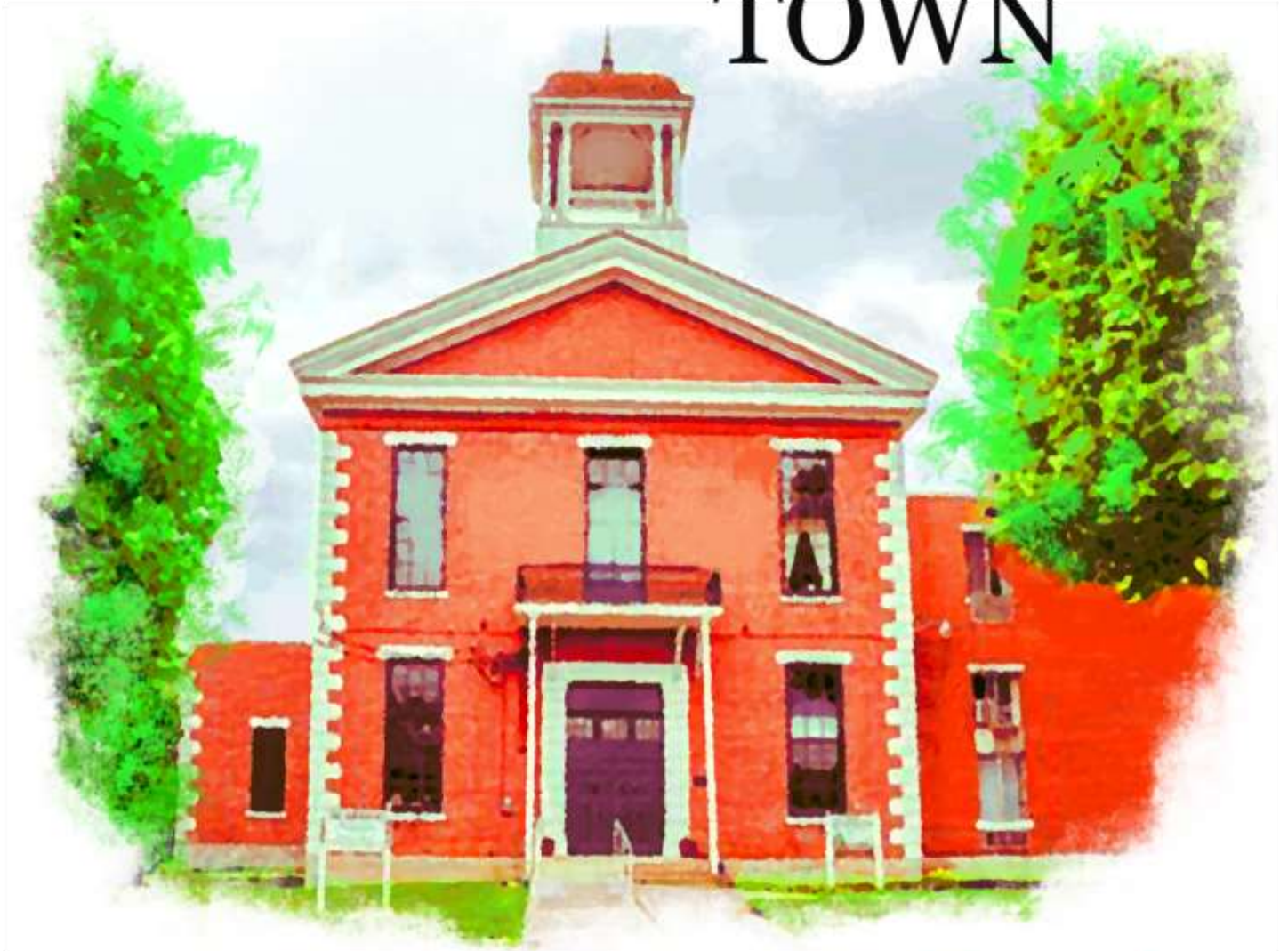


OLD TOWN



NEIGHBORHOOD
PLAN

ADOPTED APRIL 15, 2024

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Rolla Parks and Recreation Department, Rolla Municipal Utilities,
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Mayor:

Louis J Magdits IV



RESOLUTION

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF ROLLA, MISSOURI ADOPTING THE OLD TOWN NEIGHBORHOOD PLAN AS AN ELEMENT OF THE ROLLA 2020 COMPREHENSIVE PLAN UPDATE 2005 AND RECOMMENDING ADOPTION OF THE PLAN BY THE CITY COUNCIL OF ROLLA, MISSOURI

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 a city; and

WHEREAS, Sections 42.116 – 42.119 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; press releases have been provided to the local publication 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 42.117 on March 12, 2024; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning and Zoning Commission of the City of Rolla, Missouri hereby adopts and recommends to the City Council for adoption, the Old Town Neighborhood Plan as an element of the adopted comprehensive plan.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF ROLLA, MISSOURI THIS 12TH DAY OF MARCH, 2024.



Russell Schmidt, Chairman


Monty Jordan, Secretary/Vice-Chairman

ORDINANCE NO. 4800

AN ORDINANCE ADOPTING THE OLD TOWN 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 42.116 – 42.119 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; press releases have been provided to the local publication 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 42.117 on March 12, 2024; and

WHEREAS, the Planning and Zoning Commission adopted a resolution to adopt the Old Town 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 March 18, 2024 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 Old Town Neighborhood Plan is hereby adopted as an element of the Rolla 2020 Comprehensive Plan Update, 2005 as required by Section 42-117 of the Rolla City Code.

SECTION 2: That by adopting the Old Town 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 15TH DAY OF APRIL, 2024.



ATTEST:

Loren M. Powell

City Clerk

APPROVED:

[Signature]
Mayor Pro Tempore

APPROVED AS TO FORM:

[Signature]

City Counselor



The Old Town Neighborhood is approximately contained by Walnut Street on the east; Hwy 63/ Bishop Avenue on the west; Hwy 72 on the south; and 5th and 6th Streets (downtown) on the north. The neighborhood includes the Phelps County government campus and the Historic Court-house. As the name suggests, it is the oldest part of Rolla.

The neighborhood could easily be called a hidden gem in Rolla—with quiet and walkable streets, affordable housing, and easy access to most needs. Shops, the downtown, the university campus, parks, the high school, and recreational trails are all nearby. The neighborhood has unique character thanks to the age of the housing and mature trees.

This historic part of Rolla is ideally located to see development and redevelopment. This neighborhood plan is intended to guide the development in the area—hopefully to promote positive changes and preserve as much as possible, while also maintaining affordability. The plan is also a way to help the residents have more input on what happens in their neighborhood and build some consensus. Building consensus with the residents forms supporters for needed projects, creates “ownership” of the vision, and inspires residents to make improvements to their properties.

HOPE

The morn was dreary and gray with mist,
 By faintest glimmer of gold unkissed;
 But Hope looked forth with a vision bright,
 And whispered low, with a smile of light:
 "Oh heart, dear heart, be of good cheer;
 The noon will be fairer-never fear!"

Wind-swept the noon came, wet with rain,
 All sighs and shadows, all tears and pain;
 But Hope looked forth with a steadfast eye,
 And whispered low as the wind shrieked by:
 "on, heart, faint heart, be of good cheer;
 At eve 'twill be fairer-never fear!"

The shrouded sun found a cloudy tomb,
 And without a star came a night of gloom;
 But Hope looked forth with a vision bright,
 And whispered low, with a smile of light:
 "Oh, heart, sad heart, be of good cheer;
 The morn will be fairer-never fear!"

Inez C. Parker-Griggs

More important than creating a plan document is actually following through. This plan will not succeed in creating the positive changes unless the goals are supported by the neighborhood residents. Actions needed to achieve these goals are divided into small steps in the Action Plan. While it may seem daunting, improvements will slowly happen over time. As Inez C. Parker-Griggs alluded to, we must have hope that tomorrow will be better.



In 1898, "Hope" was published in *The Scroll*, a Chicago-based magazine offering a national competition, launching Rolla native Inez C. Parker-Griggs to national acclaim as an early Black poet.

Ms. Parker was active for several years, but ultimately faded into obscurity. She lived in a house in the Old Town Neighborhood for most of her life.

Her sister, Adele "Della" Parker, was also an early Black pioneer. She was the first Black woman to be admitted to the University of Colorado Law School. However, she was not able to complete her studies. She went on to become a teacher in Wellston, a suburb of St. Louis.

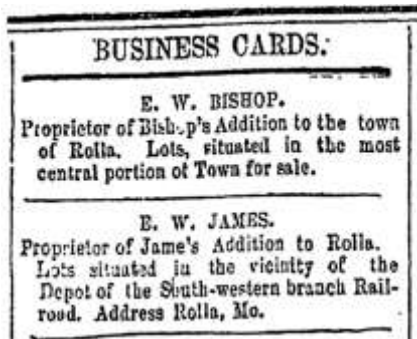
Both sisters are buried in the Rolla Cemetery.



Edmund Ward Bishop was instrumental to the founding of Rolla. He platted the lots and streets that would become the town. He succeeded in getting Rolla designated as the County seat by donating the land for the courthouse.

Bishop oversaw the construction of the courthouse, as shown above in 1860. He successfully lobbied for the Missouri School of Mines to be located in Rolla. He served the community as a councilman and as a schoolboard member. No known photos of him exist.

Bishop died April 24, 1895. He was buried in an unmarked grave (at his request). A large memorial was placed in his honor in the Rolla Cemetery in 1956. Bishop's birthday, July 7, 1820 is celebrated each year by the Phelps County Historical Society .



Rolla, July 16, 1860.

The history of Rolla essentially begins in the Old Town Neighborhood. Construction began in 1855 on the Southwest Branch of the Pacific Railroad (later becoming the "Frisco" Railroad) from St. Louis to Springfield — slated to pass through what would become Phelps County. Phelps County was created by the Missouri State Legislature from sections of Pulaski, Maries, and Crawford counties on November 13, 1857.

Edmund Bishop was a contractor for the railroad. Realizing that there was more potential for profit in real estate than constructing the railroad, he traded his holdings in Stever and Company for land along the planned route in the hopes of also snagging the county seat. A town with the county seat and railroad was bound to prosper, and have greater property value. Bishop founded Rolla in 1858. Rolla was incorporated in 1861.

A contentious battle for designation as the county seat between Rolla and Dillon (an existing town) went all the way to the Missouri Supreme Court, with Rolla being the ultimate victor. Bishop donated some of his land for the new courthouse. Construction began in 1860.

On December 20, 1860, South Carolina seceded from the Union. The construction crews building the railroad happened to be in Rolla. Railroad construction ceased two days later, leaving Rolla a terminus.

The Phelps County area was split between Unionists and Secessionists. Although the people in the area were mostly from more southern locations, there were few slaves in the area and so the people of Phelps County were not as invested economically in the institution of slavery. Phelps County would send delegates to a state district convention in Houston, Missouri that opposed secession from the Union.

On May 7, 1861, a group of 80 men from Dent County rode into Rolla with the intention of preventing Union troops from using the railroad. The Confederate flag was raised at the courthouse. "38 Days of Terror" followed, as the group took in sympathetic locals and harassed and expelled those who refused to join or cooperate. Pro-Union and neutral families were forced to flee.

On June 14, the arrival of Union soldiers under the command of Franz Siegel retook Rolla without significant resistance. Railroad construction was halted due to the war, leaving Rolla as a terminus point. The Union army realized Rolla was now an important transfer point for war supplies to be brought by train from the east and hauled by wagon to the west. Rolla was fortified and remained an important location held by the Union troops for the duration of the war. Rolla also became a place of refuge for many dislocated Missouri families.

While many towns and cities were destroyed during the Civil War, Rolla actually boomed. The population swelled from refugees, troops stationed and passing through, and the many businesses that popped up to serve them. At the peak, the winter of 1861-1862, there were 12,000 troops in the area. John S. Phelps, the future governor of Missouri, and namesake of the county in which Rolla is located, came to Rolla to recruit men for a Missouri regiment. Rolla would have an estimated population of almost 6,000 at the end of the Civil War, up from about 600 at the beginning.

Rolla was fortified with two major forts—Fort Wyman and Fort Dette. Colonel John B. Wyman built a fort south of the town on a hill with a clear view of the courthouse. The then uncompleted courthouse itself was commandeered for military use. It was first used as a warehouse, then a hospital and as military offices.

The Civil War years were still difficult. The town had been fortified and was under martial law—meaning the military was in complete control. Residents were subjected to special rules, required permits for many businesses, and were forced to take loyalty oaths.

The war ended in Rolla in April 1865, when the military sounded a 200 gun salute in recognition of General Lee's surrender. A 21 gun salute followed 8 days later to recognize the death of Abraham Lincoln. The last troops departed in August 1865.

The town was intended to be centered around the courthouse, hence Main Street leading directly to the courthouse across the railroad tracks. However, the depot was built farther north due to the curve in the railroad tracks. Businesses started to locate around the depot, forming the current downtown.

An older business district had already formed around the courthouse. The older district then became known as the 'Old Town'. Old Town still had several businesses, such as hotels. Today, very little remains of the Old Town, other than the Historic Courthouse and a few houses.

After the war, Rolla's population contracted to 1,200 people by 1870. The railroad resumed construction towards Springfield in 1866. Once completed in 1870, Rolla was no longer a terminus. Rolla might have been destined for obscurity, however, in 1870, Rolla was awarded the Missouri School of Mines. Rolla ultimately won the school due to yet another shrewd donation of land from Edmund W. Bishop.



Franz Siegel could be regarded as the savior of Rolla, leading the Union troops to expel the mob that had taken over the town during the "38 Days of Terror". He did not stay long. Siegel rose to the rank of Major General and led his German immigrant troops to many important battles of the Civil War.

Edward W. James platted one of Rolla's first subdivisions. James Addition to Rolla encompasses a large part of the Old Town Neighborhood. He fought in the 48th Missouri Regiment for the Union, enlisting as a private and promoted to First Sergeant. After the war, he may have served as a pastor in the Rolla area.



John Oscar Jeffries was born a slave. In 1863, at 18 years old, he joined the 1st Missouri Volunteer Infantry, later designated the 62nd US Colored Troops to serve in the Union army. He served in many capacities and was promoted from private to sergeant major—the highest non-commissioned officers rank.

After the war, the 62nd founded the Lincoln Institute in Jefferson City to help provide an education for former slaves. Jeffries attended the school and then became a teacher.

Jeffries came to Rolla in 1882 to teach at the Lincoln School. He taught for 15 years. Then he opened Rolla’s first steam laundry business and ran the business for 30 years.

Jeffries lived in the Old Town neighborhood and spent his years in Rolla as a leader for the Black community.



Dutro Carter

A community of newly freed slaves formed in Rolla after the war. The Black community was centered at 1st Street and Elm/Pine Streets. Elkins Chapel and Lincoln School both opened in 1882. John Jefferies was the first school teacher at the Lincoln School.

The population of the Black community peaked in 1880—at roughly 1/3 of the total population of Rolla—and fell considerably in the following decades. This drop in population may be due to the Great Migration, when Black families moved north and to large cities. The decrease of around 44% between 1880 and 1890 could suggest an unknown incident, considering the church and school were built in 1882, and by 1890 the population had greatly declined.

According to Census data, what remains of the Black community in Phelps County, outside university student housing, is still centered in the Old Town Neighborhood.

Year:	1860	1870	1880	1890	1900	1910
Population:	86	294	503	281	184	136

Dutro Carter lived in the Old Town Neighborhood. He was employed at a local barber shop. He was a leader and unofficial mayor of the Black community in Rolla. He served on the City Council from 1974 to 1982. Carter was an advocate for stormwater/flood control in Rolla. Dutro Carter Creek was renamed in his honor. The creek is partly located in the Old Town Neighborhood. Carter died in 1984. Carter’s wife, Roberta Carter, lived to be 102 years old and died in 2016.



Dutro Carter Creek

Solomon King Hotel: The date of construction is unknown, but this building may have been built during the Civil War, or at least some-time in the 1860s. The original building was constructed using brick but has siding today. It was constructed by Solomon King, early member of the Rolla City Council.



Dr. Leander Prigmore House: The Prigmore House may have been built by Clifford Woody, an experienced carpenter, woodworker, furniture maker, and at one time, the clerk of the Rolla School Board.



Richards-McDannold House: This house may have been built in the 1870's.



Giraffe Houses: Giraffe houses are an architectural style native to the Ozarks due to the amount of limestone in the area. The architectural style was more commonly used during and after the Great Depression to build cheaper, but attractive, houses. A few Giraffe Houses are located throughout the Old Town Neighborhood.



In 1962, the City of Rolla bought several properties that used to be the Rolla “Old Town” and demolished them for a new fire station and community center. Other buildings in the area around 4th and Main Streets were also demolished over the years.

Historical buildings built prior to the Civil War demolished in “Old Town” include the E.W. Bishop Home, John Webber Hotel, Joseph Halley Home, The Old Masonic Hall, Old Red Store, Hatch House, Tiffany Hotel, Pennsylvania Hotel, Dunivin Hotel, Livesay Store, Beddoe Shoe Shop, William Beddoe Custom Mill, and the Granville Allen Residence.



Eugene Northern

Eugene Northern served as a judge in the 25th Circuit Court of Missouri and practiced law in Rolla. He was elected Mayor of Rolla in the 1960's and ran for Congress in 1968. The Meramec Regional Planning Commission presents the annual Eugene E. Northern Award to leaders in the region for public service. A community hall attached to Fire Station #2 is named after Mr. Northern and located in the Old Town Neighborhood.



Old Town in the 1860's

Phelps County Historic Courthouse

Construction began on the Greek Revival style Historic Courthouse in 1860, on land donated by E. W. Bishop. The exterior facade was completed just before the outbreak of the Civil War, in 1861. The military used the courthouse as a military hospital, horse feed storage, and military offices. The courthouse survived the Civil War, unlike most courthouses throughout the Ozarks. The building was finally finished in 1868. The new Phelps County Courthouse was completed in 1994. The Historic Courthouse is owned and maintained by the Phelps County Historical Society.

The 1830's Dillon Log Cabin is also located on property owned by the historical society. The cabin is one of the oldest structures in Phelps County and briefly served as the first county courthouse. The cabin was moved to Rolla in 1967.

Main Street Railroad Bridge

The exact date of construction of the Main Street Railroad Bridge is unknown. The bridge was in existence by 1862, according to old Rolla Express newspaper ads. During its first fifty years, the bridge was condemned and rebuilt at least three times by Frisco crews. Despite "bad press", the bridges served as more than just a crossing. Touted as "Rolla's Greatest Summer Resort", the bridge served as a location for individuals to congregate to enjoy the breezes, a rendezvous point for couples, and a setting for summer concerts. In 1997, the Burlington Northern Railroad proposed removing the bridge to eliminate further maintenance of the structure. Instead, the bridge was converted into a pedestrian bridge, thus temporarily saving one of Rolla's last remaining Civil War era landmarks.

Lincoln School

The Lincoln School opened in December 1882 at the corner of 1st and Pine Streets to provide education for local Black students. The school closed down in 1954 after desegregation and has been used as a church since closure. The former school now is attached to a local church building.

Original Phelps County Jail

The Original Phelps County Jail is located on the Phelps County government campus, between the new jail and new courthouse. The jail is the oldest remaining government building in Rolla. It was built in 1860 and remained in operation until 1912. The structure is owned and maintained by the Phelps County Historical Society.



Historic Courthouse



Main Street Railroad Bridge



Old Lincoln School today



Original Phelps County Jail



The Old Town Neighborhood is contained mostly in portions of Census tracts 3908 and 8909

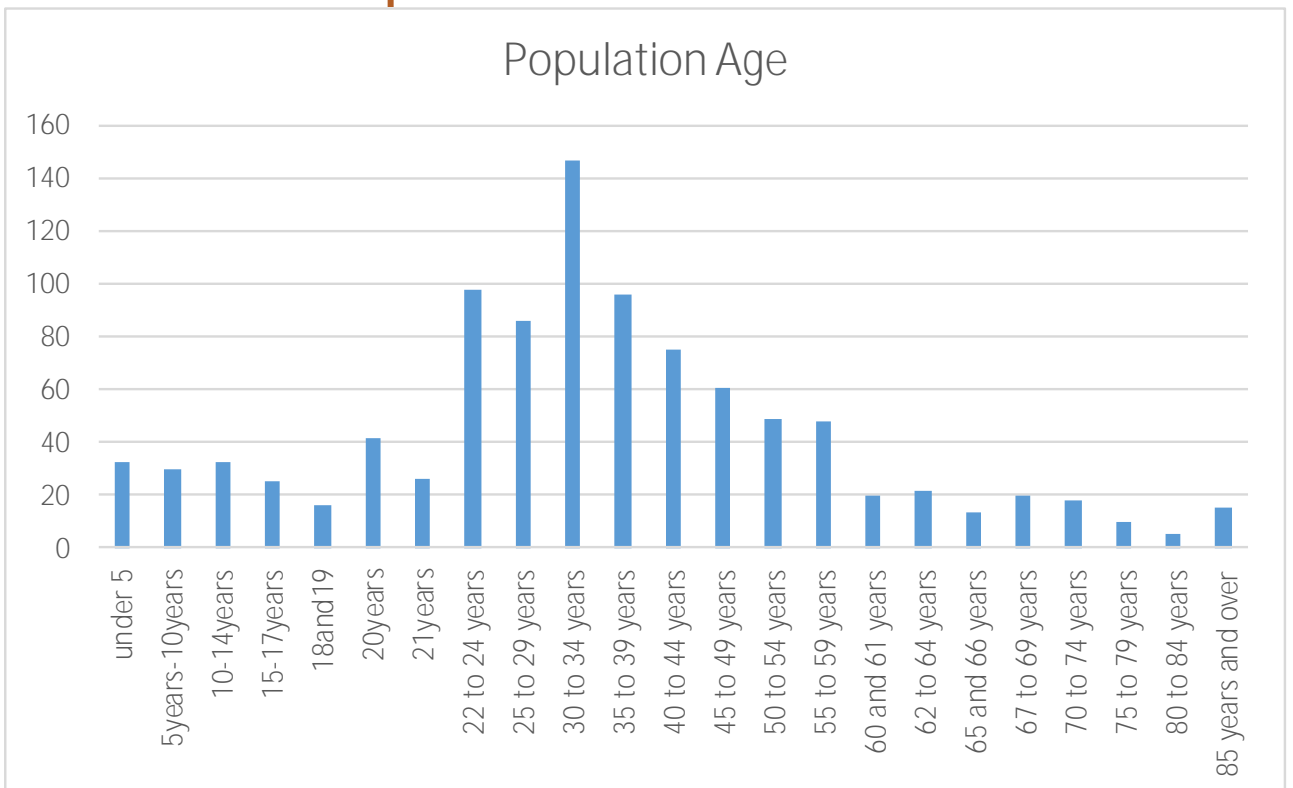
The Old Town neighborhood is a unique area of Rolla. There is a greater percentage of renters compared to homeowners. The area has approximately 276 rental housing units and 79 owner-occupied units. The area is more affordable than most of the areas in Rolla.

Income and poverty data is not available at the Census Block level. Due to the student population, older housing stock, and lower property values, the neighborhood likely has a lower income and higher incidence of poverty on average than other areas of Rolla.

The housing is older than most areas of Rolla. The County Assessor does not have data for buildings built prior to 1900, but many buildings in the area were likely built prior to 1900.

According to the 2020 Census, the total population is 983 residents. The population gender skews male at 70.8%, while women only make up 29.2%. The average resident age is 18-40, meaning the area has comparatively few children and senior citizens.

The Old Town Neighborhood is more diverse than most areas of Rolla, with a significantly larger proportion of Black residents (15.7%) than the city (3.3%), and state (10.81%) and national (12.11%) averages.



A neighborhood plan is somewhat different from the typical comprehensive plan. A comprehensive plan will cover the entire city and will customarily discuss needed changes from a very broad or city-wide viewpoint. In contrast, 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 the neighborhood.

Neighborhood planning is important because it allows for a more direct way for the City to interact with the citizens and help them to identify issues and solutions. Rolla has begun working on neighborhood-level planning within the past few years.

The Old Town Neighborhood Plan is intended to provide a path forward for improvements. With steps laid out for the future, residents will hopefully be inspired to collaborate to advance the community.

The affordable housing and walkable distance to the downtown, campus, and recreational areas are attractive to many lower-income families and students.

This plan will identify ways that the positive aspects of the neighborhood can be leveraged and how the negative aspects can be addressed. The excellent location, lower land values, and demand for additional housing, makes the neighborhood desirable for redevelopment. Some blocks may be appropriate at higher densities, while others should remain a lower 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:

- May 2023—Project Kick-off
- June 2023—Neighborhood Meeting
- February 2024—Open comment period for plan draft
- March 2024—Planning and Zoning Recommendation
- April 2024—City Council adoption



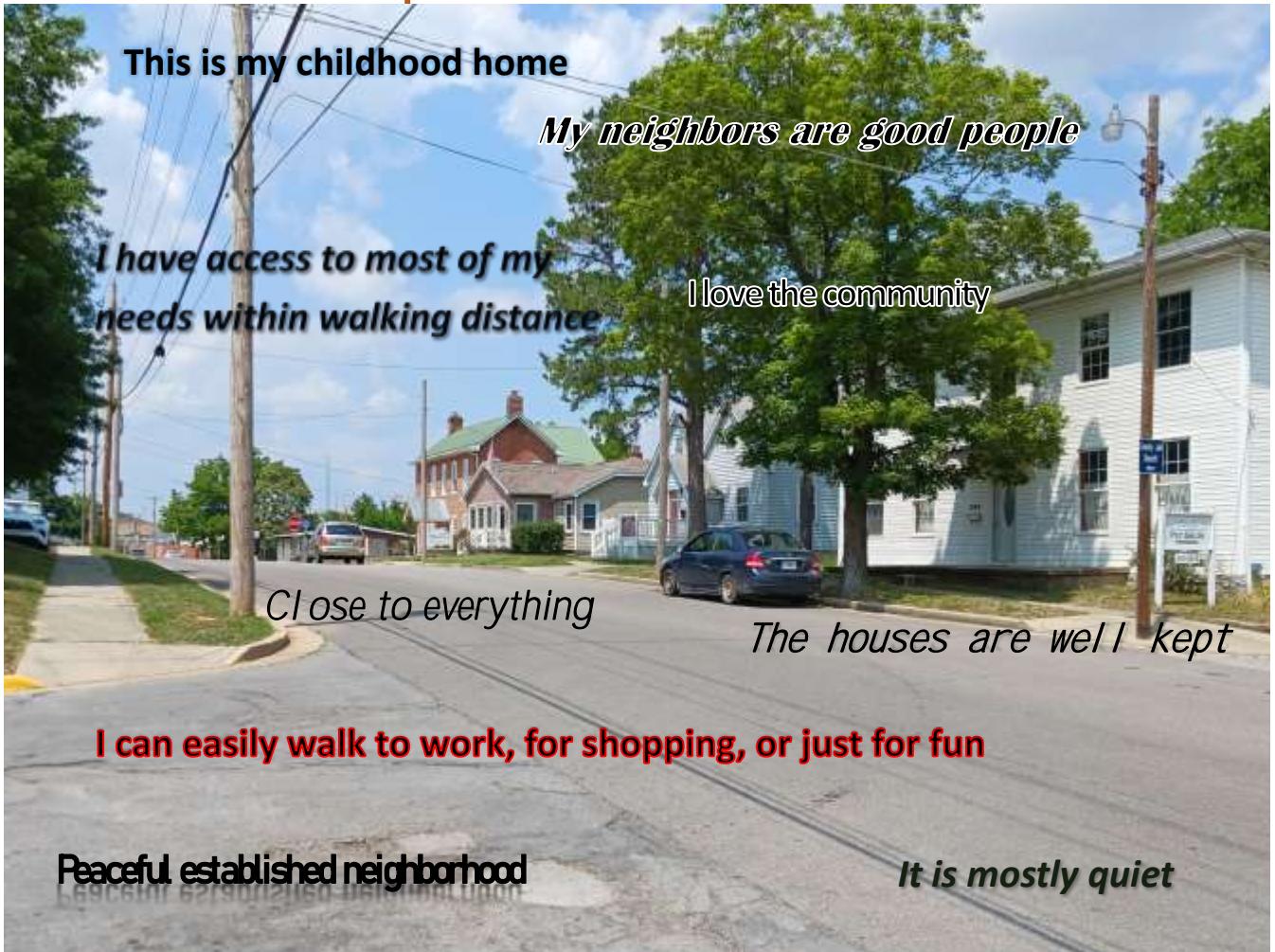


Around 20 citizens attended the neighborhood meeting at the Eugene Northern Community Room in June of 2023.

Letters with a QR code to a survey and an invitation to a neighborhood meeting were sent out to all the renters, homeowners, businesses, and property owners in the neighborhood. The meeting took place on Thursday, June 15, 2023. Attendees shared their ideas and concerns.

The meeting was productive, despite lower attendance than would be ideal. Attendees expressed support for preserving the Main Street Railroad Bridge and discussed animal control and walkability.

The mailed out survey also included an option to provide one's email address to be included for additional follow-up communication, which more than 20 people signed up for.



The survey was made available to all property owners and residents in the neighborhood. Only 30 responses were received. Although this is less than needed for a statistically significant result, the data does generally seem to be representative of the views that were heard from those at the neighborhood meeting. The top issues include concerns about traffic safety at specific locations, historic preservation, and issues with homeless persons.

Livability: An overwhelming majority of the residents enjoy living here. Residents love the affordability and location, being near the downtown and university campus, and easy access to the parks and trail system.

Walkability: Walking is popular in this neighborhood. The trail system runs right through the middle of the neighborhood, providing access to parks. The streets are mostly low-traffic and most have sidewalks. However, there are a few locations that lack sidewalks. Several areas have vegetation blocking the sidewalk.

Bikeability: Many also use a bicycle in this neighborhood. The streets are generally safe and the trail system allows for miles of recreational cycling. However, the hilly terrain in Rolla is an impediment to attracting more people to use a bicycle.

Streets: Several respondents mentioned concerns about speeding traffic on Rolla Street and Walnut Street.

Lighting: Concern was raised that the nighttime lighting levels are not adequate for walking or biking at night.

Safety: Residents think the neighborhood is generally safe. However, there may be an issue with homeless people who are passing through, causing instances of vandalism, thefts, drug use, and vagrancy.

Historic Preservation: Residents would like to see the remaining historic buildings preserved, and the older buildings be renovated, rather than demolished, whenever possible.

Neighborhood Watch: Establishing a neighborhood watch for the area does seem to have adequate support. Several residents are willing to volunteer to serve on a watch or even to assist others with some basic maintenance.

Main Street Railroad Bridge: There seems to be tremendous support for repairing the existing pedestrian bridge, or at least replacing it if repair is not feasible.



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. This 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; and threats should be minimized.

Strengths

Location – The “Old Town” neighborhood is located within walking distance of grocery stores, the university, downtown, the high school, and the Acorn Trail. This may be the best located community in Rolla.

Quiet – The neighborhood has low traffic on most of its streets. Residents frequently mentioned how quiet the area is and do not think noise is an issue.

Historic - The neighborhood has many historical and older buildings that creates a distinct character.

Crime - Residents do not believe crime is a major issue and feel generally safe.

Weaknesses

Property Maintenance - There are some issues with property maintenance violations.

Inappropriate Land Uses - There are some commercial properties with land uses that are not compatible with adjacent properties.

Age of Housing and Infrastructure - Older houses can be difficult to renovate and maintain. Older roads and utilities in the area will require maintenance and replacement.

Opportunities

Redevelopment - Several properties are prime locations for businesses and/or apartments. Lots along Hwy 72 and the Rucker Street Sub-area are already seeing more commercial development. The Historic Courthouse sub-area could see commercial and residential development due to the adjacent county government and downtown. Small-scale commercial businesses such as restaurants and professional offices would be compatible in many locations.

Preservation - The preservation of historic structures and encouraging compatible architecture could drive investment to the area.

Infrastructure - The area has good connectivity within most of the neighborhood and to other parts of the city. The infrastructure can support redevelopment. The neighborhood has mostly acceptable walkability and bikeability infrastructure.

History - The neighborhood has played an important role in city history. Recognizing historical ties can help educate and build community.

Threats

New Development - New development may not fit in with the existing character.

Demolition - Demolishing older, potentially historic buildings could change the character.

Floodplain - A floodplain is located in a portion of the neighborhood and can impact development potential.

Railroad - The railroad divides the neighborhood and reduces connectivity. It also creates noise and the possibility for a derailment disaster or crossing accident.

Rental Property - Rental housing may be less maintained or managed and can cause nuisances for neighbors.

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 creating 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 better maintain their property.

Preserve Affordability

As development and redevelopment occurs, displacement of the existing residents would cause a negative impact. The neighborhood is known today as an affordable place for students and families to live. Preserving affordability and encouraging improvements that will likely increase property values is a delicate balance. The goal is for the neighborhood is to continue to be, and make it even more so, a "mixed-income" area, so people of any income level can prosper and feel comfortable.

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. These improvements will 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 streets, walkability, bikeability, parking, and the visual appearance.

Encourage Positive Change

Most residents would like to see improvements to the neighborhood. While city government can provide encouragement, some improvements must be accomplished by the residents themselves. It is vital that the neighborhood residents participate.

What would success look like?

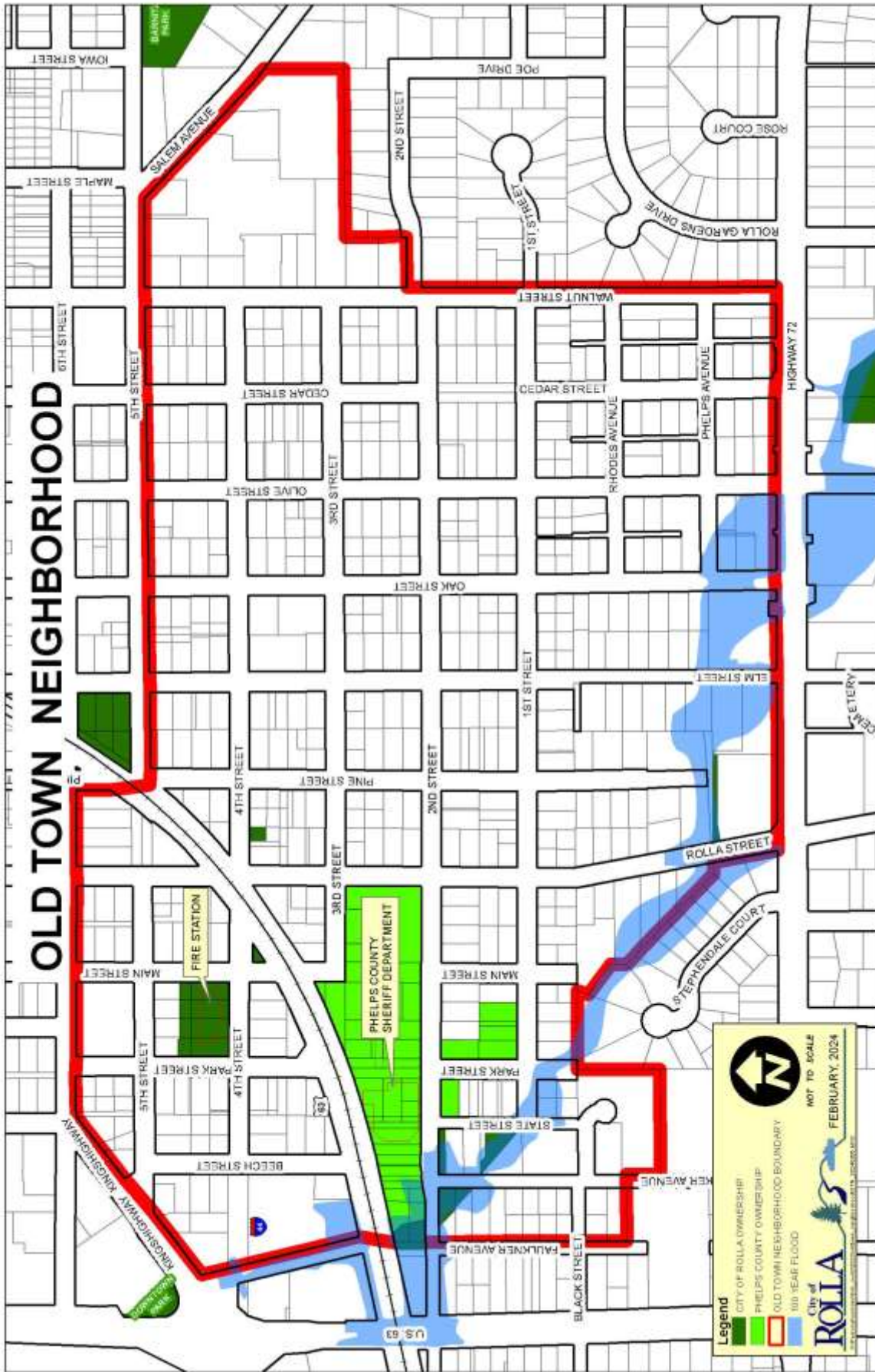
The neighborhood will see many changes over the next decade and beyond. Some of the change is inevitable. The location, being adjacent to the downtown, already makes the northern areas a prime location for redevelopment for rental housing. However, some of the interventions proposed in the plan may help to cause more investment and improvement in the area than would have otherwise occurred.

For example, many improvements are proposed which may transform the Rolla Street corridor near the Historic Courthouse into an extension of the downtown, with offices, shops, and housing. The area could draw some tourist attention, with historical information and potentially additional museum facilities.

The neighborhood is currently regarded as a nice place to live, with affordable housing and easy access to the downtown and recreation facilities. The intention is to draw on the positive attributes, maintain the positive, and make the area even more attractive for investment and living. This neighborhood has the potential to become one of the most desirable places to live in Rolla.

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 attainable 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. Without support from the residents and stakeholders, many of the goals in the plan will not be possible.



Phelps County does have a county-wide Hazard Mitigation Plan. The plan includes topics which are specific to Rolla, however, the plan does not provide much guidance specific to the Old Town Neighborhood.

Several government buildings are located in the neighborhood. The Rolla Fire Station and Phelps County Sheriffs Office are both “Critical Facilities” in the Hazard Mitigation Plan. These sites would offer assistance in a time of disaster. The Phelps County Courthouse, Phelps County Jail, and an RMU well are also important facilities.

The railroad passes through the neighborhood, with Rolla Street being the only railroad crossing in the plan area. Rolla Street is also a major arterial road with about 3,500 vehicles per day. The Rolla Street crossing also includes a pedestrian crossing. Due to slope, existing trees, existing buildings, and the angle of the tracks, the crossing has decreased visibility for drivers to see an approaching train. Safety could be increased by considering four-quadrant signal arms or a median separation.

Floodplain is associated with Dutro Carter Creek. The floodplain ranges in width from 40 feet to over 300 feet and impacts 11 buildings in the neighborhood. The City is currently working with FEMA to revise the floodplains city-wide. The result could increase and/or decrease the floodplain extents in this area. The City does accept floodplain property and drainage easements when possible.

Dutro Carter Creek has been channelized into a fairly narrow channel with steep banks. The creek could be regraded to be wider with natural erosion control to help to mitigate the impacts of flooding. The creek could double as a recreation area and be an extension of the Acorn Trail.



A median separation for the Rolla Street railroad crossing would make the crossing safer and could help to eventually make Rolla a “Quiet Zone”. A Quiet Zone would lift the requirement for passing trains to sound their horns. This noise can be a disturbance to surrounding residential areas.

Enhance Livability

- Consider safety improvements to the Rolla Street RR crossing
- Continue to acquire floodplain when possible
- Consider improvements to Dutro Carter Creek



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.



Unchecked vegetation can block sidewalks and decrease visibility

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

(573) 364-5333

The Old Town Neighborhood does not have significant issues with abandoned buildings, unlike some other areas of town. Rolla did adopt an abandoned buildings ordinance in 2021. Since that time, the number of abandoned buildings in the city has started to decline as they have been demolished or renovated.

However, this neighborhood does experience some property maintenance issues, such as tall grass, junk vehicles, neglected buildings, storage containers, and overgrown vegetation obstructing sidewalks. A neighborhood sweep to identify all violations will be conducted after the plan is adopted. A similar inspection in the Schuman-Ber Juan Neighborhood recently resulted in a great improvement in that area.

This neighborhood is home to some of the oldest buildings in the city. Older buildings can be more attractive, but they can also have maintenance issues, such as inadequate insulation, windows, and heating/cooling systems.

Due to the age of the structures, the neighborhood likely has the greatest concentration of houses with lead paint and asbestos in the city. Grants are available for remediation and testing, and currently several grant programs are available through the US Department of Housing and Urban Development.

Asbestos is generally only found in commercial and industrial properties, however, lead paint is a more common issue in residential dwellings. Any renovation, repair, or painting project in pre-1978 buildings can create a health risk. Most buildings in the neighborhood were built before 1978. The EPA requires that such projects be done by lead-safe certified contractors. Rolla currently has two EPA certified lead-safe contractors. The City of Rolla could seek a grant for a program to test some buildings in the neighborhood for lead paint to find out the scale of the issue.

Enhance Livability, Preserve Affordability

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

Seek a grant for lead paint testing and encourage remediation

Encourage qualifying residents to participate in the MOCA (Missouri Ozarks Community Action) Weatherization Program

While crime was not identified as a major issue for residents, there were still some concerns with drugs, theft, and property damage. Some issues may be due to the homeless population passing through the neighborhood, and the related issue with drug addiction.

Establishing a neighborhood watch would help prevent crime, provide a sense of community, and increase safety. Participants would work directly with the police department.

As the area redevelops, creating a mixed-income neighborhood may reduce the level of crime by not concentrating poverty. Preservation of existing medium density housing and allowing higher density redevelopment can create “eyes on the streets”, which can deter crime. This would also create an area of mixed densities and incomes suitable for all types of households, creating a safer, more vibrant neighborhood with a unique character.

Property maintenance violations can cause an increase in some types of crime, such as vandalism, by sending a message to others that residents are ambivalent towards what happens in their community.



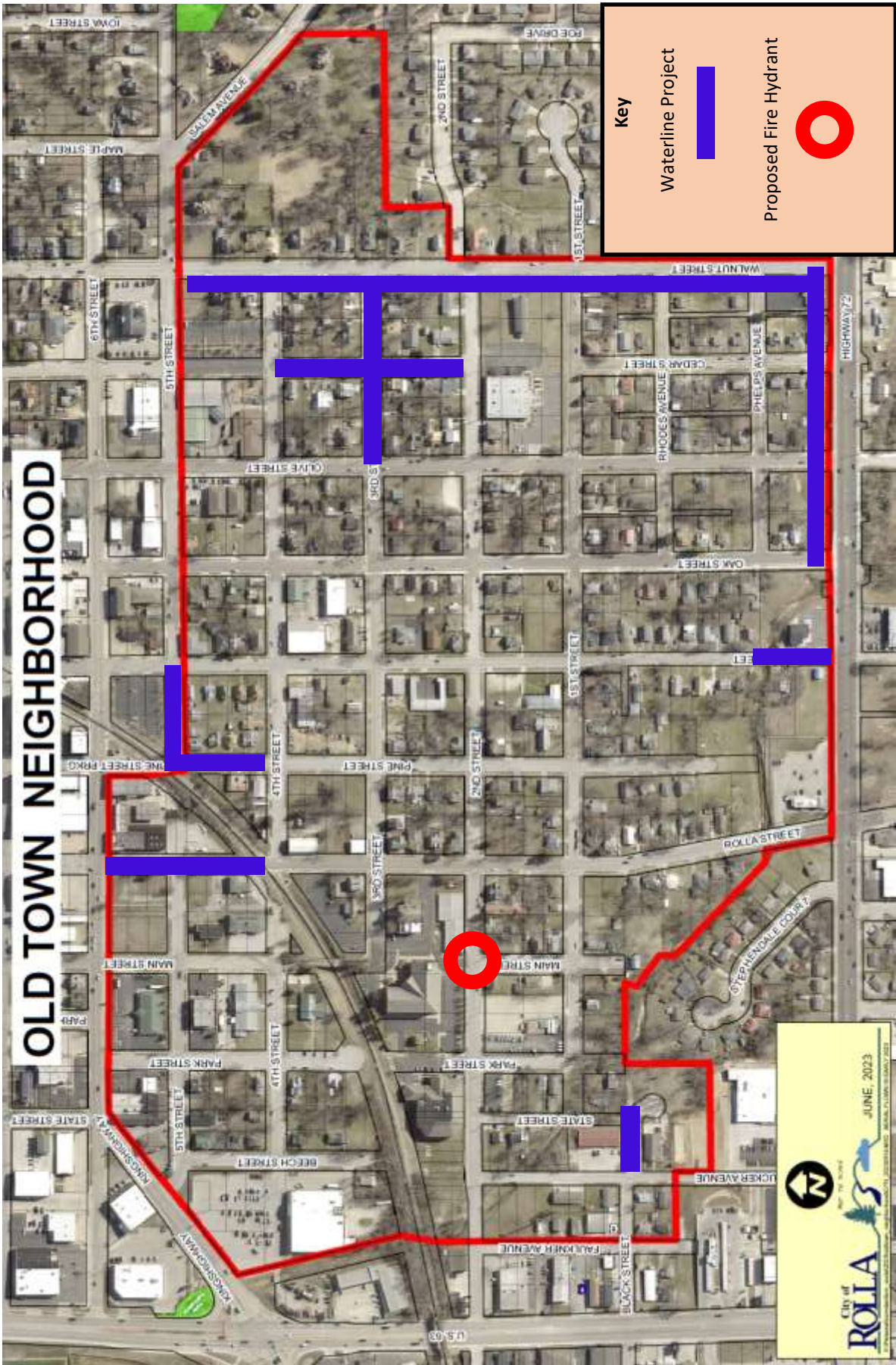
The Rolla Police Department does operate a Crisis Intervention Team to help deescalate situations and direct persons to needed assistance



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

Preserve Affordability, Encourage Positive Change

- Create a neighborhood watch
- Encourage mixed-income development
- Conduct a neighborhood sweep for code violations



The utility infrastructure in the Old Town 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 and are in good condition. However, a few issues may need to be addressed.

A few sections of waterline along Hwy 72 should be constructed as redevelopment occurs in the area. The waterline is needed to connect a few longer dead end waterlines. A waterline is also needed in the Cedar Street/3rd Street area and the 5th Street/Pine Street area to provide direct access to water services. As the area develops, a waterline along Rolla Street between 4th Street and 6th Street may also be needed. Some waterlines are also very old and will eventually need replacement.

Water capacity for fire hydrants was verified in the neighborhood. Only one location had with inadequate water capacity. The waterline to the hydrant at the end of the Black Street cul-de-sac will need to be replaced with a larger waterline if/when the area is redeveloped with higher density uses. An additional fire hydrant may also be necessary for adequate coverage of the Phelps County government campus.

Several residents mentioned issues with street lighting levels at night. The lighting levels are generally not intended for pedestrian use. However, the primary streets for pedestrian use—Rolla Street, Walnut Street, Oak Street, and 2nd Street—were all field checked and found to be adequately lit for the level of activity.



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 flow in the area.

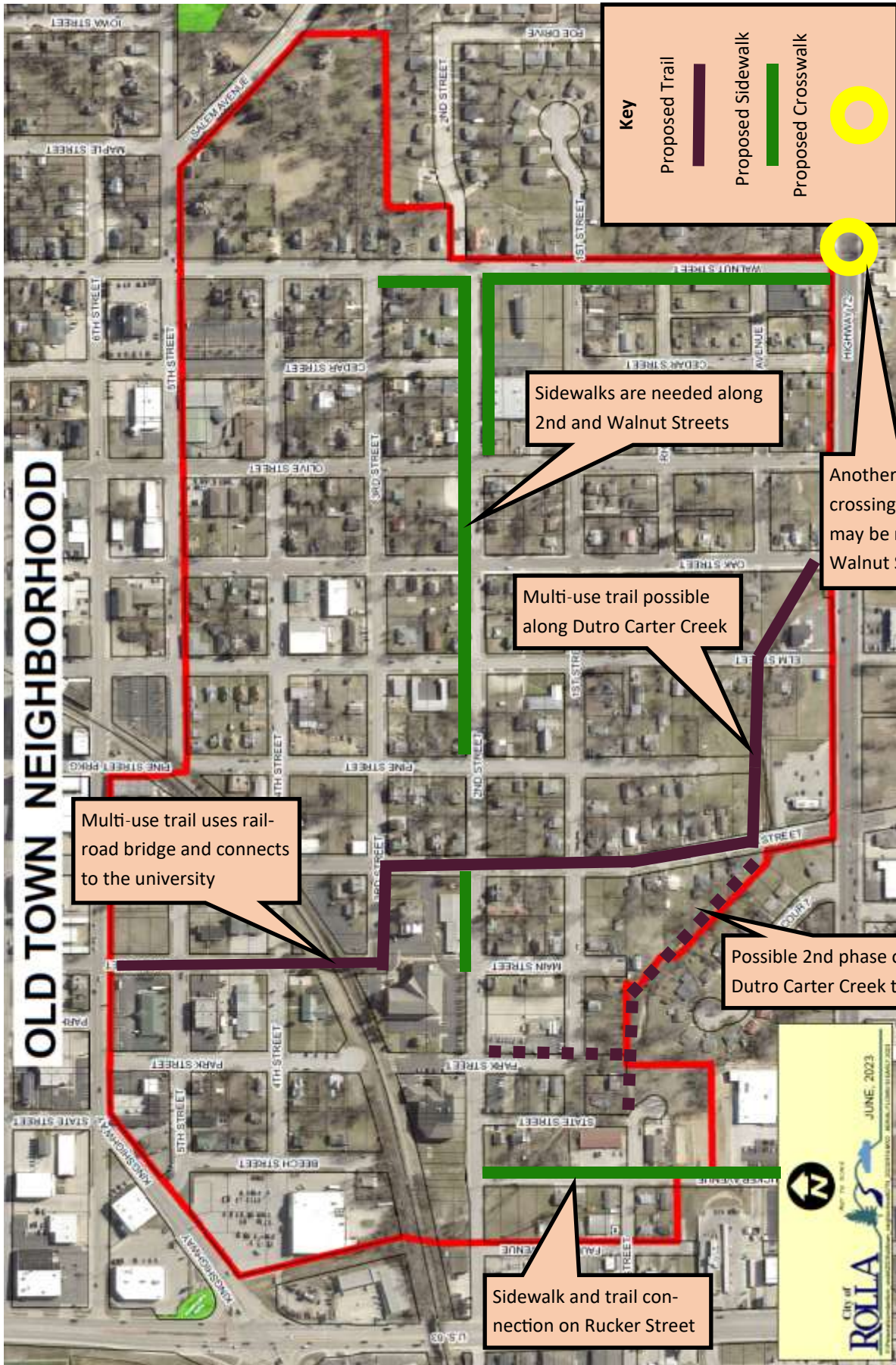
Enhance Livability

Install waterlines along Hwy 72 between Oak Street and Walnut Street; Elm Street to Hwy 72; Rolla Street between 4th Street and 6th Street; Cedar Street/3rd Street area; and 5th Street/Pine Street area, as these areas redevelop

Replace waterline along Walnut Street with street project

Replace waterline at Black Street cul-de-sac

Install fire hydrant at 2nd Street/Main Street



Residents of the Old Town Neighborhood have easy access to grocery stores, downtown, university campus, and high school to serve daily needs.

Most streets in the neighborhood have sidewalks which are in good or fair condition, yet overgrowth disrupts the ability to use sidewalks in some locations. In addition, there are a few sites where new sidewalks are needed. Constructing sidewalks along Walnut Street and 2nd Street is a higher priority than lower use locations.

The area currently has limited bike infrastructure. Currently, there are a few bike racks at apartment buildings. As the area redevelops, the newly adopted zoning code will require that bicycle parking be provided for all multi-family and commercial developments.

Oak Street has a multi-use trail that connects to the Acorn Trail and downtown. The low traffic volumes on the neighborhood streets makes it relatively safe to bike. Shared bicycle facilities, such as “sharrows” may be appropriate on Rolla Street and Walnut Street until such time that the vehicle and bicycle traffic reaches a point that bicycle lanes or a separated track or trail become warranted.

The Oak Street multi-use trail connects to a mid-block crossing on Hwy 72. An additional mid-block crossing may be desired in the future near Walnut Street, after additional community input.

The multi-use trail system could be expanded to run along Dutro Carter Creek between Hwy 72 and the Main Street Railroad Bridge via Rolla Street. The project could be phased to extend from Rolla Street if desired in the future. A trail may be needed between the pedestrian bridge and the Oak Street trail. A trail is proposed on Main Street just north of the pedestrian bridge. The Main Street pedestrian bridge has been closed, pending decisions about repairs.



A multiuse trail crosses the neighborhood on Oak Street. A trail is proposed to use Main Street as well.



A mid-block crossing was recently installed on Hwy 72 to improve safety for crossing pedestrians and bicyclists

Enhance Livability, Build Community

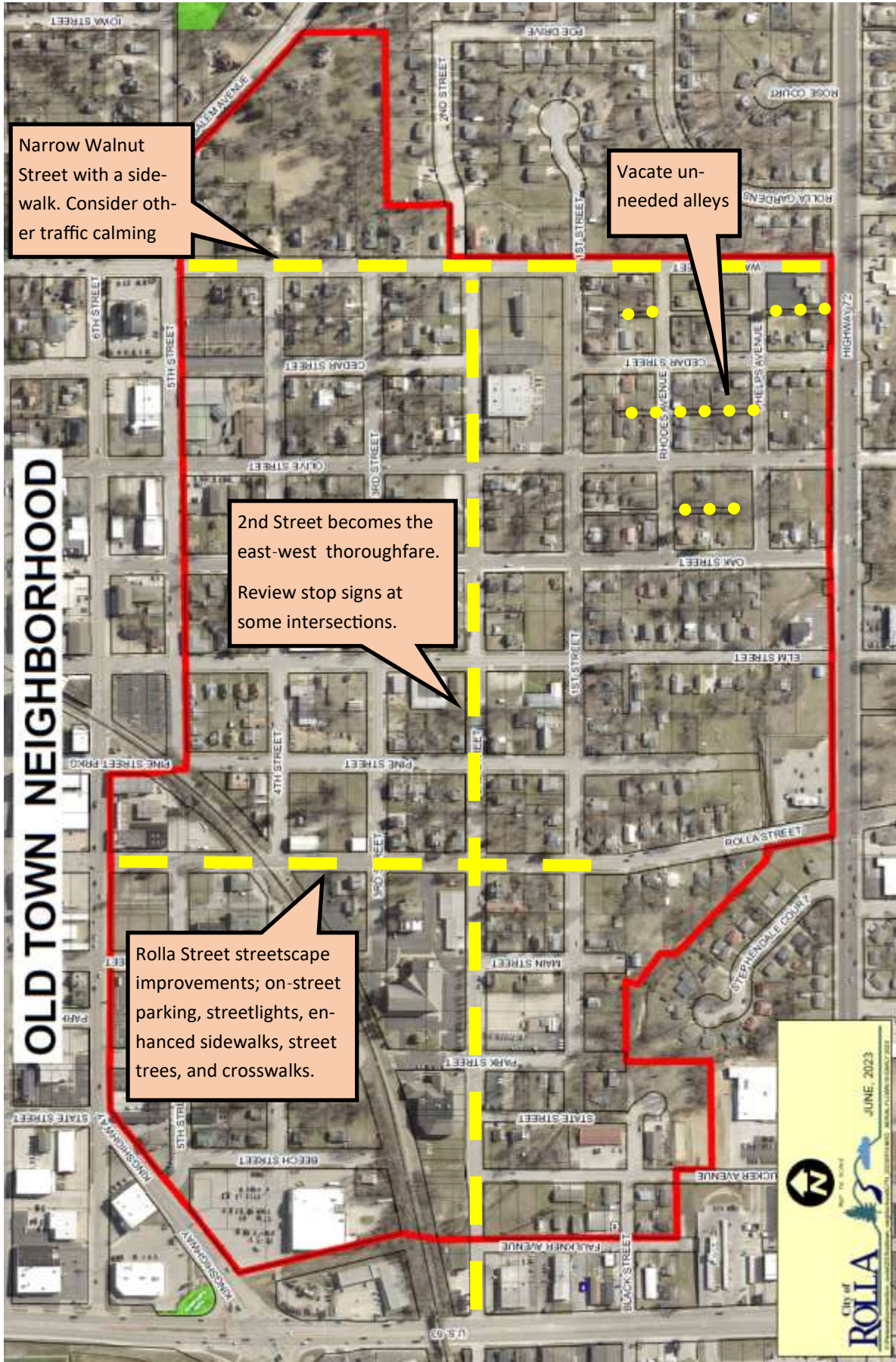
Construct sidewalks along sections of Walnut and 2nd Streets

Construct sidewalks along sections of Rucker and 1st Streets

Consider bicycle infrastructure on Rolla and Walnut Streets

Consider constructing a multi-use trail along Dutro Carter Creek

Construct a multi-use trail on Main, 2nd, and Rolla Streets



Most streets in the Old Town neighborhood are low traffic local streets. Rolla Street is classified in the adopted Major Thoroughfares Plan as a Major Arterial road that connects through the city. Walnut Street is classified as a Collector street that connects between the high school area and Hwy 72.

A traffic speed study was conducted on Rolla Street and Walnut Streets. The study found that although the speed limit is 25mph, 90% or more drivers drive faster than the limit. The average speed on Rolla Street was about 30 mph south of 2nd Street; and on Walnut Street, about 35 mph. The speeds on Walnut Street in particular may not be safe in residential areas.

The speeds on Walnut Street may be decreased by narrowing the street with a sidewalk on the west side. If needed, other traffic calming measures may be considered. There is low demand for on-street parking on Walnut Street, which would allow for the parking to be eliminated.

Third Street is the current east-west corridor for the neighborhood. Switching to 2nd Street as the east-west corridor may make more sense, as 2nd Street connects all the way across the neighborhood from Bishop Ave to a neighborhood to the east.

Changes to the stop sign locations may be needed to encourage use of 2nd Street as the east-west corridor. Stop signs would need to be reviewed at 2nd/Elm, 2nd/Olive, 3rd/Elm, and 3rd/Oak. The stop sign at 3rd/Rolla may need to be moved to 2nd Street if traffic levels increase enough to warrant relocation.

There are a few alleys in the neighborhood that may no longer be needed. Those alleys could be vacated to save costs and allow adjacent property owners additional land.

Enhance Livability

Consider traffic calming measures on Rolla and Walnut Streets

Convert 2nd Street to be east-west route; change stops signs on 3rd Street

Vacate any unneeded alleys



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 are not effective at reducing speeds. Police officers simply cannot patrol all streets at all times. Traffic calming design can reduce speeds.



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.



Old Town sub-area



Rucker Avenue sub-area

The Old Town Neighborhood has three distinct sub-areas, with their own unique characteristics and potential development/redevelopment opportunities.

The Old Town sub-area was the first business center of Rolla. The sub-area is generally located just north of the Historic Courthouse and railroad tracks, and separated from most of the Old Town Neighborhood. The sub-area is located adjacent to the downtown and is a prime location for development. In the 1960-70's, all of the remaining original historic buildings in the sub-area were demolished during this urban renewal era.

The sub-area has several opportunities for dense development complementary to the downtown, such as professional offices, retail, restaurants, services, mixed-use, and multi-family. One undeveloped block is located at the corner of two major streets directly across from the downtown. Development of the sub-area could help to expand on the growth in the downtown, yet is currently not zoned to allow the desired land uses. C-C, Center-City zoning would allow for more appropriate development.

The Rucker Avenue sub-area is also disconnected from the rest of the Old Town Neighborhood by the railroad and Dutro Carter Creek. The sub-area was formerly a primarily residential area, but has been converted into a highway-oriented or light industrial commercial area.

There is potential for redevelopment for higher value uses such as professional offices, services, and multi-family, except area limited by floodplain. A sidewalk on Rucker Avenue will be needed. The potential Dutro Carter Creek multi-use trail could provide additional connectivity and access to recreation. Although the area is already zoned for commercial uses, appropriate redevelopment of the sub-area should be encouraged.

Encourage Positive Change

Rezone Old Town sub-area to the C-C, City Center district

Encourage appropriate redevelopment of Rucker Ave sub-area

Construct sidewalk on Rucker Ave between 2nd St and Hwy 72

The Historic Courthouse sub-area is centered around the Historic Courthouse, Phelps County government campus, and along Rolla Street. The sub-area has many existing historic structures, and is adjacent to the downtown and government uses, making the area primed for redevelopment.

The Rolla Street corridor could be redeveloped with professional offices, retail, restaurants, and mixed-use, like a mini-downtown or extension of the downtown. A small hotel/inn or bed and breakfast may even be possible. Townhouses and upper-level apartment units over shops could provide for additional housing. Redevelopment is already occurring on Rolla Street just outside the plan area.

New development could enhance the existing character with design that mimics or complements the older buildings. Decreased set-backs, rear/side parking, porches, front facing doors and windows, brick façades, and architectural details would help new buildings to be compatible.

Rolla Street could be redesigned with on-street parking, enhanced sidewalks, ornate streetlights, and crosswalks. In order to encourage the desired land uses, the zoning in the sub-area will need to be changed to the C-C, Center City district. An overlay district could also be created to require compatible building design.

Phelps County owns several properties in the sub-area and is currently constructing a large addition to the jail. The County also intends to buy additional properties on the south side of 2nd Street for parking and a maintenance shop for the Sheriff’s Department.

The Rolla Street corridor could become an extension of the downtown and could serve as catalyst for redevelopment in the other sub-areas and throughout the neighborhood.

Encourage Positive Change

Rezone portions of the Historic Courthouse sub-area to the C-C, City Center district

Redesign Rolla Street with on-street parking, wider sidewalks, streetlights, and crosswalks

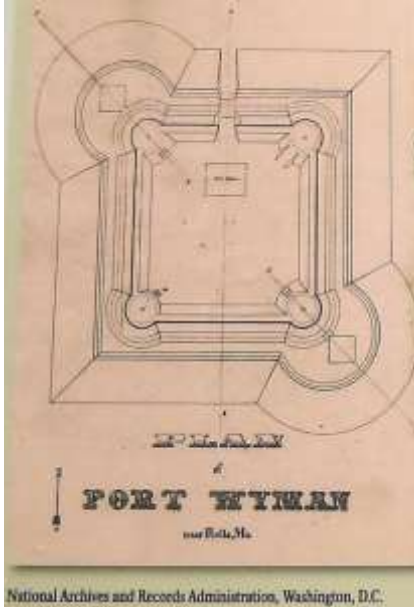
Consider an Overlay District to require compatible building design



Historic Courthouse sub-area



New buildings can be designed to be compatible with older buildings, as demonstrated by the newer duplex at 203 W 3rd Street



Fort Wyman consisted of an earth embankment with 10 foot tall walls and a moat. The fort was about 300 feet square, with artillery positions with 32 pound cannons. A log powder magazine (gun powder storage) was located within the walls. As a redoubt style fort, it was intended to be a temporary fortification.

The Historic Courthouse sub-area also has opportunities for enhancing historical education and attracting tourists to Rolla. As discussed in the History section, the Old Town Neighborhood played an important role in the Civil War history of the town. The area was the center of activity at the time. It was used for soldier encampments and parade grounds, while the courthouse was used for storage, a hospital, and for military offices. Rolla was a railroad terminus that moved military supplies and forces from the East to the West.

However, today the only remnant of the Civil War left in Rolla is the Historic Courthouse. The courthouse itself is no longer used for government functions. The Phelps County Historical Society owns and manages the building, renting out office space and managing the local historical archives. Being over 160 years old, most building components are in need of updating or renovating.

Two major forts protected the city. Fort Wyman was formerly located just over 1/2 mile south of the courthouse on a hill between Fort Wyman Rd and Houston Rd. The fort was in line-of-sight to the courthouse to allow visual communication. The fort was demolished in the 1990's.

Although it may sound crazy at first, it may be possible to construct a smaller-scale replica of Fort Wyman in the Old Town Neighborhood. A location just south of the Historic Courthouse would allow views of the courthouse and be within walking distance. Informational displays could explain Rolla's Civil War history. The fort itself could serve as a park or gathering space and could be used for Civil War reenactments.

If paired with improvements to the Historic Courthouse, the fort and courthouse could function as a museum that may attract tourism to Rolla. While grants are unlikely for routine building maintenance, a larger grant for the creation of a museum and tourism attraction could be possible to facilitate the courthouse renovations and construction of the fort.

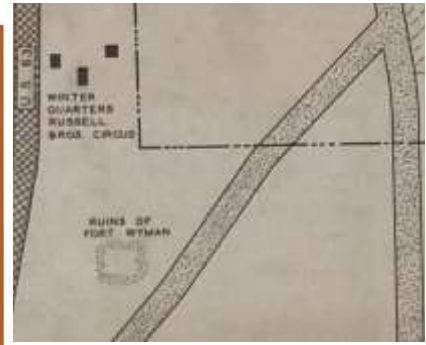
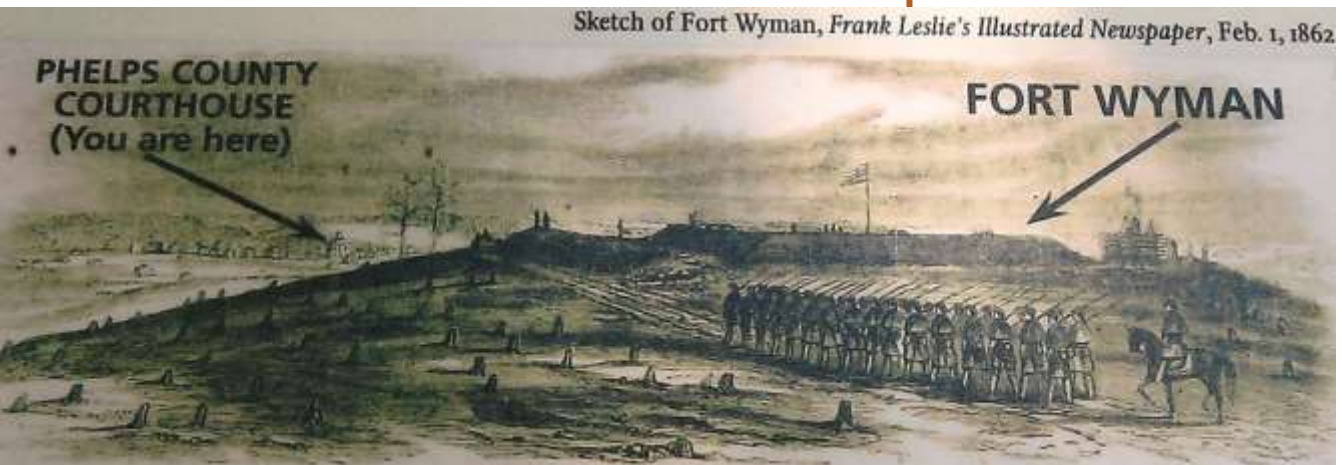
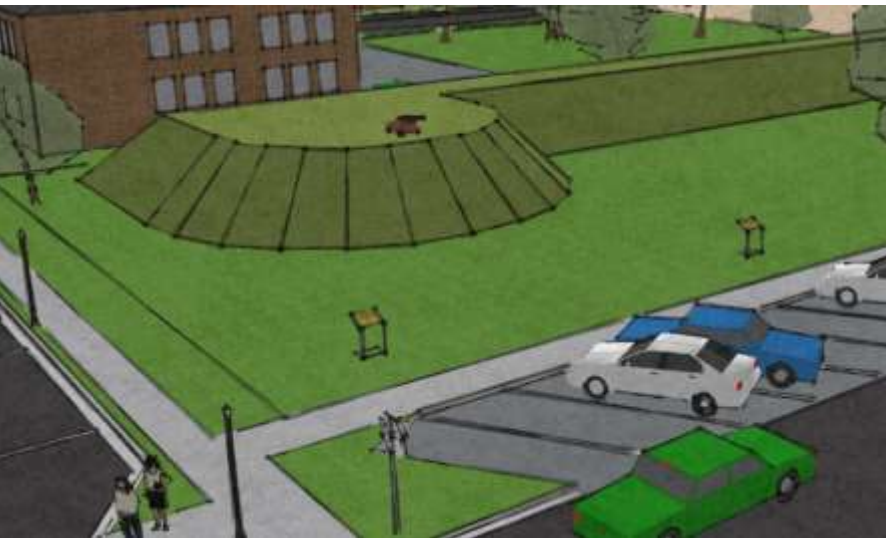
Such efforts will require cooperation and buy-in with the Phelps County Historical Society and great community support. Likely, private fundraising will be needed to cover the matching funds for a grant. The specific location of the fort will depend on funding and availability of properties.

The **Historic Courthouse sub-area** also includes several properties owned by Phelps County. The County has indicated that there is an issue with parking in the area. Although the County is considering adding more parking, which would remove open space adjacent to the Historic Courthouse, it may be possible to consider alternatives. Options include additional on-street parking on Rolla and 2nd Streets and areas on the north side of the Main Street Railroad Bridge, assuming the bridge is repaired. A total of about 130 parking spaces could potentially be added in the courthouse vicinity with a small amount of road widening and striping.

Encourage Positive Change

Consider pursuing grants to fund construction of a replica Fort Wyman and renovations to the Historic Courthouse

Work with Phelps County to address parking concerns

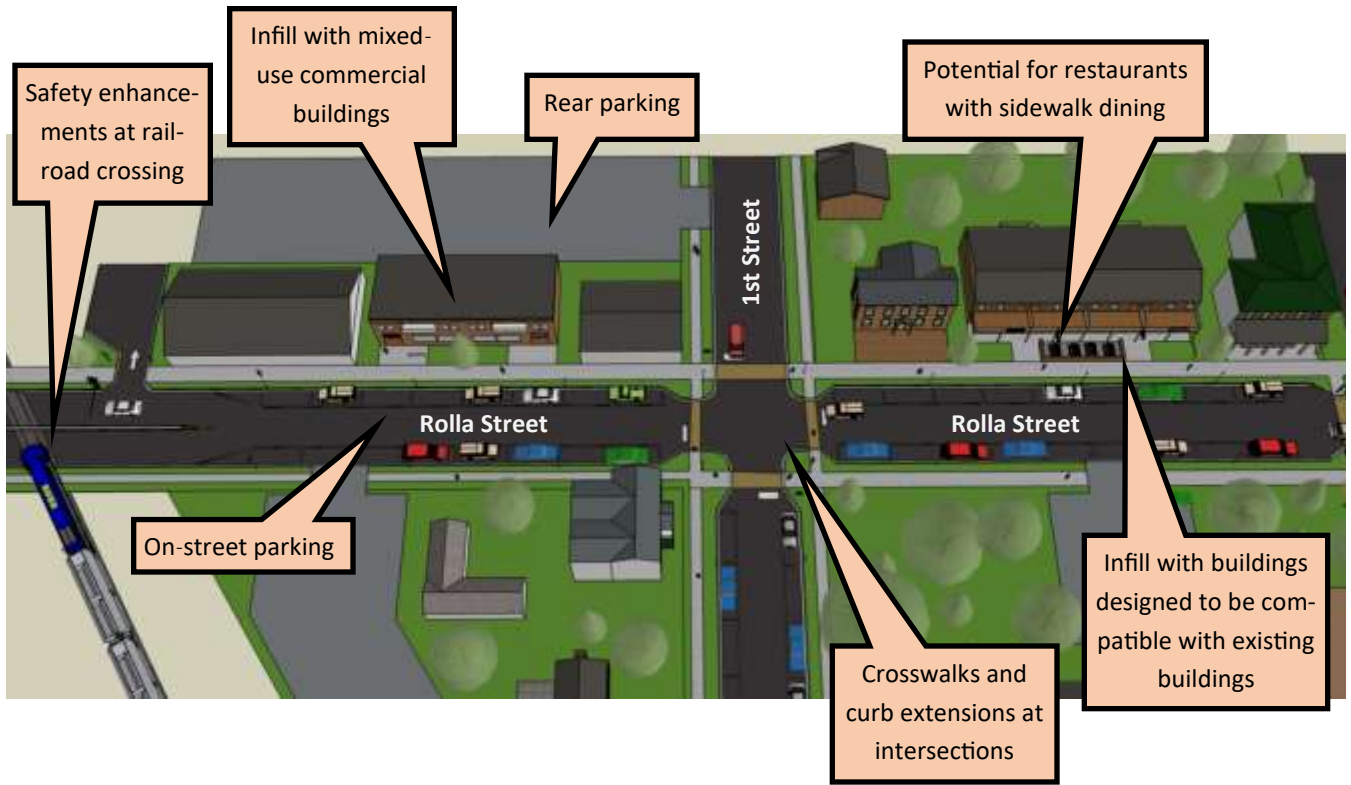


(Above) By 1937, Fort Wyman was in ruins. The ruins were still visible on air photos until redevelopment in the 1970's.

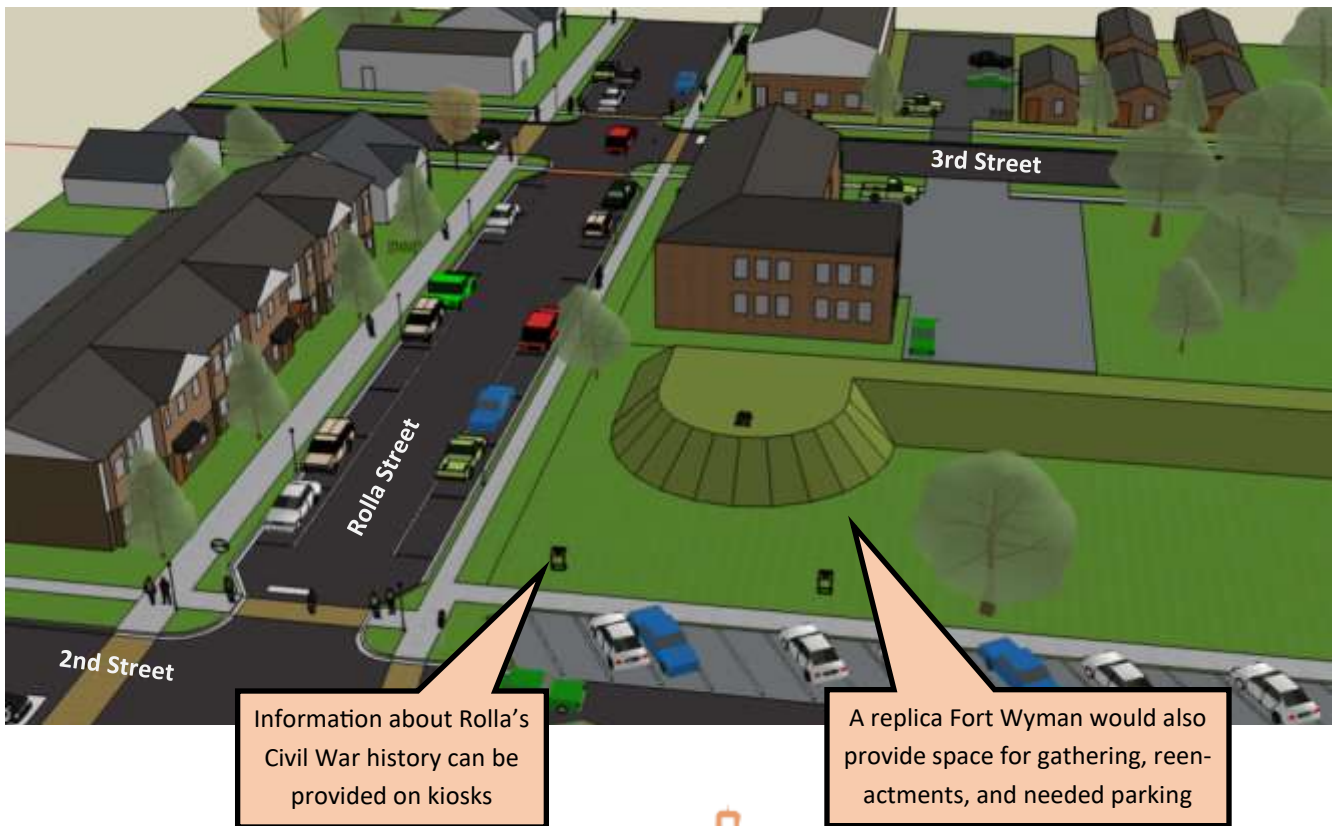
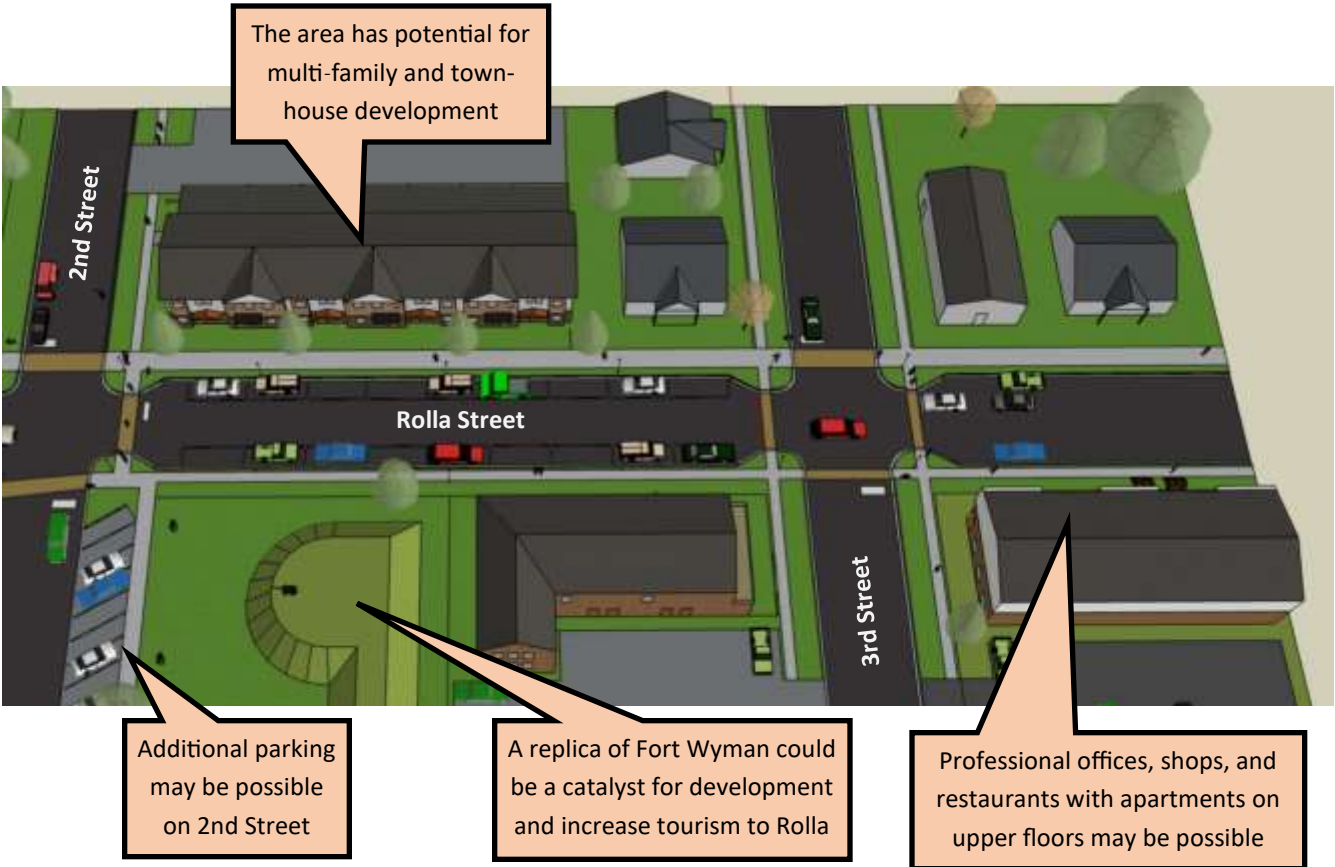
(Left) The image is a concept of what a replica Fort Wyman could look like. One wall with an artillery position to symbolize the fort could be built on half of a block. The ideal location would be the southwest corner of Rolla and 2nd Streets for maximum visibility and proximity to the Historic Courthouse.

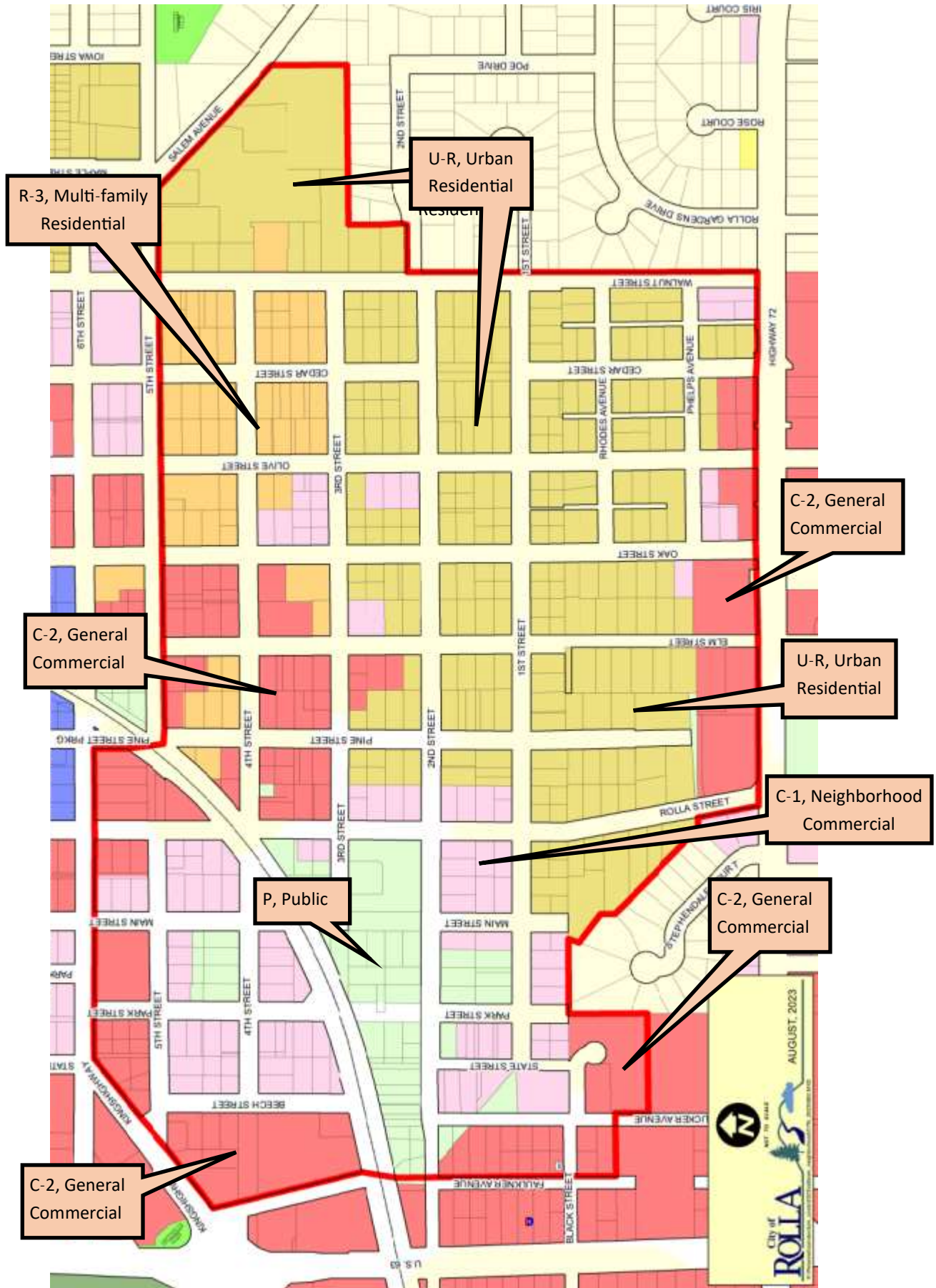
(Below) The area was very different during the Civil War days. Trees were cut for construction and firewood. The fort had a view of the Historic Courthouse. Today, the former fort location is a developed property and trees would obscure the view. Constructing a replica near the Historic Courthouse would allow easier access yet would still allow for a view of the courthouse from the replica fort.

Sub-Areas



The Rolla Street corridor has potential to become a vibrant location, with professional offices, shops, restaurants, and housing. The area could even attract a small hotel/inn or bed and breakfast. The adjacent downtown and government offices should make the Rolla Street corridor an attractive location to invest.





A new Official Zoning Map for the entire city was recently adopted. The new zoning map introduced new zoning districts and removed unneeded districts. The Old Town Neighborhood includes commercial zones such as the C-1, Neighborhood Commercial district and C-2, General Commercial district. Multi-family areas nearer to the downtown are zoned R-3, Multi-family. The R-3 areas may be appropriate to be upzoned to the R-4, Urban Multi-family district in the future.

Large areas of the neighborhood are zoned U-R, Urban Residential. The U-R district is intended to allow for smaller-scale multi-family uses on existing lots. Neighborhood commercial uses are allowed by approval of a Conditional Use Permit. The U-R district should help promote redevelopment more compatible with the existing character of the neighborhood.

Design requirements for the U-R district could be pursued, as the zoning district did not include any. Design requirements such as front porches, front facing door and windows, maximum setbacks, rear/side parking ,and rear/side facing garage doors could be considered.

An overlay district may also be needed for portions of the Historic Courthouse sub-area to encourage appropriate development.

Several older, potentially historic buildings are located in the Old Town Neighborhood. Historical preservation requirements can be a controversial issue. While many feel that tearing down old buildings should be prevented, many also feel that the property owners have the right to develop their land. Identifying which older buildings have historic value may be a compromise, rather than outright prohibiting demolition of older structures.

C-2, General Commercial

Front setback: 10 feet
 Maximum height: 4 stories; 64 feet
 Parking: 1 per 200 sq. ft.

C-C, Center City

Minimum front setback: N/A
 Maximum front setback: 10 feet
 Maximum height: N/A
 Parking: N/A for commercial uses

U-R, Urban Residential

Front setback: 10 feet
 Maximum height: 2 stories; 50 feet
 Uses: 4 residential units; 5+ w/ CUP; commercial w/ CUP

R-3, Multi-family

Front setback: 25 feet
 Maximum height: 4 stories; 64 feet
 Uses: 26 residential units per acre

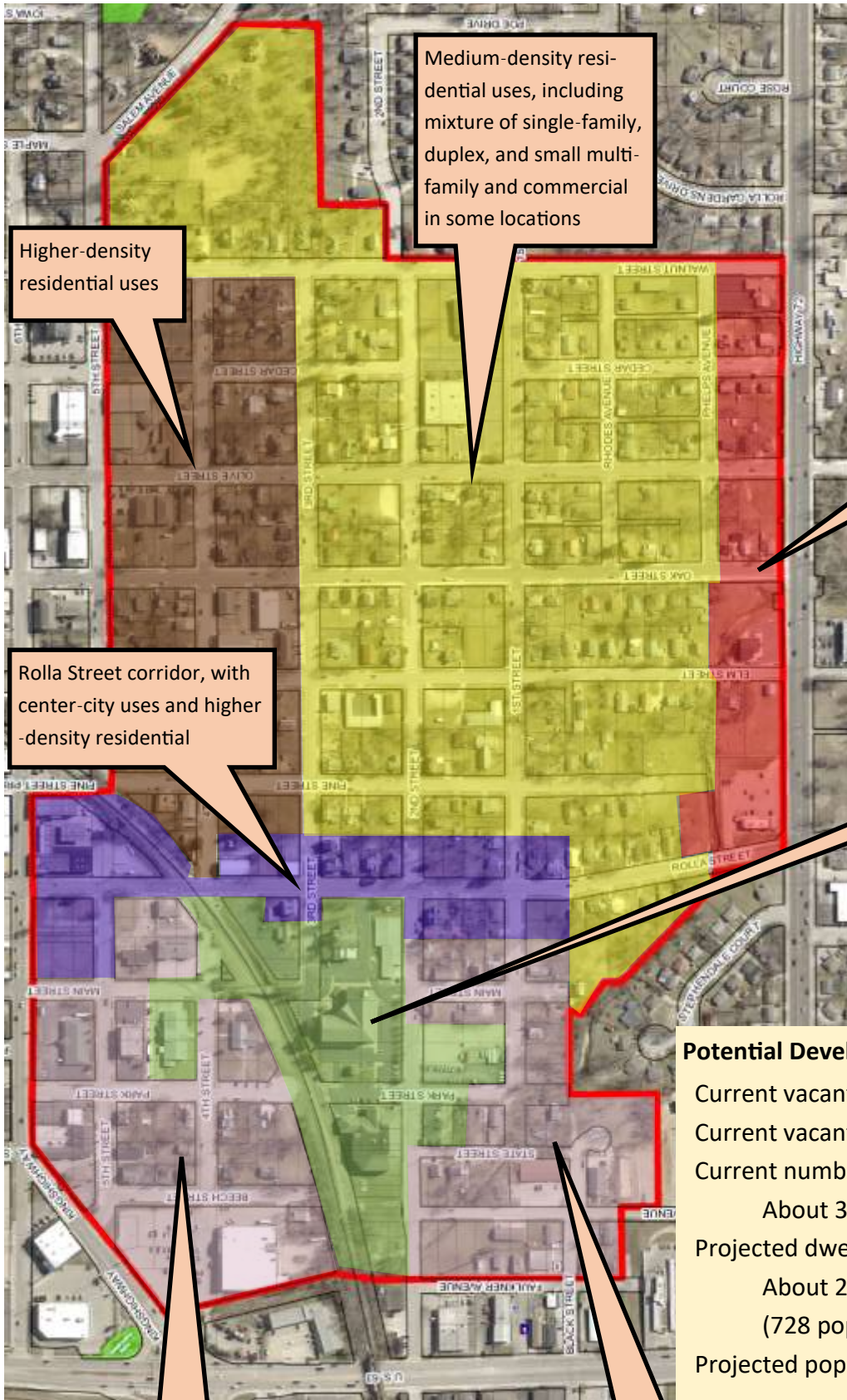
R-4, Urban Multi-family

Front setback: 5 feet
 Maximum height: 5 stories; 75 feet
 Uses: unlimited residential units

Encourage Positive Change

- Consider rezoning R-3 areas to R-4, Urban Multi-family
- Consider design requirements for the U-R, Urban Res. District
- Identify which older buildings have historic value

Future Land Use



Higher-density residential uses

Medium-density residential uses, including mixture of single-family, duplex, and small multi-family and commercial in some locations

Commercial uses along Hwy 72

Rolla Street corridor, with center-city uses and higher-density residential

Government and public uses

Potential Development Capacity
 Current vacant lots: ~55
 Current vacant dwellings: 6
 Current number of dwelling units:
 About 350 (983 population)
 Projected dwelling units:
 About 260 additional units
 (728 population)
 Projected pop./unit increase: 74%

Commercial and office uses with some multi-family

Commercial and office uses with some multi-family

The Old Town Neighborhood can be divided into six land use areas. The areas range from high-density residential uses and downtown-style commercial uses to highway commercial uses.

The Rolla Street corridor in the Historic Courthouse sub-area would be appropriate for urban-type commercial buildings, with low setbacks, ground-level commercial uses, upper-floor residential uses; and multi-family uses such as apartments or townhouses. The area has potential to become a mini-downtown with professional offices and supporting retail shops and restaurants. The C-C, Center City zoning district would be appropriate for the area.

The Phelps County government campus and some adjacent city-owned properties are government/public uses. The P, Public district is appropriate for all government properties.

The portions of the neighborhood north of 3rd Street have existing multi-family development. Being adjacent to the downtown and already heavily multi-family, the area may be appropriate for R-3, multi-family or R-4, Urban multi-family zoning. Some commercial uses may be appropriate in the area, but existing commercial properties may be more valuable for high-density multi-family use.

The Old Town and Rucker Avenue sub-areas both may be appropriate for retail, office, and multi-family uses. The Old Town sub-area could be rezoned to the C-C, Center City district to allow for the desired mixture of commercial and residential uses. The Rucker Avenue sub-area is already zoned C-1, Neighborhood Commercial and C-2, General Commercial. The zoning would allow for the desired land uses, however, some public investment and encouragement is needed to help investors to understand the potential.

The properties that front on Hwy 72 have been transitioning from single-family residential uses to highway-oriented commercial uses. Hwy 72 is a primary arterial road and a major commercial corridor with about 18,000 vehicles passing by each day. Some properties are impacted by floodplain, limiting the development potential. The properties that front on Hwy 72 are appropriate for commercial uses, such as professional offices, larger retail stores, restaurants, and banks. Much of the frontage is already zoned C-2, General Commercial.

Overlay Zone: A special district that imposes 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 and projects over the next 10 years. Activities are arranged into phases. The first phase would begin immediately after adoption of the plan. The subsequent phases would begin in the following years. Activities within each phase are subject 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)

- Conduct a neighborhood sweep for code violations and provide warnings before pursuing fines or enforcement (Community Development)
- Create a neighborhood watch (Rolla Police Department)
- Vacate any unneeded alleys (Community Development)
- Rezone Old Town sub-area to the C-C, City Center district (Community Development)
- Rezone portions of the Historic Courthouse sub-area to the C-C, City Center district (Community Development)

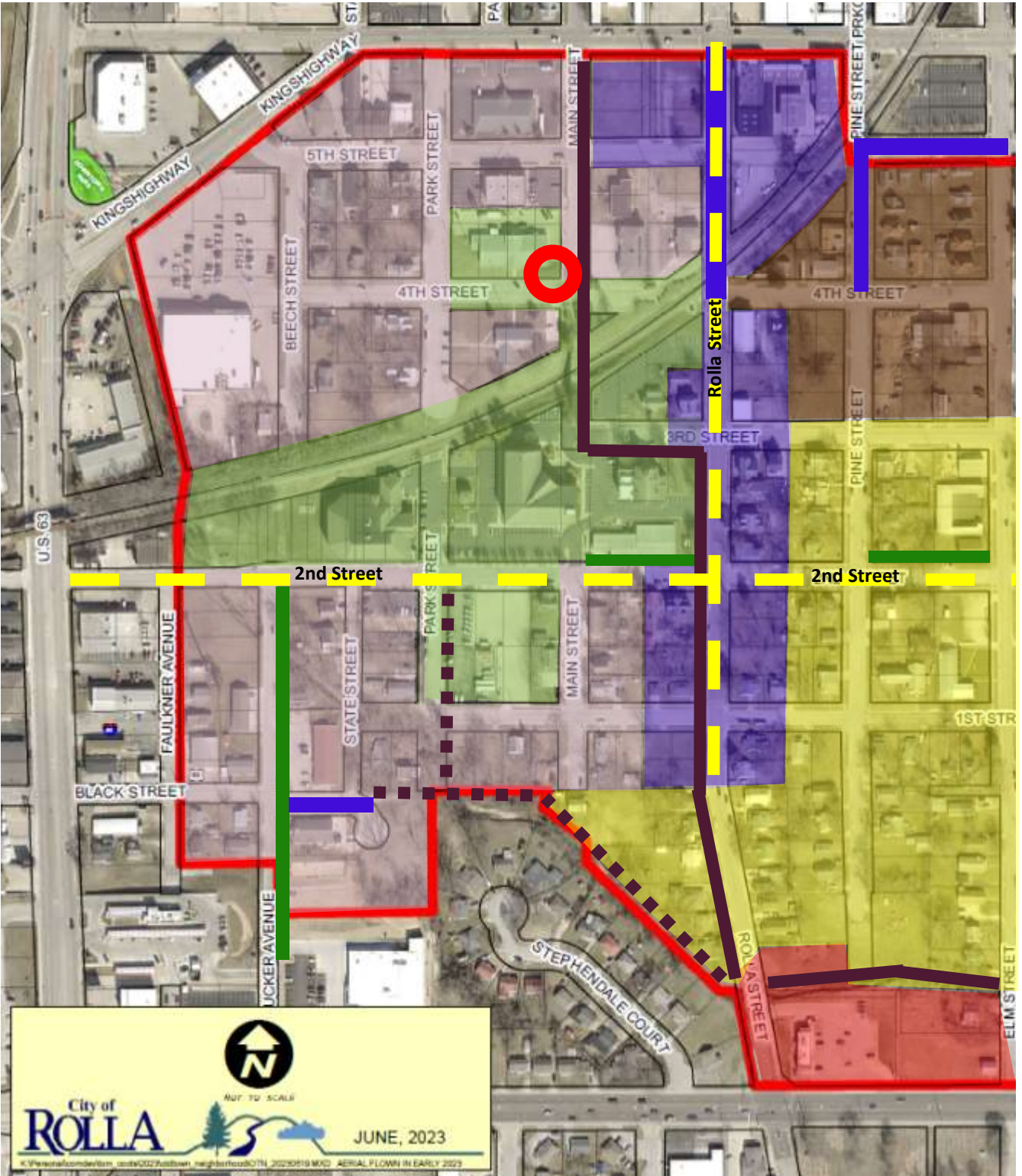
Phase II (Short-term)

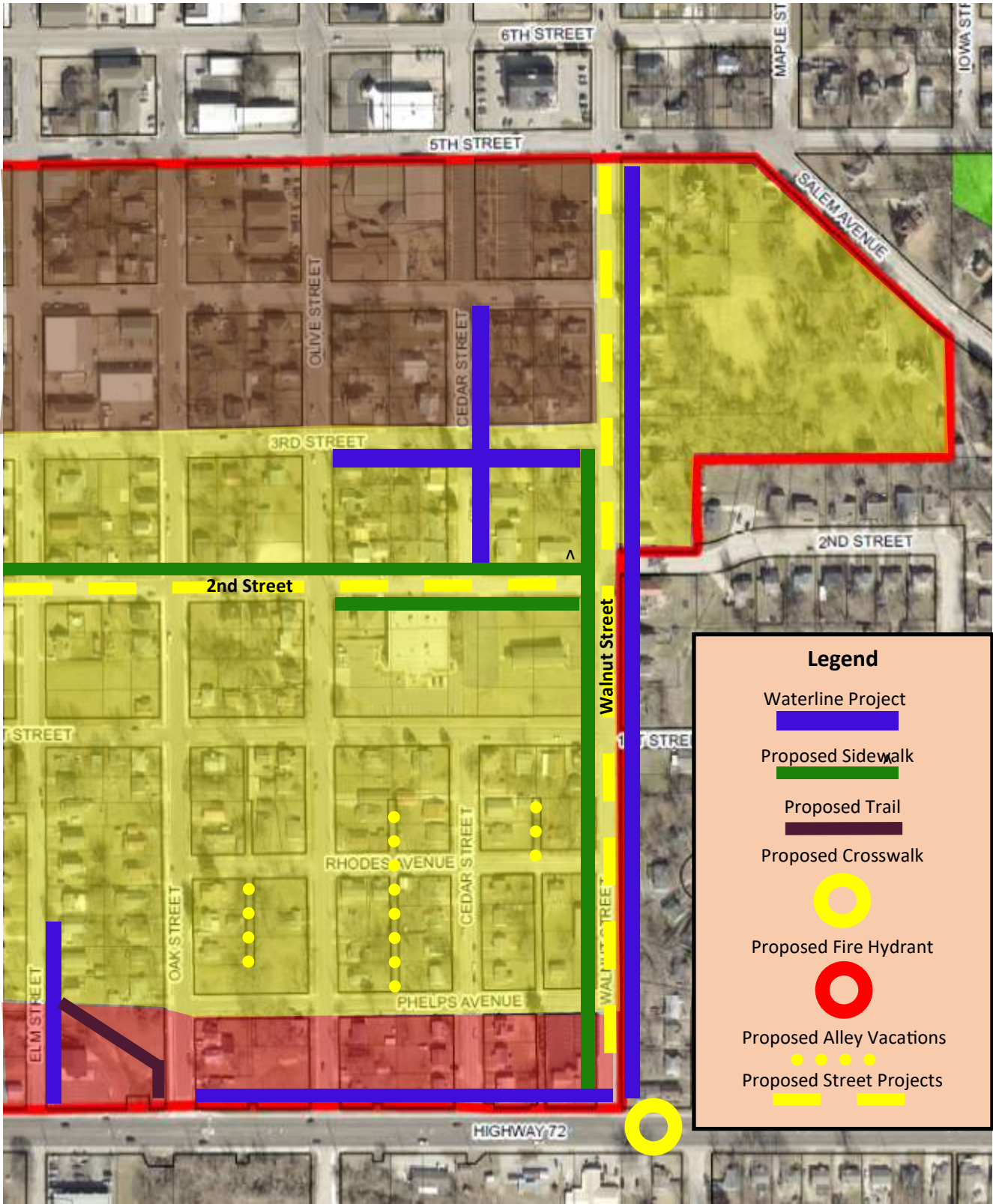
- Begin program to test for lead paint and encourage remediation (Comm. Development)
- Encourage qualifying residents to participate in the MOCA Weatherization Program (Community Development/MOCA)
- Construct sidewalks along sections of Walnut and 2nd Streets (Public Works)
- Consider traffic calming measures on Rolla and Walnut Streets (Public Works)
- Convert 2nd Street to be east-west route; change stops signs on 3rd Street (Public Works)
- Consider an Overlay District to require compatible building design (Comm. Development)
- Consider rezoning R-3 areas to R-4, Urban Multi-family (Community Development)
- Consider design requirements for the U-R, Urban Res. District (Community Development)
- Identify which older buildings have historic value (Community Development)

Phase III (Long-term)

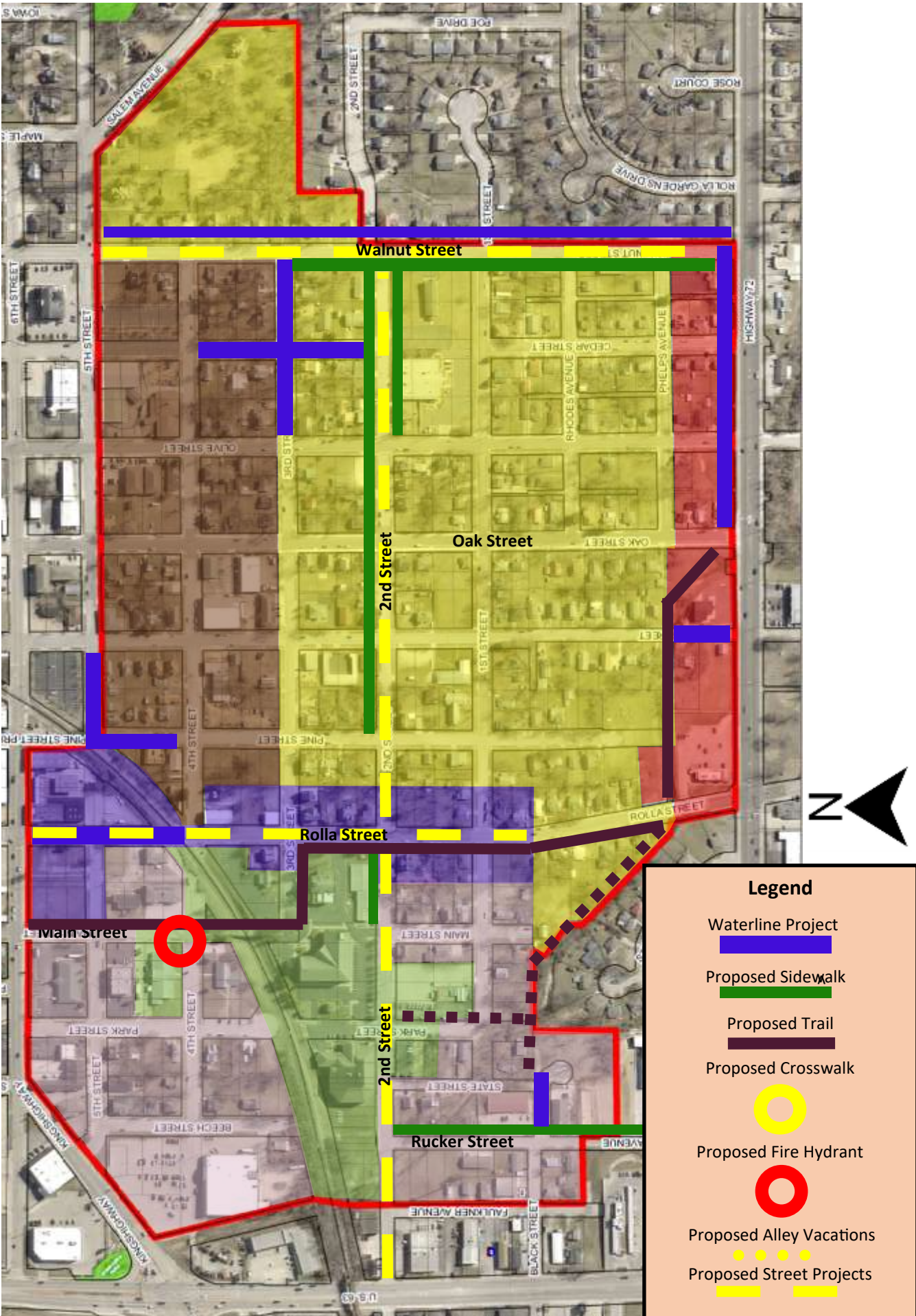
- Consider safety improvements to the Rolla Street RR crossing (Public Works)
- Continue to acquire floodplain when possible (Public Works)
- Consider improvements to Dutro Carter Creek (Public Works)
- Install waterlines along Hwy 72 between Oak Street and Walnut Street; Elm Street to Hwy 72; Rolla Street between 4th Street and 6th Street; Cedar Street/3rd Street area; and 5th Street/Pine Street area, as these areas redevelop (RMU)
- Replace waterline along Walnut Street with street project (RMU)
- Install fire hydrant at 2nd Street/Main Street (RMU)
- Construct sidewalks along sections of Rucker and 1st Streets (Public Works)
- Consider bicycle infrastructure on Rolla and Walnut Streets (Public Works)
- Consider constructing a multi-use trail along Dutro Carter Creek (Public Works)
- Construct a multi-use trail on Main, 2nd, and Rolla Streets (Public Works)
- Encourage appropriate redevelopment of Rucker Street sub-area (Comm. Development)
- Construct sidewalk on Rucker Ave between 2nd St and Hwy 72 (Public Works)
- Redesign Rolla Street with on-street parking, wider sidewalks, streetlights, and crosswalks (Public Works)

Neighborhood Plan Map





Neighborhood Plan Map



Old Town Neighborhood Plan



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