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CHANGE ORDER AND FINAL PAYMENT - 716 NORTH BROADWAY DEMOLITION - Consider approval of Change Order No. 1 reflecting an increase of $1,500.00 and final payment of the new contract amount of $40,000.00 to JRB Industries, Inc. of Parsons, Kansas, for the demolition of the structure located at 716 North Broadway.

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ORDINANCE NO. G-1310 - Consider approval of Ordinance No. G-1310, amending Section 82-32 of the Pittsburg City Code to delete the current subsection (f) which exempts the imposition of an administrative charge and fee for an industry or institution whose normal procedure for payment exceeds the time limit for original due date; and create a new subsection (f) to provide that accounts with unpaid balances shall be forwarded to the State of Kansas for collection in accordance with K.S.A. 75-6201, et seq.

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CITY OF PITTSBURG, KANSAS
COMMISSION AGENDA
Tuesday, February 25, 2020
5:30 PM

*** Revised to move the Riggs Chiropractic Request from "Consider the Following", item "a", to the "Consent Agenda" as item "d".**

CALL TO ORDER BY THE MAYOR:

a. Flag Salute Led by the Mayor
b. Public Input

CONSENT AGENDA:

a. Approval of the February 11, 2020, City Commission Meeting minutes.

b. Approval of staff recommendation to appoint Joshua Luken (airport user) and Darrell Pulliam (non-airport user) to serve first terms as members of the Airport Advisory Committee effective immediately and to conclude on December 31, 2022.

c. Approval of the Farm Lease between the City of Pittsburg and Mr. Kenneth Biancarelli for the lease of all the tillable and grass land in Tracts 3, 4, 5, 5A and 7 located at the Atkinson Municipal Airport for a term of one year beginning March 1, 2020 and ending February 28, 2021, in the amount of $10,835.00, and if approved, authorize the Mayor to sign the lease.

d. Approval of the request of Drs. Tyler and Kayla Riggs to change the name of the recipient of the Economic Development Advisory Committee (EDAC) funding approved by the Pittsburg City Commission on November 26th, 2019, for the rehabilitation of the property at 4th Street and the Highway 69 Bypass from Riggs Chiropractic to TKR Management, LLC., and authorize the Mayor to sign the appropriate documents on behalf of the City.

e. Approval of the Appropriation Ordinance for the period ending February 25, 2020, subject to the release of HUD expenditures when funds are received. **ROLL CALL VOTE.**

PUBLIC HEARING:

a. PUBLIC HEARING – PROPERTY TAX ABATEMENT – RALLISON, LP - The City of Pittsburg advertised for a Public Hearing to be held on February 25, 2020, at the City Commission Meeting, commencing at 5:30 p.m. in the City Commission Room, located in the Law Enforcement Center, 201 North Pine, to consider the request submitted by Rallison, LP, for a six-year tax exemption. **Following Public Hearing, approve or disapprove request and, if approved, direct the preparation of the necessary Ordinance.**

CONSIDER THE FOLLOWING:

a. ACTIVE TRANSPORTATION ADVISORY BOARD APPOINTMENTS - Consider staff recommendation to appoint two members to the Active Transportation Advisory Board (ATAB), with one member to serve as the representative for the Northeast quadrant of Pittsburg filling an unexpired term through December 31, 2022, and one member to serve as the disability advocate filling an unexpired term through December 31, 2020. **Appoint two individuals to fill unexpired terms a members of the Active Transportation Advisory Board.**

b. CHANGE ORDER AND FINAL PAYMENT - 716 NORTH BROADWAY DEMOLITION - Consider approval of Change Order No. 1 reflecting an increase of $1,500.00 and final payment of the new contract amount of $40,000.00 to JRB Industries, Inc. of Parsons, Kansas, for the demolition of the structure located at 716 North Broadway. **Approve or disapprove of Change Order No. 1 and the final payment to JRB Industries, Inc.**

c. CHANGE ORDER AND FINAL PAYMENT - CENTENNIAL AND ROUSE TRAFFIC SIGNAL MODIFICATION PROJECT - Consider approval of Change Order No. 1 reflecting a deduct of $908.20, making a new contract construction amount of $81,777.50, and final payment in the amount of $14,032.24 to CDL Electric Company, Inc., of Pittsburg, Kansas, for the Centennial / Rouse Traffic Signal Modification Project. **Approve or disapprove of Change Order No. 1 and final payment to CDL Electric Company.**

d. ORDINANCE NO. G-1310 - Consider approval of Ordinance No. G-1310, amending Section 82-32 of the Pittsburg City Code to delete the current subsection (f) which exempts the imposition of an administrative charge and fee for an industry or institution whose normal procedure for payment exceeds the time limit for original due date; and create a new subsection (f) to provide that accounts with unpaid balances shall be forwarded to the State of Kansas for collection in accordance with K.S.A. 75-6201, et seq. **Approve or disapprove Ordinance No. G-1310 and, if approved, authorize the Mayor to sign the Ordinance on behalf of the City.**

e. LAND USE PLAN - Consider staff recommendation to adopt the City's Land Use Plan. **Approve or disapprove staff recommendation.**

f. NETWORK AND SWITCHING UPDATE - Consider staff request to purchase network and switching upgrades from ConvergeOne to include hardware, software licensing, and installation. **Approve or disapprove request and, if approved, authorize the Mayor to sign the appropriate documents on behalf of the City.**

g. NETWORK AND SWITCHING FINANCING - Consider staff request to enter into a lease/purchase agreement for financing to be used for the purchase of information technology network equipment, software licensing and installation services, pending negotiation of an acceptable lease/purchase agreement. **Approve or disapprove staff request and, if approved, authorize the Mayor to sign the appropriate documents on behalf of the City.**

NON-AGENDA REPORTS & REQUESTS:

ADJOURNMENT

OFFICIAL MINUTES
OF THE MEETING OF THE
GOVERNING BODY OF THE
CITY OF PITTSBURG, KANSAS
February 11th, 2020

A Regular Session of the Board of Commissioners was held at 5:30 p.m. on Tuesday, February 11th, 2020, in the City Commission Room, located in the Law Enforcement Center, 201 North Pine, with Mayor Dawn McNay presiding and the following members present: Cheryl Brooks, Larry Fields, and Chuck Munsell. Commissioner Patrick O'Bryan participated by phone.

Mayor McNay led the flag salute.

Mayor McNay announced that Commissioner Patrick O'Bryan was participating in the meeting via phone.

Mayor McNay welcomed television viewers on CrawKan and Cox.

PUBLIC INPUT - INVOCATION - Pastor James Therrien of the Osage Church of the Brethren provided an invocation.

PROCLAMATION - Mayor McNay proclaimed Tuesday, February 11th, 2020, as Crawford County Bar Association Day in Pittsburg.

APPROVAL OF MINUTES – On motion of Fields, seconded by Munsell, the Governing Body approved the January 28th, 2020, City Commission Meeting minutes as presented. Motion carried.

ORDINANCE NO. G-1309 – On motion of Fields, seconded by Munsell, the Governing Body adopted Ordinance No. G-1309, annexing land located on East 530th Avenue into the limits and boundaries of the City of Pittsburg, Kansas, pursuant to K.S.A. 12-520 (a) (7) as amended, and authorized the Mayor to sign the Ordinance on behalf of the City. Motion carried.

ANNUAL TAX ABATEMENT RENEWALS – On motion of Fields, seconded by Munsell, the Governing Body approved the recommendation of the Economic Development Advisory Committee (EDAC) to grant 2020 tax abatement renewals to Millers, Inc. (three abatements), Pinamonti Physical Therapy, Rallison, LP, Kendall Packaging Corporation and Dharma Properties, LLC. Motion carried.

DANCE HALL LICENSE – MOOREMAN'S – On motion of Fields, seconded by Munsell, the Governing Body approved the request submitted by Graig Moore to renew the Dance Hall License for Mooreman's, Inc., 1608 South Broadway, and authorized the City Clerk to issue the license. Motion carried.

APPROPRIATION ORDINANCE – On motion of Fields, seconded by Munsell, the Governing Body approved the Appropriation Ordinance for the period ending January 28, 2020, subject to the release of HUD expenditures when funds are received. Motion carried.

ACTIVE TRANSPORTATION ADVISORY BOARD ANNUAL REPORT - Darrell Pulliam, Chairman of the Active Transportation Advisory Board (ATAB), provided the ATAB annual report.

RESOLUTION NO. 1231 – On motion of O'Bryan, seconded by Fields, the Governing Body adopted Resolution No. 1231, determining that the City of Pittsburg is considering establishing a Rural Housing Incentive District (Payton's Hamlet) within the City and adopting a plan for the development of housing and public facilities in such proposed district; establishing the date and time of a public hearing on such matter, and providing for the giving of notice of such public hearing, and authorized the Mayor to sign the Resolution on behalf of the City. Motion carried.

FUNDING AGREEMENT - KANNARR - PAYTON'S HAMLET RURAL HOUSING INCENTIVE DISTRICT – On motion of Munsell, seconded by Fields, the Governing Body approved a Funding Agreement between the City of Pittsburg and Shane R. Kannarr in regard to the Payton's Hamlet Rural Housing Incentive District, and authorized the Mayor to sign the Agreement on behalf of the City. Motion carried.

SUSTAINABILITY ADVISORY COMMITTEE APPOINTMENT – On motion of Munsell, seconded by Fields, the Governing Body appointed Tiffany Peery to fill an unexpired term as a member of the Sustainability Advisory Committee effective immediately and concluding on December 31, 2020. Motion carried.

PITTSBURG AREA CHAMBER OF COMMERCE ECONOMIC DEVELOPMENT SERVICES AGREEMENT – On motion of O'Bryan, seconded by Brooks, the Governing Body approved the Economic Development Services Agreement between the City of Pittsburg and the Pittsburg Area Chamber of Commerce in which the Chamber of Commerce will perform the services related to the location and retention of industrial, manufacturing and retail businesses in the City for the year beginning on February 11, 2020, and expiring on December 31, 2020, and authorized the Mayor to sign the Agreement on behalf of the City. Motion carried.

Commissioner Munsell requested that Director of Economic Development Blake Benson visit more businesses throughout 2020 than were visited in past years. Commissioner Munsell suggested that City Manager Daron Hall also visit with business owners. Mayor McNay requested that Mr. Benson include information in the monthly report to Commissioners regarding his business visits.

PITTSBURG STATE UNIVERSITY BUSINESS DEVELOPMENT AND INNOVATION SERVICES AGREEMENT – On motion of Fields, seconded by O'Bryan, the Governing Body approved the Business Development and Innovation Services Agreement between the City of Pittsburg and Pittsburg State University (PSU) in which PSU will provide support to the City to effectively help create and attract new businesses, industries and manufacturing concerns to the City, as well as more effectively promote the expansion and growth of existing businesses and industries already located in the City for the year beginning on February 11, 2020, and expiring on December 31, 2020, and authorized the Mayor to sign the Agreement on behalf of the City. Motion carried.

PLAT - REDWOOD DEVELOPMENT, INC. – On motion of Fields, seconded by McNay, the Governing Body approved the recommendation of the Planning Commission/Board of Zoning Appeals to accept the Short Form Plat submitted by Redwood Development, Inc., for the platting of the area located immediately west of Countryside Self-Storage, east of North Water Street on the south side of East 4th Street, and authorized the Mayor to sign the plat on behalf of the City. Motion carried.

CHANGE OF ZONING REQUEST – On motion of O'Bryan, seconded by Fields, the Governing Body approved the requested submitted by Redwood Development, Inc., of Joplin, Missouri, to change the zoning of the property located immediately west of Countryside Self-Storage, east of North Water Street on the south side of East 4th Street from R1-A, Single Family Residential, to RP-4, Planned Apartment House to allow an apartment complex to be constructed on the property, and directed City Staff to prepare the necessary Ordinance. Motion carried.

LAND USE PLAN – On motion of Munsell, seconded by Brooks, the Governing Body tabled adoption of the City's Land Use Plan. Motion carried with O'Bryan voting in opposition.

CITY PURCHASING POLICY – On motion of Munsell, seconded by Brooks, the Governing Body revised the City's Purchasing Policy to reflect an increase in the local preference percentage from 3% to 5%. Motion carried.

NON-AGENDA REPORTS & REQUESTS:

BI-MONTHLY BUDGET REVIEW - Director of Finance Jamie Clarkson provided the December 31, 2019, bi-monthly budget review.

BLOCK 22 CONCERNS - Roe Parsons, corrected information regarding testing and certification that he provided to the Governing Body during the January 28th, 2020, City Commission Meeting. Mr. Parsons asked when the temporary and final Certificate of Occupancy was issued for Block 22. Mayor McNay informed Mr. Parsons that City Staff would provide him with the requested information.

ADJOURNMENT: On motion on Fields, seconded by O'Bryan, the Governing Body adjourned the meeting at 6:39 p.m. Motion carried.

_____
Dawn McNay, Mayor

ATTEST:

_____
Tammy Nagel, City Clerk

City of Pittsburg
Forward Together.

DEPARTMENT OF PUBLIC WORKS
201 West 4th Street · Pittsburg KS 66762
(620) 231-4100
www.pittks.org

Interoffice Memorandum

TO: DARON HALL
City Manager

FROM: CAMERON ALDEN
Director of Public Works

DATE: February 18, 2020

SUBJECT: Agenda Item – February 25, 2020
Appointment to Airport Advisory Committee

The Airport Advisory Committee currently has three vacancies, two airport users and one non-user. By Ordinance, this Committee shall consist of seven members, five of whom shall be users of the airport and two of whom shall be non-users.

Josh Luken of Webb City, Missouri is an airport user who has expressed an interest in serving on the Committee. Mr. Luken's application is attached. Darrel Pulliam is a non-user who has expressed interest in serving on the Committee. The City is still looking for one airport user to fill the remaining vacancy on the Committee.

In this regard, would you please place this item on the agenda for the City Commission meeting scheduled for Tuesday, February 25, 2020. Action being requested is the appointment of Josh Luken and Darrell Pulliam to serve first terms on the Airport Advisory Committee effective immediately and set to expire on December 31, 2022.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachments: Josh Luken's Application
Darrell Pulliam's Application

City of Pittsburg
Forward Together.

Airport Advisory Board

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Commission and made available to the press and public

Name: Joshua Luken

Home Address: 9285 County LN 209 WebbCity, MO 64870

Mailing Address: see above

Occupation: Corporate Pilot For Names and Numbers

Business Address: 1225 E Centennial Rd Pittsburg, KS 66762

Home Telephone: 620-655-2821

Business Telephone: 620-231-4000

E-mail: JLuken@NamesAndNumbers.com

Are you a resident of Pittsburg? NO If yes, how long have you lived in Pittsburg: _____

Current occupation (within last 12 months): Corporate Pilot

Business interest in the last 12 months: Unsure

Previous Committee/Commission Experience: None

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application. Bachelor's Degree from Kansas State University. Twenty-two yrs. of piloting experience in various airplanes and geographic locations.

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Professional and/or community service activities: Sunday School teacher/helper 2nd - 4th grade

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute: To utilize my knowledge of aviation to contribute to this advisory board and the decisions or suggestions it might make.

Area of representation (please circle one): (Airport user) Non-airport user

The Airport Advisory Committee meets at City Hall at Noon on the 1st Monday of February, May, August and November, or as called by the Chairperson or Director of Public Works. Appointment to this position may require you to file a Conflict of Interest Disclosure Statement, which is a public record.

*** Please plan to attend the December 10th, 2019, Pittsburg City Commission Meeting (5:30 p.m. at the Law Enforcement Center – 201 North Pine in Pittsburg). Appointments to the Airport Advisory Committee will be made by the City Commission during this meeting.**

Signature of Applicant: [signature]

Date: 2/3/20

If you have any questions regarding the appointment procedure, please contact the City Clerk by phone at (620)230-5532 or by email at tammy.nagel@pittks.org.

Please return your completed application on or before November 26th, 2019, to:
City of Pittsburg
Attn: City Clerk
PO Box 688
Pittsburg, KS 66762

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City of Pittsburg
Forward Together.

Airport Advisory Board

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Commission and made available to the press and public

Name: Darrell W Pulliam

Home Address: 404 E. Monroe St. Unit A-4

Mailing Address: 402 N. Broadway Ste B, Pittsburg KS

Occupation: Economic Development - PSU

Business Address: 1701 S. Broadway, Pittsburg KS 66762

Home Telephone: 620-687-5148

Business Telephone: 620-235-6554

E-mail: dpulliam@pittstate.edu

Are you a resident of Pittsburg? Yes If yes, how long have you lived in Pittsburg: 6-1/2 yrs.

Current occupation (within last 12 months): Economic Development - PSU

Business interest in the last 12 months: Small Business Advisor, Manufacturing Engagement Representative

Previous Committee/Commission Experience: ATAB member, Business Development + Innovation Services Agreement with City of Pittsburg

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application. BST from PSU, 1990. Printing Mgt. experience past 25 yrs. Small business owner of small Publishing Company.

Professional and/or community service activities: ATAB Member,

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute: Past work experience & related activities would be valuable as future decisions are made for future projects at the Airport property

Area of representation (please circle one): Airport user (Non-airport user)

The Airport Advisory Committee meets at City Hall at Noon on the 1st Monday of February, May, August and November, or as called by the Chairperson or Director of Public Works. Appointment to this position may require you to file a Conflict of Interest Disclosure Statement, which is a public record.

*** Please plan to attend the December 10th, 2019, Pittsburg City Commission Meeting (5:30 p.m. at the Law Enforcement Center – 201 North Pine in Pittsburg). Appointments to the Airport Advisory Committee will be made by the City Commission during this meeting.**

Signature of Applicant: Daniel W Pulliam

Date: 2-19-20

If you have any questions regarding the appointment procedure, please contact the City Clerk by phone at (620)230-5532 or by email at tammy.nagel@pittks.org.

Please return your completed application on or before November 26th, 2019, to:
City of Pittsburg
Attn: City Clerk
PO Box 688
Pittsburg, KS 66762

City of Pittsburg
Forward Together.

DEPARTMENT OF PUBLIC WORKS
201 West 4th Street · Pittsburg KS 66762
(620) 231-4170
www.pittks.org

Interoffice Memorandum

TO: DARON HALL
City Manager

FROM: CAMERON ALDEN
Director of Public Works

DATE: February 18, 2020

SUBJECT: Agenda Item – February 25, 2020
Lease of Farm Lands at the Atkinson Municipal Airport

The City has received a lease between the City of Pittsburg and Mr. Kenneth Biancarelli for farmlands located at the Atkinson Municipal Airport. The lease is for all of the tillable and grass land of Tracts 3, 4, 5, 5A and 7 as shown in Exhibit A. The term of the lease for Tracts 3, 4, 5, 5A and 7 is for one (1) year beginning March 1st, 2020 and ending February 28th, 2021. The Lessee agrees to pay the City a yearly rental of $10,835.00.

Would you please place this item on the agenda for the City Commission meeting scheduled for Tuesday, February 25, 2020. Action necessary will be approval or disapproval of this lease and, if approved, direct the Mayor to sign the lease on behalf of the City of Pittsburg.

If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment: Lease and Exhibit A

FARM LEASE

THIS LEASE OF FARM LAND (the "Lease"), made and entered into this _____day of _____, 2020, by and between the City of Pittsburg, Crawford County, Kansas, a Municipal Corporation, hereinafter called the Lessor, and Kenneth Biancarelli, hereinafter called the Lessee.

The Parties agree and hereby acknowledge that the tracts of land shown on Exhibit A attached hereto and incorporated herein by reference, is Airport Industrial Park property, and land adjacent to the Airport being held as clear zone land for Atkinson Municipal Airport.

WITNESSETH, that for and in consideration of the rents, covenants and agreements hereinafter contained, said Lessor does hereby rent, let and lease unto said Lessee all the tillable land and grass land in Tracts 3, 4, 5, 5A, and 7 on Exhibit A for and on the terms set forth herein below.

TERMS

Lessee to rent Tracts 3, 4, 5, 5A, and 7 for a term of one (1) year beginning on March 1, 2020 and ending on February 28, 2021. The Lessee agrees to pay the Lessor an annual rental of $10,835.00. Rent shall be due and payable on March 1, 2020.

USE OF PREMISES

Lessee shall at all times farm and care for said land in a good husband- like manner, and in accordance with good farming and soil conservation practices; shall not commit or permit waste thereon; shall carefully protect all improvements of every kind that are now on said premises or may be erected thereon during the term of this Lease; shall promptly at the expiration of the term herein granted yield up possession of said premises, without notice, unto the Lessor in as good condition and repair as now exists or may be at any time during the term of this Lease, ordinary wear and tear excepted.

TERMINATION

Lessor reserves the right to terminate this Lease and retake possession of all or any portion of the leased premises at any time for any purpose upon thirty (30) days advance written notice to Lessee. In the event Lessor exercises its right to terminate, Lessor shall reimburse Lessee for the cost of seed, lime and fertilizer used on the portion(s) of land repossessed. Lessee hereby waives and releases Lessor from any right or claim for recovery of any lost profits or other expenses.

This Lease shall automatically terminate at the end of the initial lease term unless the Lessee provides written notice of request to renew to Lessor at least sixty (60) days prior to the expiration date of the intimal term. A new successor lease shall be required to reinstate Lessee's farming privileges. The decision to grant or deny Lessee's request to renew shall be in Lessor's sole discretion.

PROHIBITIONS ON USE

It is understood and agreed that the rights granted hereunder to Lessee shall not be exercised in such a way as to interfere with or adversely affect the use, operation, maintenance or development of the Airport or the Airport Industrial Park. Lessee hereby acknowledges that burning is strictly prohibited, as well as cultivation of crops within twenty feet (20') of the wildlife fencing. Lessee further agrees not to plow pasture, permit noxious weeds to go to seed, or cut live trees for sale or personal use.

INGRESS AND EGRESS

Lessee also agrees that Lessor and its other tenants, lessees and agents shall be entitled to retain the right of ingress and egress on the land for the purpose of recreational hunting and of monitoring compliance with the lease terms, but shall refrain from interfering with the farming operation of Lessee as much as reasonably possible. It is further agreed that Lessor shall retain the exclusive right to permit any third parties to enter the property for recreational hunting purposes.

PESTICIDES / HERBICIDES

Lessee shall use pesticides and herbicides in strict accordance with labeled directions, warnings and instructions on the leased property.

LIABILITY INSURANCE

Lessee shall procure and keep in force beginning on the date this Lease is entered into, and continuing during the entire term of this Lease, comprehensive general liability insurance, with Lessor also listed as a named insured, to include public liability coverage for bodily injury in an amount of at least five hundred thousand dollars ($500,000) for any one (1) occurrence. Lessee shall provide Lessor with a certificate for said insurance policy upon execution of the Lease. Said certificate shall also contain a clause that said policy may not be cancelled nor coverage limits decreased without at least thirty (30) days prior written notice sent to Lessor at the address specified herein.

HOLD HARMLESS / INDEMNIFICATION

Lessee takes possession of the leased premises after a thorough inspection of the leased premises and acknowledges and understands the inherent hazards of farming and assumes all the risks thereof and therefrom, and further agrees to defend, indemnity and hold Lessor harmless from any and all claims, damages, demands, liability, loss, and expenses, including Lessor's reasonable attorney fees, arising out of or from Lessee's operations on the leased premises or Lessee's performance or failure to perform the terms of this Lease.

AMENDMENTS

Any amendments or alterations of this Lease shall be in writing and shall be agreed upon and signed by both the Lessor and the Lessee. Any amendments or alterations shall be at the sole discretion of Lessor.

MAINTENANCE

Lessee shall brush hog the waterways on the premises at least once during the lease term. Physical improvements to property by Lessee are subject to prior written approval by Lessor. If approved, maintenance of all improvements are the sole responsibility of Lessee, unless prior arrangements between Lessee and Lessor are made in writing. If improvements are made without prior written approval by Lessor, then the improvements shall become the property of Lessor, and Lessee shall be deemed to have committed a violation of the terms of this Lease, which renders the lease null and void at Lessor's sole discretion.

FARMING COSTS

Lessee shall be solely responsible for all fertilizer, lime and seed purchases for the leased property.

TRESPASSING

Lessee acknowledges and understands that Lessor cannot prevent trespassing or vandalism, and assumes no responsibility for the acts of any third (3rd) parties thereon.

INDEPENDANT PARTIES

This Lease shall not be deemed to give rise to a partnership relation or joint venture, and neither party shall have authority to obligate the other party without the other party's written consent.

ASSIGNMENT

This Lease shall not be assigned nor sublet without the prior written consent of said Lessor.

PARTIES BOUND

This Lease shall extend to and be binding upon the parties hereto, and their heirs, executors, trustees, administrators, successors and assigns.

ENTIRE AGREEMENT

This Lease shall constitute the entire agreement of the parties hereto and any prior oral or written agreement or understanding between the parties relating to the lased premises is merged

herein and shall be of no separate force and effect and this Lease shall only be changed, modified or discharged by subsequent written agreement signed by all parties hereto.

KANSAS LAW

This Lease shall be governed by and construed in accordance with the laws of the State of Kansas.

DUPLICATE COPIES

This Lease is executed in duplicate, one copy thereof for said Lessor and one copy thereof for said Lessee.

NOTICES

LESSOR:

Name: Cameron Alden
Public Works Director
Address: 201 West 4th
Pittsburg, KS 66762
Telephone No: (620) 231-4170

LESSEE:

Name: Kenneth Biancarelli
Address: 510 E. 590th Ave.
Pittsburg, KS 66762
Telephone No: (620) 724-8048 Home
(620) 249-3314 Cell

In Witness whereof, this lease has been signed and executed the day and year first above written.

LESSOR:

THE CITY OF PITTSBURG, KANSAS

_____
Dawn McNay, Mayor

ATTEST:

_____
Tammy Nagel, City Clerk

LESSEE:

KENNETH BIANCARELLI

_____
Kenneth Biancarelli

EXHIBIT "A"

Revised 3-19-18

Memorandum

TO:	Daron Hall, City Manager
FROM:	Blake Benson, Economic Development Director
DATE:	February 19, 2020
SUBJECT:	February 25, 2020 Agenda Item Riggs Chiropractic name request

On November 26, 2019, the Pittsburg City Commission approved providing $87,000 to Riggs Chiropractic to support a project that will invest approximately $750,000 to renovate the long abandoned Tyrell's service station at 4th Street & the Highway 69 bypass. Drs. Tyler and Kayla Riggs plan to open a new medical office building this fall.

The Riggs purchased the property under the name of TKR Management, LLC and are ready to begin construction. However, as the City will take a second mortgage on the property and Riggs Chiropractic is the legal entity that was approved for the funds, it's necessary for the City Commission to consider changing the recipient name to TKR Management, LLC.

All other details related to the project will remain unchanged.

Please place this item on the agenda for the City Commission meeting scheduled for Tuesday, February 25, 2020. Action being requested is approval or denial of the name change request and, if approved, authorize the Mayor to sign the appropriate documents.

VENDOR SET: 99 City of Pittsburg, KS
BANK: * ALL BANKS
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.	NAME		STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
C-CHECK	VOID CHECK		V	2/07/2020			186347		
C-CHECK	VOID CHECK		V	2/07/2020			186348		
1	BADGEANDWALLET.COM	VOIDED							
1	BADGEANDWALLET.COM	VOIDED							
C-CHECK	BADGEANDWALLET.COM	VOIDED	V	2/07/2020			186349		132.00CR
C-CHECK	VOID CHECK		V	2/07/2020			186363		
C-CHECK	VOID CHECK		V	2/07/2020			186364		
C-CHECK	VOID CHECK		V	2/07/2020			186365		
C-CHECK	VOID CHECK		V	2/07/2020			186374		
C-CHECK	VOID CHECK		V	2/07/2020			186375		
C-CHECK	VOID CHECK		V	2/07/2020			186376		
7493	EMERY SAPP & SONS INC								
7493	EMERY SAPP & SONS INC								
C-CHECK	EMERY SAPP & SONS INC	VOIDED	V	2/11/2020			186378		120,000.00CR
C-CHECK	VOID CHECK		V	2/14/2020			186392		
C-CHECK	VOID CHECK		V	2/14/2020			186393		
C-CHECK	VOID CHECK		V	2/14/2020			186394		
0188	SECRETARY OF STATE								
0188	SECRETARY OF STATE								
C-CHECK	SECRETARY OF STATE	VOIDED	V	2/14/2020			186403		25.00CR

* * T O T A L S * *	NO			INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	0			0.00	0.00	0.00
HAND CHECKS:	0			0.00	0.00	0.00
DRAFTS:	0			0.00	0.00	0.00
EFT:	0			0.00	0.00	0.00
NON CHECKS:	0			0.00	0.00	0.00
VOID CHECKS:	14	VOID DEBITS	0.00			
		VOID CREDITS	120,157.00CR	120,157.00CR	0.00	

TOTAL ERRORS: 0

	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
VENDOR SET: 99 BANK: TOTALS:	14	120,157.00CR	0.00	0.00
BANK: TOTALS:	14	120,157.00CR	0.00	0.00

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0224	KDOR	D	2/07/2020			000000		7,022.55
0321	KP&F	D	2/07/2020			000000		45,253.45
0728	ICMA	D	2/07/2020			000000		590.00
1050	KPERS	D	2/07/2020			000000		40,698.17
1050	KPERS	D	2/10/2020			000000		330.20
5904	TASC	D	2/06/2020			000000		6,329.79
6415	GREAT WEST TANDEM KPERS 457	D	2/07/2020			000000		4,744.83
6952	ADP INC	D	2/14/2020			000000		7,750.80
7290	DELTA DENTAL OF KANSAS INC	D	2/07/2020			000000		1,665.50
7290	DELTA DENTAL OF KANSAS INC	D	2/14/2020			000000		5,194.55
7877	TRUSTMARK HEALTH BENEFITS INC	D	2/06/2020			000000		20,492.79
7877	TRUSTMARK HEALTH BENEFITS INC	D	2/13/2020			000000		25,856.17
8205	MRI SOFTWARE LLC	E	2/10/2020			007297		926.00
0038	LEAGUE OF KANSAS MUNICIPALITIE	E	2/10/2020			007298		50.00
0046	ETTINGERS OFFICE SUPPLY	E	2/10/2020			007299		157.83
0055	JOHN'S SPORT CENTER, INC.	E	2/10/2020			007300		4,530.97
0084	INTERSTATE EXTERMINATOR, INC.	E	2/10/2020			007301		100.00
0105	PITTSBURG AUTOMOTIVE	E	2/10/2020			007302		102.70
0117	GATEHOUSE MEDIA KANSAS HOLDING	E	2/10/2020			007303		20.05
0133	JIM RADELL CONSTRUCTION COMPAN	E	2/10/2020			007304		1,790.00
0194	KANSAS STATE TREASURER	E	2/10/2020			007305		5,261.00
0272	BO'S 1 STOP INC	E	2/10/2020			007306		94.50

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0328	KANSAS ONE-CALL SYSTEM, INC	E	2/10/2020			007307		237.60
0332	PITTCRAFT PRINTING INC	E	2/10/2020			007308		5,295.00
0335	CUSTOM AWARDS, LLC	E	2/10/2020			007309		25.00
0534	TYLER TECHNOLOGIES INC	E	2/10/2020			007310		11,074.61
0746	CDL ELECTRIC COMPANY INC	E	2/10/2020			007311		412.50
0866	AVFUEL CORPORATION	E	2/10/2020			007312		18,671.23
1478	KANSASLAND TIRE #1828	E	2/10/2020			007313		1,845.86
1792	B&L WATERWORKS SUPPLY, LLC	E	2/10/2020			007314		1,091.12
2921	DATAPROSE LLC	E	2/10/2020			007315		4,677.72
3571	LARRY'S DIESEL REPAIR LLC	E	2/10/2020			007316		569.10
3668	MID AMERICA PROPERTIES OF PITT	E	2/10/2020			007317		500.00
4452	RYAN INSURANCE, LLC	E	2/10/2020			007318		158.00
4618	TRESA LYNNE MILLER	E	2/10/2020			007319		1,125.50
4621	JCI INDUSTRIES INC	E	2/10/2020			007320		4,342.82
5275	US LIME COMPANY-ST CLAIR	E	2/10/2020			007321		9,621.97
6029	GARSITE PROGRESS LLC	E	2/10/2020			007322		346.85
6298	L. KEVAN SCHUPBACH	E	2/10/2020			007323		1,782.23
6851	SCHULTE SUPPLY INC	E	2/10/2020			007324		29.94
7239	JERRY MILLER	E	2/10/2020			007325		400.00
7407	LIMELIGHT MARKETING LLC	E	2/10/2020			007326		500.00
7478	KENNETH PERRIN	E	2/10/2020			007327		371.52
7705	JOANNA L DERFELT	E	2/10/2020			007328		1,000.00

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
7806	CORE & MAIN LP	E	2/10/2020			007329		2,195.00
7852	TRIA HEALTH, LLC	E	2/10/2020			007330		1,215.87
8046	CONVERGEONE, INC.	E	2/10/2020			007331		675.00
8132	MIKE CARPINO FORD PITTSBURG IN	E	2/10/2020			007332		408.45
0748	CONRAD FIRE EQUIPMENT	E	2/18/2020			007333		95.98
0022	DANKO EMERGENCY EQUIPMENT CO.	E	2/18/2020			007334		2,523.03
0046	ETTINGERS OFFICE SUPPLY	E	2/18/2020			007335		693.60
0055	JOHN'S SPORT CENTER, INC.	E	2/18/2020			007336		645.00
0101	BUG-A-WAY INC	E	2/18/2020			007337		160.00
0105	PITTSBURG AUTOMOTIVE	E	2/18/2020			007338		872.19
0112	MARRONES INC	E	2/18/2020			007339		257.16
0117	GATEHOUSE MEDIA KANSAS HOLDING	E	2/18/2020			007340		217.10
0128	ASCENSION VIA CHRISTI HOSPITAL	E	2/18/2020			007341		739.00
0133	JIM RADELL CONSTRUCTION COMPAN	E	2/18/2020			007342		2,230.00
0135	PITTSBURG AREA CHAMBER OF COMM	E	2/18/2020			007343		21,250.00
0142	HECKERT CONSTRUCTION CO INC	E	2/18/2020			007344		801.25
0202	CLIFF HIX ENGINEERING INC	E	2/18/2020			007345		62.00
0317	KUNSHEK CHAT & COAL CO, INC.	E	2/18/2020			007346		2,837.38
0335	CUSTOM AWARDS, LLC	E	2/18/2020			007347		25.00
0516	AMERICAN CONCRETE CO INC	E	2/18/2020			007348		3,094.51
0577	KANSAS GAS SERVICE	E	2/18/2020			007349		2,104.12
0746	CDL ELECTRIC COMPANY INC	E	2/18/2020			007350		10,503.37

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0844	HY-FLO EQUIPMENT CO., INC.	E	2/18/2020			007351		149.75
1141	THE G W VAN KEPPEL COMPANY	E	2/18/2020			007352		325.55
1619	MIDWEST TAPE, LLC	E	2/18/2020			007353		50.35
1693	EBSCO INDUSTRIES, INC.	E	2/18/2020			007354		3,196.61
1792	B&L WATERWORKS SUPPLY, LLC	E	2/18/2020			007355		2,044.98
3248	AIRGAS USA LLC	E	2/18/2020			007356		820.07
3802	BRENNTAG MID-SOUTH INC	E	2/18/2020			007357		2,259.00
4307	HENRY KRAFT, INC.	E	2/18/2020			007358		171.10
4452	RYAN INSURANCE, LLC	E	2/18/2020			007359		125.00
4925	MASEK GOLF CAR COMPANY	E	2/18/2020			007360		408.40
5275	US LIME COMPANY-ST CLAIR	E	2/18/2020			007361		4,947.64
5420	AQUIONICS INC	E	2/18/2020			007362		1,036.88
5464	TURN-KEY MOBILE INC	E	2/18/2020			007363		338.22
5482	JUSTIN HART	E	2/18/2020			007364		60.00
5617	AMERICAN PUBLIC WORKS ASSOCIAT	E	2/18/2020			007365		223.00
6175	HENRY C MENGHINI	E	2/18/2020			007366		563.90
6402	BEAN'S TOWING & AUTO BODY	E	2/18/2020			007367		3,996.75
6822	ELIZABETH BRADSHAW	E	2/18/2020			007368		1,290.80
6851	SCHULTE SUPPLY INC	E	2/18/2020			007369		677.85
6995	SUMMER WARREN	E	2/18/2020			007370		402.50
7028	MATTHEW L. FRYE	E	2/18/2020			007371		400.00
7127	UNIQUE MANAGEMENT SERVICES, IN	E	2/18/2020			007372		8.95

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.		NAME		STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
7629		EARLES ENGINEERING & INSPECTIO		E	2/18/2020			007373		7,383.50
7645		SEWARD RENTALS, LLC		E	2/18/2020			007374		810.34
7799		SHELLYS CATERING LLC		E	2/18/2020			007375		1,200.00
7800		MORGAN ALYSE PANOVICH		E	2/18/2020			007376		387.50
7839		VISION SERVICE PLAN INSURANCE		E	2/18/2020			007377		1,786.07
8079		GWG JOPLIN, LLC		E	2/18/2020			007378		35.00
8187		EXELON CORPORATION		E	2/18/2020			007379		3,299.05
8212		HOWDEN USA		E	2/18/2020			007380		2,847.60
0523		AT&T		R	2/07/2020			186346		7,451.01
1		BADGEANDWALLET.COM		V	2/07/2020			186349		132.00
1		BADGEANDWALLET.COM	VOIDED							
1		BADGEANDWALLET.COM	VOIDED							
	M-CHECK	BADGEANDWALLET.COM	VOIDED	V	2/07/2020			186349		132.00CR
1		BENELLI, CURTIS		R	2/07/2020			186350		400.00
7422		CITY OF GIRARD		R	2/07/2020			186351		150.00
4263		COX COMMUNICATIONS KANSAS LLC		R	2/07/2020			186352		1,409.91
4263		COX COMMUNICATIONS KANSAS LLC		R	2/07/2020			186353		29.40
4263		COX COMMUNICATIONS KANSAS LLC		R	2/07/2020			186354		13.44
4263		COX COMMUNICATIONS KANSAS LLC		R	2/07/2020			186355		96.14
7517		CRAW-KAN TELEPHONE COOPERATIVE		R	2/07/2020			186356		1,119.94
7971		TAMMY CRAYS		R	2/07/2020			186357		798.00
1108		EVERGY KANSAS CENTRAL INC		R	2/07/2020			186358		149.88
1		FRISBIE, AUSTIN		R	2/07/2020			186359		240.00

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
7935	CANDACE MICHAEL BREWSTER	R	2/07/2020			186360		1,000.00
1	HANSON, BRYAN	R	2/07/2020			186361		40.00
1	HARRY'S CAFE	R	2/07/2020			186362		341.88
7414	KANSAS GAS SERVICE (ESG)	R	2/07/2020			186366		55.00
0226	KDOR LIQUOR TAX	R	2/07/2020			186367		2.18
1	LOGAN, SHARLOTTE	R	2/07/2020			186368		196.00
1	MEISTER, JUDY	R	2/07/2020			186369		65.00
7938	ROSANO DEL PILAR MENDEZ	R	2/07/2020			186370		37.50
1	O'NEILL, BRIAN	R	2/07/2020			186371		400.00
7469	RADCLIFF AGENCY, LLC	R	2/07/2020			186372		379.00
5589	VERIZON WIRELESS SERVICES, LLC	R	2/07/2020			186373		9,109.92
2350	WCA WASTE SYSTEMS INC	R	2/07/2020			186377		66.59
7493	EMERY SAPP & SONS INC	V	2/11/2020			186378		120,000.00
7493	EMERY SAPP & SONS INC							
7493	EMERY SAPP & SONS INC							
M-CHECK	EMERY SAPP & SONS INC VOIDED	V	2/11/2020			186378		120,000.00CR
8010	P & L DEVELOPMENT LLC	R	2/11/2020			186379		120,000.00
3073	JEFF BAIR	R	2/14/2020			186380		490.00
7856	BARDAVON HEALTH INNOVATIONS, L	R	2/14/2020			186381		275.00
4050	CITRIX SYSTEMS INC	R	2/14/2020			186382		5,068.50
1616	CITY OF PITTSBURG	R	2/14/2020			186383		138.63
5283	CLASS LTD	R	2/14/2020			186384		28.20
7657	COPY PRODUCTS, INC.	R	2/14/2020			186385		137.08

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
4263	COX COMMUNICATIONS KANSAS LLC	R	2/14/2020			186386		95.06
4263	COX COMMUNICATIONS KANSAS LLC	R	2/14/2020			186387		79.86
0375	WICHITA WATER CONDITIONING	R	2/14/2020			186388		25.50
8209	DPC ENTERPRISES LP	R	2/14/2020			186389		1,368.00
4636	EVERGY KANSAS CENTRAL INC. (HA	R	2/14/2020			186390		235.20
1108	EVERGY KANSAS CENTRAL INC	R	2/14/2020			186391		102,629.63
6620	FLEET PRIDE INC	R	2/14/2020			186395		121.18
1	GROOMS OFFICE ENVIROMENTS	R	2/14/2020			186396		266.78
7414	KANSAS GAS SERVICE (ESG)	R	2/14/2020			186397		380.83
7871	KNOWBE4, INC.	R	2/14/2020			186398		6,553.80
7938	ROSANO DEL PILAR MENDEZ	R	2/14/2020			186399		25.00
1	MICHEL, MARK	R	2/14/2020			186400		132.00
7392	ASSURECO RISK MANAGEMENT & REG	R	2/14/2020			186401		350.00
8146	WASTE CORPORATION OF KANSAS, L	R	2/14/2020			186402		517.07
0188	SECRETARY OF STATE	V	2/14/2020			186403		25.00
0188	SECRETARY OF STATE							
0188	SECRETARY OF STATE							
M-CHECK	SECRETARY OF STATE VOIDED	V	2/14/2020			186403		25.00CR
7270	SECURITY 1ST TITLE, LLC	R	2/14/2020			186404		75.00
6377	SOUTHEAST KANSAS RECYCLING CEN	R	2/14/2020			186405		30.00
5589	VERIZON WIRELESS SERVICES, LLC	R	2/14/2020			186406		392.69
0831	WATER ENVIRONMENT FEDERATION	R	2/14/2020			186407		150.00

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
DATE RANGE: 2/05/2020 THRU 2/18/2020

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT

* * T O T A L S * *	NO		INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	48		383,272.80	0.00	263,115.80
HAND CHECKS:	0		0.00	0.00	0.00
DRAFTS:	12		165,928.80	0.00	165,928.80
EFT:	84		171,962.99	0.00	171,962.99
NON CHECKS:	0		0.00	0.00	0.00
VOID CHECKS:	3	VOID DEBITS 0.00			
		VOID CREDITS 120,157.00CR	120,157.00CR	0.00	

TOTAL ERRORS: 0

	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
VENDOR SET: 99 BANK: 80144 TOTALS:	147	601,007.59	0.00	601,007.59
BANK: 80144 TOTALS:	147	601,007.59	0.00	601,007.59
REPORT TOTALS:	147	601,007.59	0.00	601,007.59

Passed and approved this 25th day of February, 2020.

_____
Dawn McNay, Mayor

ATTEST:

_____
Tammy Nagel, City Clerk

Memorandum

TO:	Daron Hall, City Manager
FROM:	Blake Benson, Economic Development Director
DATE:	February 19, 2020
SUBJECT:	February 25, 2020 Agenda Item Rallison, LP tax exemption request

Rallison, LP, parent company of APEX Stages, has filed an Economic Development Exemption request pertaining to their recent expansion at 3530 North Lone Star Road. The company has provided all required documents, including a cost/benefit analysis, as required by state and local statutes. The company's $1.7 million investment qualifies them for a six-year exemption under the City's published schedule of tax exemption.

The corresponding cost/benefit analysis shows the project is estimated to have the following effect over the next ten years:

- 10 permanent new jobs
- 15 new residents in the community
- $3.1 million in new personal income
- $3.1 million in new local retail sales
- $1.7 million increase in the property tax base

The Economic Development Advisory Committee (EDAC) considered the Rallison, LP, request on February 5, 2020 and voted unanimously to recommend to the City Commission that the City of Pittsburg approve the Economic Development Exemption as submitted.

Please place this item on the agenda for the City Commission meeting scheduled for Tuesday, February 25, 2020. Action being requested is the approval or denial of the EDAC recommendation to grant Rallison, LP, the Economic Development Exemption request and, if approved, authorize the Mayor to sign the appropriate documents.

BEFORE THE COURT OF TAX APPEALS OF THE STATE OF KANSAS

TAX EXEMPTION
(K.S.A. 79-213)

APPLICANT:

RAllison, LP (Progressive Products, Inc.)
Applicant Name (Owner of Record)

3305 Airport Circle
Applicant Address (Street or Box No.)

Pittsburg KS 66762
City State Zip

Applicant Phone #:(620) 235-1712

Applicant E-mail: tallison@progressiveproductsinc.com

ATTORNEY OR REPRESENTATIVE: (If applicable)*

Representative Name Title

Representative Address

City State Zip

Atty/Rep Phone #:(_____)_____

Representative E-mail:_____

*Note: If you are represented by an attorney or other individual, you must provide the Court with either an Entry of Appearance or a current Declaration of Representative form approved by the Court of Tax Appeals. Tax Representatives are **not permitted** to sign applications filed with the Court.

Taxing County: Crawford

Year/Years at issue: 2020-2025

(For State of Kansas use only)

DOCKET NO._____-TX

Fee:_____ Amt Rec. _____

Rec. Date:_____ Ck #_____

No Fee:_____ Reason: _____

(For County use only)

Parcel ID #/Personal Property ID #
or Vehicle ID #:

County's valuation: $_____

LBCS Function Code: _____

Property at issue:

Real Property---Street address, city: 3530 N. Lone Star Road, Pittsburg, KS 66762

Personal Property---Description: _____

CTA-TX (Rev. 1/13)

1. Real Property—For real property, provide a description of all improvements, and attach a copy of the deed.
   31,500 sqft building and access driveway to road

2. Personal Property—For personal property, provide an itemized list of all items, including the acquisition date(s) and any legal documentation of ownership. (If the description is lengthy, attach additional pages to this form.)

3. If subject property is a vehicle, please complete one of the following forms:

   (1) Addition to Exemption Application Vehicles Form
   or
   (2) Addition to Exemption Application Active Military Personnel Vehicles Form

4. If personal property, where was the property located on January 1 of the year you request the exemption to begin? (Provide the street address, city, county and state.)

5. Is the subject property leased? _____No __X__Yes If yes, attach a copy of the lease agreement.

6. Indicate all uses you make of the subject property: (Explain in detail).
   Property is used in the manufacturing of mobile concert stages

7. Indicate how often you use the subject property for this purpose(s).
   Five days a week

8. Indicate all other individuals, groups or organizations that use the subject property. Explain in detail how each individual or entity uses the property.

9. Indicate whether or not a fee is charged in relation to the use of the subject property. If a fee is charged, please explain why there is a fee, how that fee is determined or calculated, and what purpose the fee serves. Include a copy of any fee schedules.

10. Date (mm/dd/yyyy) you acquired ownership of subject property: 08/30/2017

Date (mm/dd/yyyy) the property was first used for exempt purposes: 04/30/2019

Date (mm/dd/yyyy) you are requesting the exemption to begin: 01/01/2020

Date (mm/dd/yyyy) construction commenced and ended*: 011/2017 to 05/2019

*(If property is new construction)

11. Which statute authorizes the exemption: Article 11, Section 13, Kansas Constitution

12. Do you request a hearing on the application for exemption? _____Yes X No

VERIFICATION

I, Todd N . Allison, do solemnly swear or affirm that the information set forth herein is true and correct, to the best of my knowledge and belief. So help me God.

Signature of Applicant

Todd N. Allison, President
Printed Name and Title

State of KANSAS)
County of CRAWFORD)

This instrument was acknowledged before me on 1-31-20 by TODD N. ALLISON.

Seal

Beth Perry
Notary Public
State of Kansas
My Appt. Exp. 7-24-23

Signature of Notary Public

My appointment expires: 7-24-23

COUNTY APPRAISER RECOMMENDATIONS AND COMMENTS

TO COUNTY APPRAISER:

Pursuant to K.S.A. 79-213, and amendments thereto, the County Appraiser is required to review each application and recommend whether the relief sought should be granted or denied. Therefore, please answer the following questions and provide any additional comments you believe are necessary to support your recommendation. The County Appraiser shall provide a copy of the completed comments and recommendations to the applicant.

1. Do you find the facts as stated by the applicant represent the true situation?_____Yes _____No
2. Do you recommend that the exemption herein requested be granted? _____Yes _____No
3. Do you request a hearing on this application? _____Yes _____No

Indicate the year the County first placed the subject property on the tax rolls under the name of the current owner:_____

Please provide any additional comments as to the County's position regarding the applicant's request.

_____

_____

_____

VERIFICATION

I, _____, do solemnly swear or affirm that the information set forth herein is true and correct, to the best of my knowledge and belief. So help me God.

_____
Signature of County Official

_____
Printed Name and Title

State of _____)
County of _____)

This instrument was acknowledged before me on _____ by _____.

Seal

_____
Signature of Notary Public

My appointment expires: _____

TAX EXEMPTION INSTRUCTIONS

1. Each application for tax exemption must be filled out completely with all accompanying facts and attachments. The statement of facts must be in affidavit form. Applications or statements that have not been signed by the property owner before a Notary Public will not be considered. Pursuant to K.S.A. 79-213, and amendments thereto, the property owner is required to file the application. If the subject property is leased, the lessee can **not** file the application.

2. If you are applying for exemption pursuant to the following statutes, please provide the indicated additions to application.

   K.S.A. 79-201 Ninth---Humanitarian service provider
   TX Addition 79-201 Ninth

   K.S.A. 79-201 Seventh—Parsonage
   TX Addition 79-201 Seventh

   K.S.A. 79-201b---Hospitals, adult care homes, children's homes, etc.
   TX Addition 79-201b

   K.S.A. 79-201g---Watershed dam or reservoir
   TX Addition Watershed

   K.S.A. 79-201k---Business aircraft or
   K.S.A. 79-220---Antique aircraft
   TX Addition Aircraft

   K.S.A. 79-201t---Low producing oil lease
   TX Addition 79-201t

   K.S.A. 79-201z---Community Housing Development Organizations
   TX Addition 79-201z

   K.S.A. 79-5107(e) or 50 U.S.C.A. § 571
   TX Addition to Exemption Application Active Military Personnel Vehicles

3. Pursuant to Kansas law, the burden is on the applicant to prove affirmatively that relief is necessary. Failure to do so will result in the denial of the request for exemption.

4. Enclose any applicable filing fee(s) pursuant to K.A.R. 94-2-21. Checks or money orders should be made payable to the Court of Tax Appeals. For information regarding fees with the Court of Tax Appeals, visit www.kansas.gov/cota/ or contact the Court at (785) 296-2388. The County Appraiser's office also has fee schedules available.

This form along with the applicable additions and attachments is to be filed with the County Appraiser for recommendations pursuant to K.S.A. 79-213(d). The County Appraiser will forward the application to the Court of Tax Appeals.

MUNICIPAL WARRANTY DEED

THIS INDENTURE, Made this 30th day of August, 2017, between the City of Pittsburg, a Municipal Corporation, of Crawford County, Kansas, Party of the First Part, and Rallison, LP, a Kansas limited partnership, Party of the Second Part.

WITNESSETH: That said Party of the First Part, in consideration of the sum of Fifty Thousand and 00/100 Dollars ($50,000.00), the receipt of which is hereby acknowledged, does by these presents Grant, Bargain, Sell, and Convey unto said Party of the Second Part, all the following described real estate, situated in Crawford County and State of Kansas, to-wit:

A portion of Lot 1 of the Airport Industrial Park West Addition to the City of Pittsburg, Crawford County, Kansas being described as follows:

Beginning at the Southwest corner of said Lot 1: Thence N 02° 10'00" W (Bearings Based on the Kansas Coordinate System 1983 South Zone) along the West line of said Lot 1 a distance of 709.50 feet to a ½" rebar; Thence N 87° 50'00" E a distance of 1260.00 feet to a ½" rebar being the Northeasterly corner of said Lot 1; Thence S 02° 10'00" E along the Easterly line of said Lot 1 a distance of 767.57 feet to the Southeasterly corner of said Lot 1; Thence N 52° 27'33" W along the southerly line of said Lot 1 a distance of 581.75 feet to a ½" rebar being the Southerly corner of said Lot 1; Thence S 87° 50'00" W along said Southerly line a distance of 322.08 feet to the Point of Beginning.

This tract contains 23.29 acres.

30' Easement (NEW EASEMENT)

A portion of Lot 1 of the Airport Industrial Park West Addition to the City of Pittsburg, Crawford County, Kansas being described as follows:

Beginning at a ½" rebar at the Northeasterly corner of said Lot 1; Thence S 02°10'00" E along the Easterly line of said Lot 1 a distance of 490.66 feet to a ½" rebar being the Easterly corner of said Lot 1; Thence N 52°27'33" W along the southerly line of said Lot 1 a distance of 30.00 feet; Thence N 37°32'27" E parallel with the Easterly line of said Lot 1 a distance of 756.73 feet; Thence N 02°10'00" W parallel with the Easterly line of said Lot 1 a distance of 497.83 feet; Thence N 87°50'00" E a distance of 30.00 feet to the point of beginning.

TO HAVE AND TO HOLD THE SAME, together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining, forever, subject to the following conditions and covenants:

1. Those set forth in the document entitled "Restrictive Covenants and Conditions - Pittsburg Airport Industrial Park West Addition" on file with the Office of Register of Deeds, Crawford County, Kansas.

AND

2. The Second Party for itself and its successors and assigns, agrees and understands that should the Second Party fail to build office and manufacturing buildings thereon for the use of Rallison, LP within twelve (12) months from the date of this Deed, then, in said event, the First Party shall have the first right to repurchase the real estate for the sole sum of $50,000.00

And said First Party for itself, its successors and assigns, does hereby covenant, promise and agree, to and with said Party of the Second Part, that at the delivery of these presents it is lawfully seized in fee simple, that the property is free and clear of and from all former and other grants, titles, charges, estates, judgments, taxes, assessments and encumbrances, of what nature or kind soever except as set forth herein;

AND that it will warrant and forever defend the same unto said Party of the Second Part, against all person or persons whomsoever, lawfully claiming or to claim the same.

IN WITNESS WHEREOF, the said Party of the First Part has hereunto caused this Deed to be signed on its behalf by its Mayor thereunto duly authorized so to do, and to be attested by its City Clerk, and has caused its seal to be hereunto affixed the day and year last above written.

CITY OF PITTSBURG
CITY CLERK
(SEAL)
CRAWFORD COUNTY KANSAS

THE CITY OF PITTSBURG, KANSAS

By_____
Mayor - Michael Gray

ATTESTED:

Tammy Nagel
City Clerk - Tammy Nagel

STATE OF KANSAS)
) ss:
CRAWFORD COUNTY)

BE IT REMEMBERED, That on this 30th day of August, 2017, before me, the undersigned, a Notary Public, in and for the County and State aforesaid, came Michael Gray, Mayor of the City of Pittsburg, Kansas, a Municipal corporation duly incorporated and existing under and by virtue of the laws of Kansas; and Tammy Nagel, City Clerk of said City, who are personally known to me to be the same persons who executed as such officers the within instrument of writing on behalf of said City and such persons duly acknowledged the execution of the same to be the act and deed of said City.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Notarial Seal, the day and year last above written.

Sarah Shipman
Notary Public

My Appointment expires: 10-21-17

Sarah Shipman
Notary Public
State Of Kansas
My Appt. Exp. 10-21-17

COMMERCIAL LEASE AGREEMENT

This Commercial Lease Agreement (Lease) is entered into on this 7th day of August, 2019, by and between Rallison LP (Landlord) and Progressive Products, Inc. Landlord makes available for lease the buildings designated as 3305 Airport Circle and 3530 North Lone Start Road (Leased Premises).

Landlord desires to lease the Leased Premises to Tenant, and Tenant desires to lease the Leased Premises from Landlord for the term, at the rental and upon the provisions set forth herein.

THEREFORE, in consideration of the mutual promises contained herein, and for other good and valuable consideration, it is agreed:

Term.

The Initial Term of the Lease shall begin on the 1st day of October, 2019, and end on the 30th day of September, 2022. Landlord shall use its best efforts to put Tenant in possession of the Leased Premises on the beginning of the Lease term. If Landlord is unable to timely provide the Leased Premises, rent shall abate for the period of delay. Tenant shall make no other claim against Landlord for any such delay.

Tenant may renew the Lease for one extended term of 3 years. Tenant shall exercise such renewal option, if at all, by providing written notice to Landlord not less than ninety (90) days prior to the expiration of the Initial Term. The renewal term shall be at the rental set forth below and otherwise upon the same covenants, conditions and provisions as contained in this Lease.

Rent.

Tenant shall pay to Landlord during the Initial Term rent of $180,000 Dollars ($) per year, payable in installments of $15,000 Dollars ($) per month. Each installment payment shall be due in advance on the first day of each calendar month during the lease term to Landlord at the following address: *3305 Airport Circle, Pittsburg, KS.*

This rent amount will stay in effect for (12) twelve months. It will then be reviewed to determine if a rent increase is necessary. Rent may also be increased at any time through written consent between Landlord and Tenant. Any increase in rent must agreed to in writing by the Ladlord and the Tenant and an addendum will be added to this agreement to indicating the new amount.

The rental payment amount for any partial calendar months included in the lease term shall be prorated on a daily basis.

Tenant shall also pay to Landlord a "Security Deposit" in the amount of no Dollars ($).

Prohibited Uses.

Notwithstanding the forgoing, Tenant shall not use the Leased Premises for the purposes of storing, manufacturing or selling any explosives, flammables or other inherently dangerous substance, chemical, thing or device.

Sublease and Assignment.

Tenant shall have the right without Landlord's consent, to assign this Lease to a business with which Tenant may merge or consolidate, to any subsidiary of Tenant, to any corporation under common control with Tenant, or to a purchaser of substantially all of Tenant's assets.

Except as set forth above, Tenant shall not sublease all or any part of the Leased Premises, or assign this Lease in whole or in part without Landlord's consent, such consent not to be unreasonably withheld or delayed.

Repairs.

During the Lease term, Tenant shall make, at Tenant's expense, all necessary repairs to the Leased Premises. Repairs shall include such items as routine repairs of floors, walls, ceilings, and other parts of the Leased Premises damaged or worn through normal occupancy, except for major mechanical systems or the roof, subject to the obligations of the parties otherwise set forth in this Lease.

Alterations and Improvements.

Tenant, at Tenant's expense, shall have the right, upon obtaining Landlord's consent, to remodel, redecorate, and make additions, improvements and replacements of and to all or any part of the Leased Premises from time to time as Tenant may deem desirable, provided the same are made in a workmanlike manner and utilizing good quality materials. Tenant shall have the right to place and install personal property, trade fixtures, equipment and other temporary installations in and upon the Leased Premises, and fasten the same to the premises. All personal property, equipment, machinery, trade fixtures and temporary installations, whether acquired by Tenant at the commencement of the Lease term or placed or installed on the Leased Premises by Tenant thereafter, shall remain Tenant's property free and clear of any claim by Landlord. Tenant shall have the right to remove the same at any time during the term of this Lease provided that Tenant shall repair, at Tenant's expense, all damage to the Leased Premises caused by such removal.

Property Taxes.

The Tenant shall pay, prior to delinquency, all general real estate taxes and installments of special assessments coming due during the Lease term on the Leased Premises, and all personal property taxes with respect to Landlord's personal property, if any, on the

Leased Premises. Tenant shall be responsible for paying all personal property taxes with respect to Tenant's personal property at the Leased Premises.

Insurance.

If the Leased Premises or any other part of the Building is damaged by fire or other casualty resulting from any act of negligence by Tenant or by any of Tenant's agents, employees or invitees, rent shall not be diminished or abated while such damages are under repair, and Tenant shall be responsible for the costs of repair not covered by insurance.

The Tenant shall maintain fire and extended coverage insurance on the Building and the Leased Premises in such amount as Landlord shall deem appropriate. Tenant shall be responsible, at its expense, for fire and extended coverage insurance on all of its personal property, including removable trade fixtures, located in the Leased Premises.

The Tenant shall maintain a policy or policies of comprehensive general liability insurance with respect to the particular activities of each in the Building with the premiums thereon fully paid on or before due date. Such insurance policy shall be issued by and binding upon an insurance company approved by Landlord, and shall afford minimum protection of not less than $1,000,000 combined single limit coverage of bodily injury, property damage or combination thereof. Tenant shall provide Landlord with current Certificates of Insurance evidencing Tenant's compliance with this Paragraph.

Utilities.

Tenant shall pay all charges for water, sewer, gas, electricity, telephone and other services and utilities used by Tenant on the Leased Premises during the term of this Lease unless otherwise expressly agreed in writing by Landlord. In the event that any utility or service provided to the Leased Premises is not separately metered, Landlord shall pay the amount due and separately invoice Tenant for Tenant's pro rata share of the charges.

Tenant shall pay such all such utility charges prior to the due date. Tenant acknowledges that the Leased Premises are designed to provide standard office use electrical facilities and standard office lighting. Tenant shall not use any equipment or devices that utilizes excessive electrical energy or which may, in Landlord's reasonable opinion, over load the wiring or interfere with electrical services to other tenants.

Signs.

Following Landlord's consent, Tenant shall have the right to place on the Leased Premises, at locations selected by Tenant, any signs which are permitted by applicable zoning ordinances and private restrictions. Landlord may refuse consent to any proposed signage that is in Landlord's opinion too large, deceptive, unattractive or otherwise inconsistent with or inappropriate to the Leased Premises or use of any other tenant. Landlord shall assist and cooperate with Tenant in obtaining any necessary permission

from governmental authorities or adjoining owners and occupants for Tenant to place or construct the foregoing signs. Tenant shall repair all damage to the Leased Premises resulting from the removal of signs installed by Tenant.

Entry.

Landlord shall have the right to enter upon the Leased Premises at reasonable hours to inspect the same, provided Landlord shall not thereby unreasonably interfere with Tenant's business on the Leased Premises.

Parking.

During the term of this Lease, Tenant shall have the non-exclusive use in common with Landlord, other tenants of the Building, their guests and invitees, of the non-reserved common automobile parking areas, driveways, and footways, subject to rules and regulations for the use thereof as prescribed from time to time by Landlord. Landlord reserves the right to designate parking areas for Tenant and Tenant's agents and employees. Tenant shall provide Landlord with a list of all license numbers for the cars owned by Tenant, its agents and employees.

Building Rules.

Tenant will comply with the rules of the Building adopted and altered by Landlord from time to time and will cause all of its agents, employees, invitees and visitors to do so; all changes to such rules will be sent by Landlord to Tenant in writing. The initial rules for the Building are attached hereto as Exhibit "A" and incorporated herein for all purposes.

Damage and Destruction.

If the Leased Premises or any part thereof or any appurtenance thereto is so damaged by fire, casualty or structural defects, such damage or defects not being the result of any act of negligence by Tenant or by any of Tenant's agents, employees or invitees, that the same cannot be used for Tenant's purposes, then Tenant shall have the right within ninety (90) days following damage to elect by notice to Landlord to terminate this Lease as of the date of such damage. In the event of minor damage to any part of the Leased Premises, and if such damage does not render the Leased Premises unusable for Tenant's purposes, Landlord shall promptly repair such damage at the cost of the Landlord. In making the repairs called for in this paragraph, Landlord shall not be liable for any delays resulting from strikes, governmental restrictions, inability to obtain necessary materials or labor or other matters which are beyond the reasonable control of Landlord. Tenant shall be relieved from paying rent and other charges during any portion of the Lease term that the Leased Premises are inoperable or unfit for occupancy, or use, in whole or in part, for Tenant's purposes. Rentals and other charges paid in advance for any such periods shall be credited on the next ensuing payments, if any, but if no further payments are to be made, any such advance payments shall be refunded to Tenant. The provisions of this paragraph extend not only to the matters aforesaid, but also to any occurrence which is

beyond Tenant's reasonable control and which renders the Leased Premises, or any appurtenance thereto, inoperable or unfit for occupancy or use, in whole or in part, for Tenant's purposes.

Default.

In the event of a default made by Tenant in the payment of rent when due to Landlord, Tenant shall have fifteen (15) days after receipt of written notice thereof to cure such default. In the event of a default made by Tenant in any of the other covenants or conditions to be kept, observed and performed by Tenant, Tenant shall have thirty (30) days after receipt of written notice thereof to cure such default. In the event that the Tenant shall fail to cure any default within the time allowed under this paragraph, Landlord may declare the term of this Lease ended and terminated by giving Tenant written notice of such intention, and if possession of the Leased Premises is not surrendered, Landlord may reenter said premises. Landlord shall have, in addition to the remedy above provided, any other right or remedy available to Landlord on account of any Tenant default, either in law or equity. Landlord shall use reasonable efforts to mitigate its damages.

Quiet Possession.

Landlord covenants and warrants that upon performance by Tenant of its obligations hereunder, Landlord will keep and maintain Tenant in exclusive, quiet, peaceable and undisturbed and uninterrupted possession of the Leased Premises during the term of this Lease.

Condemnation.

If any legally, constituted authority condemns the Building or such part thereof which shall make the Leased Premises unsuitable for leasing, this Lease shall cease when the public authority takes possession, and Landlord and Tenant shall account for rental as of that date. Such termination shall be without prejudice to the rights of either party to recover compensation from the condemning authority for any loss or damage caused by the condemnation. Neither party shall have any rights in or to any award made to the other by the condemning authority.

Subordination.

Tenant accepts this Lease subject and subordinate to any mortgage, deed of trust or other lien presently existing or hereafter arising upon the Leased Premises, or upon the Building and to any renewals, refinancing and extensions thereof, but Tenant agrees that any such mortgagee shall have the right at any time to subordinate such mortgage, deed of trust or other lien to this Lease on such terms and subject to such conditions as such mortgagee may deem appropriate in its discretion. Landlord is hereby irrevocably vested with full power and authority to subordinate this Lease to any mortgage, deed of trust or other lien now existing or hereafter placed upon the Leased Premises of the Building.

Tenant agrees that it will from time to time upon request by Landlord execute and deliver to such persons as Landlord shall request a statement in recordable form certifying that this Lease is unmodified and in full force and effect (or if there have been modifications, that the same is in full force and effect as so modified), stating the dates to which rent and other charges payable under this Lease have been paid, stating that Landlord is not in default hereunder (or if Tenant alleges a default stating the nature of such alleged default) and further stating such other matters as Landlord shall reasonably require.

Security Deposit.

Landlord shall hold the Security Deposit without liability for interest and as security for the performance by Tenant of Tenant's covenants and obligations under this Lease, it being expressly understood that Tenant shall not consider the Security Deposit an advance payment of rent or a measure of Landlord's damages in case of default. Unless otherwise provided by law or regulation, Landlord may commingle the Security Deposit with Landlord' s other funds. Landlord may, from time to time, without prejudice to any other remedy, use the Security Deposit to the extent necessary to make good any arrearages of rent or to satisfy any other covenant or obligation of Tenant hereunder. Following any such application of the Security Deposit, Tenant shall pay to Landlord on demand the amount so applied in order to restore the Security Deposit to its original amount. If Tenant is not in default at the termination of this Lease, Landlord shall return the balance of the Security Deposit remaining after any such application to Tenant.

Notice.

Any notice required or permitted under this Lease shall be deemed sufficiently given or served if sent by United States certified mail, return receipt requested, addressed as follows:

Landlord: RAllison LP
3305 Airport Circle
Pittsburg, KS 66762

Tenant: Progressive Products, Inc.
3305 Airport Circle
Pittsburg, KS 66762

Landlord and Tenant shall each have the right from time to time to change the place notice is to be given under this paragraph by written notice thereof to the other party.

Brokers.

Tenant represents that Tenant was not shown the Premises by any real estate broker or agent and that Tenant has not otherwise engaged in, any activity which could form the basis for a claim for real estate commission, brokerage fee, finder's fee or other similar charge, in connection with this Lease.

Waiver.

No waiver of any default of Landlord or Tenant hereunder shall be implied from any omission to take any action on account of such default if such default persists or is repeated, and no express waiver shall affect any default other than the default specified in the express waiver and that only for the time and to the extent therein stated. One or more waivers by Landlord or Tenant shall not be construed as a waiver of a subsequent breach of the same covenant, term or condition.

Memorandum of Lease.

The parties hereto contemplate that this Lease should not and shall not be filed for record, but in lieu thereof, at the request of either party, Landlord and Tenant shall execute a Memorandum of Lease to be recorded for the purpose of giving record notice of the appropriate provisions of this Lease.

Headings.

The headings used in this Lease are for convenience of the parties only and shall not be considered in interpreting the meaning of any provision of this Lease.

Successors.

The provisions of this Lease shall extend to and be binding upon Landlord and Tenant and their respective legal representatives, successors and assigns.

Consent.

Landlord shall not unreasonably withhold or delay its consent with respect to any matter for which Landlord's consent is required or desirable under this Lease.

Compliance with Law.

Tenant and Landlord each shall comply with all laws, orders, ordinances and other public requirements now or hereafter affecting the Leased Premises.

Final Agreement.

This Agreement terminates and supersedes all prior understandings or agreements on the subject matter hereof. This Agreement may be modified only by a further writing that is duly executed by both parties.

IN WITNESS WHEREOF, the parties have executed this Lease as of the day and year first above written.

Landlord

Signature: _____

Name (Printed): Todd N. Allison

Tenant

Signature: _____

Name (Printed): Kim T. Allison

A Tax Abatement Cost-Benefit Analysis of Progressive Products, Inc. for the City of Pittsburg

Completed by
Municipal Consulting, LLC
1/31/2020

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ABOUT THIS REPORT:

This report uses data that was collected from the firm involved and budget reports from each of the taxing entities where the project is to be located. This data is summarized on pages 4 and 5. In addition, various calculations were applied to the data using rates and information gathered from the current economic and financial conditions.

DEFINITIONS USED:

- **Rate of Return**: Incentives and tax abatements granted by the taxing entities are equivalent to a public investment in the firm. Comparing these investments to the various benefits received over the 10-year project period by the public entity produces an average annual rate of return for the period. Generally, a rate of return that exceeds the entity's cost of capital would be considered a favorable investment.

· **Net Present Value:** This is the amount that a future series of payments is worth today, given an assumed discount rate. The only way to accurately compare payments to be made or received in the future to the dollar value at present is with Net Present Value. Generally a positive net present value represents an acceptable investment opportunity.

· **Benefit - Cost Ratio**: Typically referred to as the "Cost-Benefit Ratio," this is the ratio of the public entity benefits received over the 10-year project life to the public costs incurred over the same period. If the ratio is above 1.0, then the benefits exceed the costs, and if it is less than 1.0, the costs exceed the benefits. Generally, a public entity would like to have a Benefit-to-Cost ratio of 1.3 or better in order to grant a tax abatement and/or other incentives. However, the governing body may take into account the other economic benefits of the project in making that decision.

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DISCLAIMER:

This report is prepared using a variety of assumptions regarding discount rate, inflation rate, and other economic variables. It also uses information submitted by the firm based on its best estimates of what they expect to occur in the next decade. Future business results and economic factors are not and cannot be guaranteed. Therefore, we provide no guarantee on the future performance of the firm, or that conditions within the taxing entities will remain as they are today. The governing body should make its decision on the best information presented, while fully recognizing that future performance could be substantially different.

COMMENTS SPECIFIC TO THIS PROJECT:

The overall costs and benefits for each taxing entity are:

Taxing Entity	Benefit to Cost Ratio	Average Return on Investment
City of Pittsburg	2.38	14%
Crawford County	1.97	10%
Pittsburg USD 250	4.37	34%
Wildcat Extension District	6.57	56%
State of Kansas	3.22	22%

All of the taxing entities have a positive benefit-to-cost ratio in excess of the desired 1.3. This report assumes that the City of Pittsburg will approve a property tax abatement for 6 years. This report assumes that the firm will have a sales tax exemption on construction materials and that the current local, county and state sales tax rates remain the same. The beginning average wage of the firm is 89.7%% of the county average wage. We used a multiplier of .897 times the annual per capita retail spending in the city times the average household size from the 2010 Census to determine retail sales tax collections from new firm employee spending in the city. This multiplier ranges up to .97 during the 10-year period of this report.

If you have any questions or comments, you may reach me with the contact information below.

R. Steven Robb

Digitally signed by R. Steven Robb
DN: cn=R. Steven Robb, o=Municipal Consulting, LLC, ou, email=steverobb@ckt.net, c=US
Date: 2020.01.31 17:47:16 -06'00'

R. Steven Robb
Sole Owner
Municipal Consulting, LLC
Cell: 620-704-6495 E-Mail: steverobb@ckt.net
www.municipalconsulting.biz
2207 N. Free King Hwy, Pittsburg, KS 66762-8418

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Column1	Column2	Column3	Column4	Column5	Column6
COST-BENEFIT ANALYSIS PROJECT SUMMARY					
PROJECT NAME:		**Progressive Products, Inc.**			
DATE:			1/31/2020		
GOVERNMENTAL ENTITIES INVOLVED:					
CITY:			**City of Pittsburg**		
COUNTY:			**Crawford County**		
SCHOOL DISTRICT:			**Pittsburg USD 250**		
SPECIAL TAXING DISTRICT #1			**Wildcat Extension District**		
STATE:			**State of Kansas**		
INFLATION RATE:		1.50%	DISCOUNT RATE:		2.50%

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Progressive Products, Inc.

Column1	Column2	Column3	Column4	Column6	Column11
Community Data Inputs:					
	City of Pittsburg	Crawford County	Pittsburg USD 250	Wildcat Extension District	State
Mill Levy	51.469	50.135	51.967	1.383	1.500
Sales Tax	1.500%	1.000%	n/a	n/a	6.50%
Transient Guest Tax	6.00%	0.00%	n/a	n/a	n/a
Utility Revenue/HsHld	$390.51	n/a	n/a	n/a	n/a
Franchise Fees/HsHld	$373.05	n/a	n/a	n/a	n/a
Other Revenues/Res.	$183.47	$140.55	n/a	$304.29	$1,078.69
Marg. Cost/Res./Student	$118.52	$39.11	$1,284.81	$24.45	$555.12
Other Revenues/Worker	$168.47	$129.05	n/a	$279.40	$936.49
Marginal Cost/New Worker	$108.82	$35.91	n/a	$22.45	$481.94
State Funding/Pupil	n/a	n/a	$9,587.38	n/a	n/a
Federal Funding/Pupil	n/a	n/a	$943.48	n/a	n/a
Visitor Daily Spending	$37.50	$37.50			$75
Average Hotel Room Rate	$95	$95			n/a
Retail Pull Factor	1.13	0.82			n/a
Percent of County Share	71.30%	100.00%			n/a
Ann. Local Per Capita Sales Tax	$274	$158			n/a
Ann. State Per Capita Sales Tax	$1,080	$783			$952
Annual Per Capita Retail Sales	$16,623	$12,049			$14,654
Average Household Size	2.35	2.42			2.49
Housing Vacancy Rate	17.10%	15.80%			10.90%
Average Wage	n/a	$36,114			$45,277

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Progressive Products, Inc.

Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15
Firm Data Inputs:				Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
Investment in Land				$50,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50,000
Investment in Building				$1,657,850	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,657,850
Investment in Equipment				$2,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000
Other Project Costs[1]				$10,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,100
Total Project Investment				$1,719,950	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,719,950
City Incentives				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		Growth	**Const. Per.**	**Yr. 1**	**Yr. 2**	**Yr. 3**	**Yr. 4**	**Yr. 5**	**Yr. 6**	**Yr. 7**	**Yr. 8**	**Yr. 9**	**Yr. 10**	**Total**
Sales		5.00%		$350,000	$680,000	$960,000	$1,020,000	$1,620,000	$1,965,000	$2,063,250	$2,166,413	$2,274,733	$2,388,470	$15,487,865
Purchases		5.00%		$75,000	$145,714	$205,714	$218,571	$347,143	$421,071	$442,125	$442,125	$464,231	$487,443	$3,249,138
Net Utility Revenue-Firm		3.00%	$0	$432	$445	$458	$472	$486	$501	$516	$531	$547	$564	$4,953
Net Utility Revenue-Employees		3.00%	$0	$781	$1,207	$1,657	$2,134	$2,637	$2,716	$2,798	$2,882	$2,968	$3,057	$22,836
Franchise Fees-Firm		3.00%	$0	$805	$829	$854	$880	$906	$933	$961	$990	$1,020	$1,050	$9,229
Franchise Fees-Employees		3.00%	$0	$746	$1,153	$1,583	$2,038	$2,519	$2,595	$2,673	$2,753	$2,835	$2,920	$21,816
New Employees			0	3	2	2	2	1	0	0	0	0	0	10
Employees new to the city			0	2.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
Employees new to the county			0	2.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
Employees new to the state			0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
New students in K-12			0	2.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
New employee average salary			$0	$32,400	$33,648	$34,777	$35,886	$37,392	$37,953	$38,522	$39,100	$39,687	$40,282	N/A
Tax Abatement-Land				100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	N/A
Tax Abatement-Bldg.				100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	N/A
Visitors		0.0%	0	3	6	10	14	18	18	20	20	20	20	149

	City	County	State
Percentage of sales taxable in the	0%	0%	0%
Percentage of purchases taxable in the	10%	10%	10%
Assumed Inflation Rate	1.50%		

Note: Totals may be off slightly due to rounding.

[1] Includes project soft costs of bonding and other fees and contingency for costs above construction and equipment acquisition.

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Column1	Column2	Column3	Column4	Column5	Column6	Column7	Column8	Column9
COST-BENEFIT ANALYSIS PROJECT SUMMARY								
PROJECT NAME:		**Progressive Products, Inc.**				**Ratio of**		
DATE:		1/31/2020				**NPV of Net**		
Entity	**Total Benefits**	**Total Costs & Incentives**	**Net Benefits**	**Net Present Value of Net Benefits**	**NPV of Incentives & Taxes Abated**	**Benefits to NPV of Incentives and Taxes Abated**	**Actual Benefit to Actual Cost Ratio**	**Avg. Annual Rate of Return**
City of Pittsburg	$361,259	$151,648	$209,610	$175,549	$125,539	1.40	2.38	14%
Crawford County	$272,638	$138,144	$134,494	$111,208	$122,285	0.91	1.97	10%
Pittsburg USD 250	$815,365	$186,406	$628,959	$536,041	$107,241	5.00	4.37	34%
Wildcat Extension District	$44,195	$6,722	$37,472	$32,015	$3,373	9.49	6.57	56%
State of Kansas	$236,313	$73,453	$162,860	$141,914	$3,659	38.79	3.22	22%

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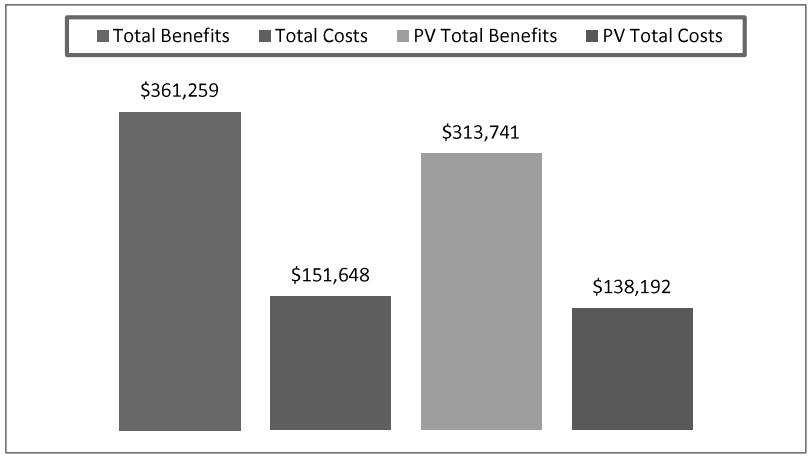
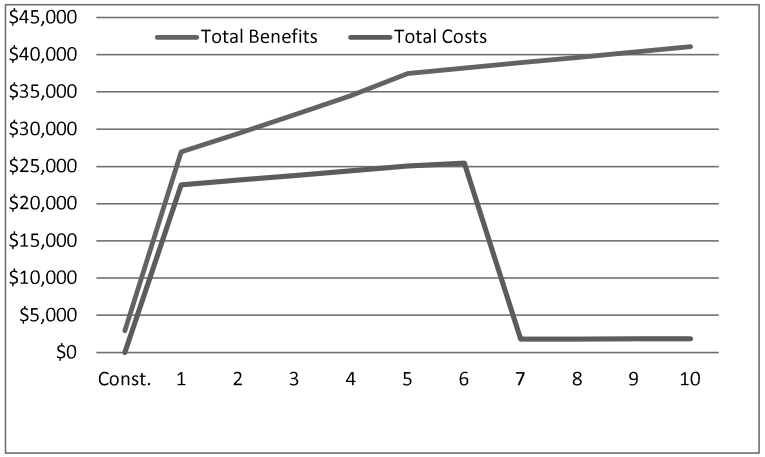
SUMMARY OF COSTS AND BENEFITS FOR: **City of Pittsburg**
PROJECT: **Progressive Products, Inc.**
DATE: 1/31/2020
DISCOUNT RATE: 2.50%

Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: **2.38**
Ratio of Present Value of Total Benefits to Present Value of Total Costs: **2.27**
(Typical desired ratio would be 1.3 to 1) **Average ROI** **13.82%**

Year	Sales and Transient Guest Taxes	New Property Taxes	Utilities and Franchise Fees	PILOT Payment	Other City Revenues	Total Benefits	Net Present Value of Total Benefits	Incentives and Cost of Various City Services	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Incentives & Taxes Abated
Const.	$2,908	$0	$0	$0	$0	$2,908	$2,908	$0	$0	$0	$0	$2,908	$2,908	$2,908	$0
1	$1,332	$21,975	$2,764	$0	$845	$26,916	$26,260	$546	$21,975	$22,521	$21,972	$4,395	$7,303	$4,288	$21,439
2	$2,141	$22,305	$3,634	$0	$1,286	$29,366	$27,951	$831	$22,305	$23,136	$22,021	$6,230	$13,533	$5,930	$21,230
3	$2,988	$22,640	$4,553	$0	$1,741	$31,921	$29,642	$1,124	$22,640	$23,764	$22,067	$8,157	$21,690	$7,575	$21,023
4	$3,806	$22,979	$5,524	$0	$2,208	$34,517	$31,271	$1,427	$22,979	$24,406	$22,110	$10,111	$31,801	$9,160	$20,818
5	$4,882	$23,324	$6,549	$0	$2,690	$37,444	$33,095	$1,738	$23,324	$25,061	$22,151	$12,383	$44,184	$10,945	$20,615
6	$5,058	$23,674	$6,745	$0	$2,730	$38,207	$32,946	$1,764	$23,674	$25,437	$21,935	$12,770	$56,954	$11,012	$20,414
7	$5,191	$24,029	$6,947	$0	$2,771	$38,939	$32,758	$1,790	$0	$1,790	$1,506	$37,148	$94,103	$31,252	$0
8	$5,259	$24,389	$7,156	$0	$2,813	$39,617	$32,515	$1,817	$0	$1,817	$1,491	$37,800	$131,903	$31,024	$0
9	$5,361	$24,755	$7,371	$0	$2,855	$40,342	$32,303	$1,844	$0	$1,844	$1,477	$38,498	$170,400	$30,826	$0
10	$5,466	$25,126	$7,592	$0	$2,898	$41,082	$32,093	$1,872	$0	$1,872	$1,462	$39,210	$209,610	$30,631	$0
Total	$44,392	$235,196	$58,833	$0	$22,837	$361,259	$313,741	$14,752	$136,896	$151,648	$138,192	$209,610	$209,610	$175,549	$125,539





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SUMMARY OF COSTS AND BENEFITS FOR: **Crawford County**

PROJECT: **Progressive Products, Inc.**

DATE: 1/31/2020

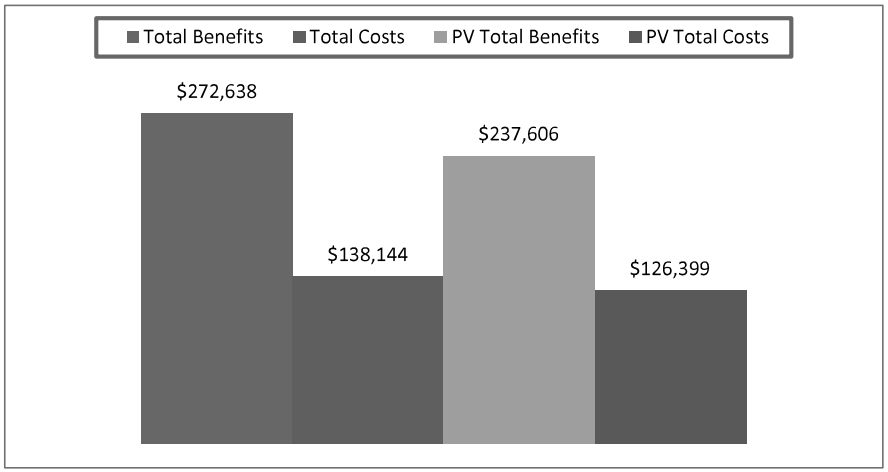
DISCOUNT RATE: 2.50%

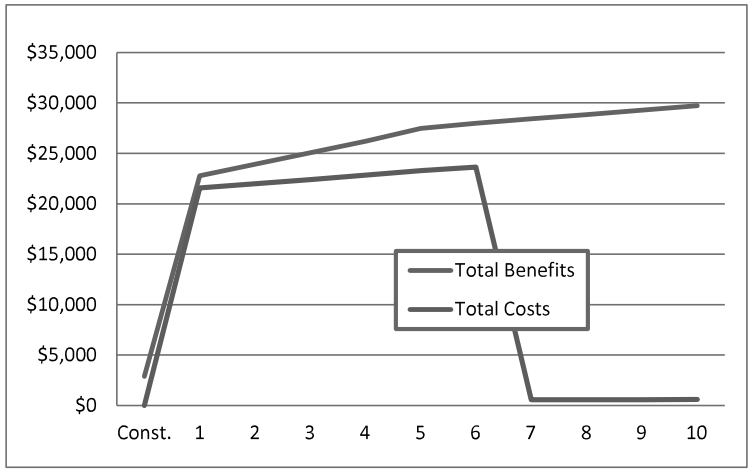
Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: **1.97**

Ratio of Present Value of Total Benefits to Present Value of Total Costs: **1.88**

Average ROI **9.74%**

Year	Sales Taxes	New Property Taxes	PILOT Payment	Other County Revenues	Total Benefits	Net Present Value of Total Benefits	Cost of Various County Services	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Taxes Abated
Const.	$2,908	$0	$0	$0	$2,908	$2,908	$0	$0	$0	$0	$2,908	$2,908	$2,908	$0
1	$761	$21,406	$0	$638	$22,804	$22,248	$177	$21,406	$21,583	$21,057	$1,221	$4,129	$1,191	$20,884
2	$1,218	$21,727	$0	$971	$23,916	$22,764	$270	$21,727	$21,997	$20,937	$1,919	$6,048	$1,827	$20,680
3	$1,690	$22,053	$0	$1,314	$25,056	$23,267	$366	$22,053	$22,418	$20,818	$2,638	$8,686	$2,450	$20,478
4	$2,137	$22,384	$0	$1,667	$26,187	$23,724	$464	$22,384	$22,847	$20,699	$3,340	$12,026	$3,026	$20,278
5	$2,748	$22,719	$0	$2,030	$27,498	$24,304	$565	$22,719	$23,284	$20,580	$4,213	$16,239	$3,724	$20,081
6	$2,858	$23,060	$0	$2,061	$27,979	$24,126	$573	$23,060	$23,633	$20,379	$4,345	$20,585	$3,747	$19,885
7	$2,922	$23,406	$0	$2,092	$28,420	$23,909	$582	$0	$582	$490	$27,838	$48,423	$23,419	$0
8	$2,960	$23,757	$0	$2,123	$28,840	$23,670	$591	$0	$591	$485	$28,249	$76,671	$23,185	$0
9	$3,019	$24,113	$0	$2,155	$29,288	$23,451	$600	$0	$600	$480	$28,688	$105,359	$22,971	$0
10	$3,081	$24,475	$0	$2,187	$29,743	$23,235	$609	$0	$609	$475	$29,135	$134,494	$22,760	$0
Total	$26,303	$229,100	$0	$17,236	$272,638	$237,606	$4,796	$133,348	$138,144	$126,399	$134,494	$134,494	$111,208	$122,285





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SUMMARY OF COSTS AND BENEFITS FOR: Pittsburg USD 250

PROJECT: Progressive Products, Inc.

DATE: 1/31/2020

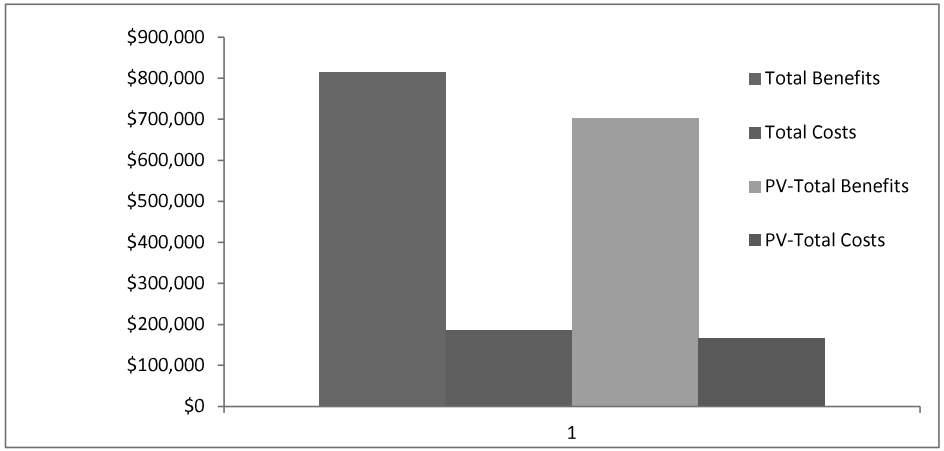
DISCOUNT RATE: 2.50%

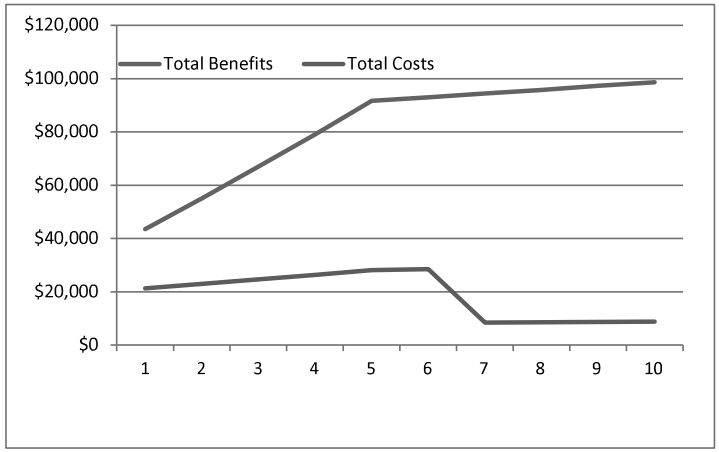
Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 4.37

Ratio of Present Value of Total Benefits to Present Value of Total Costs 4.21

(Typical desired ratio would be 1.3 to 1) **Average ROI** 33.74%

Year	New Property Taxes	PILOT Payment	District Capital Outlay Taxes	Additional State, Federal and Other Funding	Total Benefits	Net Present Value of Total Benefits	Additional Costs	Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Taxes Abated
1	$18,772	$0	$3,416	$21,378	$43,566	$42,503	$2,570	$18,772	$21,342	$20,821	$22,224	$22,224	$21,682	$18,314
2	$19,054	$0	$3,467	$32,547	$55,068	$52,415	$3,912	$19,054	$22,966	$21,859	$32,102	$54,326	$30,555	$18,136
3	$19,340	$0	$3,519	$44,048	$66,906	$62,129	$5,295	$19,340	$24,634	$22,875	$42,272	$96,598	$39,254	$17,959
4	$19,630	$0	$3,572	$55,885	$79,087	$71,649	$6,718	$19,630	$26,347	$23,869	$52,740	$149,337	$47,779	$17,784
5	$19,924	$0	$3,625	$68,068	$91,618	$80,977	$8,182	$19,924	$28,106	$24,842	$63,512	$212,849	$56,135	$17,610
6	$20,223	$0	$3,680	$69,089	$92,992	$80,187	$8,305	$20,223	$28,528	$24,599	$64,464	$277,314	$55,587	$17,438
7	$20,526	$0	$3,735	$70,126	$94,387	$79,405	$8,429	$0	$8,429	$7,091	$85,958	$363,272	$72,313	$0
8	$20,834	$0	$3,791	$71,178	$95,803	$78,630	$8,556	$0	$8,556	$7,022	$87,247	$450,519	$71,608	$0
9	$21,147	$0	$3,848	$72,245	$97,240	$77,863	$8,684	$0	$8,684	$6,954	$88,556	$539,075	$70,909	$0
10	$21,464	$0	$3,905	$73,329	$98,698	$77,103	$8,814	$0	$8,814	$6,886	$89,884	$628,959	$70,217	$0
Total	$200,914	$0	$36,557	$577,894	$815,365	$702,860	$69,464	$116,943	$186,406	$166,819	$628,959	$628,959	$536,041	$107,241





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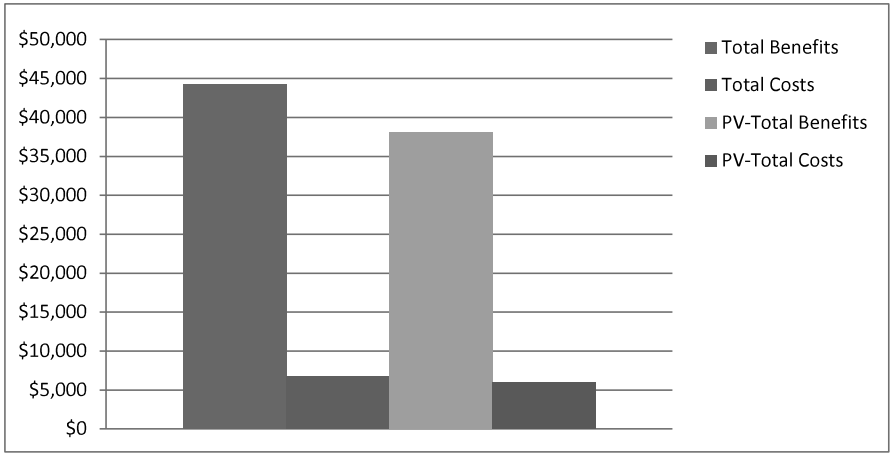
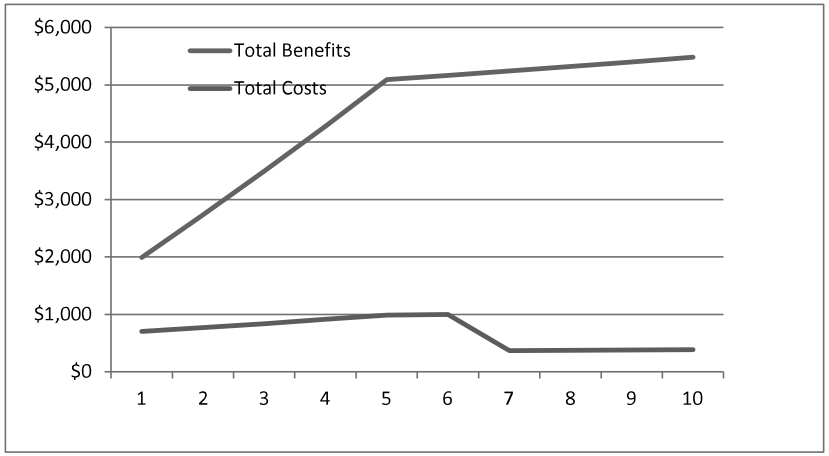
SUMMARY OF COSTS AND BENEFITS FOR: Wildcat Extension District
PROJECT: Progressive Products, Inc.
DATE: 1/31/2020
DISCOUNT RATE: 2.50%

Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: 6.57
Ratio of Present Value of Total Benefits to Present Value of Total Costs: 6.35
(Typical desired ratio would be 1.3 to 1) **Average ROI** 55.74%

Year	New District Property Taxes	PILOT Payment	Other District Revenues	Total Benefits	Net Present Value of Total Benefits	Other District Costs	District Property Taxes Abated	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Net Present Value of Taxes Abated
1	$590	$0	$1,401	$1,992	$1,943	$113	$590	$703	$686	$1,288	$1,288	$1,257	$576
2	$599	$0	$2,133	$2,732	$2,601	$171	$599	$771	$734	$1,962	$3,250	$1,867	$570
3	$608	$0	$2,887	$3,495	$3,246	$232	$608	$840	$780	$2,655	$5,905	$2,465	$565
4	$617	$0	$3,663	$4,280	$3,878	$294	$617	$912	$826	$3,368	$9,273	$3,052	$559
5	$627	$0	$4,461	$5,088	$4,497	$359	$627	$985	$871	$4,103	$13,376	$3,626	$554
6	$636	$0	$4,528	$5,164	$4,453	$364	$636	$1,000	$862	$4,164	$17,540	$3,591	$549
7	$646	$0	$4,596	$5,242	$4,410	$369	$0	$369	$311	$4,872	$22,413	$4,099	$0
8	$655	$0	$4,665	$5,320	$4,367	$375	$0	$375	$308	$4,945	$27,358	$4,059	$0
9	$665	$0	$4,735	$5,400	$4,324	$381	$0	$381	$305	$5,020	$32,378	$4,019	$0
10	$675	$0	$4,806	$5,481	$4,282	$386	$0	$386	$302	$5,095	$37,472	$3,980	$0
Total	$6,320	$0	$37,875	$44,195	$37,999	$3,044	$3,678	$6,722	$5,984	$37,472	$37,472	$32,015	$3,373





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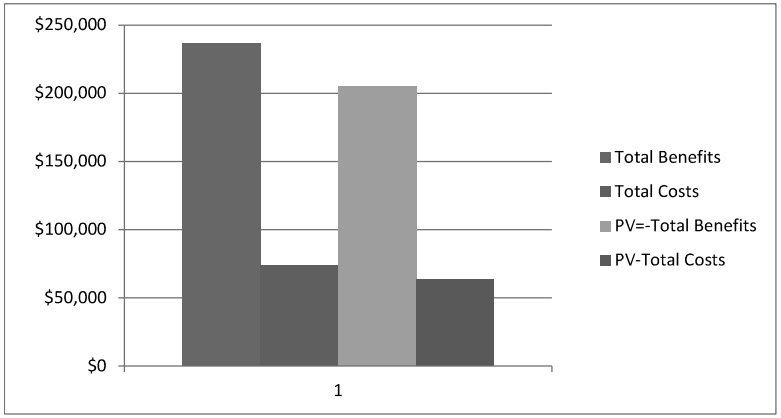
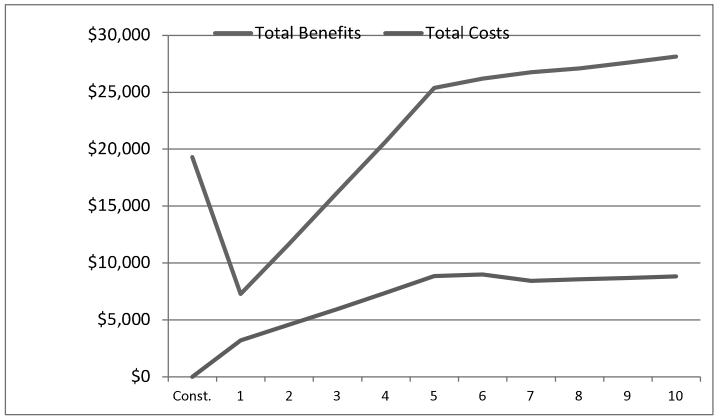
SUMMARY OF COSTS AND BENEFITS FOR: **State of Kansas**
PROJECT: **Progressive Products, Inc.**
DATE: 1/31/2020

DISCOUNT RATE: 2.50%

Ratio of Actual Benefits to Actual Costs Over the 10-Year Period: **3.22**
Ratio of Present Value of Total Benefits to Present Value of Total Costs: **3.24**
(Typical desired ratio would be 1.3 to 1) **Average ROI** **22.17%**

Year	Sales Taxes	New Property Taxes	Corporate and Personal Income Taxes	PILOT Payment	Other State Revenues	Total Benefits	Net Present Value of Total Benefits	Cost of Various State Services	Cost of Educating New Students	Property Taxes Abated	Other Costs & Incentives	Total Costs	Net Present Value of Total Costs	Net Benefits or Costs	Cumulative Net Benefits or Costs	Net Present Value of Net Benefits	Present Value of Taxes Abated and Incentives
Const.	$2,719	$0	$16,579	$0	$0	$19,297	$19,297	$0	$0	$0	$0	$0	$0	$19,297	$19,297	$19,297	$0
1	$3,898	$640	$2,722	$0	$0	$7,260	$7,083	$0	$2,570	$640	$0	$3,210	$3,132	$4,050	$23,348	$3,952	$625
2	$6,288	$650	$4,711	$0	$0	$11,649	$11,088	$0	$3,912	$650	$0	$4,562	$4,342	$7,087	$30,434	$6,745	$619
3	$8,735	$660	$6,816	$0	$0	$16,211	$15,054	$0	$5,295	$660	$0	$5,954	$5,529	$10,257	$40,691	$9,525	$613
4	$10,990	$670	$9,043	$0	$0	$20,703	$18,756	$0	$6,718	$670	$0	$7,387	$6,692	$13,316	$54,007	$12,063	$607
5	$14,237	$680	$10,470	$0	$0	$25,386	$22,438	$0	$8,182	$680	$0	$8,862	$7,832	$16,525	$70,532	$14,605	$601
6	$14,897	$690	$10,627	$0	$0	$26,214	$22,604	$0	$8,305	$690	$0	$8,995	$7,756	$17,219	$87,751	$14,848	$595
7	$15,259	$700	$10,786	$0	$0	$26,746	$22,500	$0	$8,429	$0	$0	$8,429	$7,091	$18,317	$106,068	$15,409	$0
8	$15,445	$711	$10,948	$0	$0	$27,104	$22,245	$0	$8,556	$0	$0	$8,556	$7,022	$18,548	$124,616	$15,223	$0
9	$15,777	$721	$11,112	$0	$0	$27,611	$22,109	$0	$8,684	$0	$0	$8,684	$6,954	$18,927	$143,543	$15,155	$0
10	$16,120	$732	$11,279	$0	$0	$28,131	$21,976	$0	$8,814	$0	$0	$8,814	$6,886	$19,317	$162,860	$15,090	$0
Total	$124,366	$6,854	$105,092	$0	$0	$236,313	$205,150	$0	$69,464	$3,990	$0	$73,453	$63,237	$162,860	$162,860	$141,914	$3,659





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Progressive Products, Inc.

Other Economic Impacts of the Project

	In the First Year		Over 10 Years
Permanent jobs created	3		10
Construction jobs created	14		14
Number of New Residents in the Community	5		15
Number of Additional Students in the Local School District	2		6
Increase in Local Personal Incomes	$97,200		$3,161,207
Increase in Local Retail Sales	$802,021		$3,120,522
Increase in the Community's Property Tax Base	$1,707,850		$1,707,850
Estimated new annual property tax revenues after the abatement period:		City	$25,503
		County	$24,842
		School	$25,750
		Ext. Dist.	$685
		State	$743
		Total	**$77,524**

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PARKS AND RECREATION
710 West 9th Street · Pittsburg KS 66762
(620) 231-8310
www.pittks.org

INTEROFFICE MEMORANDUM

To: DARON HALL
CITY MANAGER

From: CAMERON ALDEN
DIRECTOR OF PUBLIC WORKS

CC: TAMMY NAGEL
CITY CLERK

Date: FEBRUARY 19, 2020

Subject: Agenda Item – February 25, 2020
Active Transportation Advisory Board Appointment

The Active Transportation Advisory Board has two openings to fill the unexpired terms of Geoff Hines, representing the Northeast quadrant, and Jim Rhodes, serving as the disability advocate. Both of these positions were advertised on social media, the City website, our online newsletter, The Morning Sun, and through local television news outlets.

In this regard will you please place an item on the February 25, 2020 City Commission agenda. Action necessary will be to appoint 1 member to serve as the representative for the Northeast quadrant filling an unexpired term through December 31, 2022 and to appoint 1 member to serve as the disability advocate filling an unexpired term through December 31, 2020.

If you have questions, please do not hesitate to contact me.

Pittsburg
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City of
Pittsburg
Forward Together.

RECEIVED
FEB 14 2020
Pittsburg City Clerk

Active Transportation Advisory Board

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Commission and made available to the press and public

Name: Reno J. Cecora

HomeAddress:709 N. Elm

Mailing Address: 709 N. Elm

Occupation: Retired, I worked as an adjunct faculty member at Pittsburg State University from 2002 - 2008. I taught Geography and Biology there.

Business Address: NA

Home Telephone: (620) 231 – 5795

Business Telephone: NA Cell phone (620) 687 – 2676

E-mail: renocecora@yahoo.com

Are you a resident of Pittsburg? Yes____ If yes, how long have you lived in Pittsburg: 18 years _____

Current occupation (within last 12 months):

Retired_____

Business interest in the last 12 months: None

Previous Committee/Commission Experience: 2025 Visioning Task Force, Transportation and Demographics Sub-Committee, San Antonio, Texas, in 1998. This was for VIA, the San Antonio Municipal Bus Service.

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application. See my attached CV / Resume

Professional and/or community service activities: See my CV / Resume, the section entitled **Community Activities Pertinent to the ATAB position**, that is immediately below the **Personal Information** section.

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute: I am old enough to have lived through the period when the major system of urban highways was built in the United States. This complete dependence of private cars for urban transportation, that those highways engendered, ended up doing horrific damage to the cities of the United States. Pittsburg is still intact enough that it is a relatively pleasant place to live, I would like to advocate for providing transportation options, other than private cars and trucks, and help to keep Pittsburg an agreeable place to live.

I have ridden my bicycle and walked for the great majority of my personal transportation throughout my life. When available I prefer to use public transportation rather than drive for longer trips. I would like to see Pittsburg improve the environment for walking, bicycling, and using public transportation in the future.

I moved here 18 years ago, when I married a life-long resident. We have a disabled adult daughter who lives with us. The SEK CAP dial-a-ride bus service and the bus route are a great help, allowing my stepdaughter to get to work, and sometimes to go to visit a friend or attend some other activity. She, and most of her friends, will never drive; and the provision of those services for her is a vital service. The SEK CAP bus route used to have buses going circulating clockwise and counterclockwise around Pittsburg, then it was terminated. Now it has been restored, but with more limited service. I would certainly advocate to restore the SEK CAP bus route to its level of service from 4 or 5 years ago.

Area of representation (please circle all that apply):

Resident of NE quadrant ~~Resident of NW quadrant~~ ~~Resident of SE quadrant~~

~~Resident of SW quadrant~~ ~~Health care industry~~ Disability advocate

Member of a non-profit organization promoting healthy lifestyles in the Pittsburg area

The Active Transportation Advisory Board meets at Noon on the first Tuesday of each month at City Hall. Appointment to this position may require you to file a Conflict of Interest Disclosure Statement, which is a public record.

*** Please plan to attend the February 25, 2020, Pittsburg City Commission Meeting (5:30 p.m. at the Law Enforcement Center – 201 North Pine in Pittsburg). Appointments to the Active Transportation Advisory Board will be made by the City Commission during this meeting.**

Signature of Applicant: Reno J. Cecora

Date: February 14, 2020

If you have any questions regarding the appointment procedure, please contact the City Clerk by phone at (620)230-5532 or by email at tammy.nagel@pittks.org.

Please return your completed application on or before February 14, 2020 to:
City of Pittsburg
Attn: City Clerk
PO Box 688
Pittsburg, KS 66762

Vita

Reno J. Cecora

709 N. Elm St.
Pittsburg, KS 66762
Hm ph. (620) 231-5795
Cell (620) 687-2676
renocecora@yahoo.com

Personal Information

•born: February 17, 1950, Detroit, Michigan
•1971-1980: traveled and resided in Mexico, Guatemala, El Salvador, Colombia, Ecuador, Peru and Bolivia
• fluent in Spanish
•1980-2002 resided in Texas
•2002-present resided in Pittsburg, Kansas

Community Activities Pertinent to the ATAB position

• I worked on the electoral campaign, to pass a bond proposal, to fund significant bicycle infrastructure facilities in Ann Arbor, Michigan, in early 1970s. I attended several planning meetings once the bond issue was passed, to make sure my voice and my ideas were heard. I ended up supporting about half of the improvements that were eventually built, some of which were very well designed. I was opposed to the use of bicycle lanes, consisting of painted lines along a couple of fairly busy streets. This was the first time that I encountered various relatively obnoxious Graduate Students, advocating for different concepts on how to spend the money that, not coincidentally, coordinated closely with their thesis and dissertation projects.

• I lived for about 20 years in Texas, most of that time in or in some of the towns or rural areas to the east of Austin, Texas. I attended and spoke at numerous Capital Area Metropolitan Planning Organization (CAMPO) meetings as a citizen and with the standard 3 minute time limitation. CAMPO served primarily as an advocate for the Texas Department of Transportation and local development and real estate interests. There was intense developmental pressure in Texas at that time, and the various big landowners wanted the State to build some new highways to enhance the value of land they owned in the rural-urban fringe areas. Generally, about 95% of the speakers who spoke as CAMPO meetings were opposed to the inexorable move to plan and build a new system of gigantic highways, all toll roads.

I was among those who advocated for significant spending on projects to enhance the conditions for pedestrians, bicyclists, and transit riders. The members of CAMPO were, mostly extremely rude and dismissive of the views of the public. Some of the CAMPO board members would ostentatiously read

magazines, doodle, or nap during the public comment sessions. I attended these CAMPO and other transportation planning meetings, about once every two weeks or so, during a several year long period in the 1990s.

The other meetings included several where specific bicycle planning issues were discussed with the City Planning Staff. The main issues were where to spend the limited funds, in the inner city where the great majority of the bicycle riders actually lived and rode, or to try to build routes to allow suburban riders to ride into the inner city. That involved crossing major obstacles, including the interchanges of the previous set of urban freeways that blocked access from the Northwest suburbs to the older part of the city. I had several fellow non-vehicular transportation advocates who regularly attended 2 meetings per day. That time period, in the early 1990s, was when the planning process pushed through a massive set of new urban highways for the Austin Metropolitan Area.

• While I was in graduate school in San Marcos, Texas a call was issued by Via, the San Antonio municipal bus company, for any faculty or students who wanted to serve on the 2025 Visioning Task Force. I responded, and served on the Population and Demographics Subcommittee in the summer and fall of 1998.

Education

•B.S. Biology, 1990, (with significant hours in Chemistry, more than the requirement for a minor) Texas Lutheran University, Seguin, Texas
•B.A. History, 1990. Texas Lutheran University, Seguin, Texas.
• I did all class work for an M.S. in Entomology at Texas A & M University, College Station, Texas
•M.S. Environmental Science, 1996, University of Texas, San Antonio, Texas.
• Completed all class work and exams for a Ph.D. Environmental Geography, 2001, Texas State University at San Marcos (formerly Southwest Texas State University), San Marcos, Texas.

Honors and Awards

•Presidential Scholarship 1986 – 1990, Texas Lutheran College.
•Academic Excellence Award, 1987 Southwest Texas State University.
•Graduated Magna Cum Laude, 1990 Texas Lutheran College.
•Regent's Fellowship, 1990 Texas A & M University.

Association Memberships

•Beta Beta Beta, (Biology Honor Society) 1986 – 1990, President 1990.
•Phi Alpha Theta (History Honor Society) 1986 – 1990, President 1989.
•Kansas Geographic Alliance, member, 2002 – present

Teaching Experience

•Adjunct Faculty in Department of Social Sciences, College of Arts and Sciences, Pittsburg State University, 2002 –2008, teaching one or two sections of World Regional Geography during the Fall and Spring semesters.

•Adjunct Faculty in the Department of Biology, College of Arts and Sciences, Pittsburg State University, fall of 2006, taught Environmental Life Science:

-in Asuncion, Paraguay at Catolica Universidad as part of the Pittsburg State University in Paraguay Program, summer 2006

-served as advisor for Club de Investegadores, a science club for school children, PAIDEIA, Asuncion, Paraguay; 6-weeks, summer 2006.

-on the PSU campus, fall of 2006.

•Assistant for the undergraduate statistics class, Geography Department, Southwest Texas State University, 2000. conducted review sessions.

•Assisted in teaching Energy Resource Management at Southwest Texas State University, 2000-2001

-Prepared a complete replacement for existing overhead transparencies by searching the internet and finding additional items as well as replacements.
-Developed effective PowerPoint presentation by editing, producing, arranging, and enhancing images and captions.
-Prepared and presented lectures on Climate Change and Atmospheric Acid Deposition; also presented other lectures when professor was out of town.
-Graded the final papers and the examination essays.
-Used "My Blackboard" to provide the slide show images and various other materials for student access.

•Laboratory Assistant, Comparative Anatomy and Physiology, Texas Lutheran College,1987 - 1988.

Professional Experience (other than teaching)

•Graduate Research Assistant in Geography, Southwest Texas State University. Various duties: e.g., assisting with classes, GIS analysis work, and internet research, 1997 – 2001, San Marcos, Texas.

•Participated in research trip to Siren, Wisconsin to investigate community response to a tornado, June 2001. Funded by Natural Hazards Research and Applications Information Center, University of Colorado, Boulder.

•Bexar Nature Preserve Organization, Biological Working Group. Prepared GIS materials to support biodiversity preservation planning in and around San Antonio, Texas, 1999 – 2000, San Antonio, Texas.

Professional Experience (other than teaching continued)

•Texas Parks and Wildlife, Resource Protection Division. Internship working with database of threatened and endangered species reports and sightings, 1999, Austin, Texas. Shannon Breslin, supervisor.

•Participated in research trip to the San Joaquin Valley of California to investigate the response to a freeze that damaged the citrus crop, March 1998. Funded by Natural Hazards Research and Applications Information Center, University of Colorado, Boulder.

•2025 Visioning Task Force, Population and Demographics Subcommittee (working for Via [San Antonio Bus Company] Board), 1998, San Antonio, Texas. Henry Vicellio, Vice-President of USAA, chairperson.

• Graduate Research Assistant, 1991-1993, Texas A & M University, Dept. of Entomology, curation of dried insect materials for research collection and use of computer database for cataloging.

•Graduate Research Fellow, 1990-1991, Texas A & M University, Dept. of Entomology, rearing and maintenance of live insect colonies, curation of dried insect materials for research collection, and use of computer database for cataloging.

Pertinent Skills and Technology Usage

• BlackBoard software utilized in classes.

•Use of GIS software particularly ArcView.

•PowerPoint used in lectures as appropriate.

Professional Presentations

•*Joe Sayers and the Rise of Navalism in the U.S.: The Case of Central Texas.* Cecora, Reno J., Western Social Science Association, Houston, Texas 1987

•*Biodiversity in Remnant Native Prairies and other Grasslands of Texas as Measured by the Presence of Parasitic Wasps of the genus Encyrtidae: A Preliminary Report.* Cecora, Reno J., Texas Academy of Sciences, Denton, Texas 1992.

•*Birding and Ecotourism Development in the Lower Rio Grande Valley of Texas and Mexico.* Cecora, Reno J., Association of Borderland Studies, San Diego, California, 2000.

•*The Big Squeeze: Results from the 1998 California Citrus Disaster Survey.* Annual Meeting of the Association of American Geographers. Tiefenbacher, John P., Ronald R. Hagelman III, Reno J. Cecora, New York, New York, 2000.

•*Peak Oil, the concept and significance.*
Pittsburg State University, Spring 2004

•*Global Positioning Satellites and the Geographic and Scientific Applications in Our Lives.*
Colegio del Sol, Asuncion, Paraguay, Summer 2006

•*Will we all starve in the dark? Consequences of peak oil.*
Pittsburg State University, Fall 2006

• *Renewable Energy Resources as a part of Stewardship of the Earth.* First Methodist Church, Pittsburg, Kansas, Fall 2006.

Grants and Reports

•*Comparison of Insect Diversity in Remnant Prairies and Other Grasslands of Texas.* Wooley, James and Reno Cecora, Agricultural Experiment Station, Texas A&M University. Funded by Texas Nature Conservancy, San Antonio, Texas, 1992.

•*Insect Diversity at Parkhill Prairie, Collin County Texas, as Measured by Parasitic Wasps of Genus Encyrtidae.* Wooley, James and Reno Cecora, Agricultural Experiment Station, Texas A&M University. Funded by Collin County Open Space Board, McKinney, Texas, 1992.

•*Quick Response Report #125, California Citrus Freeze of December 1998: Place, Perception and Choice - Developing a Disaster Reconstruction Model.* Tiefenbacher, John P., Ronald R. Hagelman, III, Reno J. Cecora. Natural Hazards Research and Applications Information Center, University of Colorado, Boulder, 1998.

Research and Intellectual Interests

•Land-use and development issues. These include biodiversity protection efforts utilizing different types of natural and rural land preservation methods, ranging from outright fee-simple purchase to various types of preservation easements and development rights purchases.

•The impact of transportation development on urban areas, particularly the rural-urban fringe with reference to wildlife habitat fragmentation and biodiversity protection in those areas.

•Older core urban areas with reference to non-motorized modes of transportation.

•Latin America and the Caribbean, including natural resource management and urbanization

•Ecotourism development in the Texas–Mexico border region.

•Pacific Rim countries from the period before World War II to the present time.

Conferences Attended

•National Council for the Social Studies Annual Conference, Kansas City, Missouri, 2005

•Kansas Geographic Alliance Annual Conference,
-Salina, Ks., 2001; Lindsborg, Ks., 2002; Hays, Ks. 2003

•*Quick Response Report #137, Examining a "Near-Miss" Experience: Awareness, Behavior, and Post-Disaster Response Among Residents on the Periphery of a Tornado-Damage Path.* Tiefenbacher, John P., William Monfredo, Michelle Shuey, Reno J. Cecora. Natural Hazards Research and Applications Information Center, University of Colorado, Boulder, 2001.

References

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San Marcos, TX 78666-4616
Voice: 512-245-8327
Fax: 512-245-8353
e-mail: jt04@swt.edu

Richard Milk
Professor of History
Department of History and Geography
Texas Lutheran University
Seguin, TX 78155
830-372-6083
e-mail: rmilk@tlu.edu

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Active Transportation Advisory Board

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Commission and made available to the press and public

Name: Erin Fletcher

Home Address: 7542 171 Hwy, Pittsburg, KS 66762

Mailing Address: Same

Occupation: Director of Grants + Development, Special Olympics KS

Business Address: Same

Home Telephone: 620-404-9750

Business Telephone: Same

E-mail: fletchere@KSSO.org

Are you a resident of Pittsburg? NO If yes, how long have you lived in Pittsburg: _____

Current occupation (within last 12 months): Director of Grants + Development

Business interest in the last 12 months: Work with communities across the state + in my hometown of Pittsburg.

Previous Committee/Commission Experience: Worked for the State of Kansas for 9 yrs. within KDHE + KU Medical Center, Area Health Education Center

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application. Bachelors in Business Administration w/ emphasis on Finance; Served as Community Clinical Linkages Manager for KAHE.

Professional and/or community service activities: Project 17 Board Member, Fostering Connections Board Member, Kiwanis, LifeTrack Christian Church, Human Rights Committee for Medical edge

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute: I am passionate about active transportation and inclusion. I want to make my community accessible to everyone.

Area of representation (please circle all that apply):

~~Resident of NE quadrant~~ Resident of NW quadrant ~~Resident of SE quadrant~~

~~Resident of SW quadrant~~ ~~Health care industry~~ Disability advocate

Member of a non-profit organization promoting healthy lifestyles in the Pittsburg area

The Active Transportation Advisory Board meets at Noon on the first Tuesday of each month at City Hall. Appointment to this position may require you to file a Conflict of Interest Disclosure Statement, which is a public record.

*** Please plan to attend the February 25, 2020, Pittsburg City Commission Meeting (5:30 p.m. at the Law Enforcement Center – 201 North Pine in Pittsburg). Appointments to the Active Transportation Advisory Board will be made by the City Commission during this meeting.**

Signature of Applicant: Erin Fletcher

Date: 2/13/20

If you have any questions regarding the appointment procedure, please contact the City Clerk by phone at (620)230-5532 or by email at tammy.nagel@pittks.org.

Please return your completed application on or before February 14, 2020 to:
City of Pittsburg
Attn: City Clerk
PO Box 688
Pittsburg, KS 66762

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Pittsburg City Clerk

Active Transportation Advisory Board

APPLICATION FOR APPOINTMENT

Note: Your application will be copied for the City Commission and made available to the press and public

Name: Sandra L Geier

Home Address: 914 E 7th St

Mailing Address: Same

Occupation: Independent Business Asso

Business Address: 914 E 7th St

Home Telephone: 620-704-3508

Business Telephone: Same

E-mail: sandrageier49942 gmail.com

Are you a resident of Pittsburg? yes If yes, how long have you lived in Pittsburg: 6yrs

Current occupation (within last 12 months): prep cook/IBA

Business interest in the last 12 months: IBA

Previous Committee/Commission Experience: None I have worked at RCY Inc medical lodges mosaic/drivin for The Farm + KVC + Larry Barrett

Education/Experience: A resume may be attached containing this and any other information that would be helpful in evaluating your application. BS Rec therapy/ psycology

Professional and/or community service activities: Volunteer at the Salvation Army, Church community of Christ

Please explain your reasons for wishing to serve on this committee/commission and how you feel that you may contribute: Interest in my community activities experience with handicapped & mentally challenged, older people and teenagers.

Area of representation (please circle all that apply):

Resident of NE quadrant ~~Resident of NW quadrant~~ ~~Resident of SE quadrant~~

~~Resident of SW quadrant~~ ~~Health care industry~~ Disability advocate

Member of a non-profit organization promoting healthy lifestyles in the Pittsburg area

The Active Transportation Advisory Board meets at Noon on the first Tuesday of each month at City Hall. Appointment to this position may require you to file a Conflict of Interest Disclosure Statement, which is a public record.

*** Please plan to attend the February 25, 2020, Pittsburg City Commission Meeting (5:30 p.m. at the Law Enforcement Center – 201 North Pine in Pittsburg). Appointments to the Active Transportation Advisory Board will be made by the City Commission during this meeting.**

Signature of Applicant: Sandra Estelle Geier

Date: 2/6/20

If you have any questions regarding the appointment procedure, please contact the City Clerk by phone at (620)230-5532 or by email at tammy.nagel@pittks.org.

Please return your completed application on or before February 14, 2020 to:
City of Pittsburg
Attn: City Clerk
PO Box 688
Pittsburg, KS 66762

City of Pittsburg
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DEPARTMENT OF PUBLIC WORKS (620) 231-4170
201 West 4th Street · Pittsburg KS 66762 www.pittks.org

Interoffice Memorandum

TO: DARON HALL
City Manager

FROM: CAMERON ALDEN
Director of Public Works

DATE: February 18, 2020

SUBJECT: Agenda Item – February 25, 2020
Final Payment & Change Order No. 1
Demolition and Removal of Dilapidated Structure
Located at 716 North Broadway, Pittsburg, Kansas

The contractor, JRB Industries, Inc. of Parsons, has completed all work on the above-referenced project and is now requesting final payment. They have also submitted Change Order No. 1 for consideration. This change order reflects an addition in the amount of $1,500.00 making a new contract construction amount of $40,000.00. This change order covers rock backfill for the project.

This project consisted of demolition and removal of the dilapidated structure at 716 North Broadway, commonly known as Mike's New and Used.

Would you please place this item on the agenda for the City Commission meeting scheduled for Tuesday, February 25, 2020. Action necessary will be approval or disapproval of Change Order No. 1 and the final payment to JRB Industries, Inc. in the amount of $40,000.00. This project is being funded through EDAC funds.

Attachment: Final Payment and Change Order Documents

JRB Industries, Inc.
P.O. Box 603
Parsons, Kansas 67357

February 7, 2020

City of Pittsburg
Attn: Jared Peterson
201 West 4th street
Pittsburg, Kansas 66762

Re: Invoice – Demolition and Removal 716 N. Broadway

Demolition and Removal of all debris, bricks, concrete		$ 38,500.00
Added: 160/ton of AB-3 furnished/placed		$ 1,500.00
	Total Invoice	**$ 40,000.00**

Demolition material other than bricks went to KDHE approved landfill #0685, JRB Industries. A copy will be hand delivered to city office.

Rock tickets for the 160/ton of AB-3 rock will be hand delivered to city office.

Gilmore plumbing has contacted the city for a locate of the sewer to be capped. JRB Industries dug to find sewer where instructed but not able to locate. Gilmore plumbing will be paid by JRB Industries for this service.

Thank you,

Jim Beachner
620-423-1070

City of Pittsburg
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DEPARTMENT OF PUBLIC WORKS (620) 231-4170
201 West 4th Street · Pittsburg KS 66762 www.pittks.org

Interoffice Memorandum

TO: DARON HALL
City Manager

FROM: CAMERON ALDEN
Director of Public Works

DATE: February 18, 2020

SUBJECT: Agenda Item – February 25, 2020
Final Payment & Change Order No. 1
Centennial / Rouse Traffic Signal Modification Project

The contractor, CDL Electric Company, Inc., of Pittsburg, has completed all work on the above-referenced project and is now requesting final payment. They have also submitted Change Order No. 1 for consideration reflecting a deduct in the amount of $908.20. If approved, the new contract construction amount will be $81,777.50. This change order covers quantity adjustments as well as the use of multi-component pavement marking in place of the pavement marking that was originally bid.

This project consisted of modification of the existing traffic signal – generally consisting of relocating one of the existing signal pole/mast arms, adding a pedestal pole, modifying existing signal heads, and associated wiring modifications. The project also consisted of removal of approximately 1,200 LF of existing pavement markings, replacement of approximately 1,900 LF of new pavement markings, reconfiguration of existing permanent signage, and all other associated work.

Would you please place this item on the agenda for the City Commission meeting scheduled for Tuesday, February 25, 2020. Action necessary will be approval or disapproval of Change Order No. 1 and the final payment to CDL Electric Company, Inc. in the amount of $14,032.24. This project is being funded through general obligation bonds as part of the South Rouse Street Improvements Project.

Attachment: Final Payment and Change Order Documents

City of Pittsburg
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PAY APPLICATION
CENTENNIAL / ROUSE TRAFFIC SIGNAL MODIFICATION PROJECT
TRAFFIC SIGNALIZATION PROJECT

PAY APPLICATION FINAL

DATE: 2-6-2020

CONTRACTOR: C.D.L. Electric Company, Inc.
1308 North Walnut
Pittsburg, Kansas 66762

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	CONTRACT AMOUNT	ADD QUANTITY	UNIT	NEW UNIT PRICE	NEW QUANTITY	% OR UNITS COMPLETE	VALUE
BASE BID											
1	Mobilization	1	L.S.	$ 10,000.00	$ 10,000.00					1	$ 10,000.00
2	Contractor Construction Staking	1	L.S.	$ 750.00	$ 750.00	-1	L.S.		0	0	$ -
3	Removal of Existing Structures	1	L.S.	$ 2,500.00	$ 2,500.00					1	$ 2,500.00
4	Traffic Signal Modifications	1	L.S.	$ 43,750.00	$ 43,750.00					1	$ 43,750.00
5	Pavement Marking Removal	1,222	L.F.	$ 3.85	$ 4,704.70					1222	$ 4,704.70
6	Pavement Marking (Multi-Component)(White)(6")	67	L.F.	$ 2.20	$ 147.40	300	L.F.		367	367	$ 807.40
7	Pavement Marking (Multi-Component)(Yellow)(4")	147	L.F.	$ 1.10	$ 161.70	737	L.F.		884	884	$ 972.40
8	Pavement Marking (Thermoplastic)(White)(6")	371	L.F.	$ 2.20	$ 816.20	-371	L.F.		0	0	$ -
9	Pavement Marking (Thermoplastic)(White)(8")	305	L.F.	$ 3.30	$ 1,006.50	-305	L.F.		0	0	$ -
10	Pavement Marking (Thermoplastic)(White)(24")	449	L.F.	$ 9.90	$ 4,445.10	-449	L.F.		0	0	$ -
11	Pavement Marking (Thermoplastic)(Yellow)(4")	331	L.F.	$ 1.10	$ 364.10	-331	L.F.		0	0	$ -
12	Pavement Mrk Sym (Multi-Component)(White)(Left Arrow)	2	Each	$ 330.00	$ 660.00	6	Each		8	8	$ 2,640.00
13	Pavement Mrk Sym (Thermoplastic)(White)(Left Arrow)	6	Each	$ 330.00	$ 1,980.00	-6	Each		0	0	$ -
14	Pavement Mrk Sym (Thermoplastic)(White)(Only)	1	Each	$ 550.00	$ 550.00					1	$ 550.00
15	Pavement Mrk Sym (Thermoplastic)(White)(Right Arrow)	2	Each	$ 330.00	$ 660.00	-2	Each		0	0	$ -
16	Pavement Mrk Sym (Thermoplastic)(White)(Thru Arrow)	3	Each	$ 330.00	$ 990.00	-3	Each		0	0	$ -
17	Sign (Flat Sheet)(High Performance)	37	Sq.Ft.	$ 17.00	$ 629.00					37	$ 629.00
18	Sign Post (2" Perforated Square Steel Tube)	44	L.F.	$ 6.50	$ 286.00	-2	L.F.		42	42	$ 273.00
19	Sign Post Footing (2" Perforated Square Steel Tube)	3	Each	$ 95.00	$ 285.00					3	$ 285.00
20	Sign (Remove and Reset)	1	L.S.	$ 150.00	$ 150.00					1	$ 150.00
21	Permanent Seeding & Mulching	1	L.S.	$ 350.00	$ 350.00					1	$ 350.00
22	Traffic Control	1	L.S.	$ 7,500.00	$ 7,500.00					1	$ 7,500.00
NEW	Pavement Marking (Multi-Component)(White)(6")					179	L.F.	$ 3.30	179	179	$ 590.70
NEW	Pavement Marking (Multi-Component)(White)(24")					447	L.F.	$ 9.90	447	447	$ 4,425.30
NEW	Pavement Marking (Multi-Component)(White)(Right Turn Arrow)					2	Each	$ 330.00	2	2	$ 660.00
NEW	Pavement Marking (Multi-Component)(White)(Thru Arrow)					3	Each	$ 330.00	3	3	$ 990.00

Original Contract Construction Amount	$ 82,685.70
Change Order No. 1 Total	$ (908.20)
New Contract Construction Amount	$ 81,777.50
Value of Completed Work	$ 81,777.50
Less 10% Retainage	
Less Previous Estimates	$ 67,745.26
Total Deductions	$ 67,745.26
Amount Due Contractor on this Estimate	$ 14,032.24

REQUESTED BY: C.D.L. ELECTRIC COMPANY, INC.

DATE: 2-10-20

REVIEWED BY: GREG HARDISTER, ENGINEERING SUPERVISOR, CITY OF PITTSBURG

DATE: 2-14-20

APPROVED BY: CAMERON AIDEN, DIRECTOR OF PUBLIC WORKS/CITY ENGINEER, CITY OF PITTSBURG

DATE: 02-14-20

City of Pittsburg
Forward Together.

CENTENNIAL/ROUSE TRAFFIC SIGNAL MODIFICATION PROJECT
TRAFFIC SIGNALIZATION PROJECT
Change Order No. 1

CONTRACTOR: CDL Electric Company, Inc.
1308 N. Walnut
Pittsburg, Kansas 66762

Date: February 6, 2020

ORIGINAL CONTRACT CONSTRUCTION AMOUNT	$ 82,685.70
CHANGE ORDER NO. 1 DATED 02-06-2020	$ (908.20)
NEW CONTRACT CONSTRUCTION AMOUNT	$ 81,777.50

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL
2	Contractor Construction Staking	-1	L.S.	$ 750.00	$ (750.00)
6	Pavement Marking (Multi-Component)(White)(6")	300	L.F.	$ 2.20	$ 660.00
7	Pavement Marking (Multi-Component)(Yellow)(4")	737	L.F.	$ 1.10	$ 810.70
8	Pavement Marking (Thermo-Plastic)(White)(6")	-371	L.F.	$ 2.20	$ (816.20)
9	Pavement Marking (Thermo-Plastic)(White)(8")	-305	L.F.	$ 3.30	$ (1,006.50)
10	Pavement Marking (Thermo-Plastic)(White)(24")	-449	L.F.	$ 9.90	$ (4,445.10)
11	Pavement Marking (Thermo-Plastic)(Yellow)(4")	-331	L.F.	$ 1.10	$ (364.10)
12	Pavement Marking (Multi-Component)(White)(Left Turn Arrow)	6	Each	$ 330.00	$ 1,980.00
13	Pavement Marking (Thermo-Plastic)(White)(Left Turn Arrow)	-6	Each	$ 330.00	$ (1,980.00)
15	Pavement Marking (Thermo-Plastic)(White)(Right Turn Arrow)	-2	Each	$ 330.00	$ (660.00)
16	Pavement Marking (Thermo-Plastic)(White)(Thru Arrow)	-3	Each	$ 330.00	$ (990.00)
18	Sign Post (2" Perforated Square Steel Tube)	-2	L.F.	$ 6.50	$ (13.00)
New	Pavement Marking (Multi-Component)(White)(8")	179	L.F.	$ 3.30	$ 590.70
New	Pavement Marking (Multi-Component)(White)(24")	447	L.F.	$ 9.90	$ 4,425.30
New	Pavement Marking (Multi-Component)(White)(Right Turn Arrow)	2	L.F.	$ 330.00	$ 660.00
New	Pavement Marking (Multi-Component)(White)(Thru Arrow)	3	L.F.	$ 330.00	$ 990.00

TOTAL CHANGE ORDER NO. 1	$ (908.20)
NEW CONTRACT CONSTRUCTION AMOUNT	$ 81,777.50
ENGINEERING AND INSPECTION (10%)	$ -
	$ -
NEW PROJECT TOTAL	$ 81,777.50

ACCEPTED BY: ~~HECKERT CONSTRUCTION CO., INC.~~ CDL Electric

DATE: 2-10-20

SUBMITTED BY: GREG HARDISTER, ENGINEERING SUPERVISOR, CITY OF PITTSBURG

Greg Hardister

DATE: 2-14-20

APPROVED BY: CAMERON ALDEN, DIRECTOR OF PUBLIC WORKS/CITY ENGINEER, CITY OF PITTSBURG

Cameron Alden

DATE: 02-14-20

DATE OF APPROVAL BY CITY COMMISSION: _____

City of Pittsburg
Forward Together.

DEPARTMENT OF PUBLIC WORKS

201 W. 4th Street • Pittsburg KS 66762

FINAL PAYMENT DUE CONTRACTOR

PROJECT:
CENTENNIAL / ROUSE TRAFFIC SIGNAL MODIFICATION PROJECT - TRAFFIC SIGNALIZATION PROJECT

Date: February 6, 2020

CONTRACTOR: CDL Electric Company, Inc.
1308 N. Walnut
Pittsburg, Kansas 66762

ORIGINAL CONTRACT CONSTRUCTION AMOUNT	$	82,685.70
CHANGE ORDER NO. 1 DATED 02-06-2020	$	(908.20)
TOTAL CONSTRUCTION COST	$	81,777.50
Less Previous Payments	$	67,745.26
BALANCE DUE CONTRACTOR (FINAL PAYMENT)	$	14,032.24

ACCEPTED BY: CDL Electric company, Inc.

DATE: 2-10-20

SUBMITTED BY: Greg Hardister, Engineering Supervisor, City of Pittsburg

Greg Hardister

DATE: 2-14-20

APPROVED BY: Cameron Alden, Director of Public Works/City Engineer, City of Pittsburg

Cameron Alden

DATE: 02-14-20

DATE OF APPROVAL BY CITY COMMISSION: _____

ALLSTAR

Discover the Difference.

CONSENT OF SURETY

TO REDUCTION IN OR

RELEASE OF RETAINAGE

Bond No. BND1007230-00

PROJECT: Centennial Drive / Rouse Street Traffic Signal Modifications

TO: City of Pittsburg

CONTRACT FOR:
Centennial Drive / Rouse Street Traffic Signal Modifications
CONTRACT DATE: 07/29/2019

In accordance with the provisions of the Contract between the Owner and the Contractor as indicated above, the Fair American Insurance and Reinsurance Company, Surety on bond of C.D.L. Electric Co., Inc., Contractor, hereby approves the reduction in or partial release of retainage to the Contractor, as follows:

The Surety agrees that such reduction in or partial or total release of retainage to the Contractor shall not relieve the Surety of any of its obligations to:

City of Pittsburg, OWNER,
as set forth in the said Surety's bond.

IN WITNESS WHEREOF, Fair American Insurance and Reinsurance Company
the Surety has hereunto set its hand this 11th day of February, 2020.

ATTEST: Elizabeth Drake

(SEAL)

Fair American Insurance and Reinsurance Company
Surety

Signature of Authorized Representative

Omar G. Guerra, Attorney-In-Fact
Title

ALLSTAR

Discover the Difference.

TO: **CITY CLERK**
CITY OF PITTSBURG
PITTSBURG, KANSAS 66762

PROJECT: Centennial Drive / Rouse Street Traffic Signal Modifications

In accordance with the provisions of the Contract of the above Project, I/We hereby certify and swear that all subcontractors, vendors, persons or firms who have furnished labor or materials for the work, and all rentals of materials, equipment, or property used in connection with the work, and that all taxes have been paid in full or otherwise satisfied.

State of Kansas, Crawford County On this 11th day of February, 20 20, before me, a Notary Public in and for the aforementioned County and State, personally appeared Larry Sound Jr, to me known to be the identical person who executed the above statement. Notary Public My Commission Expires: 11/14/23	Contractor: C.D.L. Electric Co., Inc. By: Title: Seal: (If Corporate) C.D.L. Electric Co., Inc. Corporate SEAL 10/25/96 Kansas THOMAS A. YOAKAM Notary Public - State of Kansas My Appt. Expires November 14, 2023

The Fair American Insurance and Reinsurance Company, Surety Company on bond for the above project hereby approves the final payment to the Contractor, and agrees that the final payment shall not relieve the Surety Company of any of its obligations to the City of Pittsburg as set forth in the Surety Company's bond.

IN WITNESS this 11th day of February, 20 20.

Fair American Insurance and Reinsurance Company

(SEAL):

365 Northbridge Road, Suite 400, Atlanta, GA 30350

Omar G. Guerra
Signature of Authorized Representative

ATTORNEY-IN-FACT

RESIDENT AGENT.

cc: Engineering Division

FAIR AMERICAN INSURANCE AND REINSURANCE COMPANY

One Liberty Plaza, 165 Broadway, New York, NY 10006

POWER OF ATTORNEY

Know all men by these Presents, that Fair American Insurance and Reinsurance Company ("Company"), a New York corporation, had made, constituted and appointed, and by these presents does make, constitute and appoint, Andrew C. Heaner of Atlanta, Georgia; Stefan E. Tauger of Parker, Colorado; Arthur S. Johnson of Atlanta, Georgia; James E. Feldner of West Lake, Ohio; Jeffery L. Booth of Blacklick, Ohio; Melanie J. Stokes of Atlanta, Georgia; David R. Brett of Columbia, South Carolina; Scott E. Stoltzner of Birmingham, Alabama; Jason S. Centrella of Jacksonville, Florida; Matthew W. Hollingsworth of Addison, TX; Michael J. Brown of Cumming, Georgia; or Omar G. Guerra of Overland Park, Kansas EACH as its true and lawful attorney-in-fact to sign, execute, seal, deliver for, and on behalf of the said Company, and as its act and deed any place in the United States any and all surety, bonds, undertakings, recognizances and contracts of suretyship to be given to all obligees provided that no bond or undertaking or contract of suretyship executed under this authority shall exceed in amount of the sum of $5,000,000 (Five Million Dollars), any single instance. Provided, however, that this power of attorney limits the acts of those named herein; and they shall have no authority to bind the Company except in the manner stated and to the extent of any limitation herein.

This Power of Attorney is granted and is signed and sealed by facsimile under and by the authority of the following Resolutions adopted pursuant to due authorization by the Board of Directors of the Company on the 2nd day of February, 2016.

RESOLVED, that the President, Chairman, or any Senior Vice President or Vice President of the Company, in conjunction with any Senior Vice President or Vice President, be, and that each or any of them hereby is, authorized to appoint Attorneys-in-fact of the Company as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all bonds, undertakings, recognizances, contracts of suretyship and other surety obligations. Such Attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the President and attested by the Secretary.

FURTHER RESOLVED, that any and all Powers of Attorney and Certified Copies of such Powers of Attorney and certification in respect thereto, granted and executed by the President or Senior Vice President, in conjunction with any Senior Vice President or Vice President of the Company, shall be binding on the Company to the same extent as if all signatures therein were manually affixed, even though one or more of any such signatures thereon may be facsimile.

IN WITNESS WHEREOF, the Company has caused its official seal to be hereto affixed, and these presents to be sealed with its corporate seal and duly attested to by these Senior Vice Presidents this 9th day of April, 2018.

Fair American Insurance and Reinsurance Company

By: _____
Christopher O'Gwen, Senior Vice President

By: _____
Suzanne A. Spantidos, Senior Vice President

STATE of NEW YORK
COUNTY of NEW YORK

On April 9, 2018 before me, the above named Senior Vice Presidents, personally appeared, who proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same in their authorized capacities, that they know the seal of Fair American Insurance and Reinsurance Company, and that their signatures and the seals of Fair American Insurance and Reinsurance Company were duly affixed and subscribed to said instrument by the authority and direction of the Company. I certify under PENALTY OF PERJURY under the laws of the State of New York that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

VINCENT PATRICK ENG
Notary Public State of New York
New York County
Lic. #02EN6333805
Comm. Exp. December 7, 2019

I, Christopher O'Gwen, the undersigned, an Officer of Fair American Insurance and Reinsurance Company, a New York Corporation, DO HEREBY CERTIFY that the foregoing and attached Power of Attorney is a true and correct copy of the original power of attorney, and do hereby further certify that the said Powers are still in force and effect.

Signed and sealed at the City of New York. Dated the 11th day of February, 2020.

_____
Christopher O'Gwen, Senior Vice President

No. **2658**

Division of Taxation
109 SW 9th Street
Topeka, KS, 66601-3506
Mark A. Burghart, Secretary

Kansas
Department of Revenue

Phone: 785-296-3081
Fax: 785-296-7928
www.ksrevenue.org
Laura Kelly, Governor

STATE OF KANSAS
PROJECT COMPLETION CERTIFICATION

TO: City of Pittsburg
Name of Entity to whom Project Exemption Certificate was Issued

201 W 4th St	Pittsburg	KS	66762
Street Address	City	State	Zip Code

This is to certify, to the best of my knowledge and belief, that all materials purchased under **Exemption Certificate Number** 0000080005 , issued by the Kansas Department of Revenue, were incorporated into the building or project for which the exemption was issued and were entitled to an exemption pursuant to K.S.A. 79-3606(c), (d), (e), (xx), (aaa), (ccc), (iii), (qqq), (sss), (ttt), (uuu), (xxx) and (yyy) as amended.

CDL Electric Co., Inc.
Contractor / Subcontractor

1308 North Walnut
P.O. Box and/or Street Number and Name

Pittsburg, Kansas 66762
City, State Zip

President
Signature and Title of Authorized Representative

2-10-20
Date

INSTRUCTIONS

Upon completion of a tax exempt project, the contractor must furnish this certification to the exempt entity for which the work was performed. The exempt entity needs to retain this document in their files and record the actual date that the project was completed on-line at https://www.kdor.ks.gov/apps/kcsc/. All invoices must be retained by the contractor for a period of five (5) years and are subject to audit by the Kansas Department of Revenue.

PR-77 (Rev. 09/16)

Finance and Administration
201 West 4th Street
P.O. Box 688
Pittsburg, Kansas 66762

620-231-4100
www.pittks.org

Interoffice Memorandum

TO: Daron Hall, City Manager

FROM: Jamie Clarkson, Director of Finance

DATE: February 18, 2020

SUBJECT: Amending Section 82032 of the Pittsburg City Code

Staff recommends adoption of Ordinance G-1310 amending Section 82-32 of the Pittsburg City Code. This will keep the City in compliance with Kansas Statutes regarding the collection of delinquent utility accounts.

Thank you.

cc: Tammy Nagel, City Clerk

(Summary Published in the Morning Sun on _____, 2020)

ORDINANCE NO. G-1310

AN ORDINANCE amending Section 82-32 of the Pittsburg City Code to delete the current subsection (f) which exempts the imposition of an administrative charge and fee for an industry or institution whose normal procedure for payment exceeds the time limit for original due date; and create a new subsection (f) to provide that accounts with unpaid balances shall be forwarded to the State of Kansas for collection in accordance with K.S.A. 75-6201, et seq.

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF PITTSBURG, KANSAS:

Section 1. Section 82-32 of the Pittsburg City Code is hereby amended to read as follows:

Sec. 82-32. Billing charge for delinquency; discontinuance and hearing procedure; collection.

(a) Bills for water and sewage system services shall be due on the date shown on such bill, and at the option of the City, the charges for sewage system services may be billed on the statement rendered for payment of water bills. If the total bill is not paid by the due date on such bill, such bill shall be considered delinquent and ten percent shall be added to the amount thereof as an administrative charge and fee. If the bill is not paid by the due date, a termination notice, including the ten percent charge, shall promptly be sent. This termination notice will include the following notice:

"TERMINATION NOTICE"

Water service will be disconnected for nonpayment of the account within ten days from the original due date unless:

(1) The account is paid in full or satisfactory payment arrangements are made with the Department of Finance prior to the end of the ten-day period; or

(2) Within seven days from the original due date you serve a written demand with the Department of Finance at City Hall, 4th and Pine, Pittsburg, Kansas, for a hearing to contest the proposed termination of water service."

(b) If a written demand for hearing is received, the hearing officer designated in Resolution No. 554 shall notify the user of the time, date and location thereof; which hearing shall be held within seven days following the receipt of the written demand by the Department of Finance.

(c) At the hearing the user may present evidence, both verbal and written, to support the contention that service should not be terminated for whatever reason, including a claim of an error in billing or charges for services not rendered.

(d) The hearing officer shall render a decision within two days following the close of the hearing and send a written copy of such decision to the user by certified mail or cause a copy of the decision to be served on the user; which decision shall be binding and final. If the hearing officer decides service should be terminated, the appropriate City employee shall disconnect the water service within three days after the decision has been mailed or served upon the user.

(e) If, after sending the termination notice, the entire amount is not paid by the due date on such notice, or other payment arrangements are not made, or a written demand for a hearing is not made, then water service will be disconnected and shall not be resumed until all past due bills are paid in full.

(f) All unpaid utility accounts not paid in full after sixty (60) days shall be forwarded to the State of Kansas for collection in accordance with K.S.A. 75-6201, et seq. All fees imposed and collected from the City by the State of Kansas under K.S.A. 75-6201, et seq, shall be charged to the unpaid utility account and collected from the account user.

Section 2. This Ordinance shall take effect upon its passage and publication in the official city newspaper.

PASSED AND APPROVED BY THE GOVERNING BODY ON THIS ____ DAY OF _____, 2020.

_____
Mayor-Dawn McNay

ATTEST:

_____
Tammy Nagel - City Clerk

Pittsburg Land Use Plan

Strategic vision to shape our city

January 2020

City of Pittsburg
Forward Together.

We put Pittsburg's land use puzzle together.

Pittsburg
Land Use Plan

ACKNOWLEDGEMENTS

Thank you to all participants in the land use planning process. Your time, technical expertise, and guidance was critical to developing the Pittsburg Land Use Plan.

CITY LEADERSHIP

Patrick O'Bryan	*Mayor*
Daron Hall	*City Manager*

CITY COMMISSION

Dawn McNay	*President of the Board*
Sarah Chenoweth	*Commissioner*
Dan McNally	*Commissioner*
Chuck Munsell	*Commissioner*

CITY STAFF

Jay Byers	*Deputy City Manager*
Matt Bacon	*Director of Public Utilities*
Cameron Alden	*Director of Public Works*
Quentin Holmes	*Director of Community Development & Housing*
Sarah Runyon	*Public Information Manager*
Brittan Brenner	*Assistant Planner*

PLANNING AND ZONING BOARD

Mike Wilber	*Labette Bank*
Laura Klusener	*Ascension Via Christi*
Bob Gilmore	*Retired*
Francis DeMott	*Red Ball Pattern*
Leah Posterick	*Signet Coffee Roasters*
Mike Creel	*Creel Enterprises*
Kyle Michael	*The Pitt*

STEERING COMMITTEE

Aaron Murphy	*Tri-State Construction*
Amanda Sukraw	*Community National Bank*
Brad Hanson	*USD 250*
Brad Snow	*All Aboard Foundation*
Brian Jones	*Jones Heritage Realty*
Elizabeth Hayes	*YMCA*
Holly Kent	*Pittsburg State University*
Katie George	*Pittsburg State University*
Larry Fields	*Downtown developer*
Nidia Lopez	*Greenbush*
Johnna Norton	*Ascension Via Christi*
Shawnee Lorenz	*Jones Heritage Realty*
Skip Urich	*Property owner*
Tim Dawsey	*Pittsburg State University*
Troy Graham	*Crawford County*

CONSULTANT TEAM

ochsner hare + hare
the olsson studio

1814 Main
Kansas City, MO 64108
816.842.8844
www.olsson.com

WITH TECHNICAL ASSISTANCE FROM
Canyon Research Southwest

"Empowerment is essentially a capacity to define clearly one's interests, and to develop a strategy to achieve those interests. It's the ability to create a plan or program to change one's reality in order to obtain those objectives or interests. Power is not a 'thing', it's a process. In other words...through its conscious activity, a group can empower itself by increasing its ability to achieve its own interests."

- Manning Marable

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SECTION 1

INTRODUCTION

BACKGROUND AND PURPOSE

Communities experience constant growth, innovation, and change, and land use plans serve as a guiding force during these times. A land use plan safeguards a community vision by planning for how the community's land should be developed or redeveloped in the future. As the City of Pittsburg continues to grow, the development of a focused land use plan that provides context for future zoning changes is a critical step first step to ensure future developments align with the community's goals.

With increasing development pressures, unique housing challenges, and an aging population, now is the time to think about the future and asking the hard questions, of which the hardest is "who do we want to be?" This Future Land Use Plan (Plan) tackles this question head-on.

Through the use of robust public engagement, site visits, and many conversations with key stakeholders, city and county staff members, and members of the general public, this Plan aims to provide the City of Pittsburg with a Future Land Use Plan that will maintain the small town ambiance while paving the way for sustainable growth.

WHAT IS A FUTURE LAND USE PLAN?

The City of Pittsburg developed a land use plan to guide future citywide development patterns. This Plan guides residents, property owners, developers, city staff members, and elected officials in making sound land use, design, and development decisions.

It is important to note that a future land use plan is *not* a zoning plan. Through this process, zoning will not be changed or modified. Rather, this planning process developed a future land use plan for what the community desires moving forward.

A future land use plan:

- Plans for the long-term future of land uses, such as residential, commercial, or industrial, in a geographically defined area.
- Considers existing land use, major transportation routes, high activity nodes, and redevelopment/development opportunities.
- Guides city leaders in making sound land use decisions based on public input, local and regional market trends, and projected growth patterns.

In addition to providing a plan for land use moving forward, this process also provided a high-level review of the city's existing stormwater infrastructure. As part of the stormwater assessment, the following tasks were weaved into the Plan:

- Evaluation and identification of major drainage areas throughout city limits.
- Recommendations for protection and prohibited development adjacent to identified, major drainage ways.
- Evaluation of stormwater run-off based on recommended land use.
- Recommendations for potential locations of regional stormwater detention.

WHAT ARE THE GOALS OF THE PLAN?

The goals of the Plan are comprehensive, yet specific; they include the following:

1. Equip city staff members and elected officials with a road map for the future of land use planning within Pittsburg.
2. Provide for orderly, thoughtful, and high quality development that is consistent with the community's goals for the city.
3. Establish a citywide land use framework to provide current and future residents with a Plan they can rely on now and moving forward.
4. Understand and identify the city's current stormwater management system and necessary upgrades and improvements to adequately serve future growth.
5. Generate community buy-in through an interactive public engagement process, both online and in-person, to create a shared vision for the future.
6. Define next steps to ensure successful implementation of the Plan.

LAND USE v. ZONING

WHAT IS ZONING?

Zoning is a lawful regulation of what can or cannot occur on a piece of land (i.e., allowable use, density, building height).

WHAT IS EXISTING LAND USE?

Existing land use is the current use on a piece of land (i.e., agriculture, commercial, residential).

WHAT IS FUTURE LAND USE?

Future land use is what the community desires for the future piece of land. This may or may not be the current land use.

PLANNING PROCESS AND TIMELINE

The planning process took place in 2019 through a six-step process, detailed as follows:

- Step 1: Discover
- Step 2: Engage
- Step 3: Envision
- Step 4: Narrow
- Step 5: Plan
- Step 6: Implement

The graphic to the right details this planning process, though it is important to understand that the planning process is not necessarily linear. It is infused with flexibility to be able to react to new information and changing circumstances. In general, each step builds on the one prior.

Public and stakeholder engagement was a core element of the Plan's development. After the initial launch of the planning process, outreach events and tools were used throughout the planning process, including a project web page, the city's social media accounts, in-person stakeholder sessions, and a public open house. The public engagement process is detailed in *Section 4 - Public Engagement Summary*.

THE VISION

Fueled by the public engagement process, a vision narrative and guiding principles were crafted for the future of land use in Pittsburg.

The vision was directly formed from stakeholder and public input on the identified issues, concerns, and opportunities citywide, coupled with their priorities and preferences for Pittsburg moving forward. The vision is an expression of future aspirations and paints a picture of what is hoped for in the city. Identifying the vision is critical to the planning process, as it can be referred to as a guide for recommendations that will define the Plan.

Capitalizing on the abundance of natural resource areas, its role as an emerging activity and employment hub of southeast Kansas, and the opportunities that exist for infill and redevelopment, the City of Pittsburg aspires to:

1. *...provide a healthy mixture of market-supported, complementary land uses that serve local businesses and residents and attract visitors and private development;*
2. *...be an aesthetically pleasing city that is inviting to all population segments and is representative of the welcoming, small town feel;*
3. *...incorporate principles of environmental sustainability by protecting the proximal natural resources while providing new and enhanced recreation facilities citywide;*
4. *...be a connected, safe, and accessible city that emphasizes the multimodal functionality of key corridors to serve all roadway users;*
5. *...maintain its young, highly-educated workforce by increasing access to high-paying, high-quality jobs within city limits; and,*
6. *...and reinvest in the aging housing stock to retain and attract future residents of Pittsburg.*

GUIDING PRINCIPLES

Achieving this vision is a complex process that requires a multi-layered approach. Multiple interests must be balanced and addressed, but establishing a common ground is one of the first steps to move forward. To guide this process and establish the common ground, the following guiding principles were developed:

Economically Vibrant

While strengthening and supporting existing businesses, an environment must be fostered that continually supports new development, redevelopment, and infill. As development opportunities increase, it is imperative to protect the future land use fabric of the city by having a community-built plan in place.

Connected and Accessible

With a growing population, increasing access to places to live, work, learn, and play is of growing importance. There must be comfortable and interesting ways to move throughout the city that support all modes of transportation, especially along key corridors.

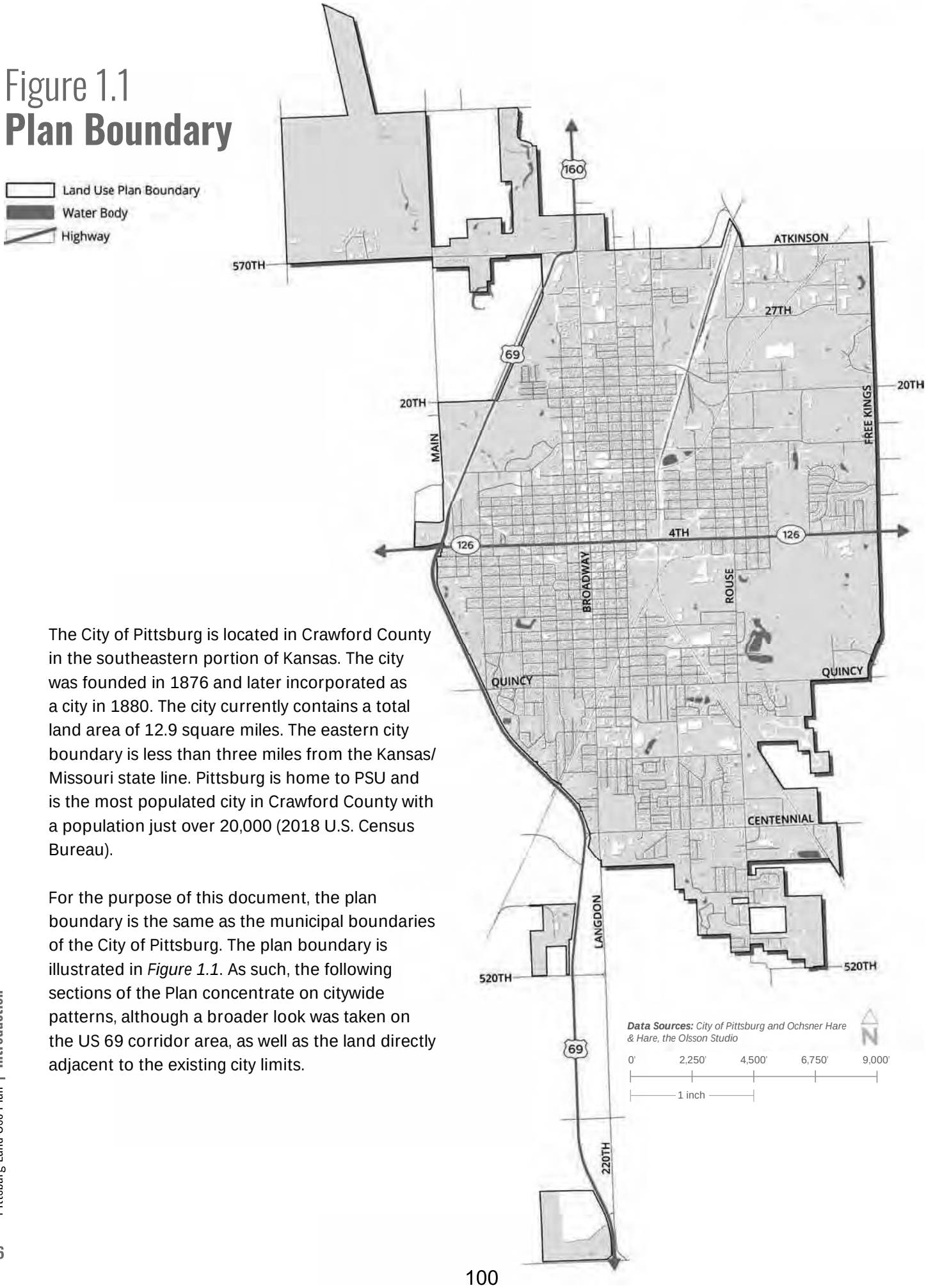
Livable, Inclusive, and Engaging

All community members are brought together through the rich activities that are growing in variety and frequency citywide. From the arts center to downtown to the weekend farmers market, Pittsburg must continue this trend of place-based activities that appeal to and engage all segments of the population. An aspect of this is promoting diverse housing options that accommodate many price ranges to support individual and family structures of all types. Ensuring diversity in the types of activities, services, and housing available will serve all of those who call Pittsburg home now and in the future.

Environmentally Sensitive

The city is rich in natural features that must be responsibly managed and incorporated throughout every recommendation of this Plan. A balance of preservation and environmentally-focused retrofitting and redevelopment, eco-conscious site development techniques, and forward-thinking public infrastructure should be struck to ensure harmony between nature and growth.

Figure 1.1
Plan Boundary



The City of Pittsburg is located in Crawford County in the southeastern portion of Kansas. The city was founded in 1876 and later incorporated as a city in 1880. The city currently contains a total land area of 12.9 square miles. The eastern city boundary is less than three miles from the Kansas/Missouri state line. Pittsburg is home to PSU and is the most populated city in Crawford County with a population just over 20,000 (2018 U.S. Census Bureau).

For the purpose of this document, the plan boundary is the same as the municipal boundaries of the City of Pittsburg. The plan boundary is illustrated in *Figure 1.1*. As such, the following sections of the Plan concentrate on citywide patterns, although a broader look was taken on the US 69 corridor area, as well as the land directly adjacent to the existing city limits.

SECTION 2

CURRENT CONDITIONS

INTRODUCTION

In order to begin setting the vision for the future of Pittsburg, the current situation must be understood as it is the foundation. Land use planning does not and cannot happen in a vacuum. In fact, land use is the foundation of all facets of planning, pulling together the pieces of transportation, utilities and infrastructure, economic development, the environment, and aesthetics. This is why the existing environment and current land must be accurately assessed to create a baseline that the future can build upon.

Section 2 – Current Conditions summarizes relevant city plans and reports and describes data on the demographics, housing stock, and infrastructure of Pittsburg. This review was used to help inform the residents and community stakeholders during the community engagement phase and is used as a bsis to write the Plan recommendations.

PAST PLANS AND STUDIES

The City of Pittsburg has conducted multiple planning and economic studies to better understand and assess the city. To more fully understand the planning context in which this Plan will work, the following city-related plans, studies, and projects were reviewed so that this Plan can complement existing documents and projects. Each document is outlined with a focus on recommendations, goals, and findings.

Angelou Economics Study *(2017)*

Pittsburg's economic development strategy is a cumulative process of community engagement, research, presentations, and feedback resulting in the distillation of local assets and challenges. The goals set through this process allow Pittsburg to compete on a larger stage for employers and for residents, along with helping to instill a greater sensitivity for economic development in the community.

The following provides a breakdown of strengths, weaknesses, opportunities, and threats.

Strengths:

- Entrepreneurial successes of residents
- Strong connection to PSU
- PSU provides job/culture/arts
- Kansas Technology Center
- Friendly city with a strong community
- Safe and family-oriented city
- Close to nature
- Good school and healthcare

Weaknesses:

- Challenge to hire skilled workers
- Challenge to hire physicians and nurses
- Workers see Joplin as having a lower cost of living
- Challenge to retain college graduates
- Limited retail and entertainment options
- Lack of cohesive infrastructure of sidewalks
- Limited housing options

Opportunities:

- Further development of hike and bike trail system
- Greater demand for shopping and entertainment options
- Strong demand for art
- Economic impact of Kansas Crossing Casino
- More partnerships/collaboration between city government and PSU
- Kansas Polymer Research Center as a catalyst

Threats:

- Located in one of the poorest areas of Kansas
- High rates of poverty locally
- Potential for continued cuts to public education statewide

According to the study, an economic development path to growth for Pittsburg includes recognizing its current assets, which include:

- Entrepreneurial success
- PSU
- Abundant water supply
- Strong quality of life amenities

To capitalize on the outlined economic development path, goals to achieve and sustain growth centered around the promotion of local entrepreneurship, attracting jobs and private investment, increasing and retaining a skilled workforce, better leveraging the talent and resources of PSU, and enriching the quality of place.

Implementation of this strategy will not only fall to the City of Pittsburg, but to their partners in the community, as well. Most important is the participation of the stakeholders to keep implementation moving to ensure Pittsburg's economic development goals can be realized.

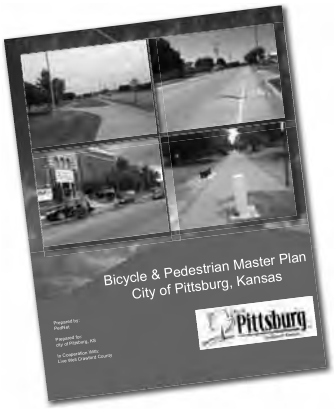
Bicycle and Pedestrian Master Plan *(2015)*

This plan was prepared for the City of Pittsburg in cooperation with Live Well Crawford County as a strategy for making the city more bicycle and pedestrian friendly through specific street, sidewalk, and trail projects. The plan analyzed existing facilities and found that many sidewalks need repair or replacement and that there is a need to improve on-street facilities, such as bike lanes.

Many improvements to existing bicycle and pedestrian infrastructure are suggested in the plan. These improvements range from road diets to new trail connections to increase citywide accessibility. Some specific suggestions included:

- To remove an existing traffic lane or lanes on Rouse Street and replace the lane(s) with bicycle lanes;
- To form a new connection from the farmers market to Schlanger Park Trail; and,
- To convert an existing rail corridor to connect Schlanger Park to the East Side Trail.

Ultimately, this plan encourages enhanced pedestrian and bicycle circulation through trails, bicycle lanes, and other facilities to support the citywide effort of enhancing multimodal transportation.



Housing Needs Assessment and Strategy *(2014, 2015, 2018)*

In 2014, the city commissioned a study of the housing market to assess current and future housing needs.

The key findings of the assessment included:

- Population and housing growth have been slow over the past decade
- The city's housing stock is relatively old, but affordable
- The vacancy rate for rental units is relatively low, especially for affordable units (as opposed to market-rate units)
- Barriers to housing development include: high land and infrastructure costs for developers; lack of readily available land; limited supply of moderate-income homes; and, lack of credit worthiness of potential buyers
- A major opportunity exists for new construction of moderate-income homes

The assessment recommended several actions relevant to the Mid-City Renaissance project planning effort, including:

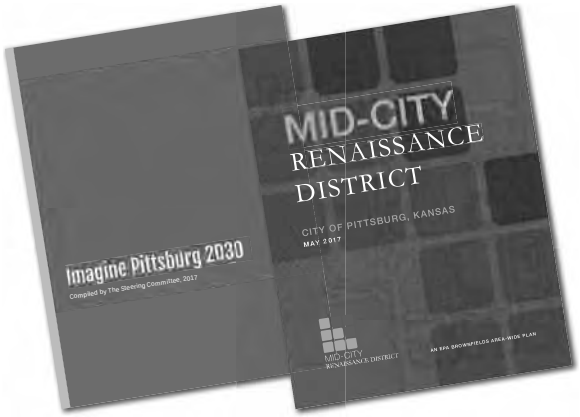
- Enhance housing and amenities in downtown
- Expand the supply of moderate-income housing
- Establish neighborhood associations and planned subdivisions
- Expand housing for seniors with emphasis on affordable housing options
- Build short-term housing for young professionals, consultants, and families

Two updates have been written to serve as addendum to the original plan (2015 and 2018), which outline the significant progress that has been made on the recorded objectives. Overall, the assessment paints a picture of a city in need of new housing, especially in the downtown and southeast areas.

Imagine Pittsburg 2030 *(2017)*

During the summer of 2010, business, education, and community leaders in Pittsburg identified the need to address the community's opportunities and challenges through the year 2030. Previously, similar efforts have resulted in successful launches of business, including the Family Resource Center and the Business Education Alliance.

Imagine Pittsburg 2030 brought together information across the spectrum to result in a comprehensive study. The plan brought in relevant information on previously performed reports for the city, which focused on housing, commuting patterns, the retail and hotel industry, issues unique to PSU, economic analysis, the downtown area, the Mid-City Renaissance project, and the Atkinson Municipal Airport to truly craft a vision for the future that examined all facets of the City of Pittsburg.



Mid-City Renaissance District Plan *(2017)*

The *Mid-City Renaissance District Plan* was funded through a U.S. Environmental Protection Agency (EPA) Area Wide Planning Grant that awards funding to "communities to research, plan, and develop implementation strategies for an area affected by one or more brownfields."

The EPA's intent with this program is to reimagine brownfields by creating plans that are protective of public health and the environment, economically viable, and reflective of the community's vision for the area. The *Mid-City Renaissance District Plan* was developed to meet these goals for the City of Pittsburg through a process following EPA's guidance.

The project location is bounded by East 7th Street, Joplin Street, East Washington Street, and Rouse Street. Schlanger Park falls within the project area, while the former Mission Clay property represents the largest portion of the project area. The project area features a mix of land uses including commercial, light industrial, and residential, in addition to large swaths of vacant land.

Implementing the *Mid-City Renaissance District Plan* for the Mission Clay property would represent a significant upfront investment on behalf of the city. However, this investment would likely generate a positive return on investment in the long-term as the city's investment would catalyze private investment both within the Mid-City Renaissance District and citywide.

Pittsburg Comprehensive Economic Development Strategy *(2016)*

The Pittsburg Comprehensive Economic Development Strategy (CEDS) was the result of extensive research and community engagement and presents an economic development strategy based on the strengths, weaknesses, opportunities, and threats faced by Pittsburg. One of the key opportunities identified by the CEDS was the potential for more partnerships and collaboration between the city and PSU. Some of the relevant findings in the report include:

- Limited housing options, and specifically a lack of mid-priced homes and lack of multi-family housing options compared to other college towns
- Limited retail sector and lack of entertainment options
- High rates of poverty
- Skilled workers are difficult for businesses to find
- Opportunities for growth in specific industries including Advanced Manufacturing; Creative & Technical Services, Health Care, and Destination Retail & Entertainment

Pittsburg Next Steps Memo *(2017)*

The *Pittsburg Next Steps Memo* summarizes the Smart Growth 101 workshop and suggests next steps the city could take to craft a vision for the City of Pittsburg's future development.

Following a productive discussion with various stakeholders, including residents, advocates, business owners, and elected officials, an overview of the key steps are as follows:

1. Cultivate a mindset of change
2. Map ownership of downtown building stock
3. Compel downtown owners to care for and update their buildings
4. Make street design that incorporates Complete Streets principles relating to active transportation options part of all planning efforts
5. Develop alleyways as new public spaces.
6. Strengthen the community's partnership with PSU
7. Bolster the Downtown Advisory Board's efforts by dedicating a portion of current staff time to matters of the Downtown Overlay District
8. Explore short-term programming for redevelopment of the Mission Clay property
9. Explore options and feasibility for reusing the Washington School building

Key obstacles include:

- Poor property maintenance among some downtown building owners
- A sense that PSU overshadows the city's identity
- Poorly defined boundaries of responsibility between the city and private owners
- Low buy-in outside of the core change agents
- A reputation as a sleepy city that lacks nightlife or a magnetizing culture

Opportunities include:

- Washington School building in the "warehouse district"
- Block 22 Initiative
- Carless, international student population at PSU would thrive downtown
- Other structures of the Mission Clay property site
- Wide alleyways adjacent to downtown.
- Second and third story spaces above downtown buildings
- Connectivity to the farmers market pavilion

Atkinson Municipal Airport *(Industrial)*

Kansas Crossing Casino *(Commercial)*

EXISTING CONDITIONS

This subsection provides an overview of the current land use within Pittsburg, current zoning districts and overlay zones, key places citywide, and the natural resources and subsequent infrastructure in place. A summary of population demographics and market trends are also described to provide better context on the economic state of the city and how that influences growth and development. Collectively, this information identifies influences that help shape the development of the Plan.

Land Use

Pittsburg is made up of a wide variety of land uses, the character of which changes as one moves throughout the city. Understanding the differences between the existing land use types and how they interact with one another is an important aspect of formulating this Plan.

The city does not currently maintain existing land use data. As such, to understand the existing land use fabric of the city, a review of the most up-to-date aerial photography (2018), a site visit, and conversations with city staff members were used to inform the analysis of existing land use patterns. *Figure 2.1* illustrates the existing land use patterns of the city using aerial imagery.

Industrial

Industrial uses are intermixed throughout Pittsburg, mostly due to the location of the railroads that bisect the city. The Atkinson Municipal Airport and associated airport industrial business park are in the northwest corner.

Two railroad tracks enter the city from the northeast that split the city into thirds. Most industrial uses are either connected to or located along these railroads. The former Mission Clay pipe construction facility (Mission Clay property) sits on the rail line in the center of the city and is a defining industrial presence in the center of Pittsburg.

Commercial

The city is divided into quadrants by two highways, U.S. Highway 69 (US 69) and Kansas Highway 126 (K-126). Both highways act as the commercial corridors for the town. US 69 runs north-south through the city and is anchored by two commercial centers at either end the city. Pittsburg's downtown district lies at the intersection of US 69 and K-126.

As these highways diverge downtown, US 69 becomes Broadway Street and K-126 turns into 4th Street, inherently changing the land uses despite still technically being major thoroughfares.

The downtown area is approximately 36 blocks of mixed use development. A mixture of public, commercial, residential, and light industrial can all be found in the downtown core. The build out of this area consists of traditional downtown building styles from the early 1900s.

Land uses in the downtown core are illustrated on *Figure 2.2* to provide additional context on the building type and land use in this part of the city.

Single family home *(Residential)*

Pittsburg State University *(Public)*

As one moves further away from the center of the city, the commercial areas change character. The commercial centers at the north and south ends of the city consist of “big box” development associated with the 1990s through the 2010s.

The Kansas Crossing Casino is another primary commercial land use located to the south of the city along US 69. There is a hotel and casino located on this land, with additional undeveloped land surrounding the property.

Residential

Residential development comprises much of the land uses citywide. Along major corridors and in every quadrant of the city, single and multi-family residences are the predominant land use type. Residential areas are isolated in some areas, particularly in the western part of the city between K-126 and Quincy Street, however, are also found integrated with other land use types, some compatible and some not as compatible.

Although residential land usage is the predominant make of existing land use in the city, formal neighborhoods or neighborhood associations do not exist, which lends itself to diverse residential character. Recent residential growth has occurred in the southeastern corner of the city and is built in a pattern more traditionally seen with suburban growth. In addition to this recent residential use, there are Victorian style homes along College, Euclid, Jefferson, and Webster Streets near Lakeside Park.

The homes surrounding PSU are primarily focused on serving the student population, although student (and non-student) rental homes are found throughout the city.

Public

There are multiple public land uses scattered throughout the city. The governmental uses are concentrated around downtown Pittsburg. There are eight school facilities dispersed throughout the city, including four elementary schools, one middle schools, two high schools, and the university.

PSU sits in the southern portion of the city and is an important part of the land use fabric. There are over 50 buildings located on the 223-acre campus that range from dormitories to student halls to sports arenas and fields. Large parking lots are required to house and support the students and staff members. PSU has been influential to the City of Pittsburg since its establishment in 1903.

In fact, the school was initially established as the Kansas State Manual Training Normal School Auxiliary as a technical school for teachers. As time went on, PSU experienced name changes and expansion. Finally, in 1977, the current name of the university was adopted. PSU is currently most well-known for its business and engineering programs, as well as athletics (especially football).

The city also maintains a series of parks, trails, golf courses, and an aquatic center to support the residents of the community. These recreation areas are primarily found in the central part of the city.

Figure 2.1
Existing Land Use (Aerial)

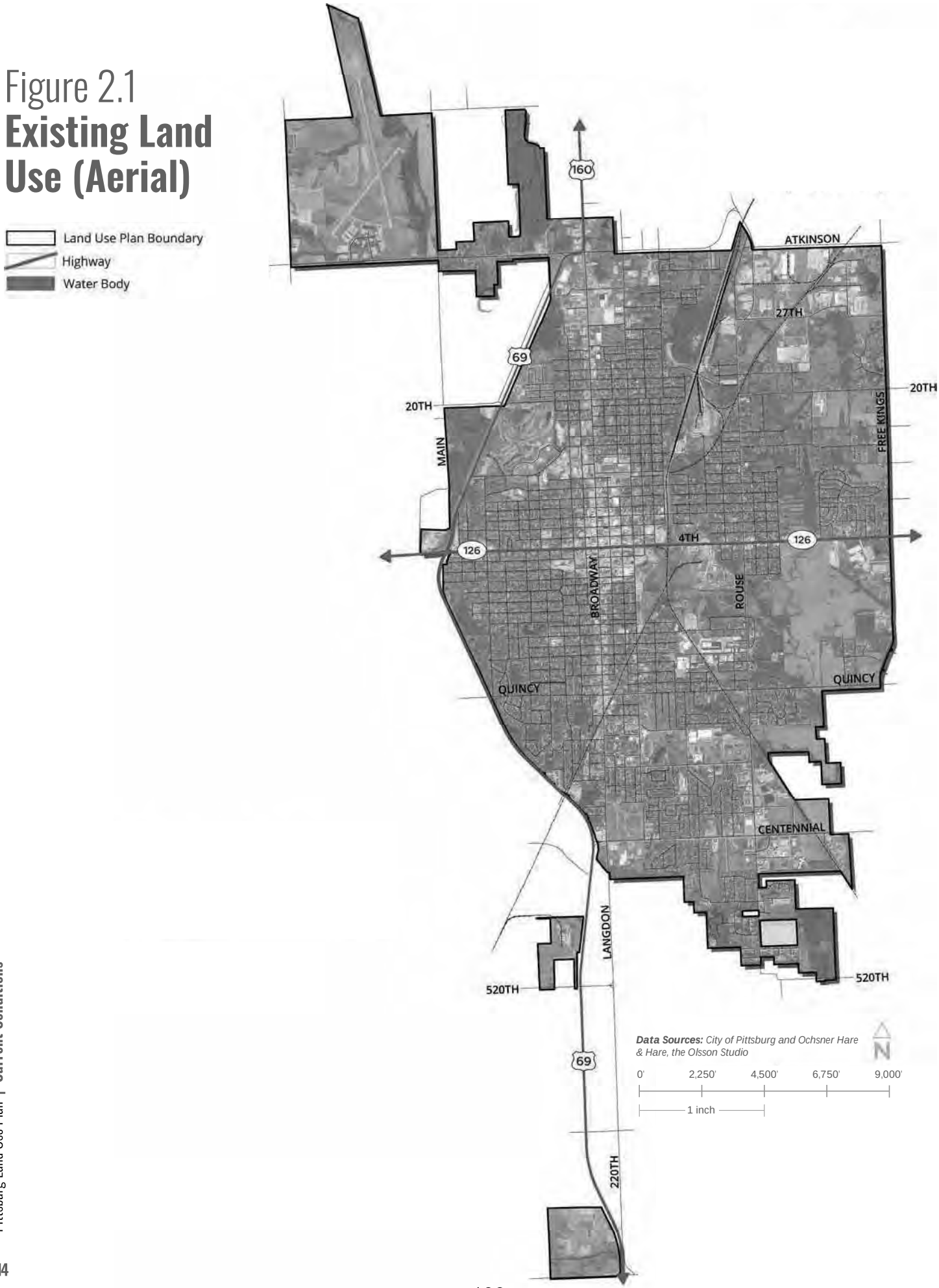


Figure 2.2
Downtown Pittsburg Land Use

POST OFFICE & COURT

HOUSING

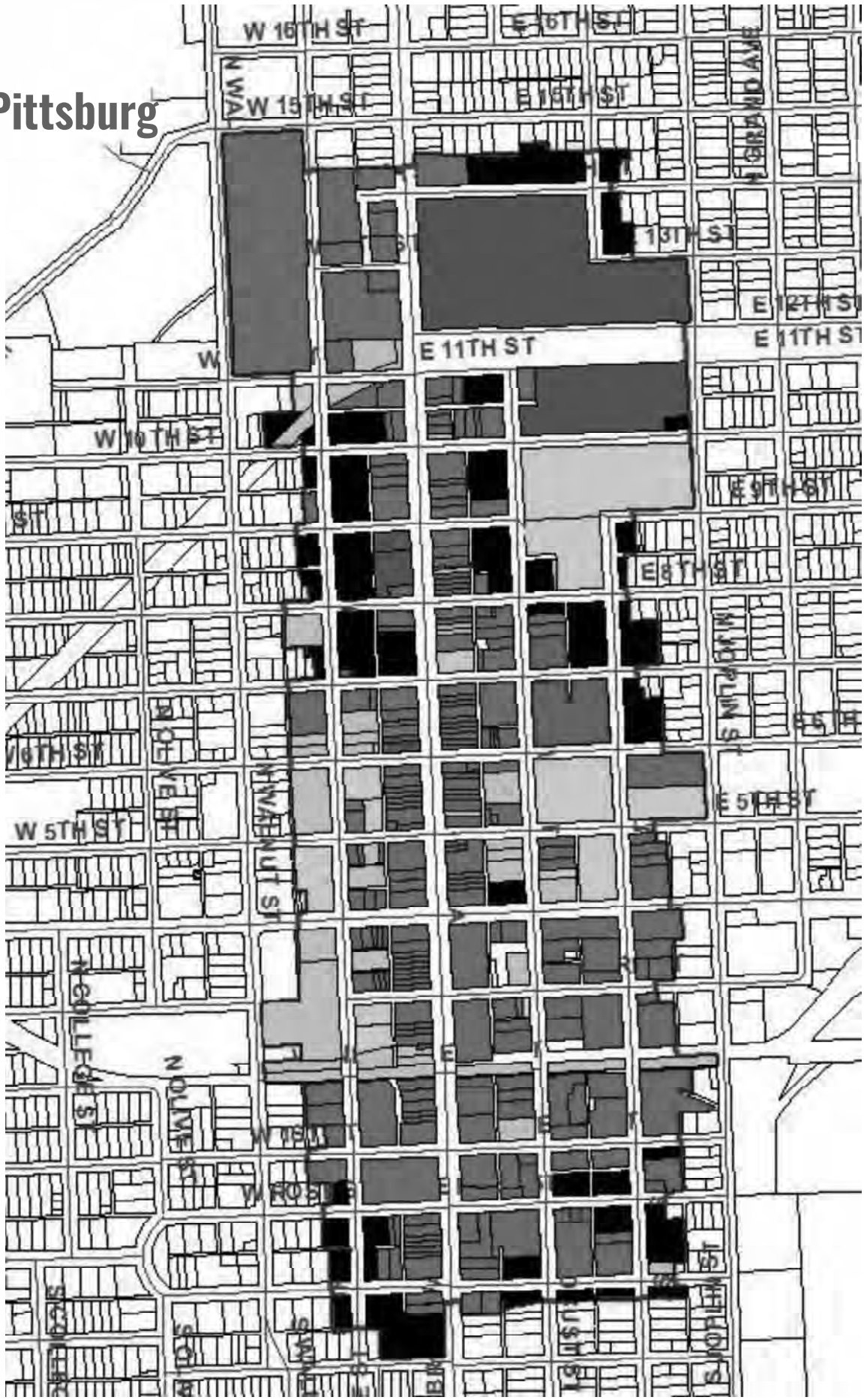
COMMERCIAL

CITY PROPERTY

CHURCHES & SOCIAL SERVICES

EDUCATION

INDUSTRY WAREHOUSE



Source: City of Pittsburg

Townhomes *(Medium Density Residential)*

"Big box" store - Walmart *(Retail Commercial)*

Zoning

The City of Pittsburg maintains an official zoning map and ordinance (City of Pittsburg Zoning Ordinance and Subdivision Regulations, 2016) to regulate how land can be used, the intensity of those uses, and the relationships between various land uses. These regulations protect the health, safety, prosperity, and general welfare of all Pittsburg's residents. Zoning regulates items such as lot sizes, setbacks, and building heights. Current zoning is illustrated in *Figure 2.3*.

Note that some similar zoning districted were grouped to simplify understanding, such as R-1A, R-1B, and R-1C.

R-1A, R-1B, or R-1C: Single Family Residential

The purpose of these districts is to provide for single family residential development of various character where public utilities are present to support the development. Residential zones are designed to support other residential areas in order to create a consistent character throughout the neighborhood.

The R-1 districts separate types of single family developments by their required minimum lot size and minimum floor areas. Each R-1 district maintains different lot area and floor area requirements.

R-2: Two-Family Residential District

The purpose of this district is to maintain the character of existing single family neighborhoods while permitting two-family dwellings and accessory dwelling units within those neighborhoods as infill development.

Also, this district is intended to accommodate new developments of two-family dwellings and accessory dwelling units adjacent to, or near, areas within the community planned for higher density development.

RP-3: Planned Medium Density Residential

The purpose of this district is to provide for medium density, residential development in the form of multi-family buildings such as townhomes and condominiums.

RP-4: Planned Apartment House District

The purpose of this district is to provide for high density, multi-family residential development opportunities for apartments and multi-family dwellings.

CP-0 or CP-1: Planned Neighborhood Commercial District

The purpose of these districts is to provide for office, non-retail business, and retail developments that provide a service or support a neighborhood or the community. These districts include transitional uses from residential developments to more intensive types of commercial and/or retail business activity.

Pipe production *(Manufacturing)*

Downtown *(Center Business District)*

CP-2: Planned General Commercial District

General commercial zoning is a purposefully broad category that allows for many uses and uses based on its location and the neighborhood type. Most commercial buildings are built in this category. It allows for big box or strip mall development based on the surrounding development pattern and the needs of the business located on the property.

CP-3: Planned Highway Service Commercial District

The purpose of this district is to provide commercial uses of a more intensive nature that require more land area to function efficiently.

CP-4: Planned Center Business District

This district encompasses the shopping and office core of the central business district. Appropriate uses are the same as for the "CP-2" Planned General Commercial District, but with altered off-street parking and off-street loading requirements in recognition of the difficulty of providing off-street parking and loading spaces in the core district, and in recognition of the collective responsibility to provide other parking and loading options for the district.

IP-1: Planned Light Industrial District

This district is intended primarily for light manufacturing, fabricating, warehousing, and wholesale distribution in low buildings with off-street loading and off-street parking for employees, and with access to major streets and/or railroads. This district is intended to be established mainly as an Industrial Park and not for individual developments and site plans.

IP-2 or IP-3: Planned Medium or High Industrial District

These districts provide for industrial operations that are intensive in nature and, as a result, require more consideration in siting, and greater access to major facilities and services such as highways, railroads, utilities, etc.

AP: Planned Airport Industrial District

This district is intended to provide for industrial uses on lands designated for non-airport development at Atkinson Municipal Airport. These uses are primarily intended to be of light manufacturing, fabricating, warehousing, and wholesale distribution types, in low buildings, with no activities capable of causing interference with airport operations. This district is restricted to Atkinson Municipal Airport only.

Figure 2.3
Current Zoning

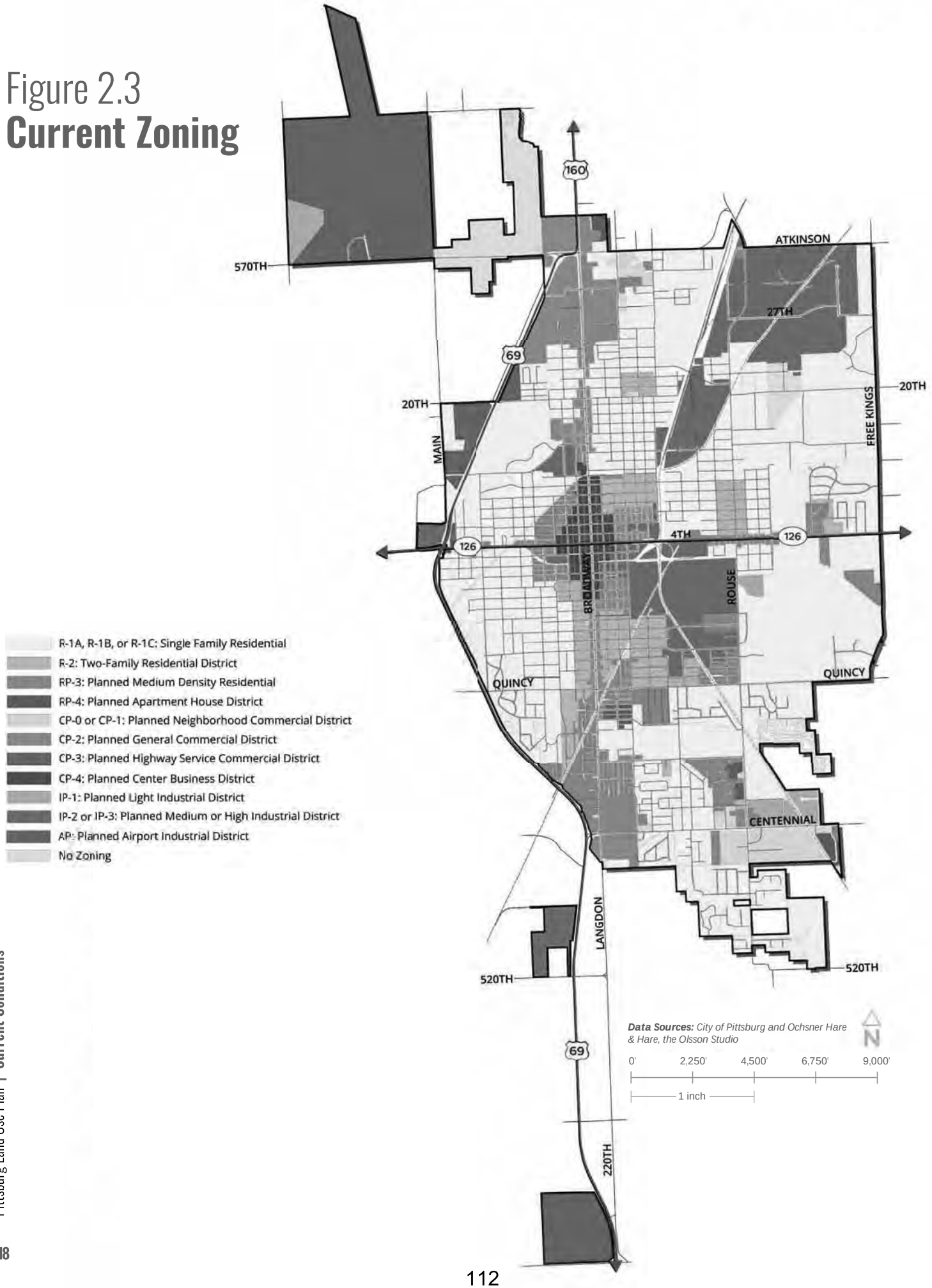
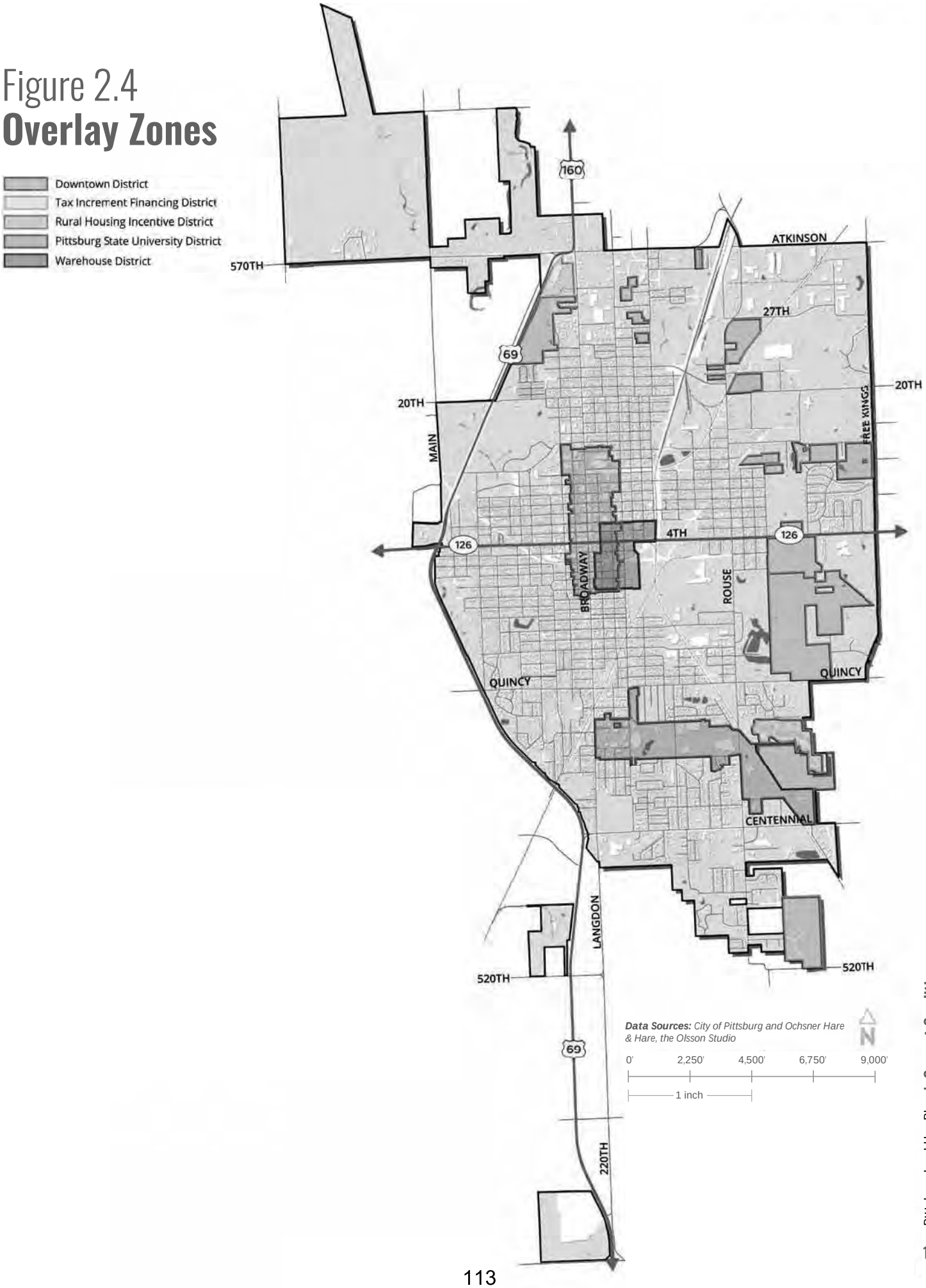


Figure 2.4
Overlay Zones



Outdoor amenity *(Parks, Recreation, and Open Space)*

Business park *(Office/Business)*

Overlay Zoning

In addition to zoning, the City of Pittsburg maintains five overlay zones, as seen in *Figure 2.4*. The city defines these overlay zones as "a district which acts in conjunction with the underlying zoning district or districts." Overlay zones act as an additional form of regulation layered on top of the underlying base zone.

Downtown District

The two principal functions of this district are to give downtown-oriented functions more flexibility than they would have if mapped in another district; and, to allow the establishment of the types of uses that ordinarily occur in a city center environment. The boundaries of this district span from 14th Street on the north to Euclid Street on the south, and from Pine Street to the west and Elm Street to the east. Properties on either side of these bounding streets are included in the Downtown District.

Tax Increment Financing District

Tax Increment Financing Districts are a tool used by Pittsburg to stimulate economic growth in certain areas of the city. For projects built within these districts, the increased property tax incurred after development are used to invest in utility lines and other infrastructure projects to improve the area. This district is found in the northwestern corner of the city along US 69.

Rural Housing Incentive District

The Rural Housing Incentive District overlays areas the city is targeting to increase housing stock and is designed to incentivize the creation of new housing within city limits. This district is designed to aid developers to build housing in rural communities.

One such incentive is that the district will capture 100 percent of the incremental increase in real property taxes and reimburse those funds to the developer over a 15-year period. This overlay district is dispersed primarily east of US 69/ Broadway Street.

Pittsburg State University District

The University Overlay District provides two key functions, which include providing PSU-oriented functions more flexibility than would be afforded if mapped in another district; and, to permit the establishment of the types of uses that ordinarily cluster about a university but are not necessarily located on university-owned property. This "L-shaped" overlay zone covers all of PSU campus, extending primarily from Broadway Street on the west to city limits on the east.

Warehouse District

Although not an official overlay zone, the Warehouse District is illustrated as it better identifies the area in the downtown core that has a different land use makeup. It encapsulates the area southeast of 4th and Broadway Streets in the Downtown Overlay District. This overlay district is used as a means to separate the part of downtown that looks and functions differently from the uses within the Downtown District.

Pittsburg Public Library *(Key Place)*

Active transportation option *(Connectivity)*

Key Places and Connectivity

Pittsburg has many facilities and places that function as community hubs and add value to the both the surrounding neighborhoods and Pittsburg as a whole. These places are woven into the fabric of the city and connected through various means.

Key Places

Key places are displayed on *Figure 2.5* and described as follows:

- **Fire Stations:** The Pittsburg Fire Department maintains three stations to provide emergency and non-emergency fire, rescue, and medical services for the residents of Pittsburg. Station 1 is located at 911 West 4th Street. Station 2 is located at 1930 North Rouse Street. Station 3 is located at 2303 South Rouse Street.
- **Police Stations:** The Pittsburg Police Department provides law enforcement and community safety and security services for the city and PSU. PSU's Office of Police and Parking Services provides law enforcement on campus.
- **Elementary Schools:** Meadowlark, Westside, Lakeside, and George Nettles elementary schools are part of the Pittsburg Community Schools (USD 250). They provide primary education for the children of Pittsburg. They are located throughout the city. St. Mary's is a private, Catholic elementary school located at 301 East 9th Street.
- **Middle Schools:** Pittsburg Middle School is a part of the public education system in Pittsburg and located at the corner of 14th and Broadway Streets. St. Mary's Junior High is located at the corner of 9th and Locust Streets in downtown Pittsburg.
- **High Schools:** St. Mary's Senior High is located at the corner of 9th Street and Locust Streets near downtown. Pittsburg High School is at the intersection of 4th Street and Free King Highway.
- **Pittsburg State University:** PSU is a public university with nearly 7,000 students enrolled in over 200 academic programs. The university is located along East Ford Avenue in the southern portion of Pittsburg.
- **Hospital:** Ascension Via Christi Hospital is in the southeast section of the city. It is a faith-based healthcare organization and serves as the primary hospital provider in the southeast Kansas region.
- **Pittsburg Public Library:** Originally a Carnegie library, the Pittsburg Public Library was constructed in 1910. It houses the public book collection of the City of Pittsburg and seeks to "provide free access to ideas, materials that support the cultural, educational, and recreational enrichment of the community." It is located on Walnut Street to the west of Broadway Street.

Multi-use path *(Connectivity)*

Connectivity

The city has constructed multiple options for their residents to travel through the city by using alternative means with multi-use paths and on-road bicycle lanes. The on-road bicycle lanes are on segments of 4th Street and on Jefferson Street from Rouse Street to Joplin Street. The multi-use paths are primarily found south of 4th Street and around PSU.

These multi-use paths are expanded sidewalks designed for pedestrian and bicycle traffic. *Figure 2.5* illustrates these pedestrian and bicyclist options.

Pittsburg has multiple transit options available for residents available at different times throughout the year. The Pittsburg Area Community Transportation (PACT) route is a fixed route bus line. The bus runs on a fixed schedule and serves specific locations throughout Pittsburg. This service is open to all Pittsburg residents. In addition, there are three demand responsive services in Pittsburg (i.e., by appointment only).

There are three PSU bus routes that are also continuous loop routes and one on-demand service where students make a direct call to the driver and are picked up within 15 minutes. Three continuous loops are established to connect PSU with the City:

- Gus Bus North route
- Gus Bus South route
- Block 22 route

These routes operate on a limited basis each weekday during PSU's semesters. A safe ride option also exists, called "The Loop," available Wednesday through Saturday nights.

MULTIMODAL CONNECTIVITY

MULTI-USE PATH

Multi-, or shared, use paths are wide, typically paved, sidewalks or paths that are intended for those on foot, bicycle, scooter, or other mobility device.

SHARROW - SHARED LANE MARKING

Sharrows are a road marking to guide bicycle riders along bicycle routes and remind them of the direction of traffic flow. They also remind drivers to be watchful for bicyclists and encourage them to share the road. Sharrows are placed on slower-moving streets as they are not designed to be used on a street with a speed limit above 35 miles per hour.

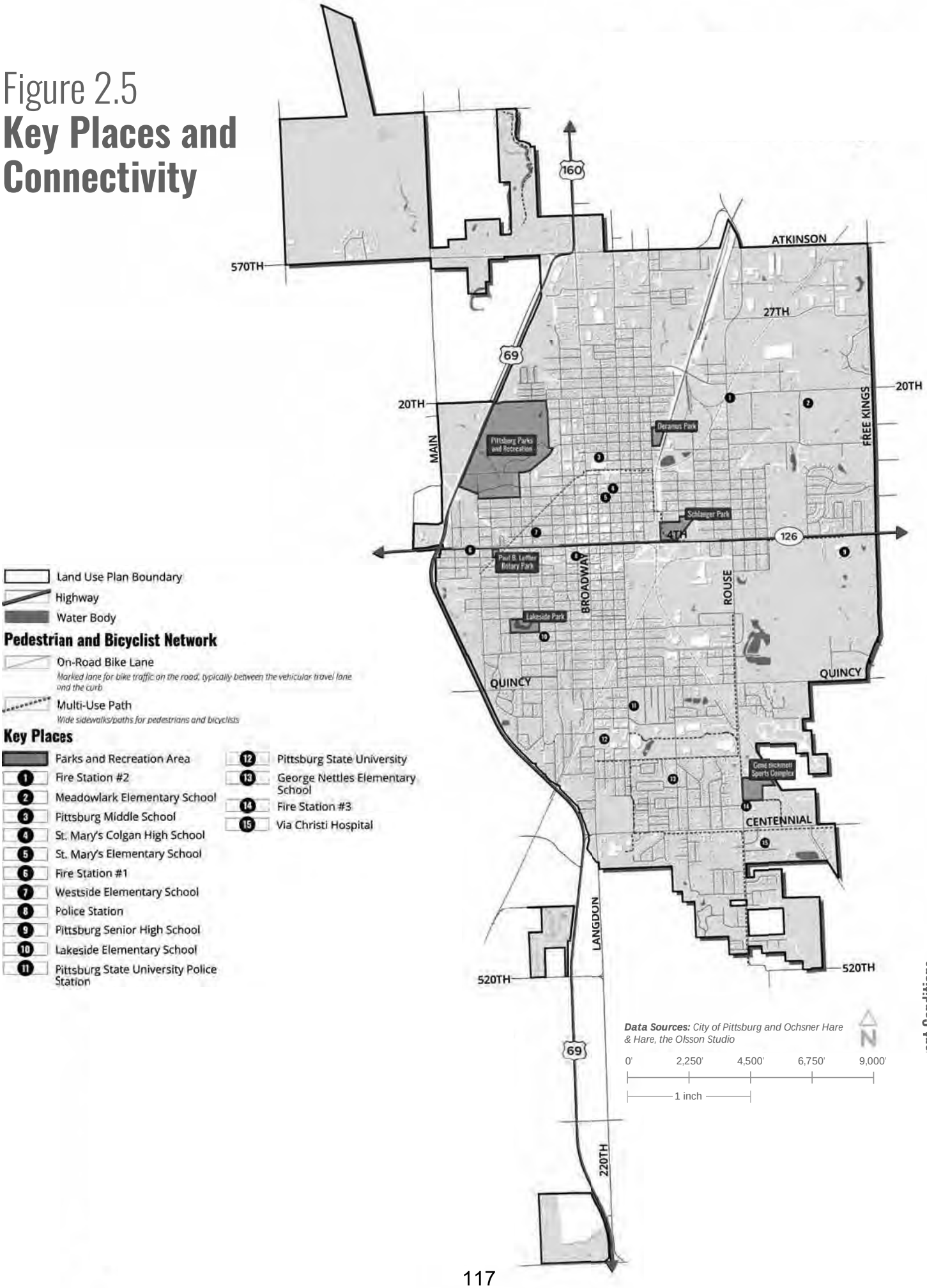
ON-ROAD BIKE LANE

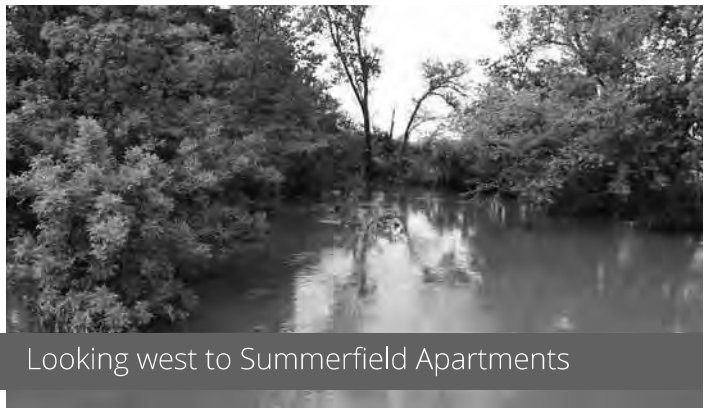
This feature provides a dedicated lane for a bicyclists on a roadway. Typically, on-road bicycle lanes are found between the vehicular travel lane and the curb.

WAYFINDING

Wayfinding is an important component of multimodal connectivity as it provides information to pedestrians, bicyclists, and motorists with navigation tips to help people understand where they are at and how they can get to their desired location. Wayfinding enhances a person's understanding and overall experience of where they are and where they are traveling to by providing valuable information about nearby trails, transit connections, businesses, and more.

Figure 2.5
Key Places and Connectivity





Looking west to Summerfield Apartments

Bridge east of Ascension Via Christi Hospital

Natural Features and Utilities

The city's natural features (*Figure 2.6*) and its utility infrastructure (*Figure 2.7*) are intrinsically linked. This subsection outlines the existing natural features, the existing impact they have on the City of Pittsburg, and how the current infrastructure is addressing these environmental attributes.

Pittsburg's city limits are naturally bounded by a series of natural drainageways that have been designated as Federal Emergency Management Agency floodplains. First Cow Creek flows along the city's western boundary and East Cow Creek flows along the eastern boundary. The confluence of these two streams is near the southern point of the city limits. Taylor Branch floodplain also extends into the eastern half of the city.

The City of Pittsburg maintains floodplain district regulations because it participates in the National Flood Insurance Program. These floodplain district regulations place restrictions on development within these floodplains, and in some instances, restrict development altogether. These regulations are designed to ensure that new structures are constructed so that they are reasonably safe from flooding and that development does not result in increased flood elevations beyond a specified standard. The floodplain limits that bound the city place a limit on how the city may grow without expanding to the other side of the floodplain.

A review of existing floodplains identified several structures that are located within the floodway, which is a portion of the floodplain where structures and fill are generally prohibited. Structures built within a floodway cause inefficiency in the hydraulic system and are at a greater risk of flooding.

Additionally, several structures on Taylor Branch and First Cow Creek are in the floodplain, but outside of the floodway. These structures are likely at increased risk of flooding, although it is unknown if these structures are safely elevated above the base flood elevation.

The western half of the city is mostly developed, while the Taylor Branch watershed on the eastern side appears to have more potential for future development. Few stormwater detention basins or water quality features were identified within the city limits. Existing storm sewer in the First Cow Creek watershed drains to a masonry arch pipe south of the downtown district. The arch pipe was likely not sized for the uncontrolled development (without detention) that has occurred. Trunk lines in the city limits are generally thought to be undersized as a result of uncontrolled development.

Healthy riparian buffers still exist for First Cow Creek, East Cow Creek, and parts of Taylor Branch. A good riparian buffer consists of an undeveloped area with natural vegetation that serves to transition developed areas to natural streams. Riparian buffers help reduce stream bank erosion, promote wildlife habitat, and improve water quality. It is important to protect the existing riparian buffers from impacts of future development.

Floodplain water retention

Local Flooding

Stormwater is a byproduct of rainwater or melted snow/ice that is not intercepted by vegetation or infiltrated into the ground. Rather, in urban areas especially, stormwater runs off impervious surfaces, like streets or parking lots. Once it runs off a hard surface, stormwater is absorbed into soil, open space, or directly into streams and rivers. Stormwater ultimately replenishes local water supplies.

In areas that are more developed and feature many impervious surfaces, such as pavement and buildings, water cannot soak into the ground as easily. Rather, water is quickly funneled into storm drains, sewer systems, and drainage ditches. This rapid draining process can overload stormwater infrastructure, causing a number of problems, one of which is flooding.

With Pittsburg's natural resources and recent rain events, localized flooding has been a challenge. Short and intense rain events tend to overwhelm existing public and private drainage systems. The existing storm water infrastructure in these areas was not sized to accommodate the urban growth the Pittsburg community has experienced. These areas that experience flooding and flood impacts may not be within a designated Federal Emergency Management Agency (FEMA) Flood Zone; however, that does not mean they are immune to the impacts of localized, short-term flooding.

STORMWATER TERMINOLOGY

FLOODPLAIN

The floodplain is any land susceptible to being inundated by floodwaters from any source. The 100-year floodplain is an area that has a one percent chance of occurrence at any time and is the standard for requiring the purchase of flood insurance and regulating development in flood prone areas.

FLOODWAY

Floodways are the channels of a river or other watercourse and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

BASE FLOOD ELEVATION

The base flood elevation is the elevation of surface water resulting from a flood that has a one percent chance of equaling or exceeding that level in any given year.

WATERSHED

A watershed is an area of land that drains all rainfall runoff to a common outfall or point of interest.

ARCH STRUCTURE

Arch structures provide stormwater conveyance using a lower profile in comparison to a typical circular shaped pipe, allowing for shallower installations while maintaining flow characteristics.

Figure 2.6
Natural Features

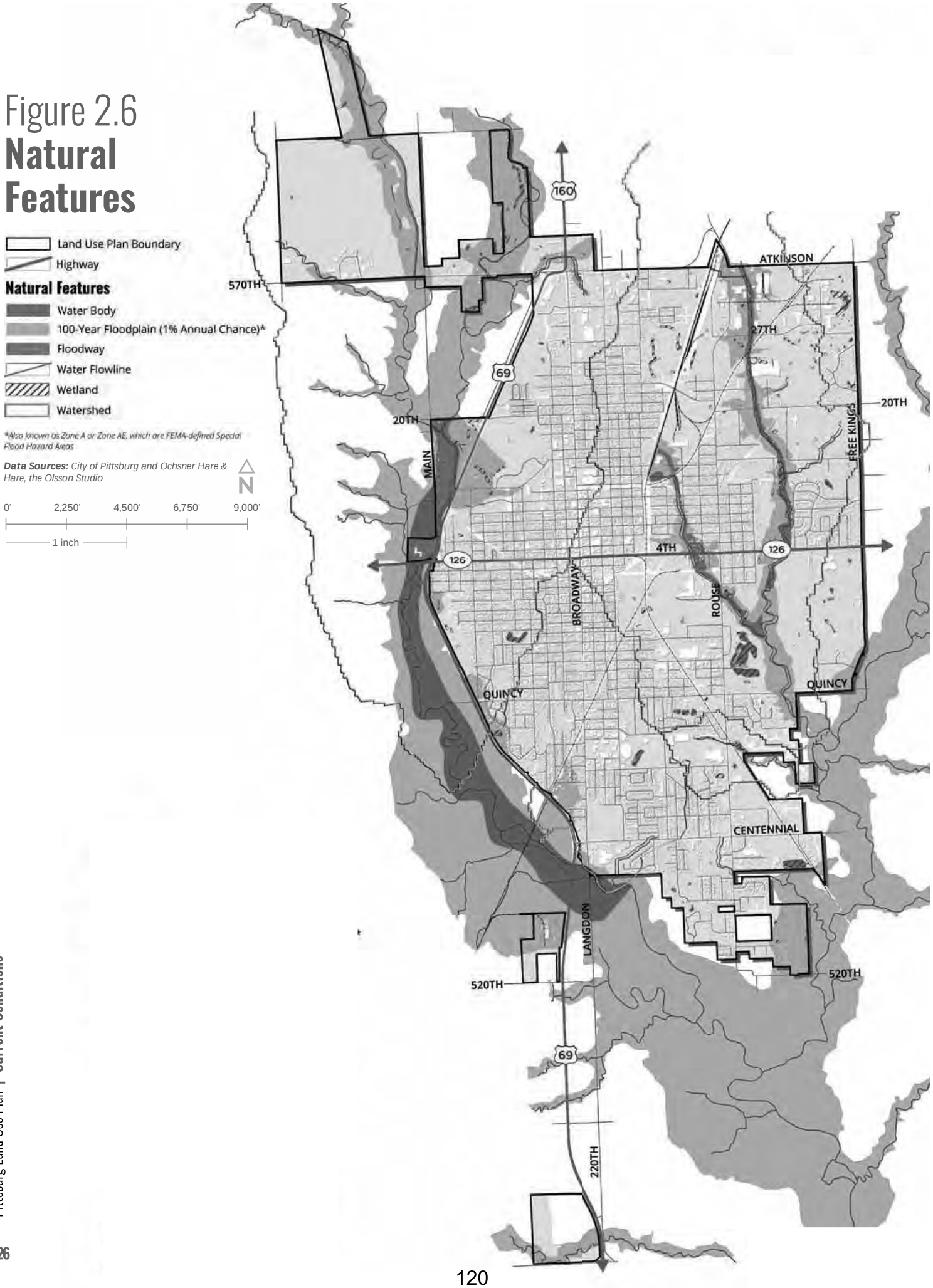
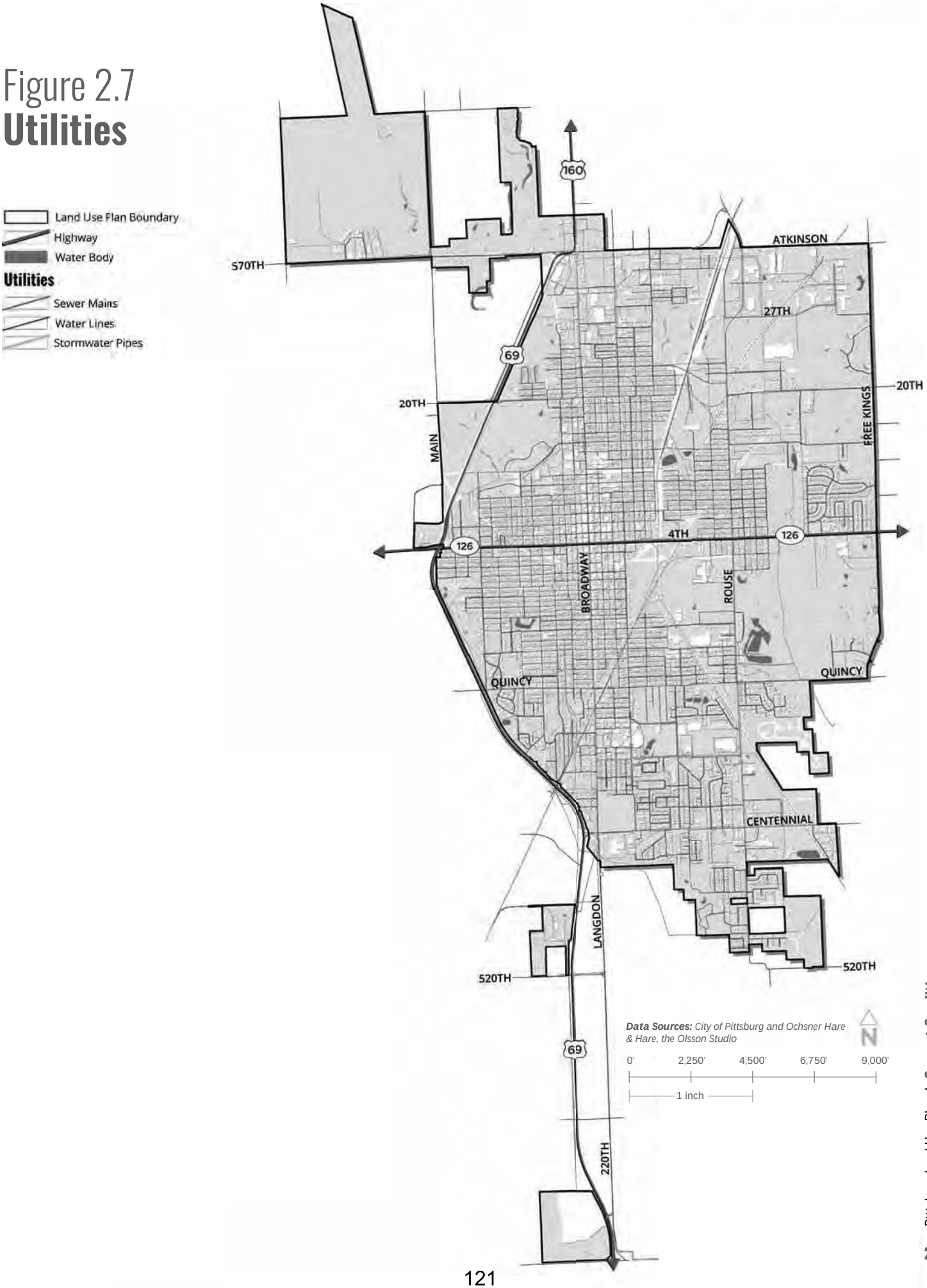


Figure 2.7
Utilities



DEMOGRAPHIC AND MARKET PROFILE

An analysis of the City of Pittsburg's demographics and economic and market trends was performed to better understand the existing state of these topics. The topics studied include the city's general demographics, employment, and housing trends.

This analysis is another piece of the planning process to inform future discussions and establish the necessary background information to develop market-viable recommendations. Information obtained through the Economic and Market Analysis (see *Section 3 - Market Analysis Summary* and *Appendix A*) provide a fuller picture.

Trends are discussed using data from the 2010 U.S. Census and the 2013-2017 American Community Survey (ACS). The 2013-2017 ACS data reflect a five-year estimated average based on surveys conducted by the U.S. Census Bureau during that time. Throughout this section, the 2013-2017 data are labeled as 2017 to not confuse the "2013-2017" with a data trend over time, but rather a specific point in time. In addition to the U.S. Census, the Bureau of Labor Statistics is used as a source of information in this subsection.

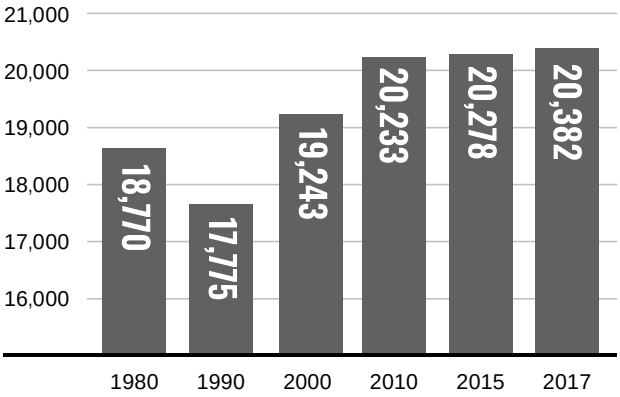
Although it is already the most populous city in Crawford County, the demand to develop in Pittsburg continues to grow. As the number of residents is forecast to increase, the city will face growing pressure for housing, jobs, and municipal services. The following sections break down the various factors that influence growth and development trends to form a baseline of Pittsburg's current economic state, as well as forecasting where the city is headed. The City of Pittsburg is compared to Crawford County and the State of Kansas to provide a regional context for the topics discussed.

The City of Pittsburg is defined as the primary market area within the Pittsburg Micropolitan Area. The Pittsburg Micropolitan Area is the same geographic area as Crawford County, which is considered the secondary market area. For clarity, the Pittsburg Micropolitan Area will be referred to as Crawford County throughout this section.

General Demographics

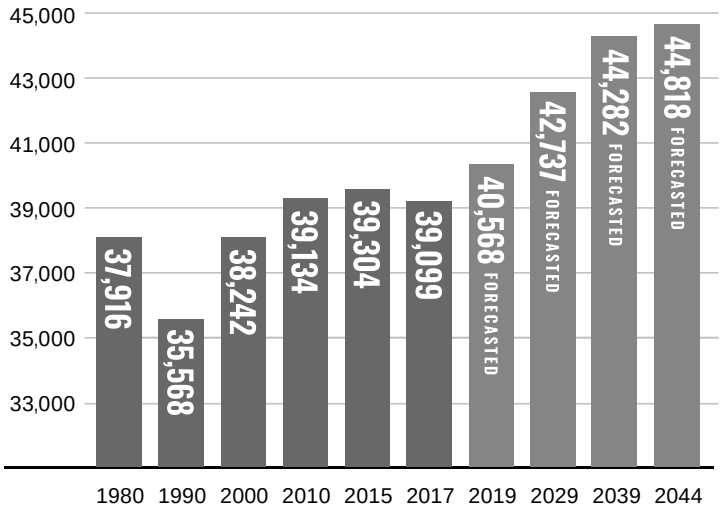
Since 1980, the city added over 1,500 people (0.2 percent increase), placing current population at 20,278 (2017). This growth rate outpaced that of Crawford County during this same time, increasing 8.0 percent in Pittsburg compared to 3.1 percent in Crawford County. Despite outpacing county growth, the City of Pittsburg's population growth rate has lagged behind statewide trends.

City of Pittsburg Population Growth Trends



From 2019 through 2044, Crawford County is forecast to increase population by 14.1 percent, adding 4,250 residents (Wichita State University Center for Economic Development and Business Research). As population increases countywide, it is anticipated this population will grow into Pittsburg. This population growth directly impacts the need for retail space and housing.

Pittsburg Micropolitan Area Population Growth Trends



Educational Attainment Levels

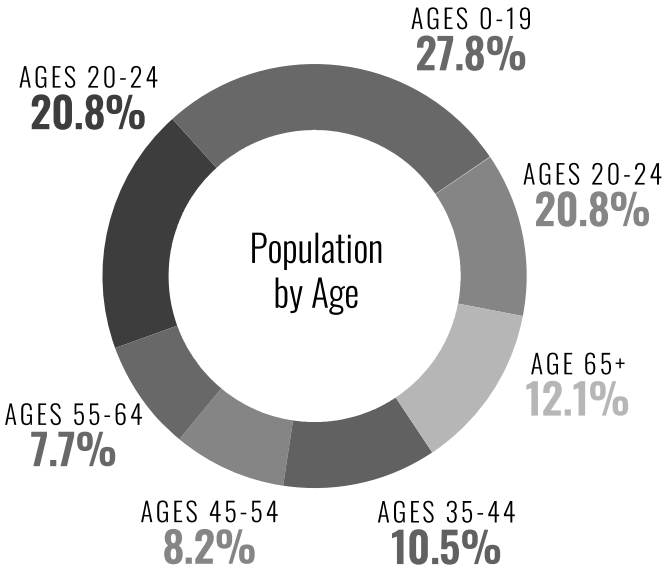
The Pittsburg population is well educated with 39.6 percent of the population possessing a graduate, professional, bachelor's, or associate degree, compared to 40.5 percent for the United States and 40.6 percent statewide. Communities with this level of educational attainment levels generally support higher income levels, retail sales, housing values, and professional occupations that translate to demand for professional office space.

Income

The City of Pittsburg's median household income of $31,948 is less than the State of Kansas' overall median income of $55,477. This low level of income is due, in part, to the 40 percent of Pittsburg residents that have an annual income of less than $25,000. This low median income suggests that there is limited growth potential for retail expenditures and market-rate housing, as income has a direct impact on retail sales volumes, housing needs, housing values, and residential rents.

Age Distribution

One-third of the population (33.6 percent) are ages 20 to 34, making up the largest segment of the population, and placing the median age at 25.8. With the presence of PSU, Pittsburg is heavily weighted toward a younger population, with 48.6 of the population being less than 25 years old. Conversely, there is another segment of the population (28 percent) ages 45 and above, which have an entirely different set of priorities than the millennial population.



MARKET AREAS

Customers closest to the business or project affect the sales/business activity most strongly, with customer influence diminishing as the distance increases. Market areas are usually divided into three categories or zones of influence.

PRIMARY MARKET AREA

The primary market area draws 70 to 80 percent of a business' or project's regular customers.

SECONDARY MARKET AREA

The secondary market area generates about 15 to 20 percent of a business's or project's total sales. Together, the combination of the primary and secondary market areas is known as the Main Market Area.

TERTIARY MARKET AREA

The tertiary market area forms the broadest area from which customers may be drawn. Generally, a very small percentage of a business' or project's sales are generated from this market area because the project's tenancy is targeted at the immediate surrounding community.

Employment

The state of employment in Pittsburg is heavily influenced by trends beyond its border because it is the economic center of Crawford County. County job trends thus directly influence employment in Pittsburg and are an important factor to consider to understand the state of employment citywide.

Labor Force Participation

Since 2012, labor force participation for the population over 16 years of age in Pittsburg has maintained steady. In 2012, 62.1 percent of working age people were in the labor force. Five years later (2017), data indicated 62.5 percent of this population were still participating in the labor force.

From 2013 to 2018, employment growth in Crawford County was 2.5 percent compared to 3.8 percent statewide. By 2022, it is anticipated that employment will grow in Crawford County by 3.1 percent, adding jobs to both Pittsburg and the economic area it influences.

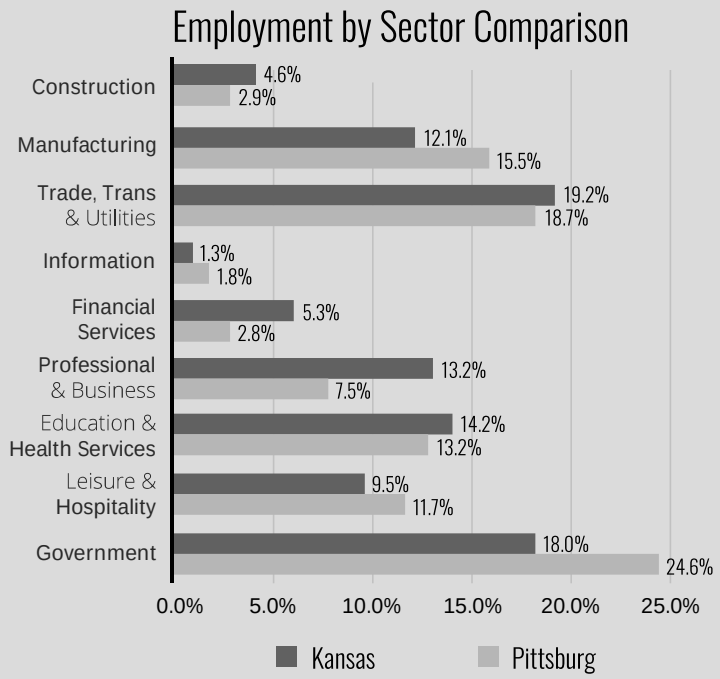
Employment by Sector

Within the City of Pittsburg, educational services, health care, and social assistance jobs employ the highest percentage of people. In 2017, one-third of the population (34.1 percent) worked in one of these employment sectors. In the same year, 12.3 percent of the population held jobs in the arts, entertainment, and recreation, and accommodation and food services sector. Manufacturing also captured 12.3 percent of the population labor force in 2017. Not far behind, the retail industry employed 11.9 percent during the same time.

Leading employment sectors in Crawford County include:

1. Government
2. Trade, Transportation, and Utilities
3. Manufacturing
4. Education and Health Services
5. Leisure and Hospitality

Compared to statewide averages, Crawford County supports a higher rate of manufacturing, information, leisure and hospitality, and government employment. Employment sectors where the county lags include construction; trade, transportation and utilities; financial services; professional and business services; and education and health services.



The City of Pittsburg's leading employers represent a wide variety of employment opportunities for the residents of both Pittsburg and Crawford County. The top five employers, according to the Pittsburg Area Chamber of Commerce, include:

1. Pittsburg State University: 1,867 employees
2. Crossland Construction: 1,400 employees
3. Downstream Casino & Resort: 1,100 employees
4. Ascension Via Christi Hospital: 775 employees
5. Pittsburg USD 250: 684 employees

Housing

This subsection provides an overview of the type of housing units available within Pittsburg and other characteristics that influence the overall health of the housing market.

Housing Stock

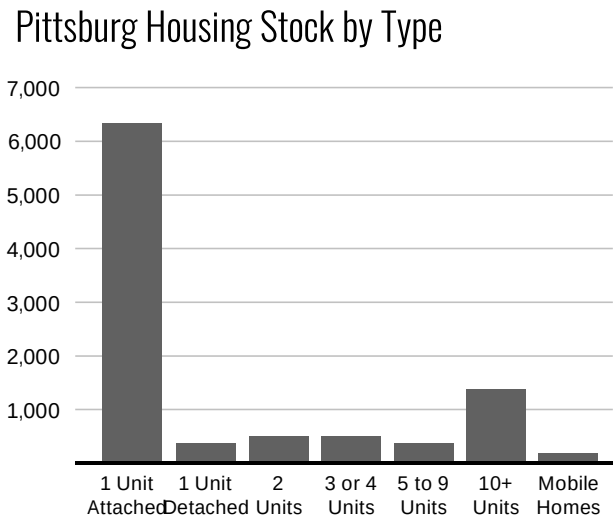
Over two-thirds of the city's housing stock consists of detached single-family homes, compared to 72.7 percent statewide. Pittsburg has a higher level of multi-family housing than is typically found in Kansas with 13.6 percent of the Pittsburg housing stock comprised of multi-family housing compared to 8.3 percent statewide. Over 30 percent of the housing stock is multi-family housing. The city also has a higher rate of renters than the statewide average. This unique mix is heavily influenced by the presence of PSU, as well as the below average median household income levels.

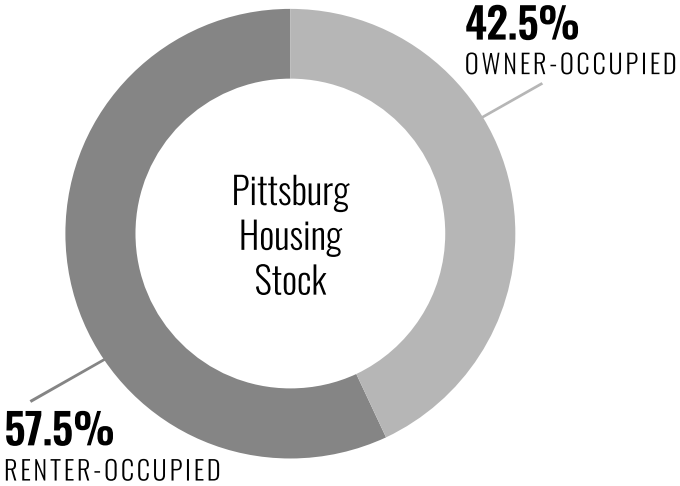
Housing Age

Pittsburg's housing stock is older than that of the State of Kansas. The oldest housing built prior to 1950 accounts for 27.2 percent of the city's total housing stock, which exceeds the statewide rate of 22.5 percent. Pittsburg's older housing stock is attributed to modest population growth over the past 40 years. Since 2008, just 435 new housing units were constructed in Pittsburg, which has been evenly distributed among single family and multi-family housing products.

Housing Tenure

Over half of Pittsburg's housing stock is renter-occupied (57.5 percent). By comparison, 33.6 percent of Kansas' housing stock is renter-occupied. The rental phenomenon is likely a result of the above-average inventory of multi-family and renter-occupied housing units, the below average household income levels, and the nearly 7,000 students at PSU.





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SECTION 3

MARKET ANALYSIS SUMMARY

INTRODUCTION

The primary objective of the Economic and Market Analysis is to identify feasible, market-driven infill and urban fringe development opportunities within the City of Pittsburg. The Economic and Market Analysis evaluates the city's potential to support future development and redevelopment of a variety of land uses including retail, employment, lodging, and housing.

A summary of the Economic and Market Analysis is presented below; however, the full report is available in *Appendix A - Market Analysis.* ***Note: While the following pages outline the conclusions of the Economic and Market Analysis, the final Plan recommendations are in Section 5 - Future Land Use Plan.***

MARKET ANALYSIS

The City of Pittsburg's future urban growth will be influenced by its status as the economic and population center of the Pittsburg Micropolitan Area (Crawford County) and continued expansion of the manufacturing, education, and healthcare sectors of the economy. In the coming years, Pittsburg is anticipated to experience accelerated job and population growth, residential and commercial development activity, and increased demands for municipal and transportation services.

Demographic and Economic Trends

By 2044, the Pittsburg Micropolitan Area population is forecast to increase by approximately 4,250 residents, generating demand for housing, retail goods and services, eating and drinking establishments, and commercial space.

Income levels in Pittsburg suggest a future need for a wide variety of owner- and renter-occupied housing products, including affordable, entry-level, and move up housing.

PSU is a major economic engine for the Pittsburg area driving demand for retail expenditures, lodging, and housing. PSU's partnership with the City of Pittsburg will assist in economic development efforts for the area.

Pittsburg's large young adult population creates demand for rental and entry-level for-sale housing, clothing, electronics, entertainment, and eating and drinking establishments.

Continued job creation is forecast to yield a growing demand for housing, professional and medical office space, retail space, industrial space, and lodging.

Pittsburg's population is well educated, which should assist in improving Pittsburg's ability to meet the employment needs of the changing technology-based economy. Continued attraction and retention of well-educated and skilled employees will be key in supporting Pittsburg's future economic expansion.

Railroad crossing *(major transportation route)*

Downtown Pittsburg *(principal retail corridor)*

A growing tourism industry will have a positive impact on revenues within the lodging, retail, entertainment, and eating and drinking sectors of Pittsburg's economy.

Pittsburg's economic development strategy is a cumulative process of community engagement, research, presentations, and feedback resulting in the distillation of local assets and challenges. The goals set through this process allow Pittsburg to compete on a larger stage for employers and for residents, along with helping to instill a greater sensitivity for economic development in the community.

Pittsburg possesses ample advantages for attracting businesses, jobs, and development activity. The principal economic development benefits include:

- A diverse economy led by manufacturing, education and healthcare;
- The presence of PSU;
- Convenient highway, air and rail access;
- A well-educated population;
- High quality of life; and,
- A large inventory of available land zoned for employment use.

Challenges facing Pittsburg's future economic development include:

- A low unemployment rate that places constraints on the available labor force;
- Limited availability of economic incentives;
- Lack of a diverse housing stock and high housing costs; and,
- Limited childcare options.

Real Estate Market Trends

The real estate market refers to land and the buildings and property on that land, which includes natural resources, such as water or agricultural uses. The following text describes the local real estate market in the City of Pittsburg as it pertains to the residential and housing market, commercial real estate for office or warehouse uses, and industrial real estate, which considers business parks, farms, and factories.

Retail

Broadway Street is Pittsburg's principal retail corridor consisting of three nodes of activity. The northern section in the vicinity of 29th Street supports a variety of shopping centers, big-box retailers, supermarkets, restaurants, bank branches, and convenience stores. Downtown Pittsburg serves as the city's central business district, housing a variety of retail and service businesses. With the redevelopment of Block 22, downtown Pittsburg has experienced an upturn in investment and new businesses. Meadowbrook Mall at Centennial Drive anchors south Broadway Street.

Following steady growth from 2014 through 2016, sales tax collections for the City of Pittsburg declined the past two years from just over $6.0 million in 2016 to $5.3 million by 2018. Through the first five months of 2019 sales tax collections for the City of Pittsburg are up 2.2 percent compared to the same five-month period in 2018.

As measured against statewide average, over the past decade Pittsburg's retail draw has diminished. Crawford County suffers from considerable retail sales leakage.

Office

Based on population projections, income levels, and retail sales capture, through 2044 Pittsburg is forecast to absorb approximately 222,000 to 312,000 square feet of retail space.

Pittsburg's professional office market is small and scattered. According to the Bureau of Labor Statistics, as of December 2018, office-related sectors in Crawford County consisted of 2,096 jobs and accounted for 12.1 percent of Crawford County's total employment. Current employment levels can support approximately 419,200 to 471,600 square feet of occupied professional office space.

From 2019 through 2044, office-related job growth in Pittsburg is projected to support absorption of approximately 101,000 to 142,000 square feet of owner-occupied and speculative office space.

Industrial

Pittsburg supports a large industrial market with businesses primarily concentrated in the city-owned Northeast Industrial Park and Airport Industrial Park. By December 2018, the manufacturing and trade, transportation, and utilities sectors accounted for 5,964 jobs within Crawford County, or 34.4 percent of countywide employment. Current employment levels can support approximately 6.0 million to 7.5 million square feet of occupied industrial space.

From 2019 through 2044, industrial-related job growth in Pittsburg is projected to support the absorption of approximately 1.3 million to 1.8 million square feet of owner-occupied and speculative industrial space.

Housing

Pittsburg's housing stock in 2017 was estimated at 9,397 dwelling units. Detached single family homes account for 66.1 percent of the housing stock with attached multi-family properties (properties with greater than 10 units) accounting for 13.6 percent. Owner-occupied housing in Pittsburg totals just 42.5 percent of the entire occupied housing stock with renter-occupied accounting for the remaining 57.5 percent.

From 2008 through 2018, just 435 new housing units were constructed in Pittsburg, averaging 40 new housing units per year. Over the past three years, single family home construction has trended upward, increasing from just nine housing units permitted in 2016 to 45 housing units by 2018.

From 2010 to 2017, Pittsburg's median housing value remained below the statewide median, increasing by just 2.9 percent over the eight-year period. By 2017, the median housing value in Pittsburg of $84,800 compared to $139,200 for Kansas. Approximately 60 percent of the city's housing is valued at less than $100,000.

From 2010 to 2017, Pittsburg's median monthly rent lagged behind the statewide median. Since 2010, Pittsburg's median monthly rent increased 15.1 percent to $703 by 2017. Kansas' median rent in 2017 of $801 per month was 13.9 percent higher than the median for Pittsburg.

The average monthly cost for owner-occupied housing in Pittsburg is $692 with nearly 59 percent of the inventory costing less than $800 per month. The average monthly cost for renter-occupied housing is $703 with nearly 65 percent of the inventory costing less than $800 per month.

From 2019 through 2044, the City of Pittsburg is forecast to absorb approximately 1,929 to 2,715 new occupied housing units. The mixture of new housing demand is estimated at approximately 1,061 to 1,493 owner-occupied units and 868 to 1,222 rental units.

STUDY CONCLUSIONS

Opportunities and constraints for future population growth, job creation, and urban development in the City of Pittsburg are summarized below. Areas the city has room to grow or improve upon, represent an opportunity. Conversely, where improvement is more difficult or perhaps not possible, represent constraints to growth and development citywide.

Opportunities

- Good transportation networks – US 69, Atkinson Municipal Airport, and rail service improve the potential to support employment-related development.
- Planned completion of US 69 to four lanes will assist in the accessibility to the Kansas City Metropolitan Statistical Area.
- Pittsburg supports a strong manufacturing base with two city-owned industrial parks with land available for future development.
- Tourism can be an increasing contributor to the Pittsburg area economy.
- Continued partnership of the city and PSU will be key to foster economic development.
- Pittsburg possesses an ample water supply.
- The city's half-cent sales tax dedicated to economic development efforts.
- Pittsburg residents possess a strong entrepreneurial spirit.
- Pittsburg's population is well educated with a strong work ethic.
- City-sponsored land bank will assist in facilitating infill residential development. Existing zoning regulations should be revised to better accommodate small-scale infill housing.
- Priority to design a flexible, evolving land use policy capable of adapting to a changing economy, demographics, and real estate market.
- Creating a stock of affordable owner-occupied and rental housing will be critical to economic development efforts and community sustainability.
- Large population with annual incomes under $25,000 creates a strong need for income-based rental housing.
- US 69 south of the current city limits offers the opportunity to support large-scale and highway-oriented retail development.
- The land west of the city limits within the floodplain can be utilized for open space and recreational use with the potential to create a regional draw and assist in establishing an identity and sense of place.
- The city government is supportive of economic development and well planned future urban growth.

Constraints

- The City of Pittsburg is not competitive with nearby Missouri communities in offering economic incentives to attract developers and businesses.
- An unfavorable tax structure for businesses and residents.
- Floodplain places constraints on development yield in the western edge of Pittsburg.
- Pittsburg has not experienced population growth since 2010.
- Two-thirds of Pittsburg's workforce reside outside of Pittsburg and commute to work.
- Three-quarters of the Pittsburg workforce that earn more than $90,000 annually live outside of the city.
- Low income levels and high rate of poverty will provide challenges in fostering new for-sale housing, market-rate rental housing, and retail development.
- Housing affordability and lack of a diverse and quality housing stock is a growing issue in Pittsburg.
- Poor stock of rental housing with a high rate of disinvestment and high rents.
- Pittsburg's low unemployment rate places a constraint on the available workforce and the ability to attract and retain companies.
- High utility costs add to the cost of business operations and residential housing costs.
- Achievable office rents currently too low to support feasible new speculative office construction.
- Low-rate public schools and limited availability of childcare in Pittsburg places a constraint on attracting families.

Place-based buildings and design

Multi-use outdoor destination

Forecast Absorption

Based on site and location characteristics and assuming completion of necessary infrastructure improvements, through 2044, the City of Pittsburg is forecast to absorb an estimated 1.6 million to 2.25 million square feet of commercial and industrial space as well as 1,929 to 2,715 housing units.

Assuming an average floor-area-ratio ("FAR") of 0.2 to 0.4 for the retail, office, and industrial space and an average density of 4.0 dwelling units per acre, through 2044, the City of Pittsburg is estimated support the development of approximately 589 to 829 acres of land. Forecast absorption figures are summarized in *Table 3.1*.

Table 3.1 City of Pittsburg Forecast Absorption (2019-2040)

	Moderate	Optimistic
Retail	222,024 sqft.	312,349 sqft.
Professional Office	101,025 sqft.	142,200 sqft.
Light Industrial	1,279,000 sqft.	1,799,000 sqft.
Residential	1,929 units	2,715 units

Prospective Land Use Patterns

The City of Pittsburg's large land area surrounding city limits, natural resources, and transportation system afford the opportunity to create a mixed use urban environment that provides the template for Pittsburg to adapt to future trends in land use, economics, demographics, housing, and transportation.

A goal of the Pittsburg Land Use Plan should be to create a fiscally and economically sustainable community featuring the optimal mix of complimentary land uses, transportation network, infrastructure, economic activity, for-sale and rental housing, and land use flexibility. Land use patterns recommended for future growth of the City of Pittsburg focus both on place-based planning and economic sustainability and are summarized as follows.

#1 *Design buildings to support places.*

Establish high quality building design and sign standards with emphasis on establishing a sense of place and cultivating an identity through pedestrian connectivity, public space, innovative employment centers, mixed use development, and open space for recreation and public gathering. Establish overlay districts within the older portions of the city surrounding downtown that allow for the construction of infill single family housing and small-scale multi-family housing. Continued revitalization of downtown will be important for Pittsburg's long-term economic health. Emphasis should be placed on creating a sense of place and community identity focused on business development, entertainment, culture, housing, and public gathering places.

Retail development variety

Industrial base expansion

***#2** Create parks and open space as multi-use destinations.* Designate floodplain area on the west side of the city as open space, trails, and recreational uses. Some complimentary recreational and commercial uses could be incorporated into the Plan (i.e., food service, kayak and bike rentals, and public restrooms). The river and open space network would create a desirable recreational amenity and a major draw for the community to assist in establishing an identity and sense of place.

***#3** Create sustainable employment opportunities.* The Plan should serve as a template for targeting high-growth sectors of the Pittsburg economy, such as advanced and light manufacturing, imaging technology, plastic materials manufacturing, food processing, prototyping, polymer manufacturing, creative and technical services, healthcare, and tourism.

***#4** Redevelop key parts of the city.* West 4th Street, and in particular the Mission Clay property, is ideally suited for redevelopment featuring a mix of employment and housing uses. West 4th Street should be designated as a redevelopment corridor accompanied by a specific overlay plan, economic incentives to attract employers and developers, and infrastructure improvements. The city may consider acquiring the Mission Clay property in phases as the site is remediated and incorporate the property into the city's land bank program.

***#5** Expand the city's industrial base.* A critical component of Pittsburg's long-term economic health is to expand the city's industrial base. Three principal options have been identified for expanding the industrial base, including:

1. Expand industrial land area at the Airport Industrial Park;
2. Designate land in the city's southwest quadrant on the west side of US 69 to the south of Quincy Street for industrial use as the property offers both highway and rail access; and,
3. Redevelop the Mission Clay property on 4th Street.

***#6** Continue to invest in Downtown.* Downtown could serve as the core for redevelopment and construction of new office space. Additional concentrations of future office development include the Mission Clay property on East 4th Street and Centennial Street surrounding the Ascension Via Christi Hospital.

***#7** Support a variety of retail development formats.* Areas east and west of Pittsburg are anticipated to support much of the future residential housing growth. Support commercial in the form of neighborhood centers, strip commercial, and single tenant development sites would be best located at the intersections of major arterial streets. Prospective commercial locations include at the north-south intersections at 4th Street, 20th Street, and Quincy Street on the east side of town, as well as Rouse Street and 520th Street to the south. These east-west arterial streets would also be suitable for some strip commercial uses.

Sites along US 69 in Pittsburg's southwest quadrant are best suited for large-scale and highway-oriented retail development. Langdon Street in south Pittsburg is also suitable for some strip commercial uses.

Housing stock diversification

University Development District

#8 *Diversify housing options.* Incorporate a variety of for-sale and rental housing options and price ranges, including detached single-family homes, patio homes, townhomes, apartments, and housing as part of a mixed use development.

Suitable locations for future housing development in Pittsburg include:

- Vacant land outside of city limits to the east and south is available for future residential development that is best suited for a mixture of low to medium density single family homes. Emphasis should be placed on providing affordable new housing priced from $150,000 to $250,000. To improve the quality of life and desirability of the emerging residential neighborhoods, parks and open space should be incorporated.
- Incorporate large lot residential into a portion of the urban expansion area on the east side of Pittsburg. This will preserve the area's rural character and assist in minimizing land use conflicts.
- The inventory of vacant and potentially vacant lots within the older neighborhoods west and north of downtown provides the potential to support infill single family and small-scale multi-family residential development. The new housing product should place major emphasis on creating a stock of affordable, entry-level housing. Revitalization of the existing older housing stock will be important in providing affordable for-sale and rental housing. Under-utilized properties within the city's older neighborhoods should converted to infill development sites for residential use.
- High-density rental housing is best located in proximity to PSU, within the downtown core, and adjacent to major arterial streets.
- Given the high percentage of households earning less than $25,000 annually, emphasis should be placed on providing additional income-based housing.
- Given Pittsburg's large baby boomer and senior populations, the need exists for maintenance-free housing in the form of patio homes or townhomes. In coming years there will also be a growing need for independent and assisted living communities.

#9 *Deal with landlord negligence.* To combat the problem of landlords not properly maintaining their rental properties, the city should consider implementing a business licensing program that requires property owners to register their properties and permit the city to conduct interior inspections before issuing a certificate of occupancy. Code violations would be addressed before certificate of occupancy would be issued.

#10 *Create a University Development District.* Most of the housing stock surrounding PSU is student rental housing, much of which is substandard. To assist in future expansion of the PSU campus, a University Development District should be created surrounding the existing campus boundaries. This district would be dedicated for the development of high-density student housing and academic facilities. Concentrating student housing in proximity to campus would enhance student life and potentially loosen the local rental housing market by reducing the competition for housing among students and residents.

The current state of the City of Pittsburg is a good one - with major transportation connectivity, a thriving university, and committed investors, the future is bright.

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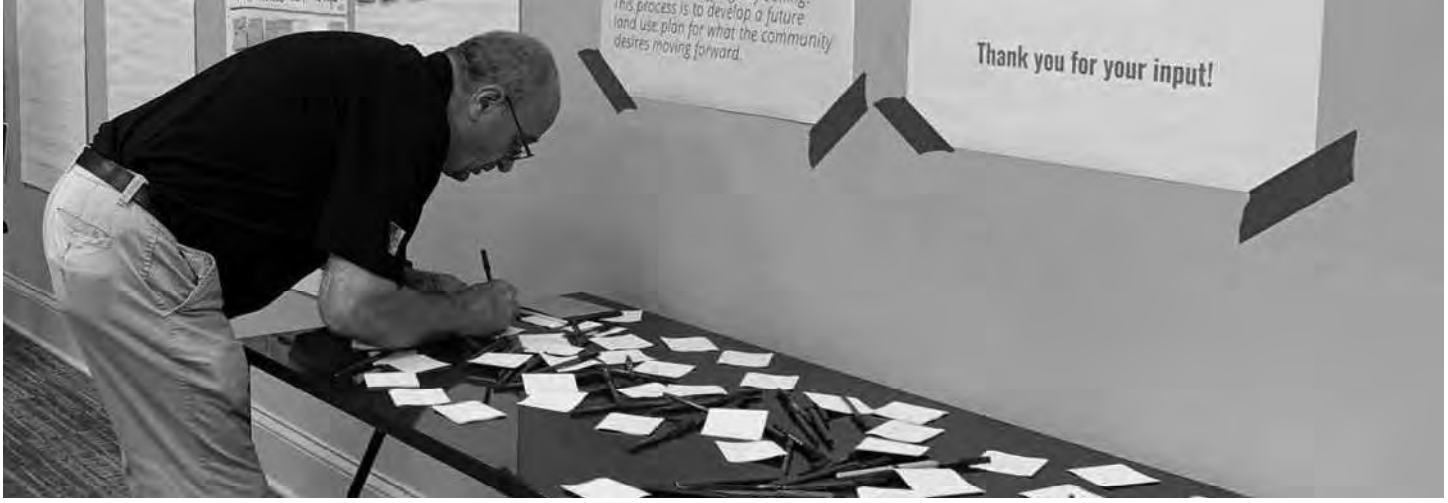
SECTION 4

PUBLIC ENGAGEMENT SUMMARY



INTRODUCTION

Fruitful and meaningful community engagement lies at the heart of every successful planning effort. The conversation between those that have a technical and an objective understanding of a place and those with on-the-ground knowledge should be ongoing throughout the planning process. The engagement process must be collaborative, personal, and involve much listening by both parties. In the end, a solid plan is developed with the community, and not just for it.

This Plan was developed with a core group of stakeholders and members of the Pittsburg community. Through a series of meetings, online outreach, an open house, and a charrette, community members and city staff members formulated the thoughts, ideas, and comments that became the recommendations of this document.

This subsection summarizes the engagement process and its outcomes. A full recording of all comments received is available in *Appendix B - Public Engagement Full Summary.*

OUTREACH

Multiple outlets were used to ensure the Pittsburg community was aware of the many opportunities to be involved in this planning process.

Media Coverage

The Pittsburg media community was highly engaged with this project, giving a voice to the Plan that was available through television interviews, radio shows, and newspaper articles.

City staff members participated in two television interviews on KOAM/Fox14, one of which included members of the planning team. Television crews attended the visioning workshop, charrette, and public open house.

In addition to television, city staff members participated in radio interviews on KKOW and KRPS. Newspaper articles were also released about the project in the Morning Sun.

Website

The project website (www.PittsburgLandUse.com) detailed the purpose of the project, the project goals, the plan boundary, project timeline, and ways to engage. The listed opportunities included the public survey, visioning session, public open house, and community conversation events. In addition, the website also provided a way for those interested to sign up for an email subscription list to receive project updates.

Social Media

The City of Pittsburg's Facebook and Twitter (@ PittsburgKS) accounts were used to spread the word about the project and ways to engage with the planning process. Multiple posts were sent to both accounts' followers to raise awareness about the plan.

Press Releases

Press releases were sent to the city's media contact list, which includes all television stations, newspapers, and media contacts in the Pittsburg area. The press releases included information on the project and described ways the public could be involved in the planning process (public survey, visioning session, community conversations open house, and charrette).

COMMUNITY CONVERSATIONS

City staff members conducted focused conversations with specific groups that had unique insight on a range of topics. Full meeting transcripts are available in *Appendix B - Public Engagement Full Summary.*

Six meetings were held with the following population segments of the city:

- City of Pittsburg staff members (Parks and Recreation, Police, Memorial Auditorium, Building Services, Finance, Housing/ Community Development, and Human Resources)
- PSU – Students
- PSU – Faculty and staff members
- Pittsburg School District (USD 250) – Staff members and administration
- Major employers (businesses with over 500 employees, including: Ascension Via Christi Hospital, PSU, and USD250)

All meeting groups were asked the same set of questions including:

1. Why do you choose to *live/own a business/go to school/work/have a family* in Pittsburg?
2. What topics are most important for you to be addressed during this land use planning process the city is undertaking?
3. What, if any, challenges do you foresee the city being faced with in the next five to 10 years?
4. What is/are the City of Pittsburg's biggest asset(s)? In other words, what would you like to keep the same or have maintained?
5. What land uses would you like to see more of? Less of? (For example, more commercial, less industrial).

In addition to the general questions, each group was asked questions specific to their focus area to dive deeper into their wants, needs, and desires for the city. Information obtained from these meetings was summarized into overarching themes, including land use, housing, the city's planning strategy, education, employment, and population retention, as summarized to the right.

WHAT'S WORKING?

Land Use
downtown is coveted; the amount of green space

Housing
good supply of upper-income housing

City Planning Strategy
community-oriented; responsive to student population concerns

Education
top ranking division 2 school in nation; great schools at all levels; affordable tuition

Employment
abundant unskilled labor

Population Retention
community pride; family-oriented

WHAT'S NOT WORKING?

Land Use
disjointed zoning creating adjacent, uncomplimentary uses; downtown vacancy; overall aesthetics

Housing
slumlords; sparse affordable housing; few senior living options

City Planning Strategy
reactive vs. proactive

Education
schools are nearing capacity

Employment
need for higher paying jobs to attract/retain skilled labor

Population Retention
younger generations fleeing post-graduation; insufficient entertainment options

ONLINE SURVEY

The City of Pittsburg asked the community to fill out a land use survey as one of the first steps to uncover the public priorities and vision for the future of land use within the city. The survey was available from May 15 to June 26, 2019.

Questions related to where certain land uses should be located were based on different parts, or zones, of the city, as shown in *Figure 4.1*. The zones were only used to reference an area of the city. They are generally defined and slightly overlapping and defined on the following page.

The city asked the community what types of land uses should be encouraged and discouraged in each zone. The responses to these two questions are outlined on the charts below.

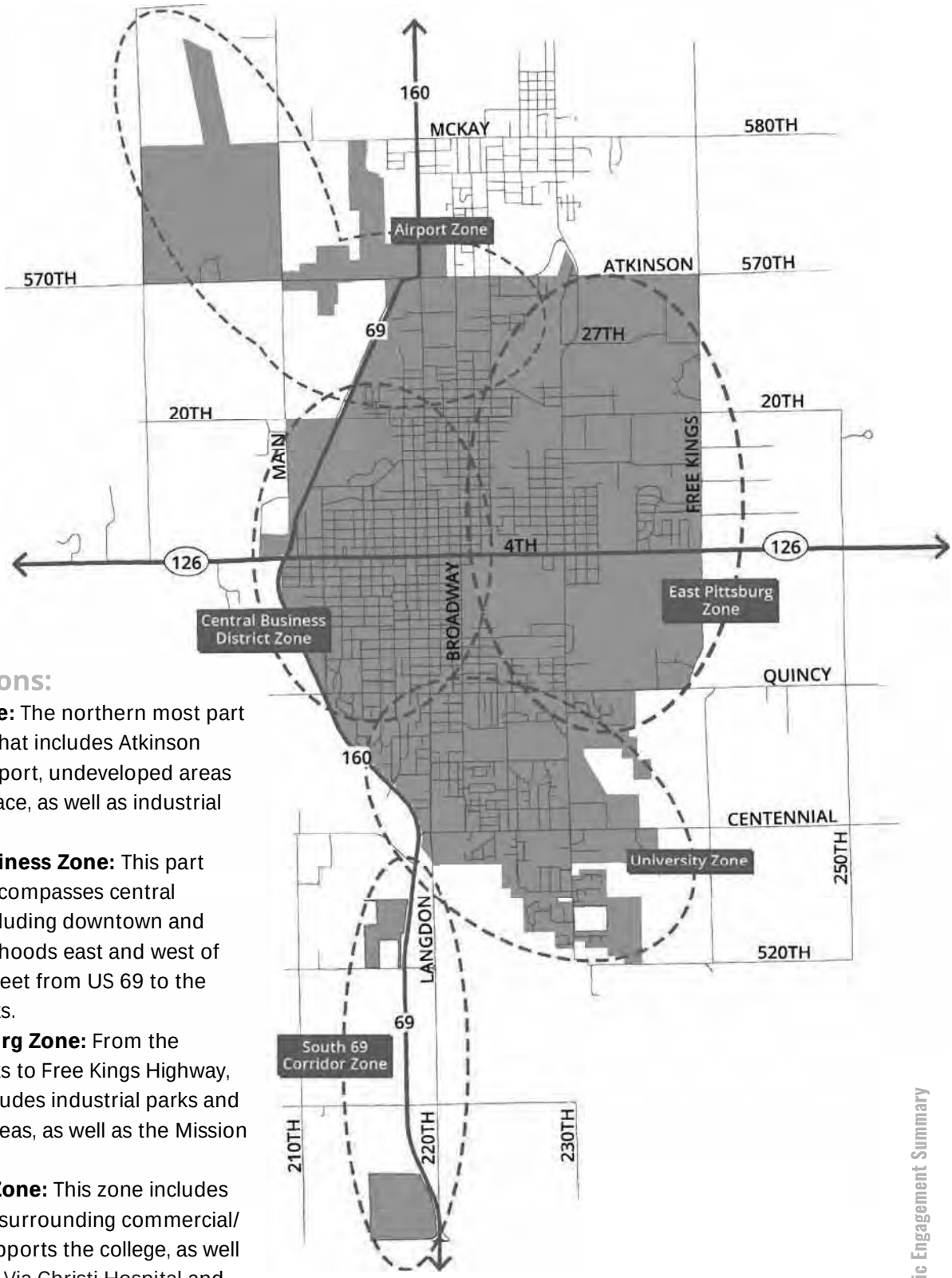
What types of land uses should be *encouraged*?

What types of land uses should be *discouraged*?

Land Use Key

- Light Industrial to Heavy Industrial
- Office/Business Park
- Mixed Use
- General Commercial
- Neighborhood Commercial
- Moderate to High Density Residential
- Single Family Residential
- Parks, Recreation, and Open Space
- Agriculture
- Maintain Existing Land Uses
- Most Encouraged Land Use
- Most Discouraged Land Use

Figure 4.1 Survey Zones



Zone Definitions:

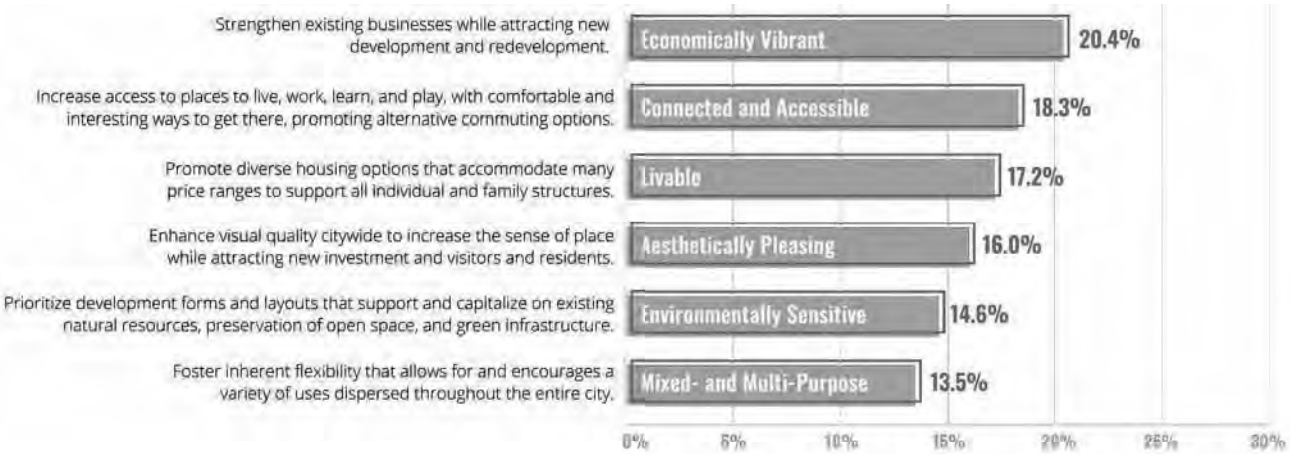
- **Airport Zone:** The northern most part of Pittsburg that includes Atkinson Municipal Airport, undeveloped areas and open space, as well as industrial uses.
- **Central Business Zone:** This part of the city encompasses central Pittsburg, including downtown and the neighborhoods east and west of Broadway street from US 69 to the railroad tracks.
- **East Pittsburg Zone:** From the railroad tracks to Free Kings Highway, this zone includes industrial parks and residential areas, as well as the Mission Clay area.
- **University Zone:** This zone includes PSU and the surrounding commercial/ retail that supports the college, as well as Ascension Via Christi Hospital and established neighborhoods west of Broadway Street, primarily south of Quincy Street.
- **South 69 Corridor Zone:** This area considers the recent island annexation of the casino area, as well as the southern fringe of the city.

In addition to questions on what types of land uses should be located in the various parts of the city, the survey also asked responds to identify what best described their overall vision for the future of land use citywide. Prompts for the overarching vision were provided to provide structures to answers, as outlined on the following pages.

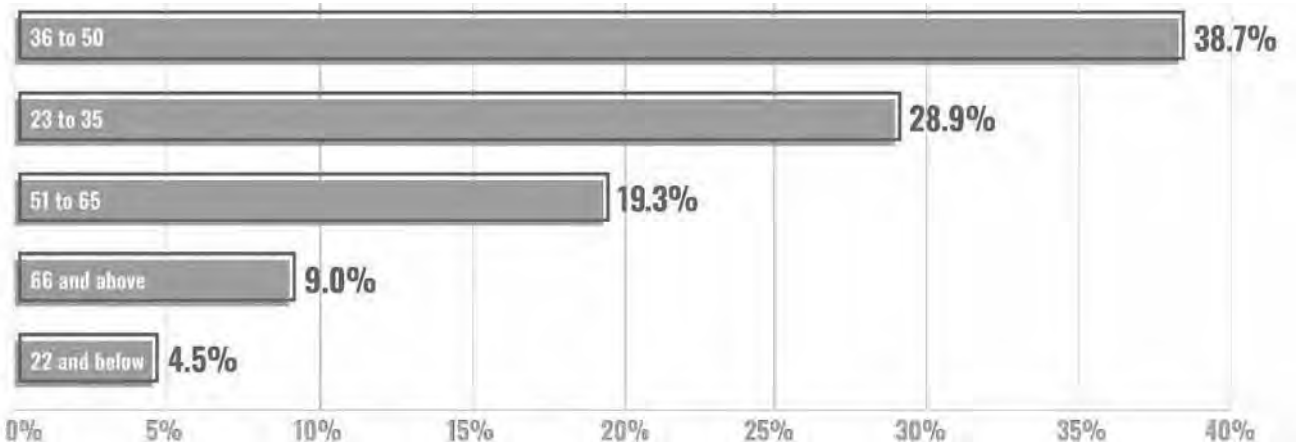
The survey inquired about where respondents live within the city using the zones for reference, with an option for those residing outside of city limits.

Additionally, the survey inquired about the age of those answering to better understand the answers provided based on these demographics.

Which of the following descriptions most closely aligns with your vision for the future of land use patterns in Pittsburg?



What is your age?



VISIONING WORKSHOP AND PLANNING CHARRETTE

Before a plan's vision can be crafted, it is important to meet with stakeholders and members of the public to ensure a solid understanding of the existing conditions citywide and the stakeholders' and members of the public needs, wants, and desires. The charrette takes the information from the public survey, previous existing conditions analysis, and community conversations to further advance the planning process by narrowing in on preferred concepts, as determined by the stakeholders and members of the public. These generated concepts are hand drawn and vetted until a consensus-built plan is uncovered.

Over this three-day period, July 16-18, 2019, multiple meetings were held with the Steering Committee, technical advisors, city staff members, and members of the public to gain insight into their vision for Pittsburg, the issues and opportunities facing the city, and critical aspects to the Plan. Between each session with the Steering Committee and public, information was digested, summarized, and interpreted into the concepts shown according to input received. A summary of concepts explored and the narrowed concept plan that came from this iterative process is illustrated and summarized on the following pages.

Day 1 *Tuesday, July 16*

To kick off day one, a quick overview was provided of key topics that would be discussed throughout the charrette to ensure everyone was on the same page. Topics discussed include: 1) an explanation of the difference between land use and zoning; 2) how to maximize prime development space; 3) the interrelatedness of infrastructure and land use patterns; 4) and how to consider quality of life measures when thinking about land use.

With these topics explained, the visioning workshop began. The visioning workshop was a critical time for the planning team to listen intently to what residents envision for the City of Pittsburg and what they hope to achieve from this project. This dialogue was facilitated through a variety of exercises that helped Steering Committee members put their ideas into words. These exercises are summarized as follows.

WHAT'S THE PURPOSE OF A CHARRETTE?

1. ASSEMBLE

Assemble decision makers, such as city staff members, elected officials, business owners, developers, technical experts, etc.

2. COLLABORATE

Collaborate with the decision makers in information sharing about the City of Pittsburg, iterative improvement concepts, and feedback and revisions.

3. FINE TUNE

Fine tune the future land use plan concept through strategic conversations with stakeholders, the public, the city, and involved agencies.

4. CREATE

Create a community-driven plan, grounded in reality and widespread support.

The "One" Thing Exercise

The first exercise asked the Steering Committee, "What is the one thing that must be in the future land use plan for you to say this planning process was successful and that you will support the plan?" This exercise provided the planning team with an overarching idea to carry forward in the charrette to have a firm understanding of the critical items to be addressed throughout the planning process and in the final plan. Tropical colored sticky notes representing Steering Committee member responses, and pale yellow sticky notes represent Public Open House comments.

"What is Working" and "What is Not Working" Exercises

The next exercise was straightforward and asked Steering Committee members to tell the planning team what is working and what is not working with land uses citywide. This helped the planning team understand the city's assets, issues, and opportunities.

Steering Committee Breakout Sessions Group and Prioritization

Following these large group exercises, Steering Committee members were divided into small groups for topical breakout sessions. Each topic had guided questions for each group to answer using sticky notes. These topical breakouts included:

- Infrastructure and Environmental
- Transportation
- Open Space, Parks, and Recreation
- Development and Redevelopment
- Housing
- Commercial, Business, and Employment

Following the small group breakouts, each group prioritized the most desired responses for each topic. This refinement exercise directly resulted in the land use plan priorities, illustrated in *Figure 4.2*.

With priorities clearly spelled out, the group moved on to a presentation on select aspects of the existing conditions, including citywide stormwater management conditions and a summary of the economic and market analysis. This concluded the visioning workshop and allowed the planning team some time to collect their thoughts following all of the rich feedback.

Technical Advisor Meeting

Later in the afternoon, technical advisors, including representatives from Crawford County, City of Pittsburg Public Works Department, Kansas Department of Transportation (KDOT), Kansas Department of Health and Environment (KDHE), Westar Energy, CrawKan, and other city staff members joined the planning team to discuss specific, technical topics that could impact the plan. Topics of discussion were diverse, some of which considered the following:

- Atkinson Municipal Airport and its industrial operations;
- A need for enhanced communication between the city and the county;
- Being strategic about growth beyond existing city limits;
- The new US 69 bypass;
- Connecting the entire city with fiber utility prior to new development;
- Understanding the implications of development and the underlying mines;
- Mission Clay property; and,
- Aging electric utility infrastructure.

Following the informative technical committee meeting, the planning team started putting ideas to paper.

Day 2 *Wednesday, July 17*

Day two kicked off with a Steering Committee session to review the initial generated concepts. Committee members were asked to provide their feedback on concepts by recording their comments on individual sticky notes and placing the notes on the applicable concept.

The rest of the morning and afternoon provided time for the planning team to process the comments and further refine the concepts ahead of the public open house later in the evening.

A public open house was held from 5:00 p.m. to 7:00 p.m. on the second day. All residents were invited to review the narrowed concepts and provide their feedback. The open house was set up in stations. Attendees were greeted at the door, asked to sign in, and given instructions for participation.

Figure 4.2
Land Use Plan Priorities

Development and Redevelopment

- Clean up Dickey Clay area **(x2)**
- More apartments in downtown/Broadway
- Increase tax base
- Senior or retirement housing
- Infill housing all across town
- Childcare/pre-k (all year round)
- Economic development incentives

Infrastructure and Environmental

- Stormwater management **(x2)**
- New/expanded water treatment plant for growth
- Consider and address mining history
- Develop an environmental specific plan to address contamination, recycling, and water
- Reclaim Dickey Clay area to make it environmentally safe
- More recycling options/areas
- Aging water lines and electrical system

Housing

- Clean, decent homes from $75-120,000 for young professionals and up and coming families **(x2)**
- Need mid-range housing from $150-300,000 **(x2)**
- Update existing housing stock and/or remove it
- Housing restoration in historic Pittsburg
- Address worn out housing areas
- Infill as much as possible
- Address aging housing stock (half of stock 50 years+)
- Maintenance of rental housing

Commercial, Business, and Employment

- City's economic development fund brings business in
- Taxes keep businesses away
- Natural resources and available build space good for business attraction
- Lack of jobs for higher skilled labor
- Limited skilled labor is a reality for employers
- Capitalize on existing destinations and attractions
- Expand Free King and Atkinson
- PSU is an asset to business attraction/retention

Transportation

- More sidewalks on Broadway beyond downtown
- Getting bikes from PSU to downtown on a nice bike path
- Sidewalks not well maintained and multiple gaps in the network
- Train blocking 7th and 10th Streets
- Free King and 4th Street not meeting traffic demand
- Make 69 bypass a street and construct new bypass to the west

Parks, Recreation, and Open Space

- More well lit and safe areas to encourage walking, jogging, biking **(x2)**
- Maintain what we have and new additions **(x2)**
- Centralized open park
- Green space/parks are great but take space that could be utilized by tax-paying businesses
- Continue to improve connectivity of trails and parks
- Better sidewalks and bike path

It is important to note that members of the public were provided with the same content and asked the same questions as the Steering Committee.

The public open house stations were as follows:

1. Sign-In
2. What is the Project?
3. Existing Conditions
4. Online Survey Results
5. Visioning Workshop
6. Concept Sketches
7. What did We Miss?

The planning team was situated around the room available to answer questions. Attendees were asked to provide answers to directed questions and their comments on concepts on sticky notes.

Day 3 *Thursday, July 18*

The final day primarily provided time for the planning team to further refine the concepts, working toward one final, narrowed, and illustrative concept for the future of land use citywide. In addition to future land use, citywide development and redevelopment opportunities, connectivity, the Mission Clay property redevelopment, and potential future residential development was illustrated.

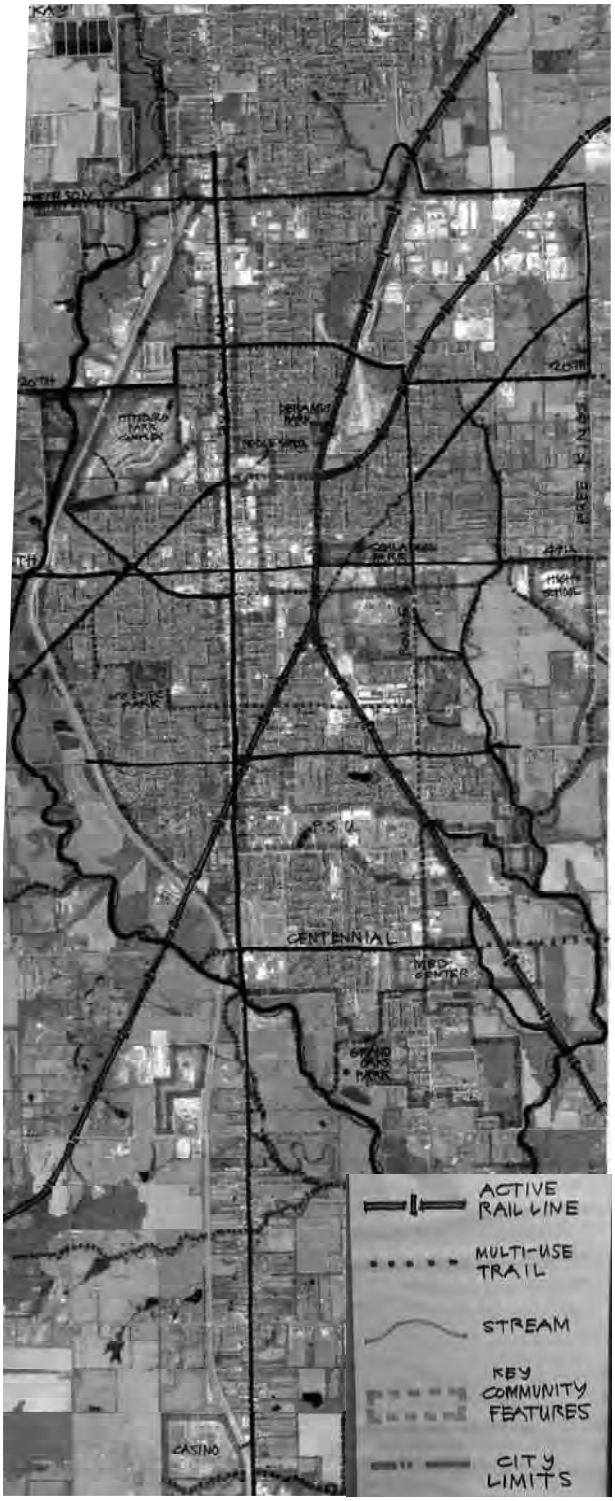
From 4:00 p.m. to 6:00 p.m., the Steering Committee and city staff members attended one last review session to recap the findings from the public open house and provide final comments on the narrowed concept.

FINDINGS, CONCEPTS, AND COMMENTS

The following concepts were hand drawn by the planning team during the charrette to illustrate concepts and gather feedback. Stakeholder and public comments provided during the review sessions and/or public open house are provided by each concept. *Note that none of the concepts shown in this subsection are the final recommended concept, but rather the result of the public participation process.*

Connectivity

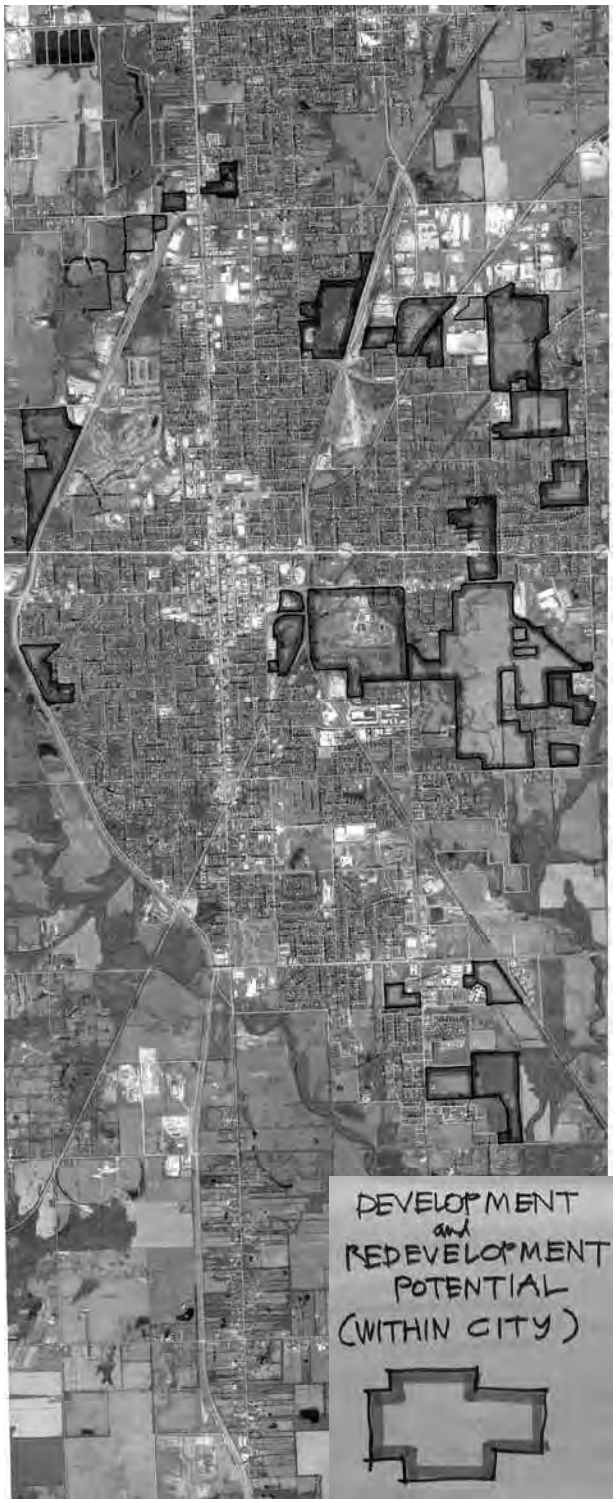
No written comments were provided on the map by Steering Committee members of members of the general public) during the charrette or Public Open House regarding Connectivity.



Connectivity Concept

Development and Redevelopment Potential

No written comments were provided on the map by Steering Committee members of members of the general public) during the charrette or Public Open House regarding Development and Redevelopment Potential within city limits.



Development and Redevelopment Potential Concept

Future Land Use

Using the prompts provided (shown on the following page) Steering Committee members and members of the general public placed comments on where certain land uses, developments, and amenities should be placed citywide. Comments received are summarized below geographically.

North: Approximately north of East 20th Street, the most prominent comments focused on the revitalization of specific neighborhoods *(5 responses)*. This area of the city was noted as being under served by parks *(1 response)*, as well as in the need for additional trails and sidewalks *(1 response)*. Lastly, a focus on redevelopment and infill was noted *(1 response)*.

East: From 4th Street to Quincy Street and east of Broadway Street/US 69, comments were nearly identical to those in the northern part of the city. Although similar, a greater emphasis was placed on the need to revitalize specific neighborhoods *(10 responses)*, as well as incorporating more trails and sidewalks *(4 responses)*. This part of the city also feels somewhat under served by parks *(2 responses)* and a need for redevelopment and infill was noted *(1 response)*.

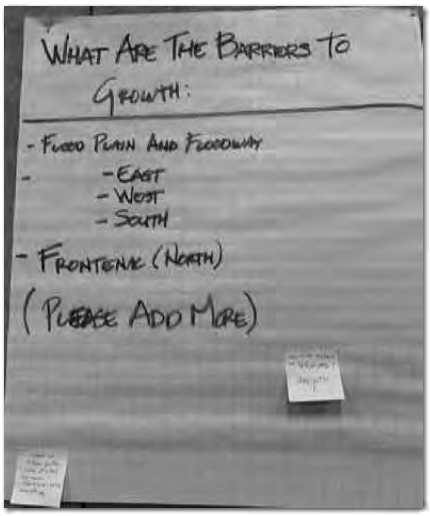
West: From 4th Street to Quincy Street and west of Broadway Street/US 69, comments mirrored those to the east. A desire for specific neighborhood revitalization *(3 responses)*; redevelopment and infill *(4 responses)*; additional trails/sidewalks *(2 responses)*; and more park facilities *(3 responses)* were all noted. Specifically, it was noted in the vacant area west of Rouse Street and north of Quincy Street that development should take place *(2 responses)*.

South: Approximately south of Quincy Street, the first instance of locating a business park or additional industry appears *(1 response)*. Other comments in the southern portion of the city include the revitalization of specific neighborhoods *(2 responses)* and that this area of the city is under served by parks *(1 response)*.

In addition to prompts about land use on the map, participants were asked about barriers to growth and connectivity citywide. These prompts better informed the discussion of where land uses should be located, how they should be connected, and what they are constrained by.

What are the barriers to growth?

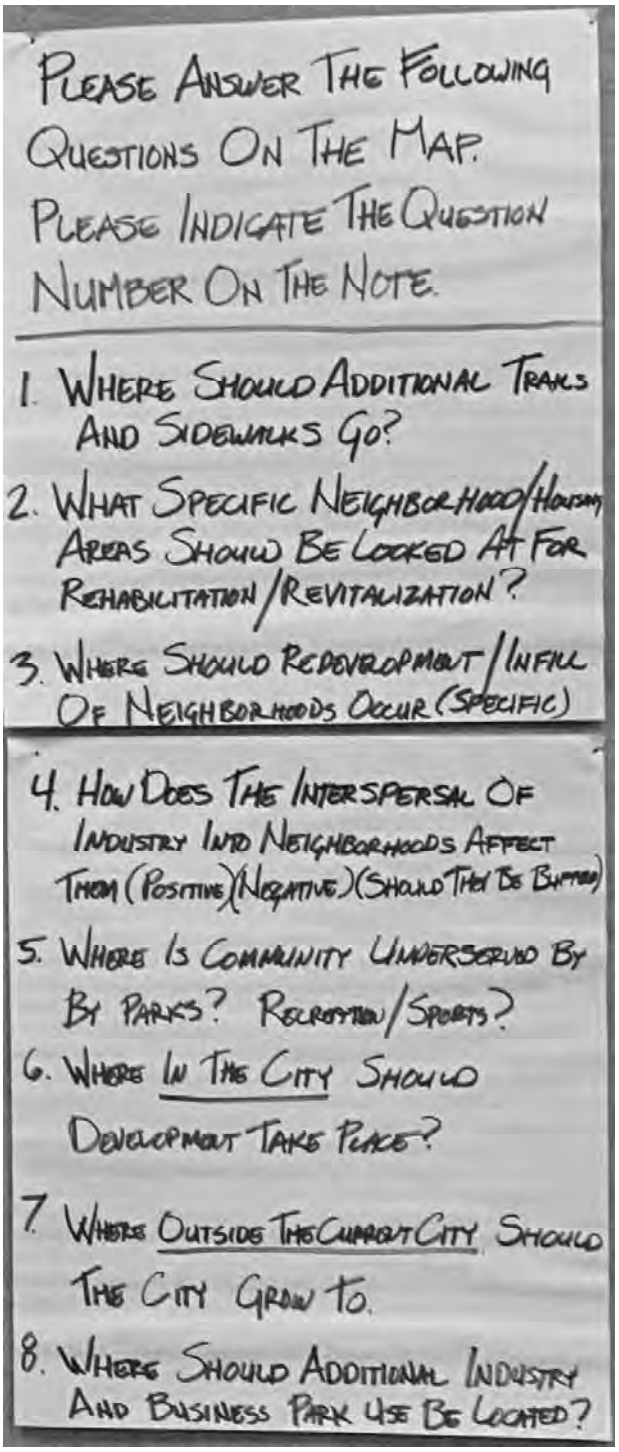
- Why all the emphasis on growth? Growth?
- Clean up and take better care of what we have. Don't over price everything.



What barriers exist for connectivity?

- Class 1 railroads do not want to service Pittsburg with less than a unit train
- Public transportation and make it well known. Folks new to Pitt are not aware of what is here.
- Maybe have interesting stops on trails – for cold drink purchase, park, bench, etc garden?
- Who uses sidewalks? P.Burgers walk in street!

Future Land Use Concept



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SECTION 5

FUTURE LAND USE PLAN

INTRODUCTION

Using the information gleaned from the existing conditions analysis, market analysis, and public engagement – both in-person and online – the direction for the Plan was established. Integrating this information, varying viewpoints, and priorities, comprehensive strategies for the city's future development, redevelopment, and revitalization; future land use patterns; and stormwater infrastructure are presented in this section. Principles of sustainability and environmental considerations are woven throughout the categories as resiliency citywide is critical to address holistically, not as a standalone recommendation.

The recommendations are organized into three interrelated categories that are distinct but also overlap as they are inherently and intentionally connected. Each category introduces the framework of the topic and considerations when making the recommended plans. Each category also provides overarching goals, followed by more specific strategies to address the identified goal. Although land use lays the foundation of this Plan and planning process, all goals and strategies should be considered in concert as they collectively form the vision for the future of land use within Pittsburg.

FUTURE LAND USE

A variety of tools can be used by municipalities to guide the style and density of growth within their jurisdictional boundaries, such as land use designations. Establishing these designations is a critical step toward realizing the highest and best uses citywide.

These land use designations should be based on market forces at play, community members' preferences, and the natural environment, all while striking a balance with the existing, healthy land uses.

As such, the future land use plan for Pittsburg was developed to capitalize on the following factors:

- The city's proximity to major transportation routes – both by road and by rail;
- The need for new and/or revitalized housing and neighborhoods citywide;
- The public's desires to continually invest in the downtown core;
- The need for land uses to be more transitional to ensure non-complementary uses are properly buffered; and,
- The public's desire for enhanced citywide parks and trails.

Figure 5.1 illustrates the future land use plan citywide. The illustrated land use categories are described on the following pages.

Figure 5.1
Future Land Use Plan

Land Use Plan Boundary
Highway

Future Land Use Categories

- **G** - Greenway / Trail
- **P** - Parks and Recreation
- **R** - Residential
- **UR** - University Residential
- **P/C/E** - Public / Civic / Education
- **U** - University
- **H** - Hospital
- **C** - Commercial
- **DT** - Downtown
- **MU** - Mixed Use
- **I** - Industrial / Business Park

Residential (R): *Uses within this designation include single- and multi-family housing with a wide range of densities and values. A variety of housing types should be provided to diversify the housing market, attracting a wide demographic and providing rental and ownership opportunities. Examples of residential formats that should be dispersed throughout the city include single-family homes, duplexes, apartment complexes with shared amenities, walk-up apartments, townhomes, senior housing, and condominiums. Residential land uses should be distributed throughout the city while being mindful of the adjacent uses to ensure a housing mixture that is responsive at a neighborhood scale.*

Parks and Recreation (P): *A mixture of public parks and recreation complexes, uses within this designation allow spaces where people can gather – formally or informally – to enjoy the scenery, recreate, or relax. Specific park uses include athletic fields, playgrounds, sport courts, community gardens, farmers' markets, or nature preserves open to the public.*

Greenway/Trail (G): *Uses within this designation include natural features, such as wooded areas, greenways, open fields, and water bodies. This land use exists to preserve existing environmental assets, provide green connections throughout the city, and ensure adequate flood storage. This designation is not meant to take away developable land, but to ensure environmental character and functionality is retained.*

Industrial/Business Park (I): *Uses within this designation include light and heavy industrial uses such as warehouses, manufacturing spaces, and storage facilities, though office, retail, service, and business parks are also allowed. In addition to storing materials on-site, these uses can produce varying levels of truck traffic and pollution. It is important that building design, parking, lighting, and landscaping are compatible with adjacent uses and that screening and buffer materials are used to shield surrounding land uses and especially from nearby residences. Where possible, these uses should be concentrated along major roadways or railroads away or buffered from non-compatible uses.*

Commercial (C): *Uses within this designation include retail, service, and office to serve city residents, visitors, and businesses. Uses could include casual and drive through restaurants, gas stations, multi-tenant shopping centers, offices, and centers of commerce. These uses should primarily be concentrated along major city thoroughfares where properties have direct access to and/or visibility from the roadway. As this land use abuts the principal roadways and entryway points into the city, it is important that building design, parking, lighting, and landscaping are representative of the city's desired aesthetic and character.*

Downtown (DT): *The downtown district is defined by the Downtown Overlay District boundaries (see Figure 5.2). A variety of uses are allowed within this designation, including commercial, residential, mixed use, public/civic/education, and parks and recreation. Ideally, this area should allow for a true mixture of land uses that are complementary and expand the downtown core over time. A focus on rehabilitation of existing properties should be prioritized.*

Mixed Use (MU): *Uses within this designation are mixed, and may include a combination of retail, service, office, entertainment, flex space, and residential. Daily goods and services should be provided to surrounding neighborhoods primarily, but also to the city at-large. Buildings of different scales, stories, and densities should be encouraged, mixing uses within a single development. Due to changing retail trends, the ground floor of mixed use developments should not be limited to retail, encouraging and promoting the inherent diversity of this land use and allowing for flexibility in uses so as to not limit economic development potential. This land use designation provides a critical opportunity to establish developments with a sense of place and identity through pedestrian connectivity, public art, public spaces, innovative employment centers, a mixture of uses, and integrated open space.*

Public/Civic/Education (P/C/E): *Uses within this designation are limited to those properties owned and used by governmental entities, put to some form of public use, or semi-public uses such as community centers, religious facilities, daycares, libraries, or educational facilities. Given the physical size and presence of PSU and Ascension Via Christi Hospital, dedicated land use categories are designated.*

University (U): *Uses within this designation allow for land uses associated with and dedicated to the daily operations and maintenance of the PSU campus, including academic, administration, and student/faculty buildings; support facilities; university housing; recreation/athletics; and parking.*

University Residential (UR): *Uses within this designation allow for high density, multi-story buildings concentrated along the perimeters of the University designation (PSU). This housing type is dedicated to the style and price points that complement student living and lifestyles. To buffer UR housing styles from existing and future nearby land uses, housing density, height, and style should transition as proximity to downtown and surrounding neighborhoods increases.*

Hospital (H): *Uses within this designation are dedicated to the daily operations and maintenance of the hospital campus that include the buildings and facilities associated with care for patients; hospital administration; family accommodations; and parking.*

Land Use Themes

Throughout the planning process, several themes emerged regarding land uses, focused primarily on three categories, summarized as follows.

- **Residential Land Uses:** The need to diversify existing neighborhoods to accommodate a healthy mixture of price structures, formats, and accommodations alongside revitalization and rehabilitation at a neighborhood scale to elevate the quality of housing citywide.
- **Parks, Recreation, and Outdoor Active Spaces:** A desire for increased access to green spaces, active areas for the community to gather, and connectivity citywide that is not solely focused on vehicular transportation.
- **Investment in the Downtown District:** Continual investment in the downtown district, the corridors that lead to it, and the surrounding neighborhoods to create a true focal point around the heart of the city.

Residential Land Uses

Housing is perhaps one of the greatest challenges facing the City of Pittsburg. Balancing the housing needs of a large student population, young families, new graduates, seniors aging out of their homes, and affluent community members later in their careers is challenging, at best. Further, the need for a healthy mixture of rental properties versus ownership opportunities adds a layer of complexity. Beyond providing diverse housing styles at varying price points of rental versus ownership options, there is a dire need to revitalize and rehabilitate housing in certain parts of the city (see *Figure 5.2*).

Figure 5.1 illustrates residential land uses as one general category for ease of use and clarity; however, this distribution of residential uses throughout the city should provide the ideal blend of housing choice and opportunity – both in new construction and for properties and neighborhoods in need of rehabilitation.

Future residential land uses should have two primary goals, summarized as follows.

1. Diversify available housing stock to include senior living centers; multi-family complexes (e.g., apartments and duplexes); and all price levels of single-family homes.
2. Rehabilitate not just individual homes, but entire neighborhoods to improve – at a large and far-reaching scale – the overall quality and standard of living for rental units and homes alike.

Parks, Recreation, and Outdoor Active Spaces

Well-designed, outdoor green spaces can activate an area and prompt investment similar to new development or redevelopment. Although additional outdoor amenity areas were noted as a desired land use by the public, it is also important that existing recreation areas are properly maintained to ensure the park system in the city functions as an integrated system, forming connections from north to south and east to west.

Parks and recreation areas must not be isolated to certain areas of the city, but rather can and should be incorporated into future mixed use developments. Green spaces are an important component of areas designated for mixed use as they reduce the amount of hardscape, create spaces for people to gather outdoors in the midst of more urbanized areas, and serve as a regional draw to invite visitors and future residents. Further, parks can capitalize on floodways and other areas in proximity to natural features where other development types are either not recommended or prohibited. With the presence of floodways and floodplains around the city, integrated greenways, trails, and outdoor areas can capitalize on these natural features. Such planning provides an environmental benefit by reducing development in sensitive areas, while providing wide swaths of land for public recreation.

Investment in the Downtown District

Downtown Pittsburg is considered a gem by visitors and residents alike. With the historic buildings, central location, and recent revitalization, it naturally draws people in. Despite recent efforts to bolster the downtown district, there is a continued need for reinvestment and rehabilitation of buildings to ensure the momentum continues and moves out beyond its current boundaries.

It is imperative that the downtown district grow over time, creating a ripple effect of positive development, redevelopment, and revitalization as one travels along the corridors into other parts of the city.

Downtown is proposed as a mixed use hub in the future that truly encompasses the boundaries of its currently designated Downtown Overlay District (see *Figure 2.4*). As the heart of the city, efforts should be concentrated not only around the actual core, but the land uses that surround it, as well. Future land use patterns must lead people to downtown, which means the corridors surrounding it to the east, west, north, and south must complement and build upon what exists at the core. The designation of mixed use for the corridors and neighborhoods surrounding downtown allow for enhanced flexibility of what type of establishments can occur. A healthy mix of employment, office, retail, parks, and housing can work in concert around and in the downtown district to create a hybrid, integrated, and diverse area that fuses every part of the city together.

FUTURE LAND USE GOALS AND STRATEGIES

The following goals and strategies outlined on the next several pages are key ways for the City of Pittsburg to achieve its vision for a better connected and financially prosperous community that is a destination for visitors and residents alike. Goals in this section are preceded by "LU" to indicate they relate to land use citywide.

What is a goal? *A goal is an overarching statement that creates a guiding vision. Goals are intentionally broad to maintain their relevance, while allowing flexibility for how they are achieved over time.*

What is a strategy? *A strategy is a more specific directive taken to achieve a goal. Strategies define items that, when implemented alongisde direct targets, help work toward or achieve the stated vision.*

LU GOAL 1. DEVELOP AND ADOPT A FUTURE LAND USE PLAN THAT IS FLEXIBLE TO MARKET TRENDS, GUIDES FUTURE DEVELOPMENT, REDEVELOPMENT, AND REVITALIZATION PROJECTS, AND APPROPRIATELY BALANCES A MIXTURE OF USES.

STRATEGIES

1.1 Create and adopt a City of Pittsburg *existing* land use map to ensure current land use patterns are accurately recorded.

1.2 Update the City of Pittsburg's zoning map to provide the legal basis for future land use planning and to align with the future land use plan.

1.3 Review all adopted City of Pittsburg land use and zoning maps annually and update as needed to reflect existing conditions.

1.4 Review and update the existing Rural Housing Incentive Districts to ensure they do not overlap with future land use areas designated for non-residential uses (e.g. commercial and industrial).

1.5 Update the City of Pittsburg's overlay zoning districts to reflect a new overlay district that signifies residential revitalization areas (see *Figure 5.2*).

1.6 Align infrastructure improvements with future development and redevelopment opportunities as illustrated by the Future Land Use Plan (*Figure 5.1*) and Development, Redevelopment, and Revitalization Plan (*Figure 5.2*). Infrastructure improvements include investment in roads, especially US 69 and Quincy Street; the expansion of treatment plants to match growth; and investment in the sidewalk and trails program.

1.7 Utilize this Plan as the first phase of the development of a citywide comprehensive plan, with subsequent studies focused on corridors; downtown; transportation and infrastructure; and development and redevelopment of key parts of the city.

LU GOAL 2. PROMOTE DOWNTOWN AS THE SOCIAL, CIVIC, AND BUSINESS HEART OF PITTSBURG.

STRATEGIES

2.1 Emphasize high-density mixed use developments in the downtown district per the future land use plan, including residential, retail, office, and parks, recreation, and open space.

2.2 Incentivize businesses to locate in the downtown district.

2.3 Encourage public art installations along Broadway Street, especially those that highlight local artists.

2.4 Infill downtown with public gathering spaces, including outdoor green areas, pop-up parks, and event spaces and/or pavilions.

2.5 Develop a streetscape enhancement plan for Broadway Street and prioritize phased, annual investment to ultimately span from 20th Street to Euclid Street.

2.6 Infuse the community identity in future business developments, entertainment establishments, housing, and public gathering spaces by integrating public art and other cultural enhancements.

LU GOAL 3. PROPERLY ALIGN ENVIRONMENTALLY SENSITIVE LAND USES WITH THE BUILT ENVIRONMENT.

STRATEGIES

3.1 Incorporate appropriate green infrastructure in the public right-of-way, private development sites, and capital improvement projects citywide.

3.2 Plant native trees, shrubs, perennials, and grasses as natural buffers between non-complementary, adjacent land uses.

3.3 Continue to enforce city policies regarding development requirements within floodplains to safeguard natural features.

LU GOAL 4. INCREASE ACCESS TO RECREATIONAL AMENITIES.

STRATEGIES

4.1 Designate floodways as open space, multi-use destinations that contribute to the greenway and trail network.

4.2 Integrate parks, recreation, and open spaces in areas designated as mixed use to locate green areas adjacent to and within developments.

4.3 Prioritize infrastructure projects annually to enhance and/or expand upon the existing greenway, trails, and park system.

4.4 Locate community gathering spaces in proximity to parks, recreation, and trails to increase access and visibility of outdoor amenities.

Landscaping is an essential component to incorporate in streetscape enhancements, adding both visual appeal and ecosystem services.

Integrating walking trails near development and more urbanized areas encourages people to spend time outdoors for leisure or exercise while integrating greenery into the built environment.

Farmers markets facilitate community connectivity and create public awareness about local food. Pedestrian infrastructure that leads to such amenities provide tremendous value.

Shelters and ample seating provide space for a variety of public events, such as concerts or markets.

Outdoor interactive public art adds a liveliness and visual interest to a public space.

Common green spaces and pop-up parks integrated into developments allow people to casually gather.

LU GOAL 5. CREATE A MULTIMODAL NETWORK THROUGH STRATEGIC LAND USE CONNECTIONS.

STRATEGIES

5.1 Enhance the bicycle and pedestrian network, targeting major destination connectivity (e.g., PSU to downtown corridor) to catalyze citywide linkages.

5.2 Partner with developers and prioritize the construction and/or upgrade of sidewalks and paved trails to encourage non-vehicular travel in areas designated as mixed use.

5.3 Implement vehicular and pedestrian wayfinding signage that directs people to major destinations and key corridors within the city.

5.4 Connect mixed use areas and parks and recreation land uses to the proposed greenway and trails to enhance connectivity to and from natural areas and areas that are more urbanized.

LU GOAL 6. USE FUTURE LAND USE PATTERNS TO GUIDE INVESTMENT ALONG KEY TRANSPORTATION CORRIDORS.

STRATEGIES

6.1 Focus future road improvements and upgrades near existing and future industrial and commercial areas - as they are heavily traveled by larger vehicles and trucks that degrade road infrastructure more quickly - to continually encourage investment in these revenue-boosting land uses.

6.2 Continue to communicate and coordinate with the Kansas Department of Transportation (KDOT) as future plans for the new US 69 roadway progress.

6.3 Conduct an access management study that addresses truck routes in the city to ensure harmony between semi-trucks, other automobiles, and the surrounding land uses.

Investing in key transportation routes, such as US 69, opens up new areas for development while enhancing connectivity within and beyond city boundaries.

Colored pavement materials are useful in separating bicyclists from pedestrians in a shared space and clearly defining where certain transportation users should ride or walk.

Enhancing connectivity through dedicated trails - both paved and unpaved - create fun and interesting ways for members of the community to get places.

LU GOAL 7. DIVERSIFY AND ELEVATE HOUSING STOCK.

STRATEGIES

7.1 Provide incentives for multi-family developments that construct a percentage of units to meet affordability standards.

7.2 Rehabilitate existing housing stock at a neighborhood scale (e.g., ten or more homes versus one home at a time) to create lasting impacts on the quality and aesthetic of single-family homes.

7.3 Encourage high-density residential developments in and around the downtown district and the corridors that lead to downtown.

7.4 Create housing for all ages, abilities, and incomes in future residential areas that include senior living communities; multi-family complexes; duplexes and townhomes; mixed use development; single family homes; and apartment complexes.

7.5 Explore greenfield development for single family neighborhood homes.

LU GOAL 8. PURSUE STRATEGIC ANNEXATIONS (IF / WHEN DESIRED).

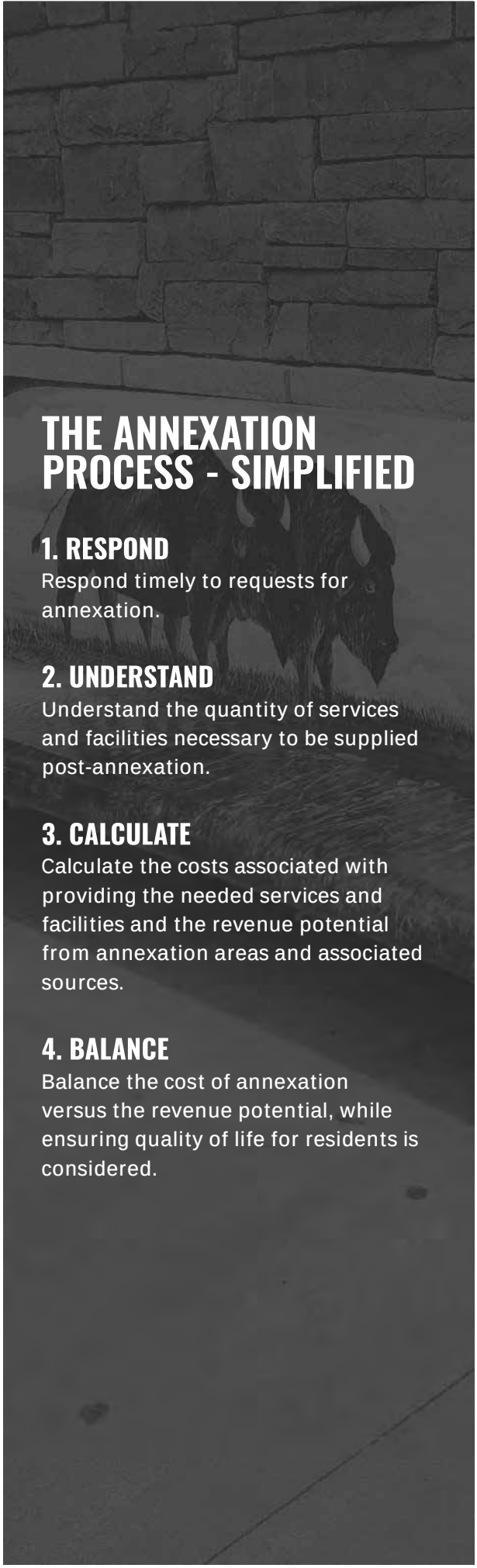
STRATEGIES

8.1 To accommodate city growth, explore conversations with Crawford County staff members, commissioners, and property owners to establish mutually agreeable transfers of ownership.

8.2 Understand the costs associated with infrastructure extensions beyond city boundaries.

8.3 Compile a report that clearly summarizes the need for additional land within city boundaries to communicate the purpose, need, and justification for growth.

8.4 Think and act strategically regarding annexation, exploring areas directly adjacent to current city boundaries (especially to the west) and corridors with existing island annexation (e.g., south US 69 corridor).



THE ANNEXATION PROCESS - SIMPLIFIED

1. RESPOND
Respond timely to requests for annexation.

2. UNDERSTAND
Understand the quantity of services and facilities necessary to be supplied post-annexation.

3. CALCULATE
Calculate the costs associated with providing the needed services and facilities and the revenue potential from annexation areas and associated sources.

4. BALANCE
Balance the cost of annexation versus the revenue potential, while ensuring quality of life for residents is considered.

DEVELOPMENT, REDEVELOPMENT, AND REVITALIZATION

The identification, prioritization, and realization of development, redevelopment, and revitalization projects citywide is critical to the economic sustainability of Pittsburg. Simply put, the city must be reinvigorated to maintain its relevancy in the future, continuing to change and grow as its population changes and grows. While there is a relatively small amount of undeveloped land within current city boundaries, the city is not landlocked, which provides opportunities for future expansion if deemed appropriate.

Done properly, with the appropriate regulations and guidelines in place, development, redevelopment, and revitalization projects can transform the perception of certain areas within the city (and therefore the city as a whole) and increase the city's economic viability in a way that capital improvements cannot achieve on their own. Though recommendations within this subsection are focused on current trends, they should also be adaptable to the ever-changing dynamics of the market.

Figure 5.2 identifies multiple areas within the city in need of and primed for development, redevelopment, or revitalization. An explanation of each feature shown on *Figure 5.2* is as follows.

Available Development Area

Available development areas are land that is largely absent of existing development and structures, within existing city limits. Such areas are identified to illustrate the city's potential for infill development, which is concentrated on the eastern side of the city. The development of such land should be in line with *Figure 5.1* and be of the highest quality. Proper development guidelines must be in place to ensure new development meets the standards expected by the community.

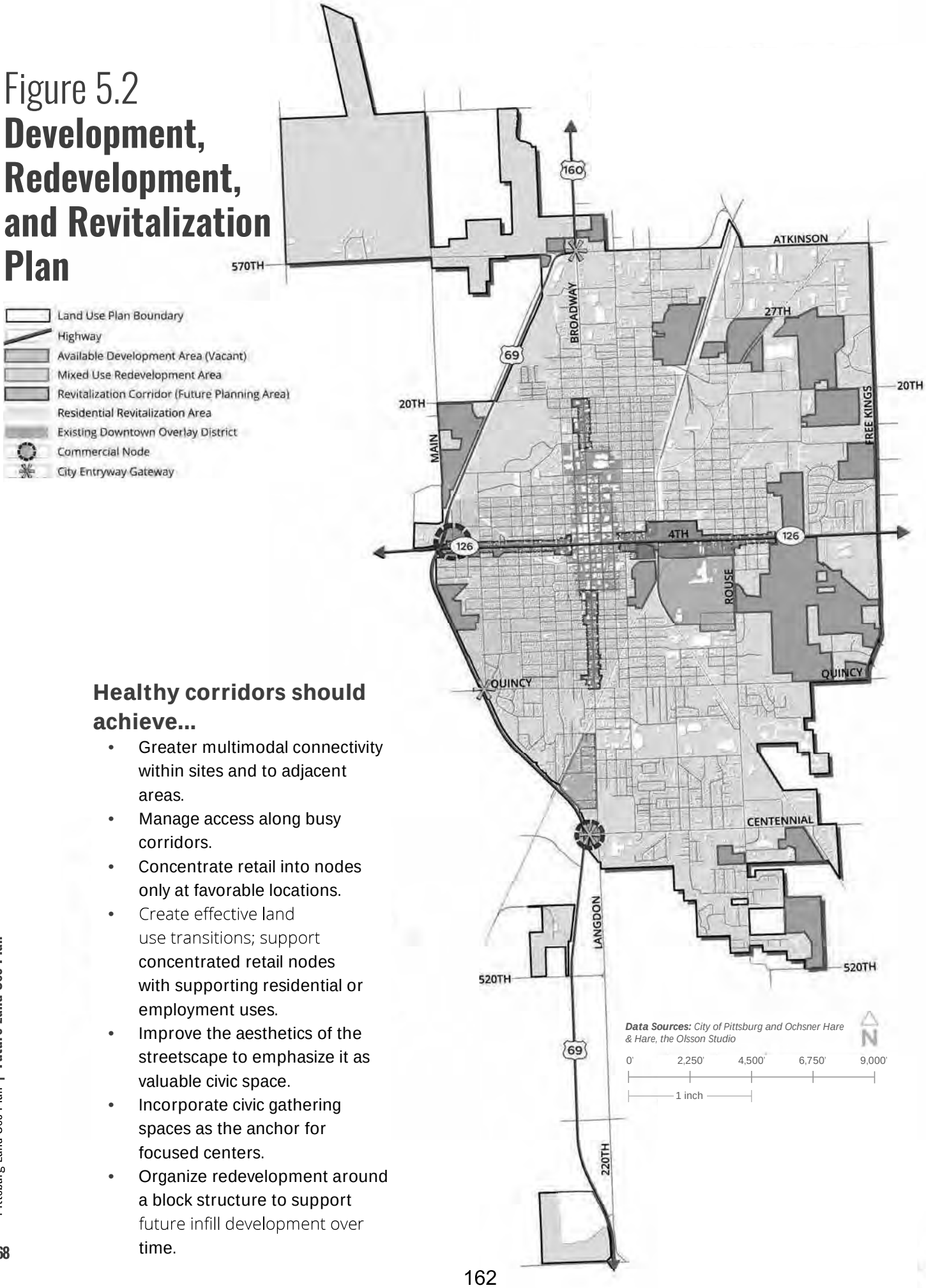
Mixed Use Redevelopment Area

Mixed use redevelopment areas are relatively large areas of land, made up of multiple parcels, that should be redeveloped to include a mixture of uses, such as varied density residential (single family homes, townhomes, apartments, etc.), commercial uses (office, retail, service, dining, etc.), green space and recreational uses, and limited light industrial uses. Mixed use developments provide inherent flexibility to supply multiple uses within a small footprint, creating areas where residents can reside and recreate.

The mixed use redevelopment area near PSU could provide additional, quality rental housing and dining and entertainment uses for the student population. While a variety of development formats would be appropriate within this mixed use redevelopment area, it is recommended that the primary development format be multi-story buildings with residential or office on the upper stories, and commercial uses on the ground floors. This development format will increase the density of this area and foot traffic during all times of day. It is envisioned that the development will be pedestrian-focused and utilize shared parking.

The mixed use redevelopment area on the Mission Clay property can provide important parks and recreational uses, such as soccer fields, a splash park, trail connections, and more, as well as additional mixed use development, business park space, and public uses (e.g., community center). This entire development should be master planned so that green space, parks, trails, and natural areas can be properly incorporated, and to guard against near-term incompatible uses or designs. Such amenities create an attractive environment for employees and residents.
Given the size of this area, the creation of design guidelines is recommended to ensure an elevated building aesthetic, modern site amenities, a unique personality, and cultural features. Ultimately, these high quality development features will work to create a sense of place and cultivate an identity for the development.

Figure 5.2
Development, Redevelopment, and Revitalization Plan



Healthy corridors should achieve...

- Greater multimodal connectivity within sites and to adjacent areas.
- Manage access along busy corridors.
- Concentrate retail into nodes only at favorable locations.
- Create effective land use transitions; support concentrated retail nodes with supporting residential or employment uses.
- Improve the aesthetics of the streetscape to emphasize it as valuable civic space.
- Incorporate civic gathering spaces as the anchor for focused centers.
- Organize redevelopment around a block structure to support future infill development over time.

Revitalization Corridor (Future Planning Area)

Corridors are a common organizing element for cities, and nationwide, communities like Pittsburg are facing a common dilemma—vehicle-oriented corridors reach a point of diminishing returns when they are planned only as centers for commerce. Declining aesthetics, a lack of modernity, traffic congestion, or failing businesses can decline the entire corridor.

Corridors will continue to be important to the future of Pittsburg, especially those leading to the heart and soul of the city: downtown. To reinvest along 4th Street (east and west of downtown) and Broadway Street (north and south of downtown), a new strategy is needed to avoid these patterns of the past.

A shift to more land-based development markets, rather than simply basing economic development on the hopes of capturing more pass-through traffic on roadways, is necessary. Strengthening the value of these corridors requires being strategic about where to concentrate quality places, and then supporting those places with complimentary land uses that do not compete or undermine the effectiveness of those strategic investments. This is a long-term and incremental strategy that can begin to restore sustained value to these important areas of Pittsburg.

The identified revitalization corridors on *Figure 5.2* should be the topic of a citywide corridors plan.

Residential Revitalization Area

The primarily older neighborhoods that largely surround downtown serve an important role in the revitalization of downtown, as well as the health of the entire city. They provide, in part, the critical mass necessary to sustain a lively mixed use environment. To increase the provision of quality housing (both owner- and renter-occupied), a stabilization process is recommended for the residential revitalization areas shown on *Figure 5.2*.

GREENING AND MODERNIZING DEVELOPMENT

SITE DESIGN PRACTICES

- Locate new buildings to minimize impacts on nearby property;
- Use native plants;
- Incorporate rain gardens, bioswales, and pervious pavement;
- Provide pedestrian and bicyclist site furnishings;
- Screen utility equipment;
- Limit the number of access drives per development and utilize cross access between properties;
- Incorporate landscaping along the right-of-way, within parking lots, and along the buildings' base; and,
- Locate parking at the side or back of buildings.

BUILDING DESIGN PRACTICES

- Provide roof overhangs for shading;
- Incorporate site-level, green energy infrastructure where appropriate;
- Limit building setbacks;
- Orient buildings toward the main roadway;
- Articulate building façades and roofs with interesting materials and textures;
- Maintain high levels of building transparency where appropriate;
- Clearly define building entries; and,
- Screen roof equipment.

Such neighborhoods have been identified not to be fully redeveloped, but rather to reinvest in and revitalize. These neighborhoods are typically made up of older housing stock. Pittsburg's housing stock, as a whole, is older than that of the State of Kansas. Additionally, from 2010 to 2017, the inventory of renter-occupied housing increased by 13.3 percent with the owner-occupied stock decreasing by 17.3 percent. By 2017, rental housing accounted for 57.5 percent of the housing stock with owner-occupied reduced to 42.5 percent. These trends show the need for additional formats of rental housing.

The residential revitalization areas can play a role in the provision of rental housing, but the need must be met in a way that does not minimize the integrity of the longstanding single-family residential areas.

Existing Downtown Overlay District

Article 22 in the City of Pittsburg's Zoning Ordinance and Subdivision Regulations relates to the Downtown Overlay District, which is shown on *Figure 5.2*. The overlay district includes specific performance standards and regulations for parking, off-street loading, signs, height, area, and special events.

Commercial Node

Commercial nodes are concentrations of development in existing or new centers and around intersections, at a higher density than the surrounding area.

One of the key benefits of nodal development is reduced vehicle trips by providing bicycle and pedestrian amenities such as sidewalks, visible crosswalks, streetscape improvements, and street furniture.
Nodal development can enhance community character and sense of place by minimizing the spread of generic sprawl and unifying development, both in its access and aesthetic. Safety is also improved by concentrating access points within the nodes and limiting them along major corridors to minimize potential conflict points.

Done well, thriving nodes are likely to fuel additional private reinvestment in the surrounding areas. Establishing nodes is a complex matter that must consider interwoven factors such as land use, multimodal connectivity and access, aesthetics, identity, user experience, and more.

Two commercial nodes are proposed within the city: 1) US 69 and 4th Street; and 2) US 69 and Centennial Drive. Both nodes already feature commercial development, but each have been identified due to their available development space and because of their function as an entryway into the city. These nodes provide an opportunity to set the tone and quality of the community, as described in the following subsection.

City Entryway Gateway

Gateways are entryways to a city or district that serve not only to highlight key intersections, but also to brand and set a tone of quality for a community, building pride amongst residents while welcoming visitors. Gateways are a form of monumentation that are typically located at major intersections, nodes, or boundaries. Three city entryway gateways are proposed on Figure 5.2, including ones at Broadway Street/ Atkinson Avenue, US 69/Quincy Street, and US 69/ Centennial Drive.

Gateways intersection enhancements (such as landscaping and structural elements) should be designed to reinforce the identity of Pittsburg, improving first impressions, and even telling a story.

DEVELOPMENT, REDEVELOPMENT, AND REVITALIZATION GOALS AND STRATEGIES

Land uses identify the general nature of development, redevelopment, and revitalization opportunities citywide, but the following text provides a framework of goals and strategies that will foster growth and enhancement through different areas of the city. To differentiate from land use, goals in this section are labeled DRR.

DRR GOAL 1. CAPITALIZE ON UNDEVELOPED LAND WITHIN CITY LIMITS AS AN ECONOMIC ENGINE.

STRATEGIES

1.1 Institute new and bolster existing economic development incentives (e.g., rural housing incentive districts and tax increment financing districts) to more efficiently realize the future land use plan.

1.2 Align existing and explore new incentive overlay districts for undeveloped land that align with the future land use plan.

1.3 Strategically assemble property in priority development areas to limit obstacles related to industrial and residential development, establishing larger areas of developable land to add flexibility needed by private developers to create profitable projects.

DRR GOAL 2. ENHANCE, DIVERSIFY, AND REVITALIZE PRIORITY CORRIDORS.

STRATEGIES

2.1 Develop a parcel-specific citywide corridors plan with inclusive public engagement and a market study to provide a vision for private properties within the corridor, as well as public right-of-way.

2.2 Develop a streetscape enhancement plan for each priority corridor and invest public resources into the phased streetscape enhancements. Streetscape enhancements to be explored include strengthening the pedestrian and bicycle network, enhancing the aesthetic appeal, improving traffic flow, and more.

2.3 Write design guidelines for each corridor that guide the improvement of the public streetscape and private property buildings, site, and signage.

2.4 Support a variety of retail development formats (neighborhood centers, strip commercial, and single tenant development sites) at corridor nodes.

2.5 Balance land uses along corridors so to not minimize the development of nodes.

2.6 Require internal circulation and connectivity within development along corridors that allows for a more cohesive and aesthetically pleasing streetscape design.

STREETSCAPE ENHANCEMENT OPPORTUNITIES

Median landscaping and street trees

Lighting

Public art, gateways, and monuments

Pedestrian and bicyclist amenities

Fencing and screening

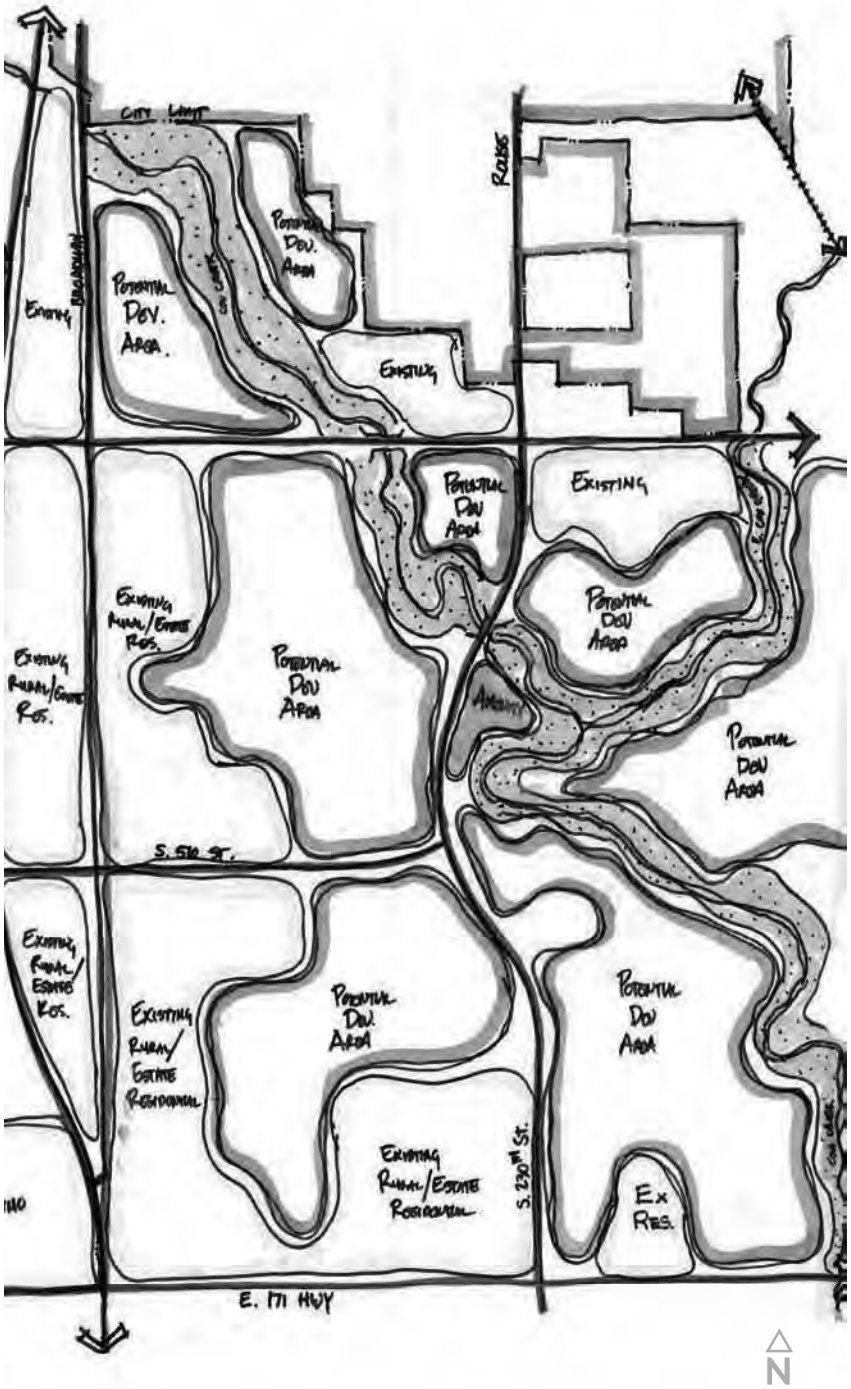
Wayfinding

Figure 5.3
Conceptual Design: South US 69 Corridor

It is important to note that this concept is not part of the recommended plans, but rather intends to illustrate what could be a part of the City of Pittsburg's future. This concept, as well as *Figure 5.4* and *Figure 5.5*, are meant to provide examples and inspiration of what future development and redevelopment could occur both within and beyond city limits as opportunities become available and/or there is public support.

As shown on *Figure 5.2*, the US 69 corridor that runs south to the Kansas Crossing Casino + Hotel is a key corridor primed for future multi-faceted opportunities, including: preservation of existing rural/estate residential; enhancement of and flood storage for Cow Creek; extension of roads to increase transportation connectivity; expansion of greenways and trails to enhance multimodal connectivity; and identification of potential future development areas.

As a heavily traveled transportation route, US 69 offers excellent connectivity for identified potential development areas while paving the way for the road network to expand east and west. With the diminishing availability of developable land within current city limits, the opportunity to expand along the US 69 corridor reduces strain on developable in the city. Further, the presence of Cow Creek offers additional means to integrate future development with a citywide greenway and trail network. This concept also illustrates the preservation of existing rural estate residential uses (low density housing) that community members desire but have limited access to within current city limits.



DRR GOAL 3. CREATE DISTINCTIVE PLACES AND NODES ALONG CORRIDORS.

STRATEGIES

3.1 Establish high quality, modern building, site, and sign standards for the proposed mixed use redevelopment areas. The standards should establish a sense of place and cultivate an identity through pedestrian connectivity, public space, innovative employment centers, mixed use development, and open space for recreation and public gathering.

3.2 Study the feasibility of acquiring the Mission Clay property in phases as the site is remediated and incorporate the land into the city's land bank program.

3.3 Provide an incentive package for potential developers of the mixed use redevelopment areas.

3.4 Design, invest in, and construct a citywide entryway gateway program to install branded structural and landscaping enhancements.

3.5 Prioritize infrastructure projects annually that connect high activity centers to the parks and trail system.

3.6 Facilitate and complete a PSU master plan that includes the surrounding University Residential (UR) district.

DRR GOAL 4. PROMOTE DOWNTOWN PITTSBURG AS THE SOCIAL AND SMALL BUSINESS HEART OF THE CITY.

STRATEGIES

4.1 Incorporate green space and public gathering spaces in future development/redevelopment of downtown and the surrounding neighborhoods.

4.2 Invest in amenities and infrastructure that attract and retain diverse, creative, and innovative businesses and entrepreneurs.

4.3 Develop a downtown specific plan to guide public and private improvement, development, redevelopment, and revitalization projects.

4.4 Institute new economic development incentives such as a community improvement district or business improvement district to provide a consistent funding source for downtown reinvestment and private property improvement incentive programs.

4.5 Enhance the current downtown business environment through recruitment, retention, and expansion efforts, such as creating a unique and identifiable brand for downtown.

4.6 Promote the development of office space downtown.

4.7 Preserve historically significant downtown structures through appropriate rehabilitation practices.

4.8 Weave infill housing into the fabric of the downtown and surrounding downtown neighborhoods.

Figure 5.4 **Conceptual Design: Mission Clay Property**

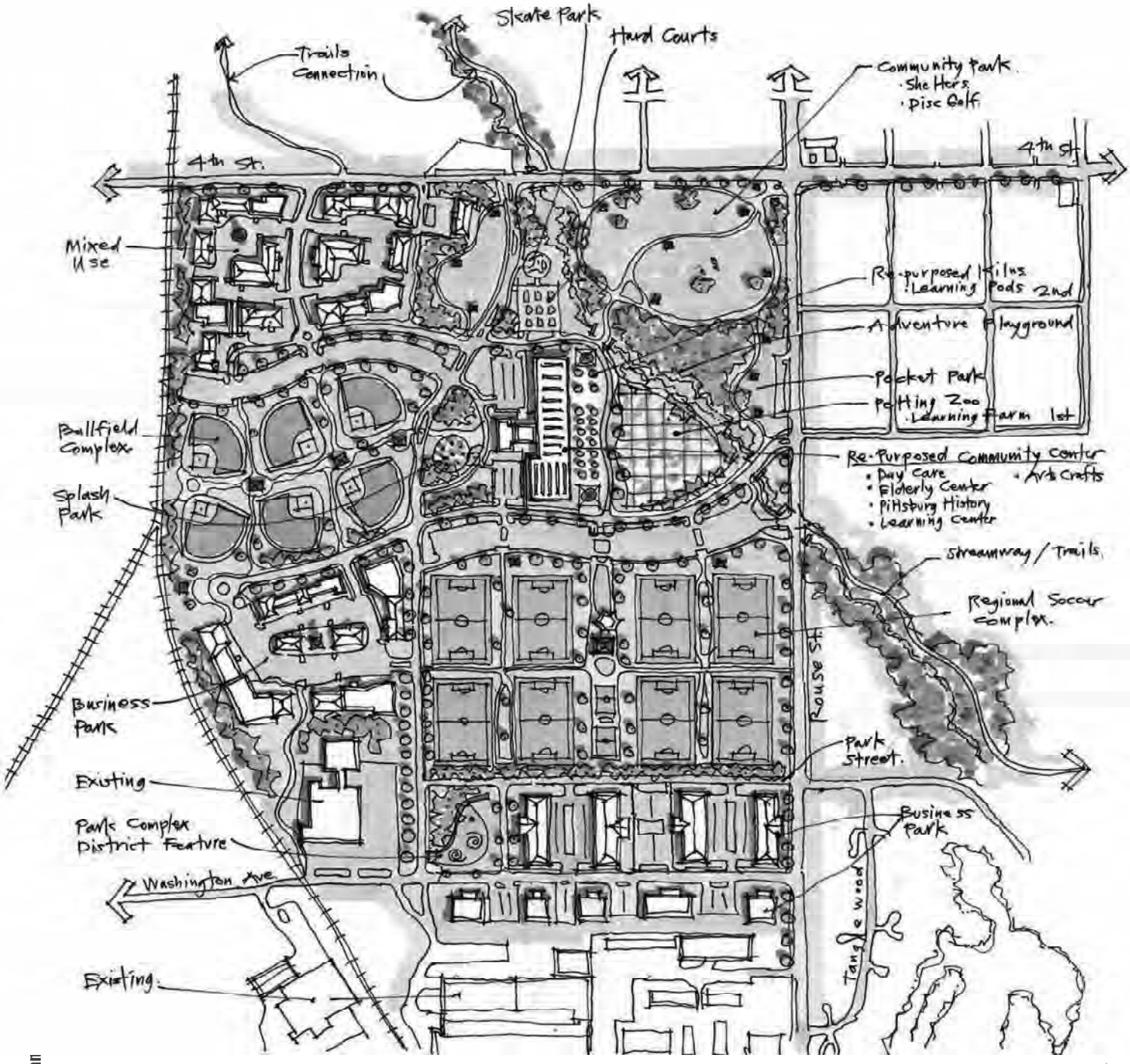


Figure 5.4 is shown for illustrative purposes only to express what could occur in an area primed for redevelopment. The proposed future mixed use development of the Mission Clay property offers approximately 200 acres of land to reimagine and transform into a multi-use destination. What currently is an unavailable and hidden part of the city could become a key part of the continued growth, expansion, and revitalization of downtown as it is located along the 4th Street corridor.

Figure 5.4 is, perhaps, the epitome of mixed use development as it combines nearly every proposed future land use into one single development. With a combination of green space and sport courts; preservation of existing wooded areas on the northeast side; business park complex; mixed use development; and community learning centers, the Mission Clay property is truly a one-stop-shop for mixed use commerce, recreation, and residential living.

DRR GOAL 5. STRIKE A BALANCE BETWEEN HIGH-GROWTH INDUSTRIES AND SMALL BUSINESSES TO BOLSTER ECONOMIC GROWTH AND EMPLOYMENT OPPORTUNITIES.

STRATEGIES

5.1 Expand the city's industrial base in line with the future land use plan.

5.2 Focus economic development efforts on high-growth sectors of the city's economy, including advanced and light manufacturing, imaging technology, plastic materials manufacturing, food processing, prototyping, polymer manufacturing, creative and technical services, healthcare, and tourism.

5.3 Ensure a balanced and diversified business sector to achieve sustained and improved economic prosperity, and to retain and attract high-skilled labor.

5.4 Invest in small-scale or incubator spaces for new and/or small, local businesses.

5.5 Develop a location assistance strategy that links allied business or complimentary resource needs.

DRR GOAL 6. PROMOTE DEVELOPMENT THAT REINFORCES THE IMPORTANCE OF THE PUBLIC REALM AND ENVIRONMENTAL SUSTAINABILITY.

STRATEGIES

6.1 Explore the creation of development incentives awarded to developers incorporating green building and site design principles, public gathering places, and/or trails to enhance walkability into their properties.

6.2 Consider environmental, parks, and/or public space enhancement impact fees to create a funding source for park developments, maintenance, trail connections, and more.

6.3 Promote clustered development in new residential areas to preserve green space and wildlife habitat.

6.4 Incorporate green infrastructure into capital improvement projects citywide.

What is green infrastructure? *Green infrastructure is an alternative way to manage stormwater when compared to traditional methods, which are designed to move stormwater away from the built environment. Instead, green infrastructure reduces and treats stormwater runoff near the source to reduce downstream impacts.*

When rain or other water runoff falls in open space or natural areas, it is absorbed into the earth and filtered by soil and plant matter before reentering the water cycle. When rain or other water runoff falls on impervious surfaces, like roofs, streets, and parking lots, the water is not absorbed, and is directed into storm drains. Green infrastructure could be incorporated into the stormwater management system of developments within the City of Pittsburg to help restore the natural flow of water to allow for groundwater recharge.

DRR GOAL 7. STRATEGICALLY INVEST PUBLIC RESOURCES TO EMPHASIZE PLACES IN THE COMMUNITY AND EXPEDITE PLAN IMPLEMENTATION BY PRIVATE SECTOR.

STRATEGIES

7.1 Complete and adopt area plans for corridors, neighborhoods, or other priority areas within the city.

7.2 Identify transformative public improvements that will leverage private investment in the five-year capital improvement plan.

7.3 Explore opportunities for public/private partnerships that can increase development potential in compliance with the recommendations of this plan.

7.4 Locate civic uses and invest in civic spaces where the largest potential to impact spin-off private development exists.

DRR GOAL 8. ESTABLISH AND MAINTAIN HIGH-QUALITY HOUSING CHOICES IN NEIGHBORHOODS AND CORRIDORS.

STRATEGIES

8.1 Undertake a neighborhood revitalization planning process to address substandard conditions within the older residential areas surrounding downtown.

8.2 Encourage the development of higher density residential rental developments in line with the future land use plan.

8.3 Implement a business licensing program that requires property owners to register their properties and grants the city the ability to conduct interior inspections prior to issuing a certificate of occupancy to address code violations.

8.4 Update the City of Pittsburg's overlay zoning districts to reflect an additional overlay district for residential revitalization areas (see *Figure 5.2*) that, in part, allow for the construction of infill single family housing and small-scale multi-family housing.

8.5 Prioritize high quality, rehabilitated housing along corridors.

DRR GOAL 9. STRENGTHEN NEIGHBORHOOD HEALTH AND INDIVIDUAL IDENTITIES.

STRATEGIES

9.1 Create individual neighborhood improvement plans that are parcel-specific and include branding elements to signify each neighborhood's identity.

9.2 Continue to support, administer, and advertise Section 8 rental assistance, the city's land bank, and the Low Income Loan Program.

9.3 Establish financial incentive programs to spur property owner investment that include eligibility and improvement review requirements.

9.4 Initiate beneficial partnerships between the city and established and/or new neighborhood associations to support neighborhood maintenance, watch groups, events, and more.

9.5 Continually monitor residential market health by neighborhood; pair mortgage data with demographic data to measure investor confidence.

Figure 5.5
Conceptual Design: Future Residential Development

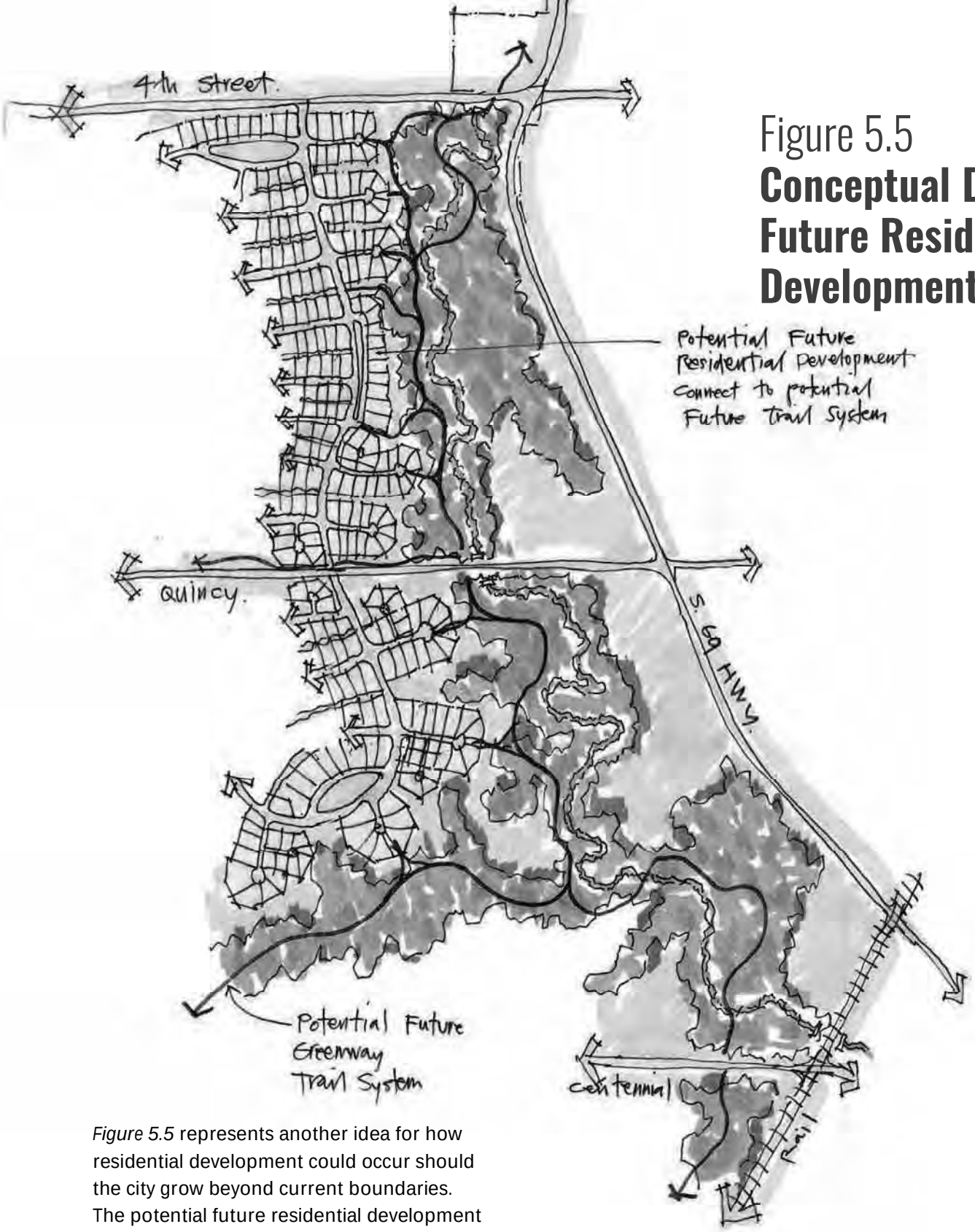


Figure 5.5 represents another idea for how residential development could occur should the city grow beyond current boundaries. The potential future residential development illustrated is located along key corridors and their intersections as US 69 provides key north-south connectivity to the major east-west transportation routes of 4th Street, Quincy Street, and Centennial Drive.

This potential future residential development is located on the west side of First Cow Creek.

This design showcases a style of construction that, when done properly, can coexist with proximal natural resources by adhering to appropriate development standards. These residences connect to the proposed greenway and trail system to integrate them with the future recreation-oriented fabric of the city while providing a desirable amenity at the fingertips of these properties.

STORMWATER

While developing the future land use plan, consideration was given to the impact certain land uses would have on stormwater runoff and water quality in the receiving waters. Development can be achieved in a way that protects natural resources and avoids increased flooding. Municipalities can proactively protect water quality and prevent increased runoff by implementing development requirements for water quality treatment and stormwater detention. Water quality treatment typically captures the first one (1) to one-and-a-half (1.5) inches of rainfall and treats it on-site through a variety of methods that can involve infiltration, evapotranspiration, sedimentation, or chemical/hydrodynamic processes. Stormwater detention requirements mandate that developers limit peak runoff rates to mitigate flooding impacts caused by developments. Developing and implementing water quality and detention requirements as Pittsburg grows will help mitigate the negative effects of future development.

As shown on *Figure 5.6,* the stormwater plan primarily addresses water quality and stormwater runoff by protecting riparian corridors with stream buffers, identifying locations for regional detention, and assigning appropriate land uses for areas within the floodplain. As discussed in *Section 2 – Current Conditions*, healthy riparian corridors are present on Taylor Branch and First Cow Creek within city limits. Establishing stream buffers for these areas will protect future water quality as riparian corridors provide pollutant interception, sediment reduction, reduced water temperatures, and increased habitat. Several locations for regional detention basins were identified in the Taylor Branch watershed. Regional detention can reduce existing flooding issues while reduce the cost of future downstream storm sewer and bridge improvements.

Areas within floodplains are likely to flood and an appropriate land use should be assigned to limit future flooding liabilities and to plan with environmental sustainability principles in mind, while making efficient and economically beneficial use of the land.

Parks and recreational facilities, such as athletic fields, are common in floodplains as flood damage to such facilities is often minimal. If residential housing is constructed within the floodplain, which is shown in some places on the future land use plan (*Figure 5.1*), it must be elevated above the base flood elevation and meet all the city's floodplain management ordinances. These ordinances help prevent structure flooding and excessive increases in flood elevations.

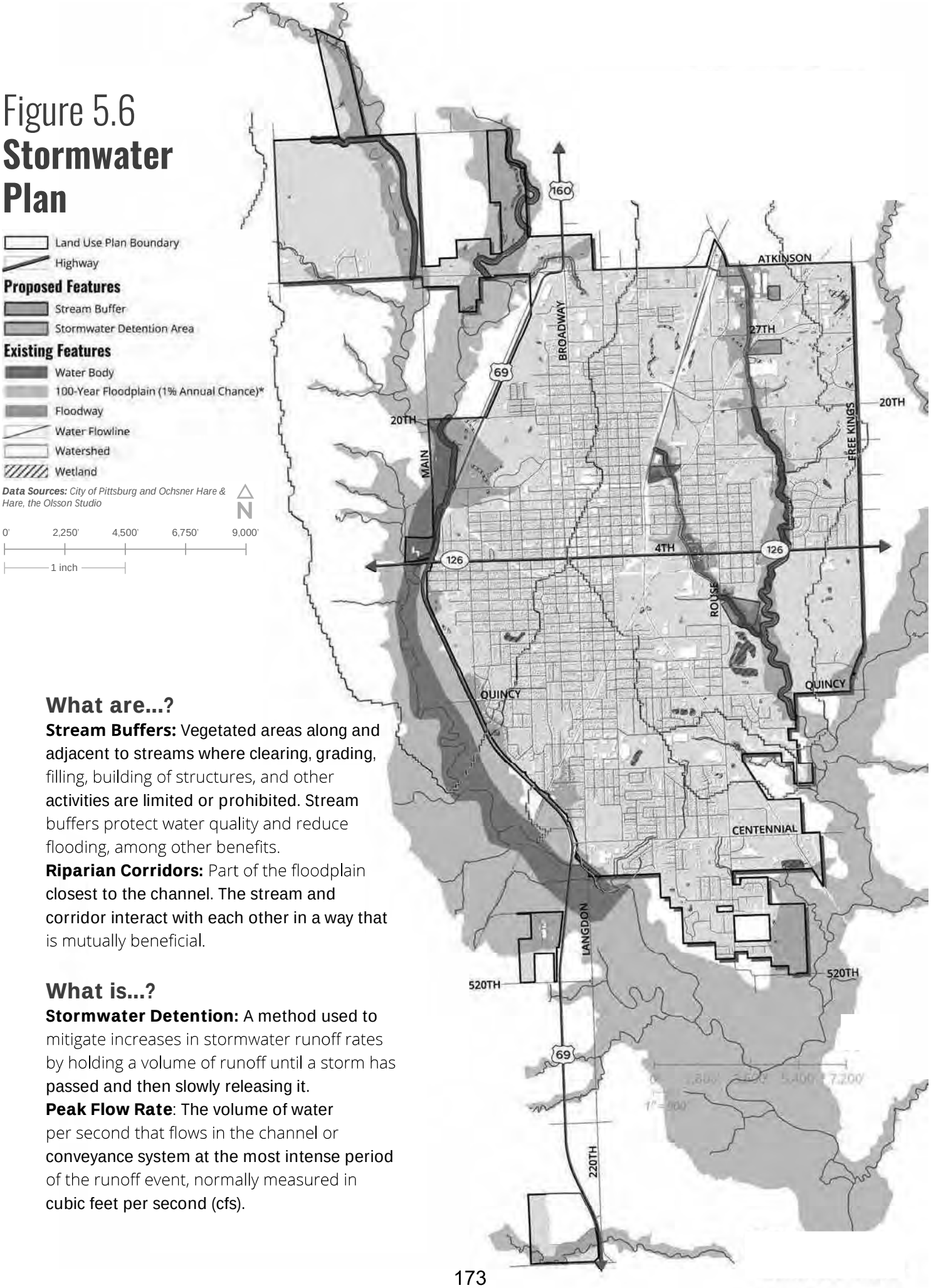
RUNOFF POTENTIAL

First Cow Creek

First Cow Creek flows along the western city limits and collects stormwater runoff from the western part of the city in addition to its large drainage area outside of city limits. Watershed boundaries are shown in *Figure 5.6*. The portion of the First Cow Creek watershed that is within the city limits is nearly fully developed and has a moderate to high potential for runoff. This watershed includes approximately half of the drainage from the downtown district. The remainder of the area consists primarily of small lot (1/8 acre) residential along with some commercial uses at the north end of Broadway Street. There is no existing regional detention in the First Cow Creek watershed and few private detention areas that could aid in offsetting runoff.

As the First Cow Creek watershed is almost entirely developed, it is challenging to implement regional detention. Additionally, there are very few tributary streams or channels where water collects prior to reaching the floodplain to accommodate detention. Redevelopment requirements could be used to require detention and water quality as sites redevelop, however much of the watershed is residential, which is typically not impacted by these requirements. The recommended approach to address stormwater issues in this area is to develop a capital improvements plan that incorporates improvements to stormwater collection and conveyance systems. Infrastructure improvements can reduce existing flooding issues while stormwater detention regulations will help prevent future increases to runoff.

Figure 5.6
Stormwater Plan



What are...?

Stream Buffers: Vegetated areas along and adjacent to streams where clearing, grading, filling, building of structures, and other activities are limited or prohibited. Stream buffers protect water quality and reduce flooding, among other benefits.

Riparian Corridors: Part of the floodplain closest to the channel. The stream and corridor interact with each other in a way that is mutually beneficial.

What is...?

Stormwater Detention: A method used to mitigate increases in stormwater runoff rates by holding a volume of runoff until a storm has passed and then slowly releasing it.

Peak Flow Rate: The volume of water per second that flows in the channel or conveyance system at the most intense period of the runoff event, normally measured in cubic feet per second (cfs).

Taylor Branch/East Cow Creek

The Taylor Branch watershed encompasses the eastern half of the city. Taylor Branch drains into East Cow Creek which flows north to south along the city's eastern boundary. The Taylor Branch/East Cow Creek watershed has a moderate potential for stormwater runoff, with future development potentially increasing runoff. In its existing condition, there is a fair amount of open land allowing for stormwater infiltration. The remainder of the watershed consists mostly of small lot residential, although it also includes the eastern half of the downtown district, PSU, and industrial areas with high runoff potential.

Future development opportunities are mostly located near the floodplain along Taylor Branch. If the open spaces shown in this watershed are developed without proper detention control, a significant increase in the watershed's runoff potential will occur. Specifically, the sizable undeveloped residential area between 4th Street and Quincy Street would have a significant impact on runoff volume if this proposed development area does not include stormwater detention. Potential regional detention locations were identified in this watershed that could help reduce existing flooding issues or offset future impacts of development, as seen on *Figure 5.6*.

Three potential detention locations were identified in the Northeast Industrial Park as part of a previous stormwater study. These detention locations would focus on mitigating for future impacts of development within the industrial park. Two additional detention areas were identified in this study, located at:

- The open space area near 14th Street and Taylor Street; and,
- East of Rouse Avenue approximately one-quarter mile south of 4th Street.

Detention at 14th Street and Taylor Street would focus on alleviating flooding between 11th Street and 4th Street. Several houses are in the floodplain and floodway throughout this area and currently experience impacts from flooding. Regional detention could reduce flooding throughout this area and potentially narrow the floodplain limits. Houses remaining in the floodplain and floodway, despite regional detention improvements, could be purchased by the city to eliminate flooding structures in this area.

Detention east of Rouse Street may reduce peak flow rates through the future residential area shown on the future land use plan that are downstream. Reduced peak flows to this area would provide more buildable land and reduce the cost of fill and infrastructure required to develop the land. The downstream development could also be allowed to buy into this regional detention to meet part of the detention requirement for their development; however, private detention may still be required to avoid increased flooding.

STORMWATER GOALS AND STRATEGIES

Stormwater goals and strategies are outlined on the following page. These recommendations are based on how to find harmony between future land use and development patterns and stormwater management. To differentiate from land use, and development, redevelopment, and revitalization, goals in this section are labeled SW.

SW GOAL 1. MINIMIZE FLOODING AND STORMWATER INFRASTRUCTURE COSTS.

STRATEGIES

1.1 Perform a detailed hydrologic study to evaluate the potential benefits of regional detention.

1.2 Implement private stormwater detention requirements on new development and redevelopment projects.

1.3 Incorporate improvements to stormwater collection and conveyance systems in the capital improvements plan.

1.4 Assign appropriate land uses within floodplains and enforce existing floodplain management ordinances.

1.5 Consider buyouts of existing flooding structures located within the floodplain and floodway.

SW GOAL 2. CONSERVE AND IMPROVE WATER QUALITY IN STREAMS AND LAKES.

STRATEGIES

2.1 Implement stream buffer restrictions.

2.2 Implement private storm water quality treatment requirements on new development and redevelopment projects.

2.3 Incorporate bioretention and water quality treatment features into greenway projects and educate the public on their purpose and function.

Stream buffers *intercept sediment, nutrients, pesticides, and other materials in stormwater runoff.*

Native plants, shrubs, and trees *reduce non-permeable surfaces and provide more opportunities for groundwater infiltration to lessen stormwater runoff.*

Curb cuts *help capture and beneficially use stormwater runoff from the streets and sidewalks.*

Rain gardens *are ideal for smaller or residential systems to slow the movement of stormwater while collecting water to naturally water plants and vegetation.*

Bioswales *work by slowing and filtering stormwater, especially from large, impervious areas, like parking lots or roadways.*

Green roofs *can improve stormwater management by reducing runoff and improving water quality.*

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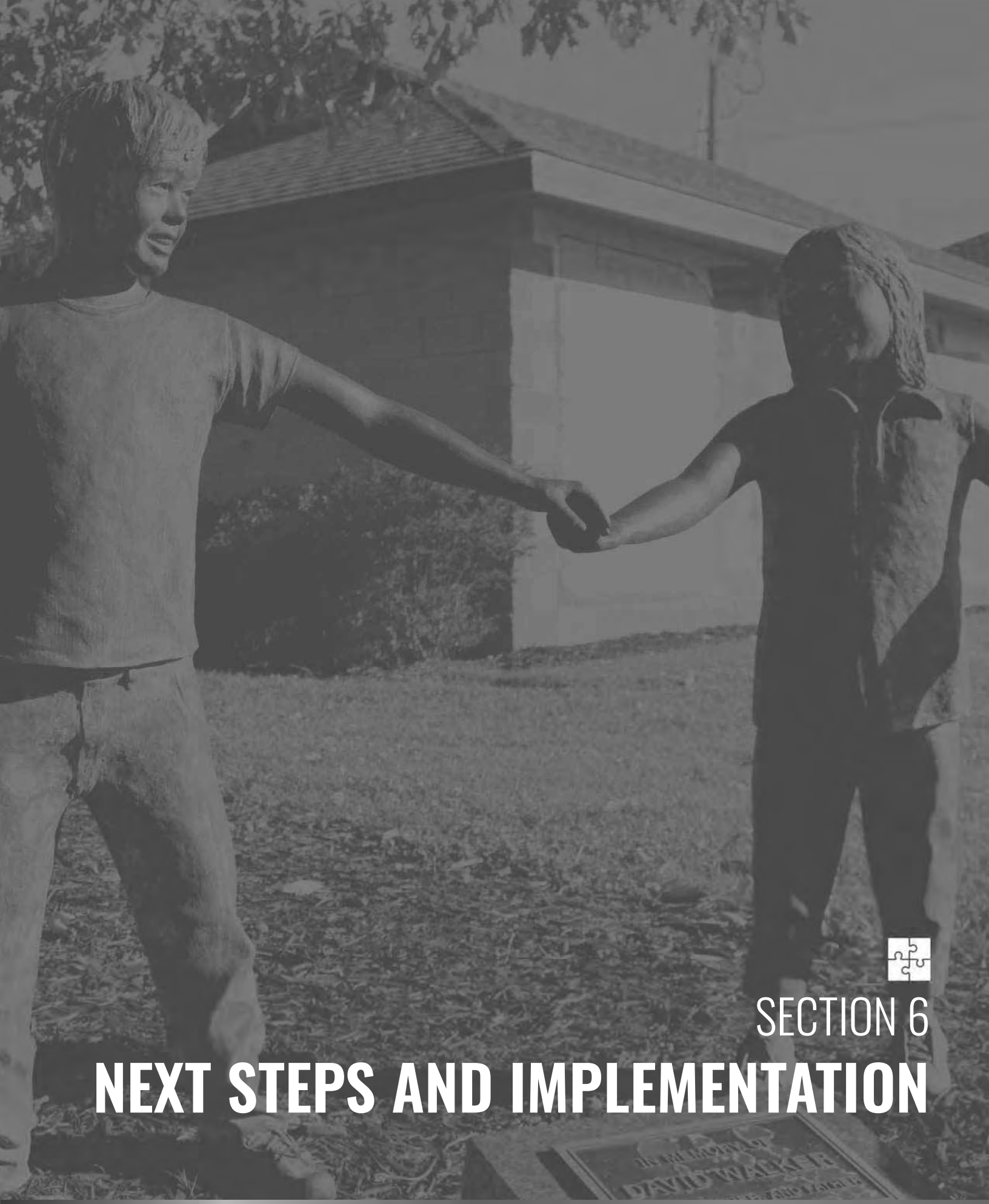


SECTION 6

NEXT STEPS AND IMPLEMENTATION

INTRODUCTION

The vision for the City of Pittsburg has been cast. To realize this vision, policies, projects, and people must align and work in concert. Complete implementation of the Plan requires a high level of trust, cooperation, and focused attention between residents, elected officials, city staff members, local businesses, the private sector, and community organizations - all whom must advance the Plan together.

Integral to each implementation step are the following overarching strategies:

- Day-to-Day Use: The Plan should be used daily, as the official policy guide for land use, development, redevelopment, revitalization, and stormwater citywide.
- Cooperation and Coordination: Current connections between involved organizations, businesses, and individuals must be maintained throughout the implementation process. Communication with those invested persons is necessary for the proactive execution of the Plan.
- Start with Policy: Establishing policy creates the essential framework for future implementation of the Plan. Oftentimes, policy changes can be made quickly and for a minimal cost.
- Be Bold and Visible: Early “wins” and visible projects help garner the endorsement of the public. Market the early successes to gain support and momentum for long-term ventures.
- Identify Plan Champions: Those persons involved in the planning process must continue to champion the Plan over time to maximize success.

NEXT STEPS

Three general steps should be taken, and started immediately, to achieve visible gains and create a strong, progressive atmosphere of improvements, redevelopment, and development as opportunities and funding arise. The steps are listed below.

Align Policies, Regulations, and Administrative Processes

Advance the Plan Proactively

Prepare Additional Documents

This section utilizes a series of implementation matrices to clearly lay out the next steps that will move the Plan forward. One implementation matrix is provided for each of the three steps listed above. Each implementation topic builds on the goals and strategies outlined in *Section 5 - Future Land Use Plan* providing more specifics to achieve the vision. Responsible parties, a general time frame, and estimated cost impact is provided for each task.

Priority Projects and Actions

Alongside responsible party, time frame, and cost impact, an asterisk is shown to symbolize projects or actions that should be prioritized. A priority project or action signifies a policy, process, or document that is critical to the future development potential of the city and/or is highly visible. As such, the identified projects do not necessarily have funding sources allocated, but rather should be prioritized due to their ability to influence positive trends more so than other recommendations.

Responsible Party

Although the entire public should feel an investment in the Plan's advancement, elected officials, city staff members, and certain organizations have a vested responsibility when it comes to Plan implementation. Responsible parties are identified for each item listed in the below matrices so it is clear who should be doing what to ensure the Plan does not sit idle. It should be the responsibility of the identified departments, individuals, or elected body to appoint additional persons to aid in the task at hand.

Time Frame

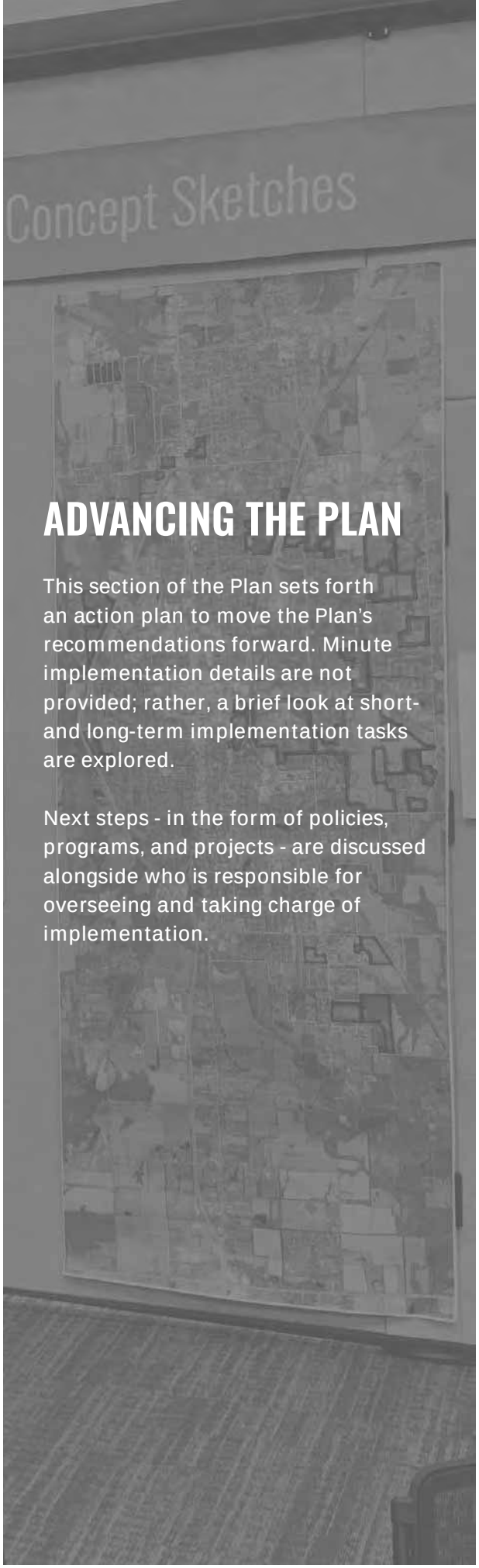
Generally, low-cost strategies with simple implementation steps are planned for the immediate future.

- Continuous: (Ongoing over Plan lifetime) Varying costs, but necessary tasks to sustain the Plan.
- Immediately: (0-1 year) Low cost, ease of implementation, directly advances other strategies, or addresses critical issues.
- Short-Term: (1-5 years) Fairly significant cost, but with planning can be implemented within this time frame.
- Long-Term: (5+ years) Significant cost, requires implementation of other strategies first.

Cost Impact

Cost impact designations only refer to implementation costs incurred by the city and do not account for private investment costs.

- Low: Strategies that require policy changes or partnerships with limited outside funding requirements
- Medium: Strategies that require relatively affordable consulting services and/or infrastructure improvements
- High: Strategies that require high levels of planning, engineering, and/or design and infrastructure improvements



ADVANCING THE PLAN

This section of the Plan sets forth an action plan to move the Plan's recommendations forward. Minute implementation details are not provided; rather, a brief look at short- and long-term implementation tasks are explored.

Next steps - in the form of policies, programs, and projects - are discussed alongside who is responsible for overseeing and taking charge of implementation.

The following summarized policy, regulatory, and administrative implementation strategies should be considered by city staff members, within the proposed time frames. Generally, policy, regulatory, and administrative changes can be completed in a short time frame and require little to no funding. Policies, regulations, and administrative processes are outlined in *Table 6.1*.

TABLE 6.1 Align Policies, Regulations, and Administrative Processes Implementation Matrix

Task Description	*Responsible Party*	*Time Frame*	*Cost Impact*
Adopt the Future Land Use Plan			
The Plan should be adopted by the Pittsburg City Commission as the official policy guide for land use, development, and stormwater improvements in the City of Pittsburg. It is essential that the Plan be used when reviewing and evaluating all proposals for improvement within and adjacent to city limits.	• City Commission	Immediately	Low
Amend relevant ordinances and plans			
Once the Plan has been adopted, the city should amend affected ordinances and plans so that they may be aligned with the vision and recommendations of this Plan.	• City Commission	Immediately	Low
Communicate the Plan			
As implementation of the Plan will rely on public and private reinvestment and partnerships, the Plan's recommendations must be communicated to those persons with a current (or future) stake in the city's vitality. City staff members should meet with property owners and potential redevelopers, such as major businesses capable of large redevelopment or enhancement projects. Additionally, other public agencies, utility companies, and various neighborhood groups should be provided a copy of the Plan. The Plan should be posted on the city's website and sent to the city's media contact list.	• City planning staff • City Communications and Media Relations staff • Private developers	Immediately	Low
Review the Plan periodically			
This Plan contains recommendations based upon current conditions, market analysis, and public input at the time of its creation. While there are strong recommendations in the Plan for achieving the vision, the needs and desires of the city may shift over time. The Plan should be nimble and react to those shifts and be revised to fit the community's needs over time. However, significant changes should only be made after careful consideration. On an annual basis, a progress report should be created by city staff members for review. Additionally, the Plan should be reviewed in its entirety every three to five years for progress and relevance. Should that review indicate that conditions, needs, or new opportunities warrant further study, that study should be conducted and the Plan document revised.	• City planning staff	Continuous	Low

Complete realization of the vision will be a lengthy process, constrained by available funding, resources, and staff availability. Either a reactive or proactive approach may be taken following adoption of the Plan. The reactive approach sits ready for and reviews development projects as they arise. Comparatively, the proactive approach goes out, explores the market, and actively communicates the Plan to the development community. The proactive approach is an aggressive tactic for advancing the Plan. It manages, directs, and guides change.

While the reactive position is a realistic approach to moving the Plan forward, it is not proactive in seeking change. Therefore, it is recommended that a proactive approach to implementation is taken by the city. Proactive implementation strategies are detailed in *Table 6.2*.

TABLE 6.2 Advance the Plan Proactively Implementation Matrix

Task Description	*Responsible Party*	*Time Frame*	*Cost Impact*
Educate elected officials and the public			
This planning process has facilitated a considerable amount of public and stakeholder outreach through in-person events and an online presence, keeping community members involved and informed of the Plan's development. Building on these efforts and to ensure that community members understand and further champion the Plan's recommendations, major milestones should be covered in the media and other means to update residents. Equally important is the education of newly elected officials. A full review and explanation of the Plan and its current stage of implementation should be provided to each newly elected official.	• City planning staff • City Communications and Media Relations	Continuous	Low
Continue citywide branding efforts and promotional campaign			
As described in *Section 5 - Future Land Use Plan,* branding and design guidelines assure consistency in quality of service, natural and built environment aesthetics, and overall appearance, especially along revitalization corridors and commercial nodes. Continuing current citywide branding and promotional efforts is a must; however, efforts should be expanded upon in identified revitalization corridors and at commercial nodes, as illustrated on *Figure 5.2.* All existing and future branding and promotion efforts should be coordinated among existing tenants, property owners, and city leaders, combining physical improvements with promotional strategies. The promotional campaign and its associated marketing strategies should aim to attract both local and out-of-town visitors, but should also improve business and property owner confidence in the long-term viability of investments in Pittsburg.	• City planning staff • City Communications and Media Relations	Immediately/ Continuous	Low
Develop and implement a strategic business recruitment plan			
To effectively attract the desired mix of businesses targeted at post-graduate student retention and high-skilled labor attraction, it is critical to first develop a Strategic Business Recruitment Plan. The plan should identify the wants and needs of the city from a business market perspective, and then develop strategies for recruitment. Strategies should leverage promotional campaign efforts, as well as any financial incentives permitted by the city.	• City planning staff	Short-Term	Low

The following plans, studies, and guidelines listed in *Table 6.3* should be developed to further the recommendations of the Plan. The listed plans, studies, and guidelines directly reference the goals and strategies outlined in *Section 5 - Future Land Use Plan* that relate to the creation of additional documents.

TABLE 6.3 Prepare Additional Documents Implementation Matrix

Task Description	*Responsible Party*	*Time Frame*	*Cost Impact*
Incorporate Plan recommendations into the 2021-2026 Capital Improvement Plan (CIP)			
Implementation of the Plan requires cost estimates, phasing plans, and set funding sources. Those persons charged with implementing the Plan should have both short-term and long-term decision-making abilities, an understanding of the potential value of such decisions, and the ability and willingness to capitalize on opportunities as they make themselves available. A report should be compiled for Plan recommendations that ties each recommendation and/or strategy to a funding source and planned expenditures for each year from 2021 to 2026 to align with the city's upcoming CIP. Such items to include should consider infrastructure improvements; streetscape enhancements; and future studies.	• City planning staff	Immediately	Low
Prepare an Existing Land Use Map			
To ensure current land use conditions are accurately depicted is an important tool for the city to possess. As the future land use plan requires updates or modifications, it's crucial that the city knows what they are working as the base condition. An existing land use map is just as much of a road map as a future land use map because it outlines where the city is at in the current point in time, which informs what steps must be taken to achieve where the city wants to go. As a cost saving measure, the city could hire an intern or part-time contractor to help complete this effort.	• City planning staff	Short-Term	Low
Develop a Streetscape Enhancement Plan for Broadway Street			
To fully capitalize on the potential for the downtown district development, redevelopment, and revitalization, streetscape enhancements should be prioritized. A streetscape enhancement and maintenance plan should be created for Broadway Street from 14th Street to Euclid Street. The plan should prioritize phases of enhancement by block with a phased investment schedule. Items to address should include: gateway enhancement at identified locations (see *Figure 5.2*); wayfinding (pedestrian and vehicular); branding elements; public art; landscaped medians; street trees; and so on (see page 71 for examples). Where possible, integrate green infrastructure (see page 81 for examples) into the public right-of-way, likely as part of landscaped median enhancements.	• City planning staff	Short-Term	Medium

TABLE 6.3 Prepare Additional Documents Implementation Matrix (continued)

Task Description	*Responsible Party*	*Time Frame*	*Cost Impact*
Create a Downtown Plan			
As the heart and soul of the city, the downtown district merits a dedicated planning study. A downtown plan should outline ways to establish and promote the district as a regional draw that includes retail, housing, arts and entertainment, civic, office, cultural, residential, hospitality, and recreational uses. There should be a focus on rehabilitation of existing buildings and infill development. The plan should also incorporate branding and aesthetics. Ultimately, the downtown plan should guide public and private improvement, development, redevelopment, and revitalization projects.	• City planning staff • City Community Development and Housing staff • City of Pittsburg Chamber of Commerce	Short-Term	Medium
Develop a Citywide Corridors Plan (including streetscape enhancement and design guidelines)			
To continue the momentum of development, redevelopment, and revitalization of the downtown district, the corridors which lead to it must be focused on. A parcel-specific citywide corridors plan should be created quickly following the adoption of this Plan. The study should focus on the corridors that surround and lead to the downtown district boundary (see *Figure 5.2*), including: • 20th Street to 14th Street; • US 69 interchange to North Walnut Street; • Quincy Street to Euclid Street; and, • North Water Street to Joplin Street. The corridors study should incorporate inclusive public engagement and a market study to provide a vision for private properties within the corridor, as well as public right-of-way. The study should have a robust scope, including a streetscape enhancement plan that considers improvements to the bicycle and pedestrian network; elevation of the aesthetics that considers landscaping; and, traffic flow improvements to ensure harmony between trucks, cars, and non-motorized vehicles. The streetscape enhancement plan should detail a phasing schedule to ensure implementation of recommendations are not financially burdensome or inconvenient to businesses during construction phases. The study should also include design guidelines that directs improvements to the public streetscape and private property buildings, site, and signage to create a consistent aesthetic along the corridors that lead to the heart of the city.	• City planning staff	Immediately	Medium

TABLE 6.3 Prepare Additional Documents Implementation Matrix (continued)

Task Description	*Responsible Party*	*Time Frame*	*Cost Impact*
Expand upon existing PSU Master Plan			
PSU currently has a Master Plan in place that addresses facilities within existing campus boundaries. However, an expansion of this existing Master Plan should be created that extends beyond the boundaries of campus to put a plan in place for the University Residential (UR) district shown on the Future Land Use Plan (see *Figure 5.1*). The housing that surrounds PSU should consist of high-density rental options that appeal to the student body. The Master Plan update should aim to address not only housing options, but also look at PSU from a district-wide perspective. Strategies should be developed on the formation of a mixed use area around the campus that incorporates restaurants; retail; open space and trails; and academic support facilities. The creation of a robust university housing district around PSU would enhance student life while potentially loosening the local rental housing market by lowering competition for housing among students and residents.	• City planning staff • City Community Development and Housing staff • PSU administration	Immediately	Medium
Create Neighborhood Improvement Plans			
Dedicated studies and planning efforts should be placed on neighborhoods citywide, with particular emphasis on houses and housing groups within the identified residential revitalization areas on *Figure 5.2*. With a need for new and rehabilitated homes and neighborhoods, a study should first be done that identifies the parcels or groups of parcels with the greatest need for revitalization and rehabilitation to create a prioritized and phased neighborhood improvement program. This effort should also involve funding sources to aid in the revitalization and rehabilitation process. Generating neighborhood pride should be a component of this process to instill a sense of ownership and commitment to the long-term betterment of housing and neighborhoods citywide that is sustainable for years to come.	• City planning staff • City Community Development and Housing staff	Long-term	High
Perform a hydrologic study			
A detailed hydrologic study should be prepared to evaluate the potential benefits of regional detention citywide to complement recommendations of the stormwater study performed as part of this planning process. With the abundant water resources throughout the city and floodplains, as growth happens, a hydrologic study will inform how to ensure harmony between the built environment and natural resources.	• City planning staff • City Public Works staff	Long-Term	Medium

TABLE 6.3 Prepare Additional Documents Implementation Matrix (continued)

Task Description	*Responsible Party*	*Time Frame*	*Cost Impact*
Prepare a report on future growth			
Although not an official recommendation of this plan, a potential strategy for the city to consider as growth and development pressures increase is the annexation of adjacent land. Growing current city boundaries is a complex decision involving many factors, such as utility expansion, adequate service provision, and infrastructure capacity (including roads, sidewalks, and trails). If the thought of annexation develops further, a detailed report should be prepared that includes a fiscal impact analysis, an analysis of the current utilities, infrastructure, and services available in the potential annexation area, and appropriate phasing to make for an easier transition. Additionally, the purpose, need, and justification for growth must be made.	• City planning staff • City Community Development and Housing staff • County planning staff	Long-term	Medium

MAINTAINING MOMENTUM

With goals and strategies defined, priority projects and actions identified, and public support in place, now is the time to maintain the momentum of this planning process and resulting Plan. It is a much simpler task to keep subsequent planning processes rolling than it is to start and stop projects with long gaps in between. With the dedicated and committed City of Pittsburg staff members, engaged citizens, and Plan champions from the Steering Committee, this Plan is just the beginning.

Land use lays the foundations of how, where, and why a city desires to grow. Now is the time to get into the details of identified projects that will develop, redevelop, and revitalize the city over time. Studying priority corridors and neighborhoods, and addressing critical issues, such as housing, will expand the scope of this Plan to ultimately form a comprehensive plan for the City of Pittsburg. As studies are completed and projects are seen through, a comprehensive plan will be formed that has taken a deep dive into everything that is most pressing and matters to the community. The Future Land Use Plan provides the foundation for the city to take off.

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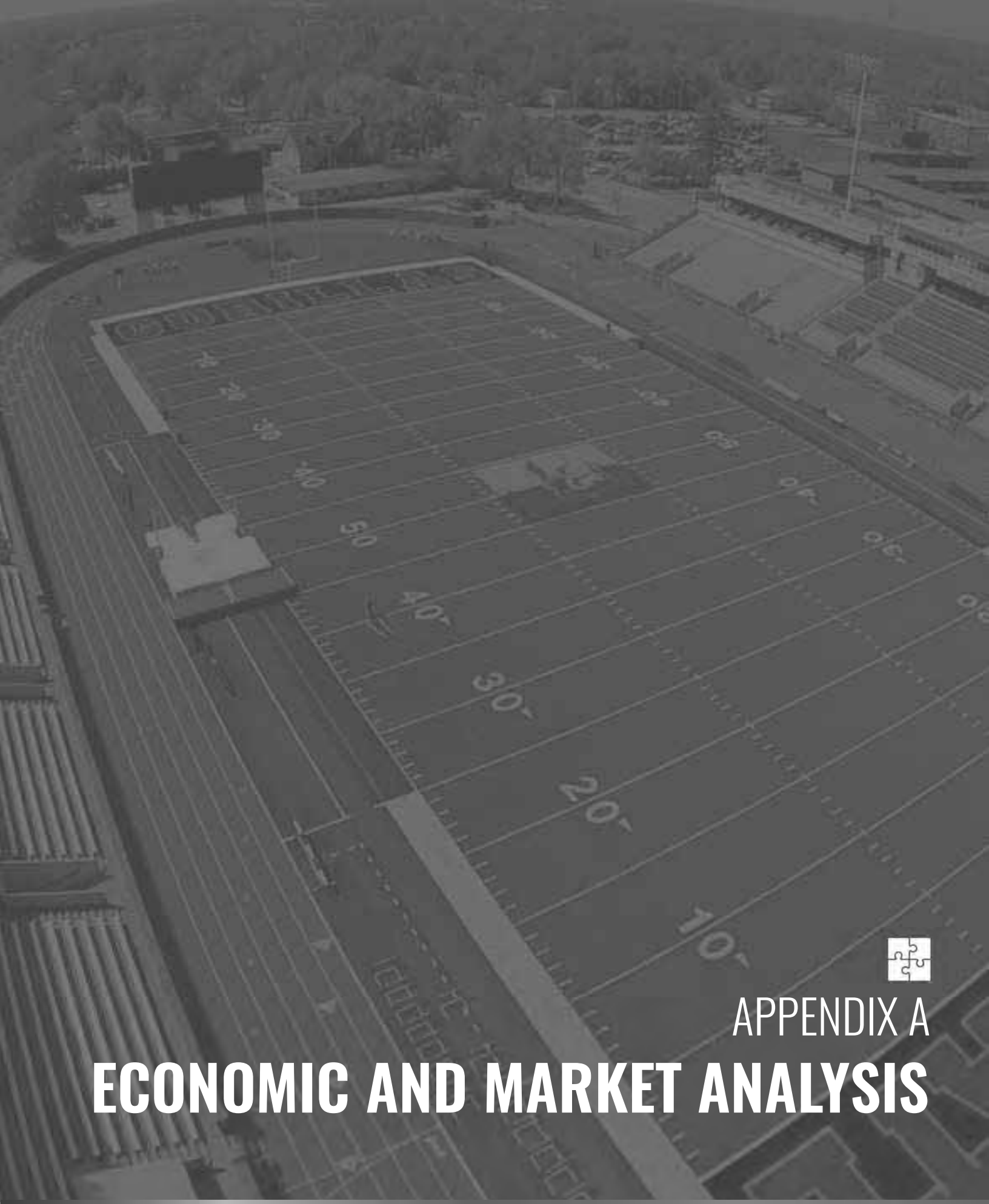

APPENDIX A

ECONOMIC AND MARKET ANALYSIS

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APPENDIX B

PUBLIC ENGAGEMENT FULL SUMMARY

City of Pittsburg
Forward Together.

ADMINISTRATION

201 West 4th Street · Pittsburg KS 66762 | (620) 231-4100
www.pittks.org

INTEROFFICE MEMORANDUM

To: Daron Hall, City Manager

From: Jay Byers, Deputy City Manager

CC: Tammy Nagel, City Clerk

Date: February 18, 2020

Subject: Network and Datacenter Updates

Technology enhancements to accommodate improved Police Department dispatch and record-keeping capability were an important part of the passage of the Public Safety Sales Tax in 2013. At the end of 2014, the City Commission approved a significant upgrade to key network core components that replaced a number of old servers with a virtualized environment that provided significantly more computing power, enhanced storage and easier administration. While this upgrade created a system that allowed for installation and maintenance of a state-of-the-art dispatch and records system, it did not replace all network elements, and it was anticipated that an additional upgrade would be required to continue to accommodate the new public safety applications as the system aged.

Multiple components are now reaching or past their anticipated lifecycle end and need to be replaced. Please place on the agenda contracts with our long-term technology consultant, ConvergeOne, to provide for purchase and installation of datacenter and network equipment and software. ConvergeOne is listed on the State purchasing contract for both the equipment and services.

The new system takes advantage of recent advances to create a software-defined network that significantly increases our ability to more efficiently manage network resources (both computing and storage) while requiring less administration. The upgrade also provides an integrated capacity to more seamlessly recover from disruptions making the entire system more robust. Some of the equipment that is being replaced will be used in a new remote backup site that would allow essential systems to function if the primary datacenter becomes inoperative.

As we did in 2014, we will finance the cost of this purchase over multiple years.

Datacenter Refresh

City of Pittsburg Kansas
Fixed Cost Statement of Work

NAM – Sam Voss
Engineer – Josh Flyntz
Document Version – 1.0

ConvergeOne

convergeone.com

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Project Overview

The customer would like to engage ConvergeOne to install and configure new datacenter stack for their production location. Today they are running a Virtualized compute environment utilizing VMware on traditional compute and storage. This gear is coming up for lifecycle and is proving inefficient to maintain for City of Pittsburg KS staff. ConvergeOne will be installing a new four post rack with Cisco Nexus 9k core and a hyperconverged Dell EMC VxRail compute and storage system. These will simplify management and upgrades to the core datacenter environment. Backup will also be provided by Dell EMC via Integrated Data Protection Appliance backup and disaster recovery solution, the DP4400. Finally their video storage system is getting upgraded to the current Generation 6 architecture with a significant increase in capacity to address recent changes in their video system requirements.

At 201 N Pine St ConvergeOne will install a new Vertiv rack, and PDUs to house the associated equipment for this project. ConvergeOne engineers will then install a pair of Cisco Nexus 9k switches, Dell EMC 4-node P570F VxRail appliance, IDPA DP4400 Backup appliance and Isilon A200 storage system.

ConvergeOne network engineers will configure the Cisco Nexus 9k switches to perform core function and connect to the infrastructure. ConvergeOne Datacenter engineers will then configure the Dell EMC P570F appliance to perform all compute and storage functions for the environment. The Isilon A200 storage system will be configured as a single storage pool for the Salient VMS system. ConvergeOne engineers will set up and configure the Dell EMC IDPA DP4400 backup appliance.

ConvergeOne will demonstrate migration of three (3) non-critical VMs as part of these services. The customer is responsible for the remaining VM migrations or can choose to engage ConvergeOne as a separate engagement to be performed at Time and Materials rate.

Prod Site: 201 N Pine St, Pittsburg, KS 66762

Hardware Summary

Rack and PDU

- Qty 1 – VR3300 – 42U 600mm Wide x 1215mm Deep Enclosure
- Qty2 – NU30073L – Zero U 20A, 208V (L6-20P) PDU

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VxRail

- Qty 4 – Dell EMC VxRail P570F
- Qty 32 – SFP+ 10Gbe SR

IDPA

- Qty 1 – Dell EMC DP4400 48TB
- Qty 4 – SFP+ 10Gbe SR
- Qty 4 – OM3/5 10M LC/LC Fiber

Isilon

- Qty 4 – A200 Node – 240TB HDD + 800GB SSD, 2x2.2Ghz CPU, 16GB Mem
- Qty 1 – Gen 6 Chassis
- Qty 2 – S4148 10Gbe SFP+ Switches
- Qty 8 – 3M 10Gbe Twinax
- Qty 8 – SFP+ 10Gb SR

Cisco UC

- Qty2 – C220 BE6K-M UCS Servers

Cisco Networking

- Qty2 - Nexus 93180YC-FX – 48 Port SPF+
- Qty 28 – SFP+ 10Gb SR
- Qty 24 – OM3/5 10M LC/LC Fiber

Software Summary

- Qty 50 – VMware 1 Year SnS Production Support

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City of Pittsburg Kansas – Datacenter Refresh
Front Elevation

Cisco Nexus 93180YC-FX
Cisco Nexus 93180YC-FX

Dell EMC
VxRail P570F Node
Dell EMC
VxRail P570F Node
Dell EMC
VxRail P570F Node
Dell EMC
VxRail P570F Node

Dell EMC
IDPA DP4400

Dell S4148 48 Port SFP+
Dell S4148 48 Port SFP+

Dell EMC
Isilon Gen6 A200

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This Statement of Work ("SOW") is made and entered into between ConvergeOne ("ConvergeOne") and Pittsburg Kansas ("Customer").

This SOW defines the services and deliverables that ConvergeOne shall provide to Customer pursuant to the Solution Summary. The terms of this SOW are limited to the scope of this SOW and shall not be applicable to any other SOWs, which may be executed and attached to the Agreement.

The scope and pricing of this SOW are valid for 30 days from the **Effective Date of 10/02/19**. After 30 days, the information contained in the SOW is no longer valid and will need to be re-assessed which could lead to an increase in cost of services and delay in execution of the project.

Customer Contact Information and Project Location

Contact Information

Name	Email	Phone
Jeff Bair IT Manaager	Jeff.bair@pittks.org	(602) 230-5681

Project Location

Location	Address	Service Delivery Method
Primary Datacenter	201 N Pine St, Pittsburg, KS 66762	On-Site and Remote Engineer

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Planning, Design and Execution Services

This section identifies the work that will be performed as part of this project. Below is an initial, high-level list of tasks and assumptions for the project. This schedule may change depending on the Customer's business requirements and other factors. Also, depending on the schedule finally agreed upon at the kickoff meeting, the days worked may not be contiguous. ConvergeOne will conduct a meeting with the Customer to review and finalize the technical approach, constraints and project schedule. This meeting is intended to ensure that all parties are operating under like-expectations for the project.

Planning and Design

This portion of the project is a detailed planning and design phase that incorporates both a discovery and a design component. During this process all elements that potentially impact project success are examined. Once complete, detailed design recommendations and a project implementation schedule are created that will ensure the proposed solution meets the Customer's requirements.

Project Kickoff Meeting

ConvergeOne will conduct a meeting with the Customer to review and finalize the technical approach, constraints and project schedule. This session is intended to ensure that all parties are operating under like-expectations for the project.

Planning and Design Tasks

During Planning and Design, ConvergeOne may perform the following tasks as needed:

- Perform a discovery of the current environment and design
- Identify Customer solution requirements and any design considerations
- Validate hardware, software, and/or licensing
- Propose a solution design
- Create a detailed configuration and implementation plan
- Create a test and verification plan, which will identify critical business functions affected by this project and a propose a method(s) to test and verify these functions during implementation
- Identify knowledge transfer goals, participants and schedule
- Establish a post-implementation support schedule if needed

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Planning and Design Deliverables

Below are deliverables that ConvergeOne may provide as part of Planning and Design:

- Documentation of Physical layout of Environment
- Documentation of Logical layout of Environment
- A project schedule and request(s) for any associated Customer change management approvals required for project deployment

Execution

This section of the Statement of Work covers the work that will be performed during the Execution phase of this project.

Configuration and Implementation Tasks

This section details the Configuration and Implementation Tasks of the project.

Cisco Switching Implementation

Install New Cisco Nexus 9K Equipment

- Unbox, rack and stack Nexus 9000 switches
  - Each will require (2) power receptacles
- Upgrade Nexus NX-OS to 7.0(3)I5(2) or newer for support of Nexus 2K FEXs.
- Build vPC cluster between the two physical devices and provide base best-practices configuration.

Extend Existing Layer 2 Connectivity

- Create port-channel between N7K main vDC, trunk all internal VLANs.
- Add port-channel for non-overlapping OTV VLANs.
  - If overlapping VLANs must exist on the Nexus 9K, the attached devices will need to be moved to a new, non-overlapping VLAN ID as part of a T&M engagement.
- Attach Dell vxRail solution, extend all VLANs toward server/compute environment.
- Migrate Nexus 2K Fabric Extenders to Nexus 9K in a PC/vPC configuration.
- Once all systems have been migrated in both ESDC and FSHS, migrate Layer 3.

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Migrate Layer 3 Connectivity at ESDC (7K to Nexus 9K)

- Prepare Layer 3 interfaces and SVIs in a shutdown state.
- During the next scheduled maintenance window:
  - Shutdown all Layer 3 SVIs on Nexus 7000. Immediately enable all SVIs on Nexus 9300 internal and public VRFs.
  - Disconnect SFP+ connections from Nexus 7000, connect to pre-configured Nexus 9300 interfaces. Shutdown Nexus 7000 interfaces, enable Nexus 9300 interfaces.
  - Execute test plan to verify connectivity and functionality of Pittsburg Kansas applications.
- At this point, no services should be utilizing Nexus 7000 hardware at either facility.
  - Shutdown/disconnect port-channel between Nexus 7K and 9K. Re-execute test plan to validate application functionality.
  - If testing is successful, the ESDC Nexus 7K hardware can be decommissioned.

Migrate Layer 3 Connectivity at FSHS (7K to Catalyst 9K)

- Once all services on the FSHS Nexus 7K have been evacuated, on the Catalyst 9300, prepare Layer 3 interfaces and SVIs in a shutdown state.
- During the next scheduled maintenance window:
  - Shutdown all Layer 3 SVIs on Nexus 7000. Immediately enable all SVIs on Catalyst 9300 internal and public VRFs.
  - Disconnect SFP+ connections (Metro-E) from Nexus 7000, connect to pre-configured Catalyst 9300 interfaces. Shutdown Nexus 7000 interfaces enable Catalyst 9300 interfaces.
  - Execute test plan to verify connectivity and functionality of Pittsburg Kansas applications.
  - If testing is successful, the FSHS Nexus 7K hardware can be decommissioned.

Dell EMC VxRail P570F Implementation

Site preparation required for VxRail P570F:

- Pre-Installation Worksheet with all applicable network information must be completed and available to the installation engineer.
- Each VxRail P570F appliance requires 2 C13/C14 or Nema 5-15 (110 or 208V) power outlets.
- Each appliance requires 2 rack units of standard 19” 4 post rack space.

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- Two 20 Amp circuits will be required.
- The VxRail P570F cluster will require 8 x 10Gbps Ethernet SFP+ connections. An additional optional 4 x 100Mb RJ45 connections are used for management.
    - Each VxRail P570F cluster will require 8 IP addresses for management and ESXi servers.
- Each VxRail P570F cluster will require 4 IP addresses for vMotion.
- Each VxRail P570F cluster will require 4 IP addresses for Virtual SAN.

ConvergeOne Engineer will perform the following installation tasks:

- Validate all components are onsite.
- Install the VxRail P570F appliance(s) in a customer provided rack.
- Cable the appliances to the customer provided network infrastructure.
- Review network configuration with the customer and verify it matches the required configuration.
- Verify the appliance configuration matches the pre-site installation checklist.
- Verify the nodes are in a health state.
- Validate the implementation using the ConvergeOne Test Plan.
- Complete "As Built" documentation with the current configuration of the solution at time of installation.
- Provide a minimum Functional Overview of all related hardware, software, and documentation used in any project. This is to include virtual machine deployment and VxRail operational and health management tasks. ConvergeOne does not consider such an overview a substitute for formal product education. Please talk to the account manager about professional training services and additional documentation services.

Dell EMC IDPA DP4400 Implementation

Site preparation required for Data Protection Suite:

- The IDPA appliance will require 2 physical rack units.
- The IDPA appliance will require 2 C13/C14 or NEMA 5-15 power outlets.
- The IDPA appliance will require 14 IP addresses on the Customer's network. These will be listed out in the PEQ
- The IDPA appliance will require at least 2 1Gb and 4 10Gb Ethernet connection(s) to Customer supplied network infrastructure as follows

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- 1 1GB – iDrac
- 1 1GB – Management
- 4 10Gb – Backup Traffic

ConvergeOne Engineer will perform the following installation tasks:

- Validate all components are onsite.
- Install all hardware components into supplied 4 post rack.
- Cable all hardware components to the Customer network and work with Customer to ensure the network configuration is complete.
- Download license files for DDVE, AVE and DP Advisor from Electronic License Management System "ELMS"
- Power on appliance and connect to Appliance Configuration Manager "ACM" interface to begin the configuration process.
- Register components with ELMS system.
- Install applicable update package.
- Connect AVE to vCenter environment and deploy required proxies.
- Configure retention policies, datasets, schedules, and polices with the Customer's assistance based on Customer's requirements.
- Work with the Customer to install, configure, and activate up to (10) EMC Avamar client agents.
- Demonstrate restore capabilities of the system. This is limited to 10GB of Filesystem data, 40GB of VMware Image, and 10GB of database data. All restores should be done with test data to ensure no production data is inadvertently over-written as part of the testing phase.
- Configure up to 5 scheduled reports in DPA against monitored devices.
- Provide an overview of editing reports in DPA for customization of reported data.
- Validate the implementation using the ConvergeOne Test Plan.
- Complete "As Built" documentation with the current configuration of the solution at time of installation.
- Provide a minimum Functional Overview of all related hardware, software, and documentation used in any project. ConvergeOne does not consider such an overview a substitute for formal product education. Please talk to the account manager about professional training services and additional documentation services.

Dell EMC Isilon Implementation

Site preparation required for each Isilon:

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- The Isilon will require 4 physical rack units.
- Each Isilon node will require 1 C13/C14 or NEMA 5-15 power outlets.
- Each Isilon node will require 2 10Gb Ethernet connections.
- The Isilon Grids will require an IP address range for internal node communication.
- The Isilon Grids will require an IP address range for external node communication for CIFS or NFS traffic.

AOS Engineer will perform the following installation tasks for each Isilon grid:

- Meets with the customer to ensure that the environment and operational implementation requirements (hardware, software, and infrastructure) are met by the customer.
- Plans and estimates a schedule for the installation tasks for the services.
- Performs the hardware installation.
    - Unpacks all hardware.
    - Installs the slide rails in the rack.
    - Installs the front panel on the node.
    - Mounts the node in the rack.
    - Mounts Intra-node switches as necessary.
    - Connects power and network cables.
    - Powers on the cluster.
- Creates an Isilon cluster (if this node is part of a new cluster), but does not configure the OneFS modules.
- Adds (joins) the node to the cluster (if this node is added to an existing cluster).
- Conducts Isilon Onsite Verification Test (OVT) to verify that the hardware is operating within specifications.
- Runs basic network connectivity tests (Ping, WebAdmin, Windows File Sharing, NFS, and HTTP).
- Uploads OVT and hardware configuration logs to an Isilon FTP server.
- Configures one or more of the following:
    - Single directory service
    - SmartConnect™ – single zone
    - Single Network Subnet
    - Single File Share (CIFS/SMB, NFS, or HDFS)
    - Email alerts and SupportIQ
- Advises the customer on Protection Levels.

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- Provides a General Cluster Management Tutorial.
- Provides a License Management Tutorial.
- Provides an Isilon Support tutorial.
- Add Isilon to the customer's existing ESRS (EMC Secure Remote Support gateway), or deploy a new ESRS virtual appliance in the environment if an existing ESRS is not installed.
- Register the EMC hardware with EMC's implementation base group.
- Validate the implementation using the AOS Test Plan.
- Complete "As Built" documentation with the current configuration of the solution at time of installation.
- Provide a minimum Functional Overview of all related hardware, software, and documentation used in any project. AOS does not consider such an overview a substitute for formal product education. Please talk to the account manager about professional training services and additional documentation services.

Anything not specifically included in this document is EXCLUDED.

Post-Implementation Support

ConvergeOne will provide four hours of Post-Implementation Support following the services outlined in this Statement of Work. The Customer will be billed at T&M rates for additional (out-of-scope) Post-Implementation Support.

- ConvergeOne will provide eight hours of Post-Implementation support assist with migrations from the existing Vmware environment.

NOTE: Ongoing post-project service-level agreement (SLA) support by subscription is available for purchase under separate contract with ConvergeOne and is not included as part of this SOW. Post-project support is otherwise provided on a best-effort basis, is outside the scope of this SOW, and is billable to the Customer at T&M rates.

Knowledge Transfer

Knowledge Transfer is an informal conference or in-person session(s) wherein ConvergeOne presents and reviews the overall solution and addresses Customer questions regarding the completed design. During the Planning and Design phase of the project, ConvergeOne and the Customer will determine a Knowledge Transfer session(s) schedule, content and participants.

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- Provide up to eight hours of Knowledge Transfer on hardware and software configured and implemented as part of the solution

NOTE: Knowledge Transfer is not a formal training class that would otherwise be delivered by a certified vendor learning partner. ConvergeOne can recommend official training classes at Customer's request.

Execution Deliverables

ConvergeOne may provide the following execution deliverables as part of the deployment:

- Documentation of Operational Discovery
- Business Continuity and Disaster Recovery Plan of Action and Management
- Documentation of Physical layout of Environment
- Documentation of Logical layout of Environment
- Successful documented and signed off DR Test
- Run Book for Cloud DR testing and failover

Project Closeout

At the conclusion of the project, ConvergeOne and the Customer will conduct a project closeout meeting. Below are the items that will be covered in the meeting:

- Review of the project deliverables, major milestones and accomplishments
- Review of quality results
- Review of key lessons learned
- Review of any outstanding issues or Customer dissatisfaction
- Discussion of any further steps required by either the Customer or ConvergeOne

Project Management

ConvergeOne assumes the following project management responsibilities:

- Designate a ConvergeOne Project Manager to be the Customer's primary point of contact for all project activities
- Coordinate with the Customer and ConvergeOne project personnel to facilitate the project
- Regularly review ConvergeOne project activities, any checkpoint meetings and overall schedule for the project activities

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- Ensure ConvergeOne employees and any ConvergeOne subcontractors conform to the Customer's reasonable workplace policies, conditions and safety regulations that are consistent with ConvergeOne' obligations herein. Customer will provide a written list of these obligations to ConvergeOne in writing prior to commencement of the Services. ConvergeOne personnel or subcontractors shall not be required to sign individual agreements with the Customer or waive any personal rights
- Confirm the Customer's business goals and review items to be completed prior to the installation or deployment date(s)

Project Assumptions

This SOW, and the service pricing herein, was prepared based partly on the following key assumptions ("Assumptions"). Any deviations from these Assumptions that arise during the project shall be managed through the Change Management procedures as defined herein. Customer agrees that any changes in the Assumptions may result in an adjustment in the Service Pricing.

Specific Assumptions

- ConvergeOne will be racking all equipment
- ConvergeOne will be cabling and performing initial power up
- ConvergeOne Engineer will be on-site for tasks requiring their presence but may be remote for the remaining duration of the project.
- Pittsburg Kansas will make available an IT resource for the duration of the project to facilitate the integration of the solution into existing systems.

General Assumptions

- Any ConvergeOne Professional Services time accrued due to manufacturer related cases, bugs, hardware failures or Telco related issues requiring 2 Hours or less in total are at no charge for Fixed Fee engagements. Any time beyond these 2 hours (which we will give as customer satisfaction in appreciation for your business) will be billable to the customer. Manufacturers do not reimburse ConvergeOne for resolving their bugs. These are all unforeseen issues that are out of ConvergeOne's control and are the responsibility of the manufacturer or Telco provider.

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- Delays caused by the lack of completed site preparation or the Customer's failure to meet any responsibilities specified in this SOW may be billed at ConvergeOne T&M rates and may include reasonable travel and other expenses
- This SOW exclusively defines the scope of the services that ConvergeOne shall provide to the Customer. This SOW shall not apply to any purchase of product or maintenance, which must be purchased separately, under terms outside the scope of this SOW
- A new SOW will be required for any additional project services following the completion of the activities under this SOW or in support of any other services requested by the Customer outside the scope of this SOW
- ConvergeOne may require a lead-time of up to 30 days from acceptance of a Purchase Order from the Customer to begin work
- The Customer shall designate a person to whom all ConvergeOne communications may be addressed and who has the authority to act on all aspects of this SOW
- The Customer retains overall responsibility for any business process impact and any Customer-internal change management procedures and communications
- The Customer is responsible for any static IP devices, drive mappings, printers, and any testing of access to resources (telephony, applications, software, access to data) for Customer's employees/staff
- The Customer will provide accurate information about the network infrastructure in its current state, identifying any significant problems in the current voice and data environments and ensuring pre-requisite hardware, software, network and connectivity configurations are acquired and available
- The Customer is responsible for all licenses and software associated to this project. Any delays due to lack of proper licenses and or software may incur additional costs
- The Customer is responsible for all hardware, software, and service maintenance contracts. ConvergeOne may choose to not fulfill items within the scope of this SOW if maintenance contracts are not valid and up to date
- ConvergeOne is not responsible for cable management or ceiling (or above ceiling) mounted hardware to support wireless infrastructures
- ConvergeOne is not responsible for any Microsoft Active Directory, Windows, and/or Exchange administration
- Post-installation design modifications, systems consulting and design, and engineer design and development that are not defined in this SOW are out of scope and can be provided on a T&M or other paid contractual basis upon Customer's request

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Personnel

ConvergeOne follows a skills-based implementation philosophy. Based on a project's needs, individuals with specific skill sets may be engaged at various phases of this project. This allows ConvergeOne to provide the Customer with a specialized team to accomplish a successful implementation. The ConvergeOne Project Manager is responsible for assigning and scheduling engineers as needed.

Travel Policy

Travel and reasonable living expenses will be billed monthly on an actual cost basis. Items to be considered travel expenses include; Air travel, Transportation, Lodging, Meals. ConvergeOne will make reasonable effort to minimize travel expenses and will work closely with Pittsburg Kansas to ensure enough time is built into the project schedule to maximize efficiency when scheduling site visits.

Project Schedule

Project duration and end date are dependent upon ConvergeOne and Customer availability, Customer readiness, and the actual start date. ConvergeOne will use commercially reasonable efforts to commence delivery of services defined in this SOW within four (4) weeks from the date of the Customer's approved purchase order and signed and submitted SOW.

Project work required beyond the term of the Estimated Project Duration specified in this section may require a ConvergeOne Change Request Form signed by both parties in accordance with the Project Change Management procedures defined herein. Any extension of the project's duration for any reason other than delays caused solely by ConvergeOne may require an increase in SOW pricing.

Change Management

It may become necessary to amend this SOW for reasons including, but not limited to, the following:

- The Customer requires changes to the scope of work to be performed and/or specifications of design or services

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- Non-availability or change in availability of resources which are beyond either party's control
- Environmental or architectural impediments or omissions not previously identified

In the event either party desires to change this SOW, the following procedures will apply:

- The party requesting the change (either the Customer or ConvergeOne) will deliver a Change Request document to the other party. The Change Request will describe the nature of the change; the reason for the change and the effect the change will have on the scope of work, which may include changes to the deliverables, and the schedule. The parties will evaluate the Change Request and negotiate in good faith the changes to the Services and the additional charges, if any, required to implement the Change Request. If both parties agree to implement the Change Request, the appropriate authorized representatives of the parties will sign the Change Request, indicating the acceptance of the changes by the parties.
- Upon execution of the Change Request, said Change Request will be incorporated into, and made a part of this SOW.
- Whenever there is a conflict between the terms and conditions set forth in a fully executed Change Request and those set forth in the original SOW, or previous fully executed Change Request, the terms and conditions of the most recent fully executed Change Request shall prevail.

Completion

ConvergeOne project personnel will be considered to have completed the services under this SOW when they have completed the Planning, Design and Execution Services as described herein.

In order to refuse acceptance of the services performed, Customer must immediately provide written notification to ConvergeOne, describing why the Customer is rejecting the services performed. ConvergeOne shall have ten (10) business days after the receipt of such notice to remedy the error, given it is within ConvergeOne' scope and reasonable ability to do so. Such time period to correct the error may be extended by mutual consent of Customer and ConvergeOne.

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Professional Services Pricing and Invoicing

Description	Price (U.S. Dollars)
Fixed Fee Total Services	**$30,895**

Services provided on a fixed price basis will be due within thirty (30) days from the date of the invoice unless otherwise agreed between Customer and ConvergeOne credit department.

Any change to the Project Pricing and Payment schedule will be managed through the Change Management procedures specified herein.

All stated prices are exclusive of any taxes, fees and duties or other amounts, however designated, and including without limitation value added and withholding taxes which are levied or based upon such charges, or upon this SOW (other than taxes based on the net income of ConvergeOne). The Customer shall pay any taxes related to services purchased or licensed pursuant to this SOW or the Customer shall present an exemption certificate acceptable to the taxing authorities. Applicable taxes shall be billed as a separate item on the invoice.

Project Hardware Invoicing

INVOICES: Separate invoices will be issued for each of the elements of this order which includes (1) procurement of hardware on behalf of the Customer; and (2) configuration of Customer-owned hardware to Customer's specifications, with delivery and set-up of configured hardware to Buyer's designated location(s). Payment terms are Net 30 unless otherwise agreed between Customer and ConvergeOne credit department.

SHIPPING: Title and all risks of loss are transferred to the Customer upon delivery of the hardware by a third party to ConvergeOne's location for configuration services to be rendered. Regardless of the FOB shipping process for the final configured hardware, Customer retains title and remains liable for all risks of loss. Customer has the option to inspect and count the hardware upon delivery to ConvergeOne's location.

INSPECTION AND ACCEPTANCE: Inspection and acceptance of the configured hardware will be at the Customer's destination unless otherwise requested. Regardless of the FOB point, the Customer retains title and agrees to bear all risk of loss which occurs prior to delivery.

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Authorization to Proceed

The use of signatures on this SOW is to ensure agreement and understanding on project objectives and assumptions, and the work and deliverables to be performed by ConvergeOne.

By signing below, the duly authorized Customer representative signifies their commitment to proceed with the project as described in this SOW.

Pittsburg Kansas

_____

By

_____

Name (please print)

_____

Title

_____

Date

_____

Purchase Order (PO) Number

NOTE: Any services performed on credit (e.g. T&M, Purchase Order) requires a pre-approved credit application to be on file with ConvergeOne.

NOTE: WITHOUT THE PRIOR WRITTEN CONSENT OF CONVERGEONE, UNDER NO CIRCUMSTANCES IS ANY PART OF THIS DOCUMENT TO BE DISCLOSED TO A THIRD PARTY OR USED FOR ANY PURPOSE OTHER THAN THE EXECUTION OF THIS PROJECT BY CONVERGEONE AND THE CUSTOMER.

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Network Switch Refresh

City of Pittsburg
Fixed Cost Statement of Work

NAM – Sam Voss
Engineer – Jayson Tobias
Document Version – 1.0

ConvergeOne

convergeone.com

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Project Overview

City of Pittsburg has requested assistance from ConvergeOne in replacing core and access-layer switching infrastructure in municipal facilities. This scope of work serves to outline the level of effort required to complete this task.

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This SOW defines the services and deliverables that ConvergeOne shall provide to Customer pursuant to the Solution Summary. The terms of this SOW are limited to the scope of this SOW and shall not be applicable to any other SOWs, which may be executed and attached to the Agreement.

The scope and pricing of this SOW are valid for 30 days from the **Effective Date of 10/2/19**. After 30 days, the information contained in the SOW is no longer valid and will need to be re-assessed which could lead to an increase in cost of services and delay in execution of the project.

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Customer Contact Information and Project Location

Contact Information

Name	Email	Phone
Jeff Bair	Jeff.bair@pittks.org	620-231-4100

Project Location

Location	Address	Service Delivery Method
City Hall	201 W. 4th Street Pittsburg KS 66762	On-site

Planning, Design and Execution Services

This section identifies the work that will be performed as part of this project. Below is an initial, high-level list of tasks and assumptions for the project. This schedule may change depending on the Customer's business requirements and other factors. Also, depending on the schedule finally agreed upon at the kickoff meeting, the days worked may not be contiguous. ConvergeOne will conduct a meeting with the Customer to review and finalize the technical approach, constraints and project schedule. This meeting is intended to ensure that all parties are operating under like-expectations for the project.

Planning and Design

This portion of the project is a detailed planning and design phase that incorporates both a discovery and a design component. During this process all elements that potentially impact project success are examined. Once complete, detailed design recommendations and a project implementation schedule are created that will ensure the proposed solution meets the Customer's requirements.

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Project Kickoff Meeting

ConvergeOne will conduct a meeting with the Customer to review and finalize the technical approach, constraints and project schedule. This session is intended to ensure that all parties are operating under like-expectations for the project.

Planning and Design Tasks

During Planning and Design, ConvergeOne may perform the following tasks as needed:

- ➢ Perform a discovery of the current environment and design
- ➢ Identify Customer solution requirements and any design considerations
- ➢ Validate hardware, software, and/or licensing
- ➢ Propose a solution design
- ➢ Create a detailed configuration and implementation plan
- ➢ Create a test and verification plan, which will identify critical business functions affected by this project and a propose a method(s) to test and verify these functions during implementation
- ➢ Identify knowledge transfer goals, participants and schedule
- ➢ Establish a post-implementation support schedule if needed

Planning and Design Deliverables

The project will install hardware at the following locations:

- Cisco Nexus 93180YC-FX NXOS-based L3 Switches
  - (2) City Hall
- Cisco Catalyst 9300-48P Switches
  - (6) Police HQ
- (6) Meraki MS225-48LP Switches
  - (1) Armory
  - (1) Parks and Maintenance
  - (4) City Hall
- (13) Meraki MS225-24P Switches
  - (1) JVG Annex
  - (4) Fire Station
  - (1) Four Oaks
  - (1) Housing
  - (1) Lincoln Center
  - (1) Library

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- (3) MACC
- (1) Water Treatment Plant
- (1) Waste Water Treatment Plant

Execution

This section of the Statement of Work covers the work that will be performed during the Execution phase of this project.

Configuration and Implementation Tasks

This section details the Configuration and Implementation Tasks of the project.

Cisco Nexus 9300 Installation

- Unbox, rack and stack Nexus 9000 gear at primary location.
- Each device will require (2) NEMA C13 receptacles.
- Upgrade Nexus NXOS to most current recommended image.
- Insert QSFPs, configure each set of Nexus switches into VPC pair.
- Prepare Layer 2, Layer 3 configuration from existing Nexus 5K.
- Migrate existing connections from Nexus 5K to 9K, test inter- and intra-site connectivity (during customer maintenance window hours).
- Provide (4) hours of post-cutover support the maintenance window.

Cisco Catalyst 9300 Installation

- Unpack Cisco Catalyst 9300 switches in dedicated workspace.
- Upgrade switches to most-current recommended IOS image.
- Implement Cisco best-practices configuration, adapting AAA, SNMP settings presently in use and adjusting as necessary.
- Migrate Layer 2 and Layer 3, access port and uplink configuration to new switches. Identify and label non-user access VLAN members, such as APs, printers, wireless access points, etc.
- Rack and stack devices. Each switch will need (1) NEMA 5-15 power outlet. Migrate user and non-user access connections to ports as configured. Migrate links between MDF and IDF locations, test and validate connectivity.

Meraki MS225 Switch Installation

- Unpack and rack Meraki MS225 switches. Each switch will need one (1) NEMA 5-15 power outlet.

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- Connect stacking cables between devices if required.
- Upgrade switch to most current stable IOS.
- Configure global settings per industry and Cisco/Meraki best practices.
- Perform interface-level configuration.
- Create VLANs, and assign switch ports to VLANs.
- Perform Layer 3 configuration.
- Assign VLAN SVIs to Meraki switches and test connectivity.
- Attach SFPs, connect fiber and copper patch cables.
- Ensure switches connect to Meraki portal.

Post-Implementation Support

ConvergeOne will provide 4 hours of Post-Implementation Support following the services outlined in this Statement of Work. The Customer will be billed at T&M rates for additional (out-of-scope) Post-Implementation Support.

NOTE: Ongoing post-project service-level agreement (SLA) support by subscription is available for purchase under separate contract with ConvergeOne and is not included as part of this SOW. Post-project support is otherwise provided on a best-effort basis, is outside the scope of this SOW, and is billable to the Customer at T&M rates.

Knowledge Transfer

Knowledge Transfer is an informal conference or in-person session(s) wherein ConvergeOne presents and reviews the overall solution and addresses Customer questions regarding the completed design. During the Planning and Design phase of the project, ConvergeOne and the Customer will determine a Knowledge Transfer session(s) schedule, content and participants.

- ➢ As no administrative interfaces are changing as a part of this project, no explicit knowledge transfer is included as a part of this project.

NOTE: Knowledge Transfer is not a formal training class that would otherwise be delivered by a certified vendor learning partner. ConvergeOne can recommend official training classes at Customer's request.

Execution Deliverables

ConvergeOne may provide the following execution deliverables as part of the deployment:

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Project Closeout

At the conclusion of the project, ConvergeOne and the Customer will conduct a project closeout meeting. Below are the items that will be covered in the meeting:

- Review of the project deliverables, major milestones and accomplishments
- Review of quality results
- Review of key lessons learned
- Review of any outstanding issues or Customer dissatisfaction
- Discussion of any further steps required by either the Customer or ConvergeOne

Project Management

ConvergeOne assumes the following project management responsibilities:

- Designate a ConvergeOne Project Manager to be the Customer's primary point of contact for all project activities
- Coordinate with the Customer and ConvergeOne project personnel to facilitate the project
- Regularly review ConvergeOne project activities, any checkpoint meetings and overall schedule for the project activities
- Ensure ConvergeOne employees and any ConvergeOne subcontractors conform to the Customer's reasonable workplace policies, conditions and safety regulations that are consistent with ConvergeOne' obligations herein. Customer will provide a written list of these obligations to ConvergeOne in writing prior to commencement of the Services. ConvergeOne personnel or subcontractors shall not be required to sign individual agreements with the Customer or waive any personal rights
- Confirm the Customer's business goals and review items to be completed prior to the installation or deployment date(s)

Project Assumptions

This SOW, and the service pricing herein, was prepared based partly on the following key assumptions ("Assumptions"). Any deviations from these Assumptions that arise during the project shall be managed through the Change Management procedures as defined herein. Customer agrees that any changes in the Assumptions may result in an adjustment in the Service Pricing.

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General Assumptions

- Any ConvergeOne Professional Services time accrued due to manufacturer related cases, bugs, hardware failures or Telco related issues requiring 2 Hours or less in total are at no charge for Fixed Fee engagements. Any time beyond these 2 hours (which we will give as customer satisfaction in appreciation for your business) will be billable to the customer. Manufacturers do not reimburse ConvergeOne for resolving their bugs. These are all unforeseen issues that are out of ConvergeOne's control and are the responsibility of the manufacturer or Telco provider.
- Delays caused by the lack of completed site preparation or the Customer's failure to meet any responsibilities specified in this SOW may be billed at ConvergeOne T&M rates and may include reasonable travel and other expenses
- This SOW exclusively defines the scope of the services that ConvergeOne shall provide to the Customer. This SOW shall not apply to any purchase of product or maintenance, which must be purchased separately, under terms outside the scope of this SOW
- A new SOW will be required for any additional project services following the completion of the activities under this SOW or in support of any other services requested by the Customer outside the scope of this SOW
- ConvergeOne may require a lead-time of up to 30 days from acceptance of a Purchase Order from the Customer to begin work
- The Customer shall designate a person to whom all ConvergeOne communications may be addressed and who has the authority to act on all aspects of this SOW
- The Customer retains overall responsibility for any business process impact and any Customer-internal change management procedures and communications
- The Customer is responsible for any static IP devices, drive mappings, printers, and any testing of access to resources (telephony, applications, software, access to data) for Customer's employees/staff
- The Customer will provide accurate information about the network infrastructure in its current state, identifying any significant problems in the current voice and data environments and ensuring pre-requisite hardware, software, network and connectivity configurations are acquired and available
- The Customer is responsible for all licenses and software associated to this project. Any delays due to lack of proper licenses and or software may incur additional costs
- The Customer is responsible for all hardware, software, and service maintenance contracts. ConvergeOne may choose to not fulfill items within the scope of this SOW if maintenance contracts are not valid and up to date

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- ➢ ConvergeOne is not responsible for cable management or ceiling (or above ceiling) mounted hardware to support wireless infrastructures
- ➢ ConvergeOne is not responsible for any Microsoft Active Directory, Windows, and/or Exchange administration
- ➢ Post-installation design modifications, systems consulting and design, and engineer design and development that are not defined in this SOW are out of scope and can be provided on a T&M or other paid contractual basis upon Customer's request

Personnel

ConvergeOne follows a skills-based implementation philosophy. Based on a project's needs, individuals with specific skill sets may be engaged at various phases of this project. This allows ConvergeOne to provide the Customer with a specialized team to accomplish a successful implementation. The ConvergeOne Project Manager is responsible for assigning and scheduling engineers as needed.

Travel Policy

Travel and reasonable living expenses will be billed monthly on an actual cost basis. Items to be considered travel expenses include; Air travel, Transportation, Lodging, Meals. ConvergeOne will make reasonable effort to minimize travel expenses and will work closely with City of Pittsburg to ensure sufficient time is built into the project schedule to maximize efficiency when scheduling site visits.

Project Schedule

Project duration and end date are dependent upon ConvergeOne and Customer availability, Customer readiness, and the actual start date. ConvergeOne will use commercially reasonable efforts to commence delivery of services defined in this SOW within four (4) weeks from the date of the Customer's approved purchase order and signed and submitted SOW.

Project work required beyond the term of the Estimated Project Duration specified in this section may require a ConvergeOne Change Request Form signed by both parties in accordance with the Project Change Management procedures defined herein. Any extension of the project's duration for any reason other than delays caused solely by ConvergeOne may require an increase in SOW pricing.

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Change Management

It may become necessary to amend this SOW for reasons including, but not limited to, the following:

- The Customer requires changes to the scope of work to be performed and/or specifications of design or services
- Non-availability or change in availability of resources which are beyond either party's control
- Environmental or architectural impediments or omissions not previously identified

In the event either party desires to change this SOW, the following procedures will apply:

- The party requesting the change (either the Customer or ConvergeOne) will deliver a Change Request document to the other party. The Change Request will describe the nature of the change; the reason for the change and the effect the change will have on the scope of work, which may include changes to the deliverables, and the schedule. The parties will evaluate the Change Request and negotiate in good faith the changes to the Services and the additional charges, if any, required to implement the Change Request. If both parties agree to implement the Change Request, the appropriate authorized representatives of the parties will sign the Change Request, indicating the acceptance of the changes by the parties.
- Upon execution of the Change Request, said Change Request will be incorporated into, and made a part of this SOW.
- Whenever there is a conflict between the terms and conditions set forth in a fully executed Change Request and those set forth in the original SOW, or previous fully executed Change Request, the terms and conditions of the most recent fully executed Change Request shall prevail.

Completion

ConvergeOne project personnel will be considered to have completed the services under this SOW when they have completed the Planning, Design and Execution Services as described herein.

In order to refuse acceptance of the services performed, Customer must immediately provide written notification to ConvergeOne, describing why the Customer is rejecting the services performed. ConvergeOne shall have ten (10) business days after the receipt of such notice to remedy the error, given it is within ConvergeOne' scope and reasonable ability to do so. Such

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time period to correct the error may be extended by mutual consent of Customer and ConvergeOne.

Professional Services Pricing and Invoicing

Description	Price (U.S. Dollars)
Project Milestone: **50% upon Completion of Cisco Nexus and Catalyst Configuration** **50% upon Project Completion**	 $12,595 $12.595
Total Price	**$25,190**

Services provided will be invoiced fifty percent (50%) of the Price upon execution of the SOW and balance due monthly as Services are performed by ConvergeOne and are due within thirty (30) days from the date of the invoice unless otherwise agreed between Customer and ConvergeOne credit department.

Any change to the Project Pricing and Payment schedule will be managed through the Change Management procedures specified herein.

All stated prices are exclusive of any taxes, fees and duties or other amounts, however designated, and including without limitation value added and withholding taxes which are levied or based upon such charges, or upon this SOW (other than taxes based on the net income of ConvergeOne). The Customer shall pay any taxes related to services purchased or licensed pursuant to this SOW or the Customer shall present an exemption certificate acceptable to the taxing authorities. Applicable taxes shall be billed as a separate item on the invoice.

Project Hardware Invoicing

INVOICES: Separate invoices will be issued for each of the elements of this order which includes (1) procurement of hardware on behalf of the Customer; and (2) configuration of Customer-owned hardware to Customer's specifications, with delivery and set-up of configured hardware to Buyer's designated location(s). Payment terms are Net 30 unless otherwise agreed between Customer and ConvergeOne credit department.

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SHIPPING: Title and all risks of loss are transferred to the Customer upon delivery of the hardware by a third party to ConvergeOne's location for configuration services to be rendered. Regardless of the FOB shipping process for the final configured hardware, Customer retains title and remains liable for all risks of loss. Customer has the option to inspect and count the hardware upon delivery to ConvergeOne's location.

INSPECTION AND ACCEPTANCE: Inspection and acceptance of the configured hardware will be at the Customer's destination unless otherwise requested. Regardless of the FOB point, the Customer retains title and agrees to bear all risk of loss which occurs prior to delivery.

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Authorization to Proceed

The use of signatures on this SOW is to ensure agreement and understanding on project objectives and assumptions, and the work and deliverables to be performed by ConvergeOne.

By signing below, the duly authorized Customer representative signifies their commitment to proceed with the project as described in this SOW.

City of Pittsburg

_____

By

_____

Name (please print)

_____

Title

_____

Date

_____

Purchase Order (PO) Number

NOTE: Any services performed on credit (e.g. T&M, Purchase Order) requires a pre-approved credit application to be on file with ConvergeOne.

NOTE: WITHOUT THE PRIOR WRITTEN CONSENT OF CONVERGEONE, UNDER NO CIRCUMSTANCES IS ANY PART OF THIS DOCUMENT TO BE DISCLOSED TO A THIRD PARTY OR USED FOR ANY PURPOSE OTHER THAN THE EXECUTION OF THIS PROJECT BY CONVERGEONE AND THE CUSTOMER.

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Pittsburg Network Update and Disaster Recovery System

Network Hardware	$209,021.74
IDPA Recovery Appliance	$151,200.23
Microsoft Licensing	$59,360.40
Rack & Power Distribution	$3,758.10
Vmware Software	$39,790.08
Vxrail HCI Virtualization System	$290,665.64
Isilon Integrated Storage System	$162,266.39
Transceivers	$12,676.24
Data Center SOW	$30,895.00
Network SOW	$25,190.00
	$984,823.82

Hardware	$829,588.34
Software	$99,150.48
Services	$56,085.00
	$984,823.82