0.0 ton	2.3 ton	2.0 ton	8.0 ton	6.1 ton	19.0 ton
Steel Cans/Scrap Metal	4.8 ton	4.7 ton	6.1 ton	30.6 ton	23.0 ton	59.7 ton
Plastic	10.5 ton	20.2 ton	10.7 ton	51.3 ton	52.4 ton	114.0 ton
Glass	49.0 ton	0.0 ton	0.0 ton	122.0 ton	102.5 ton	283.5 ton
Batteries	0.0 ton	0.3 ton	0.0 ton	0.3 ton	0.8 ton	0.8 ton
Electronic Waste	0.0 ton	3.7 ton	0.0 ton	18.9 ton	15.0 ton	45.3 ton
Household HW	0.0 ton	0.3 ton	0.0 ton	0.3 ton	0.0 ton	4.0 ton
TOTAL	291.8 ton	244.9 ton	164.5 ton	1,250.3 ton	1,098.4 ton	2,602.6 ton

SERVICES PROVIDED

Type of Service	May 2021	Apr 2021	May 2020	Year-to-Date 2021	Year-to-Date 2020	Yearly Total 2020
Special Pick-ups	50	59	91	286	329	911
Paper Shredding	3.5 hours	4.0 hours	0.0 hours	31.0 hours	15.8 hours	61.2 hours
Reported Trash Nuisances	0	0	0	0	77	156
Households Dropping Off Hazardous Waste	60	109	0	347	179	804

DISPOSAL TONNAGE

(Sanitation Division)

Material	May 2021	Apr 2021	May 2020	Year-to-Date 2021	Year-to-Date 2020	Yearly Total 2020
Refuse	1,466.6 ton	1,697.7 ton	1,322.5 ton	7,193.0 ton	6,593.6 ton	15,987.6 ton

K. Q. I

Management Report
FISCAL YEAR 2021

June 2021

BUILDING PERMITS ISSUED	JUNE FY 2021		JUNE FY 2020		YTD FY 2021		YTD FY 2020		Δ CHANGE FY 20 - FY 21	
	#	Value	#	Value	#	Value	#	Value	# ISSUED	\$ VALUE
PERMITS ISSUED	44		35		284		269		5.6%	
Electric, Plumbing, etc. Only	9	\$ 5,000	15	\$ 64,900	96	\$ 59,000	99	\$ 324,900	-3.0%	\$ -81.8%
Single Famil Detached	1	\$ 239,200	-	-	8	\$ 1,815,503	9	\$ 2,625,839	-11.1%	\$ -30.9%
Single Family Attached			-	-	-	-	-	-	-	-
Duplexes			-	-	-	-	-	-	-	-
3-or-4 family			-	-	-	-	7	\$ 2,194,153	-100.0%	\$ -100.0%
5-or-more family			-	-	4	\$ 1,434,700	1	\$ 456,308	300.0%	\$ 214.4%
Hotels, Motels			-	-	-	-	1	\$ 440,000	-100.0%	\$ -100.0%
Other nonhousekeeping shelter			-	-	-	-	-	-	-	-
Amusement, social, recreational			-	-	-	-	-	-	-	-
Churches, other religious			-	-	-	-	-	-	-	-
Industrial			-	-	-	-	2	\$ 1,553,840	-100.0%	\$ -100.0%
Parking garages	3	\$ 700,250	-	-	4	\$ 710,250	-	-	-	-
Service stations, repair garages			-	-	-	-	-	-	-	-
Hospitals, institutional			-	-	-	-	-	-	-	-
Offices, banks, professional			-	-	1	\$ 614,100	-	-	-	-
Public Works, utilities			-	-	-	-	-	-	-	-
Schools, other educational			-	-	-	-	-	-	-	-
Stores, customer	2	\$ 1,192,500	-	-	2	\$ 1,192,500	-	-	-	-
Towers, antennas			-	-	-	-	-	-	-	-
Signs, attached and detached	11	\$ 38,450	7	\$ 26,000	38	\$ 200,612	32	\$ 145,436	18.8%	\$ 37.9%
Residential addition, remodel	9	\$ 156,600	4	\$ 52,250	48	\$ 1,014,250	58	\$ 945,286	-17.2%	\$ 7.3%
Commercial addition, remodel	9	\$ 1,363,000	4	\$ 241,500	41	\$ 4,125,500	37	\$ 4,688,383	10.8%	\$ -12.0%
Residential garage, carport			1	\$ 29,900	-	-	1	\$ 29,900	-100.0%	\$ -100.0%
Demolition, single family			-	-	31	\$ -	16	\$ -	93.8%	\$ -
Demolition, 2-family			-	-	1	\$ -	2	\$ -	-50.0%	\$ -
Demolition, 3-or-4 family			-	-	-	-	-	-	-	-
Demolition, 5-or-more family			-	-	1	\$ -	-	-	-	-
Demolition, all other			-	-	9	\$ -	3	\$ -	200.0%	\$ -
Total Residential Units			-	-	13	\$ 2,737,584	37	\$ 5,079,100	-46.1%	\$ -
EST. CONSTRUCTION COSTS		\$ 3,692,000	-	\$ 414,550	-	\$ 11,163,365	-	\$ 13,404,045	-16.7%	\$ -
Building Permit Fees		\$ 13,475	-	\$ 4,566	-	\$ 54,715	-	\$ 46,746	17.0%	\$ -
FEEES		\$ 28,625	-	\$ 11,466	-	\$ 127,165	-	\$ 122,720	3.6%	\$ -

INSPECTIONS PERFORMED	JUNE		YTD		YTD		FY	
	FY 2021	FY 2020	FY 2021	FY 2020	FY 2021	FY 2020	FY 2021	FY 2020
INSPECTIONS PERFORMED								
Building Inspections	210	125	1229	1,317	-	-	-7%	-
Electrical Inspections	100	61	644	829	-	-	-22%	-
Excavation Inspections	0	0	0	0	-	-	-	-
Plumbing Inspections	43	46	429	623	-	-	-31%	-
Mechanical Inspections	35	29	283	300	-	-	-6%	-
Code Inspections	275	205	1776	1,972	-	-	-10%	-
Nuisance Inspections	108	177	493	1,334	-	-	-63%	-
Business License Inspections	23	24	103	97	-	-	6%	-
TOTAL INSPECTIONS	794	667	4957	6472			-2.3%	

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Splash Zone –Renovated slides have played a factor in attendance increase. Night swim begins July 5 for Mondays and Wednesdays.

Ber Juan All Inclusive Playground – Awaiting fence installation, final installation of remaining items, and final ground prep, weather dependent.

Cemetery – Fourteen stones from the pre 1900s were reattached during the headstone repair demonstration. Cemetery roads are to be resealed as part of a public works project, with a tentative October completion date.

Parks – Drew over 100 for the Open House with Public Works. Projects funded by Prop P at a cost of \$1,975,967 were listed, along with potential future needs.

Ballfields – Have 41 teams playing softball, with 518 players.

Frisco Train – Received a \$5,000 grant from BNSF Railroad for reimbursement of materials used in the restoration and preservation effort. Tours coordinated by USA Tours and train renovation team. Call 573-341-5488 for appointment.

Trees & Plants – Planted redbud tree at Mark Twain Elementary as part of Arbor Day celebration. Tree City USA signs were placed at north and south 63, east 72 and Buehler Park. The city is taking part in the National Wildlife Federation's Mayors Monarch Pledge. A second pollinator plant bed (on the hill above the Centre) is being developed at Ber Juan Park. The first is at the entrance.

The Centre Rolla's Health & Recreation Complex
Income Statement
For the 7 Months Ending
April 30, 2021

	<u>Period To Date</u>	<u>PTD Budget</u>	<u>Variance</u>	<u>Year To Date</u>	<u>YTD Budget</u>	<u>Variance</u>
Members:						
New	141	100	41%	751	690	9%
Net New & Reactivated Bridge/Freezes	(9)			(40)		
Cancelled	70	60	-17%	723	500	-45%
Net	<u>62</u>	<u>40</u>	<u>55%</u>	<u>(12)</u>	<u>190</u>	<u>-106%</u>
Total Members	1,606	2,540	-37%	1,606	2,540	-37%
Revenues						
Rental & Other						
Miscellaneous Income	\$0	\$0	\$0	\$2,706	\$0	\$2,706
	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,706</u>	<u>0</u>	<u>2,706</u>
Member Services						
Membership Dues	24,882	46,490	(21,608)	153,801	246,522	(92,721)
Guest Fees	6,465	1,600	4,865	30,531	5,200	25,331
Locker Rent	0	0	0	100	0	100
	<u>31,347</u>	<u>48,090</u>	<u>(16,743)</u>	<u>184,431</u>	<u>251,722</u>	<u>(67,291)</u>
Fitness						
Enrollment Fees/Health Assessments	978	0	978	2,255	0	2,255
Special Programs	180	0	180	1,597	0	1,597
	<u>1,158</u>	<u>0</u>	<u>1,158</u>	<u>3,852</u>	<u>0</u>	<u>3,852</u>
Ancillary:						
Swim Programs	10,558	7,050	3,508	39,139	29,850	9,289
General Medical Integration	0	1,860	(1,860)	0	5,857	(5,857)
Recreation	1,718	10,870	(9,152)	7,322	46,256	(38,934)
Café	992	650	342	1,247	4,550	(3,303)
Pro Shop	141	465	(324)	456	2,466	(2,010)
Personal Training/Pilates	813	5,400	(4,587)	3,132	21,780	(18,648)
Children's Area	674	0	674	1,122	0	1,122
Cash to Accrual Adjustment	0	0	0	(8,636)	0	(8,636)
	<u>14,896</u>	<u>26,295</u>	<u>(11,399)</u>	<u>43,781</u>	<u>110,759</u>	<u>(66,978)</u>
Total Revenue	47,400	74,385	(26,985)	234,769	362,481	(127,712)
Expenses						
Salaries & Burden	74,917	86,123	11,206	467,997	509,097	41,100
Other Employee Expenses	1,764	1,615	(149)	19,898	11,305	(8,593)
General Supplies & Services	357	1,265	908	6,999	8,855	1,856
Program Supplies	324	543	219	1,041	2,311	1,270
Environmental Supplies	1,717	3,031	1,314	10,454	21,217	10,763
Cost of Goods Sold	68	748	680	213	4,686	4,473
Minor Equipment	(296)	1,327	1,623	2,552	9,289	6,737
Repairs & Maintenance/Service Contracts	14,461	9,835	(4,626)	40,945	68,845	27,900
Marketing & Collateral	1,295	2,996	1,701	9,263	20,972	11,709
Utilities	13,130	19,041	5,911	98,424	133,287	34,863
Bank Fees & Miscellaneous	1,123	1,804	681	3,900	12,628	8,728
CAM, Taxes & Fees	3,355	3,850	495	12,818	26,950	14,132
Total Expenses	112,215	132,178	19,963	674,504	829,442	154,938
Net Operating Income	(64,814)	(57,793)	(7,021)	(439,735)	(466,961)	27,226
Management Fees	8,000	10,000	2,000	46,896	60,000	13,104
Net Income (Loss)	(\$72,814)	(\$67,793)	(\$5,021)	(\$486,631)	(\$526,961)	\$40,330
Ancillary Services Net Income (Loss)						
Swim Programs/Outdoor Pool (Net)	\$1,204	(\$1,712)	\$2,916	(\$24,033)	(\$18,808)	(\$5,225)
Recreation (Net)	(\$648)	\$3,262	(\$3,910)	(\$2,559)	\$13,878	(\$16,437)
Café (Net)	\$992	\$227	\$765	\$1,247	\$1,589	(\$342)
Pro Shop (Net)	\$73	\$140	(\$67)	\$243	\$741	(\$498)
Personal Training/Pilates (Net)	\$786	\$1,890	(\$1,104)	(\$5,452)	\$7,623	(\$13,075)
Children's Area (Net)	(\$569)	(\$2,719)	\$2,150	(\$790)	(\$14,229)	\$13,439
Total Ancillary Services Net Income (Loss)	\$1,838	\$1,088	\$750	(\$31,342)	(\$9,206)	(\$22,136)

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The Centre Rolla's Health & Recreation Complex
Income Statement
For the 8 Months Ending
May 31, 2021

	<u>Period To Date</u>	<u>PTD Budget</u>	<u>Variance</u>	<u>Year To Date</u>	<u>YTD Budget</u>	<u>Variance</u>
Members:						
New	187	100	87%	938	790	19%
Net New & Reactivated Bridge/Freezes	12			(28)		
Cancelled	65	60	-8%	788	560	-41%
Net	134	40	235%	122	230	-47%
Total Members	1,740	2,580	-33%	1,740	2,580	-33%
Revenues						
Rental & Other						
Miscellaneous Income	\$0	\$0	\$0	\$2,706	\$0	\$2,706
	0	0	0	2,706	0	2,706
Member Services						
Membership Dues	25,167	49,367	(24,200)	178,968	295,889	(116,921)
Guest Fees	7,407	1,800	5,607	37,938	7,000	30,938
Locker Rent	200	0	200	300	0	300
	32,774	51,167	(18,393)	217,206	302,889	(85,683)
Fitness						
Enrollment Fees/Health Assessments	300	0	300	2,555	0	2,555
Special Programs	430	0	430	2,027	0	2,027
	730	0	730	4,582	0	4,582
Ancillary						
Swim Programs	10,812	7,850	2,962	49,951	37,700	12,251
General Medical Integration	0	1,975	(1,975)	0	7,832	(7,832)
Recreation	4,432	13,560	(9,128)	11,754	59,816	(48,062)
Café	357	650	(293)	1,604	5,200	(3,596)
Pro Shop	38	494	(456)	494	2,960	(2,466)
Personal Training/Pilates	2,072	5,760	(3,688)	5,204	27,540	(22,336)
Children's Area	490	0	490	1,611	0	1,611
Cash to Accrual Adjustment	0	0	0	(8,636)	0	(8,636)
	18,201	30,289	(12,088)	61,982	141,048	(79,066)
Total Revenue	51,705	81,456	(29,751)	286,475	443,937	(157,462)
Expenses						
Salaries & Burden	76,953	88,712	11,759	544,949	597,809	52,860
Other Employee Expenses	3,074	1,615	(1,459)	22,972	12,920	(10,052)
General Supplies & Services	2,160	1,265	(895)	9,159	10,120	961
Program Supplies	0	678	678	1,041	2,989	1,948
Environmental Supplies	1,420	3,031	1,611	11,874	24,248	12,374
Cost of Goods Sold	16	769	753	229	5,455	5,226
Minor Equipment	102	1,327	1,225	2,654	10,616	7,962
Repairs & Maintenance/Service Contracts	8,120	9,835	1,715	49,065	78,680	29,615
Marketing & Collateral	6,100	2,996	(3,104)	15,364	23,968	8,604
Utilities	12,909	19,041	6,132	111,333	152,328	40,995
Bank Fees & Miscellaneous	1,363	1,804	441	5,263	14,432	9,169
CAM, Taxes & Fees	2,619	3,850	1,231	15,437	30,800	15,363
Total Expenses	114,834	134,923	20,089	789,339	964,365	175,026
Net Operating Income	(63,130)	(53,467)	(9,663)	(502,864)	(520,428)	17,564
Management Fees	8,000	10,000	2,000	54,896	70,000	15,104
Net Income (Loss)	(\$71,130)	(\$63,467)	(\$7,663)	(\$557,760)	(\$590,428)	\$32,668
Ancillary Services Net Income (Loss)						
Swim Programs/Outdoor Pool (Net)	\$859	(\$1,432)	\$2,291	(\$23,173)	(\$20,240)	(\$2,933)
Recreation (Net)	\$2,751	\$4,068	(\$1,317)	\$192	\$17,946	(\$17,754)
Café (Net)	\$357	\$227	\$130	\$1,604	\$1,816	(\$212)
Pro Shop (Net)	\$22	\$148	(\$126)	\$265	\$889	(\$624)
Personal Training/Pilates (Net)	(\$761)	\$2,016	(\$2,777)	(\$6,212)	\$9,639	(\$15,851)
Children's Area (Net)	(\$1,524)	(\$2,719)	\$1,195	(\$2,314)	(\$16,948)	\$14,634
Total Ancillary Services Net Income (Loss)	\$1,705	\$2,308	(\$604)	(\$29,638)	(\$6,898)	(\$22,740)

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Rolla Police Department Monthly Report

YTD 2021

Calls for Service

"Calls for Service" refers to the general daily activity of the officers - and dispatchers, in some situations - of the Rolla Police Department, as recorded in the Computer Aided Dispatch (CAD) system. Each incident handled by one or more of those individuals, whether in response to a citizen's request for assistance, self-initiated by an officer, or scheduled, is recorded as a single "Call for Service". Call types are assigned based on the initial circumstances presented to the dispatcher and, therefore, should not be considered a reflection of the full nature of the call. "Calls for Service" should also not be mistaken for "Reports Taken".

<u>Description</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>	<u>YTD</u>	<u>2020 YTD</u>	<u>% Increase</u>
Abandoned/Recovered Property	20	17	11	21	20								89	91	-2.20%
Abandoned Vehicle	16	15	15	12	23								81	50	62.00%
Accident - Fatality	0	0	0	0	0								0	1	-100.00%
Accident - Injury	21	11	25	16	23								96	50	92.00%
Accident - Leave The Scene	13	16	15	17	14								75	55	36.36%
Accident - No Injury	48	37	39	34	35								193	157	22.93%
Accident - Private Property	12	20	23	27	22								104	98	6.12%
Accident - Road Blocked	6	8	10	11	4								39	24	62.50%
Adult Abuse	0	0	0	0	0								0	0	#DIV/0!
Alarm LE	74	73	56	67	53								323	183	76.50%
Animal Bite/Attack	2	2	5	4	2								15	10	50.00%
Animal Control	79	82	124	116	164								565	448	26.12%
Arson	0	0	0	0	0								0	1	-100.00%
Assault	7	10	9	10	6								42	46	-8.70%
Assist Agency Non-LEA	85	63	94	69	67								378	277	36.46%
Assist Citizen	10	14	6	6	8								44	23	91.30%
Assist LEA	28	14	24	22	21								109	48	127.08%
Assist Motorist	32	49	29	27	27								164	98	67.35%
Benevolent Fund	0	0	0	0	0								0	38	-100.00%
Bomb Threat	0	0	0	0	0								0	1	-100.00%
Building Lockout	0	1	0	0	0								1	2	-50.00%
Burglary	20	17	21	15	16								89	101	-11.88%
Business/Building Check	303	179	202	129	152								965	580	66.38%
Call for Police	77	60	105	105	110								457	338	35.21%
Check Well Being	96	98	88	92	93								467	385	21.30%
Child Abuse	1	2	5	8	2								18	10	80.00%
Child Exploitation/Pornography	0	0	0	0	1								1	0	#DIV/0!
Commitment Order (Muni)	0	0	0	0	0								0	0	#DIV/0!
Confidential Investigation	0	0	0	0	0								0	4	-100.00%
Conservation Violation	0	0	0	0	0								0	1	-100.00%
Court	3	10	13	21	16								63	36	75.00%
Crossing Guard (Officer coverage)	7	11	0	4	0								22	7	214.29%
CWB 911 Hangup	237	249	266	259	283								1,294	1,380	-6.23%
Death	0	0	3	3	1								7	5	40.00%
Destruction of Property	16	8	19	23	18								84	59	42.37%
Disturbance-Fireworks	0	0	0	1	0								1	4	-75.00%
Disturbance-Liquor	2	1	2	1	0								6	5	20.00%
Disturbance-Other	62	68	91	81	74								376	362	3.87%
Domestic Violence	32	40	50	38	41								201	172	16.86%
Driving While Intoxicated	6	3	10	5	9								33	40	-17.50%
Drown/Water Rescue	0	0	0	0	0								0	0	#DIV/0!
Drug Paraphernalia	13	15	5	6	3								42	66	-36.36%
Escort - Bank	0	1	0	0	0								1	1	0.00%
Escort - Courtesy	12	8	10	20	8								58	30	93.33%
Escort - Funeral	10	9	6	6	6								37	23	60.87%
Exparte Violation	5	5	8	7	7								32	24	33.33%
Field Interview	34	28	54	49	69								234	176	32.95%
Fight	4	1	7	6	13								31	30	3.33%
Fingerprints	1	3	6	17	11								38	25	52.00%
Follow-up	175	117	103	137	134								666	517	28.82%
Foot Patrol	0	1	4	0	1								6	0	#DIV/0!
Forgery-Counterfeiting	0	0	0	0	2								2	2	0.00%
Fraud - Checks/Credit Card	11	15	10	30	27								93	104	-10.58%
Harassment	12	21	17	13	22								85	67	26.87%
Hotel/Motel Check	0	0	0	0	0								0	0	#DIV/0!
Identity Theft	1	0	1	1	1								4	1	300.00%
Information Request	204	179	220	215	243								1,061	1,024	3.61%
Intoxicated Person	7	7	19	6	10								49	46	6.52%
Juvenile Complaint	5	3	14	4	5								31	41	-24.39%
Keep the Peace/Standby	2	5	17	4	9								37	44	-15.91%
Kidnapping	0	0	0	0	0								0	2	-100.00%

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Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD	2020 YTD	% Increase
Leave without Pay	0	2	1	0	1								4	13	-69.23%
Liquor Violation	0	0	2	0	0								2	1	100.00%
Littering/Dumping	0	0	3	4	3								10	13	-23.08%
Loitering	8	4	4	6	14								36	43	-16.28%
Lost or Stolen Property	6	5	3	3	2								19	21	-9.52%
Loud Noise Complaint	22	19	16	30	38								125	154	-18.83%
Malicious Mischief	1	2	0	0	1								4	3	33.33%
Mask Ordinance Violation	4	0	0	0	0								4	0	#DIV/0!
Mental Health	35	26	22	21	32								136	123	10.57%
Missing Person	5	5	9	7	11								37	30	23.33%
Narcotics Violation	22	21	35	28	41								147	141	4.26%
No Business License	0	0	0	0	0								0	2	-100.00%
Open Door	13	4	7	3	6								33	26	26.92%
Overdose	23	8	9	13	5								58	36	61.11%
Paper Service	12	27	16	36	25								116	130	-10.77%
Prisoner Transport	1	1	2	3	5								12	16	-25.00%
Property Damage-Non Criminal	2	0	1	0	3								6	7	-14.29%
Prowler	3	0	5	2	4								14	9	55.56%
Public Indecency	0	1	1	2	0								4	1	300.00%
Public Relations	1	6	8	10	11								36	32	12.50%
Pursuit	0	0	0	1	2								3	3	0.00%
Rape/Sexual Assault	0	1	1	0	1								3	3	0.00%
Robbery	0	1	0	1	1								3	2	50.00%
Runaway	2	2	1	3	7								15	16	-6.25%
Search Warrant	1	0	0	0	0								1	2	-50.00%
Vacation/Security Check	6	3	9	2	8								28	109	-74.31%
Selective Enforcement	0	0	1	1	0								2	7	-71.43%
Sewer Alarm	0	0	0	0	0								0	1	-100.00%
Sex Offenses	4	2	5	5	3								19	17	11.76%
Shots Fired	5	1	4	2	4								16	22	-27.27%
Soliciting	0	0	1	1	0								2	7	-71.43%
Stabbing	0	0	0	0	0								0	3	-100.00%
Stabbing or Shooting with Injury	0	1	0	0	2								3	3	0.00%
Stalking	0	0	0	1	0								1	1	0.00%
Stay Home Order	0	0	0	0	0								0	4	-100.00%
Stealing	82	64	85	71	99								401	464	-13.58%
Stolen Vehicle	12	8	14	5	9								48	39	23.08%
Suspicious Activity	77	69	84	84	105								419	483	-13.25%
Suspicious Package/Item	1	1	0	0	1								3	0	#DIV/0!
SWAT Callout	0	0	0	0	1								1	0	#DIV/0!
Tampering	8	6	3	8	7								32	41	-21.95%
Telephone Harassment	9	8	8	6	13								44	32	37.50%
Tow Sticker Expired	6	8	6	10	11								41	33	24.24%
Traffic Complaint	113	98	129	124	140								604	522	15.71%
Traffic Stop	244	160	394	306	458								1,562	1,060	47.36%
Trespassing	17	16	18	18	42								111	133	-16.54%
Try to Contact	7	9	9	10	14								49	66	-25.76%
Vehicle Identification	86	44	73	54	49								306	221	38.46%
Vehicle Lockout	2	4	6	4	4								20	8	150.00%
Vehicle Repossession	7	6	2	2	1								18	24	-25.00%
Veterinary Call	4	1	5	8	2								20	26	-23.08%
Weapons Violation	1	2	3	4	4								14	10	40.00%
Totals	2,663	2,242	2,866	2,664	3,066	0	0	0	0	0	0	0	13,501	11,576	16.63%

Part I Crimes

Calls that result in written reports are processed through the department's Records Management System (RMS) and ultimately reported to the MSHP and FBI. Beginning in 2020, we transitioned from the FBI's Uniform Crime Report (UCR) method, which counted only the most serious crime from each incident, to the National Incident-Based Reporting System (NIBRS), which counts each of the offenses per incident separately. NIBRS is now considered the FBI's standard method of reporting. The FBI has historically classified eight of the most serious offenses as "Part I Crimes":

	<u>Criminal Homicide</u>	<u>Rape</u>	<u>Robbery</u>	<u>Felony Assault</u>	<u>Burglary</u>	<u>Larceny</u>	<u>Auto Theft</u>	<u>Arson</u>	<u>Total</u>	<u>Change from Previous Yr</u>
May	0	0	0	3	15	61	4	0	83	
YTD 2021	0	5	5	22	50	227	14	1	324	
2020	1	11	1	93	156	712	59	1	1034	11.42%
2019	0	16	6	87	164	604	46	5	928	14.71%
2018	0	30	7	84	102	547	34	5	809	-5.49%
2017	0	18	14	80	114	593	32	5	856	12.19%
2016	0	11	8	62	112	534	33	3	763	

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Overdoses

The following data pertain to calls for service responded to by the Rolla Police Department in which an overdose was known or suspected. It is not an accurate representation of all overdoses occurring in Rolla, as these incidents aren't always reported since Narcan is available over-the-counter. Also, in many circumstances, law enforcement may not be called on to respond, as an overdose could be reported as a medical call, or the patient could be transported to the hospital by family/friends. Note the "Narcan Administered" column is ONLY for Narcan administered by RPD. Therefore, it cannot be used as a representation of the # of Narcan uses per overdose incident, as many times another responding agency (Fire, EMS, other LE) administers the Narcan. We do not have statistics for those agencies. Overdose Deaths are those deaths in which it is immediately known an overdose was involved. There is potential for this total to increase as death investigations and/or lab results are finalized.

	<u>Overdose Calls for Service</u>	<u>Narcan Administered by RPD</u>	<u>Overdose Deaths</u>
May	10	3	1
YTD 2021	68	30	9
2020	136	49	4

ANIMAL CONTROL MONTHLY TOTALS

May 2021

ANIMALS IMPOUNDED

	Canine	Feline	Other Domestic	Wildlife	Monthly Total	2021 YTD Total	2020 YTD Total
City of Rolla	22	9	0	14	45	151	68
Rolla Area	4	0	0	0	4	20	8
City of Newburg	0	2	0	0	2	2	0
Newburg Area	0	0	0	0	0	0	0
Edgar Springs Area	0	0	0	0	0	0	0
Other Agencies	0	0	0	0	0	0	0
St. James Area	0	0	0	0	0	1	1
Ft. Leonard Wood	0	0	0	0	0	0	0
Monthly Total	26	11	0	14	51		
2021 YTD Total	98	33	0	43		174	
2020 YTD Total	48	15	1	13			77
Total Phelps County	4	2	0	0	6	19	8

ANIMAL DISPOSITION

	Canine	Feline	Other Domestic	Wildlife	Monthly Total	2021 YTD Total	2020 YTD Total
Animals Adopted ①	6	5	0	0	11	30	28
Animals Claimed	17	1	0	0	18	58	29
Euthanized (Ill/Injured)	0	2	0	0	2	5	1
Euthanized (Dangerous)	0	2	0	0	2	21	4
Euthanized (Un-Placed) ②	0	0	0	0	0	0	0
Deceased on Arrival	0	1	0	7	8	31	10
Transferred to Rescue ③	3	0	0	0	3	13	4
Wildlife Relocated	0	0	0	6	6	8	6
Other Died under care)	0	0	0	0	0	1	3
Monthly Total	26	11	0	13	50		
2021 YTD Total	97	33	0	37		167	
2020 YTD Total	56	15	1	13			85

ADDITIONAL STATISTICS

	Monthly Total	2021 YTD Total	2020 YTD Total	
Adoption Rate (① + ③) ÷ (① + ② + ③)	100.00%	100.00%	100.00%	Overall numbers are still low due to the Pandemic
PR Programs	2	5	3	
Calls for Service	150	580	400	
Written Warnings	0	0	0	
Citations	4	13	3	
Total Incinerator Hours	65	336	290	

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STATISTICS

May 2021

PRODUCTION

Date of Demand	05/26/2021
Time of Demand	04:35 PM
Scada Demand	44,000.00
kWh Purchased	21,889,280
Total Cost	\$1,591,032.83 *
Cost per kWh	0.072685 *
Load Factor	66.4%

Pumped #2 Well	0
Pumped #3 Well	0
Pumped #4 Well	2,852,000
Pumped #5 Well	2,505,000
Pumped #6 Well	4,233,000
Pumped #7 Well	1,517,000
Pumped #8 Well	1,119,000
Pumped #9 Well	3,260,000
Pumped #10 Well	3,794,000
Pumped #11 Well	5,203,000
Pumped #12 Well	1,975,000
Pumped #13 Well	4,806,000
Pumped #14 Well	7,658,000
Pumped #15 Well	2,549,000
Pumped #16 Well	4,342,000
Pumped #17 Well	4,771,000
Pumped # 1 Ind Park Well	4,260,000
Pumped # 2 Ind Park Well	4,241,000
Total Gallons	59,085,000

METERS IN SERVICE	Electric	Water
Residential - Single Phase	7,966	6,382
Residential - Three Phase	22	20
Commercial - Single Phase	946	517
Commercial - Three Phase	490	304
Power Service	103	92
Industrial	6	2
Area Lighting	16	7
Street Lighting	28	1
Missouri S&T		5
PWSD #2		520
Total	9,577	7,850

ELECTRIC SALES

Residential - Single Phase kWh	6,339,916
Residential - Three Phase kWh	105,022
Commercial - Single Phase kWh	1,102,023
Commercial - Three Phase kWh	2,843,569
Power Service kWh	5,982,470
Industrial kWh	6,141,010
Area Lighting kWh	14,383
Street Lighting kWh	27,222
Rental Lights kWh	78,141
Total kWh Sold	22,633,756
Demand kW	25,665
Revenue	\$2,004,717.27
Monthly Gain	3.40%
Fiscal Year to Date Loss	4.04%

WATER SALES

Residential - Single Phase Gallons	25,059,000
Residential - Three Phase Gallons	323,000
Commercial - Single Phase Gallons	5,901,000
Commercial - Three Phase Gallons	4,511,000
Power Service Gallons	9,067,000
Industrial Gallons	1,569,000
Missouri S&T Gallons	2,410,000
PWSD #2 Gallons	1,766,000
Total Gallons Sold	50,606,000
Revenue	\$265,528.32
Pumping Cost, Electric	\$32,571.92
Monthly Unidentified Loss	14.35% **
Fiscal Year to Date Unidentified Loss	12.78% ***

Sewer Service Charge	\$328,181.75
Refuse Service Charge	\$199,674.57
Gross Payroll	\$249,061.26

* Energy losses are not included in this statistic and are estimated at an additional 12%.

** Loss includes 3,126,000 gallons per water main flushing records.

*** FY loss includes 60,632,500 gallons per water main flushing records.

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FINANCIAL STATEMENT
May 2021

RECEIPTS:		
Electric, Water, Tax, Sewer and Refuse Charge	\$2,441,632.82	
Accounts Receivable - Miscellaneous	\$81,374.39	
Customer's Deposits - Refundable	\$55,780.00	
Misc Non-Operating Revenue	\$13,615.76	
Total Receipts	<u>\$2,592,402.97</u>	
FSCB Super-Now Account Interest (April 30, 2021)	\$2,244.58	
FSCB Money Market Account Interest (April 30, 2021)	\$0.00	
FSCB Electronic Payment Account Interest (April 30, 2021)	\$544.59	
FSCB ISC Sweep Account Interest (April 30, 2021)	\$17,063.53	
PCB Super-Now Account Interest (April 30, 2021)	\$0.17	
Public Utility Cash In Bank (April 30, 2021)	\$31,392,499.26	
Total Receipts and Cash In Bank	<u>\$31,392,499.26</u>	
		<u>\$34,004,755.10</u>
DISBURSEMENTS:		
Power Purchased	\$1,771,879.71	
Operating Expenses	\$118,114.98	
Administrative and General Expenses	\$403,262.74	
Payroll	\$184,246.28	
Capital Expenditures	\$47,105.07	
Stock Purchases (Inventory)	\$78,969.24	
Balance of Customer's Deposits after Finals	\$21,736.55	
Medical, Dental, Vision and Life Insurance Paid by Employees	\$12,267.76	
Support Payment	\$0.00	
U.S. Withholding Tax	\$23,972.28	
Missouri Dept. of Revenue (Sales Tax)	\$40,564.17	
Missouri Dept. of Revenue (Income Tax)	\$9,861.00	
First State Community Bank (Social Security)	\$37,319.88	
Sewer Service Charge	\$322,241.93	
Refuse Service Charge	\$199,360.15	
PILOT to City of Rolla	\$140,319.16	
Purchase U.S. Treasury Bill / Certificates of Deposit	\$0.00	
Standpipes Lease/Purchase	\$86,695.14	
Construction in Progress	\$0.00	
Utility Incentives	\$0.00	
Unclaimed Deposits to State	\$0.00	
Primacy Fees	\$0.00	
Void Checks:	\$0.00	
Total Disbursements	<u>\$3,497,916.04</u>	
Cash in Bank (May 31, 2021)	\$30,506,839.06	
Total Disbursements and Cash In Bank	<u>\$30,506,839.06</u>	
		<u>\$34,004,755.10</u>
BALANCE OF OTHER FUNDS:		
PUBLIC UTILITY ACCOUNTS:		
Citizens Bank of Newburg, Check #1264 for \$153.11		\$2,151.00
First State Community Bank-Electronic Payment Account, Check #1051 for \$1,460,380.30		\$161,226.09
First State Community Bank-Money Market		\$0.00
First State Community Bank-ICS Sweep Account		\$147,326.31
First State Community Bank-General Fund, Checks #34121 thru #34251 for \$3,127,935.04		\$2,646,335.66
PCB-Super Now, Check #26343 for \$21,840.93		\$3,909.07
Town & Country Bank , Check #1263 for \$267.79		\$2,098.93
Total Public Utility Accounts		<u>\$2,963,047.06</u>
ELECTRIC RESERVES:		
Certificates of Deposit	\$0.00	
Money Market Account	\$10,195,583.00	FY20 Funded
U.S. Treasury Bills	\$0.00	
Total Electric Reserves	<u>\$10,195,583.00</u>	
RESTRICTED ELECTRIC RESERVES:		
Certificates of Deposit	\$0.00	
Money Market Account	\$14,250,000.00	FY21 Funded
U.S. Treasury Bills	\$0.00	
Total Electric Reserves	<u>\$14,250,000.00</u>	
WATER RESERVES:		
Certificates of Deposit	\$0.00	
Money Market Account	\$3,098,209.00	FY20 Funded
U.S. Treasury Bills	\$0.00	
Total Water Reserves	<u>\$3,098,209.00</u>	
TOTAL RESERVES:		<u>\$27,543,792.00</u>
TOTAL PUBLIC UTILITY ACCOUNTS AND RESERVES:		<u>\$30,506,839.06</u>

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REGULAR SESSION - April 27, 2021

~ Meeting was held in the Board Room at RMU's Tucker Professional Center at 4:30 p.m. ~

The meeting was called to order at 4:33 p.m. by Rolla Board of Public Works ("RBPW" or "Board") President Nick Barrack presiding. The following were present:

- Board members: Vice President Albert Crump, Jr.
 Secretary Dr. Wm. E. Showalter
 Vice Secretary Ted Read
- RMU Staff: General Manager Rodney P. Bourne, P.E.
 Operations Manager Chad Davis, P.E.
 Business Manager Jason Grunloh
 Finance Manager Gwen Cresswell

Minutes submitted, according to Agenda, by RMU's Executive Administrative Assistant, Nicole Affolter.

* * * * *

I. APPROVAL OF MINUTES

Showalter made a motion, seconded by Read, the minutes of the March 23, 2021, Board meeting Regular and Executive sessions be approved as presented. Motion passed unanimously.

II. CITIZEN COMMUNICATION (None)

III. SPECIAL PRESENTATION

- A. FY2020 Audit presented by Cochran Head Vick & Company, P.C.
 Bourne introduced Micheal Keenan.
- Michael Keenan, of Cochran Head Vick & Company, presented the annual audit of RMU for Fiscal Year (FY) 2020. Mr. Keenan reviewed the document and stated that RMU received an "unmodified opinion" which is the best that can be given. Mr. Keenan discussed the two comments that were the same as last year and the audit does note implementing "Construction In Progress" this year to better capitalize projects. Overall no significant issues. Mr. Keenan thanked Bourne, Cresswell and all of the RMU staff involved for their help during this years audit. Read made a motion, seconded by Showalter, the audit of FY2020 be accepted as presented. Motion passed unanimously.

IV. STAFF REPORTS

A. FINANCE MANAGER'S REPORT'S (Cresswell)

- The Board received the Statement of Income & Expenses reports for September 2020 (period 14 - after audit) and March 2021 (FY21).
 Cresswell reviewed March reports (FY21), with the following March comparisons:
Month-to-Date comparison of March 2020 to March 2021
 - March 2021 Operating Income increased \$330,298 from March 2020 and increased \$216,990 year-to-date. Purchased Power expense increased \$9,142 from March 2020 and \$4,265,686 year-to-date. Operating Income increased \$281,092 from March 2020, and decreased \$4,113,488 year-to-date. The total Net Income increased \$351,571 from March 2020 and increased \$4,371,484 year-to-date.
- Cresswell presented RMU's Financial Statement, Statistics report, and the Disbursement Summary for March 2021 which included the following public utility account checks and transfers:

Public utility checks	Helps Co Bank - Super Now	Checks #26342
	First State Community Bank - General Fund	Checks #33985-34120
Transfer of funds	First State Community Bank - Electronic Pmt Acct	Check #1050
	Citizens Bank of Newburg	Check #1263

Crump made a motion, seconded by Read, that the reports be approved as presented and forwarded to the City. Motion passed unanimously.

B. BUSINESS MANAGER'S REPORT (Grunloh)

- Outsourcing Customer bills/ebills
 - Grunloh reported that RMU new bills for customers have been going out this month and we have been

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all-in-cost to \$63.46/MWh which is about a 10% reduction from our current wholesale cost. Bourne reported that included in your board packet are sections from recent webinars and a handout to help explain the new rates. The new wholesale rate structure provides new opportunities. It no longer closely aligns with our current retail demand rates, so these may need to be re-evaluated. However, this will provide additional mechanisms where local programs can lower cost further or help incentivize good load growth which include, Demand Side Management, Time of Use (TOU) rates, seasonal rates, and/or encourage off-peak usage, such as EV charging. Bourne reported that these and other programs should be reviewed with our next Cost of Service Study to determine local feasibility and benefits.

2. Budget Committee. Bourne requested that Board approve a Budget Committee where two Board members assist and meet with management during budget meetings. Bourne reported that this committee was very helpful. After a brief discussion, the Board gave consent. Management will discuss with Board to determine who will sit on this committee.

V. OLD BUSINESS (None)

VI. NEW BUSINESS (None)

Showalter made a motion, seconded by Crump, that the Board adjourn to Executive Session to discuss Real Estate under RSMo (Supp. 1997) Section 610.021 (2). Roll call vote was taken 5:14 p.m. Votes: Barrack, yes; Crump, yes; Showalter, yes; Read, yes.

VII. EXECUTIVE SESSION


- A. Real Estate under RSMo (Supp. 1997) Section 610.021 (2).

Read made a motion seconded by Showalter that the meeting return to open session. Roll call vote taken at 5:46 p.m. Votes: Barrack, yes; Crump, yes; Showalter, yes; Read, yes.


Bourne announced the Board discussed a real estate matter in executive session with no action taken.

VIII. ADJOURNMENT

With no further business appearing, Read made a motion, seconded by Showalter, to adjourn the meeting. Motion passed unanimously. Meeting adjourned at 5:47 p.m.



Nick Barrack, President



Dr. Wm. Eric Showalter, Secretary

The Board's next meeting is scheduled for Tuesday, June 1, 2021 at 4:30 p.m.

**Operation Manager's Report
RMU Board of Public Works Meeting
April 27, 2021**

ELECTRIC

1. Kingshighway - Highway 63 to Fairgrounds Road
 - Reconfiguration of electric distribution system to remove overhead electric in right-of-way in conjunction with Move Rolla Transportation Development District improvements. Conversion of operating voltage in vicinity of Lynwood and Morrell Avenue since reconfiguration of Kingshighway will eliminate current feed to this area.
Started: November 12, 2019
Completed: April 16, 2021

2. Alfermann Substation
 - Modifications to accommodate sale of 138 kV assets to Ameren.
Started: July 23, 2020
Significant Milestones:
November 27, 2020: Ameren's new 138 kv tie breaker at Alfermann placed into service.
December 3, 2020: RMU transformers placed into parallel operation and 34 kV tie breaker closed.
Ongoing

3. University Drive Relocation
 - Reconfiguration of electric distribution system to accommodate relocation of University Drive in conjunction with Move Rolla Transportation Development District improvements.
Started: November 24, 2020
Ongoing

4. Electric Service to Missouri University of Science and Technology
 - Relocation of electric metering to MO S&T substation to accommodate University Drive Relocation.
Started: January 22, 2021
Completed: March 25, 2021

5. Elm Street: 14th Street to 16th Street
 - Overhead electric distribution system modifications.
Started: March 3, 2021
Ongoing

6. 209 East 8th Street
 - Overhead electric system modifications, new metering, and new transformer to allow for renovation by MO S&T.

Started: April 5, 2021
Completed: April 15, 2021

**Operation Manager's Report
RMU Board of Public Works Meeting
April 27, 2021**

WATER

1. Olive Street: Hwy 72 to 1st Street
Phelps Avenue: Oak Street to Olive
 - Replacement of existing 4" and 6" mains with new 8" PVC mains.
 - Started: December 21, 2020
 - Ongoing

2. Well 5
 - Replacement of electric disconnect and motor starter.
 - Started: February 11, 2021
 - Completed: April 13, 2021

TRAINING / PERSONEL

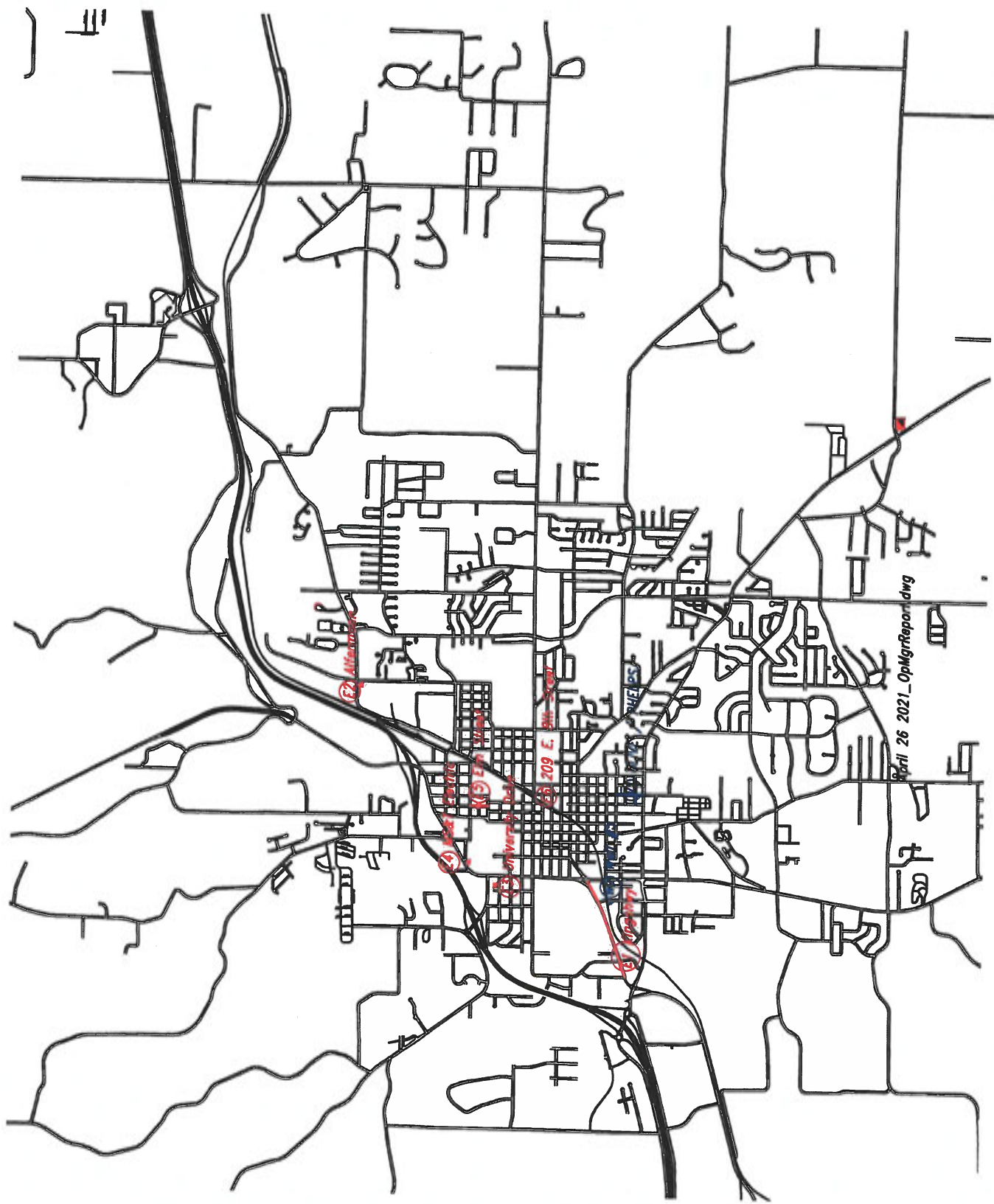
1. Missouri Water and Wastewater Conference: Online Training
Jefferson City, MO
 - Backflow Prevention, Water Testing, and Pumps
 - April 14, 2021
 - Attended by: Darren Hoffman, Robert Castle, Matt Dunn, and Nathan Randolph

MPUA / MoPEP

1. MoPEP Committee
Columbia, MO (conference call)
 - March 30, 2021
 - Attended by: Chad Davis and Rodney Bourne

2. MoPEP Services and Rates Committee
Columbia, MO (conference call)
 - April 8, 2021
 - Attended by: Chad Davis and Rodney Bourne

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IV.h.5



City of Rolla – Bicycle Pedestrian Advisory Meeting Meeting Minutes – May 12, 2021

Sign-in and Call to Order: Ken Kwantes called the May 12, 2021 meeting of the Bicycle Pedestrian Advisory Committee to order at 4:30 p.m.

Members in attendance: Ken Kwantes, Steve Hargis, Dennis Noel, Moriah Renaud, Jeremy Jamison, Jonathan Garrett
In attendance via ZOOM: Cody Norris, Dave Schott
Members Absent: Jacob Rohter, Doug James, Tom Coots

Approval of Minutes: Minutes of the April 28, 2021 meeting were read and approved (motion by Dave Schott, second by Moriah Renaud).

Old Business

Staff discussion items –

- 1) After researching the use of Bird Scooters in three other comparably sized college communities, and finding the reviews to be predominantly positive in nature, it was suggested the following occur before an MOU could be finalized.
 - a) Introduce the concept to the city council at the June 1, 2021 meeting for approval to move forward.
 - b) Provide a sample contract to the city attorney for review.
 - c) Ensure the city has no liability.
 - d) Provide letters of support from RPD and S&T PD and approach RDBA for their endorsement.

A motion to recommend moving forward, with endorsement from the BPAC, was made by Dave Schott, second by Dennis Noel; unanimously approved.

New Business

Staff discussion items –

- 1) Following resignation of committee member Dick Elgin, council has appointed Moriah Renaud to the BPAC. Moriah was welcomed to the committee followed by introductions.
- 2) Committee discussed steps needed to achieve Silver status in 2022. Referring to the Bronze status report card, Jeremy highlighted several of the steps that could be easily taken to reach silver, including:
 - a) Continue expanding the bike network;
 - b) Bicycle safety education;
 - c) Increase the number of local League Cycling Instructors;
 - d) Improve Bike Month;
 - e) Develop a letter of intent for achieving Silver status;
 - f) Research state cycling laws;
 - g) Consider re-implementing the bike patrol unit using VIPS volunteers
- 3) Anne recapped the Kids Safety Day Event meeting that she attended on May 5th. Giveaway items have been ordered or received (bicycle safety helmets and novelty bike chain bracelets). Anne will set up and stock the booth on May 22nd at 9:30. Moriah and Dave will man the booth from 10:00 to 12:00 and Jeremy and Cody will man the booth from 12:00 to 2:00. It was recommended that the committee also have a presence at Summerfest Kids Tricycle and Bicycle Race at 11:30 a.m. on June 5th.

Board discussion items –

Committee members have suggested approaching S&T Cycling Club for volunteers to assist with cycling events throughout the year.

- 1) Dennis Noel revisited the concept of using surplus bikes from the Police Department as décor in the downtown area as well as along the trails. Doug James stated that there was a good supply of surplus available. The committee would like to set up a meeting to get the Downtown Business Association involved. Doug James later reported that PD had 75 bicycles available.

Next meeting – June 16th, 2021, 4th floor conference room, City Hall or via Zoom.

Meeting adjourned 5:26 p.m. (Jeremy motion, Moriah second)

**CITY OF ROLLA
CITY COUNCIL AGENDA**

DEPARTMENT HEAD: John Butz, City Administrator

ACTION REQUESTED: Ordinance

Final Reading

ITEM/SUBJECT: Bird Scooters

BUDGET APPROPRIATION N/A

DATE: 7/6/2021

COMMENTARY:

We have been approached by Bird Scooters to allow them to operate Bird Scooter Rentals in the City of Rolla. At the last meeting the City Council held a first reading of the Ordinance considering an Interim Operating Agreement for Implementation of a Shared Active Transportation Operation Between Bird Rides, Inc. and the City of Rolla Missouri.

Besides our Bicycle Pedestrian Advisory Committee, Staff has contacted various individuals in Columbia, MO, Kirksville, MO, New Haven, MO, Washington MO, Hayes, KS and Pittsburg KS. These contacts ranged from Economic Developers to Police Officers. Without exception they all admitted the scooters were being used but noted the Scooters had been in operation for a short time. Staff also solicited input from the Rolla Police, University Police, MODOT and the Missouri State Highway Patrol (law enforcement expressing serious concern).

The attached agreement is based on an extensive agreement with the City of Columbia who initially offered Scooters in 2018 and again in 2021 after working through challenges. Some of the highlights of the proposed agreement are:

- Bird Scooters may only be operated on roadways in the public right of way.**
- They may be parked off street in public right of way.**
- They may be parked on the public sidewalks as long as they do not block the sidewalk.**
- Riders must be at least 18 and have a valid driver's license.**
- Operations will only be allowed to begin at 6:00 am and end at 9:00 pm.**
- They will be programmed not to work on the Missouri S&T property.**
- They will not be allowed to operate in rain, snow, or icy conditions.**
- It is drafted with a non-exclusive clause.**
- It can be terminated by the city at any time.**

The agreement has been modified to remove the reference to skate boards and the length of the proposed agreement is six (6) months as requested by City Council.

Staff and the Bicycle Pedestrian Advisory Committee recommend approval of the attached Interim agreement.

ITEM NO. V.A.1

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF ROLLA, MISSOURI TO EXECUTE ON BEHALF OF THE CITY OF ROLLA, MISSOURI A CERTAIN INTERIM AGREEMENT BETWEEN THE CITY OF ROLLA, MISSOURI AND BIRD RIDES INC.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI, AS FOLLOWS:

Section 1: That the Mayor of the City of Rolla, Missouri be and is hereby authorized and directed to execute on behalf of the City of Rolla, Missouri an Interim Agreement between the City of Rolla, Missouri and Bird Rides Inc., a copy of said agreement being attached hereto and marked Exhibit "A".

Section 2: That this ordinance shall be full force and effect from and after the date of its passage and approval.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AND APPROVED BY THE MAYOR THIS 6TH DAY OF JULY, 2021.

APPROVED:

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY COUNSELOR

V.A.2

Exhibit A
INTERIM OPERATING AGREEMENT FOR IMPLEMENTATION
OF A SHARED ACTIVE TRANSPORTATION OPERATION
BETWEEN
BIRD RIDES, INC.
AND
CITY OF ROLLA, MISSOURI

THIS INTERIM OPERATING AGREEMENT (hereinafter "Agreement") is by and between the **City of Rolla, Missouri** (hereinafter "City"), a municipal corporation whose address is 901 N. Elm Street, Rolla, MO 65401 and **Bird Rides, Inc.**, (hereinafter "Company"), a corporation with the authority to transact business within the State of Missouri and whose registered agent address is 120 South Central Avenue, Clayton, Missouri 63105, and is entered into on the date of the last signatory below (hereinafter "Effective Date"). City and Company are each individually referred to herein as a "Party" and collectively as the "Parties."

WITNESSETH:

WHEREAS, Company wishes to immediately implement its Shared Active Transportation Operation within Rolla corporate boundaries; and

WHEREAS, City wishes to allow for a low-cost transportation option for the City's residents and visitors including opportunities for transportation, recreation, and fitness; and

WHEREAS, Company's Shared Active Transportation Operation requires use of the City's right-of-way; and

WHEREAS, City is developing a comprehensive Shared Active Transportation Pilot Program with input from stakeholders, including Company, which shall provide a comprehensive framework for Shared Active Transportation Operations in the future; and

WHEREAS, The Parties understand that this Agreement will be an interim operating agreement that may be renegotiated in six (6) months at which time there will be more comprehensive requirements included;

NOW, THEREFORE, in consideration of the mutual covenants set out in this Agreement and for other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged), the Parties agree as follows:

Section 1. Scope of Agreement. The purpose of this Agreement is to establish interim rules and regulations governing Company's Shared Active Transportation Operation within the city to ensure that such Shared Active Transportation Operation is managed in a manner consistent with the safety and well-being of pedestrians, bicyclists, motorists, and other users of City's right-of-way.

Section 2. Term. This Agreement, unless earlier terminated as provided for herein, shall commence on the Effective Date and shall expire one (1) year thereafter. Notwithstanding the forgoing, this Agreement shall be terminated upon creation and adoption of a pilot program. Company, at the sole discretion of City, may have the opportunity to participate in the Pilot Program.

Section 3. Definitions.

- (a) “*Company*” shall mean the entity owning the Shared Active Transportation, its agents, contractors (including independent contractors) and every individual or entity retained by the Company to gather, monitor, or maintain Company’s Small Vehicles.
- (b) “*Fleet*” shall mean all of Company’s small vehicles in operation within City’s corporate boundaries at any one time.
- (c) “*Frontage Zone*” shall mean the area adjacent to the property line where transitions between public sidewalk and the space within building occurs.
- (d) “*Furnishing Zone*” shall mean that portion of the sidewalk used for street trees, landscaping, transit stops, street lights, and site furnishing.
- (e) “*Rider*” shall mean any person at least 18 years of age possessing a valid driver’s license using the Small Vehicle.
- (f) “*Shared Active Transportation*” shall mean a dockless network or system of Small Vehicles, placed in public right-of-way and for rent in short-term increments that provides increased mobility options over short distances.
- (g) “*Shared Active Transportation Operation*” shall mean Company’s Shared Active Transportation as well as any incidental use or patronage thereof.
- (h) “*Small Vehicle*” shall mean dock less scooters, e-scooters and other small wheeled vehicles designed specifically for shared-use and deployed by Company.
- (i) “*Throughway Zone*” shall mean the portion of the sidewalk for pedestrian travel along the street.

Section 4. Company Responsibilities.

4.1. **Licensure.** Company agrees to enter into this Agreement as a condition precedent to receiving a business license from City, together with any other requirements necessary to conduct Shared Active Transportation in City. Company shall remain in good standing with City and State of Missouri through the course of the Company’s Shared Active Transportation Operation in City.

- 4.2. **Contact Information for Public.** Company shall provide easily visible contact information, including a twenty-four (24) hour toll free phone number and email address on each Small Vehicle for use by members of the public to report safety concerns, complaints, or to ask questions.
- 4.3. **Contact Information for City.** Company shall also provide City with contact information of a locally-based manager/operations staff with decision making power who can respond to City requests, emergencies, and other issues 24 hours a day, seven (7) days a week.
- 4.4. **Time for corrective actions.** Company shall respond to public, Rider, or City requests for rebalancing, reports of incorrectly parked Small Vehicles, or reports of unsafe/inoperable Small Vehicles by relocating, re-parking, or removing Small Vehicles completely within two (2) hours of receiving written or oral notice during normal business hours from 8:00 a.m.–6:00 p.m. (Local Time) Monday-Friday and within ten (10) hours outside of business hours. City representatives may relocate, re-park, or adjust incorrectly parked or unsafe/inoperable Small Vehicles without providing notice to Company.

In the event a Small Vehicle is not relocated, re-parked, or removed within the timeframe specified herein, or any Small Vehicle is parked in one location for more than seventy-two (72) hours without moving, such Small Vehicle may be removed by City personnel and taken to a City facility for storage at the expense of the Company. Notwithstanding the foregoing, City reserves the right to impound Small Vehicles that may impact the health, safety, or welfare of City residents or visitors or is placed or operated in a manner that violates the terms of this Agreement without notice to Company and at the expense of the Company. The City shall not be responsible for any damage to any Small Vehicle impounded or taken into storage and City is under no obligation to safe-keep any such vehicles.

- 4.5. **Fleet size.** Company shall begin operations in Rolla, Missouri corporate limits with a Fleet of fifty to seventy-five (50 to 75) Small Vehicles.
- 4.6. **Parking Regulations.** Company acknowledges and agrees that Company is solely responsible for its Small Vehicles and ensuring they are in compliance with the following guidelines for parking Small Vehicles:
 - i. Small Vehicles shall not be parked in the street.
 - ii. Small Vehicles shall be parked in a manner so as not to block the Throughway Zone of the sidewalk, any curb ramp, any ADA ramp or access points, benches, fire hydrant, call box, or other emergency facility, or utility pole or box. At all times, the Small Vehicles shall be parked in a manner and location which ensures the Throughway Zone meets minimum ADA accessibility guidelines.
 - iii. Small Vehicles shall be parked upright on hard surfaces in the Furnishing Zone of the sidewalk, beside a bicycle rack, or in another area specifically designated for Small Vehicle parking which does not inhibit access.
 - iv. No Small Vehicle may be parked in a manner that obstructs a minimum

- width of forty-eight (48) inches of clear space on the sidewalk.
- v. Small Vehicles shall not be parked in such a manner as to impede or interfere with the reasonable use of any commercial window display or access to or from any building or access to or from off-street parking lots or garages.
 - vi. Small Vehicles shall not be parked in such a manner as to impede or interfere with the reasonable use of any bicycle rack or news rack.
 - vii. Small Vehicles shall not be parked in the Furnishing Zone directly adjacent to or within the following areas such that access is impeded:
 - a. Loading zones;
 - b. Disabled parking zones;
 - c. Curb ramps;
 - d. Entryways; and
 - e. Driveways
 - viii. To the extent Company desires to park Small Vehicles in areas other than the public right-of-way, Company must first obtain the right to do so from the appropriate property owner, or public agency and shall communicate this right to Riders through signage approved by the respective entity and/or through a mobile or web application. To the extent the Company desires to park Small Vehicles on city property other than right-of-way, Company must first obtain written consent granting the right to do so from the City or such other department or agency of the City who has authority to grant such rights.
- 4.7 **Monitors.** Company shall at its own expense initiate a test program in City within thirty (30) days of the Effective Date to run throughout the duration of this Agreement that enlists employees, contractors, volunteers, or any other person Company deems appropriate to monitor Small Vehicles and ensure compliance on behalf of Company with the Parking Regulations established in Section 4 of this Agreement.
- 4.8 **Notice.** Company shall provide detailed notice to all Riders by means of signage and through a mobile or web application that:
- i. Small Vehicles are to be ridden only on streets, and where available in bike lanes and not on a Throughway Zone, sidewalks, or other areas designated by City to be closed for Small Vehicle Traffic.
 - ii. Small Vehicles cannot be ridden within City parks or on public trails.
 - iii. Small Vehicles cannot be ridden on Missouri University of Science and Technology Campus. The Small Vehicle will be programmed to alert the rider to a "No Ride Area" and to slow down and come to a complete stop if the area is entered.
 - iv. Small Vehicles are to be ridden to the right of street lanes and should offer the right-of-way to bicycles on bike lanes.
 - v. Riders are encouraged to wear helmets when riding Small Vehicles.
 - vi. Riders must park Small Vehicles in accordance with the parking regulations in section 4.
 - vii. Riding responsibly is required.
 - viii. Riders are subject to Missouri DWI laws.

- ix. Riders are at all times to operate the device in a manner consistent with City's Code of Ordinances and any other applicable laws.
- x. Riders are subject to City's Code of Ordinances and will be subject to penalties and enforcement for operating the device in a manner which violates City's Code of Ordinances.

4.9 **Data Sharing.** Company agrees to provide data to City related to the utilization of Small Vehicles. Company will provide real-time data feeds via API , monthly reports, and upon request, to the City displaying trip information including but not limited to the following: Aggregated reports on system use, compliance, operations- including but not limited to parking complaints, crashes,damaged, or lost Small Vehicles, utilization rates, total trips by day of week and time of day, origins & destination information for all trips, trips per Small Vehicle by day of week and time of day, average trip distance, parking compliance at designated zones, incidents of Small Vehicle theft and vandalism, Small Vehicle maintenance reports, payment method information. Anonymized/de-identified demographic data, such as age cohort, gender, general trip purpose, etc., collected by Company shall be provided to City on a monthly basis, or upon request. Company shall make available to City any information from private entities related to requests for Small Vehicles not to be used or parked at a private location on a monthly basis, or upon request. Any data shared by Company with City will comply with Company's terms of service and privacy agreement with Riders and will not reveal proprietary information that puts at risk Company or its employees, agents, or Riders.

Company will be expected to comply with all data sharing requirements in order to remain compliant with this Agreement. City, in its sole discretion, may determine if Company has failed to comply with the data sharing requirements. Company's failure to comply may result in Default or Termination of this Agreement as described herein.

4.10 **Speed.** Small Vehicles which do not rely solely on human propulsion and are equipped with an electric motor that is capable of propelling the device shall be governed at a speed not to exceed fifteen (15) miles per hour on a paved level surface.

4.11 **Education and Outreach.** Company shall provide education to Small Vehicle Riders on City's existing rules and regulations, safe and courteous riding, and proper parking. Company shall provide this educational material to City for review prior to disseminating the information to Riders. Company shall also provide City-specific information through Company's mobile or web application that explains the terms of service, user instructions, privacy policies, fees, penalties, unexpected charges, and local management and operations contact.

4.12 **Daily Removal.** Company shall halt its Shared Active Transportation Operation completely daily by 9:00 p.m. (Local Time). Small Vehicles shall remain inactive until 6:00 a.m. (Local Time) of the following day.

- 4.13 **Inclement Weather.** On days where inclement weather (rain or snow) is occurring, Company will halt its Shared Active Transportation Operation completely. On days where snow is occurring, Company shall remove its Small Vehicles from City rights-of-way. Company agrees to hold the City harmless for damage to Small Vehicles caused by City's snow removal operations and for any damage caused to City vehicles by improper location and removal of Small Vehicles.
- 4.14 **Environment.** Company shall embrace transparency in recycling efforts and recycle or otherwise dispose of Small Vehicles and Small Vehicle parts in an environmentally-friendly manner at end of life cycle.

Section 5. City's Obligations.

- 5.1 **Use of Right-of-Way.** City agrees to allow Company, its representatives, employees, consultants and contractors, non-exclusive use of those portions of the public right-of way reasonably necessary for operation of Company's Shared Active Transportation Operation, but subject to the limitations imposed by the City's Code of Ordinances and the terms of this Agreement. The grant of this use shall not constitute a conveyance of any interest in the public right of way.

Notwithstanding anything herein, the Parties agree that City shall have the right to work within and restrict access to portions of the right-of-way, whether by its own forces or contracted forces.

- 5.2 **Approval.** City may, at its sole discretion, approve and permit reasonable increases to Company's Fleet based on utilization of the Fleet.

Section 6. Signage. Company agrees that as it relates to all signage on Small Vehicles, it will abide by applicable local, state, and federal law relating to signs. The Small Vehicles are not a public forum for public debate or discourse. Company agrees that in addition to any restrictions set forth by City ordinance, the content of any sign located on Company's Small Vehicles will not include any message that is illegal, obscene, libelous or fraudulent. A violation of this Section shall be cause for City to terminate this Agreement if said violation is not corrected within twenty-four (24) hours' notice to Company. The determination that there has been a violation of these signage guidelines shall be solely at City's discretion.

Section 7. Default or Termination.

- 7.1 Except where specifically provided otherwise in this Agreement, in the event the Company shall default in any of the covenants, agreements, commitments, or conditions herein, or if any of the conditions set forth herein shall occur, and any such default shall continue unremedied for a period of three (3) business days after written notice thereof to Company, City may, at its option and in addition to all other rights and remedies which it may have at law or equity against Company, including expressly the specific enforcement hereof and the enforcement of City ordinances, have the cumulative right to immediately terminate this contract and

all rights of Company under this Agreement.

- 7.2 Notwithstanding anything to the contrary herein, City may suspend or terminate this Agreement at any time if City finds, in its sole discretion that Company's Shared Active Transportation Operation is not in the best interest of the health, safety, or welfare of City's residents and visitors.
- 7.3 Company's obligation with regards to indemnification as provided in Section 12 of this Agreement shall survive the expiration or termination of this Agreement with regards to any claims arising during such time as this Agreement was in effect.

Section 8. Removal of Small Vehicles. Upon instances of Default or Termination under Section 7, Company shall remove its Small Vehicles from the right-of-way within two (2) days of being notified of termination by City. If Company fails to remove the Small Vehicles upon due notice, any remaining Small Vehicles may be removed by City at Company's expense. Company shall not be entitled to damages for the removal of Small Vehicles by City. Company agrees to hold the City harmless for any damage to Small Vehicles caused by City's removal and or storage of such vehicles.

Section 9. Maintenance of Small Vehicles. Company shall maintain its Small Vehicles in a good working manner. In the event a safety or maintenance issue is reported for a specific Small Vehicle, that Small Vehicle shall be made unavailable to users and shall be removed within the timeframes provided herein. Any inoperable or unsafe Small Vehicle shall be repaired before it is placed back in service. City shall not have any obligations with regards to the maintenance of Company's Small Vehicles.

Section 10. Impounding. Company agrees to the following penalties and procedure for those Small Vehicles subject to impounding as described herein. City may remove a Small Vehicle that impacts the health, safety, or welfare of City residents or visitors and may store the impounded Small Vehicles at a location convenient for the City. City may, in its sole discretion, provide photographic or written documentation to Company of the violation. However, such documentation is not required and shall not be a condition precedent before City may enforce the terms herein. Company shall retrieve Small Vehicles from City within twenty-four (24) hours of receiving notice. Company will be responsible for paying a performance bond for each Small Vehicle deployed in City as further described herein. Company is responsible for paying storage costs of Fifty Dollars (\$50) per day, penalties, and all other expenses related to the impounding before having the Small Vehicles returned. If Company does not retrieve the Small Vehicles within (24) hours of receiving notice, City may draw upon the performance bond to recover costs to City and may dispose of Small Vehicles at Company's expense within seventy-two (72) hours of providing notice. City may invoice the Company for the cost of disposal and Company agrees to pay the invoice within ten (10) days of receipt.

Section 11. Performance Bond. Company will be responsible for paying into a public property repair and maintenance performance bond, or similar bond that the City can draw upon as needed for costs associated with auditing, removing, and storing impounded Small Vehicles. The Performance Bond fee shall be \$30 per Small Vehicle deployed in the City as of the Effective Date. Performance Bond fees will be due at the time of issuance of a Business License. Company shall amend and pay the Performance Bond fee for every additional Small Vehicle the City allows to be deployed within the City. Failure to pay the Performance Bond amount may result in Default or Termination as described herein.

Section 12. Insurance. Company agrees to maintain for the duration of this Agreement, on a primary basis and at its sole expense, the following insurance coverages, limits, including endorsements described herein. The requirements contained herein, as well as City's review or acceptance of insurance maintained by Company is not intended to, and shall not in any manner limit or qualify the liabilities or obligations assumed by Company under the Agreement. Coverage to be provided as follows by a carrier with A.M. Best minimum rating of A- VIII:

- i. **Workers' Compensation & Employers Liability.** Company shall maintain Workers' Compensation in accordance with Missouri State Statutes or provide evidence of monopolistic state coverage. Employers Liability with the following limits: \$1,000,000 each accident, disease each employee and disease policy limit.
- ii. **Commercial General Liability.** Company shall maintain Commercial General Liability at a limit of not less than \$2,000,000 Each Occurrence, \$3,000,000 Annual Aggregate. Coverage shall not contain any endorsement(s) excluding nor limiting Product/Completed Operations, Contractual Liability or Cross Liability.
- iii. **Business Auto Liability.** Company shall maintain Business Automobile Liability at a limit not less than \$2,000,000 Each Occurrence. Coverage shall include liability for Owned, Non-Owned & Hired automobiles. In the event Company does not own automobiles, Company agrees to maintain coverage for Hired & Non-Owned Auto Liability, which may be satisfied by way of endorsement to the Commercial General Liability policy or separate Business Auto Liability policy.
- iv. **Company may satisfy the minimum liability limits required for Commercial General Liability or Business Auto Liability under an Umbrella or Excess Liability policy.** There is no minimum per occurrence limit of liability under the Umbrella or Excess Liability; however, the Annual Aggregate limit shall not be less than the highest "Each Occurrence" limit for either Commercial General Liability or Business Auto Liability. Company agrees to endorse the City as an Additional Insured on the Umbrella or Excess Liability, unless the Certificate of Insurance state the Umbrella or Excess Liability provides coverage on a "Follow-Form" basis.

- v. The City of Rolla, its elected officials and employees are to be Additional Insured with respect to the terms to which these insurance requirements pertain. A certificate of insurance evidencing all coverage required is to be provided at least 10 days prior to the Effective Date of the Agreement between the Company and the City. Company is required to maintain coverages as stated and required to notify the City of a Carrier Change or cancellation within two (2) business days. The City reserves the right to request a copy of the policy.
- vi. The Parties hereto understand and agree that the City is relying on, and does not waive or intend to waive by any provision of this Agreement, any monetary limitations or any other rights, immunities, and protections provided by the State of Missouri, as from time to time amended, or otherwise available to the City, or its elected officials or employees.
- vii. Failure to maintain the required insurance in force may be cause for termination of the Agreement. In the event Company fails to maintain and keep in force the required insurance or to obtain coverage from its subcontractors, the City shall have the right to cancel and terminate the Agreement without notice.
- viii. The insurance required by the provisions of this article is required in the public interest and the City does not assume any liability for acts of the Company and/or their employees and/or their subcontractors in the performance of this Agreement.

Section 13. Miscellaneous.

- 13.1. **Hold Harmless and Indemnification Agreement.** To the fullest extent not prohibited by law, Company shall indemnify and hold harmless City, its directors, officers, agents, and employees from and against all claims, damages, losses, and expenses (including but not limited to attorney's fees) arising by reason of any act or failure to act, negligent or otherwise of Company, of any subcontractors (meaning anyone including but not limited to contractors having a contract with Company) or subcontractors for part of the services), of anyone directly or indirectly employed by Company or by any subcontractors, or anyone for whose acts Company or its subcontractors may be liable, in connection with manufacturing Small Vehicles or providing Shared Active Transportation services. This provision does not, however, require Company to indemnify, hold harmless, or defend City from its own negligence.
- 13.2. **No Waiver of Immunities.** In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for either Party's rights or defenses with regard to each Party's applicable sovereign, governmental, or official immunities and protections as provided by federal and state constitution or laws.

- 13.3. **Governing Law and Venue.** This Agreement shall be governed, interpreted, and enforced in accordance with the laws of the State of Missouri and/or the laws of the United States, as applicable. The venue for all litigation arising out of, or relating to this Contract, shall be in Phelps County, Missouri, or the United States Eastern District of Missouri. The Parties hereto irrevocably agree to submit to the exclusive jurisdiction of such courts in the State of Missouri.
- 13.4. **Unauthorized Aliens Prohibited.** Company shall comply with Missouri Revised Statute Section 285.530 in that Company shall not knowingly employ, hire for employment, or continue to employ an unauthorized alien to perform work within the state of Missouri. As a condition for the award of this Agreement, Company shall by sworn affidavit and provision of documentation, affirm its enrollment and participation in a federal work authorization program with respect to the employees working in connection with the contracted services. Company shall sign an affidavit affirming that it does not knowingly employ any person who is an unauthorized alien in connection with the contracted services. Company shall require all subcontractors to observe the requirements of this section and shall obtain a Work Authorization Affidavit from each subcontractors performing any of the contracted services.
- 13.5. **General Laws.** Company shall comply with all federal, state and local laws, rules, regulations and ordinances.
- 13.6. **Notices.** Any notice, demand, request, or communication required or authorized by this Agreement, unless otherwise specified herein, shall be delivered either by hand, facsimile, overnight courier or mailed by certified mail, return receipt request, with postage prepaid to:

IF TO CITY:

IF TO COMPANY:

City of Rolla, Missouri
 ATTN: City Administrator
 P.O. Box 979
 Rolla, MO 65402-0979

With a copy to:
 City of Rolla, Missouri
 ATTN: City Counselor
 P.O. Box 979
 Rolla, MO 65402-0979

Any notice required by this Agreement to be given in writing, or that either City or Company wishes to give to the other in writing, shall be signed by or on behalf of the Party giving notice. The notice shall be deemed to have been completed when sent by certified or registered mail to the other Party at the address set forth herein, or delivered in person to said Party or their authorized representative.

- 13.7. **No Third-Party Beneficiary.** No provision of this Agreement is intended to nor shall it in any way inure to the benefit of any customer, property owner or any other third party, so as to constitute any such person a third-party beneficiary under this Agreement.
- 13.8. **Amendment.** No amendment, addition to, or modification of any provision hereof shall be binding upon the Parties, and neither Party shall be deemed to have waived any provision or any remedy available to it, unless such amendment, addition, modification or waiver is in writing and signed by a duly authorized officer or representative of the applicable Party or Parties.
- 13.9. **Entire Agreement.** This Agreement represents the entire and integrated agreement between the Parties relative to the contracted services herein. All previous or contemporaneous contracts, representations, promises and conditions relating to the contracted services herein are superseded.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by their duly authorized representatives as of the date of the last signatory to this Agreement.

CITY OF ROLLA, MISSOURI

By: _____
Louis J. Magdits IV, Mayor

Date: _____

ATTEST:

By: _____
Lorri M. Thurman, City Clerk

APPROVED AS TO FORM:

By: _____
Lance Thurman, City Counselor

BIRD RIDES, INC.

By: _____

(Printed Name)

Title: _____

Date: _____

ATTEST:

By: _____

Title: _____



**CITY OF ROLLA
CITY COUNCIL AGENDA**

DEPARTMENT: Community Development **ACTION REQUESTED:** Final Reading

SUBJECT: Map Amendment (rezoning): 2141 Old Saint James Rd and 2301 McCutchen Dr from the M-2, Heavy Manufacturing district and M-1, Light Manufacturing district to the GI, Government and Institutional district

(ZON21-02)

MEETING DATE: July 6th, 2021

Application and Notice:

Applicant/owner - City of Rolla
Public Notice - Letters mailed to property owners within 300 feet; Legal ad in the Phelps County Focus; signage posted on the property; <https://www.rollacity.org/agenda.shtml>

Background: The City of Rolla owns both subject properties. The fleet maintenance building and a community garden are located on one property and the recycling center is located on the other property. The City of Rolla is planning to build a building to serve the Public Works Department. The City intends to maintain ownership of both properties for governmental uses for the foreseeable future. Property which is owned and used by a governmental entity is generally zoned GI, Government and Institutional.

Property Details:

Current zoning - M-2, Heavy Manufacturing and M-1, Light Mfg. to GI, Government and Institutional
Current use - Government
Proposed use - Government
Land area - About 39 acres

Public Facilities/Improvements:

Streets - The subject property has frontage on Old Saint James Rd, a Major Arterial Street; and McCutchen Dr, a local street.
Sidewalks - Sidewalks are located adjacent to the subject property along Old Saint James Rd.
Utilities - The subject property should have access to all needed public utilities.

V.B.1

Comprehensive Plan: The Comprehensive Plan designates the subject property as being appropriate for Public and Institutional uses.

Discussion: Most city-owned property that the City of Rolla has developed or is using and intends to continue using indefinitely is zoned GI, Government and Institutional. The GI district allows for all government and public uses. The city government is technically exempt from being required to adhere to zoning regulations. The GI district is intended to be used to clarify that the areas are not subject to zoning rather than to simply leave the previous zoning in place. Best practices would dictate that any government property be rezoned to GI prior to, or concurrent with, any development or use of the property.

Planning and Zoning Commission Recommendation:

The Rolla Planning and Zoning Commission conducted a public hearing on June 15, 2021 and voted 6-0 to recommend approval of the request.

Prepared by: Tom Coots, City Planner

Attachments: Ordinance; Public Notice Letter

V.B.2

ORDINANCE NO. _____

AN ORDINANCE TO APPROVE THE RE-ZONING OF 2141 OLD SAINT JAMES ROAD AND 2301 McCUTCHEN DRIVE FROM THE M-1, LIGHT MANUFACTURING AND M-2, HEAVY MANUFACTURING DISTRICT TO THE GI, GOVERNMENT AND INSTITUTIONAL DISTRICT

(ZON21-01)

WHEREAS, the subject property is owned by the City of Rolla and is used for city government uses; and

WHEREAS, city staff brought forward an application requesting the property described above be rezoned according to the Basic Zoning Ordinance of the City of Rolla, Missouri, so as to change the class of the real property hereinafter described; and

WHEREAS, a public notice was duly published in the Phelps County Focus for this according to law which notice provided that a public hearing would be held at Rolla City Hall, 901 N. Elm, Rolla, Missouri; and

WHEREAS, the City of Rolla Planning and Zoning Commission met on June 15, 2021 and recommended the City Council approve the rezoning of the subject property as proposed by the applicant; and

WHEREAS, the Rolla City Council, during its June 21, 2021 meeting, conducted a public hearing concerning the proposed rezoning to hear the first reading of the attached ordinance;

WHEREAS, after consideration of all the facts, opinions, and evidence offered to the City Council at the hearing by those citizens favoring the said change of zoning and by those citizens opposing said change, the City Council found the proposed rezoning would promote public health, safety, morals and the general welfare of the City of Rolla, Missouri, and would be for the best interest of said City;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AS FOLLOWS:

SECTION 1: That the Basic Zoning Ordinance No. 3414, Chapter 42 of the Code of the City of Rolla, Missouri which zoning ordinances adopts zoning regulations, use districts, and a zoning map in accordance with the Comprehensive Plan is hereby amended by changing the zoning classification of the following property situated within the City of Rolla, Missouri, from M-1 (Light Manufacturing) and M-2 (Heavy Manufacturing) to GI (Government and Institutional) Zoning described as follows:

Rolla Industrial Park West Subdivision, Lot 18; and

Rolla Recycling Center Subdivision, Lot 1

V.B.3

SECTION 2: This Ordinance shall be in full force and effect from and after the date of its passage and approval.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AND APPROVED BY THE MAYOR THIS 6TH DAY OF JULY, 2021.

APPROVED:

ATTEST:

Mayor

City Clerk

APPROVED AS TO FORM:

City Counselor

V.B.4



**CITY OF ROLLA
CITY COUNCIL AGENDA**

DEPARTMENT: Community Development

ACTION REQUESTED: Final Reading

SUBJECT: Adoption of the Schuman/Ber Juan Neighborhood Plan as an element of the Comprehensive Plan

MEETING DATE: July 6, 2021

Public Notice:

Public Notice - Legal ad in the Phelps County Focus; Press release sent to Rolla Daily News and Phelps County Focus; <https://www.rollacity.org/agenda.shtml>

Background:

The Schuman/Ber Juan Neighborhood Plan project started in the fall of 2019. A neighborhood meeting was held in October 2019. A survey was opened to residents, owners, and interested parties through the end of 2019. Input from the neighborhood meeting, survey, and information gathered through other means was used to prepare the draft of the neighborhood plan.

A neighborhood planning effort is a more detailed project than the Comprehensive Plan by providing more specific goals and actions that mostly only impacts the neighborhood. The document serves as a guide for future actions. The plan is intended to provide guidance for a period of ten or more years. If adopted, the plan will become an element of the Comprehensive Plan for the city.

Discussion:

The Schuman/Ber Juan Neighborhood Plan document has been developed over the past 18 months with input from citizens by survey and directly after a draft of the plan was posted to the city website. Input was gathered by working with the various city departments.

The plan document is an important step to identify what actions could be taken by the city and citizens in the future to achieve the goals outlined in the plan. However, the document itself does not change zoning, impact budgeting, or create any requirements to pursue the actions outlined in the plan. Additional discussions and input will be needed to accomplish the actions.

The Schuman/Ber Juan Neighborhood Plan is the first plan of its kind that has been considered in Rolla. The concept of neighborhood planning is intended to be replicated throughout the city, with each plan becoming a part of the Comprehensive Plan.

V.C.1

At the June 21, 2021 City Council meeting several questions were asked about the plan. The questions which were not able to be answered at the meeting should be addressed in the attached Schuman/Ber Juan Plan Addendum. The plan has also been revised, as needed.

Planning and Zoning Commission Recommendation:

The Rolla Planning and Zoning Commission conducted a public hearing on June 15, 2021 and voted 6-0 to adopt a resolution to adopt the Schuman/Ber Juan Neighborhood Plan as an element of the Comprehensive Plan and to recommend the City Council also approve the amendment to the Major Thoroughfare Plan.

Prepared by: Tom Coots, City Planner

Attachments: Schuman/Ber Juan Neighborhood Plan (Revised), Ordinance, Addendum

V.C.2



Schuman/Ber Juan Plan Addendum

The addendum is intended to provide additional details about the intended activities to occur in the coming years. The addendum is not intended to become a part of the plan document itself, however, the addendum could be referenced in the future if needed. Much additional discussion is needed to accomplish the activities.

Funding

The funding for any activities has not yet been procured. Some activities may be appropriate to be funded through grants – which may also require some matching funds. Some activities rely on staff time and effort rather than a specific dollar amount. Some activities would need to be conducted by other city departments with funds allocated during the yearly budgeting. The city-wide priorities change from year to year. Funding is understood to not necessarily be available for the timelines suggested in the plan document.

Immediate-term Activities

Staff is ready to move forward with several activities in the year or so after the adoption of the plan. The immediate-term activities are intended to provide some immediate results and lay a foundation for building upon. Funding is already provided or not needed for the immediate-term activities.

Neighborhood Watch

A few residents had already been speaking with the Police Department prior to the start of the planning efforts. Progress since then has been delayed due to the pandemic. However, the residents are again continuing discussions currently. This activity is being conducted by the Police Department and does not require any additional funding.

Code Violations

There are quite a few violations of the property maintenance code in the neighborhood that have been allowed to continue for a number of years. Most violations are addressed once a complaint is received. Other violations, such as visible tall grass, is addressed when observed. However, items such as junk piles, broken windows, peeling paint, address numbers, etc. are somewhat common.

The intent is to address this issue by conducting a block-by-block sweep of the entire neighborhood. Then, we would send a nice letter (not the standard 5 day 'fix it or be summoned' letter) to simply inform them that there is an issue to be addressed on their property. We would give them opportunity to let us know how long it may take or tell us they are unable to address it. If they are unable to address the issue, we would try to work with organizations to assist them. Major issues would be documented for a future grant to assist homeowners with such repairs.

Some residents may resent being required to address the property maintenance violations. However, taking the approach of saying everyone is being equally targeted, allowing ample time, and offering assistance should reduce negative emotions. In addition, many residents may currently feel that there is no point in improving their property if they live next to poorly maintained properties.

Zoning Code

Based on the types of development preferred by the residents and based on the types of development which are preferred by the development community, several changes to the zoning code are recommended. Some changes may need to be addressed as part of a code overhaul to apply to the entire city. Other changes may only apply to areas in this neighborhood and other areas near the university and downtown.

First, we must decide if the proper action is to create an overlay zone for the neighborhood. An overlay zone could create some design requirements and modify some of the zoning requirements.

In addition, the creation of new zoning districts may be appropriate. Some kind of higher-density multi-family district for the areas nearest to the university may be needed. The current requirements for open space, setbacks, minimum lot size, and maximum density have made development of those areas impractical. The areas nearest to the university have the most potential for students to be able to walk or bike to class. The area is close enough to the downtown that students may be able to walk or bike for some needs such as restaurants, bars, and some retail. This may lead to more students being less reliant on private cars for transportation. Less students with cars can mean potential to reduce the vehicle parking requirements and thus allow for additional housing units and lower rent prices.

Any overlay or zoning code change should address issues such as the minimum lot size – too large to allow redevelopment without a variance. The height limit should be reduced in some areas to two stories or possibly even one story with an attic to allow for new development to fit with the existing neighborhood. Currently 3 stories or 4 stories is allowed. The minimum density should be revised to allow a minimum of a certain number of units in the multi-family zones. The setbacks may be reduced, however, a mandatory landscaped or grass yard should be required along the frontages. Trees may be required in the front yard.

There may be a need for some basic design requirements. A few basic design requirements should address the majority of the concerns. In particular, there needs to be additional discussion about items such as windows being required on walls that face the streets, perhaps a need for a front porch for the front doors, and/or a requirement that the unit front doors face the street or a courtyard. The creation of an architectural review process is not recommended.

Parking

The issues surrounding parking have been more heavily scrutinized. The plan provides a number of ways to help address parking issues – permits, timed parking, additional public parking, street parking, and additional parking on alleys. However, the most controversial topic is the potential to reduce or eliminate the off-street parking requirements to allow the developer to provide an amount aimed at their intended market.

V.C.4

The plan document does not specifically state that parking requirements are proposed to be changed. The plan recommends that developers be encouraged to “decouple” the costs of parking from the rental prices – meaning to charge rent for the apartment only; and then charge a separate fee for parking if the tenant would like a parking space. Not all renters have cars. Higher density construction near the university campus should attract more residents who do not have a car. Providing housing that does not include the cost of parking should allow for reduced cost rent. As the areas nearest to the university are redeveloped, there could come a time when it may be appropriate to reduce or eliminate the requirements for providing parking.

Zoning

Some areas in the neighborhood may need to be rezoned. If a new higher-density multi-family district is created, it may be applied to the residential areas west of the railroad tracks. If a new overlay zone is created, it could be applied to the residential areas east of the railroad tracks. If a new medium-density multi-family district is created, it could be applied to the areas around 12th Street. Areas which are currently industrial zones are proposed to be rezoned to a commercial district. Are these proposals considered to be a downzoning or an upzoning?

The intent is to better match the zoning districts with what the market is providing and what the residents of the neighborhood are expecting – or, simply, to make it easier to build the types of buildings the community would like to see. The proposed changes should make it easier to build without need for rezonings or variances. It may not be able to be categorized as an upzone, or a downzone – it is just different.

Theft

Providing some education about how to prevent thefts should be fairly easy to accomplish. The Community Development department should be able to produce a handy flyer to provide suggestions. We may be able to work with the neighborhood watch program once it is established to have them patrol the neighborhood to spot easy targets for thieves and provide the owners with the pamphlet and a warning about the potential for theft of their property. The issue could be discussed in a neighborhood social media group, pamphlet, or neighborhood group meetings. Continued vigilance should help to reduce the number of thefts.

Street Widening

Elm Street is already slated to be widened to prepare the area for needed street closures for repaving Pine Street. During the Pine Street project traffic will be detoured to Elm Street. After Pine Street project is complete, Elm Street will remain as a street which is now wide enough for parking on both sides as well as for two-way traffic. Most streets in the vicinity have parking on both sides, but are not wide enough for two-way traffic. The traffic levels are low enough that there is not an immediate need to widen the rest of the streets in the area west of the railroad tracks. However, the plan document does propose that the other streets be widened to allow for emergency vehicles or be converted into one-way streets.

Short-term Activities

The short-term activities may be started after the immediate activities have been mostly completed. The short-term is defined as 1 to 3 years from the adoption of the plan. The short-term activities includes making some minor improvements to assist in wayfinding at Ber Juan Park, evaluating speeding and making adjustments, and temporary signage/pavement markings for the 12th Street and 18th/Bardsley intersections. These items are not funded and will require additional coordination with the Parks Department and Public Works Department.

Neighborhood Organization

The major item for the short-term activities is the establishment of a neighborhood organization. Such organization could assist in planning clean-up activities, organize events, and distribute newsletters. In concept, the group may also one day help to provide a unified voice for the neighborhood on issues which impact the area and help residents to make their own improvements to the neighborhood without the need for intervention by the city government. A strong neighborhood organization should help to provide input and pressure for the activities in the medium-term and long-term lists.

ORDINANCE NO. _____

AN ORDINANCE ADOPTING THE SCHUMAN/BER JUAN NEIGHBORHOOD PLAN AS AN ELEMENT OF THE ROLLA 2020 COMPREHENSIVE PLAN UPDATE 2005

WHEREAS, RSMo Chapter 89.300 – 89.490 grants third class cities the power to prepare, adopt, and amend a comprehensive plan, including a plan for sub-areas of the city; and

WHEREAS, Sections 42.5 – 42.7 of the Rolla City Codes authorizes the Planning and Zoning Commission and the City Council to make and adopt a comprehensive plan, including a plan for sub-areas of the city; and

WHEREAS, input from residents, property owners; and interested citizens has been received by a neighborhood meeting, surveys, and email correspondence; and

WHEREAS, information for the preparation of the plan has been gathered from a variety of sources and the plan has been coordinated with various city departments for review and input; and

WHEREAS, the plan document provided information about the history of the neighborhood, demographics, goals, details about particular issues, and an action plan to accomplish the stated goals; and

WHEREAS, a draft of the plan has been available on the city website for public review and comment for more than 30 days; several press releases have been provided to the local publications of record; public notice has been provided in the Phelps County Focus; and

WHEREAS, the Planning and Zoning Commission held a public hearing as required by Section 42.7 on June 15, 2021; and

WHEREAS, the Planning and Zoning Commission adopted a resolution to adopt the Schuman/Ber Juan Neighborhood Plan as an element of the adopted comprehensive plan; and recommending the City Council also adopt said plan; and

WHEREAS, the Rolla City Council, during its June 21, 2021 meeting, conducted a public hearing concerning the proposed amendment; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AS FOLLOWS:

SECTION 1: That the Schuman/Ber Juan Neighborhood Plan is hereby adopted as an element of the Rolla 2020 Comprehensive Plan Update, 2005 as required by Section 42-7 of the Rolla City Code.

V.C.7

SECTION 2: That by adopting the Schuman/Ber Juan Neighborhood Plan as an element of the Rolla 2020 Comprehensive Plan Update, 2005 for the physical development of the City, a copy of said plan shall be filed in the office of the City Clerk, City Hall, Rolla, Missouri.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AND APPROVED BY THE MAYOR THIS 6TH DAY OF JULY, 2021.

APPROVED:

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Counselor

v.c.8



DRAFT
2021

v.c.9

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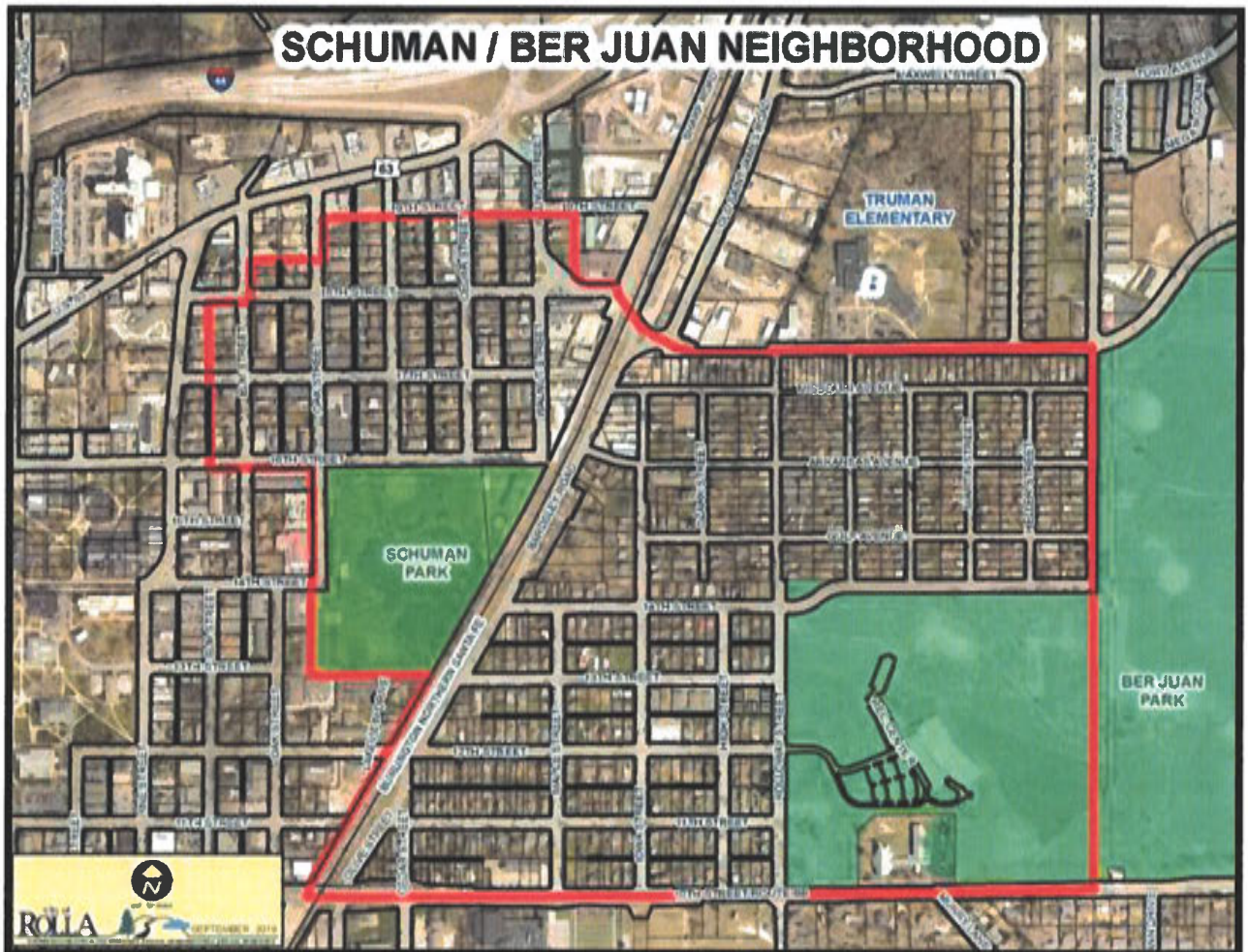
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Carrolyn Bolin, Stanley Mayberry, Deanne Lyons, Victoria Steen

Mayor:

Louis J Magdits IV

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.

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 activities.

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 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

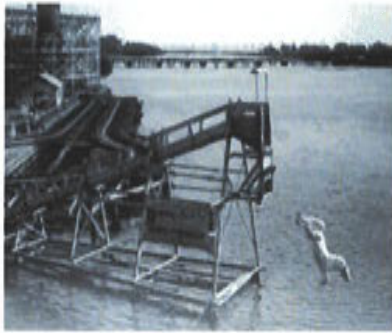
Encourage Positive Change

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. Annual progress reports should be provided.

" 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. Activities 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 Faussel 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:

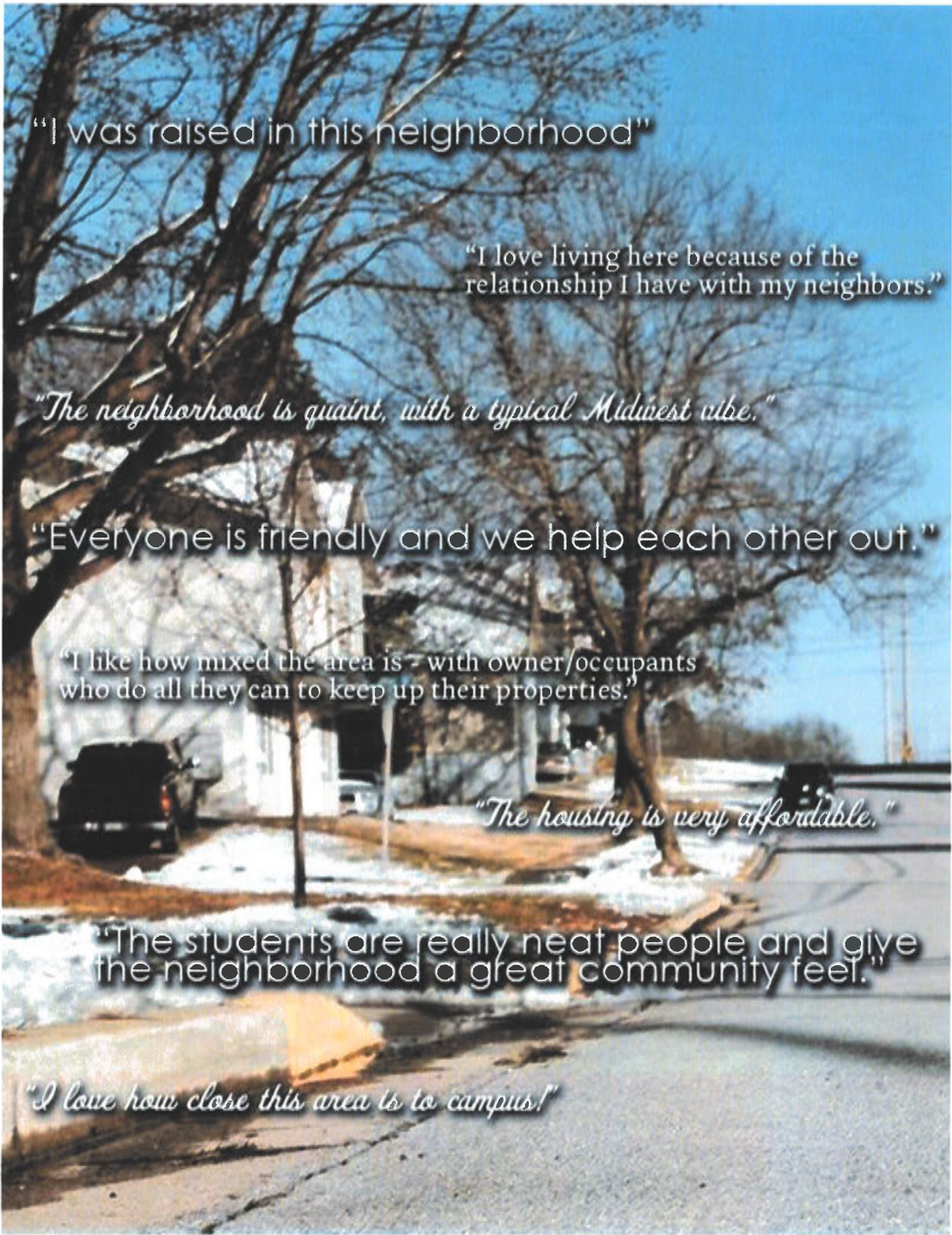
September 2019—Project Kick-off

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 is likely to 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 will hopefully 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 activity 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

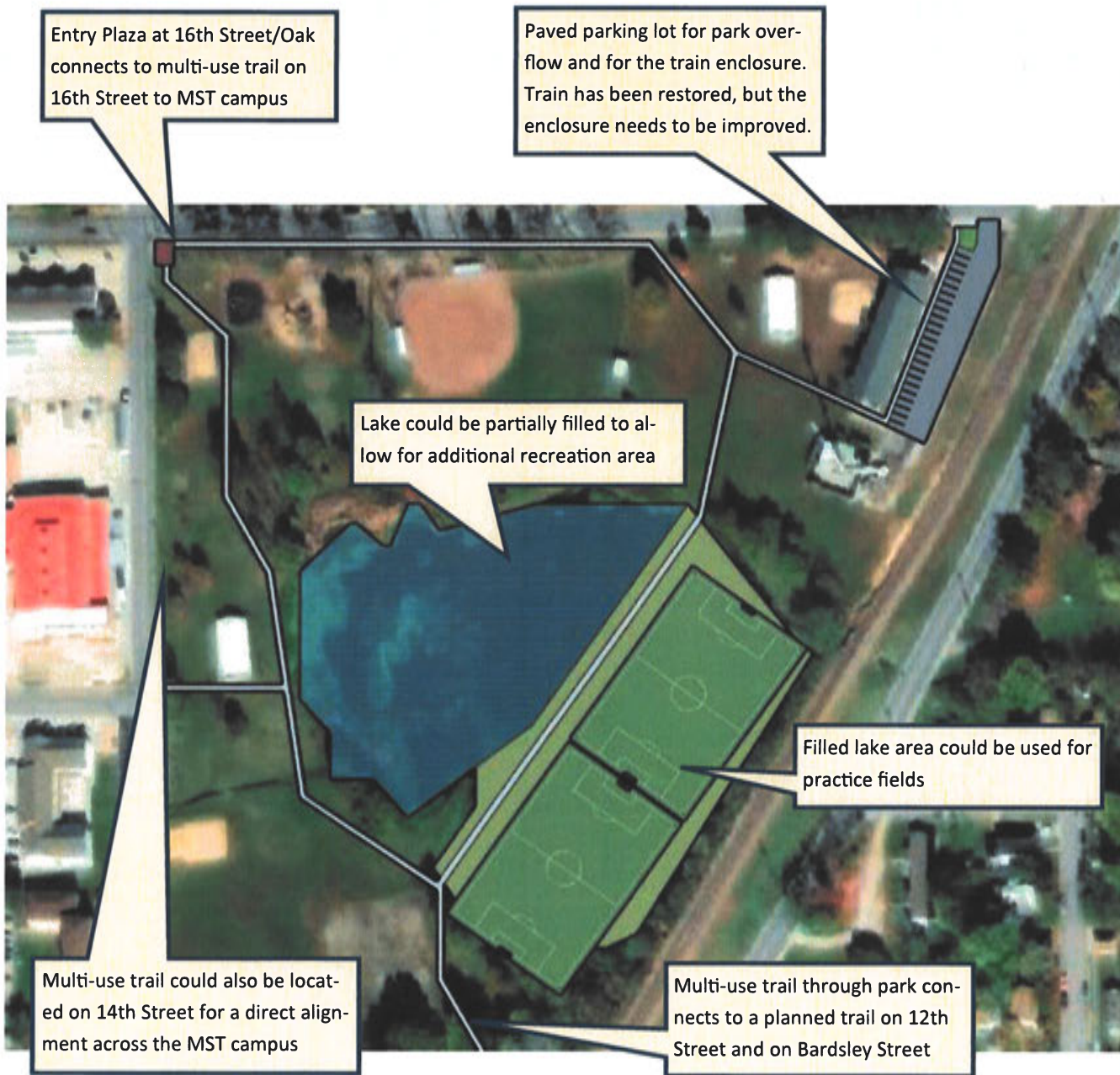
Improve protection for the train and pave the parking area

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

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.

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



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



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

Evaluate 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.

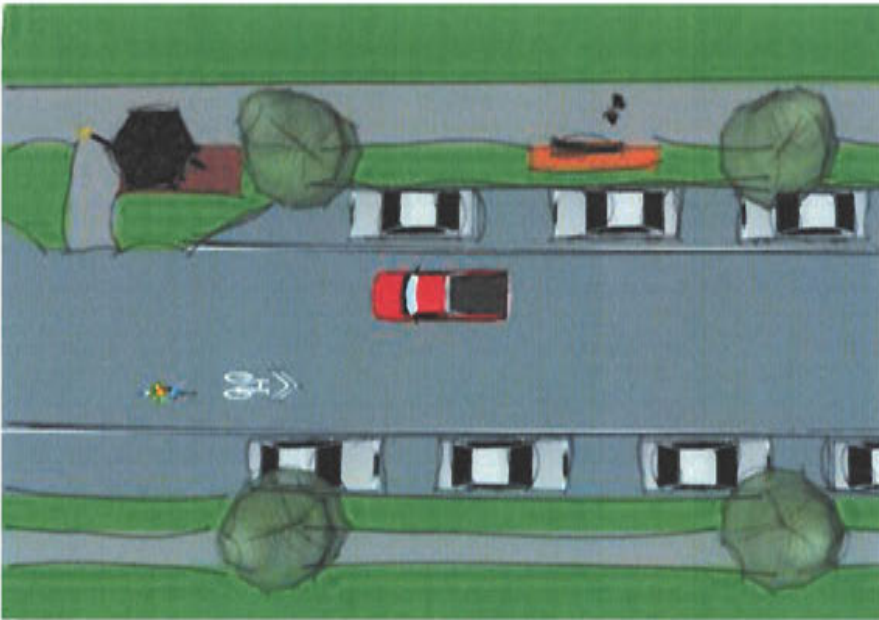
16th Street is proposed to also include a multi-use trail from the university campus to Schuman Park. 16th Street is recommended to be widened by up to 6 feet between Pine Street and Olive Street to accommodate the on-street parking and two-way traffic.



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.

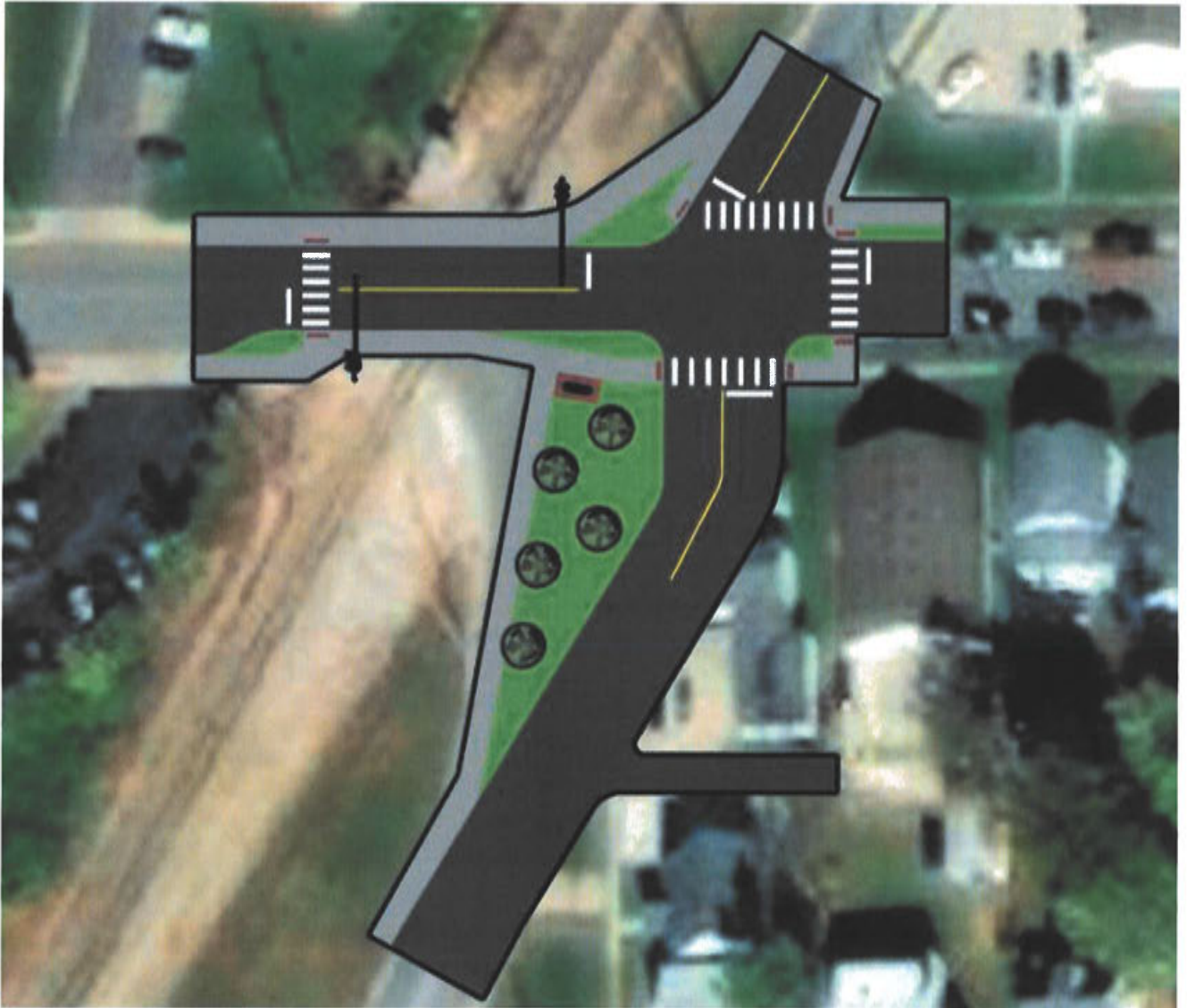


Enhance Livability

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 pavement markings 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 pavement markings 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.

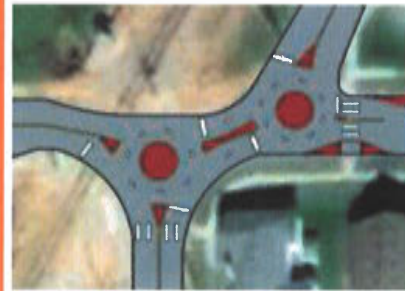
To completely resolve the issues, a property which currently has a house on it would need to be acquired. If additional rights-of-way are purchased, the intersection of 12th Street and Bardsley/Olive could be realigned to create an easier to navigate intersection and prevent vehicles from queuing across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

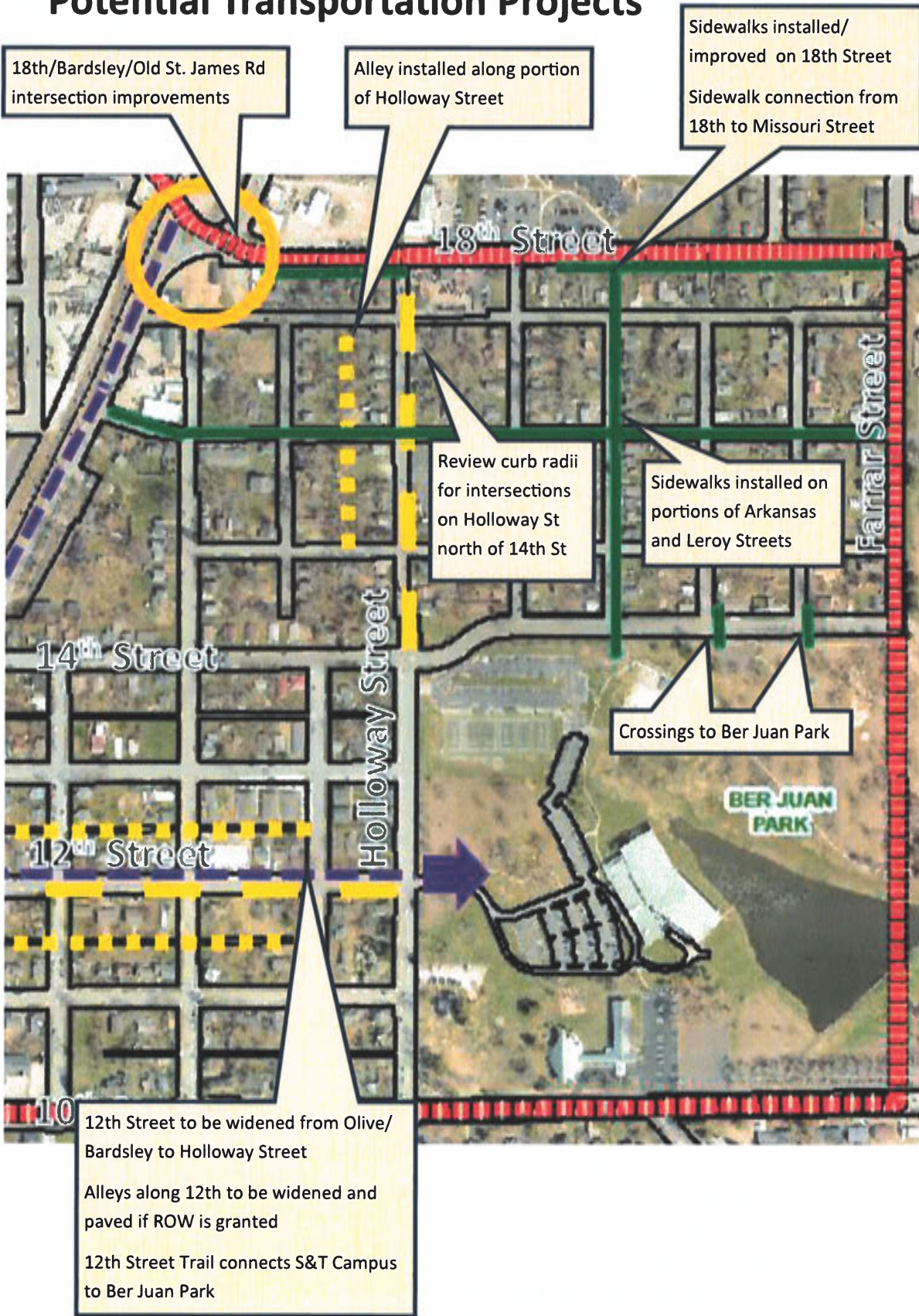
Potential Transportation Projects



Schuman/Ber Juan Neighborhood Plan

V.C.50

Potential Transportation Projects



Schuman/Ber Juan Neighborhood Plan

V.C.51



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 are 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.

The neighborhood could vote to form a community improvement district to create a way to fund some improvements in 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

Consider creating a community improvement district to help fund projects in 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

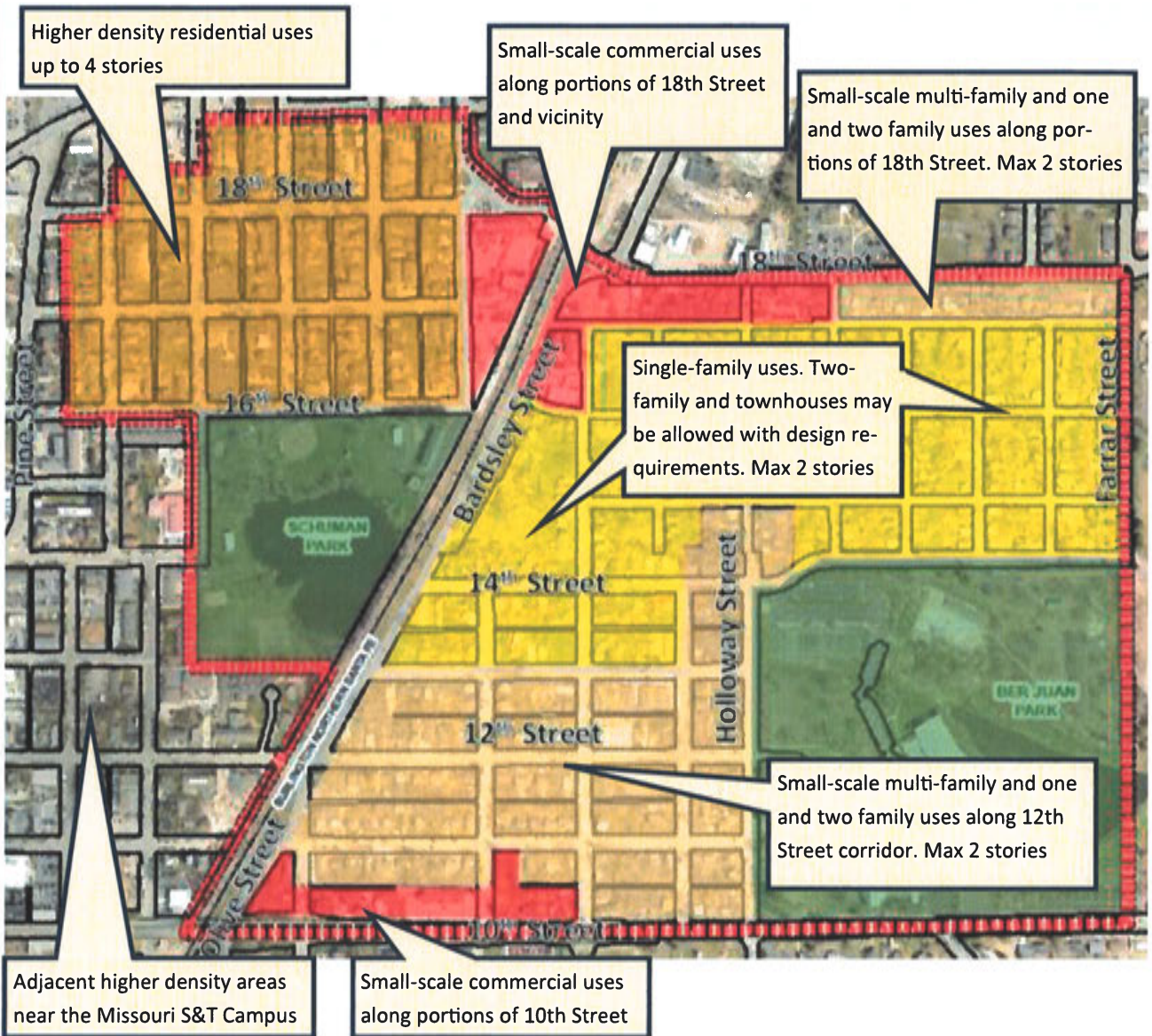
Residential zoning districts in the Schuman/Ber Juan neighborhood:

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. Activities are arranged in phases. The first phase would begin immediately after adoption of the plan. The subsequent phases would begin in the coming years. Activities within each phase are subject change/adjustment due to funding, timing, input received, more detailed study, and priority. 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.

Phase I (Beginning immediately after adoption of the plan)

- 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 Elm Street to prepare for the Pine Street pavement project
 - Public Works Department

Phase II (Short-term)

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

- Evaluate locations with chronic speed issues
 - Public Works Department

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

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

- Establish a neighborhood organization
 - 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

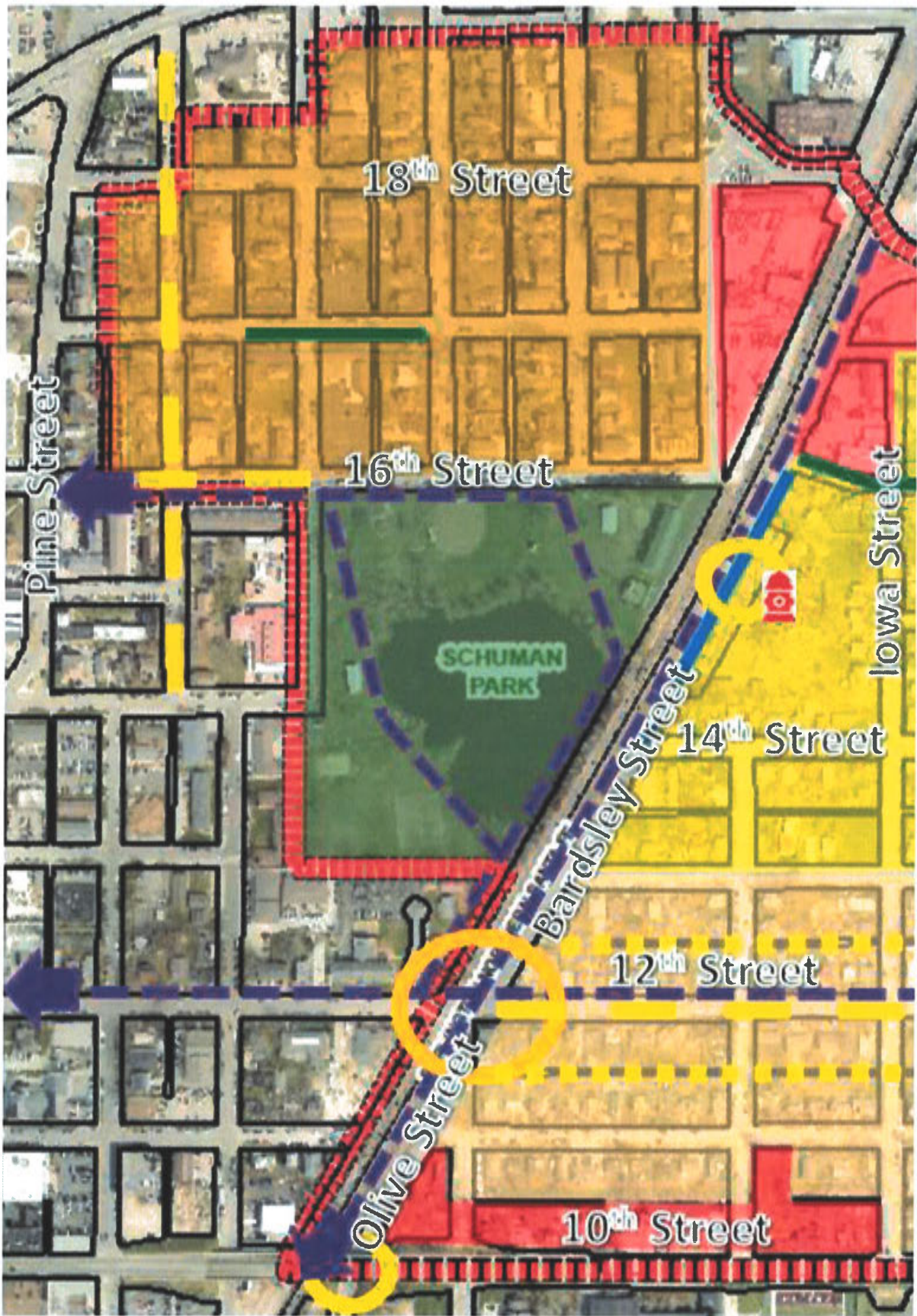
- Seek out programs for no or low interest loans and grants for property maintenance
 - Community Development and MRPC

Phase III (Medium-term)

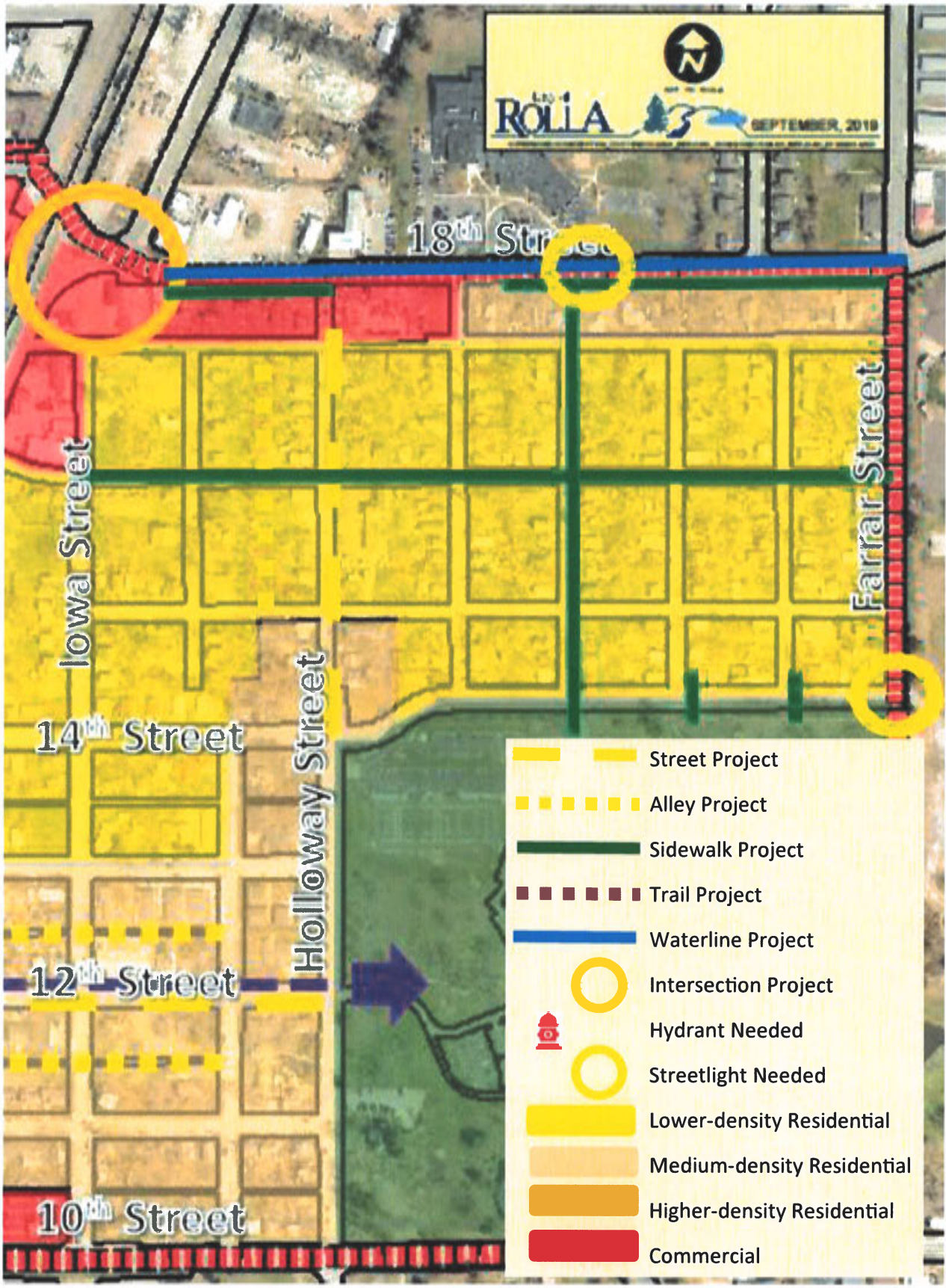
- Install stormwater quality systems to clean the water and collect sediment at Schuman Lake
- Public Works Department and Parks Department
- Consider installing additional features at Schuman Park
- Parks Department
- Build multi-use trails on 12th Street, 14th Street through Schuman Park to 12th Street, 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
- Consider creating a community improvement district to help fund projects in the neighborhood.
- 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

Phase IV (Long-term)

- 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, 16th, 17th, 18th, and Oak Streets
- Public Works Department
- Install streetlights at certain locations
- Rolla Municipal Utilities and Parks Department with input from City Council
- Redesign the intersections of 18th Street and Bardsley/Old St. James Rd and 12th Street and Bardsley/Olive Street
- Public Works Department



Schuman/Ber Juan Neighborhood Plan



Schuman/Ber Juan Neighborhood Plan

V.C.65



V.C. 66

**CITY OF ROLLA
CITY COUNCIL AGENDA**

DEPARTMENT HEAD: John Butz City Administrator

ACTION REQUESTED: Discussion/1st Reading

ITEM/SUBJECT: Ordinance to Enact Abandoned Structure Registration

BUDGET APPROPRIATION: NA

DATE: July 6, 2021

COMMENTARY:

MO Law (RSM. 67.399) provides a registration of abandoned residential properties as a way of curbing neighborhood deterioration and/or safety concerns. Unfortunately as a 3rd Class statutory city the law only acknowledges residential properties or commercial property “containing multiple dwelling units” (i.e. multi-family, possibly hotels).

Per Council action, property owners would be required to report residential properties that are vacant, have been vacant for six months, and meets the criteria of abandoned or derelict. The registration fee is \$200 semi-annually. As part of the service the City would regularly inspect said properties by code and nuisance inspectors and law enforcement. This program is a tool to keep better track of abandoned/derelict properties but does not eliminate said properties.

Recommendation: Discussion needed

vl. A.1

VACANT PROPERTY REGISTRATION

67.399. Registration fee for violations of housing codes — municipalities and St. Louis County — investigation — appeal — lien on property, when. — 1. The governing body of any municipality or county with a charter form of government and with more than one million inhabitants may, by ordinance, establish a semiannual registration fee not to exceed two hundred dollars which shall be charged to the owner of any parcel of residential property improved by a residential structure, or commercial property improved by a structure containing multiple dwelling units, that is vacant, has been vacant for at least six months, and is characterized by violations of applicable housing codes established by such municipality.

2. The municipality shall designate a municipal officer to investigate any property that may be subject to the registration fee. The officer shall report his findings and recommendations, and shall determine whether any such property shall be subject to the registration fee. Within five business days, the clerk of the municipality or county with a charter form of government and with more than one million inhabitants shall notify by mail the owners of property on which the registration fee has been levied at their last known address according to the records of the city and the county. The property owner shall have the right to appeal the decision of the office to the municipal court within thirty days of such notification. Absent the existence of any valid appeal or request for reconsideration pursuant to subsection 3 of this section, the registration fee shall begin to accrue on the beginning of the second calendar quarter after the decision of the municipal officer.

3. Within thirty days of the municipality or county with a charter form of government and with more than one million inhabitants making such notification, the property owner may complete any improvements to the property that may be necessary to revoke the levy of the registration fee, and then may request a reinspection of the property and a reconsideration of the levy of the registration fee by the municipality or county with a charter form of government and with more than one million inhabitants. If the municipal or county officer revokes the registration fee, no such assessment shall be made and the matter shall be considered closed. If the officer affirms the assessment of the registration fee, the property owner shall have the right to appeal the reconsideration decision of the officer to the municipal court within thirty days of such decision. Absent the existence of any valid appeal to the municipal court or other court of competent jurisdiction, the registration fee shall begin to accrue on the beginning of the second calendar quarter after the reconsideration decision of the municipal governing body.

4. The municipal governing body shall establish by ordinance procedures for payment of the registration fee and penalties for delinquent payments of such fees. Any registration fees which are delinquent for a period of one year shall become a lien on the property and shall be subject to foreclosure proceedings in the same manner as delinquent real property taxes. The owner of the property against which the assessment was originally made shall be able to redeem the property only by presenting evidence that the violations of the applicable housing code cited by the municipal officers have been cured and presenting payment of all registration fees and penalties. Upon bona fide sale of the property to an unrelated party said lien shall be considered released and the delinquent registration fee forgiven.

DRAFT

ORDINANCE NO.

AN ORDINANCE ENACTING A NEW ARTICLE VII, SEC. 6-61 THROUGH 6-70 RELATING TO THE ADOPTION OF A RESIDENTIAL PROPERTY REGISTRATION PROGRAM.

WHEREAS, the City Council determines that the presence of vacant and abandoned structures creates an element of neighborhood blight. It is recognized that blight lowers property values, leads to deteriorating housing conditions, undermines the quality of neighborhood life, affects the public health, safety and general welfare and can also result in human injury and criminal activities. It is also determined that vacant and unoccupied structures occupy an inordinate amount of code enforcement resources. As such, the City Council finds the prolonged presence of vacant and abandoned structures to be unacceptable to the citizens of Rolla.

THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI, AS FOLLOWS:

Section 1:

ARTICLE VII. – VACANT RESIDENTIAL PROPERTY REGISTRATION

Sec. 6-61. - Definitions

As used in this chapter:

- A. Abandoned residential structure means any building, including an accessory building, including buildings owned, operated, or subsidized by public or nonprofit agencies, which:
1. Has been unoccupied for a period of at least 90 consecutive days; and
 2. Which also meets at least two of the following conditions:
 - a. Not secured; or
 - b. Is fire damaged to an extent which prohibits safe human occupancy; or
 - c. Is the site of loitering or vagrancy; or
 - d. Demonstrates a lack of property maintenance and upkeep as evidenced by one or more violations of the City Code; or
 - e. Has been boarded up for at least 90 days; or
 - f. Has taxes in arrears to the City for a period of time exceeding 365 days; or
 - g. Has water and/or electricity that has been disconnected; or
 - h. Is structurally unsound; or
 - i. Is a potential hazard or danger to persons.

V1. A.3

- B. Accessory building means a subordinate structure on the same premises as the main structure, the use of which would be naturally and normally incidental to that of the main structure, whether the main structure is an abandoned structure or not, such as, but not limited to, a garage, barn or storage shed.
- C. Director means the Director of Community Development or his or her designee.
- D. Owner means any person with a legal or equitable ownership interest in the structure.
- E. Secured means a building which has all points of entry into the structure either:
 - 1. Closed by use of windows and doors which are in proper working order, intact, without holes, broken elements, and are locked; or
 - 2. Secured by sheeting approved for exterior conditions of a neutral color.

Sec. 6-62. - Registration

Owners of abandoned residential structures shall register such properties with the City and pay an administration fee. Registration shall occur upon the building meeting the requirements set forth in this article, and in no event more than 15 days after notice by the City that the property is required to be registered. The duty to register an abandoned structure shall not require prior notice to the owner by the City. Registration of an abandoned structure does not preclude the City from taking appropriate actions to secure the property or to issue orders to repair or abate dangerous, hazardous or unlawful conditions or from acting to eliminate an imminent hazard to public health and safety.

Sec. 6-63. Registration information

- A. For each abandoned residential structure each owner shall register with the City and provide the following information on an abandoned structure registration form available from the City:
 - 1. The common name of the property, if any, and exact street address of each dwelling to be registered, including unit number and total number units in the dwelling;
 - 2. The legal names of all owners of the property;
 - 3. The complete mailing address of all owners;
 - 4. Telephone numbers of each owner, including cell phone and mobile phone numbers;
 - 5. Date of birth of all owners;
 - 6. If the property is owned by a corporation, limited liability company, partnership, limited partnership, trust or real estate investment trust, the name, address and phone number of the any following shall be provided:
 - a. For a corporation, a corporate officer and the chief operating officer;
 - b. For a partnership, the managing partner;

V1.A.4

- c. For a limited liability company, the managing or administrative member;
 - d. For a limited partnership, a general partner;
 - e. For a trust, a trustee; or
 - f. For a real estate investment trust, a general partner or an officer.
7. The full name, address, telephone number, and email address of a local agent or representative authorized by the owner to handle the affairs of the property. The local agent or representative shall be an individual over the age of 18 years. For the purpose of this subsection, "local" shall mean a person who resides within Phelps County and may be one of the owners. If the local representative is not an owner, the owners shall provide proof that the local representative is authorized to act on the owner's behalf;
 8. The reason for vacancy of the property;
 9. The estimated length of time the property is expected to remain vacant; and
 10. Any plans for restoration, reuse or removal with an accompanying timeline and work schedule.
- B. An owner shall notify the City and file an amended form within seven days of any change in the registration information required by this section.

Sec. 6-64 - Registration.

- A. An owner of an abandoned structure, whether registered or not, shall pay an abandoned structure registration fee, the amounts of which shall be two hundred dollars (\$200.00) for each six (6) months, prorated for the time during which such structure remains an abandoned structure.
- B. The Director shall investigate any property that may be subject to registration. Based upon his findings, the Director may register property as a vacant residential structure subject to this article.
- C. Within five business days of such registration, the Director shall notify the owners of the registered property by mail at their last known address according to the records of Phelps County. Such notice shall state:
 1. A description of the property registered;
 2. A description of the abandoned building criteria found on the property;
 3. The fact that a semi-annual registration fee has been levied on the property; and
 4. The semi-annual registration fee of two hundred dollars (\$200.00)
- D. Within 30 days of the date of notification, the property owner may complete any improvements to the property that may be necessary to remove the property from registration under this article and may request an inspection of the property and reconsideration of the levy of the registration fee. Upon receipt of a written request for

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reconsideration of the levy of the registration fee which sets out the reasons claimed by the property owner as to why the registration fee should be waived, the Director may waive levy of the registration fee following timely compliance.

- E. Appeal of registration and/or reconsideration to Municipal Judge. Within 30 days of the date of such notification or within 30 days of the date of reconsideration by the Director, the property owner may appeal the decision to the Municipal Judge. The decision of the Municipal Judge shall constitute a final administrative decision pursuant to RSMo 536.

Sec. 6-65 Registration fee.

- A. Amount of fee. There is hereby established and assessed a semi-annual fee in the total amount of \$200.00 imposed on all owners of property registered under this article.
- B. Owner responsible. It shall be the joint and several responsibilities of each owner of property registered pursuant to this article to pay the semi-annual registration fee.
- C. Accrual of fee. The registration fee shall begin to accrue on the beginning of the second calendar quarter after registration by the Director or reconsideration by the Director; however, in the event that an appeal is filed with Circuit Court, the registration fee shall begin to accrue on the beginning of the second calendar quarter after the final decision of the Circuit Judge or court of competent jurisdiction.
- D. Billing procedures—Late penalties. The Finance Department shall cause to be mailed to the owner of property registered under this article, at his/her last known address, a bill for the semi-annual registration fee. The fee shall be due and payable within 30 days of mailing. In addition to any other penalties provided by law, if an owner fails to pay the fee assessed for such property within 30 days of the date of mailing, a late payment fee of \$25.00 per month shall be assessed for each month during which the fee remains unpaid.
- E. Failure to pay fee unlawful. It shall be unlawful for any owner of property registered pursuant to this article to fail to pay the registration fee imposed for such property. Any person found guilty of failing to pay any required fee shall be punished as provided in the City Code.
- F. Collection of delinquent fees; lien on property and other effects of delinquent fees; foreclosure proceedings.
 - 1. Action to recover. In addition to any other penalties provided by law, the City may initiate and pursue an action in a court of competent jurisdiction to recover any unpaid fees, interest and penalties from any person liable therefore and, in addition, may recover the cost of such action, including reasonable attorney fees.
 - 2. Lien on property. Any unpaid or delinquent fees, interest and/or penalties, whether or not reduced to judgment, shall constitute a lien against the property for which the fee was originally assessed until the same shall be fully satisfied. The City Clerk is authorized to take all steps necessary to file and perfect such liens as may be required or directed by the Director from time to time.

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3. Obtaining permits prohibited. In addition to any other penalties provided by law, if an owner fails to pay the fee assessed for such property, including any late payment fee subsequently imposed, within 60 days of the date of mailing of the initial bill, said owner shall not be permitted to apply for, obtain or renew any City license or permit of any kind until such delinquency has been satisfied.
4. Foreclosure. Any registration fees which are delinquent for a period of one year shall be subject to foreclosure proceedings in the same manner as delinquent real property taxes. The owner of the property against which the assessment was originally made shall be able to redeem the property only by presenting evidence that the violations of the applicable City Code cited by the Director has been cured and presenting payment of all registration fees and penalties.
5. Sale of property. Upon bona fide sale of the property to an unrelated party, the lien on such property for the registration fees shall be considered released and the delinquent registration fee forgiven.

Sec. 6-66 – Securing Residential Structures.

All abandoned residential structures must be secured upon qualifying as an abandoned structure, or upon notice that the building must be registered as an abandoned structure, or upon order of the Director of Community Development or his or her designee.

- A. A City order to secure an abandoned property shall be complied with by the owner within 72 hours. If the securing has not been completed or does not comply with the requirements for securing the structure under this chapter, the City shall secure the structure and the City shall bill the owner of record for all costs incurred, including service fee and administrative costs. The amount so billed may be assessed as a lien against the property and shall also be a personal debt against the owner of the abandoned property.
- B. If any structure previously ordered secured and then subsequently secured by the City shall thereafter become unsecured without the consent of the City, the City shall re-secure the structure. The costs of re-securing the structure shall be assessed against the owner as a lien against the property and shall also be a personal debt against the owner of the abandoned property.
- C. Sheeting approved for exterior conditions of a neutral color shall be placed over all points of entry on an abandoned structure such that all exterior openings suitable for animal or human entry are secured.

Sec. 6-67. - Right of entry and inspection.

If the owner has failed to secure a property and it has been secured by the City, the City may enter or reenter the structure to conduct necessary inspections to ensure compliance with the requirements of this chapter and to determine if there are any emergency or hazardous conditions.

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Sec.6-68 - Reuse and occupancy.

No abandoned structure shall be reoccupied until inspected and found to be in full compliance with all applicable City codes and a certificate of occupancy is issued by the City.

Sec 6-69. - Responsibility for violations.

All nuisance, housing, building and related code violations will be cited and noticed to the owner of record and shall become the owner's responsibility to bring in compliance. If the owner sells or otherwise disposes of the property to another party, the new owner shall not be entitled to any extension of time to correct or address such violations as existed at the time of sale, transfer or conveyance of the property.

Sec. 6-70. Penalty.

- A. A person who fails to comply with the requirements of this article is guilty of an ordinance violation and shall be subject to a fine of not more than \$500.00 or up to 90 days in jail, or both, for each offense.
- B. In addition to any other penalty provided, the City may enforce this article by a suit for an injunction.
- C. Prior to charging any person with violating the registration requirement in Article VIII, the City Clerk shall notify the accused of the violation and give the accused ten days to register, if the accused shall register within the said ten days then this shall be a complete defense to the charge of failure to register.

Section 2: That this ordinance shall be in full force and effect from and after the date of its passage and approval.

PASSED BY THE CITY COUNCIL OF THE CITY OF ROLLA, MISSOURI AND APPROVED BY THE MAYOR THIS 19TH OF JULY, 2021.

APPROVED:

MAYOR LOUIS J. MAGDITS IV

ATTEST:

APPROVED AS TO FORM:

CITY CLERK LORRI M. THURMAN

CITY COUNSELOR LANCE B. THURMAN

V.I.A.8

CITY OF ROLLA
CITY COUNCIL AGENDA

DEPARTMENT: Steffanie D. Rogers **ACTION REQUESTED:** Motion
 Finance Director

DATE: July 6, 2021 **BUDGET APPROPRIATION:** \$0.00

SUBJECT: A Motion To Award Bank Depository Services

COMMENTARY:

Attached to this commentary is a copy of the request for proposal of depository services. On Wednesday, June 30, 2021, the Finance Department received bids bank depository services. The bids received were as follows:

	<u>Fixed Rate</u>
First Community National Bank	No Bid
First State Community Bank *	0.30 %
Infuze Credit Union	No Bid
Phelps County Bank	No Bid
Town & Country Bank	No Bid
US Bank	No Bid

*Interest pays 30% of Federal Funds, monthly fee applies if below \$3M

Banking services will be provided to the City of Rolla with no fees. The accounts will remain with First State Community Bank for a term of four (4) years to expire in 2025.

Staff is recommending depository services to be awarded to First State Community Bank.

ITEM NO. VII. A.1

SPECIFICATIONS AND REQUEST FOR BID PROPOSAL

FOR

CITY OF ROLLA DEPOSITORY CONTRACT

PROPOSALS ARE DUE:

JUNE 30, 2021 AT 11:00 A.M.

OFFICE OF CITY CLERK

ROLLA CITY HALL

901 NORTH ELM

ROLLA, MISSOURI

VII.A.2

SPECIFICATIONS AND REQUEST FOR BID PROPOSAL FOR
THE CITY OF ROLLA DEPOSITORY CONTRACT

I. GENERAL INFORMATION

The City of Rolla, Missouri, will accept proposals for a bank Depository Contract until 11:00 a.m. on Wednesday, June 30, 2021; in the office of the City Clerk at 901 North Elm, Rolla, Missouri, 65401. Envelopes containing bids are to be sealed and clearly marked: BID: BANK DEPOSITORY.

Current financial records are available for examination by interested bidders. For questions or additional information, please contact Steffanie Rogers, Finance Director at (573) 426-6980, email at srogers@rollacity.org or at 901 North Elm, Rolla, MO 65401.

The banking institution selected as the depository shall be offered a depository contract for a four (4) year term. The City is seeking both fixed and variable rate terms.

II. BID PROCEDURES

The following bid procedures shall be utilized:

1. Upon receipt, all proposals will be taken under advisement. The City may interview bidders to obtain an accurate understanding of each bid. Any informal, defective or irregular proposal may be rejected. All proposals shall comply with the stated specifications or noted exceptions. The attached Bank Depository Proposal must be submitted.
2. The projected bid schedule is as follows:

Release of RFP	June 15, 2021
Proposal Due Date	June 30, 2021
Council Awards Contract	July 6, 2021
Commence Services	August 1, 2021
3. The Depository will be selected to receive and disburse all funds of the City, except funds specified and/or invested by competitive bid at the discretion of the City. The Depository must be chartered under existing federal and State of Missouri laws. Funds deposited must be fully secured as required by law.

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III. CONTRACT REQUIREMENTS

The successful bidder shall be required to enter into a written contract with the City containing provisions for the following items:

1. The Depository shall at all times maintain securities as pledged collateral in an amount to equal 110% of the amount on deposit with the Depository, less the amount which is an insured deposit pursuant to the Federal Deposit Insurance Act, as amended.
2. The Depository shall maintain such collateral with a disinterested banking institution chartered under existing federal and State of Missouri laws. The Depository and the disinterested banking institution must agree to execute a Collateral Pledge Agreement which provides that the disinterested banking institution would immediately surrender the pledged collateral to the City and the City shall have the right to convert such collateral into cash and dispense it in the event the Depository shall fail to pay any City deposit, or part thereof.
3. If at any time pledged securities are not satisfactory to the City for deposits made as provided by law the City may require additional or substitute securities be pledged as are satisfactory to it.
4. Pledged securities may from time to time be withdrawn and other securities of like kind and character may be substituted with the consent of the City prior to the action. The custodian bank shall confirm in writing the receipt, substitution and release of securities to and from the custodial account.
5. Securities pledged as collateral shall be evidenced with safekeeping receipts to be received by the City. The City will release safekeeping receipts by signing same and forwarding to the banking institution upon request and receipt of confirmation that the substitute securities have been received by the disinterested banking institution.
6. The City shall maintain a minimum of fifteen (15) interest-bearing accounts and a minimum of two (2) non-interest bearing account (listing upon request). The City shall have the option of creating additional accounts as required with the same interest rate as bid.
7. Below are the services requested for the City of Rolla. Please provide note compliance with each, describe any proposed changes, deviations or any additional features that would be included and any additional costs associated on the lines provided. Please reference your responses to the corresponding items in this section.

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V. FINANCIAL INFORMATION ON BIDDER

This section lists the qualifications and criteria to be considered in evaluating the banks interested in providing the services specified in order for them to be considered for an award. Specific responses to each must be provided in the accompanying response. To be considered, an institution must:

1. Be Federal Deposit Insurance Corporation (FDIC) insured.
2. Be Federal or State of Missouri chartered, with a full service branch in Phelps County.
3. Be an on line cash and securities member of the Federal Reserve.
4. Have the capacity of providing all "Required Services".
5. Provide the latest Consolidated Report of Condition.

City of Rolla, Missouri

Steffanie D. Rogers
Finance Director

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FRED L. STONE

DIRECTOR, DESIGN, CONSTRUCTION AND SPACE MANAGEMENT
MISSOURI UNIVERSITY OF SCIENCE AND TECHNOLOGY

PERSONAL BIOGRAPHY

In his current role as Director, Mr. Stone is responsible for the oversight of Missouri S&T's design and construction efforts for both capital and non-capital projects. The department provides professional design and planning services for campus, includes a team of construction managers and craftsmen, and is responsible for the development of the campus master plan. The department also leads campus in shaping an inspiring and functional physical environment to support its mission through effective space planning and a comprehensive, inclusive master planning process.

Fred has served as project manager for the 2020 campus master plan and advanced planning project. The 2020 campus master plan will be instrumental in altering the trajectory of the university through enhancing student recruitment and retention efforts, supporting best-in-class research activities, and engaging industry partners to promote regional economic development.

Fred earned his bachelor's degree in metallurgical engineering and MBA from Missouri University of Science and Technology.

IX.C.1

