

MINUTES
ROLLA PLANNING AND ZONING COMMISSION MEETING
ROLLA CITY HALL COUNCIL CHAMBERS
TUESDAY, FEBRUARY 9TH, 2021

Presiding: Don Brown, Chairperson

Commission Members Present: Russell Schmidt, Walte Bowe, Janece Martin, Jody Eberly, Kevin Crider, Monte Shields, Steven Shields

Commission Members Absent: Robert Anderson

City Officials in Attendance: Tom Coots, *City Planner*, Madelyn Brown, *Administrative Assistant*, Darin Pryor, *Public Works*.

I. APPROVE MINUTES: Review of the Minutes from the Planning and Zoning Commission meeting held on Tuesday, January 12th, 2021. **Chairperson Don Brown approved the minutes as printed and distributed.**

II. REPORT ON RECENT CITY COUNCIL ACTIONS:

1. SUB20-03 Dalton's Division: A request for a minor subdivision to reorganize two platted lots into two differently oriented residential lots located at 809/811 Black Street. **This request was approved by City Council on January 19th, 2021.**

2. SUB20-04, Outer Road Park: A request for a minor subdivision to subdivide a platted lot into two commercial lots located at 1600 Old Wire Outer Road. **This request was approved by City Council on January 19th, 2021.**

III. OLD BUSINESS: NONE

IV. PUBLIC HEARING:

1. CUP21-01, 4060 HyPoint North: A request for a conditional use permit to allow an "Arsenals and Munitions Storage" use in the M-2, Heavy Manufacturing District at 4060 HyPoint North.

Tom Coots opens by introducing applicant **Eric Jensen** from 2nd Amendment Wholesale, who has joined the meeting via Zoom. **Jensen** plans to purchase a lot located at 4060 HyPoint North that used to house the old FedEx building and has now been vacant for 4 years. 2nd Amendment Wholesale is an organization located out of North Dakota and under Rolla zoning code, would be classified as Arsenals and Munitions Storage. The company is a distributor for guns and ammunition, but no explosive materials are proposed to be stored in their location. The property is currently zoned M-2 Heavy Manufacturing, and the surrounding areas are also M-2, with a house north about couple hundred feet from the building. **Coots** explains that their use complies with district regulations and likely has no

adverse impact on traffic. The property provides for adequate parking, loading, utility, and drainage facilities. A Conditional Use Permit (CUP) is required for the proposed use, and this particular type of use is only allowed in areas zoned as M-2. **Coots** suggests to commissioners a list of conditions to be considered along with the approval of the CUP, such as: the CUP shall only be for the applicant, expansion will require approval by the commission, CUP shall be limited to storage, distribution, transfer, wholesale, and no retail sales should take place without amendment to the CUP along with review and approval by the Planning Commission, copies of AFT licenses be submitted and security fences and systems to be maintained.

Chairperson Don Brown questioned why the CUP would be needed for this organization since FedEx, the previous inhabitant, also shipped guns and ammunitions, while retail locations like Walmart, Dickey Bub, and Academy Sports are also not required to obtain a CUP in order to sell guns and ammunition. **Coots** clarified that the applicant's building falls under the Arsenal and Munitions category due to the building's primary use being specifically for housing weapons and ammunition, whereas FedEx would just handle and distribute packages every so often. **Brown** asked if the CUP would be transferable if a similar company were to buy out the building. **Coots** expressed that the CUP would not be transferable as the new company may not be ran the same and some of the conditions listed may not apply to them. **Russ Schmidt** asked how many employees the business operates with. **Brown** and **Coots** responded with upwards of 30 employees.

Schmidt asked if the CUP would cause any other issues or burdens to the company. **Coots** explained that the conditions could be considered burdens as they are additional conditions than what is outlined in the zoning code. The purpose of the conditional use permit is to look closely at the use and determine whether or not any other conditions should be required in order for them to operate in that area. **Jody Eberly** asked if the premises would require an inspection by the fire department, or if Fire Chief, **Ron Smith**, was familiar with this situation, and if so, what kind input he had. **Coots** noted that the building already has an existing fire suppression and sprinkler system, which resolved all of **Smith's** concerns. There is not a concern about explosion due to the use. **Coots** also mentioned that **Chief Smith** will be present at the City Council meetings to answer any questions pertaining to fire safety.

Brown opened the Public Hearing.

Applicant **Eric Jensen** was available for questions via Zoom. **Walt Bowe** asked how he intends to manage after-hours security. **Jensen** explained that the location is secured with a motion detecting system that triggers an alarm immediately if any movement is sensed. The same alarm will siren off with the installed glass breaks and door breaches, which also secure the building in addition to the outside security fence. **Jensen** voiced that he has not had any issue with break-ins or security at their location in North Dakota and with Rolla having such a low crime rate, it doesn't raise concern. **Jensen** confirmed that even when the electricity is out, the alarms are still active since they are on cellular backup. If the power goes out, they immediately receive a notification as well.

Jensen explained that 2nd Amendment Wholesale does not offer any retail or manufacturing services and they only intend to use the building for wholesale and warehousing purposes. **Jensen** explained why his company had chosen Rolla to relocate to. Rolla is located in the center of the United States, and would provide optimal shipping opportunities, particularly with FedEx being their primary carrier and conveniently having location in the same vicinity. The building is presently set up to allow for distribution purposes and semi traffic, so it was ideal for what they needed to expand their company. **Jensen** found that employment opportunity to hire factory type workers was optimal, and the price was also attractive for the building itself. **Jensen** informed commissioners that they have already signed a contract on the building and put in a cash offer that the seller has already accepted, so the only way that the building does not get purchased by their company is if the CUP permit does not get approved.

Brown asks for any additional comments or questions from the audience or commissioners. Seeing none, **Brown** closed the Public Hearing.

A motion was made by Janece Martin, seconded by Monte Shields to recommend approval of the request for a Conditional Use Permit with the conditions listed in the staff report to allow an “Arsenals and Munitions Storage” use in the M-2, Heavy Manufacturing District at 4060 HyPoint North. A roll call vote on the motion showed the following: Ayes: Bowe, Crider, Eberly, Martin, Monte Shields, Steven Shields and Schmidt. Nays: None. Absent: Anderson. The motion passes unanimously.

V. NEW BUSINESS: NONE

VII. OTHER BUSINESS / REPORTS FROM COMMITTEE OR STAFF:

1. **Major Thoroughfare Plan:** Discussion regarding updates to the Major Thoroughfare Plan and the University Avenue realignment.

Coots opens the discussion to note that the Major Thoroughfare Plan has to be amended in order for the University Drive Realignment Project to move forward. **Coots** introduces **Darin Pryor** from *Public Works* to go over details of the University Drive Realignment Project. **Pryor** explains that the project will include a 4 lane facility with a median to relocate University Drive with a roundabout connecting to Highway 63. **Brown** asks if **Steve Hargis**, *Director of Public Works*, would agree that this is the best design for the project. **Pryor** confirms Hargis is in agreement with the design and noted that **Hargis** was successful with the extension of Highway 72, so he is confident that University Drive will be a home run. **Pryor** expressed that once the project is complete, we will be left with a nice facility. The University will be providing all landscaping and hardscapes that will make the general entrance to the City of Rolla and the campus itself more aesthetically pleasing. **Brown** asked **Pryor** when a completion date was expected. **Pryor** explained that they will begin opening bids come mid-march and that the plan has to get through two City Council readings, so with the current timeline they expect it to be complete by May of 2022. **Brown** asked if the original University Drive will still exist, and if the project will impede traffic from West 10th street to 63. **Pryor** clarified that the set of existing signals

will be removed and the university plans to widen the pedestrian underpass at that location so students are able to walk under 63. **Schmidt** asked how students will access the nearby parking lot. **Pryor** explained that students will come up 13th street off of 63 and up Spring Avenue into the parking lot. **Bowe** asked if everyone was in agreement that inserting a large roundabout was the best way to handle the entrance at the 12th street vicinity on 63. **Pryor** advised that there have been many extensive meetings with highway admin, including roundabout experts, and their explanation made him comfortable with the idea. The consultant presented a few different roundabout and signal models, and this particular roundabout sequence came together better than the signal. **Pryor** believes that this is their best chance at success with this project. **Kevin Crider** asked if anyone had expressed concern for heavy commercial traffic causing issues near Highway 63. **Pryor** explained that the roundabout will be much larger than the typical roundabouts we currently have in the city. There will be significantly larger dual lanes. One requirement is to be able to fit a 150 super load. 63 is a designated route for super loads so it had to be designed to accommodate that. **Crider** asked if it will be dual or single lane. **Pryor** said that it will be partial single and partial dual.

Coots explains that updating the Major Thoroughfare Plan would allow for the University Drive project to move forward. However, while the plan is being amended it may be a good idea to update the plan to be more in sync with reality and other adopted plans. **Coots** explains that the Major Thoroughfare Plan was adopted in 2000 with the Comprehensive Plan, which was updated in 2005. The Rolla West Plan was adopted in 2006, which includes several roads and classifications of roads, but the Major Thoroughfare Plan was not re-adopted with those roads included. The Major Thoroughfare Plan was revised again in 2008 to add another proposed route north of town. Since 2008, there have been many changes, such as the Highway 72 Extension, which was slightly different than what was shown on the Major Thoroughfare Plan. The updated Major Thoroughfare Plan would correct the plan to align with adopted plans and completed and in-progress projects.

Coots explains that the Major Thoroughfare Plan also categorizes roads as arterials, collectors, or local streets. MoDOT's functional classification divides it into principle arterials, minor arterials, minor collectors, major collectors, and local streets. The difference between MoDOT's plan and the Major Thoroughfare Plan is that MoDOT's is based on traffic levels today. The Major Thoroughfare Plan shows where we expect to be in the future. **Coots** asks commissioners if they would like to match MoDOT's classifications, or continue with what is currently in place.

Eberly pointed out that some roads on the Major Thoroughfare Plan have been completed, and others are incomplete. Since the City is getting closer to completing the Rolla TDD plan, she wanted to know the chances of the other planned roads being completed. **Coots** explained that it was adopted in 2006 and considering that it has been at least 15 years since, and things have grown much slower than he believes was anticipated, it is a good observation to say that some of this is too far out. **Coots** suggest that it may be possible if someone with deep pockets wanted to build something major like a Westside Marketplace and could convince the state to build another interchange, then see some of the other roads may be needed. Until then, it will probably take a long time at this rate. **Pryor** mentions

that he would have never believed that Westside Marketplace would be built in the hole that it was prior to its construction. **Pryor** expresses that 20 years is a long time, and even though all the roads may not be possible in 20 years due to funding, any of them are capable of happening within 20 years.

Coots explained the various proposed changes to the Major Thoroughfare Plan map. Coots explained that the map will be revised based on the comments received and presented again at a future meeting.

Brown since no other questions or comments. Hearing none, the meeting was adjourned.

VII. CITIZEN COMMENTS:

NONE

Meeting adjourned: 6:45 p.m.

Minutes prepared by: Madelyn Brown

NEXT MEETING:

March 9th, 2021