

City of Pittsburg, Kansas
Commission Meeting Agenda
Tuesday, October 22, 2024
5:30 p.m.

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CITY OF PITTSBURG, KANSAS
COMMISSION AGENDA
Tuesday, October 22, 2024
5:30 PM

CALL TO ORDER BY THE MAYOR:

- a. Flag Salute Led by the Mayor
- b. Pittsburg Positive – Phil Scott and Gene Bicknell
- c. Public Input

CONSENT AGENDA (ROLL CALL VOTE):

- a. Approval of the October 8, 2024, City Commission Meeting minutes.
- b. Approval of the Traffic Advisory Board's request to convert the intersections of 6th & Pine Street and 5th & Pine Street to four-way stops, and authorize City staff to install the signs.
- c. Approval of staff recommendation to review and update the Urban Area Boundaries and the Functional Classification System of roadways, and authorize the Mayor and City staff to sign (1) the Urban Area Boundary Approval Resolution to Establish Urban Area Boundary Lines, (2) the Urban City Functional Classification Approval Resolution to Approve Urban Functional Classification System, and (3) the Kansas Department of Transportation Requestion for Revision to the Functional Classification System, on behalf of the City.
- d. Approval of Supplemental Agreement No. 1 to Agreement No. 297-24 between the City and the Secretary of Transportation, Kansas Department of Transportation (KDOT) to reflect a more specific description of the Signal Improvements Project at US-69/US-160 & Centennial Drive, and a Resolution relating to benefits obtainable by cities under the Federal and State Aid Program, and authorize the Mayor to sign the necessary documents on behalf of the City.
- e. Approval of the Appropriation Ordinance for the period ending October 22, 2024, subject to the release of HUD expenditures when funds are received.

SPECIAL PRESENTATIONS:

- a. KANSAS DEPARTMENT OF TRANSPORTATION – Representatives from the Kansas Department of Transportation (KDOT) will provide information regarding the recent US-69 Highway study. **Receive for file.**
- b. LEAD AND COPPER SERVICE LINES – Director of Public Works and Public Utilities Matt Bacon will provide an update on the City's submission of the Lead Service Line Inventory. **Receive for file.**

CITY OF PITTSBURG, KANSAS
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5:30 PM

CONSIDER THE FOLLOWING:

- a. COMMUNITY DEVELOPMENT BLOCK GRANT #24-CR-002 – Consider staff recommendation to relinquish funding awarded to Lorenz Haus Development through the U.S. Small Cities Community Development Block Grant Program for the rehabilitation of the building located at 211 North Broadway. **Approve or disapprove staff recommendation and, if approved, authorize the Mayor to sign the notification letter to the Kansas Department of Commerce.**

- b. RESOLUTION NO. 1286 – Consider approval of Resolution No. 1286, certifying legal authority to apply for the 2024 Kansas Moderate Income Housing Program from the Kansas Housing Resources Corporation and authorizing the Mayor to sign and submit such application regarding the Aviary Project located at 102 South Locust. **Approve or disapprove Resolution No. 1286 and, if approved, authorize the Mayor to sign the Resolution on behalf of the City.**

- c. DOWNTOWN STRATEGIC PLAN – Consider staff recommendation to accept the Downtown Strategic Plan prepared by Olsson Engineering. **Approve or disapprove staff recommendation.**

- d. COMMISSION MEETING SCHEDULE – Discussion is needed to determine the preference of the City Commission members as to the December City Commission Meeting schedule. **Take that action deemed appropriate.**

NON-AGENDA REPORTS & REQUESTS:

PITTSBURG POSITIVE:

ADJOURNMENT

OFFICIAL MINUTES
OF THE MEETING OF THE
GOVERNING BODY OF THE
CITY OF PITTSBURG, KANSAS
October 8, 2024

A Regular Session of the Board of Commissioners was held at 5:30 p.m. on Tuesday, October 8th, 2024, in the City Commission Room, located in the Law Enforcement Center, 201 North Pine, with Mayor Stu Hite presiding and the following members present: Cheryl Brooks, Dawn McNay, Chuck Munsell and Ron Seglie.

Mayor Hite led the flag salute.

INVOCATION – Chaplain Pete Mayo, on behalf of Mercy Hospital Pittsburg, provided an invocation.

PUBLIC INPUT –

SPRUCE UP EVENT - Lacy O'Malley, 920 East 5th Street, encouraged the public to participate in an event to be hosted by the Neighborhood Advisory Council at 9:00 a.m. on October 12th, 2024, to Spruce Up the area around Schlanger Park.

CODE ENFORCEMENT - Don Frevele, 986 South 209th Street, referenced the City cleaning property owned by his brother and stated that City Codes are not meant to be used maliciously.

PROPERTY CONCERNS - Gene Frevele, 101 West Kansas, provided information regarding the damage that was caused and the items that were removed by the City during the cleaning of his property.

APPROVAL OF MINUTES – On motion of Brooks, seconded by Munsell, the Governing Body approved the September 24, 2024, City Commission Meeting minutes as presented. Motion carried.

CEREAL MALT BEVERAGE LICENSE – PITTS RETAIL, LLC – On motion of Brooks, seconded by Munsell, the Governing Body approved the 2024 Cereal Malt Beverage License application submitted by Pitts Retail, LLC, dba Galaxy Food Mart III (1101 East 4th Street) and authorized the City Clerk to issue the license. Motion carried.

APPROPRIATION ORDINANCE – On motion of Brooks, seconded by Munsell, the Governing Body approved the Appropriation Ordinance for the period ending October 8, 2024, subject to the release of HUD expenditures when funds are received with the following roll call vote: Yea: Brooks, Hite, McNay, Munsell and Seglie. Motion carried.

PUBLIC HEARING - SECTION EIGHT HOUSING CHOICE VOUCHER (HCV) ADMINISTRATION PLAN AND 5 YEAR/ANNUAL PLAN – Following a Public Hearing, on motion of McNay, seconded by Brooks, the Governing Body adopted the Section Eight Housing Choice Voucher (HCV) Administration Plan, and as applicable, the 5 Year/Annual Plan, for compliance with all federal and local Public Housing Authority (PHA) policies in the administration of the Section Eight HCV program, and adopted Resolution No. 1284, and authorized the Mayor to sign the appropriate documents on behalf of the City. Motion carried.

OFFICIAL MINUTES
OF THE MEETING OF THE
GOVERNING BODY OF THE
CITY OF PITTSBURG, KANSAS
October 8, 2024

CHANGE OF ZONING – 201 SOUTH ROUSE – On motion of Brooks, seconded by Seglie, the Governing Body approved the recommendation of the Planning Commission/Board of Zoning Appeals to grant the request submitted by the Community Health Center of Southeast Kansas (CHCSEK) to change the zoning of 201 South Rouse from IP-1: Planned Light Industrial to R-1A: Single Family Residential to allow the establishment of a hospice facility, and directed staff to prepare the necessary Ordinance. Motion carried with McNay abstaining.

RESOLUTION NO. 1285 – On motion of Seglie, seconded by McNay, the Governing Body approved Resolution No. 1285, a Resolution of Intent with respect to the distribution of American Rescue Plan Act (ARPA) Fiscal Recovery Funds, and authorized the Mayor to sign the Resolution on behalf of the City. Motion carried.

PITTSBURG POSITIVE - Mayor Hite recognized Gene Bicknell for his positive impact on the community.

LPF (LEVEL PLAYING FIELD) HOMES - Commissioner Munsell recognized LPF (Level Playing Field) Homes and acknowledged the services they offer citizens to help them become home owners.

ADJOURNMENT - On motion of Seglie, seconded by McNay, the Governing Body adjourned the meeting at 6:13 p.m. Motion carried.

Stu Hite, Mayor

ATTEST:

Tammy Nagel, City Clerk



DEPARTMENT OF PUBLIC WORKS & UTILITIES

1506 North Walnut · Pittsburg KS 66762

(620) 240-5126

www.pittks.org

Interoffice Memorandum

TO: DARON HALL
City Manager

FROM: MATT BACON
Director of Public Works & Utilities

DATE: October 14th 2024

SUBJECT: Agenda Item – October 22, 2024
Four Way Stop Request

The City of Pittsburg has received a request from a resident to convert the intersection of 6th and Pine Street to a 4-way stop. The Traffic Advisory Board, in its meeting on September 26, 2024, after reviewing the request, traffic patterns, and proximity to the Memorial Auditorium, is recommending that both the intersections of 6th and Pine and 5th and Pine Street be converted to four-way stops.

Would you please place this on the agenda for the City Commission meeting scheduled for October 22nd, 2024? Action necessary will be approval or disapproval of the Traffic Advisory Board recommendation and, if approved, authorize the City staff to install the stop signs.

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



Interoffice Memorandum

TO: DARON HALL
City Manager

FROM: MATT BACON
Director of Public Works & Utilities

DATE: October 16, 2024

SUBJECT: Agenda Item – October 22nd, 2024
Urban Area Boundaries

The Federal- Aid Highway Act of 1973 requires the city to review and update Urban Area Boundaries (UAB) and the Functional Classification System of roadways on the Federal-aid highway system. This process is necessary for transportation planning, public policy purposes within the state, and to have access to federal funds.

Staff is requesting that the Governing Body review the attached KDOT letter, the Highway Functional Classification Summary, and attached maps. The Governing Body will then need to review and approve the following Resolution in this order; (1) **Urban Area Boundary Approval Resolution to Establish Urban Area Boundary Lines**, (2) **Urban City Functional Classification Approval Resolution to Approve Urban Functional Classification System**, (3) **Kansas Department of Transportation Requestion for Revision to the Functional Classification System**

Would you please place this item on the agenda for the City Commission meeting scheduled for Tuesday, October 22nd, 2024? Action necessary will be approval or disapproval of staff's request and, if approved, authorize the Mayor and City Staff to sign the appropriate Resolutions.

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

Attached: KDOT Letter
Highway Functional Classification Summary
Maps
Resolutions

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Calvin Reed, Secretary
Michael Moriarty, Chief



Phone: 785-296-3841
Fax: 785-296-8168
Hearing Impaired - 711
publicinfo@ksdot.gov
<http://www.ksdot.gov>
Laura Kelly, Governor

May 22, 2024

UAB/County Contact:

Beginning with the Federal-Aid Highway Act of 1973 there has been a legislative requirement to maintain a Functional Classification System of roadways on the Federal-aid highway system. Although there have been some changes since the 1973 Act, the requirement to functionally classify roads for access to federal funding is still in effect. Related to this, urban and rural funding differences are based on urban definitions from the Census, which can change every 10 years.

As the Census has recently released updated urban definitions, it is time to review and update Urban Area Boundaries (UAB) and the 5-to-10-year future Functional Classification (FC) System throughout your county. We are initiating this review process by providing you with the enclosed maps for your urban city (Census Area over 5,000 in population) and county. We would like to finalize the Urban Area Boundary with City and County partners, and then address any functional classification updates.

The Urban Area Boundary (UAB) map shows the 2020 U.S. Census Urban Cluster Boundary (UCA) in heavy gray lines. The UCA is based on population density and must be extended to better define the UAB used for highway purposes. The UAB must include all of the UCA. The UAB should also include areas within the contiguous city limits, and any unincorporated areas with urban traffic characteristics. The UAB boundaries must be identifiable as related to roadway infrastructure: using roads, bridges, railroads, rivers, lakeshores, or survey limits as the boundary rather than the census tracts. A proposed 2020 UAB prepared by KDOT is shown as an orange dashed line, with the existing 2000/2010 UAB shown as the gray shaded region. Please review this with a view to including any development areas that may take on urban character in the next 5-10 years, as well as expected annexations. Please coordinate with your city or county counterpart listed above on any changes that might affect the other jurisdiction and return the map to us at the above address with any changes noted and the preferred boundary description.

Roadway Functional Classification (FC) is defined by federal regulations and guided by the FHWA's "Highway Functional Classification Concepts, Criteria and Procedures" document. In the past the functional classification of a road could change at the UAB, but now the functional classification may only change at a route of the same or higher functional classification. The attached Functional Classification map shows the current and proposed UAB, as well as current FC with some proposed roadway classification changes for your consideration. These proposed changes are based on FHWA guidelines and are the result of a preliminary review by KDOT. A listing of the proposed changes is enclosed.

A summary of the functional classification codes and instructions on how to apply them are included in the enclosed "Highway Functional Classification Summary". Current maps are also

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May 22, 2024

available online at the KDOT website (<http://www.ksdot.gov>). Click on 'Traveler Information' then select 'State Maps'. Traffic count maps available from that page may help evaluate the road function. The Functional Classification system, UAB, and Traffic data are also available as geospatial data layers from the Kansas State Government GIS at <http://ksdot.maps.arcgis.com>.

The review of roadway functional classification should proceed after FHWA acceptance of the UAB. Please coordinate with your urban city or county counterpart listed above on changes that might affect the other jurisdiction. We would also be happy to meet with you and discuss any changes that you would like to make. Please mark up and return the "proposed" map to the Bureau of Transportation Planning at the above address along with the appropriate commentary on the reason for changing. After agreement on the changes, we will send you a new map and template forms to be signed by the appropriate local officials. If you would prefer to work electronically, we can accept most GIS files; any changes must still be in a 'markup' format that indicates road/street, justification, and endpoint descriptions where a FC change is proposed.

If you are in agreement with the proposed changes shown on the Functional Classification map, please return the enclosed resolutions signed by the appropriate local officials.

We would like to complete the Urban Area Boundary review process before the end of September 2024, and the Functional Classification review before the end of 2024. If you have questions concerning the Urban Area Boundary and/or Functional Classification update process, please contact us at FunClass@ks.gov.

Thank you for your cooperation regarding the review and update of the UAB and functional classification of the public roads in your area.

Sincerely,



Michael J. Moriarty
Chief of Transportation Planning

C: Tod L. Salfrank

HIGHWAY FUNCTIONAL CLASSIFICATION

Summary – December 2023

The Federal-Aid Highway Act of 1973 required that roads in the Federal-aid highway system must be functionally classified. Despite changes in the definitions of ‘Federal-aid’ and ‘functional classification’, the legislative requirement to maintain a Functional Classification System of roadways is still in effect today. After each census, KDOT has asked all the counties and urban areas to review and update their functionally classified roads.

Functional classification of the nation’s highway, roads, and streets is used for many transportation planning and public policy purposes within States, MPOs and local communities. It provides important input into the apportionment of federal funds. It should provide a framework for priorities in bridge replacement, surface maintenance, disaster recovery, snow removal and any other program where funds must be allocated. It can also provide a structure for development priorities and community planning.

Functional classification is the process by which streets and highways are grouped into hierarchical classes according to the character of service they are designed to provide. It is important to understand that individual roads and streets do not work independently, but as a network of roads. Functional classification defines the part that any particular road or street should play in serving the flow of trips through a highway network.

An illustration of a functionally classified rural network is shown in Figure 1. Because cities and larger towns generate and attract a large proportion of longer trips, the Arterial highways provide direct service for such travel. The Collectors serve small towns directly, connecting them to the Arterial network, and collecting traffic from the Local roads. The Local roads serve individual farms or country homes / country housing developments and other rural land uses. The same basic concepts apply to urban areas.

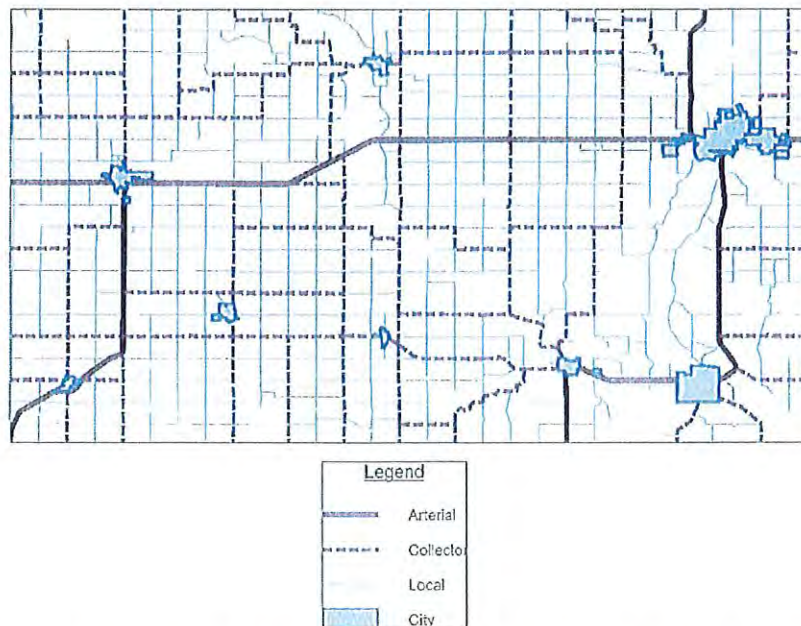


Figure 1: Illustration of a functionally classified rural highway network.

The highway network is a critical medium for the movements of goods and services. The highway network also provides individual travel mobility and access to property. Local facilities reflect land use. Arterials emphasize a high level of mobility for through movement. Collectors offer a compromise between both functions (see Figure 2).

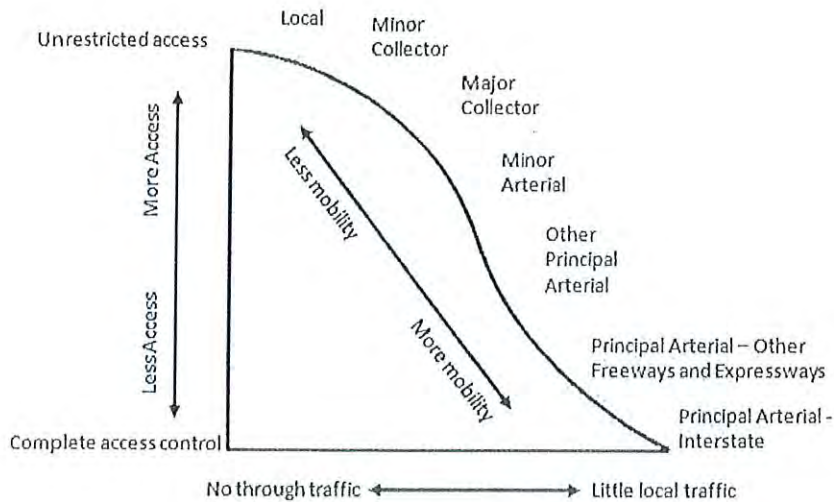


Figure 2: Relationship of Functionally Classified Systems in Serving Traffic Mobility and Land Access

The broad definition of functional classification has not changed since the origin in 1973. The functional classification codes are:

Code	Functional Classification	Fund Eligibility – Rural	Fund Eligibility - Urban
1	Interstate	FHWA	FHWA
2	Other Freeways and Expressways	FHWA	FHWA
3	Other Principal Arterials	FHWA	FHWA
4	Minor Arterials	FHWA	FHWA
5	Major Collectors	FHWA	FHWA
6	Minor Collectors	(FEMA)	FHWA
7	Local	(FEMA)	(FEMA)

Table 1: Current Functional Classification codes and fund eligibility

One of the outcomes of functional classification is eligibility for Federal funds. Roads that are classified Major Collector or higher are eligible for Federal funding through the Federal Highway Administration (FHWA). Minor Collectors in the Urban Areas are still eligible for FHWA funding. The other road classifications are not eligible for FHWA funds, which can leave them eligible for funding from other federal programs. Only those roads classified as Minor Collectors in Rural Areas and Local Roads are eligible for Federal Emergency Management Agency (FEMA) funds after a declared emergency, while roads of higher functional classification would have to be repaired using highway funds.

In general, the following measures or attributes related to the development of the basic framework of a roadway network can aid in identifying and assigning facilities to predefined functional classes. Even though the distinction between rural and urban codes has been eliminated, the characteristics which define the classification of the roadways still reflect differences between Rural and Urban road usage. Some of these measures are more applicable to the urban areas than to rural areas.

- Service to Activity Centers
- System Continuity
- Land Use Considerations
- Spacing between Routes
- Average Trip Length
- Traffic volume
- Access control

Some other attributes are commonly mis-used to make Functional Classification determinations. Road naming is not important; the functional classification follows from trip characteristics rather than the road name of adjacent network links. Economic importance of the surrounding businesses should not inflate the network importance of high-access/low-speed roads through a Central Business District. Funding eligibility may be a consideration, but it cannot be used to distinguish identical network links. Development can get away from design; current and future trip characteristics should take precedence over historical intent for deciding functional classification of a route.

When reviewing your county's Functional Classification network, keep in mind the following:

- Functional Classification represents a network view of the next 5-10 years.
- Review the existing system to see if there is mileage that should be designated at a lower functional classification. Historically, roads have been promoted when usage increases but never demoted for reduced usage or when compared against similarly-classified roads; this leads to the current situation where most counties have much more Major Collector mileage than Minor, Major Collectors that serve only land-access (Local) trips, and an unbalanced functional classification network.
- There are Kansas Statutes that govern road authority; the Federal functional classification is not a perfect match for Kansas' designations but the criteria are very similar. The "county major collector road system" designated in the Kansas Statutes includes the Federal Major Collectors and inter-urban county roads with a Federal functional classification of Minor Arterial. Major Collectors cannot be under township authority. In township-unit counties, both "county minor collector roads" and "township minor collector roads" have a Federal classification of Minor Collector. These and all Local roads are under township authority.
- Functionally classified routes above Local should terminate at a roadway with an equal or higher functional classification. Stubs are only acceptable for Collectors where the termination is at a traffic generator or attractor.
- Roadway classifications may cross city, county, tribal or state lines. In these situations, changes require the agreement of all involved governments.
- Roads along the North and West county lines belong to your county and roads along the South and East county lines belong to the neighboring county by default. A formal maintenance agreement may define responsibility differently. The road maintainer should be the lead agency in proposing changes to the road designation.
- Please provide justification for any proposed change, ideally related to the measures listed above.
- FHWA has the final approval authority for all changes.

Functional Classification Characteristics for Rural Areas

In rural areas (outside of areas with a population of over 5,000 or more than 2000 dwelling units) only the classifications of Major Collector, Minor Collector and Local Roads are used for roads off the State Highway System. In rare cases, a Minor Arterial classification may be used if justified by traffic and truck travel.

The **Principal Arterial System** contains Interstate, Other Freeways and Expressways and Other Principal Arterial sub-categories and consists of rural routes which:

- serve corridor movements having long trip lengths and high travel density characteristics, typical of statewide or interstate travel; and
- provide an integrated network without stub connections.

The **Minor Arterial System** consists of rural routes which:

- connect cities, larger towns, and other long-distance trip generators and form an integrated network providing **intercounty** and **intrastate** service;
- provide access to the Principal Arterial system; and
- permit relatively high overall travel speeds, with minimum impedance to through movement.

The **Collector Road System** is subdivided into Major and Minor Collectors which are rural routes serving intracounty travel purposes. Each mile of Collector should service at least 3 miles of Local route.

Major Collector Roads

- provide service to:
 - any county seat not on an arterial route;
 - larger population centers not directly served by the higher functional classification categories; and
 - other major traffic generators.
- connect with nearby larger population centers, cities, and routes of higher classification; and
- serve intracounty travel corridors.

Minor Collector Roads

- provide service to the remaining smaller communities;
- connect the locally important traffic generators with their rural areas; and
- collect traffic from local roads and bring traffic from all developed areas (within reasonable distances) to Major Collectors.

The **Local Road System** consists of rural routes which:

- provide access to adjacent land;
- connect to Collectors for longer trips; and
- serve short trips with little through travel

Functional Classification Characteristics for Urban Areas

The **Principal Arterial System** is subdivided into Interstate, Other Freeways and Expressways, and Other Principal Arterials and consists of urban routes which:

- serve the major portion of trips entering and leaving the urban area, longer intra-city trips, as well as the majority of trips bypassing the central city;
- provide continuity for Arterials which intercept the urban area boundary.

The spacing of routes contained by the Principal Arterial System is related to the travel density of particular sections within the urban area. Almost all routes in this system have full or partial access control, but access control is not a criterion for designating routes as Other Principal Arterial.

All roads and streets classified as Principal Arterial routes, regardless of jurisdiction, were automatically added to the National Highway System (NHS) on October 1, 2012.

With the NHS designation on Principal Arterial come some data reporting and financial requirements for the cities:

- Data Reporting Requirements for both pavement (HPMS) and bridges (NBI); example: more expensive element-level inspection and reporting will be required for all NHS bridges instead of the less expensive routine inspections required for bridges on non-NHS routes.
- Asset Management Requirements. Minimum condition or performance targets for pavement and bridge condition will be established that will need to be met on all NHS facilities. Development of a management plan is required.
- Outdoor Advertising Regulations apply to NHS routes.
- Requirement to use AASHTO Design Criteria and Standards for projects on these routes. This requirement applies to all major projects on NHS routes, regardless of funding source.

The **Minor Arterial System** consists of routes which:

- interconnect and augment with the higher-level Arterial system; and
- serve intracity trips of moderate length;

Spacing of Minor Arterial streets may vary from 0.125 - 0.5 mile in the central business district to 2 - 3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

The **Collector Road System** is subdivided into Major and Minor Collectors which are urban routes serving area travel purposes.

Major Collector Street System consists of routes which:

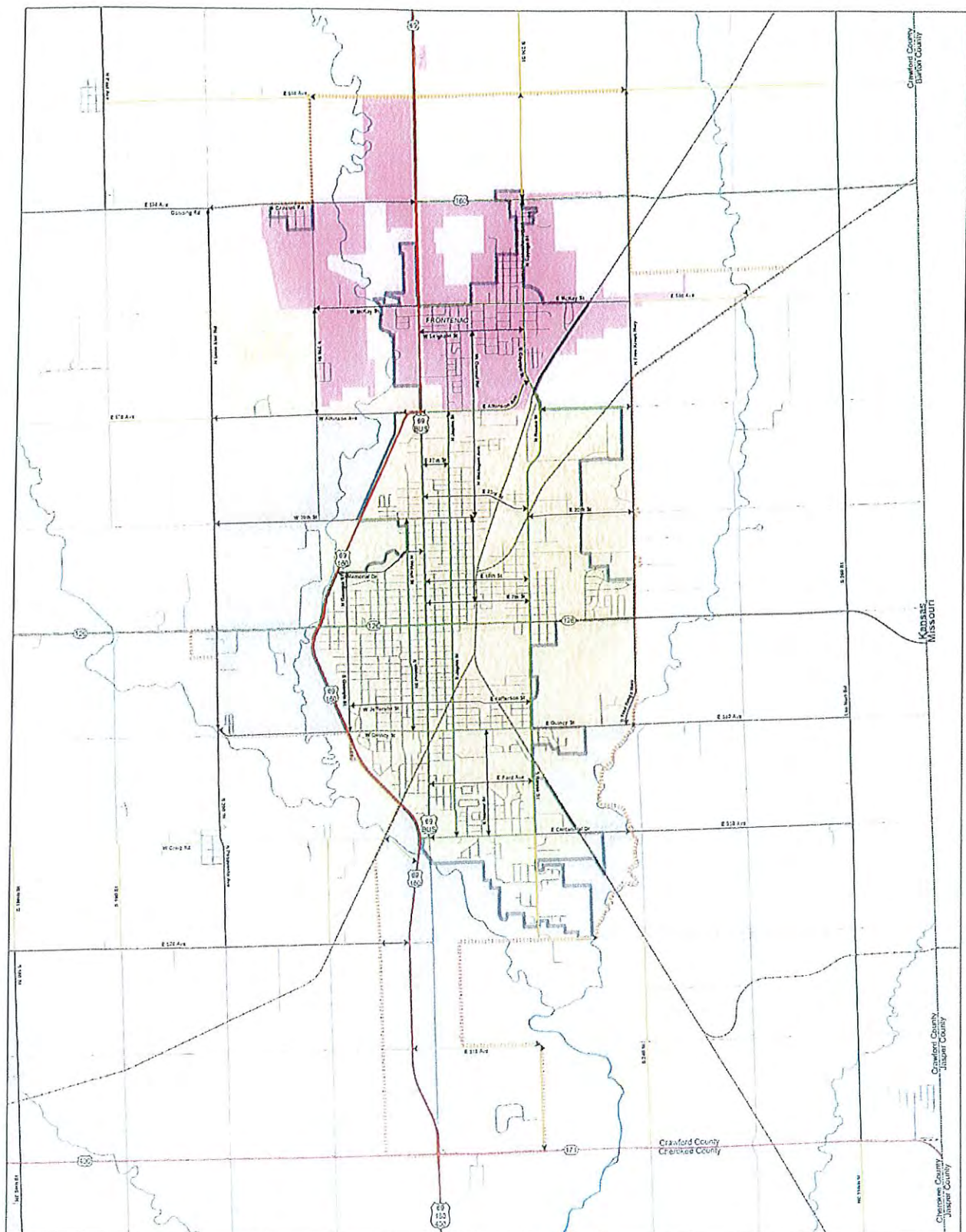
- Serve both land access and traffic circulation in higher density residential and commercial/industrial areas;
- Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three-quarters of a mile

Minor Collector Street System consists of routes which:

- Serve both land access and traffic circulation in lower density residential and commercial/industrial areas;
- Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile

Urban Local Street System consists of routes which:

- provide direct access to adjacent land;
- connect to higher functional classes;
- serve short travel; and
- carries no through travel.



- | | |
|---------------------------|-------------------------|
| HIGHWAY MARKERS | BOUNDARIES |
| Interstate Highway | 2000 City Boundary |
| Kansas Turnpike Authority | Proposed Urban Boundary |
| U.S. Numbered Highway | Urban Boundary |
| East-West Expressway | City Limit |

- | | |
|----------------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION | |
| 5 - 10 YEAR FUTURE | |
| Expressway | Major Collector |
| Freeway | Minor Collector |
| Freeway/Expressway | Local |
| Freeway/Expressway | |
| Major Collector | |
| Minor Collector | |
| Local | |

FUNCTIONAL CLASSIFICATION APPROVAL
 CITY APPROVAL: 11/14/2014
 FHWA APPROVAL: 12/17/2014

FHWA URBAN AREA BOUNDARY APPROVAL
 CITY APPROVAL: 11/14/2014
 FHWA APPROVAL: 12/17/2014



CITY OF
Pittsburg
 PREPARED BY:
 KANSAS DEPARTMENT OF TRANSPORTATION
 BUREAU OF TRANSPORTATION PLANNING
 1400 SOUTH BENTLEY
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

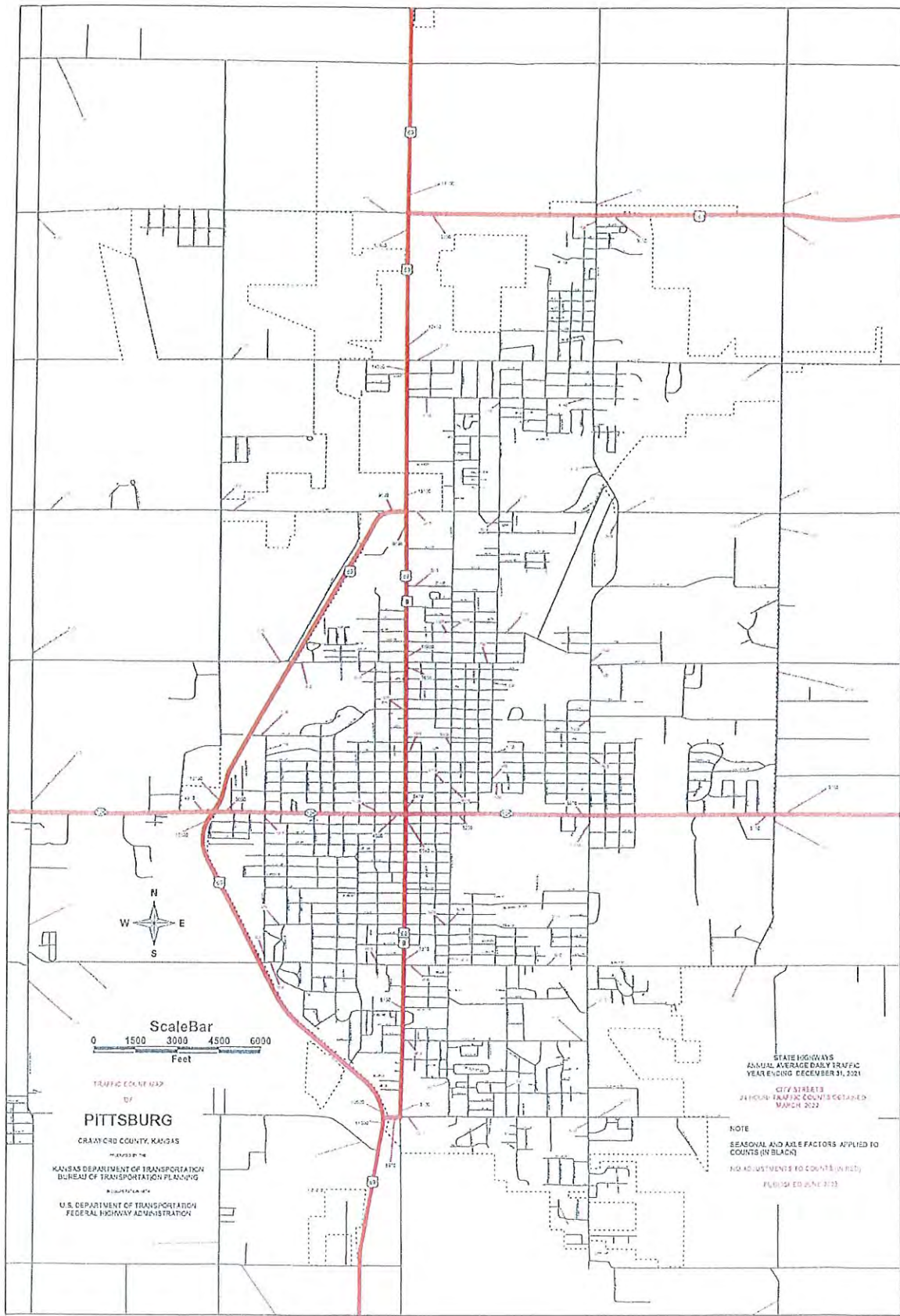
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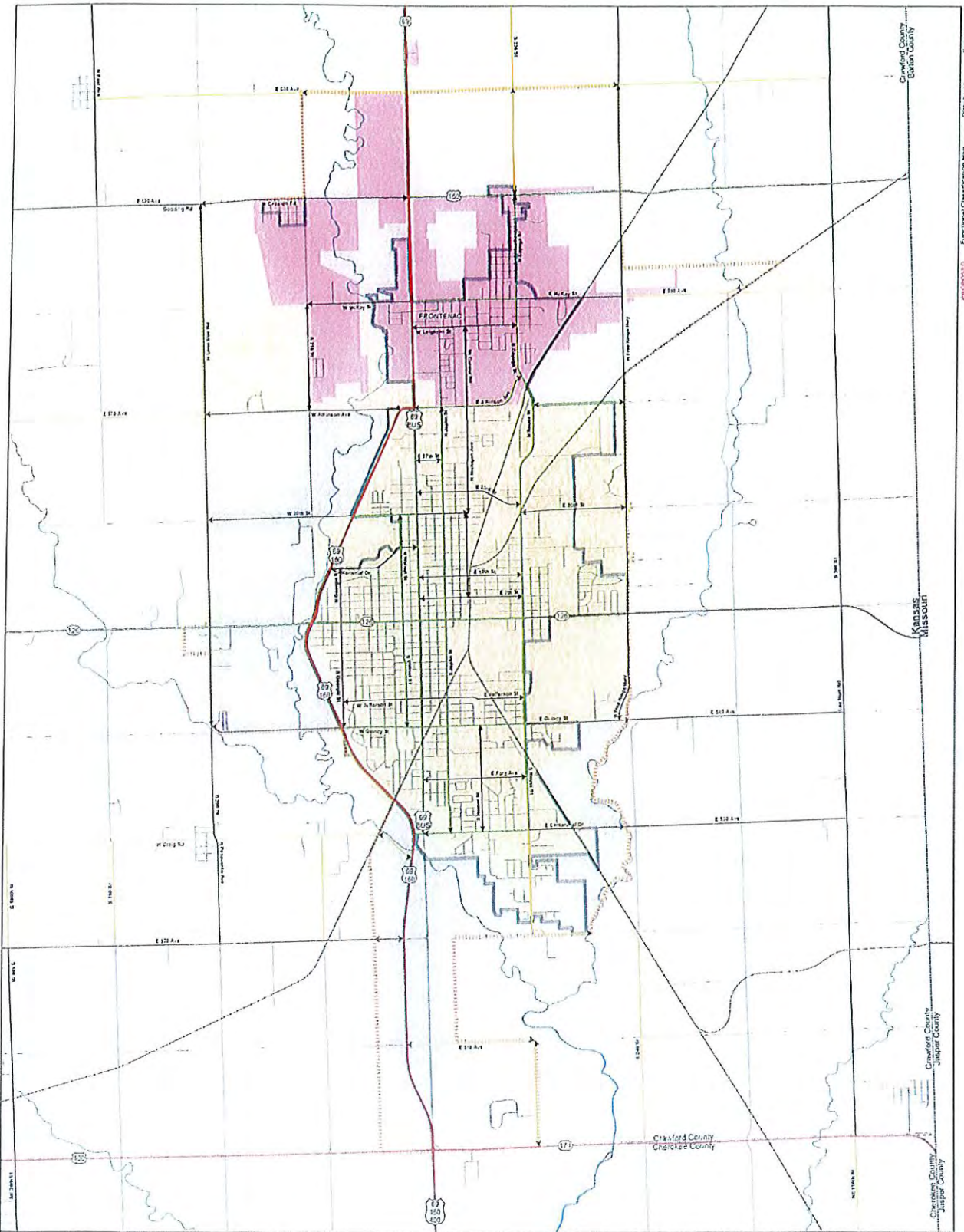
*2000 boundary is a plan view of the boundary shown in the aerial photograph and does not include vertical curves.

Crawford County
 Cherokee County
 Jasper County
 Missouri
 Kansas
 Pittsburg
 UAB
 PROPOSED

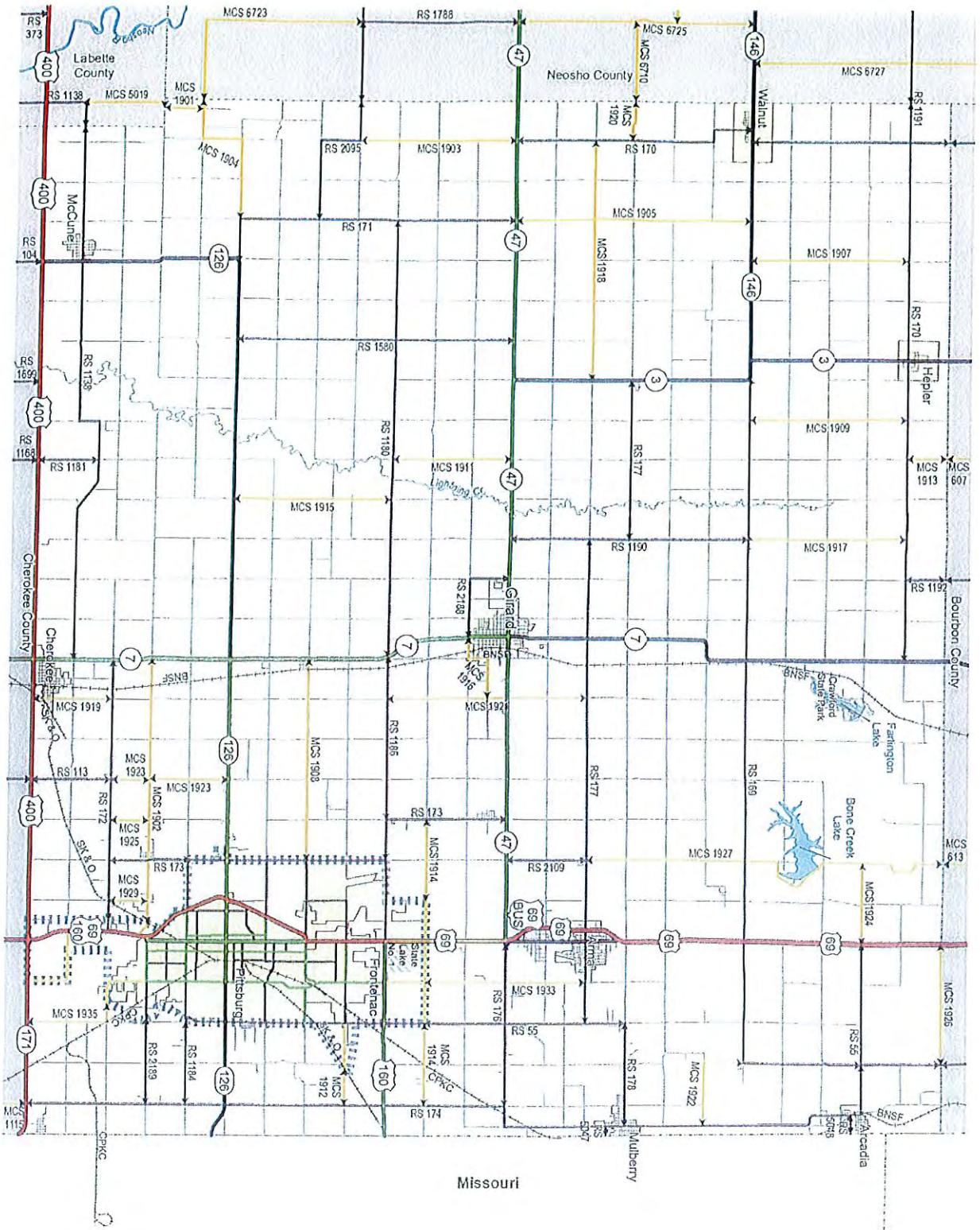
Description of Pittsburg Proposed 2020 Urban Area Boundary:

Beginning at 220 Street and E 520 Avenue, Beginning on K-171 and the center of the south line of Section 18, T31S, R25E, north along S 220 Street/Langdon Lane to Cow Creek the railbed, then westerly on Cow Creek to US-69 head northeast on the rail to US-69, then west at the south line of the north half of the northwest ¼ of Section 31, T30S, R25E, then north and northwesterly along to US-69 and to W Quincy Street/C-4506, then west along Quincy to S 200th Street/RS-173, then north along S 200th Street to the SE corner of the NE 1/4 of the NE 1/4 of Section 26, T30S, R24E, then west along that line to the west line of that same 1/4 of 1/4 section, then north to the north section line which is K-126, then east along K-126 to S 200 Street (and also including the Elks Lodge property on the NW corner), then north along 200 to E 590 Avenue/C-4538, then east along 590 to N Sugar Creek Road, then north along Sugar Creek to E 600 Avenue/MCS-1914, then east along 600 Ave to Free King Hwy/RS-55, S 240th Street, then south along Free King/S 200th Street to the abandoned railbed, approximately ¼ mile south of the abandoned railbed, then head easterly on the railbed to the SK&O railbed, then southwest on that railbed to Free King Hwy/C-4533, S 200th Street, then south along Free King (with inclusions at the intersection with 20th and 12th to match the Census UZA), continuing south on Free King which is the eastwest line of Section 28, T30S, R25E, continuing south along this west east line to East Cow Creek, then following East Cow Creek southerly to E 520 Avenue, then west on 520 which is the south line of Section 4, T31S, R25E, continuing west on this section line to the intersection with 220 Street in the neighboring Section 5, to the NW corner of the NE ¼ of Section 8, T31S, R25E, head south at this point to E 510th Avenue, then east along 510th Ave to S 230th Street, then south along 230th Street to K-171, then west along K-171 to the beginning (K-171 and the center of the south line of Section 18, T31S, R25E.





<p>HIGHWAY MARKERS</p> <ul style="list-style-type: none"> Interstate Highway Kansas Turnpike US Numbered Highway Bypass 	<p>BOUNDARIES</p> <ul style="list-style-type: none"> City Limit Municipal Boundary County Boundary 	<p>FUNCTIONAL CLASSIFICATION APPROVAL</p> <p>CITY APPROVAL: 11/14/2014 FHWA APPROVAL: 12/17/2014</p> <p>FHWA URBAN AREA BOUNDARY APPROVAL</p> <p>CITY APPROVAL: 11/14/2014 FHWA APPROVAL: 12/17/2014</p>	<p>CITY OF Pittsburg</p> <p>Project # 2014-14 KANSAS DEPARTMENT OF TRANSPORTATION BUREAU OF TRANSPORTATION PLANNING IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION</p> <p>Scale: 1" = 1/2 MI.</p> <p>5/22/2014</p>			
<p>FUNCTIONAL CLASSIFICATION 5-10 YEAR FUTURE</p> <table border="0"> <tr> <td> <p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access </td> <td> <p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access </td> <td> <p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access </td> </tr> </table>				<p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access 	<p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access 	<p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access
<p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access 	<p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access 	<p>Express Freeway/Controlled Access</p> <ul style="list-style-type: none"> Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access Express Freeway/Controlled Access 				



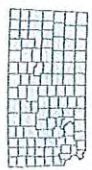
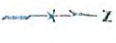
Missouri

**FUNCTIONAL CLASSIFICATION
5 - 10 YEAR FUTURE**

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

OTHER FEATURES

- Railroad
- Incorporated City Limit
- Park or Wildlife Area
- Urban Boundary



DOT makes no warranty, guarantee, or representation for the accuracy of this information and assumes no liability for errors or omissions.

FUNCTIONAL CLASSIFICATION MAP
CRAWFORD COUNTY
KANSAS
PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COUNTY APPROVAL: 11/14/2014
F.H.W.A. APPROVAL: 12/17/2014

**Urban Area Boundary Approval
Resolution to Establish Urban Area Boundary Lines**

City: _____

WHEREAS: The above stated city is required to determine and submit for approval the location of the urban area boundary lines for said city.

BE IT THEREFORE RESOLVED THAT: In compliance with this requirement and in cooperation with the local county officials, this signed document accompanied by a signed copy of the map of said city indicating the proposed location of the urban area boundary lines is hereby submitted for review and approval.

Adopted this _____ day of _____, 20____, in _____, Kansas.

County Concurrence:

Appropriate City Officials:

Appropriate County Official

Attest:

Seal

City Clerk

**Urban City Functional Classification Approval
Resolution to Approve Urban Functional Classification System**

City: _____

WHEREAS: The above stated city has reviewed the functional classification of streets located within the urban boundary, and

WHEREAS: Said city is aware that those streets classified as Minor Collectors and above are eligible for federal STP funding,

NOW THEREFORE BE IT RESOLVED: That the functional classification of streets inside the urban boundary is approved as indicated on the attached, signed map.

Adopted this _____ day of _____, 20____, in _____, Kansas.

Recommended for Approval:

Appropriate City Officials:

City Engineer

Attest:

Seal

City Clerk

KANSAS DEPARTMENT OF TRANSPORTATION
REQUEST FOR REVISION TO THE
FUNCTIONAL CLASSIFICATION SYSTEM

Two copies to Secretary of Transportation
Sheet 1 of 2
One Copy for County/City Files

_____ County/City

Date _____

WHEREAS: The Secretary of Transportation, acting by and through the Department of Transportation of the State of Kansas, known as the SECRETARY, has been designated as agent for _____ County under and agreement dated _____, 20 ____, or

WHEREAS: The Secretary of Transportation (SECRETARY) will be designated as agent for the City of _____ under an agreement to be executed for requested projects, and

WHEREAS: It is necessary that all roads/streets be functionally classified and those functional classification designations be made by the Counties / Cities with the concurrence of the Secretary and the approval of the Federal Highway Administration, in compliance with the State and Federal laws pertaining thereto,

NOW THEREFORE BE IT RESOLVED: By the Board of County/City Commissioners of said County / City that the Secretary be and is hereby requested to submit for approval the revision to the functional classification of the road(s)/street(s) as described on Sheet 2 of 2, KDOT Form 1301b, in said County / City.

IN ADDITION: the Board of County/City Commissioners of said County / City hereby reaffirms the previously approved functional classifications of the remainder of the County / City roads/streets

AND, affirms that said County/City will not install or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administration pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

(Enclose map with requested revisions indicated in color described on Sheet 2 of 2, KDOT Form 1301b)

Adopted this ____ day of _____, 20 ____, in _____, Kansas.

Recommended for Approval:

Appropriate Local Official(s)

City/County Engineer/Administrator

Chairperson / Mayor

Attest:

Member

County/City Clerk

Member



Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Calvin E. Reed, P.E., Secretary
Sara M. Peters, P.E., Chief

Phone: 785-296-3618
Fax: 785-291-3010
kdot#publicinfo@ks.gov
<http://www.ksdot.gov>
Laura Kelly, Governor

October 17, 2024

Ms. Tammy Nagel
City of Pittsburg
201 W. 4th Street
Pittsburg, KS 66762
Via email to: tammy.nagel@pittks.org

Re: Agreement No. 702-24, Supplemental Agreement No. 1 to Agreement No. 297-24
Project No. 019 KA-7230-01
Signal Improvements at US-69/US-160 & Centennial Drive
City of Pittsburg, Crawford County

Dear Ms. Nagel:

We are transmitting a proposed agreement and a resolution covering the responsibilities of the City and the Kansas Department of Transportation (KDOT) in connection with the above referenced project. Please handle these forms with the governing body for their review and action. The purpose of Agreement No. 702-24, Supplemental Agreement No. 1 to Agreement No. 297-24 is to reflect a more specific description of the intersection subject to the original agreement. **Please note: The attached agreement has been revised and updated according to the KDOT Office of Chief Counsel.** If the proposed agreement is satisfactory, please return a scanned copy of the signed contract directly to the KDOT Office of Chief Counsel's Contracts team at KDOT#OCC.Contracts@ks.gov in order to speed up the approval stamp/signature process.

In connection with executing the agreement, the City will no doubt find it necessary to pass a resolution authorizing the Mayor and City Clerk to execute the agreement. For your convenience, we are enclosing one copy of a typical resolution frequently used by cities on similar projects. We should be furnished a certified copy of such resolution as the City adopts in order to complete our files for this project. If you have questions in connection with the agreement, please contact me at (785) 296-7431.

Sincerely,

A handwritten signature in black ink that reads "Sara M. Peters". The signature is written in a cursive, flowing style.

Sara M. Peters, P.E.
Chief of Bureau of Traffic Engineering

Attachments

c: KDOT#OCC.Contracts@ks.gov
Darrin Petrowsky, P.E., District Four Engineer
Jeff Fischer, P.E., District Four, Area Four Engineer
Haley Dougherty, P.E., State Highway Safety Engineer
Donna Lee, P.E., State Traffic Engineer
Ryan Rindt, P.E., Senior Traffic Engineer
Jackie M. Austin, P.E., Senior Traffic Engineer

PROJECT NO. 019 KA-7230-01
SIGNAL IMPROVEMENTS AT US-69 / US-160 & CENTENNIAL DRIVE
CITY OF PITTSBURG, KANSAS

S U P P L E M E N T A L A G R E E M E N T N o . 1

This Supplemental Agreement, effective the date signed by the Secretary or the Secretary's designee, is by and between the **Secretary of Transportation**, Kansas Department of Transportation (KDOT) (the "Secretary") and the **City of Pittsburg, Kansas** ("City"), **collectively**, the "Parties."

RECITALS:

- A. The Parties entered into an Agreement dated July 12, 2024, for Signal Improvement at the Intersection of US-69-B and Centennial Drive, in Pittsburg, Kansas (the "Original Agreement").
- B. The Parties mutually desire to supplement the Original Agreement to reflect a more specific description of the intersection subject to the Original Agreement.

NOW, THEREFORE, the Parties agree as follows:

1. On page 1 of the Original Agreement, upper left header, line 2, be replaced in its entirety to read as follows:

SIGNAL IMPROVEMENTS AT US-69 / US-160 AND CENTENNIAL DRIVE

2. On page 2 of the Original Agreement, Article I, paragraph 15, be replaced in its entirety to read as follows:

15. "**Project**" means **Signal Improvements at the Intersection of US-69 / US-160 and Centennial Drive in Pittsburg, Kansas**, and is the subject of this Agreement.

3. On page 3 of the Original Agreement, Article III, paragraph 2, be replaced in its entirety to read as follows:

2. **Signal Improvements Installation & Maintenance**. As a part of the Project, the Secretary will install signal improvements at the intersection of US-69 / US-160 and Centennial Drive. Signal improvements will be located within KDOT Right of Way. The Secretary is responsible for maintenance of the signal improvements after installation.

4. **Counterparts**. This Supplemental Agreement may be executed in counterparts, each of which shall be an original and all of which shall constitute one in the same Agreement.

THIS SUPPLEMENTAL AGREEMENT shall not be construed to alter, modify, or void the terms, provisions or conditions of the Original Agreement, which is incorporated into this Supplemental Agreement by reference, except as herein specifically provided.

IN WITNESS WHEREOF, the Parties have caused this Supplemental Agreement to be signed by their duly authorized officers.

ATTEST:

THE CITY OF PITTSBURG, KANSAS

CITY CLERK (Date)

MAYOR

(SEAL)

KANSAS DEPARTMENT OF
TRANSPORTATION
SECRETARY OF TRANSPORTATION

By: _____ (Date)
Greg M. Schieber, P.E.
Deputy Secretary and
State Transportation Engineer

Approved as to form:

**A RESOLUTION RELATING TO BENEFITS
OBTAINABLE BY CITIES UNDER THE
FEDERAL AND STATE AID PROGRAM**

Be it resolved by the Governing Body of the City of Pittsburg:

That the Mayor and City Clerk are authorized and directed to execute for and on behalf of the City of Pittsburg, Kansas, Agreement No. 702-24, Supplemental No. 1 to Agreement No. 297-24, between the City and the Kansas Department of Transportation, giving the Secretary of Transportation of the State of Kansas authority to act for the City, and in its place and stead, to obtain for the City such benefits as are obtainable under the Kansas Department of Transportation's Federal-Aid HSIP Safety Program, and obtain the benefits of such legislation for the City on the terms and conditions set forth in such agreement as may be prepared and approved by the Secretary of Transportation for Road Improvements.

Passed by the Council this _____ day of _____, 2024.

(Approved) (Signed) _____, Mayor

(SEAL)

ATTEST: _____
City Clerk

VENDOR SET: 99 City of Pittsburg, KS

BANK: * ALL BANKS

DATE RANGE: 10/02/2024 THRU 10/14/2024

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
C-CHECK	VOID CHECK	V	10/03/2024			196335		
C-CHECK	VOID CHECK	V	10/03/2024			196346		
C-CHECK	VOID CHECK	V	10/10/2024			196359		
C-CHECK	VOID CHECK	V	10/10/2024			196360		
C-CHECK	VOID CHECK	V	10/10/2024			196371		
C-CHECK	VOID CHECK	V	10/10/2024			196373		
C-CHECK	VOID CHECK	V	10/10/2024			196374		
C-CHECK	VOID CHECK	V	10/10/2024			196388		
C-CHECK	VOID CHECK	V	10/10/2024			196389		
C-CHECK	VOID CHECK	V	10/10/2024			196390		
C-CHECK	VOID CHECK	V	10/10/2024			196391		
C-CHECK	VOID CHECK	V	10/10/2024			196392		

* * T O T A L S * *

NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	0.00	0.00	0.00
HAND CHECKS:	0.00	0.00	0.00
DRAFTS:	0.00	0.00	0.00
EFT:	0.00	0.00	0.00
NON CHECKS:	0.00	0.00	0.00
VOID CHECKS:			
12 VOID DEBITS	0.00		
VOID CREDITS	0.00	0.00	

TOTAL ERRORS: 0

VENDOR SET: 99	BANK: *	TOTALS:	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
			12	0.00	0.00	0.00
BANK: *		TOTALS:	12	0.00	0.00	0.00

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0748	CONRAD FIRE EQUIPMENT							
I-577819	ADJ BRACKET ASSY	E	10/04/2024	200.06		023676		
I-578345	REPLACE COOLANT SENSOR	E	10/04/2024	346.47		023676		546.53
6495	CIVICPLUS, LLC							
I-318752	MUNICODE ADMIN SUPPORT FEE	E	10/04/2024	350.00		023677		350.00
8205	MRI SOFTWARE LLC							
I-MRIUS2121315	OCT LICENSE FEE	E	10/04/2024	916.08		023678		
I-MRIUS2124387	SEPT ACCOUNTING FEE	E	10/04/2024	535.58		023678		1,451.66
8211	UMB BANK N.A.							
I-202410016241	SEPT 2024 TDD SALES TAX	E	10/04/2024	12,530.54		023679		12,530.54
8236	NORTHGATE ASSOCIATES LLC							
I-202410016238	SEPT 2024 CID	E	10/04/2024	7,231.84		023680		7,231.84
8250	DBT TRANSPORTATION LLC							
I-2554714	AWOS REPLACEMENT	E	10/04/2024	123,853.00		023681		123,853.00
8724	ASSURED PARTNERS CAPITAL, INC							
I-72393	PROP & LIAB INS	E	10/04/2024	3,750.00		023682		3,750.00
8775	PITTSBURG INVESTORS, LLC							
I-202410016239	SEPT 2024 CID	E	10/04/2024	13,628.08		023683		13,628.08
8782	ED MILLER AUTO SUPPLY							
I-027591	FIRE: SPARK PLUG	E	10/04/2024	15.40		023684		
I-031605	MINI GOLF ADHESIVE	E	10/04/2024	10.80		023684		26.20
8842	CARDS KS LLC							
I-915546	OCT 2024 TRASH SERVICE	E	10/04/2024	1,384.00		023685		1,384.00
8864	RAINDROP PRODUCTS LLC							
I-1898811-F	POOL SLIDE REPAIR	E	10/04/2024	22,500.22		023686		
I-1898811-F AP	POOL SLIDE REPAIR	E	10/04/2024	7,899.75		023686		30,399.97
8882	FIRST RESPONDER OUTFITTERS, IN							
I-171816-1	MISC UNIFORM SUPPLIES	E	10/04/2024	376.39		023687		
I-172169-1	MISC UNIFORM SUPPLIES	E	10/04/2024	209.97		023687		586.36
8916	JH SIGN DESIGNS, LLC							
I-62625	SENSORY GARDENS: BUTTERFLIES	E	10/04/2024	2,409.20		023688		2,409.20

VENDOR SET: 99 City of Pittsburg, KS
 BANK: 80144 BMO HARRIS BANK
 DATE RANGE:10/02/2024 THRU 10/14/2024

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0046	ETTINGERS OFFICE SUPPLY							
I-562429-2	MISC OFFICE SUPPLIES	E	10/04/2024	44.59		023689		
I-562708-0	OFFICE CHAIR	E	10/04/2024	399.95		023689		
I-562710-0	MISC OFFICE SUPPLIES	E	10/04/2024	80.63		023689		
I-562773-0	MISC OFFICE SUPPLIES	E	10/04/2024	359.96		023689		
I-562785-0	MISC OFFICE SUPPLIES	E	10/04/2024	98.78		023689		
I-562797-0	MISC OFFICE SUPPLIES	E	10/04/2024	111.98		023689		
I-562805-0	MISC OFFICE SUPPLIES	E	10/04/2024	219.89		023689		
I-562825-0	MISC OFFICE SUPPLIES	E	10/04/2024	206.91		023689		1,522.69
0055	JOHN'S SPORT CENTER, INC.							
I-21788	BEAMAN: BOOTS	E	10/04/2024	150.00		023690		
I-21789	T BRADSHAW: BOOTS	E	10/04/2024	150.00		023690		300.00
0101	BUG-A-WAY INC							
I-135216	FD 1: MONTHLY SERVICE	E	10/04/2024	60.00		023691		
I-135231	FD 3: MONTHLY SERVICE	E	10/04/2024	30.00		023691		90.00
0112	MARRONES INC							
I-W111283	MISC JANITORIAL SUPPLIES	E	10/04/2024	40.75		023692		40.75
0133	JIM RADELL CONSTRUCTION COMPAN							
I-1096	719 W 8: SEWER TAP REPAIR	E	10/04/2024	1,387.00		023693		
I-1118	490 FIELDCREST: SEWER MN RPR	E	10/04/2024	5,658.00		023693		
I-1185	210 N LOCUST: SEWER TAP REPAIR	E	10/04/2024	3,147.00		023693		
I-1186	2904 N MICHIGAN: SEWER REPAIR	E	10/04/2024	1,800.00		023693		11,992.00
0135	PITTSBURG AREA CHAMBER OF COMM							
I-30905	4TH QTR 2024 CONTRACTS	E	10/04/2024	23,750.00		023694		23,750.00
0194	KANSAS STATE TREASURER							
I-202410026243	SEPT 2024 COURT FEES	E	10/04/2024	3,915.50		023695		3,915.50
0199	KIRKLAND WELDING SUPPLIES							
C-680025	PD: HELIUM	E	10/04/2024	20.00CR		023696		
I-678929	WASTE WATER: LEASE FOR WELDING	E	10/04/2024	33.00		023696		
I-679961	PD: HELIUM	E	10/04/2024	80.00		023696		93.00
0207	PEPSI-COLA BOTTLING CO OF PITT							
I-703763	MACC: WATER FOR CONCESSIONS	E	10/04/2024	177.00		023697		177.00
0276	JOE SMITH COMPANY, INC.							
I-380279	4 OAKS: CONCESSIONS	E	10/04/2024	158.68		023698		
I-381914	MACC: CONCESSIONS	E	10/04/2024	448.49		023698		607.17

VENDOR SET: 99 City of Pittsburg, KS

BANK: 80144 BMO HARRIS BANK

DATE RANGE:10/02/2024 THRU 10/14/2024

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0328	KANSAS ONE-CALL SYSTEM, INC							
I-4090441	214 LOCATES @ \$1.20	E	10/04/2024	256.80		023699		256.80
0534	TYLER TECHNOLOGIES INC							
I-025-481432	UTILITY BILLING	E	10/04/2024	18,040.00		023700		
I-025-481910	UTILITY NOTIFICATIONS	E	10/04/2024	36.80		023700		18,076.80
0746	CDL ELECTRIC COMPANY INC							
I-W15852	WEST ELKS LIFT STATION	E	10/04/2024	6,605.06		023701		
I-W19034	REPAIR WIRING CONTROL CABNT	E	10/04/2024	405.00		023701		7,010.06
0829	CROWN PRODUCTS INC							
I-1077191	JET FUEL FILTERS	E	10/04/2024	1,302.03		023702		1,302.03
0866	AVFUEL CORPORATION							
I-021245047	JET FUEL 7436.0	E	10/04/2024	20,148.43		023703		20,148.43
1792	B&L WATERWORKS SUPPLY, LLC							
I-12425	VALVE BOX RISER RINGS	E	10/04/2024	1,640.64		023704		1,640.64
2186	PRODUCERS COOPERATIVE ASSOCIAT							
I-9093024	FINANCE CHARGE	E	10/04/2024	50.30		023705		50.30
2767	BRENNTAG SOUTHWEST, INC							
I-BSW578801	2024 LIQUID CHLORINE	E	10/04/2024	3,992.00		023706		3,992.00
2841	KDHE							
I-68908	S8500 - 3RD QTR 2024	E	10/04/2024	1,988.00		023707		1,988.00
2960	PACE ANALYTICAL SERVICES LLC							
I-2460213393	LAB FEES	E	10/04/2024	226.10		023708		
I-2460213448	LAB FEES	E	10/04/2024	709.50		023708		
I-2460213581	2024 LAB FEES	E	10/04/2024	868.40		023708		1,804.00
3126	W.W. GRAINGER, INC							
I-9235827517	SOLENOID AIR CONTROL	E	10/04/2024	158.09		023709		
I-9236301314	SEWAGE EJECTOR PUMP	E	10/04/2024	1,695.06		023709		1,853.15
4618	TRESA LYNNE MILLER							
I-202410026244	SEPT 2024 PROBATION FEES	E	10/04/2024	850.00		023710		850.00
5014	MID-AMERICA SANITATION INC.							
I-46487	502 W 4TH: DEMO	E	10/04/2024	3,755.00		023711		
I-46683	FARM MKT: PORT TOILET RENTAL	E	10/04/2024	85.00		023711		
I-46794	BALKANS: TONNAGE DUMPED	E	10/04/2024	574.60		023711		4,414.60

VENDOR SET: 99 City of Pittsburg, KS
BANK: 80144 BMO HARRIS BANK
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5420	AQUIONICS INC I-0061634-IN O RING	E	10/04/2024	2.01		023712		2.01
5552	NATIONAL SIGN CO INC I-IN-208642 TRAFFIC CONES	E	10/04/2024	1,980.00		023713		1,980.00
5855	STERICYCLE, INC. I-8008415856 PD: SHREDDING	E	10/04/2024	245.40		023714		245.40
5931	VOGEL HEATING & COOLING INC I-10-01-2024 MACC: HVAC REPAIR CONCESSIONS I-10-01-2024 A MINI SPLITS FOR ANNEX	E	10/04/2024	542.00		023715		
		E	10/04/2024	12,200.00		023715		12,742.00
6577	GREENSPRO INC I-INV0059345 GOLF COURSE CHEMICALS	E	10/04/2024	2,070.00		023716		2,070.00
7023	BLEVINS ASPHALT CONSTRUCTION C I-9891 ASPHALT I-9903 ASPHALT	E	10/04/2024	907.20		023717		
		E	10/04/2024	4,224.00		023717		5,131.20
7407	LIMELIGHT MARKETING LLC I-6697 OCT 2024 WEBSITE RETAINER	E	10/04/2024	600.00		023718		600.00
7427	OLSSON INC I-501968 DOWNTOWN DEVELOPMENT	E	10/04/2024	19,653.50		023719		19,653.50
7480	RODGER PETRAIT I-202410036252 UMPIRE	E	10/04/2024	125.00		023720		125.00
7629	EARLES ENGINEERING & INSPECTIO I-17459 WWTP PRE/POST DESIGN	E	10/04/2024	89,730.50		023721		89,730.50
8200	PLUNKETT'S PEST CONTROL INC I-8820793 OCT 2024 PEST CONTROL	E	10/04/2024	651.42		023722		651.42
8729	NATHAN HUGHES I-202410036255 UMPIRE	E	10/04/2024	75.00		023723		75.00
8732	BRANDON SPEAR I-202410036253 UMPIRE	E	10/04/2024	175.00		023724		175.00
8967	JAY MELSON I-202410036254 UMPIRE	E	10/04/2024	125.00		023725		125.00

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1478	KANSASLAND TIRE #1828							
I-37445	PD: LEFT REAR TIRE REPAIR	E	10/11/2024	21.00		023726		
I-37583	PD: PATCH PLUG TIRE REPAIR	E	10/11/2024	21.00		023726		
I-38943	STREETS: TIRE REPAIR	E	10/11/2024	47.50		023726		
I-38967	PD: RIGHT REAR TIRE REPAIR	E	10/11/2024	21.00		023726		
I-38971	PD: NEW TIRE	E	10/11/2024	171.00		023726		
I-39083	PD: RIGHT REAR TIRE REPAIR	E	10/11/2024	21.00		023726		
I-39095	RIGHT REAR TIRE REPAIR	E	10/11/2024	21.00		023726		323.50
6524	ELLIOTT EQUIPMENT COMPANY							
I-181810	WARTHOG 3/4", MENDER, HOSE END	E	10/11/2024	2,196.63		023727		2,196.63
7791	C4 HOLDINGS LLC							
I-631810317	RONE: DOG FOOD	E	10/11/2024	75.00		023728		75.00
7994	ASBELL TRUCKING INC							
I-214694	HAULING BACKHOE	E	10/11/2024	218.75		023729		218.75
8202	PETROLEUM TRADERS CORPORATION							
I-2026296	UNLEADED GAS, DIESEL 1 & 2	E	10/11/2024	20,605.87		023730		20,605.87
8467	WASTE CORPORATION OF KANSAS, L							
I-AM0001437023	MT OLIVE: MONTHLY TRASH	E	10/11/2024	123.55		023731		123.55
8708	NOTCH 8, LLC							
I-2024-9	MT OLIVE MAINTENANCE	E	10/11/2024	20,249.06		023732		20,249.06
8722	TURNKEY DEVELOPERS LLC							
I-202410096274	RHID PAYMENT	E	10/11/2024	1,518.02		023733		1,518.02
8737	EK ENTERPRISE							
I-220	PIZZA FOR BALL CONCESSIONS	E	10/11/2024	220.00		023734		220.00
8782	ED MILLER AUTO SUPPLY							
C-033185	MACC: ECONOMY AW32 5 GAL	E	10/11/2024	159.97CR		023735		
I-030513	5W30, OIL FILTER	E	10/11/2024	58.54		023735		
I-031028	RADIAL SEAL FILTER, AIR FILTER	E	10/11/2024	89.88		023735		
I-031449	6MXTXREEL, HYD HOSE FITTING	E	10/11/2024	44.00		023735		
I-031723	SPARK PLUG	E	10/11/2024	26.43		023735		
I-031854	PANEL FILTER	E	10/11/2024	20.01		023735		
I-031877	2005 FORD RANGER DRIVERS WIPER	E	10/11/2024	19.88		023735		
I-032023	MISC PARTS	E	10/11/2024	225.59		023735		
I-032647	HYDRAULIC FILTER	E	10/11/2024	71.00		023735		
I-033148	MACC: ECONOMY AW32 5 GAL	E	10/11/2024	134.97		023735		
I-033158	MACC: ECONOMY AW32 5 GAL	E	10/11/2024	159.97		023735		
I-033271	BRAKE ROTOR AND PAD	E	10/11/2024	225.59		023735		915.89

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8882	FIRST RESPONDER OUTFITTERS, IN							
I-171777-1	MISC UNIFORM SUPPLIES	E	10/11/2024	183.96		023736		
I-172384-1	MISC UNIFORM SUPPLIES	E	10/11/2024	861.93		023736		1,045.89
8971	SEK ANIMAL ADVOCATES SOCIETY							
I-2024-100	NEUTER & SPAYS	E	10/11/2024	200.00		023737		200.00
8974	SKOPOS PROMOTIONS							
I-202410096269	SESAME STREET LIVE SAY HELLO	E	10/11/2024	24,323.00		023738		24,323.00
0046	ETTINGERS OFFICE SUPPLY							
C-501931-A	MISC OFFICE SUPPLIES	E	10/11/2024	2.55CR		023739		
I-562254-0	MISC OFFICE SUPPLIES	E	10/11/2024	133.85		023739		
I-562782-0	MISC OFFICE SUPPLIES	E	10/11/2024	95.50		023739		
I-562825-1	MISC OFFICE SUPPLIES	E	10/11/2024	91.96		023739		
I-562867-0	MISC OFFICE SUPPLIES	E	10/11/2024	116.36		023739		
I-562887-0	MISC OFFICE SUPPLIES	E	10/11/2024	400.75		023739		835.87
0055	JOHN'S SPORT CENTER, INC.							
I-21658	K NEWPORT: BOOTS	E	10/11/2024	150.00		023740		
I-21659	J JOHNSON: RUBBER BOOTS	E	10/11/2024	149.00		023740		
I-21772	T CARPENTER: BOOTS	E	10/11/2024	129.99		023740		
I-21774	T CARPENTER: JEANS	E	10/11/2024	138.60		023740		567.59
0068	BROOKS PLUMBING LLC							
I-536582	HYDRANT REPAIR ROTARY PARK	E	10/11/2024	767.41		023741		767.41
0101	BUG-A-WAY INC							
I-135919	1301 N WALNUT: PEST CONTROL	E	10/11/2024	50.00		023742		
I-135920	1506 N WALNUT: PEST CONTROL	E	10/11/2024	55.00		023742		
I-135928	303 MEM DR: MONTHLY SERVICE	E	10/11/2024	55.00		023742		160.00
0112	MARRONES INC							
I-W112288	MISC JANITORIAL SUPPLIES	E	10/11/2024	31.55		023743		31.55
0133	JIM RADELL CONSTRUCTION COMPAN							
I-1203	211 N BROADWAY: NEW SEWER TAPS	E	10/11/2024	2,128.00		023744		2,128.00
0276	JOE SMITH COMPANY, INC.							
I-382954	4 OAKS: CONCESSIONS	E	10/11/2024	305.20		023745		305.20
0317	KUNSHEK CHAT & COAL CO, INC.							
I-19345	SAND TO 4 OAKS	E	10/11/2024	989.38		023746		
I-19348	CLEAN ROCK	E	10/11/2024	817.15		023746		1,806.53

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0409	WISEMAN'S DISCOUNT TIRE INC							
I-385115	4 OAKS: AIRLOCK TURF 4PLY	E	10/11/2024	120.95		023747		120.95
0583	DICKINSON INDUSTRIES INC							
I-224571	MACC: POSTER/BANNERS ALICE	E	10/11/2024	254.00		023748		254.00
0597	CORNEJO & SONS LLC							
I-749931	ROCK FOR SETTING STONES	E	10/11/2024	263.91		023749		263.91
0746	CDL ELECTRIC COMPANY INC							
I-W18382	REPLACE BATTERIES 4 GENERATORS	E	10/11/2024	1,016.68		023750		
I-W18817	FD 1: BLOCK HEATER REPAIR	E	10/11/2024	180.00		023750		1,196.68
0823	TOUCHTON ELECTRIC INC							
I-94357	FD: FIRE ALARM	E	10/11/2024	39.00		023751		39.00
0866	AVFUEL CORPORATION							
I-021310055	JET FUEL 7413.0	E	10/11/2024	21,018.15		023752		21,018.15
1075	COASTAL ENERGY CORP							
I-212030	SS-1H	E	10/11/2024	2,180.40		023753		2,180.40
1733	BMI, INC							
I-688403	CARBON FLOOR PLATE	E	10/11/2024	887.50		023754		887.50
1792	B&L WATERWORKS SUPPLY, LLC							
I-12009	1.25 & 1.5 SCH 40 PIPE	E	10/11/2024	139.80		023755		
I-12012	36" X 36" METER BOX, EXT RING	E	10/11/2024	959.58		023755		
I-12100	CC ROAD PROJECT	E	10/11/2024	926.68		023755		
I-12139	15" FORD REPAIR CLAMP	E	10/11/2024	834.28		023755		
I-12285	6 X 6 TAP JOHN DEER	E	10/11/2024	500.00		023755		
I-12424	562-S ADJ ROADWAY VALVE BOX	E	10/11/2024	2,736.00		023755		6,096.34
2186	PRODUCERS COOPERATIVE ASSOCIAT							
I-1011330	MT OLIVE: UNLEADED FUEL	E	10/11/2024	704.05		023756		
I-1011366	MT OLIVE: UNLEADED FUEL	E	10/11/2024	433.84		023756		
I-1046780	4 OAKS: UNLEADED FUEL	E	10/11/2024	1,556.17		023756		
I-1046781	4 OAKS: DIESEL FUEL	E	10/11/2024	1,093.29		023756		
I-1046948	4 OAKS: UNLEADED FUEL	E	10/11/2024	941.84		023756		
I-1046949	4 OAKS: DIESEL FUEL	E	10/11/2024	674.45		023756		
I-1047013	AIRPORT: DIESEL FUEL	E	10/11/2024	770.00		023756		
I-1047014	AIRPORT: UNLEADED FUEL	E	10/11/2024	575.24		023756		6,748.88

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2707	THE LAWNSCAPE COMPANY, INC. EUROPE PARK MAINTENANCE	E	10/11/2024	1,107.50		023757		1,107.50
2921	DATAPROSE LLC SEPTEMBER 2024 FEES	E	10/11/2024	5,310.31		023758		5,310.31
3261	PITTSBURG AUTO GLASS 05 RANGER: REAR GLASS UNIT	E	10/11/2024	225.00		023759		
	I-268 08 F550: WINDSHIELD REPLACED	E	10/11/2024	250.00		023759		475.00
4307	HENRY KRAFT, INC. MISC JANITORIAL SUPPLIES	E	10/11/2024	137.28		023760		137.28
4492	PITTSBURG SENIORS LP OCT 2024 TBRA SECURITY DEPOSIT	E	10/11/2024	658.00		023761		658.00
5049	CRH COFFEE INC 4 OAKS: COFFEE	E	10/11/2024	65.40		023762		65.40
5648	JASON WISKE 2024 COURT SERVICE FEE	E	10/11/2024	1,000.00		023763		1,000.00
6175	HENRY C MENGHINI SEPTEMBER 2024 PHOTOCOPIES	E	10/11/2024	7.50		023764		
	I-7485 10-2-24 EDAC MEETING	E	10/11/2024	270.00		023764		277.50
6209	MYTOWN MEDIA ADVERTISING	E	10/11/2024	166.67		023765		166.67
6230	THE MAZUREK LAW OFFICE LLC LEGAL SERVICES	E	10/11/2024	225.00		023766		225.00
6577	GREENSPRO INC JAYCEE: GRASS SEED	E	10/11/2024	700.00		023767		700.00
6630	PATRICK WALKER 2024 INTERNET REIMBURSEMENT	E	10/11/2024	910.00		023768		910.00
6777	DH PACE CO MEM AUD: NEW OVERHEAD DOOR	E	10/11/2024	5,445.00		023769		5,445.00
7023	BLEVINS ASPHALT CONSTRUCTION C ASPHALT	E	10/11/2024	3,617.40		023770		
	I-9931 ASPHALT	E	10/11/2024	3,611.40		023770		
	I-9935 ASPHALT	E	10/11/2024	3,615.60		023770		10,844.40

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7480	RODGER PETRAIT UMPIRE	E	10/11/2024	75.00		023771		75.00
7655	HW ACQUISITIONS, PA MISC ANIMAL SERVICES	E	10/11/2024	683.75		023772		683.75
7793	QUEENB TELEVISION OF KANSAS/MI WEATHER CAMERA	E	10/11/2024	1,500.00		023773		1,500.00
7852	TRIA HEALTH, LLC OCTOBER 2024	E	10/11/2024	1,472.29		023774		1,472.29
7995	HERITAGE TRACTOR INC BLADES, BOLT, WASHER, NUT	E	10/11/2024	825.52		023775		825.52
8046	CONVERGEONE, INC. PROFESSIONAL SERVICES	E	10/11/2024	1,125.00		023776		1,125.00
8312	LYLE T. WALTHALL CANINE TRAINING	E	10/11/2024	500.00		023777		500.00
8326	KAYLYN HITE 2024 COURT SERVICE FEE	E	10/11/2024	1,000.00		023778		1,000.00
8609	MIDWEST MOLD INSPECTIONS, LLP FD 2: MOLD INSPECTION	E	10/11/2024	895.00		023779		895.00
8649	UPLINK, LLC 4 OAKS: SECURITY MONITORING	E	10/11/2024	21.00		023780		
	I-19181 CITY HALL: SECURITY MONITORING	E	10/11/2024	27.00		023780		
	I-19261 PD: RADIO REPAIR	E	10/11/2024	462.51		023780		510.51
8676	FIFTH ASSET, INC. SUBSCRIPTION 10/2023 TO 9/2025	E	10/11/2024	16,000.00		023781		16,000.00
8732	BRANDON SPEAR UMPIRE	E	10/11/2024	175.00		023782		175.00
8741	SHANE KANNAR RHID PAYMENT # 4 - PAYTON'S	E	10/11/2024	13,645.69		023783		13,645.69
8894	CAMERON CLARK UMPIRE	E	10/11/2024	75.00		023784		75.00

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8967	JAY MELSON							
I-202410106276	UMPIRE	E	10/11/2024	125.00		023785		125.00
8808	ALEXANDRA ROBINSON							
I-202410036256	UMPIRE	R	10/03/2024	320.00		196326		320.00
5480	BITNER MOTORS							
I-202410036247	TRAILER	R	10/03/2024	2,690.00		196327		2,690.00
8278	GERSON BOCANEGRA							
I-10-02-24	1 HR INTERPRETER SERVICE	R	10/03/2024	25.00		196328		25.00
1	BROADWAY ANIMAL HOSPITAL							
I-202410036251	BROADWAY ANIMAL HOSPITAL:	R	10/03/2024	81.00		196329		81.00
1	CLEAN BEE CARWASH							
I-202410026242	CLEAN BEE CARWASH:	R	10/03/2024	200.00		196330		200.00
5759	COMMUNITY HEALTH CENTER OF SEK							
I-202410016233	CHCSEK WALKIN CLINIC INCENTIVE	R	10/03/2024	79,280.00		196331		79,280.00
4263	COX COMMUNICATIONS KANSAS LLC							
I-202410016234	719 W 20: MONTHLY SERVICE	R	10/03/2024	43.04		196332		43.04
1	CRANE, LINDA							
I-202410036248	CRANE, LINDA:	R	10/03/2024	120.00		196333		120.00
0375	WICHITA WATER CONDITIONING							
C-90948503	PAC: LIFEGUARD WATER	R	10/03/2024	56.00CR		196334		
I-719694	PAC: LIFEGUARD WATER	R	10/03/2024	21.95		196334		
I-721533	PARKS: WATER	R	10/03/2024	9.00		196334		
I-722277	PAC: LIFEGUARD WATER	R	10/03/2024	21.95		196334		
I-723157	HOUSING: WATER	R	10/03/2024	18.00		196334		
I-90934243	PAC: LIFEGAURD WATER	R	10/03/2024	54.00		196334		
I-90936709	PAC: LIFEGUARD WATER	R	10/03/2024	108.75		196334		
I-90938089	PAC: LIFEGUARD WATER	R	10/03/2024	27.00		196334		
I-90940126	PAC: LIFEGUARD WATER	R	10/03/2024	72.00		196334		
I-90942229	PAC: LIFEGUARD WATER	R	10/03/2024	45.00		196334		
I-90944211	PAC: LIFEGUARD WATER	R	10/03/2024	27.00		196334		
I-90944212	PARKS: WATER	R	10/03/2024	18.00		196334		366.65
8430	EQUIPMENTSHARE.COM, INC							
I-4302820-000	ASSET #: 422339	R	10/03/2024	3,150.00		196336		3,150.00

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1108	EVERGY KANSAS CENTRAL INC I-202410016236 E QUINCY: MONTHLY SERVICE	R	10/03/2024	31.53		196337		31.53
8935	CURTISS E & KRIS HEMBY I-202460 PD/FD: UNIFORM CLEANING	R	10/03/2024	241.00		196338		241.00
6923	HUGO'S INDUSTRIAL SUPPLY INC I-324966 MISC JANITOIRAL SUPPLIES I-324980 MISC JANITORIAL SUPPLIES	R	10/03/2024	46.69		196339		115.13
7680	IMA, INC. I-327362 OCT, NOV, DEC 2024	R	10/03/2024	9,375.00		196340		9,375.00
1	JACKSON, TOREY I-202410016237 JACKSON, TOREY:	R	10/03/2024	45.00		196341		45.00
0226	KDOR LIQUOR TAX I-202410036249 SEP 2024 LIQUOR TAX	R	10/03/2024	122.29		196342		122.29
1	MERIDA. KAMBLY I-202410026245 MERIDA. KAMBLY:	R	10/03/2024	100.00		196343		100.00
5732	NATES LAWN AND LANDSCAPE INC I-15861 WELCOME SIGN REPAIRS 20TH	R	10/03/2024	480.00		196344		480.00
7576	SEK URGENT CARE, LLC I-4019650 EE TESTING	R	10/03/2024	1,740.00		196345		1,740.00
8830	SHANHOLTZER TRANSPORTATION LLC I-202410016240 ASPHALT	R	10/03/2024	330.00		196347		330.00
7684	SITEONE LANDSCAPE SUPPLY HOLDI I-145632582-001 4 OAKS: IRRIGATION REPAIR I-145639356-001 4 OAKS: DRIVING RANGE SEED I-145894147-001 4 OAKS: IRRIGATION REPAIR	R	10/03/2024	504.76		196348		783.40
0403	SOUTHWEST NAHRO I-202410026246 2025 MEMBERSHIP DUES	R	10/03/2024	133.00		196349		133.00
8810	TRIPLE THREAT THREEATRICS I-202410036250 ROCKY HORROR SETTLEMENT	R	10/03/2024	9,058.33		196350		9,058.33
8902	TY ELLIS I-202410016235 MISIC FOR FARMERS MARKET	R	10/03/2024	200.00		196351		200.00

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5589	CELLCO PARTNERSHIP I-9974549291 CITY I-PADS: MONTHLY SERVICE	R	10/03/2024	97.59		196352		97.59
6832	WICHITA STATE UNIVERSITY I-12340 2024 KEOT MEMBERSHIP	R	10/03/2024	425.00		196353		425.00
0674	WILBERT SCREEN PRINTING INC I-18332 FD: HELICONIA PINK TSHIRTS	R	10/03/2024	197.50		196354		197.50
8973	A & R RENTALS, LLC I-202410096266 610 N BROADWAY INCENTIVE	R	10/10/2024	16,950.00		196357		16,950.00
0523	AT&T I-202410096270 MONTHLY SERVICE	R	10/10/2024	14,313.65		196358		14,313.65
8222	BLACK DOG PRODUCTIONS LLC I-PITTSB-0006 SESAME ST: STAGE LABOR	R	10/10/2024	5,010.00		196361		5,010.00
5966	BERRY COMPANIES, INC. I-73017584 BRACKET STRIKER/LATCH TAILGATE	R	10/10/2024	214.33		196362		214.33
1	CHEROKEE COUNTY SHERIFF I-202410076259 CHEROKEE COUNTY SHERIFF:	R	10/10/2024	1,000.00		196363		1,000.00
1616	CITY OF PITTSBURG I-202410096267 REPLACE CHANGE IN RESERVE BAG	R	10/10/2024	75.00		196364		75.00
4263	COX COMMUNICATIONS KANSAS LLC I-202410076257 FD 3: MONTHLY SERVICE	R	10/10/2024	78.21		196365		78.21
4263	COX COMMUNICATIONS KANSAS LLC I-202410076258 FD 3: MONTHLY SERVICE	R	10/10/2024	83.21		196366		83.21
4263	COX COMMUNICATIONS KANSAS LLC I-202410096272 MONTHLY SERVICE: OCT 2024	R	10/10/2024	393.48		196367		393.48
4263	COX COMMUNICATIONS KANSAS LLC I-202410096273 MONTHLY SERVICE: OCT 2024	R	10/10/2024	703.04		196368		703.04
4263	COX COMMUNICATIONS KANSAS LLC I-202410106284 MEM AUD: MONTHLY SERVICE	R	10/10/2024	96.54		196369		96.54
7517	CRAW-KAN TELEPHONE COOPERATIVE I-202410096271 OCT 2024 MONTHLY SERVICE	R	10/10/2024	2,199.95		196370		2,199.95

VENDOR SET: 99 City of Pittsburg, KS
 BANK: 80144 BMO HARRIS BANK
 DATE RANGE: 10/02/2024 THRU 10/14/2024

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
8791	ENTERPRISE FM TRUST							
I-FBN5148097	FLEET PAYMENTS	R	10/10/2024	11,720.20		196372		
I-FBN5148100	FLEET PAYMENTS	R	10/10/2024	3,790.00		196372		
I-FBN5152838	FLEET PAYMENTS	R	10/10/2024	71,258.42		196372		
I-FBN5156188	FLEET PAYMENTS	R	10/10/2024	9,123.50		196372		95,892.12
8430	EQUIPMENTSHARE.COM, INC							
I-4284519-000	BUMPER	R	10/10/2024	234.00		196375		
I-4295227-000	HYDRAULIC OIL	R	10/10/2024	118.75		196375		
I-4305621-000	BACKHOE BUCKET RETRO FIT KIT	R	10/10/2024	300.00		196375		
I-4367000-000	EDGE CUTTING, KIT	R	10/10/2024	323.00		196375		975.75
1108	EVERGY KANSAS CENTRAL INC							
I-202410076260	MONTHLY SERVICE	R	10/10/2024	25,874.26		196376		
I-202410076261	113 W 2ND: MONTHLY SERVICE	R	10/10/2024	26.55		196376		
I-202410086264	920 MEM DR: MONTHLY SERVICE	R	10/10/2024	110.64		196376		26,011.45
7792	KANREN, INC							
I-2410010100611	4TH QTR 2024	R	10/10/2024	5,039.43		196377		5,039.43
1	MARTIN, BRAYDEN							
I-202410106281	MARTIN, BRAYDEN:	R	10/10/2024	200.00		196378		200.00
8505	PITTSBURG PUBLISHING COMPANY,							
I-12879	LEGALS: PUB HEAR ZONE CHANGE	R	10/10/2024	104.25		196379		
I-12880	LEGALS: PUB HEAR VARIANCE	R	10/10/2024	104.25		196379		
I-12881	LEGALS: 2024 AUDITING SERVICE	R	10/10/2024	34.75		196379		
I-12882	LEGALS: PURPLE WAVE AUCTION	R	10/10/2024	97.30		196379		340.55
8507	PITTSBURG PUBLISHING COMPANY,							
I-12926	SKYSCRAPER DIGITAL AD	R	10/10/2024	275.00		196380		275.00
1	NEWBY, KEVIN							
I-202410106280	NEWBY, KEVIN:	R	10/10/2024	200.00		196381		200.00
1	SEK HUMANE SOCIETY							
I-202410106283	SEK HUMANE SOCIETY:	R	10/10/2024	250.00		196382		250.00
6377	SOUTHEAST KANSAS RECYCLING CEN							
I-09302024L	CITY HALL RECYCLING SEPT 2024	R	10/10/2024	50.00		196383		50.00
6377	SOUTHEAST KANSAS RECYCLING CEN							
I-09302024X	E WASTE DISPOSAL	R	10/10/2024	160.00		196384		160.00

VENDOR SET: 99 City of Pittsburg, KS
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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
8201	ROGER CLEVELAND GOLF COMPANY I							
I-8039503 SO	MARATHON BALLS	R	10/10/2024	910.00		196385		910.00
8810	TRIPLE THREAT THREEATRICS							
I-202410106282	SESAME STREET VOLUNTEER USHERS	R	10/10/2024	360.00		196386		360.00
5589	CELLCO PARTNERSHIP							
I-9975226083	SPECIAL CIRCUITS	R	10/10/2024	369.54		196387		
I-9975253477	CITY CELL PHONES	R	10/10/2024	17,261.51		196387		17,631.05

* * T O T A L S * *

NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS: 53	299,163.22	0.00	299,163.22
HAND CHECKS: 0	0.00	0.00	0.00
DRAFTS: 0	0.00	0.00	0.00
EFT: 110	620,681.27	0.00	620,681.27
NON CHECKS: 0	0.00	0.00	0.00
VOID CHECKS: 0			
VOID DEBITS: 0.00			
VOID CREDITS: 0.00	0.00	0.00	

TOTAL ERRORS: 0

	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
VENDOR SET: 99 BANK: 80144 TOTALS:	163	919,844.49	0.00	919,844.49
BANK: 80144 TOTALS:	163	919,844.49	0.00	919,844.49

VENDOR SET: 99 City of Pittsburg, KS
BANK: EHV BMO HARRIS BANK-EHV
DATE RANGE:10/02/2024 THRU 10/14/2024

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
1609	PHILLIP H. O'MALLEY HOUSING ASSISTANCE PAYMENT	E	10/02/2024	800.00		023662		800.00
3668	MID AMERICA PROPERTIES OF PITT HOUSING ASSISTANCE PAYMENT	E	10/02/2024	284.00		023663		284.00
5796	JOHN A ESLICK HOUSING ASSISTANT PAYMENT	E	10/02/2024	640.00		023664		640.00
5957	PASTEUR PROPERTIES HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,100.00		023665		1,100.00
6298	L. KEVAN SCHUPBACH HOUSING ASSITANCE PAYMENT	E	10/02/2024	634.00		023666		634.00
6464	PRO X PROPERTY SOLUTIONS, LLC HOUSING ASSISTANCE PAYMENT	E	10/02/2024	272.00		023667		272.00
6916	STILWELL HERITAGE & EDUCATIONA HOUSING ASSISTANCE PAYMENT	E	10/02/2024	152.00		023668		152.00
8005	REMINGTON SQUARE APARTMENTS OF HOUSING ASSISTANCE PAYMENT	E	10/02/2024	472.00		023669		472.00
8080	SUNNYVALE INVESTMENT PROPERTIE HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,075.00		023670		1,075.00

* * 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:	9	5,429.00	0.00	5,429.00
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	0			
VOID DEBITS:		0.00		
VOID CREDITS:		0.00	0.00	

TOTAL ERRORS: 0

VENDOR SET: 99 BANK: EHV TOTALS:	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
	9	5,429.00	0.00	5,429.00
BANK: EHV TOTALS:	9	5,429.00	0.00	5,429.00

VENDOR SET: 99 City of Pittsburg, KS

BANK: FYI FOSTER YOUTH INDEPENDENCE

DATE RANGE:10/02/2024 THRU 10/14/2024

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
8005	REMINGTON SQUARE APARTMENTS OF HOUSING ASSISTANCE PAYMENT	E	10/02/2024	723.00		023675		723.00

* * 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:	1	723.00	0.00	723.00
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	0			
VOID DEBITS:		0.00		
VOID CREDITS:		0.00	0.00	

TOTAL ERRORS: 0

	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
VENDOR SET: 99 BANK: FYI TOTALS:	1	723.00	0.00	723.00
BANK: FYI TOTALS:	1	723.00	0.00	723.00

VENDOR SET: 99 City of Pittsburg, KS
 BANK: HAP BMO HARRIS BANK-HAP
 DATE RANGE:10/02/2024 THRU 10/14/2024

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
5906	JOHN HINRICHS							
I-10/2024-100715	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	161.00		023581		161.00
5961	LAWRENCE A VANBECELAERE							
I-10/2024-100724	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	129.00		023582		129.00
7581	REX LINVILLE							
I-10/2024-100886	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	645.00		023583		645.00
7837	MARJI RENTALS, LLC							
I-10/2024-100911	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	242.00		023584		242.00
8498	PITTSBURG HIGHLANDS GP, LLC							
I-10/2024-100921	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	2,957.00		023585		2,957.00
8512	GORILLA GRIP LLC							
I-10/2024-100994	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	625.00		023586		625.00
8580	GARY MORRISON REAL ESTATE, INC							
I-10/2024-101002	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,194.00		023587		1,194.00
8582	GARY K CONNER							
I-10/2024-101003	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	395.00		023588		395.00
8812	DYNAMIC ASSETS RE							
I-10/2024-101018	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,269.00		023589		1,269.00
8898	GALVESTON HOUSING AUTHORITY							
I-10/2024-101026	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,497.18		023590		1,497.18
8955	TODD MERANDO							
I-10/2024-100412	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	494.00		023591		494.00
8965	ANGELA FORCE							
I-10/2024-101035	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	950.50		023592		950.50
8969	TOKEN RENTAL LLC							
I-10/2024-101034	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	984.00		023593		984.00
1008	BENJAMIN M BEASLEY							
I-10/2024-100462	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,028.00		023594		1,028.00
1609	PHILLIP H. O'MALLEY							
I-10/2024-100033	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	2,099.00		023595		2,099.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
3218	CHERYL L BROOKS							
I-10/2024-100301	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	304.00		023596		304.00
3272	DUNCAN HOUSING LLC							
I-10/2024-100460	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	2,091.00		023597		2,091.00
3273	RICHARD F THENIKL							
I-10/2024-100540	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,115.00		023598		1,115.00
3294	JOHN R SMITH							
I-10/2024-100129	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	613.00		023599		613.00
3668	MID AMERICA PROPERTIES OF PITT							
I-10/2024-100557	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	10,769.44		023600		10,769.44
4054	MICHAEL A SMITH							
I-10/2024-100591	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	2,000.00		023601		2,000.00
4492	PITTSBURG SENIORS LP							
I-10/2024-100616	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	3,621.00		023602		3,621.00
4928	PITTSBURG STATE UNIVERSITY							
I-10/2024-100648	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,449.00		023603		1,449.00
5393	ANGELES PROPERTIES LLC - HAP							
I-10/2024-100671	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	2,031.00		023604		2,031.00
5656	EARL L. HARTMAN							
I-10/2024-100686	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	700.00		023605		700.00
5658	DEANNA J HIGGINS							
I-10/2024-100340	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	298.00		023606		298.00
5817	JAMA ENTERPRISES LLP							
I-10/2024-100701	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	708.00		023607		708.00
5834	DENNIS TROUT							
I-10/2024-100706	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	251.00		023608		251.00
5957	PASTEUR PROPERTIES							
I-10/2024-100723	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	5,548.00		023609		5,548.00
6090	RANDAL BENNEFELD							
I-10/2024-100745	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	178.00		023610		178.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
6161	MICHAEL J STOTTS							
I-10/2024-100754	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	148.00		023611		148.00
6269	EDWARD SWOR							
I-10/2024-100137	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	912.00		023612		912.00
6298	L. KEVAN SCHUPBACH							
I-10/2024-100423	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	13,359.00		023613		13,359.00
6322	R JAMES BISHOP							
I-10/2024-100451	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	991.65		023614		991.65
6394	KEVIN R. HALL							
I-10/2024-100720	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,561.00		023615		1,561.00
6441	HEATHER MASON WHITE							
I-10/2024-100777	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	882.00		023616		882.00
6464	PRO X PROPERTY SOLUTIONS, LLC							
I-10/2024-100566	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	4,420.00		023617		
I-10/2024-100780	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,411.00		023617		
I-10/2024-100909	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	10,117.40		023617		15,948.40
6694	DELBERT BAIR							
I-10/2024-100806	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	460.00		023618		460.00
6708	CHARLES R. MERTZ							
I-10/2024-100808	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	285.00		023619		285.00
6877	CHRISTOPHER KYLE BATTAGLIA							
I-10/2024-100962	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,450.00		023620		1,450.00
6916	STILWELL HERITAGE & EDUCATIONA							
I-10/2024-100577	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,797.00		023621		1,797.00
7083	PITTSBURG HEIGHTS, LP							
I-10/2024-100848	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	5,626.00		023622		5,626.00
7112	RANDY VILELA BODY REPAIR, TRU							
I-10/2024-100410	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	859.00		023623		859.00
7294	AMMP PROPERTIES, LLC							
I-10/2024-100869	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	878.00		023624		878.00

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7312	JASON HARRIS							
I-10/2024-100596	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	357.00		023625		357.00
7326	RANDY ALLEE							
I-10/2024-100872	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,497.00		023626		1,497.00
7431	R&R RENTALS OF PITTSBURG LLC							
I-10/2024-100918	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	239.00		023627		239.00
7554	TRAVIS R RIDGWAY							
I-10/2024-100925	HOUSING ASSISTANCE PAYMENTS	E	10/02/2024	235.00		023628		235.00
7582	KIRK A DUNCAN							
I-10/2024-100752	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	106.00		023629		106.00
7587	DAVID RUA							
I-10/2024-100887	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	629.00		023630		629.00
7645	SEWARD RENTALS, LLC							
I-10/2024-100456	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,017.00		023631		1,017.00
7654	A & R RENTALS, LLC							
I-10/2024-100893	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	448.00		023632		
I-10/2024-100936	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	3,178.13		023632		3,626.13
7669	CHARLES GILMORE							
I-10/2024-100753	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	582.00		023633		582.00
7741	SUSAN E ADAMS							
I-10/2024-100901	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	156.00		023634		156.00
7864	CB HOMES LLC							
I-10/2024-100913	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	524.00		023635		524.00
7866	JAMES MICHAEL HORTON							
I-10/2024-100914	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	573.00		023636		573.00
7918	CITY OF LEAVENWORTH							
I-10/2024-100923	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,423.34		023637		1,423.34
8005	REMINGTON SQUARE APARTMENTS OF							
I-10/2024-100931	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	11,808.00		023638		11,808.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
8080	SUNNYVALE INVESTMENT PROPERTIE HOUSING ASSISTANCE PAYMENT	E	10/02/2024	6,549.00		023639		6,549.00
8174	MICHAEL A SMITH HOUSING ASSISTANCE PAYMENT	E	10/02/2024	775.00		023640		775.00
8329	CHARLES P. SIMPSON HOUSING ASSISTANCE PAYMENT	E	10/02/2024	501.00		023641		501.00
8402	BEVERLY D PETERSON HOUSING ASSISTANCE PAYMENT	E	10/02/2024	202.00		023642		202.00
8492	RUSSELL F. MIZE HOUSING ASSITANCE PAYMENT	E	10/02/2024	303.00		023643		303.00
8502	JON BARTLOW HOUSING ASSISTANCE PAYMENT	E	10/02/2024	338.00		023644		338.00
8627	STEVEN MARIUCCI HOUSING ASSISTANCE PAYMENT	E	10/02/2024	513.00		023645		513.00
8634	WAYNE L STORM HOUSING ASSISTANCE PAYMENT	E	10/02/2024	427.00		023646		427.00
8643	JEANNE ELLIOTT HOUSING ASSISTANCE PAYMENT	E	10/02/2024	445.00		023647		445.00
8787	ANTHONY SIMONCIC HOUSING ASSISTANCE PAYMENT	E	10/02/2024	530.00		023648		530.00
8874	DUANE ZERR HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,250.00		023649		1,250.00
8883	RONALD E CLOSE HOUSING ASSISTANCE PAYMENT	E	10/02/2024	720.00		023650		720.00
8904	GLENNA LOVELL HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,452.00		023651		1,452.00
8922	WEBER, DEREK HOUSING ASSISTANCE PAYMENT	E	10/02/2024	658.00		023652		658.00
8960	JOSHUA STIFFLER HOUSING ASSISTANCE PAYMENT	E	10/02/2024	968.00		023653		968.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
8963	HOUSING AUTHORITY OF CITY OF D							
I-10/2024-101033	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	10,040.59		023654		10,040.59

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HAND CHECKS:	0	0.00	0.00
DRAFTS:	0	0.00	0.00
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VOID CHECKS:	0		
VOID DEBITS:	0.00		
VOID CREDITS:	0.00	0.00	0.00

TOTAL ERRORS: 0

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BANK: HAP TOTALS:	74	139,947.23	0.00

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BANK: SV BMO HARRIS BANK - SV
DATE RANGE: 10/02/2024 THRU 10/14/2024

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3668	MID AMERICA PROPERTIES OF PITT HOUSING ASSISTANCE PAYMENT	E	10/02/2024	908.00		023671		908.00
6150	JAMES L COX RENTALS HOUSING ASSISTANCE PAYMENT	E	10/02/2024	628.00		023672		628.00
6298	L. KEVAN SCHUPBACH HOUSING ASSISTANCE PAYMENT	E	10/02/2024	850.00		023673		850.00
6464	PRO X PROPERTY SOLUTIONS, LLC HOUSING ASSISTANCE PAYMENT	E	10/02/2024	274.00		023674		274.00

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VOID CHECKS:	0	VOID DEBITS 0.00		
		VOID CREDITS 0.00	0.00	0.00

TOTAL ERRORS: 0

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 BANK: TBRA BMO HARRIS BANK-TBRA
 DATE RANGE: 10/02/2024 THRU 10/14/2024

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8965	ANGELA FORCE							
I-10/24-101035T	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	800.00		023655		800.00
8969	TOKEN RENTAL LLC							
I-10/24-101034T	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	800.00		023656		800.00
3668	MID AMERICA PROPERTIES OF PITT							
I-10/24-100557T	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	800.00		023657		800.00
4492	PITTSBURG SENIORS LP							
I-10/24-100616T	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	658.00		023658		658.00
6322	R JAMES BISHOP							
I-10/24-100451T	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	800.00		023659		800.00
6464	PRO X PROPERTY SOLUTIONS, LLC							
I-10/24-100909T	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	1,550.00		023660		1,550.00
8960	JOSHUA STIFFLER							
I-10/24-101031T	HOUSING ASSISTANCE PAYMENT	E	10/02/2024	700.00		023661		700.00

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VOID CHECKS:	0	VOID DEBITS 0.00		
		VOID CREDITS 0.00	0.00	0.00

TOTAL ERRORS: 0

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BANK: TBRA TOTALS:	7	6,108.00	0.00	6,108.00
REPORT TOTALS:	258	1,074,711.72	0.00	1,074,711.72

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 VENDOR: ALL
 BANK CODES: ALL
 FUNDS: All

CHECK SELECTION

CHECK RANGE: 000000 THRU 999999
 DATE RANGE: 10/02/2024 THRU 10/14/2024
 CHECK AMOUNT RANGE: 0.00 THRU 999,999,999.99
 INCLUDE ALL VOIDS: YES

PRINT OPTIONS

SEQUENCE: CHECK NUMBER

 PRINT TRANSACTIONS: YES
 PRINT G/L: NO
 UNPOSTED ONLY: NO
 EXCLUDE UNPOSTED: NO
 MANUAL ONLY: NO
 STUB COMMENTS: NO
 REPORT FOOTER: NO
 CHECK STATUS: NO
 PRINT STATUS: * - All

Passed and Approved this 22nd day of October, 2024.

 Stu Hite, Mayor

Attest:

 Tammy Nagel, City Clerk



INTEROFFICE MEMORANDUM

To: Daron Hall, Tammy Nagel
From: Kim Froman Director of Community Development and Housing
Date: October 14, 2024
Subject: Relinquish Funds from the Community Development Block Grant #24-CR-002

On May 28, 2024, the City Commission authorized the submittal of an application for the Community Development Block Grant (CDBG) supporting the project at 211 N. Broadway in partnership with Lorenz Haus Development. On June 28, 2024, the City of Pittsburg was awarded \$300,000 through the U.S. Small Cities Community Development Block Grant Program for the commercial rehabilitation of the building at 211 N. Broadway.

After extensive review from two different accounting firms, the grant funding will not be beneficial and will ultimately cost the owners more money to complete the project. For this reason, the City of Pittsburg, along with Lorenz Haus Development, have decided to relinquish the funds for the grant #24-CR-002.

Please place the drafted letter to the Kansas Department of Commerce on the consider agenda for the October 22, 2024, commission meeting and authorize the mayor to sign.

Contact me with any questions and thank you.

Kim Froman
Director of Community Development and Housing



**COMMUNITY DEVELOPMENT
AND HOUSING**

201 West 4th Street
Pittsburg KS 66762

(620) 230-5550

www.pittks.org

October 22, 2024

Tim Parks
Kansas Department of Commerce
1000 SW Jackson, Suite 100
Topeka KS 66612-1354

Re CDBG Grant No. 24-CR-002

Dear Mr. Parks:

Lorenz Haus Development LLC, property owners of 211 N Broadway in Pittsburg, KS wish to return the commercial rehabilitation grant of \$300,000. After extensive review from two different accounting firms, the grant funding will not be beneficial and will ultimately cost the owners more money to complete the project. For this reason, the City of Pittsburg, along with the Lorenz Haus Development, have decided to relinquish the funds for grant 24-CR-002.

No CDBG funds have been expended for this project. If you have any questions, please contact Kyleigh Moore, Grant Administrator, at (620) 431-0080 or kyleigh@sekrpc.org.

We extend our heartfelt gratitude to the Department of Commerce for their invaluable support and funding opportunity.

Sincerely,

Stu Hite
City of Pittsburg Mayor



INTEROFFICE MEMORANDUM

To: Daron Hall, Tammy Nagel
From: Kim Froman Community Development & Housing Director
Date: October 15, 2024
Subject: Resolution NO. 1286 Moderate Income Housing Application

The City of Pittsburg is eligible to apply for a Moderate-Income Housing (MIH) Grant from the Kansas Housing Resources Corporation (KHRC). KHRC requires that the governing body pass a resolution authorizing the preparation and submittal of an application. The City of Pittsburg will be applying to the Kansas Housing Resources Corporation on behalf of LRP, LLC and The Aviary Project at 102 S. Locust. If the grant is awarded, this project will remodel and bring 21 moderate-income apartments to the downtown area while also saving a dilapidated building.

Please place the attached Resolution NO. 1286 on the consider agenda for the October 22, 2024, Commission Meeting.

Contact me with any questions and thank you.

Kim Froman
Director of Community Development and Housing

City of Pittsburg, Kansas

RESOLUTION NO. 1286

RESOLUTION CERTIFYING LEGAL AUTHORITY TO APPLY FOR THE 2024 KANSAS MODERATE INCOME HOUSING PROGRAM FROM THE KANSAS HOUSING RESOURCES CORPORATION AND AUTHORIZING THE MAYOR TO SIGN AND SUBMIT SUCH APPLICATION

WHEREAS, The City of Pittsburg, Kansas, is a legal governmental entity as provided by the laws of the STATE OF KANSAS, and

WHEREAS, access to safe, affordable housing for low- and moderate-income households is limited in Pittsburg, Kansas, and

WHEREAS, the City of Pittsburg, Kansas, intends to submit an application for assistance from the 2024 KANSAS MODERATE INCOME HOUSING PROGRAM.

WHEREAS, the City of Pittsburg, Kansas updated its Housing Needs Assessment in 2022 which indicates the continued need for owner and renter occupied housing;

WHEREAS, the City of Pittsburg, Kansas has received multiple requests to submit a Moderate Income Housing application in partnership with the City of Pittsburg, Kansas;

THE APPLICANT hereby certifies that the City of Pittsburg, Kansas, is a legal governmental entity under the status of the laws of the STATE OF KANSAS and thereby has the authority to apply for assistance from the 2024 KANSAS MODERATE INCOME HOUSING PROGRAM, and

THE APPLICANT hereby authorizes the MAYOR of Pittsburg, Kansas, to act as the applicant's official representative in signing and submitting an application for assistance to the 2024 KANSAS MODERATE INCOME HOUSING PROGRAM, and

ADOPTED BY THE GOVERNING BODY AND APPROVED BY THE MAYOR, this 22nd day of October 2024.

City of Pittsburg, KS

Mayor

ATTEST:

City Clerk

"THE AVIARY"



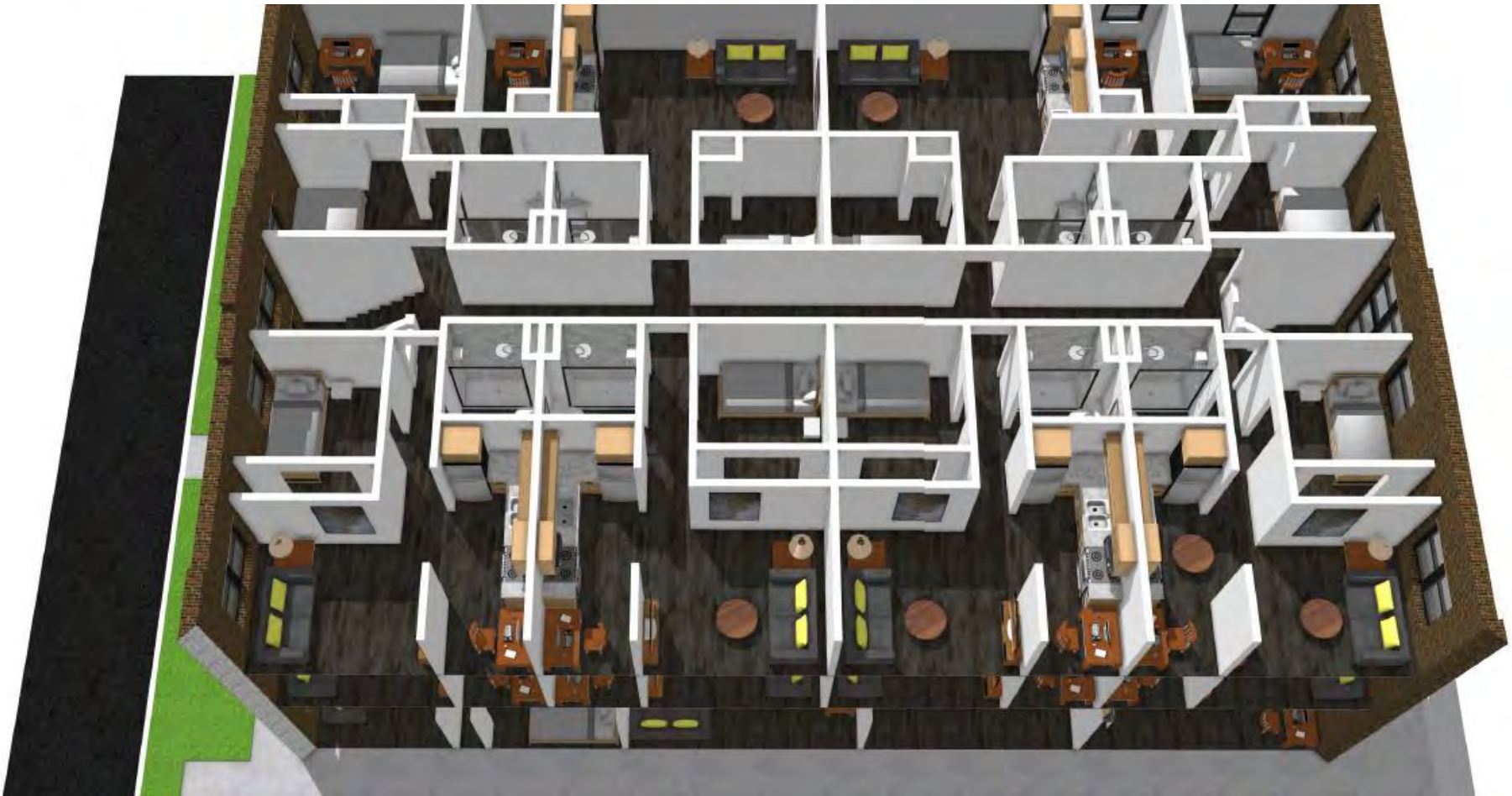
102 S Locust Street

BEFORE



AFTER





THE AVIARY – 102 S LOCUST

- 21 Residential Units
- 20 - One Bedroom One Bathroom Apartments
- 1 - Three Bedroom Two Bathroom Apartment
- Accessible 1st Floor Units
- Modest sized homes featuring full size kitchens and a designated workspace
- Modern finishes for moderate income tenants
- Emphasis on safety and technology



COMMUNITY DEVELOPMENT

AND HOUSING

201 West 4th Street

Pittsburg KS 66762

(620) 230-5550

www.pittks.org

INTEROFFICE MEMORANDUM

To: Daron Hall, Tammy Nagel
From: Kim Froman Director of Community Development and Housing
Date: October 15, 2024
Subject: Request for Study Session for Olsson Engineering Downtown Strategic Plan

Olsson Engineering was contracted by the City of Pittsburg to work through a Downtown Strategic Plan and help address growth issues and future development. Olsson Engineering would like to present their findings and strategies to the commissioners in a study session before the City Commission Meeting on October 22, 2024.

Please schedule a study session at 4:45pm before the City Commission Meeting at 5:30pm on October 22, 2024.

Once the study session is complete, action needed would be to consider staff recommendation to accept the Downtown Strategic Plan. Please place the Downtown Strategic Plan on the consider agenda.

Contact me with any questions and thank you.

Kim Froman
Director of Community Development and Housing



PITTSBURG

DOWNTOWN STRATEGIC PLAN

DRAFT: OCTOBER 2024

ACKNOWLEDGMENTS

Thank you to everyone that contributed to the creation of this document and participated in the planning process. Your passion, thoughtfulness, time, technical expertise, and guidance was critical to the development of the Pittsburgh Downtown Strategic Plan.

MAYOR AND CITY COMMISSION

Stu Hite, Mayor
Dawn McNay, President of the Board
Chuck Munsell
F. Ronald Seglie, M.D.
Cheryl Brooks

DOWNTOWN ADVISORY BOARD

Ben Fowler
TreAnna Mulkin
Ashlee Ricks
Brad Stefanoni
Darcie Shultz
Skip Urich
Stephanie Watts

DAB Marketing Committee

Heather Horton
Andra Stefanoni



CITY STAFF

Daron Hall
Jay Byers
Kim Froman
Sarah Runyon
Chris Yetzbacher
Troy Graham
Dexter Neisler
Matt Bacon

CONSULTANT TEAM

Olsson

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INTRODUCTION

The Downtown Pittsburg Strategic Plan (Plan) is an articulation of community goals for downtown Pittsburg over the next 10 years. Throughout the downtown planning process, residents, business owners and property owners engaged through a variety of exercises and events to identify issues, opportunities and values related to land use, economic development, design and aesthetics, parking, transportation connectivity and downtown programming.

Section 1 sets the stage for the Plan by answering why the Plan was necessary, how the Plan will be used and what the planning process entailed.

PLAN OVERVIEW

The Plan sets strategies for the future of downtown Pittsburgh: its growth and development, its character and its functionality. This long-range Plan demonstrates a path forward for downtown Pittsburgh and acts as a roadmap, helping to visualize where downtown should be in the future.

The process culminated in this integrated Plan that reflects the needs and desires of the community and helps direct future decision making as it relates to the growth, revitalization and sustainable development of downtown Pittsburgh. The recommendations within this plan are not a list of things that must be constructed, rather a list of potential enhancements for the downtown area that should be considered as the downtown area continues to grow and change.



WHAT IS A DOWNTOWN STRATEGIC PLAN?

This type of planning document has a narrow focus on the core part of a community – downtown. A downtown specific area plan examines many of the same topics that other long-range planning documents assess, such as infrastructure, land use and transportation. However, the focus of these topics is more detailed and specific as the study area is at a smaller scale. Additionally, downtown strategic plans place a greater emphasis on economic development, business retention and recruitment, tourism and entertainment as downtowns often can function as an economic powerhouse of a community.

The “Why”

Downtown Pittsburgh is preparing itself for the future! In an effort to plan for the future, several large potential developments were used as examples during the planning process, in order to generate discussion around possible impacts for downtown. These developments require in depth discussions between the city, developers, and key stakeholders regarding growth, development, redevelopment in and around downtown. In addition to these concepts there are numerous smaller residential projects in the works.

While the location of the Kelce College of Business (Gorilla Rising) is the only development of the three mentioned that has a downtown site located and preliminary design documents; it is still important to evaluate and consider the impacts these development concepts could have on downtown Pittsburgh. These include but are not limited to, a new hotel and convention center, the relocation of the Kelce College of Business, and the construction of a new multi-sport complex, as shown in **Figure 1.1 Planning Area**.

Hotel and Convention Center (Concept)

The addition of a hotel and convention center to support the downtown area has been identified as a development potential for the city. Several locations are appropriate to support this use; however, a final location has not been determined. For the purposes of this analysis, a location was considered that would provide a more conservative review of future parking demand needs. The location considered for the hotel/convention center for the purpose of this review was between 2nd and 3rd Streets, and between Broadway Street and Joplin Street. Initial planning for the hotel has considered ground level retail uses with the hotel above. Approximately 300 additional parking spaces are proposed to support the hotel and convention center uses.

Gorilla Rising (Funded)

The Kelce College of Business, referred to as Gorilla Rising for the purposes of this report, is proposed to relocate to the southwest corner of 3rd Street and Broadway Street. The relocated academic building will be close to several existing student housing facilities, and within a renovated historic hotel, support 70 additional student housing units. Approximately 180 additional parking spaces are proposed with development of the business college.

Multi-Sport Field Complex (Concept)

Development of a sports complex near the downtown area was considered as an example of a potential high-traffic center of regular activity. The example development would provide a sports complex that could support soccer, flag football, and baseball/softball fields. Several locations would be available; however, a final location has not yet been confirmed. For the purposes of this report, an area was identified that could support such land uses and would fit well with the other proposed developments. Approximately 1,000 additional parking spaces are proposed with development of the sports complex.

Downtown Residential (Ongoing)

The downtown district has added approximately 125 residential units over the last five years and is expected to continue growing. In addition to the Gorilla Rising development, which will support student housing, several other locations have been identified for growth. Areas identified for residential growth include: The Smithsonian, Lorenz Haus, Aviary, Beck and Hill, Ettingers, The Corner Patio, and Town Talk Studios. Approximately 250 total units are expected within the downtown area within the next five years. Parking requirements for each development should be determined during site plan review and in accordance with updated parking code requirements.

FIGURE 1.1 Planning Area

PLANNING AREA

Figure 1.1 illustrates the area addressed in this Plan: the downtown Pittsburg planning area. The planning area is generally bounded by 14th Street to the north, Kansas Avenue to the south, Walnut Street to the west, and Elm Street to the east.

Regional Context

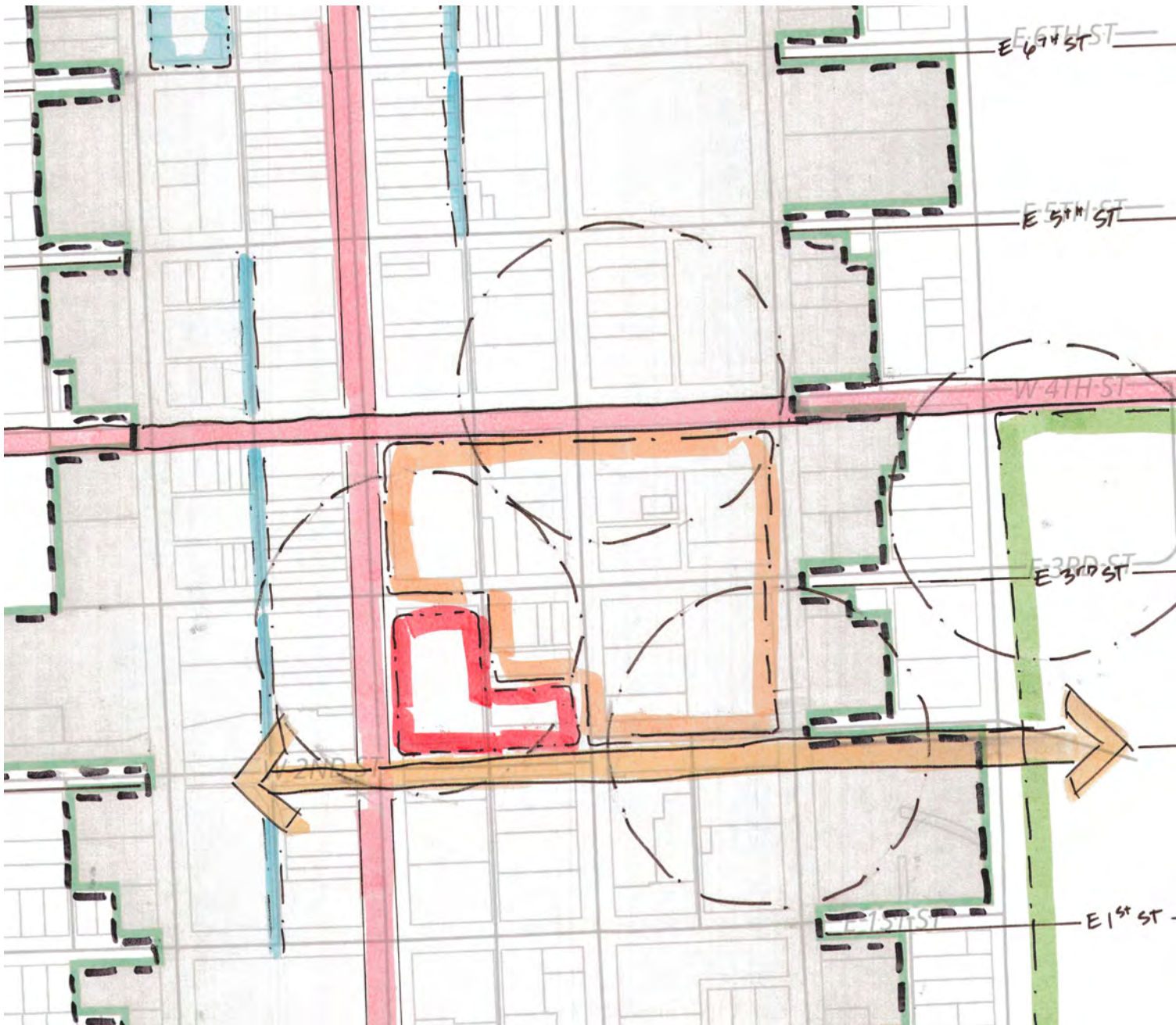
Pittsburg is in Crawford County, Kansas and located in the southeast portion of Kansas. The city currently contains a total land area of 13.5 square miles. The eastern city boundary is less than three miles from the Kansas/Missouri state line. Pittsburg is home to Pittsburg State University (PSU) and is the most populous city in Crawford County with a population just over 20,000 (2022 U.S. Census Bureau).



PLANNING PROCESS

The planning process took place over ten months and consisted of four primary phases:

1. **Discover:** developing a baseline understanding of downtown,
2. **Engage:** conducting stakeholder public engagement opportunities and collecting feedback,
3. **Plan and Refine:** creating a road map for the future of downtown,
4. **Implement:** putting the new Plan to work.



PLAN ORGANIZATION

The Plan is organized into six sections, detailed as follows:

Section 1 - Introduction. This section presents an introduction to the Plan, including the Plan’s purpose and timeline, as well as an introduction to the downtown Pittsburg planning area.

Section 2 - Vision and Values. This section narrates and illustrates the desired future for downtown Pittsburg through key focus areas that will guide development, redevelopment, and enhancements.

Section 3 - Downtown Parking Strategy. This section outlines the understanding and importance of parking in downtown Pittsburg and provides a holistic approach and strategy to the ongoing concerns with parking as growth takes place.

Section 4 - Downtown Tomorrow. This section focuses on creating a better downtown for tomorrow through best practices and providing recommendations specific to the aesthetics, streetscaping and business culture as future developments increase activity in downtown.

Section 5 - Achieving Tomorrow: Action Plan. This section presents specific actions to achieve the goals and strategies of the previous sections.

Appendix A - Downtown Today. This appendix describes the history and current state of downtown, including details on current and forecast demographic factors, market potential and physical, natural and regulatory conditions.

Appendix B - Stakeholder and Public Engagement Summary. This appendix presents a summary of the input received from the community through a variety of engagement tools and methods, both in-person and online. All received stakeholder and public comments are transcribed and available in this appendix.

Appendix C - Summary of Relevant Plans and Studies. This appendix presents a full review of existing plans and studies with relevance to downtown Pittsburg and describes their relationship to this Plan.

HOW TO USE THIS PLAN

This Plan is intended to be a living document – one that can adapt and respond to emerging issues and opportunities downtown. While it was compiled as a reflection of current conditions using the public and stakeholders’ interests at the time, the Plan establishes a broad policy foundation to guide future growth and reinvestment in downtown Pittsburg for years to come.

The Plan is used to:

- Reinforce and build on the vision for downtown established in the Land Use Plan.
- Provide policy guidance for elected and appointed officials when making decisions that affect the long-term needs of the community.
- Help guide city staff members’ day-to-day decision-making regarding the location, intensity and design of future downtown development and redevelopment.
- Inform residents, property and business owners, developers and others interested in downtown Pittsburg’s plans about the priorities and expectations for downtown development.
- Set forth a clear implementation strategy that helps advance the community’s vision for downtown Pittsburg.

The Plan contains a hierarchy of information that provides a decision-making framework that aligns with community values:

- 1. Values:** Address a specific topic or functional area where efforts and resources should be focused to reinforce the key focus areas.
- 2. Goals:** Identify specific targets, outcomes or objectives that support the intent of each value.
- 3. Policies:** Provide direction as to how the goals will be carried out in daily decision making to achieve the vision.
- 4. Implementation Strategies:** Short-, mid- and long-term action steps necessary to advance the goals and policies.

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2 DOWNTOWN FOCUS

Section 2 provides a look into the core focus areas for the future of downtown Pittsburg based on the concerns and feedback the community shared during the planning process. It was through these conversations and in discussions with the City of Pittsburg, the Downtown Advisory Board, and business and property owners, that the goals and strategies of this Plan were developed. All input gathered throughout the public engagement process is detailed in **Appendix B**.

DOWNTOWN FOCUS

The goals and strategies that are presented in **Section 5** will help guide development, redevelopment, and enhancements within the downtown area. This is crucial as Gorilla Rising and other developments move into the downtown area, encouraging its growth.

Throughout this planning process, members of the community were able to provide their feedback, identifying needs they believe to be crucial to downtown's success!

KEY FOCUS AREAS

1. Storefront Access and Demand

One of the primary reasons why the parking study and planning process occurred was community concern over limited parking options. Additional concerns were raised when discussions of future developments, such as Gorilla Rising, were mentioned. Would new developments decrease the available parking spaces further?

Upon completion of the data analysis, the parking study found that an adequate supply of parking existed. Some in the community expressed surprise at this finding. Still, the perception remains that additional parking could be required, especially as additional developments grow within the downtown. Suggestions regarding parking within the downtown are discussed in **Section 3 – Parking Strategy**.

2. Comfortability and Safety

Throughout the project, the planning team heard several concerns about safety from stakeholders and the public. Certain areas of the downtown are poorly lit, uninviting, or have a perception of being unsafe. Some business and property owners expressed concern for the safety of their staff and patrons.

These perceptions can determine how long people wish to spend time in the downtown, affecting their level of comfortability and their feeling of safety. Strategies to mitigate these effects are discussed in **Section 4 – Downtown Tomorrow**.

3. Space Activation and Aesthetics

Underutilized or vacant buildings dilapidated or poorly maintained buildings, and a desire to see the downtown streetscape improve were all concerns that were voiced during the planning process.

Suggestions to improve the downtown streetscape and activate spaces within the public realm, including relevant best practices, can be found in **Section 4 – Downtown Tomorrow**.

4. Downtown Business and Culture

Multiple comments gathered during engagement events indicated a community desire to develop a tourist attraction, expand the offerings of weekly things to do, and expand the hours of operation.

Several strategies and ideas for consideration are suggested in ***Section 4 – Downtown Tomorrow***. These strategies can help further develop the downtown experience!

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DOWNTOWN PARKING STRATEGY

Section 3 outlines a potential mitigation strategy to address current and future deficiencies of downtown Pittsburg's parking system. This does not represent specific recommendations that must be implemented; rather the purpose of this information is to provide opportunities to enhance the parking situation in Pittsburg.

DOWNTOWN PARKING

Parking is a unique challenge. It is an extremely important amenity to downtown business owners who rely on patronage for their livelihood. Understanding the importance of the issue, a holistic approach to the problem was considered. The following methodology was developed to ensure that all voices, public, private, and professional, could be considered.

1. Parking Data Collection
2. Analysis of Future Developments
3. Stakeholder Considerations
4. Available Mitigation Techniques
5. Final Recommendations

These five steps were followed to fully gain the knowledge required to recommend improvements to the downtown parking conditions.

Mitigation strategies were considered within the following categories, described in further detail below:

- Perception. Public opinion of parking availability
- Dedicated parking. Identification of parking stalls or lots that can be dedicated to certain users
- Technology. Use of technology to support wayfinding and parking restrictions.
- Parking restrictions and signage. Using signing and/or enforcement to manage parking restrictions.
- Multi-modal. Improving walkability, bicycle amenities, and bus/shuttle services to reduce parking demand.
- Restrictions to parking along Broadway Street and 4th Street.

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PERCEPTION

Several stakeholders during the engagement process provided valuable insight regarding the perception of parking availability in the downtown area. During data review periods stakeholders expressed surprise upon seeing the number of parking spaces available and the overall utilization data. The consensus among stakeholders was that if a patron was not able to park immediately in front of a business then there is not enough parking. This is a common opinion in many communities – people want to park where they shop. However, with the growth of Pittsburg and further development of the downtown area, improved management of parking conditions and an effort to adjust expectations can improve perception of the parking that is available.




To illustrate parking availability downtown an walking distance, an image has been shared throughout the planning process to visually connect a common situation. **Figure 3.1 Wal-Mart Walking Comparison**, shows a typical walk from the back of a Walmart parking lot to the end of the grocery aisle in a typical store. That walking distance (800 feet) was then converted to a walkable distance within Pittsburg’s downtown. Looking at **Figure 3.1**, more than half of the total downtown area can be covered within an 800-foot walk. Providing this visualization assisted stakeholders and members of the public to better understand the availability of parking within the downtown area.

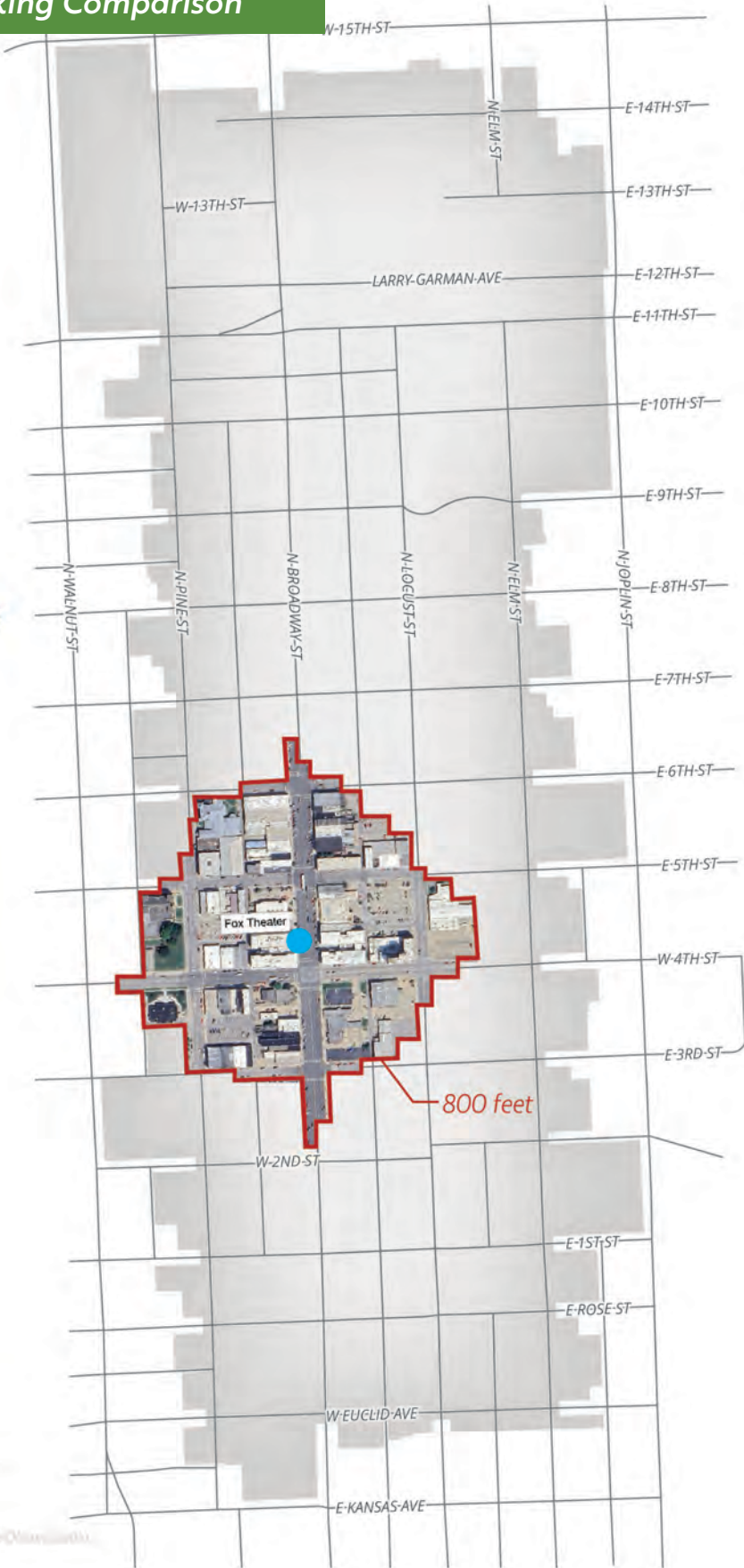
Visualizations such as these, combined with improved wayfinding signage and public education campaign (e.g., FAQ documents, promotional materials encouraging walking for health benefits, etc.) can improve the perception of parking availability.

FIGURE 3.1 - Wal-Mart Walking Comparison



WAL-MART WALKING COMPARISON

-  Comparison Area
-  Streets
-  Downtown Boundary



PITTSBURG
DOWNTOWN STRATEGIC PLAN

NORTH

0' 300' 600' 900' 1200'

1/4" = 100'

Data Courtesy: City of Pittsburg, Lincoln University, and the Census Bureau

DEDICATED PARKING

Through data collection efforts and analysis, there are very few areas in downtown Pittsburg where parking is dedicated for a particular user type. The reorganization of parking downtown has been explored for how to accommodate various user types as follows:

Students

The engagement period revealed a parking disconnect between local business owners and university students. Business owners are concerned the Gorilla Rising development will cause a parking shortage, while students are concerned that they will have no place to park if restrictions are placed.

Based on proposed plans, the Gorilla Rising development should provide adequate parking for all students and faculty utilizing it for the business college and residential units.

Residential

Currently, downtown Pittsburg does not provide parking guidance for residential units in the downtown area. Development of parking standards based on residential use type (studio apartment, 1-or-2 bedroom unit, etc.) will help in understanding the impact to parking demand with the addition of residential uses. As residential uses are developed tenants will be encouraged to park on side streets. There is the potential for the identification of parking lots or stalls as developers propose site design plans. Due to residential development being located throughout the downtown area, it is difficult to identify exact lots or stalls that should be reserved. At a minimum, residential tenants who live in the upper floor of a businesses should not park along Broadway or 4th Street due to locality to high business activity. Dedicated tenant spaces should be in lots or on side streets.

Commercial

Business owners along major commercial routes (Broadway Street and 4th Street) need dedicated parking for their patrons. Parking conditions currently allow on-street public parking limited to 2 hours. However, it has been identified through the engagement process these limits are not adhered to nor enforced. Reserving stalls for a specific business could be detrimental to the vibrancy of the downtown area; the intent is not to have patrons move their vehicles as they visit different businesses. However, some businesses may benefit from a time restriction in front of their business (e.g., 15-minute limit) versus other businesses that prefer a longer time restriction. Working with business and property owners along major commercial streets to understand parking needs and potential desired time restrictions can better services business owners and patrons parking needs.

PARKING RESTRICTIONS AND SIGNAGE

A significant portion of public parking in the downtown area is restricted, either by time of day or time limit. The following section recommends ways to improve or enhance parking restrictions and signage.

Time-Based

A two-hour parking restriction is in effect for most of Broadway Street and many portions of intersecting cross streets. There are various other locations with 15-minute parking restrictions. Outside of the segments with 2-hour and 15-minute restrictions downtown, there are segments with time restrictions based on the day of the week. All existing parking signs should be reviewed to determine if they are still necessary. Locations of areas with parking restrictions are shown in **Figure 3.2 Parking Restrictions**.

In combination with Dedicated Parking for Commercial Uses; a review of timed parking restrictions in front of businesses along Broadway Street and 4th Street and discussion with business owners can assist in providing time restrictions that fit the needs of adjacent businesses.

Enforcement

While parking restrictions are posted in several segments of the downtown area, enforcement does not currently exist. This can result in users parking in a stall for extended periods, reducing the opportunity for parking turnover. Parking enforcement should be provided for any locations that are signed to increase compliance. If enforcement cannot be provided signage restricting parking should be removed.

Wayfinding

Some wayfinding signage is available downtown; however, it is incomplete or inconsistent. Wayfinding to public parking lots should be provided along both Broadway Street and 4th Street to assist users in finding underutilized parking lots.

Major Roadways

Concern was raised in general about parking along major routes in the downtown area. Broadway Street is the primary thoroughfare and north south connection in downtown, while 4th Street is the main east west connector intersecting with Broadway. There is currently ample parking along both corridors that is time of day restricted. Through the engagement period conversations centered around the lack of enforcement of time restrictions, reducing the parking turnover. Additionally,

there is concern with parking stalls along major routes being used for overnight or extended parking by students and/or downtown residents. Parking restrictions along these corridors should be reviewed to confirm that limits are provided. Enforcement would aid in parking turnover and ensure the reduction in overnight/long term parking. It may be necessary to amend the city's parking ordinance to ensure residents move their vehicles from in front of businesses during business hours.

FIGURE 3.2 - Parking Restrictions



TECHNOLOGY

There are several opportunities to introduce technology to the downtown parking experience. As the city continues to grow, access to parking information becomes increasingly important and should be used to enforce parking.

Metered Parking

One method to manage parking time restrictions is to introduce metered parking. Installation of metered parking would require an initial expense for implementation but could result in revenue generation after the establishment of the system. Metered parking could aid in parking turnover by better relaying time restrictions. For the downtown area, a low fare would be recommended with a maximum time limit. Enforcement would be an important component in ensuring the success of a metering program.

Website/Smart Phone App

Technology can be used to provide information to users on parking locations and availability. A near-term solution is to provide a map of public parking lots and areas on the city website. The city should collaborate with Pittsburg State University to provide parking information to students, especially those students and faculty who will be parking in the downtown area.

A longer-term technology approach could be to create and provide access to an interactive parking map, either via a website or smartphone app. The system would display real-time of-day data for the parking areas. This strategy would require the implementation of a system to identify each parking stall and usage; implementation may require significant investment.

Intelligent Transportation System/Other

More typically in parking garages, public lots could install message boards that display the number of available spaces. Electronic parking wayfinding signs could also be provided. This strategy could reduce the presence of drivers circulating the downtown area to find parking. Implementation of electronic signing would be associated with a high investment cost.

MULTIMODAL

As downtown Pittsburg grows, the availability of alternative modes of transportation that can offset parking needs will be important. Supporting walkability of the downtown, bicycling, and transit can reduce parking demands.

Bicycle Facilities

There are very few identified bike routes and trails within Pittsburg. The Gorilla Rising development is anticipated to spur biking between the university's main campus and downtown. A bike route should be identified, and bike parking should be provided at the new Kelce College parking lots. As downtown continues to grow and develop, identifying opportunities to support bike routes and parking can encourage users to bike instead of driving downtown.

Transit

In addition to the expected increase in bicycle usage, students in general are expected to need to get back and forth more often from downtown to the main campus. There is currently a bus line that is provided, but it is underutilized and under-advertised. This system should be reviewed as the downtown area grows and develops to encourage students and residents to use transit rather than to drive in a personal vehicle to downtown.

4TH AND BROADWAY RESTRICTIONS ANALYSIS

Analysis was conducted assuming parking restrictions along 4th Street and Broadway Street in combination with the proposed developments (Kelce College, Convention Center, and Multisport fields). Approximately 97 parking spaces are provided along 4th and Broadway within the one-eighth (1/8) perimeter of the proposed development sites, with an additional 117 stalls within one-fourth (1/4) mile. **Figure 3.2 Parking Availability Near Proposed Developments** and **Table 3.1 Parking Availability Near Proposed Developments** show the estimated parking demand through the day based on trip generation and existing parking usage, assuming restrictions of parking (providing time limits to parking) along 4th and Broadway Street.

FIGURE 3.2 - Parking Availability Near Proposed Developments (Excluding Broadway/4th Street)

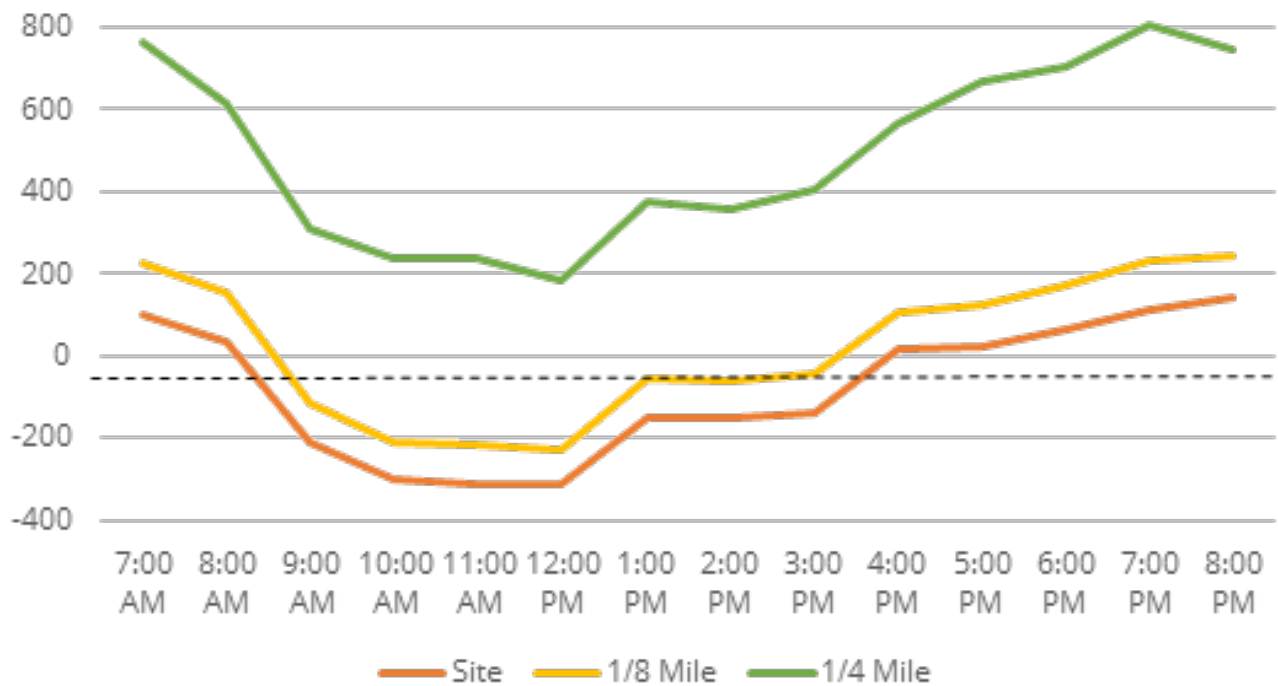


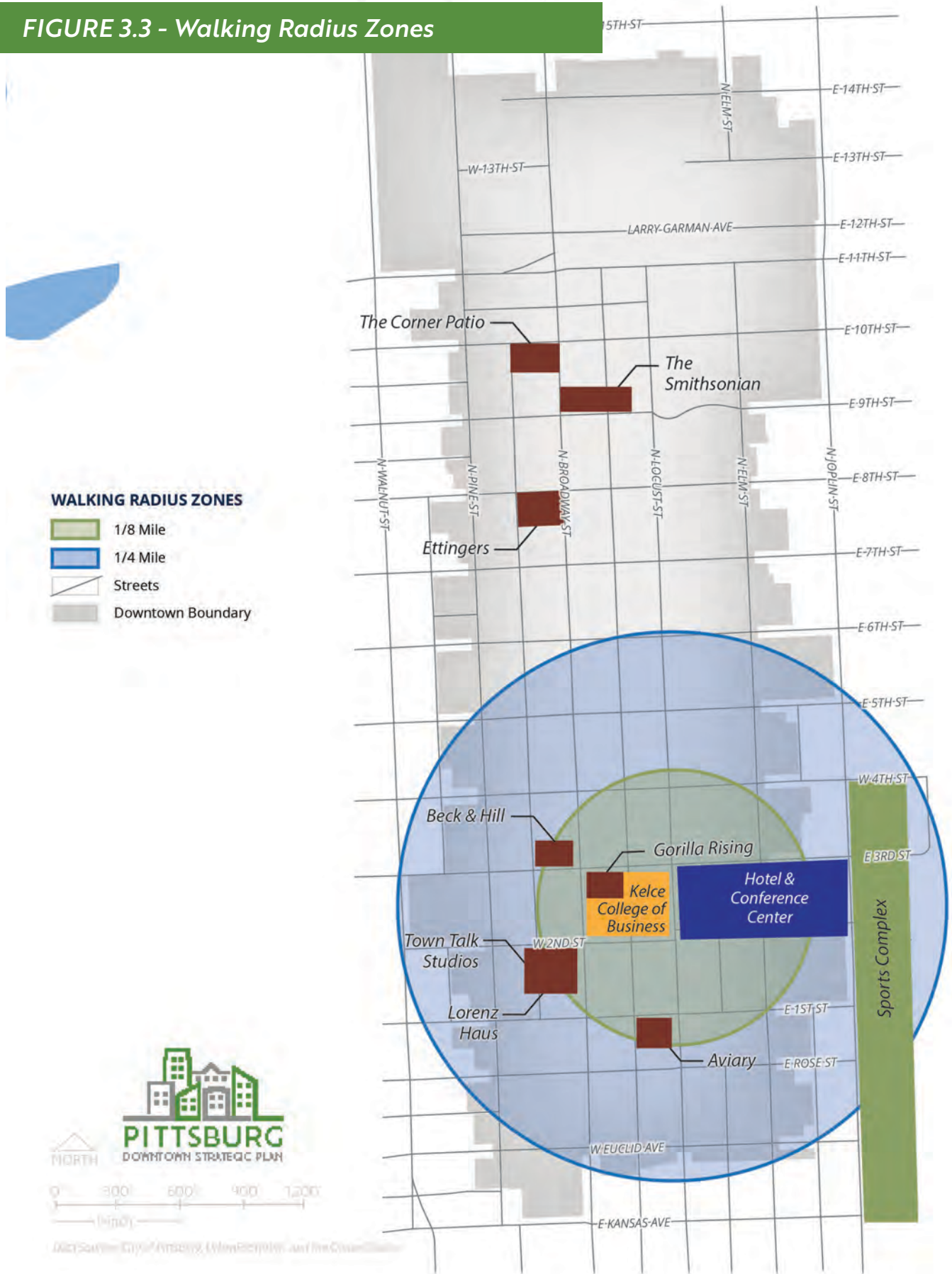
Table 3.1 - Parking Availability Near Proposed Developments (Excluding Broadway/4th Street)

Time	Proposed Parking On-Site	1/8 Mile	1/4 Mile
7:00 - 8:00 AM	99	223	767
8:00 - 9:00 AM	36	152	617
8:00 - 10:00 AM	-213	-133	310
10:00 - 11:00 AM	-303	-209	240
11:00 - 12:00 PM	-313	-216	240
12:00 - 1:00 PM	-314	-230	184
1:00 - 2:00 PM	-151	-55	375
2:00 - 3:00 PM	-153	-62	358
3:00 - 4:00 PM	-141	-45	403
4:00 - 5:00 PM	15	107	567
5:00 - 6:00 PM	21	127	667
6:00 - 7:00 PM	62	172	705
7:00 - 8:00 PM	115	229	807
8:00 - 9:00 PM	144	245	745
Maximum	-314	-230	184
AVG: Utilization	119%	96%	66%

Table 3.1 includes proposed parking as part of the Kelce College of Business.

Analysis indicated that the proposed developments will not be able to contain all expected traffic on site. However, there is ample parking within the surrounding area that can be used to supplement the anticipated developments to downtown Pittsburg. All parking can be accommodated within a ¼ mile walk (4-to-6-minute walk). **Figure 3.3 Walking Radius Zones** illustrates that while the anticipated development in downtown could provide enough parking to support all users, there is adequate parking within a reasonable walking distance to service the sites. By considering the current availability of parking within the downtown core and the proposed development, parking utilization would increase illustrating improved use of parking facilities.

FIGURE 3.3 - Walking Radius Zones



GOALS AND STRATEGIES

The following recommendations support the parking analysis within downtown Pittsburg.

Goal 3.1 Explore reorganization of parking downtown to accommodate various users.

Strategy 3.1.1. Student Parking

Additional dedicated student parking should be considered pending the construction of Gorilla Rising and its associated lot. Evaluate the feasibility and use of the unmarked lot on the northwest corner of 3rd Street and Elm Street and Public Lot 5.

Strategy 3.1.2. Residential Parking

At a minimum, residential tenants living in the upper floors of multi-use business buildings should not park along Broadway Street and 4th Street to limit occupancy for high business activity areas. Dedicated tenant parking should be in lots or on side streets. In partnership with developers the city should consider changing certain side streets near residential developments to one-way, providing additional parking stalls.

Strategy 3.1.3. Commercial Parking

Work with business owners along major commercial corridors to understand the parking needs and the potential for time restrictions to better serve business owners and patrons.

Strategy 3.1.4. New Development Parking

As new development occurs, ensure adequate parking is provided on-site or within a reasonable walking distance. Monitor parking demand within the downtown area to ensure parking remains available.

Goal 3.2 Enhance parking restrictions and signage in the downtown area that benefits residents, business owners, and visitors.

Strategy 3.2.1. Time-Based Parking

In concert with Strategy 3.1.3 Commercial Parking, review timed parking restrictions in front of businesses along Broadway Street and 4th Street to provide time restrictions that fit the needs of adjacent businesses.

Strategy 3.2.2. Enforcement

Parking enforcement should be provided for any locations that are signed to encourage compliance. The use of new technologies to support parking enforcement should be considered. Hiring a parking compliance officer should also be considered.

Strategy 3.2.3. Wayfinding

Improve identification of designated parking areas to increase drivers' perception on availability of parking stalls and lot locations. Technical systems may supplement people's ability to locate available parking.

Strategy 3.2.4. Major Roadways

Evaluate parking restrictions along major roadways and routes to confirm that parking restriction limits are provided. Enforcement along these routes can assist in ensuring that parking turnover occurs, and that overnight/long term parking does not impact businesses.

Goal 3.3 Explore opportunities to utilize technology to enhance the downtown parking experience as newer development occurs and increases the need for parking efficiency and solutions.

Strategy 3.3.1. Metered Parking

Consider metered parking, either physical or digital, with a low fare and a maximum time limit. Implementation could result in revenue generation after the establishment of the system. Enforcement is an important component to ensuring the success of the system.

Strategy 3.3.2. Website Education

Explore a near-term solution to provide a map of public parking lots and areas on the city website. Collaborate with the University to share educational materials with students and faculty who will be using university facilities.

Strategy 3.3.3. Smart Phone Application

Consider a longer-term technological approach to create and provide access to an interactive parking map, either via the city website or phone app. The system would display real-time-of-day data for parking areas.

Strategy 3.3.4. ITS/Other

Install electronic parking wayfinding signs to reduce the presence of drivers circulating downtown to find available parking. Implementation of electronic signage is a high investment cost with a longer-term benefit to residents and visitors.

Goal 3.4 Support multimodal transportation modes to offset parking needs and reduce parking demands.

Strategy 3.4.1. Bicycle and Pedestrian Facilities

Identify a bicycle and pedestrian route from Gorilla Rising parking lots and newer developments to increase connectivity to the University and high-traffic areas downtown. As downtown continues to grow and develop, identify opportunities to support bike routes and pedestrian walkways.

Strategy 3.4.2. Transit

Evaluate the existing bus line as new development occurs to encourage ridership. Collaborate with Pittsburg State University and the Pittsburg Area Community Transit (PACT) on coordination, promotion, and education of the Gus Bus routes hours of operations, and fees.



DOWNTOWN TOMORROW

Section 4 focuses on creating a better downtown for tomorrow by analyzing best practices and regional and national case studies and providing recommendations. These subsections and their recommendations are grounded in stakeholder and community feedback. The following subsections include the following:

- Alley Activation
- Downtown Streetscape
- Business Culture

Each of these subsections is accompanied by relevant case studies, providing context for potential solutions that can be implemented in downtown Pittsburg.

ALLEY ACTIVATION

Alleyways are often an underutilized space within a town or city. They appear behind and on the sides of buildings, often serving as a location for loading/unloading, trash and recycling storage, and/or entryways for business owners and their employees. However, they can often be unkept, dirty, and poorly lit. This space is often not considered to be 'prime real estate', especially when compared to the front or sides of buildings. However, it is important to consider how these spaces impact the 'feel' or aesthetics within a downtown. What is the perception of these spaces?

Throughout the engagement process, members of the community indicated that alleyways:

- Are poorly lit
- Felt unsafe
- Known individuals who loiter

These perceptions often discourage residents and visitors from going near these areas and may discourage potential shoppers from accessing North Broadway Avenue from parking spaces at the rear of buildings. This in turn may make a short trek to a storefront seem like a nuisance.

It is important to realize that these alleyways are underutilized areas that can enhance a resident's or visitor's experience in the downtown. Making physical improvements to alleyways, local businesses, and downtown Pittsburg can encourage new activities to take shape and create a more pleasant experience for pedestrians.

ALLEYWAY ELEMENTS

What are some improvements that alleyways can include? Different aesthetic elements may include:

Screening

Businesses will still need to utilize alleyways for their deliveries and trash and recycling pickup. Although these functions may prove to be cumbersome to reimagining downtown Pittsburg's alleyways, it is originally what alleyways were intended for! One solution is creating decorative fencing or screening to hide unsightly-looking bins or loading/unloading areas.

Lighting

Lighting should be consistent along the alleyway to discourage dark spots and face downward to prevent excess light pollution and light shining into residences. Lighting that illuminates entryways, displays, and signage should be aimed and controlled so that light is only directed at the object intended to be illuminated. Certain alleyways may want to utilize specialty lighting such as festoon or string lighting. Lighting output should also be within the warmer color range to create a more welcoming atmosphere.

Hanging Baskets and Planters

Hanging baskets and planters are an easy way to inject greenery into otherwise nature-bare sites. Although they may require ongoing maintenance during the warmer Kansan months, the maintenance and impact on surrounding buildings and infrastructure is far less than planting trees

or creating flower beds. Consider creating unique arrangements of planters or providing consistent, yet well-spaced hanging baskets.

Bollards

Concrete or permanent bollards are one way to delineate pedestrian spaces and delivery or trash truck lanes. Specific lanes for benches, planters, murals, and pedestrian walkways with bollards can help designate spaces that are to be considered permanent pedestrian spaces while still leaving room for delivery and service vehicles.



Rochester, Minnesota

This alleyway in Rochester, Minnesota features various elements that could be used in the City of Pittsburg. Different forms of lighting illuminate the space, providing a sense of safety. Bollards help clearly delineate space for pedestrians and vehicles. Delivery vehicles are able to utilize the space to the left while permanent pedestrian elements are able to remain installed on the right.

Photo Credit: MedCityBeat

Murals and Art Features

It's no secret that murals are a great way to liven a space with color and interest! Typical wall space alongside the backs and sides of buildings may not have received the same attention and love as the front-facing facades. Murals are a great way to call out different community values and illustrate local pride to viewers. Bland, boring, and unsightly-looking walls can be drastically improved with a dedicated piece of art.

- Other art features may include sculptures, whether standalone or as an interactive piece.
- Artwork can also be displayed on wall-mounted screens, providing much-needed texture and vibrancy to the space.

Seating

Benches, chairs, and other seating elements are highly dependent on the intended function of the space. These would not be appropriate to include throughout every alleyway within downtown Pittsburg but rather at key nodes or spaces that are anticipated to function as pop-up concert venues, gathering spaces, and other event functions. In spaces where a series of art pieces are installed, a few seating options can provide much-needed relief to those who are unable to walk far distances.

Cleaning

One of the best ways to make alleys more interesting is to clean them regularly. The City should arrange to have the alleys regularly swept and cleaned, preferably with the assistance of owners and tenants.

The following sections provide two illustrated options to consider for alleyways.

Figure 4.1 - Alley Option 1 allows for an 11-foot travel lane through the middle of the alleyway. Plantings and other amenities could be featured on either side within a 2-foot amenity zone. Lightings, banners, and hanging planters would need to reside close to the building's faces or be installed high enough to not impede trash, recycling, or delivery trucks.

Figure 4.1 - Alley Option 1

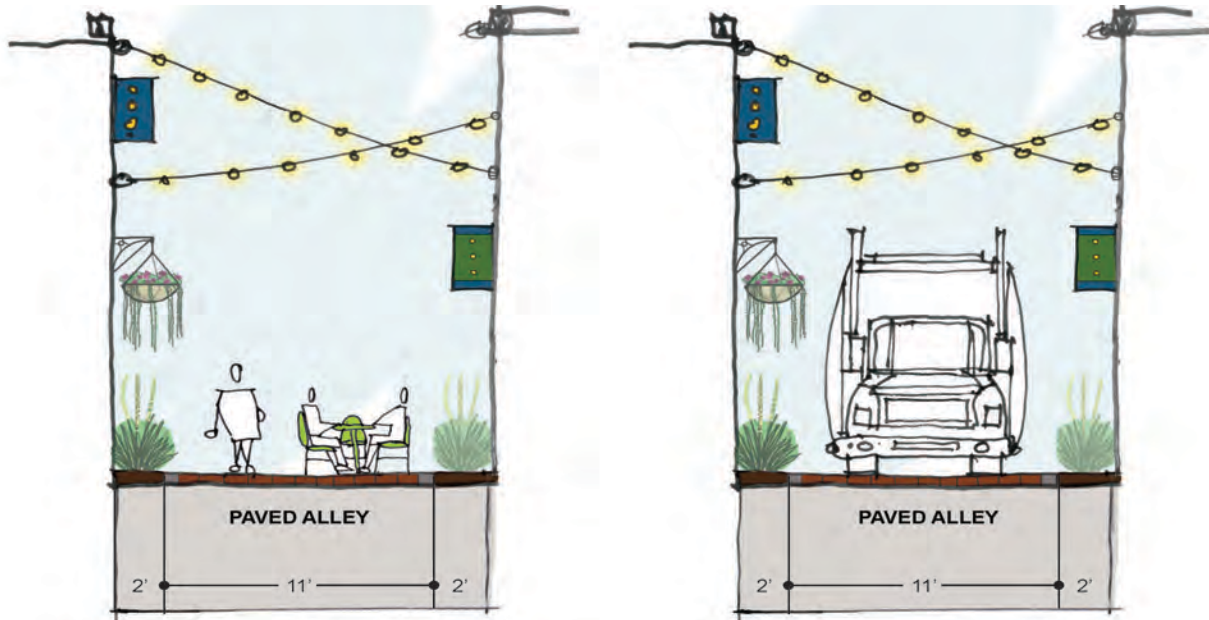
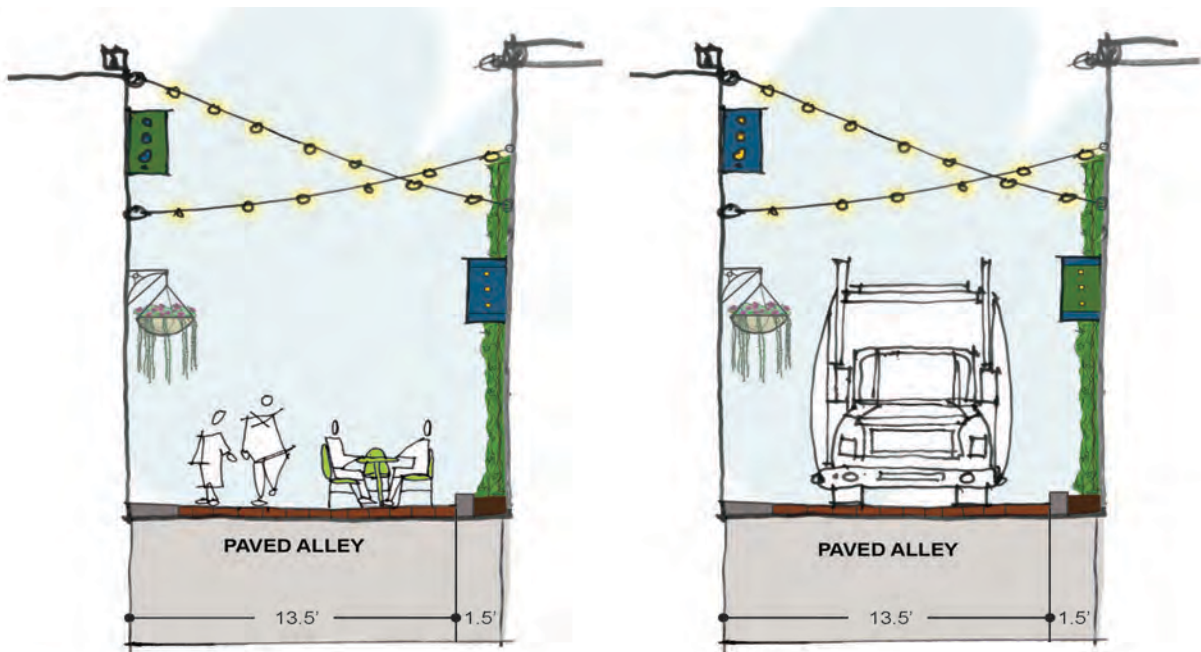


Figure 4.2 - Alley Option 2 provides for a less-committed and smaller defined amenity space. The 1.5-foot amenity zone could feature small planters or artwork. Similarly to Alley Option 1, the rest of the alleyway could host tables and pedestrian-related activities when not in use by trash, recycling, or delivery trucks. The following are successful examples of alleyway transformations. Although these communities are different from Pittsburg, it is crucial to look to another community's successes to help further define the vision for Pittsburg's alleyways.

Figure 4.2 - Alley Option 2



The following are successful examples of alleyway transformations. Although these communities are different from Pittsburg, it is crucial to look to another community's successes to help further define the vision for Pittsburg's alleyways.

CASE STUDIES

Fort Collins, Colorado

The Fort Collins Downtown Development Authority created a Downtown Alleys Master Plan in 2008 to renovate 14 alleys to improve pedestrian safety, aesthetics, and economic vitality. These revitalized alleyways feature new trash enclosures, benches, and public art. This has increased private investments to create new storefronts and retail spaces and has ultimately led to an increase in pedestrian traffic along once-vacant alleyways.

Tenney Court

The Tenney Court alleyway was completed before the Downtown Alleys Master Plan in 2006 and features overhead lighting, planters, and murals.

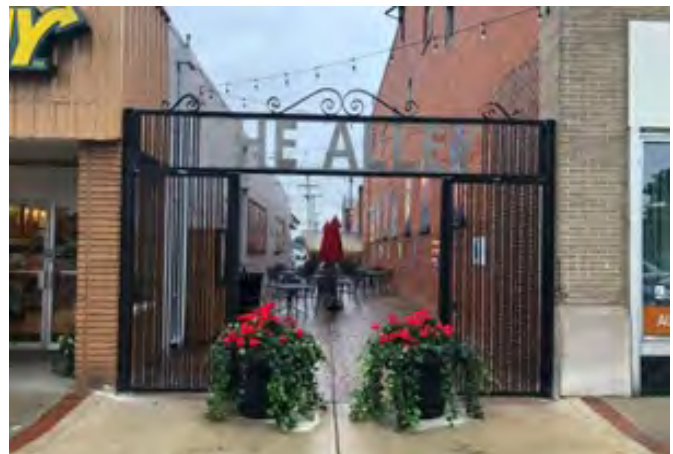
Old Firehouse Alley

The Old Firehouse Alley was updated in 2010 and is located behind Fort Collins' Old Firehouse building. Although the improvements allow for pedestrian movement with rear-store access, it also still provide vehicular access, allowing deliveries and trash removal to take place.



Tipton, Indiana

Within recent years, the City of Tipton, Indiana revitalized a local alleyway and utilized volunteers, private donations, and a \$20,000 grant from the Indiana Housing Community Development Authority. Some of the improvements included removing alley asphalt and replacing it with stamped concrete, building "The Alley" archway, providing seating and lights, and adding murals.



GOALS AND STRATEGIES

The following recommendations support the revitalization of alleyways within downtown Pittsburg.

Goal 4.1 Revitalize alleyways through strategic improvements that increase the sense of safety and improve cleanliness.

Strategy 4.1.1. Lighting

Increase the amount of lighting in alleyways alongside and behind buildings. Install high-efficiency LED lighting to improve visibility and safety. Consider the use of motion-sensor lights in areas with less frequent foot traffic to both maintain energy and conserve energy. Install unique light fixtures or string lights for specific areas that would host events and/or feature murals and art.

Strategy 4.1.2. Surveillance

Deter loitering and vandalism through an increase in surveillance of alleyways. Establish a rapid response team to clean up graffiti and coordinate the repair of light fixtures. Coordinated efforts can be enacted between members of the Police, local business owners, the Downtown Advisory Board, and the City of Pittsburg.

Strategy 4.1.3. Secure Property

Ensure that all trash and recycling receptacles are locked and secured. This helps reduce the likelihood that others might go through receptacles looking for items and reduces the amount of scavenging behind buildings.

Strategy 4.1.4. Property Maintenance

Work with property owners to ensure that the side and rear-facing sides of their property is well maintained. Encourage property owners to remove large storage items. Ensure that properties comply with local municipal code.

Goal 4.2 Encourage pedestrian foot traffic within alleyways by choosing improvements that enhance the aesthetics and character, creating an extension of the Downtown into these spaces.

Strategy 4.2.1. Aesthetic Appeal

Improve the appearance of alleyways through the installation of hanging baskets and planters; decorative fencing or screens to hide trash or recycling bins; murals and other artwork; and pedestrian-focused seating.

Strategy 4.2.2. Defining Space

Work with the Downtown Advisory Board and local business owners to define nodes of activity throughout the downtown's alleyways. Determining uses and nodes of activity will help inform design needs such as seating, additional lighting, and other aesthetic improvements.

Strategy 4.2.3. Local Art

Encourage the creation of murals through local arts groups and artists. Work with artists to display mounted screens and sculptures where desired.

Strategy 4.2.4. Promotion of Alleyways as a Pedestrian Space

Encourage pedestrians to utilize alleyways as passages through the use of wayfinding signage to connect them to key destinations throughout the downtown. Organize events such as art walks, pop-up events, mini-concerts, and alleyway markets.

Strategy 4.2.5 Business Spaces

Work with businesses to create alley-facing entrances and signage. Encourage outdoor seating and dining areas to make alleyways vibrant spaces.

DOWNTOWN STREETScape

Alleyways are often an underutilized space within a town or city. They appear behind and on the sides of buildings, often serving as a location for loading/unloading, trash and recycling storage, and/or entryways for business owners and their employees. However, they can often be unkept, dirty,

Although a downtown streetscape is largely considered an aesthetic component, it is of paramount importance as it relates to community values, business and economic culture, and local pride. A well-designed streetscape should create a safe and welcoming environment where pedestrians, cyclists, and other users can spend their time.

Throughout the planning process, members of the community indicated they liked several elements of the downtown including existing street trees, planters, and other forms of greenery; the historic architecture and their facades; murals and artwork; and banners and/or flags that promote downtown Pittsburg. These are areas that the community felt that the downtown is currently doing well. These qualities should continue to be encouraged to expand the positive characteristics that the community agrees upon. However, although there were relatively positive components, stakeholders and members of the public also indicated there were a few key concerns. These included:

- An overall lack of shade throughout the downtown;
- Certain buildings are underutilized and/or dilapidated;
- Crosswalks and crossings feel dangerous; and
- The streets generally do not feel safe at all points of the day.

These are items that can be addressed through future improvements within the downtown. The lack of shade may contribute to an uncomfortable experience in broad daylight and in the heat of summer. Underutilized and dilapidated buildings, dangerous crossings, and the perception that streets may be unsafe at certain times of the day all discourage residents and visitors from visiting retail storefronts and businesses and appreciating the streetscape as a comfortable and safe place to pass the time. It will be crucial to work with city staff, the Downtown Advisory Board, and business and property owners to address these concerns.

DOWNTOWN STREETSCAPE ELEMENTS

To best welcome residents and visitors, street frontages should be exciting with interesting building entryways and facades, comfortable sidewalk areas, and lively spaces. These components help create a unique streetscape.

Landscaping, Plantings, and Greenery

Landscaping, wherever present, should be well-maintained. Often the simplest and most easily maintained landscapes look the best! Ensure there is a regular schedule to cut or trim grass and water-specific plant species. For those streetscapes with minimal planting beds, planted pots, and hanging baskets are a great option. Bright, full arrangements can provide a much-needed “green” touch to otherwise bland, concrete streetscapes.

Street Trees

Street trees can add greenery to a downtown streetscape and provide much-needed shade for pedestrians and those along the sidewalk. Careful consideration should be given to their maintenance and irrigation.

Shade

Shade can be added to a streetscape by trees, awnings, building extensions, or other shade structures and can add another layer of comfortability for those strolling along the streetscape and provide relief from direct sun exposure.

Pedestrian Seating

Benches, chairs, walls, and building features can all provide opportunities for pedestrians to sit throughout the downtown.



Bell Street Park, Seattle, Washington

This development includes several landscaping enhancements. The addition of street trees, plantings, and additional greenery also functions as a stormwater feature, filtering rainwater before it enters into the city's stormwater system. Additional street furniture includes bicycle racks, flower pots, and stone seating options.

Photo Credit: World Landscape Architecture

Outdoor Seating

Restaurants, bakeries, and coffee shops that have outdoor seating can provide another lively element to the streetscape. Not only does this provide additional seating for the business but it also provides a visible indication that downtown is someplace where people wish to pass time. It can enliven the downtown!

Lighting

Proper lighting is an essential feature to make a downtown feel safe. Although downtown Pittsburg has existing lighting all along Broadway Street, the lighting units are situated too high up and are less pedestrian-focused. Shorter light poles with more focused lighting can better serve those along the sidewalks. Explore the possibility of adding lower lights to the existing poles.

Storefront Windows

Storefront windows that are clean, open, and inviting can attract passersby to stop and look at what a business's physical location has to offer! Although this element largely relates to property and business owners, it is still a worthwhile effort to encourage clean, uninhibited views of the interiors of storefronts.

Facades

Facades play a critical role in establishing a streetscape's character. Some cities and towns utilize a special program to incentivize property owners to improve their building's facades.



Downtown Liberty, Missouri

The Liberty Square, or downtown Liberty, functions as a place full of unique businesses. Part of its charm are the building facades, full of bright colors and emphasized historic features. Storefront windows are engaging and open, allowing for patrons to view the interiors of the businesses.

Photo Credit: Olsson Studio

Wayfinding Signage

Wayfinding signage is often a helpful way for visitors and residents alike to find their way around downtown. Intuitive and clear signage could include directions signs, maps, and other information.

Pedestrian-Focused Design

Downtown streetscapes should prioritize pedestrians over vehicles whenever possible. Considerations should include wide sidewalks and consistent shade structures that are at a proper pedestrian height. Crosswalks should be marked, and traffic signals should have optimized timing to prioritize pedestrian safety.

Accessibility

Wheelchair ramps, curb cuts, and other ADA-compliant features should be included to allow for people with mobility challenges to navigate the streetscape.



Littleton, Colorado

Wayfinding signage helps pedestrians find their way to stores, historic places, and restaurants in the downtown!

Photo Credit: City of Littleton



Gateways

Gateways are an easy way to distinguish a downtown as they mark points of entry or points of change. Gateways should be located at high-traffic points to welcome visitors and identify a “district” type feel. Paired with city branding, gateways can be a source of pride for residents.

Cedar Falls, Iowa

Gateways symbolize entrance points to downtowns. City branding, logos, and historical elements can be included to promote community pride!

Photo Credit: Iowa Corn Country

Bulb-Outs

Bulb-outs, or curb extensions, extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space. This can also increase visibility for drivers approaching intersections. Depending on the bulb-out location, this additional space can include landscaping or pedestrian-focused amenities.



Falls City, Nebraska

Bulb-outs protect pedestrians as they cross the street!

Photo Credit: Snyder & Associates

While not every element listed here may not be appropriate for Pittsburg at this time, it is important to consider each one, preparing for future needs and evaluating what could come next in the ever-changing and growing downtown streetscape in Pittsburg.

Figure 4.3 - Conceptual 3rd Street Cross-Section provides a section of what 3rd Street could look like. With bulb-outs at the end of the 9-foot amenity and parking zones at the cross streets, additional space could be given to pedestrian seating, lighting, and greenery.

Figure 4.3 - Conceptual 3rd Street Cross-Section

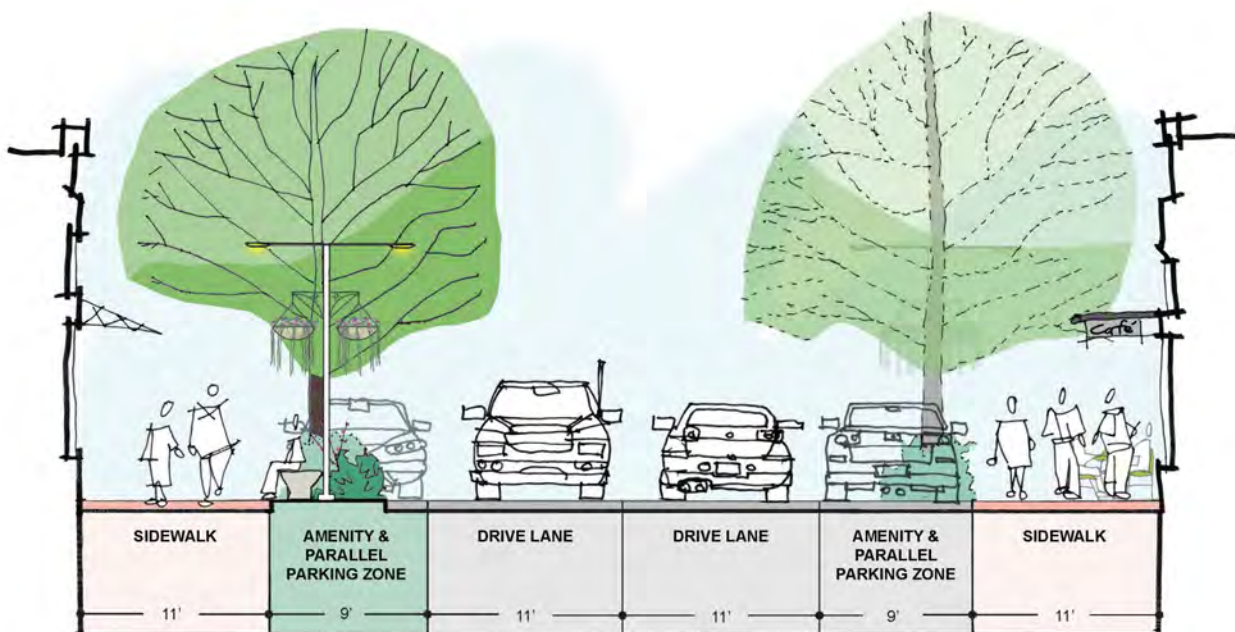
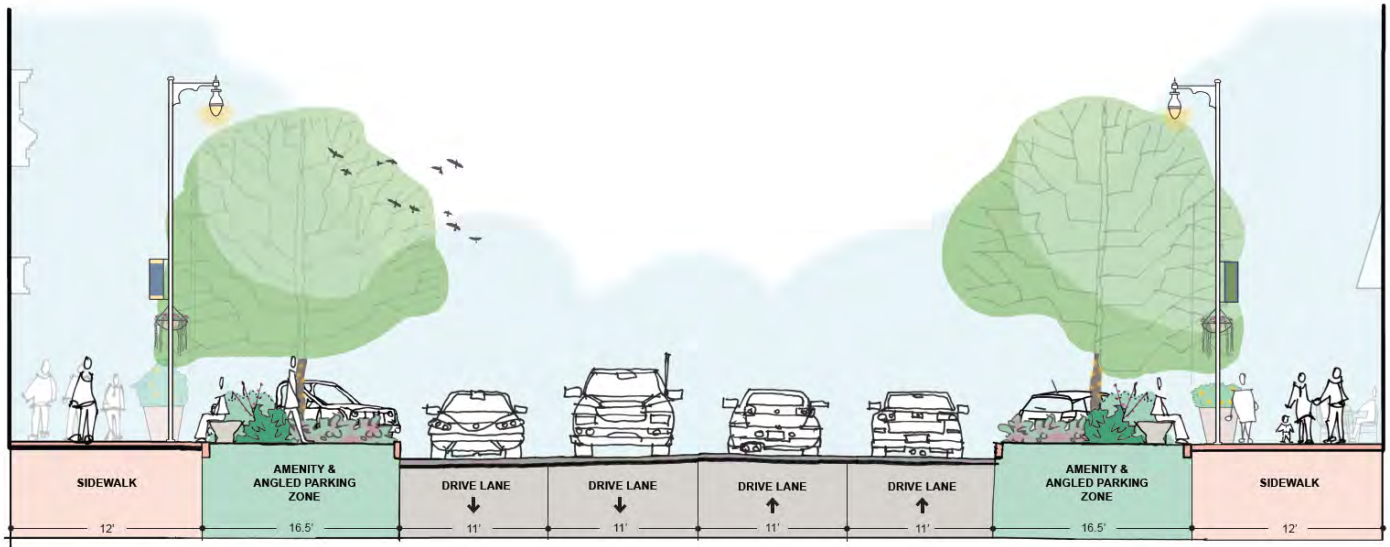


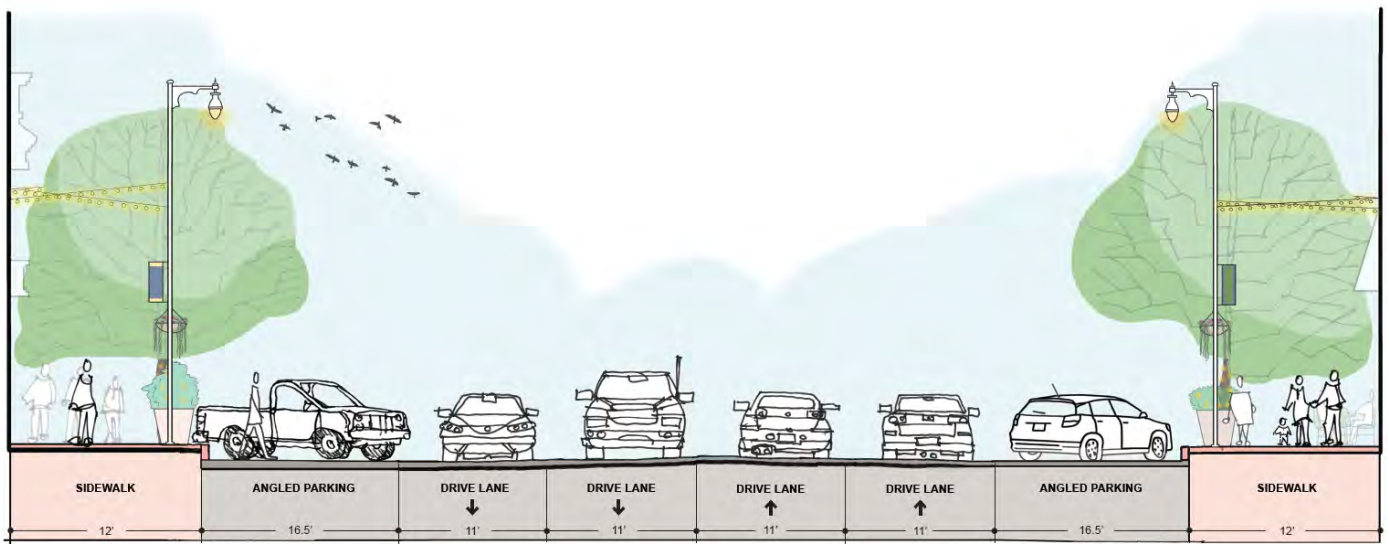
Figure 4.4 - Secondary Street Section Option 1 and **Figure 4.5 - Secondary Street Section Option 2** illustrate two different options for a section of Broadway between 2nd and 3rd Streets.

Figure 4.4 - Secondary Street Section Option 1



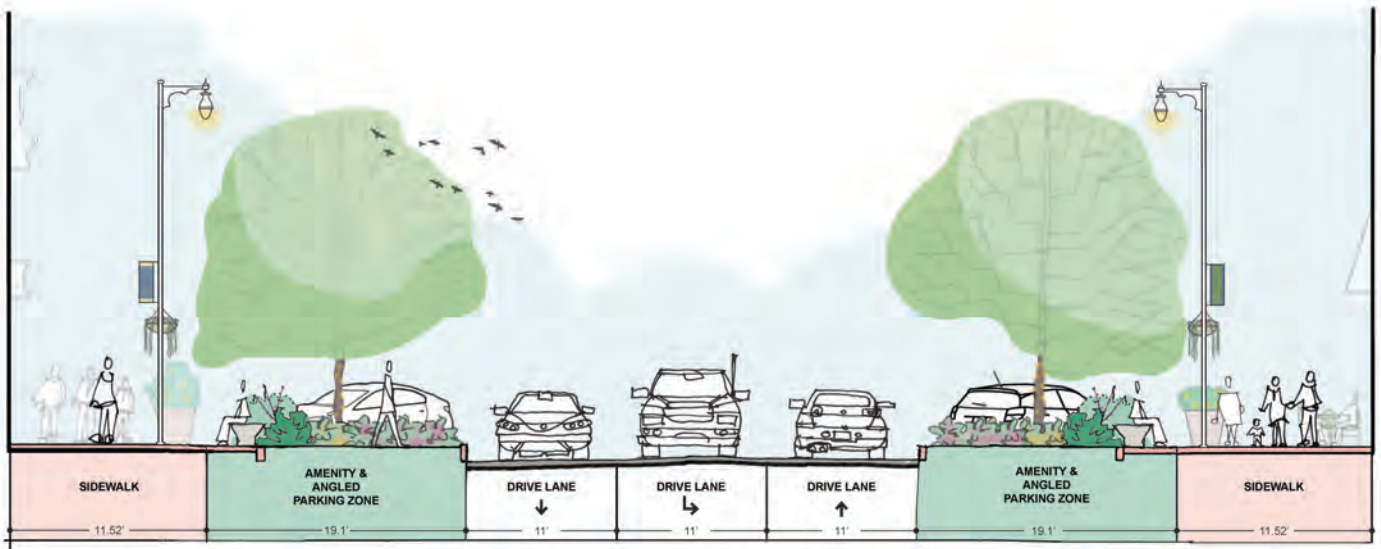
Option 1 includes a bulb-out at the end of the 16.5-foot amenity and an angled parking zone. These bulb-outs could include enough space to plant additional street trees; install shade structures; include wayfinding signage; and/or install gateway or monumentation. This option extends the space for pedestrians, emphasizing their importance along the streetscape.

Figure 4.5 - Secondary Street Section Option 2



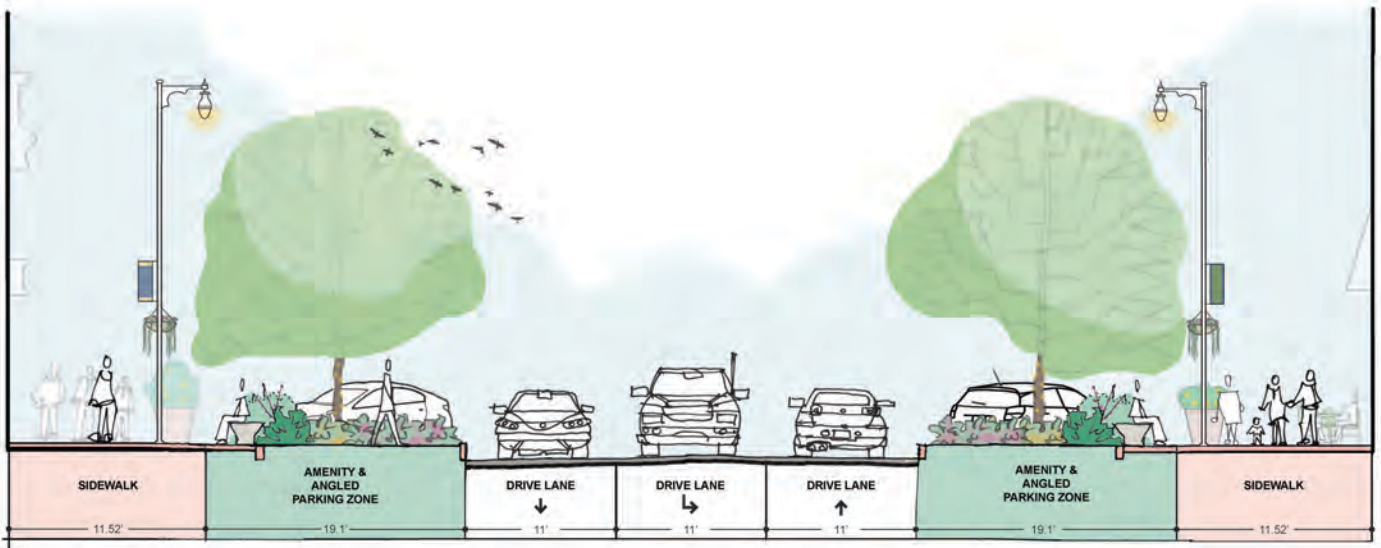
Option 2 does not include bulb-outs as an option but rather emphasizes placing additional planters and amenities along the 12-foot sidewalk.

Figure 4.6 - Primary Street Section Option 3



Option 3 would include providing a road diet along Broadway Street, with two vehicle lanes and one-turn lane. An amenity and angled parking zone would be included.

Figure 4.7 - Primary Street Section Option 4



Option 4 also includes a road diet with two vehicle lanes and one-turn lane. However, Option 4 provides for parallel parking rather than angled parking as featured in Option 3.

CASE STUDIES

The following are national and regional case studies for consideration when improving streetscapes along Broadway.

Ennis, Texas

Downtown Ennis has recently seen a community desire to revitalize the pedestrian experience. The city has a population of 20,000 and hopes to boost residential growth through the creation of more work, leisure, and mixed-use spaces.



Lawrence, Kansas

In 2020, Lawrence, Kansas started a Downtown Temporary Right-of-Way program in response to the COVID-19 pandemic. The temporary program was created to allow for greater physical distancing and safety for restaurant patrons when public health orders were in place. These “parklets” occupied some downtown parking spaces and were crucial for businesses to stay in business during the pandemic.

Since their construction, the parklets have been a success! In August of 2022, the Lawrence City Commission approved a permanent version of this program, the Sidewalk and Parklet Hospitality Areas program.

GOALS AND STRATEGIES

The following recommendations support the revitalization of alleyways within downtown Pittsburg.

Goal 4.3 Continue to enhance and grow downtown Pittsburg's pride and sense of community through enhancements to the streetscape and public realm.

Strategy 4.3.1 Southern Expansion

Encourage the southward expansion of the downtown streetscape beyond 2nd Street to Euclid or Kansas Avenue. Plan for incremental improvements and the installation of streetscape elements to connect and make a cohesive streetscape.

Strategy 4.3.2 Gateways

Construct and install gateways at key junctions of the downtown to further define the downtown district and its boundaries.

Strategy 4.3.3 Historic Preservation

Continue to preserve historic buildings and their assets wherever feasible. Encourage surveys to understand the needed investment for rehabilitation.

Strategy 4.3.4 Shade

Provide access to shade wherever possible throughout the downtown. Establish a percentage or a goal to cover a determined amount of the downtown in shade structures, street trees, or awnings.

Strategy 4.3.5 Pedestrian Seating

Identify and install additional seating options within the downtown, providing benches, chairs, and other street furniture where appropriate.

Strategy 4.3.6 Greenery

Identify additional opportunities to add greenery throughout the downtown streetscape including flower beds, planting pots, and hanging baskets. Evaluate the cost of installation and regular maintenance of plantings. Work with business and property owners to share ownership of greenery installation and maintenance.

Strategy 4.3.7 Bulb-Outs

Evaluate the plausibility of installing bulb-outs at intersections throughout the downtown. Determine natural stormwater filtration options and potential side effects to the stormwater system.

Strategy 4.3.8. Road Diet

Partner with Kansas Department of Transportation (KDOT) to ascertain the feasibility of a road diet along segments or the entirety of Broadway Street.

BUSINESS CULTURE

The primary reason for the creation of this Plan is because downtown Pittsburg is growing! It's no secret that the changes in recent years have been motivating for the community. As downtown Pittsburg continues to develop, the City of Pittsburg, the Downtown Advisory Board, the Chamber of Commerce, Explore Crawford County, business and property owners, and other local agencies must continue collaborating to create an exciting place for residents and visitors.

Throughout the planning process, the community shared a few of the following concerns with the planning team. These included:

- Downtown Pittsburg would benefit from a unique amenity or attraction.
- A desire for more youth-friendly entertainment
- Additional advertising of event programming
- Coordination of local and holiday events
- Business Operating Hours
- Feeling of safety

Each of these concerns also provides an opportunity to generate new ideas that could be added as part of the downtown experience. Some of these opportunities could include:

Hours of Operation

The chicken or the egg? This is often the dilemma that occurs with trying to encourage more residents and visitors to shop in downtown. Business owners will optimize their hours of operation because it makes the most financial sense for their business. If there are rarely any customers, it doesn't make sense for a business to spend money to remain open. On the flip side, if only one or two businesses are open until 7 p.m., it has a reduced appeal for residents or visitors to come downtown. One solution may be selecting a specific night of the week, like Thursday or Friday, and making a collective point of staying open longer! Stores and shops could host a special discount for that night, promoting the community to come out and shop.

Housing

Gorilla Rising will provide an influx of downtown residents, promoting sales and other patronage to local businesses. Additional housing opportunities should continue to be encouraged. This in turn promotes additional activity throughout the day. Full-time residents also help encourage new types of businesses to take up residence in the downtown as the number of potential consumers increases.

Missing Businesses

Identify missing businesses within the downtown culture. As Gorilla Rising and other housing opportunities come to the downtown, consider businesses that would benefit residents and help them from having to drive somewhere. A local grocery store or corner market could benefit those who live nearby, allowing them to grab food. Other ideas may include a health foods store, a gym, a movie theater, etc. These are other businesses that encourage 24-hour usage.

Event Planning

It can be helpful to assess current community events to try and identify new potential offers. Consider which events could be better managed or supported; which events could be expanded to include new offerings; which events could be better optimized in terms of timing, days of the week, hours offered; and missing events. New events such as festivals, classic movie showings, art walks, food truck rallies, and/or themed markets (e.g., winter or Christmas markets) could all increase tourism within the region.

CASE STUDIES

The following case studies are different examples of successful ideas that have helped promote local businesses and their culture in midwestern cities.

Crunch Fitness, Topeka, Kansas

Topeka Boulevard used to be a prominent commercial corridor in Topeka in the 1980s. Over time, businesses migrated to another region of the city, leaving behind businesses that didn't promote a high amount of foot or local traffic. The corner of SW 29th Street and Topeka Boulevard was an underutilized location, home to businesses that didn't promote 24-hour activity. In 2020, Crunch Fitness formally opened its doors. Despite the pandemic, the gym has continued to grow its membership and continued to keep long business operating hours. Active Topekans come to Crunch throughout the day and evening, creating a lot of activity in the area. Since Crunch Fitness went in, other nearby businesses opened to sell their goods and services. A Popeye's and I-Hop went in the same building.



Kanbe's Market, Kansas City, Missouri

To reduce food waste and local food insecurity, Kanbe's Market is a non-profit that connects community members to local food sources. They partner with stores to install a stand-alone cooler and racks of fresh food in convenience stores, gas stations, and other local stores, they can ensure that residents can access healthy food without having to drive or travel long distances.

GOALS AND STRATEGIES

The following recommendations support the revitalization of alleyways within downtown Pittsburg.

Goal 4.4 Continue to promote and advertise downtown Pittsburg as a destination with exciting businesses, events, and attractions!

Strategy 4.4.1 Regional Destination

Continue to work with local and regional partners to promote downtown Pittsburg as an attractive destination within the region.

Strategy 4.4.2 Centralize Marketing Efforts

Regularly update and provide a consolidated marketing campaign to nearby cities and communities. Ensure that new businesses and attractions are included, drawing attention to the ever-growing downtown Pittsburg.

Strategy 4.4.3 Celebrate the Successes

Regularly advertise local successes and wins that occur within the downtown and its businesses to ensure the community sees the successes!

Goal 4.5 Continue to attract and grow the range of businesses and services in downtown Pittsburg.

Strategy 4.5.1 Chamber of Commerce

Work with the Pittsburg Chamber of Commerce to continue to market and attract new businesses from within the State of Kansas and region.

Strategy 4.5.2 Select Businesses

Identify missing businesses within the downtown and work to market and attract potential business owners to fill these gaps.

Strategy 4.5.3 Vacant and Underutilized Property

Work with local property owners to help advertise the available property. Consider providing an open GIS platform that identifies available land for purchase or space for lease within the downtown. Ensure this information is updated regularly.

Goal 4.6 The Downtown Advisory Board (DAB) should establish and promote a regular schedule of events throughout the year.

Strategy 4.6.1 Event Calendar

Establish a calendar with annual events, festivals, parades, and markets. Identify which events are the most popular, optimizing marketing efforts for their advertisement.

Strategy 4.6.2 Event Promotion

Continue to work with local businesses to schedule and promote regular events throughout the community and region.

Strategy 4.6.3 Event Stacking

Look for opportunities to stack events together, potentially drawing a larger crowd of residents and visitors to weekend celebrations.

Goal 4.7 Centralize new developments, residences, and businesses within the downtown increasing the amount of foot traffic and daily activity.

Strategy 4.7.1 Housing Units

Advocate for additional housing units to be included in new developments where appropriate.

Strategy 4.7.2 New Construction

Advocate for new construction to occur within the downtown district, ensuring that new and exciting opportunities are in the downtown core to the benefit of all. Developments such as a downtown hotel/conference center and/or multi-sport complex would provide an increase in economic development.

Goal 4.8 Promote 18-hour activity throughout the day by encouraging longer business hours.

Strategy 4.8.1 For One Night Only

Select one of the weeks and work with the Downtown Advisory Board to encourage businesses to collectively stay open longer for that specific day, encouraging members of the public to stay out longer.

Strategy 4.8.2 Student Population

Assess the needs of the new student population with the construction of Gorilla Rising. Work with businesses to determine how the new student population will need lengthened hours.

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ACHIEVING TOMMORROW: ACTION PLAN

Section 5 should be used as a decision-making tool for City staff members as they consider new downtown developments.

This implementation matrix, **Table 5.1 – Table 5.4**, includes goals and strategies listed in each of the Plan’s sections. This matrix provides a central location for quick access and easy tracking of goal and strategy completion. This matrix should be regularly revisited to ensure that it is successfully implemented and to ensure it remains current with the City’s needs and expectations.

Table 5.1 - Goals and Strategies - Downtown Parking Strategy	
Goal and Strategy	
3.1 Explore reorganization of parking downtown to accommodate various users.	
3.1.1	Student Parking. Additional dedicated student parking should be considered pending the construction of Gorilla Rising and its associated lot. Evaluate the feasibility and use of the unmarked lot on the northwest corner of 3rd Street and Elm Street and Public Lot 5.
3.1.2	Residential Parking. At a minimum, residential tenants living in the upper floors of multi-use business buildings should not park along Broadway Street and 4th Street to limit occupancy for high business activity areas. Dedicated tenant parking should be in lots or on side streets. In partnership with developers the city should consider changing certain side streets near residential developments to one-way, providing additional parking stalls.
3.1.3	Commercial Parking. Work with business owners along major commercial corridors to understand the parking needs and the potential for time restrictions to better serve business owners and patrons.
3.1.4	New Development Parking. As new development occurs, ensure adequate parking is provided on-site or within a reasonable walking distance. Monitor parking demand within the downtown area to ensure parking remains available.
3.2 Enhance parking restrictions and signage in the downtown area that benefits residents, business owners, and visitors.	
3.2.1	Time-Based Parking. In concert with Strategy 3.1.3 Commercial Parking, review timed parking restrictions in front of businesses along Broadway Street and 4th Street to provide time restrictions that fit the needs of adjacent businesses.
3.2.2	Enforcement. Parking enforcement should be provided for any locations that are signed to encourage compliance. If enforcement cannot be provided then signs should be removed.
3.2.3	Wayfinding. Improve the identification of designated parking areas to increase drivers’ perception of the availability of parking stalls and lot locations.
3.2.4	Major Roadways. Evaluate parking restrictions along major roadways and routes to confirm that parking restriction limits are provided. Enforcement along these routes can assist in ensuring that parking turnover occurs and that overnight/long-term parking does not occur.

3.3 Explore opportunities to utilize technology to enhance the downtown parking experience as newer development occurs and increases the need for parking efficiency and solutions.

3.3.1	Metered Parking. Consider metered parking with a low fare and a maximum time limit. Implementation could result in revenue generation after the establishment of the system. Enforcement is an important component to ensuring the success of the system
3.3.2	Website Education. Explore a near-term solution to provide a map of public parking lots and areas on the city website. Collaborate with the University to share educational materials with students and faculty who will be using university facilities.
3.3.3	Smart Phone Application. Consider a longer-term technological approach to create and provide access to an interactive parking map, either via the city website or phone app. The system would display real-time-of-day data for parking areas.
3.3.4	ITS/Other. Install electronic parking wayfinding signs to reduce the presence of drivers circulating downtown to find available parking. Implementation of electronic signage is a high investment cost with a longer-term benefit to residents and visitors.

Goal 3.4 Support multimodal transportation modes to offset parking needs and reduce parking demands.

3.4.1	Bicycle and Pedestrian Facilities. Identify a bicycle and pedestrian route from Gorilla Rising parking lots and newer developments to increase connectivity to the University and high-traffic areas downtown. As downtown continues to grow and develop, identify opportunities to support bike routes and pedestrian walkways.
3.4.2	Transit. Evaluate the existing bus line as new development occurs to encourage ridership. Collaborate with Pittsburg State University and the Pittsburg Area Community Transit (PACT) on coordination, promotion, and education of the Gus Bus routes, hours of operations, and fees.

Table 5.2 - Goals and Strategies - Alley Activation

Goal and Strategy	
4.1 Revitalize alleyways through strategic improvements that increase the sense of safety and improve cleanliness.	
4.1.1	Lighting. Increase the amount of lighting in alleyways alongside and behind buildings. Install high-efficiency LED lighting to improve visibility and safety. Consider the use of motion-sensor lights in areas with less frequent foot traffic to both maintain energy and conserve energy. Install unique light fixtures or string lights for specific areas that would host events and/or feature murals and art.
4.1.2	Surveillance. Deter loitering and vandalism through an increase in surveillance of alleyways. Establish a rapid response team to clean up graffiti and coordinate the repair of light fixtures. Coordinated efforts can be enacted between members of the Police, local business owners, the Downtown Advisory Board, and the City of Pittsburgh.
4.1.3	Secure Property. Ensure that all trash and recycling receptacles are locked and secured. This helps reduce the likelihood that others might go through receptacles looking for items and reduces the amount of scavenging behind buildings.
4.1.4	Property Maintenance. Work with property owners to ensure that the side and rear-facing sides of their property is well maintained. Encourage property owners to remove large storage items. Ensure that properties comply with local municipal code.
4.2 Encourage pedestrian foot traffic within alleyways by choosing improvements that enhance the aesthetics and character, creating an extension of the Downtown into these spaces.	
4.2.1	Aesthetic Appeal. Improve the appearance of alleyways through the installation of hanging baskets and planters; decorative fencing or screens to hide trash or recycling bins; murals and other artwork; and pedestrian-focused seating.
4.2.2	Defining Space. Work with the Downtown Advisory Board and local business owners to define nodes of activity throughout the downtown's alleyways. Determining uses and nodes of activity will help inform design needs such as seating, additional lighting, and other aesthetic improvements.
4.2.3	Local Art. Encourage the creation of murals through local arts groups and artists. Work with artists to display mounted screens and sculptures where desired.
4.2.4	Promotion of Alleyways as a Pedestrian Space. Encourage pedestrians to utilize alleyways as passages through the use of wayfinding signage to connect them to key destinations throughout the downtown. Organize events such as art walks, pop-up events, mini-concerts, and alleyway markets.
4.2.5	Business Spaces. Work with businesses to create alley-facing entrances and signage. Encourage outdoor seating and dining areas to make alleyways vibrant spaces.

Table 5.3 - Goals and Strategies - Downtown Streetscape

Goal and Strategy	
4.3 Continue to enhance and grow downtown Pittsburg’s pride and sense of community through enhancements to the streetscape and public realm.	
4.3.1	Southern Expansion. Encourage the southward expansion of the downtown streetscape beyond 2nd Street to Euclid or Kansas Avenue. Plan for incremental improvements and the installation of streetscape elements to connect and make a cohesive streetscape.
4.3.2	Gateways. Construct and install gateways at key junctions of the downtown to further define the downtown district and its boundaries.
4.3.3	Historic Preservation. Continue to preserve historic buildings and their assets wherever feasible. Encourage surveys to understand the needed investment for rehabilitation.
4.3.4	Shade. Provide access to shade wherever possible throughout the downtown. Establish a percentage or a goal to cover a determined amount of the downtown in shade structures, street trees, or awnings.
4.3.5	Pedestrian Seating. Identify and install additional seating options within the downtown, providing benches, chairs, and other street furniture where appropriate.
4.3.6	Greenery. Identify additional opportunities to add greenery throughout the downtown streetscape including flower beds, planting pots, and hanging baskets. Evaluate the cost of installation and regular maintenance of plantings. Work with business and property owners to share ownership of greenery installation and maintenance.
4.3.7	Bulb-Outs. Evaluate the plausibility of installing bulb-outs at intersections throughout the downtown. Determine natural stormwater filtration options and potential side effects to the stormwater system.
4.3.8	Road Diet. Partner with Kansas Department of Transportation (KDOT) to ascertain the feasibility of a road diet along segments or the entirety of Broadway Street.

Table 5.4 - Goals and Strategies - Business Culture

Goal and Strategy	
4.4 Continue to promote and advertise downtown Pittsburg as a destination with exciting businesses, events, and attractions!	
4.4.1	Regional Destination. Continue to work with local and regional partners to promote downtown Pittsburg as an attractive destination within the region
4.4.2	Centralize Marketing Efforts. Regularly update and provide a consolidated marketing campaign to nearby cities and communities. Ensure that new businesses and attractions are included, drawing attention to the ever-growing downtown Pittsburg.
4.4.3	Celebrate the Successes. Regularly advertise local successes and wins that occur within the downtown and its businesses to ensure the community sees the successes!
4.5 Continue to attract and grow the range of businesses and services in downtown Pittsburg.	
4.5.1	Chamber of Commerce. Work with the Pittsburg Chamber of Commerce to continue to market and attract new businesses from within the State of Kansas and region.
4.5.2	Select Businesses. Identify missing businesses within the downtown and work to market and attract potential business owners to fill these gaps.
4.5.3	Vacant and Underutilized Property. Work with local property owners to help advertise the available property. Consider providing an open GIS platform that identifies available land for purchase or space for lease within the downtown. Ensure this information is updated regularly.
4.6 The Downtown Advisory Board (DAB) should establish and promote a regular schedule of events throughout the year.	
4.6.1	Event Calendar. Establish a calendar with annual events, festivals, parades, and markets. Identify which events are the most popular, optimizing marketing efforts for their advertisement.
4.6.2	Event Promotion. Continue to work with local businesses to schedule and promote regular events throughout the community and region.
4.6.3	Event Stacking. Look for opportunities to stack events together, potentially drawing a larger crowd of residents and visitors to weekend celebrations.

4.7 Centralize new developments, residences, and businesses within the downtown increasing the amount of foot traffic and daily activity.	
4.7.1	Housing Units. Advocate for additional housing units to be included in new developments where appropriate.
4.7.2	New Construction. Advocate for new construction to occur within the downtown district, ensuring that new and exciting opportunities are in the downtown core to the benefit of all. Developments such as a downtown hotel/conference center and/or multi-sport complex would provide an increase in economic development.
4.8 Promote 18-hour activity throughout the day by encouraging longer business hours.	
4.8.1	For One Night Only. Select one of the weeks and work with the Downtown Advisory Board to encourage businesses to collectively stay open longer for that specific day, encouraging members of the public to stay out longer.
4.8.2	Student Population. Assess the needs of the new student population with the construction of Gorilla Rising. Work with businesses to determine how the new student population will need lengthened hours.

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DOWNTOWN TODAY

Long-range planning can be limited in its effectiveness without an understanding of an area's past and present. To address this need, **Appendix A** provides an overview of the current state of downtown Pittsburg, including a look into its history, its place and role within the region and existing programming, land uses, zoning, transportation features, physical environment, natural environment, and more.

EXISTING LAND USE AND BUILDING STOCK

Since the 2020 Land Use Plan the city has maintained existing land use data. **Figure A.1** illustrates the existing land use patterns of the downtown planning area.

Downtown Pittsburg features a variety of property uses to accommodate residents, visitors, and students. The downtown area is approximately 39 blocks of mixed use development. A mixture of public, commercial, residential, and light industrial can all be found in the downtown core. The build of this area consists of traditional downtown building styles from the early 1900s.

The planning area is mostly comprised of the North Broadway Street corridor, which spans from E Kansas Avenue to E 14th Street. Along North Broadway Street corridor, most of the property uses are commercial spanning from restaurants, retail, and variety of businesses. North Broadway Street's high traffic flow provides businesses with excellent visibility and exposure. This provides shopping and eating options for not only residents and visitors of Pittsburg but the student population as well.

Downtown Pittsburg serves as a hub of cultural and community activity, and included in the planning area is the Fourth & Broadway Historic District. This location, which serves various uses, is at a significant intersection in the heart of the town's original plan. These streets have long served as the foundation for the business district that grew along North Broadway Street. The area also housed several long-standing businesses that represented Pittsburg's strong social and economic prominence in the late nineteenth and early twentieth century. The seven buildings comprise one of the most preserved clusters of historic structures in downtown Pittsburg.

Following the adjacent streets going further east and west from North Broadway Street are parcels that are largely occupied by office and single family uses. Combining the retail and residential spaces can create a more vibrant and walkable urban environment for visitors and residents. Going north along N Broadway Street at the north section of the planning area are two large parcels occupied by heavy industrial and civic/industrial uses. Both areas are occupied by the Pittsburg Community School and various industrial businesses, providing insight to the variety and spatial location of how this area was previously planned. Throughout the planning area, current land uses reflect a balance between maintaining Pittsburg's past and welcoming new opportunities for growth and development.

FIGURE A.1

EXISTING LAND USE

EXISTING LAND USE

- Single Family Residential
- Multifamily Residential
- Civic/Institutional
- Commercial
- Mixed Use Commercial
- Office
- Heavy Industrial
- Light Industrial
- Parks and Recreation
- Open Space
- Agriculture
- Vacant
- Utilities/Communication/Transportation
- Special Use/Other



Data Sources: City of Pittsburg, UrbanFootprint, and the Disson Studio

EXISTING ZONING AND OVERLAYS

Existing 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 relationship 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 for the downtown planning area is illustrated in **Figure A.2**.

CP-4: Planned Center Business District

This district encompasses the shopping and office core of the central business district. Appropriate uses include big box or strip mall development based on surrounding development patterns and the needs of the businesses located on the property similar to the cities CP-2 Planned General Commercial District. The CP-4 District should take into account 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.

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: 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.

IP-1: Light Industrial District

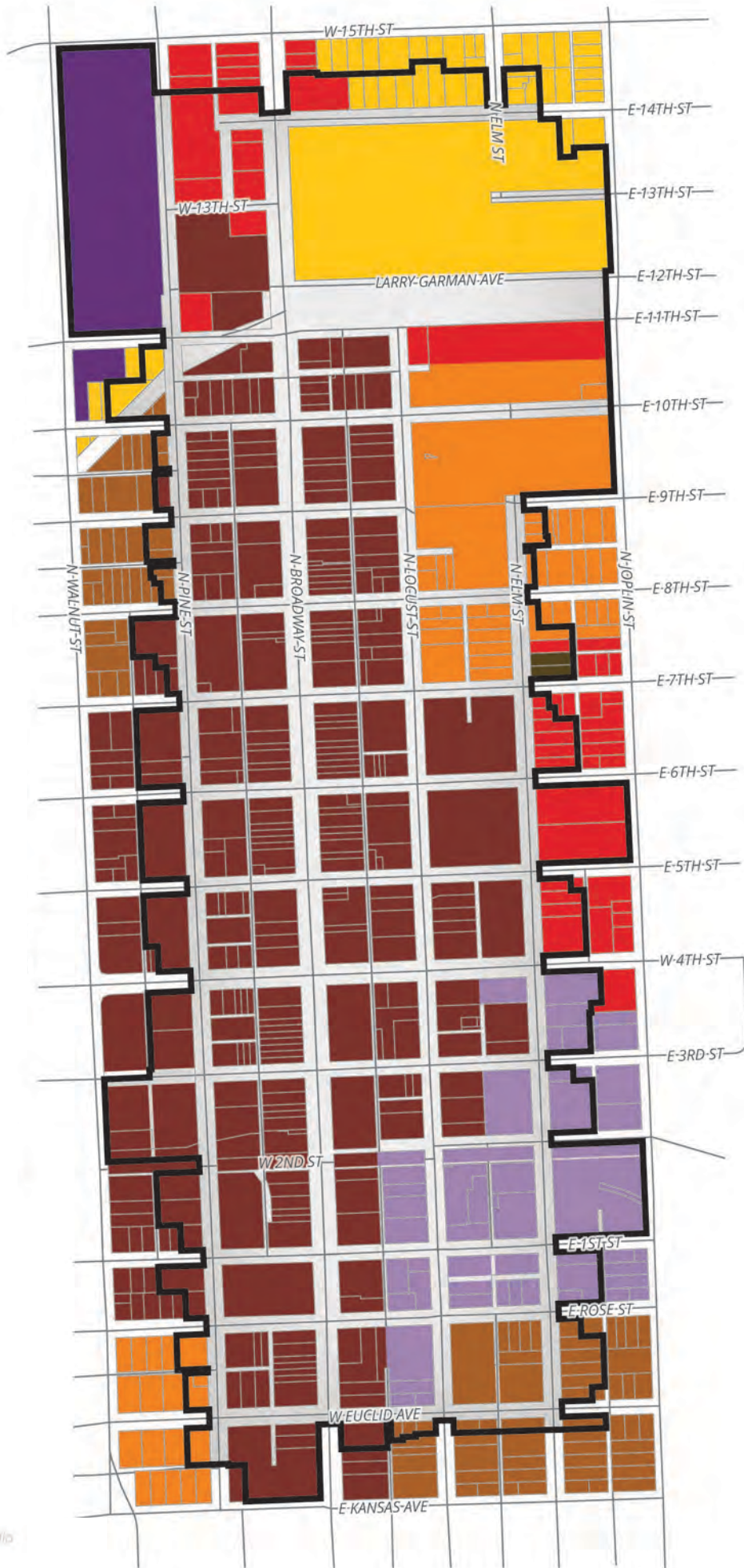
This district is intended primarily for light manufacturing, fabricating, warehousing, and wholesale distribution in low buildings with off-street loading and off-street parking for employees, and with access to major streets and/or railroads. This district is intended to be established mainly as an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

FIGURE A.2

EXISTING ZONING

ZONING DISTRICTS

- Single Family Residential (R-1A)
- Single Family Residential (R-1B)
- Single Family Residential (R-1C)
- Two-Family Residential (R-2)
- Medium Density Residential (RP-3)
- Apartment House (RP-4)
- Neighborhood Commercial (CP-0)
- Neighborhood Commercial (CP-1)
- Planned General Commercial (CP-2)
- Highway Service Commercial (CP-3)
- Center Business (CP-4)
- Light Industrial (IP-1)
- Medium Industrial (IP-2)
- Heavy Industrial (IP-3)
- Airport Industrial (AP)
- Planned Unit Development (PUD)
- No Zoning (NZ)



Data Sources: City of Pittsburg, UrbanFootprint, and the Disson Studio

Existing Downtown Overlays

In addition to zoning, the City of Pittsburg maintains five overlay zones, as seen in **Figure A.3**. two of these are located in the planning area. 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 on the east. Properties on either side of these bounding streets are included in the Downtown District.




Warehouse District

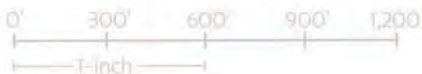
Although not an official overlay district, the Warehouse District is illustrated as it better identifies the area in the downtown core that has a different land use makeup. It encapsulates the area southeast of 4th and Broadway Streets in the Downtown Overlay District. This overlay district is used as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

FIGURE A.3

EXISTING DOWNTOWN OVERLAYS

EXISTING OVERLAY ZONES

-  Downtown District
-  Warehouse District
-  Downtown Boundary



Data Sources: City of Pittsburgh, UrbanFootprint, and the Disson Studio

EXISTING PUBLIC REALM

Due to the nature of downtown, the built environment's character is a crucial component of their success! The built environment includes the character and form of buildings, sites, and properties, and the public realm's character, such as streets and sidewalks. Other elements of the public realm may include landscaping, lighting, street trees, paved crosswalks and dedicated bike lanes, stylized utility hole covers, municipal branding, and much more. These elements contribute to the 'sense' of the downtown and can help attract businesses, residents, and visitors.

Existing Character

The downtown area features a well-connected pedestrian network with both attached and detached sidewalks present on both sides of North Broadway Street. All pedestrian crossings along North Broadway Street, from 14th Street to 2nd Street, are painted and delineated from the roadways. Most, if not all, crossings include accessibility ramps, providing an additional safety feature for pedestrians. Dedicated on-street angled parking exists along North Broadway Street, with ample parallel parking spaces along side streets. While streetscape amenities are present, seating and trash receptacles are inconsistently spaced along the corridor. Additional benches or seating could be installed.



Existing Architecture and Built Form

Downtown Pittsburgh features an array of historic buildings with a variety of architectural styles and unique facades. Some facades feature bright colored bricks, with small touches of stone embellishments (i.e., window pediments, store front cornices, building cornices, etc.) Other establishments appear to have undergone renovations, with some facades featuring stucco or panel material to provide a more modern appearance.

Building heights vary along North Broadway Street, including one-story, two-story, three-story, and four-story variations. Most multi-story buildings have a clear line of delineation, separating retail and office space on the first floor from additional space located on upper floors. Buildings are often attached, providing a consistent frontage along North Broadway Street from 10th Street to 4th Street. Some breaks along the frontage line provide access to off-street parking spaces. Further south, along South Broadway Street, from 4th Street to Kansas Avenue, building heights and the frontages are inconsistent, with building setbacks being located further from the street.

This variety of building heights and styles creates an interesting mix, providing a unique variety throughout the downtown core.

Existing Shade and Lighting

Tall, stylized street lighting is placed consistently along North Broadway Street, creating an obvious branding effort that helps to establish the area as downtown. Modern lighting fixtures are present along side streets.

Existing Signage

Light poles along North Broadway Street feature banners that promote local initiatives and advertise holidays. Certain buildings feature murals and large-scale advertisements that promote the downtown and the community's spirit. Some businesses feature local sports team colors and encourage support for local sporting events.

EXISTING PARKS, RECREATION AND PUBLIC SPACE

Parks, recreation, and public spaces provide important benefits to a community and can play crucial roles within downtowns. Public spaces allow people to naturally gather or communities to host events. Parks are well-known to contribute to healthier lifestyle choices, increase property values and attract visitors, which, in turn, can bring tax dollars for gas, food, hotels, retail, and other purchases. Parks can also provide connection points for trails and pathways, integrating themselves as part of a transportation network and supplying an alternative to automotive transportation.

Parks

The chart in **Table A.1** and the descriptions following describe the parks that are present within downtown Pittsburg. They range in their availability of amenities. Parks that are not included within downtown Pittsburg but are nearby include Lincoln Park, Paul B Leffler Rotary Park, and Lakeside Park to the west; and Schlanger Park to the east.



Immigrant Park

TABLE A.1 - PARKS IN DOWNTOWN PITTSBURG, KANSAS

PARK	LOCATION	AMENITIES
Trailhead Park	11th and North Broadway Street	<ul style="list-style-type: none"> • Pergola • Seating • Public restrooms • 1.5-mile paved walking and biking trail
Europe Park	504 North Broadway Street	<ul style="list-style-type: none"> • Tables and seating • Water feature • Public restrooms
Immigrant Park	106 West 2nd Street	<ul style="list-style-type: none"> • Playground • Pavilion • Public restrooms • Mural • Miners Memorial

Source: City of Pittsburg, Kansas

Trailhead Park

Trailhead Park is in the northern portion of downtown at 11th Street and North Broadway Street. It features a pergola, benches, public restrooms, and includes a 1.5-mile paved walking and biking trail.

Europe Park

Europe Park is located at 504 North Broadway Street. Nestled between two buildings in the middle of Downtown Pittsburg, this park features tables and chairs, a unique water feature, and public restrooms. Its modern feel provides a unique public space for residents and visitors.

Immigrant Park

Immigrant Park is in the southern portion of the downtown at 106 West 2nd Street. Amenities include a playground, pavilion, restrooms, and a large mural. Immigrant also features Miners Memorial, a tribute to the local miners in the Weir-Pittsburgh Coal Field. There is one large bronze miner statue and eight pillars with plaques of miners who worked in the fields.

Public Spaces

In addition to the parks listed previously, the following places are other public spaces in the downtown area. They provide a venue for community gatherings and events.

Memorial Auditorium and Convention Center

The Pittsburg Memorial Auditorium and Convention Center (MACC) is at 503 N. Pine Street, one street west of North Broadway Street. MACC is a historic building that was built in 1925 and later renovated in 1984. The auditorium is on the upper level of the building and can seat over 1,500 people. It also houses one of the largest stages in the State of Kansas and regularly hosts performances from the Pittsburg Community Theater, the Pittsburg High School Theater, and the Midwest Regional Ballet. The convention center is on the lower level and comprises 10,207 square feet of space.

Pittsburg Public Library

The Pittsburg Public Library is at 308 North Walnut Street, two blocks west of North Broadway Street. The library first opened in January of 1902 and later renovated in 1912. Designed by the Chicago architectural firm of Patton and Miller, the building exemplifies Prairie Style architecture and includes elements of the Arts and Crafts movement. The library underwent another renovation from 1996 – 1998, including an addition that doubled the library's space. A children's library, public meeting room, lobby space, elevator, and accessibility ramps were included within the renovations.

The library is a part of the Southeast Kansas Library System (SEKLS) and has approximately 20,700 registered users. It boasts a wide array of digital resources and a physical collection that includes 70,000 items. It hosts a variety of programs for the community, such as children's story time, and provides meeting spaces for local boards and support groups.



EXISTING TRANSPORTATION AND CONNECTIVITY

Downtown Pittsburg is a central activity point for residents, students, and visitors, with a mix of services, retail, dining, and recreation. The variety of connections throughout downtown has grown alongside recent downtown development efforts, improving pedestrian access and safety to new and existing amenities. The following section details the existing transportation network throughout downtown.

Regional Roadway Network

Pittsburg is located just south of the intersection of US Highway 69 and US Highway 160. Kansas State Route 126 (KS-126) intersects US Highway 160 at the western city limits and serves as a major east/west corridor through the center of the city.

The nearest interstates are Interstate-49 (I-49), located about 20 miles to the east, and Interstate-44 (I-44), located about 30 miles to the southeast.

Downtown Roadway Network

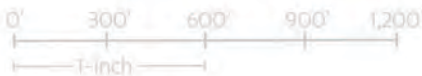
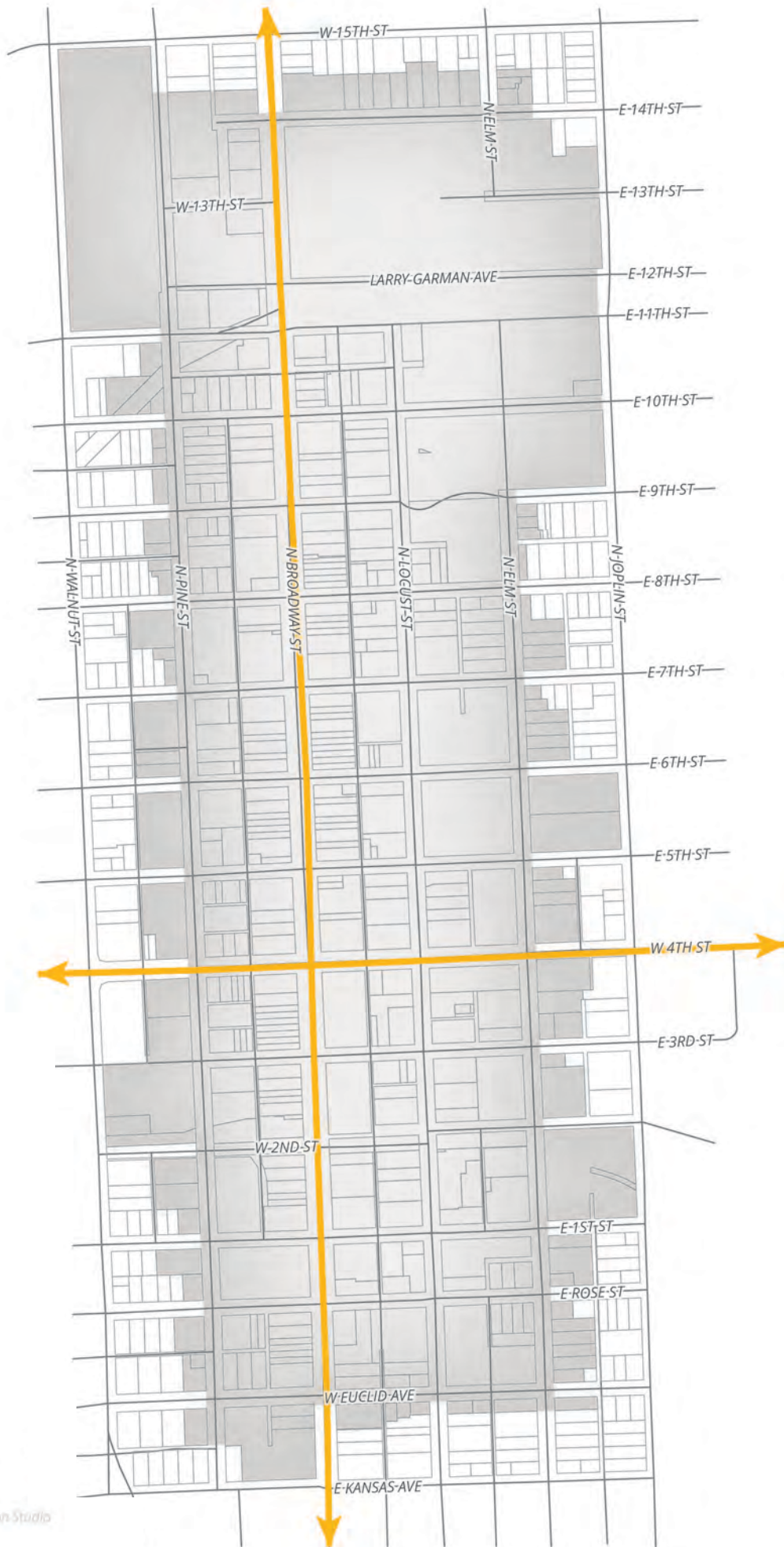
The map in **Figure A.4** shows the roadway network throughout downtown Pittsburg. US Highway Bus Route 69/North Broadway Street is the primary north/south corridor, and KS-126/West 4th Street serves as the primary east/west corridor through downtown. North Broadway Street also acts as the main thoroughfare of downtown Pittsburg. The wide street has four lanes of traffic- two in each direction- and angled parking lanes on either side. All other streets in the downtown area have two lanes of traffic- one in each direction- and most have parallel parking lanes on either side of the street.

FIGURE A.4

DOWNTOWN ROADWAY NETWORK

ROADWAY NETWORK

-  Primary Road
-  Local Roads
-  Downtown Boundary



Data Sources: City of Pittsburgh, UrbanFootprint, and the Disson Studio

Existing Active Transportation

Sidewalks and Pedestrian Facilities

There is an extensive sidewalk network throughout the downtown area. North Broadway Street has wide sidewalks on either side of the street, providing pedestrian connectivity along the entire central downtown corridor. In most places from East/West 11th Street to East/West 1st Street, sidewalks along North Broadway Street are 14 feet wide. Pedestrian features (including benches and waste receptacles), landscaping (including street trees and planters), and streetlights are distributed along this corridor. Parallel parking areas on either side of the street provide a functional buffer between vehicular and pedestrian traffic on the sidewalks.

North Broadway Street has signalized pedestrian crossings at the following intersections:

- East/West 14th Street;
- Larry Garman Avenue/East 12th Street;
- East/West 10th Street;
- East/West 9th Street;
- East/West 8th Street;
- East/West 7th Street;
- East/West 6th Street;
- East/West 5th Street;
- KS-126/West 4th Street;

North Broadway Street has marked pedestrian crossings at the following intersections:

- East/West 11th Street;
- East/West 3rd Street;
- East/West 2nd Street;

With few exceptions, there are sidewalks along both sides of the street throughout most of the downtown area. Sidewalks beyond the North Broadway Street corridor are more narrow. Designated pedestrian crossings are more limited and concentrated in the blocks directly east and west of the main downtown corridor.

Trails and Bike Facilities

Existing trail and bike facilities are shown in the map in **Figure A.5**. The Watco Trail is a paved rail-trail along an abandoned rail corridor. The trail begins at Trail Head Park, located at East/West 11th Street and North Broadway Street, and runs to the southwest for about a mile through residential areas before terminating near Paul B. Leffler Rotary Park.

Trail Head Park includes 15 parking spaces, restrooms, and a lawn area. The signalized crossing point across North Broadway Street at Larry Garmin Avenue connects the trail to a wide multi-use pathway along East 12th Street, providing connectivity to the school campuses and facilities between North Broadway Street and North Joplin Street.

Public Transportation

The Pittsburg Area Community Transit (P.A.C.T.) service is facilitated by the Southeast Kansas Community Action Program (SEK-KAP) with additional support from the City of Pittsburg, Pittsburg State University, and Crawford County, Kansas. The P.A.C.T. bus route includes 22 stops throughout the city and runs from 7:30am to 7:00pm, Monday through Friday.



Pittsburg
Parks and
Recreation

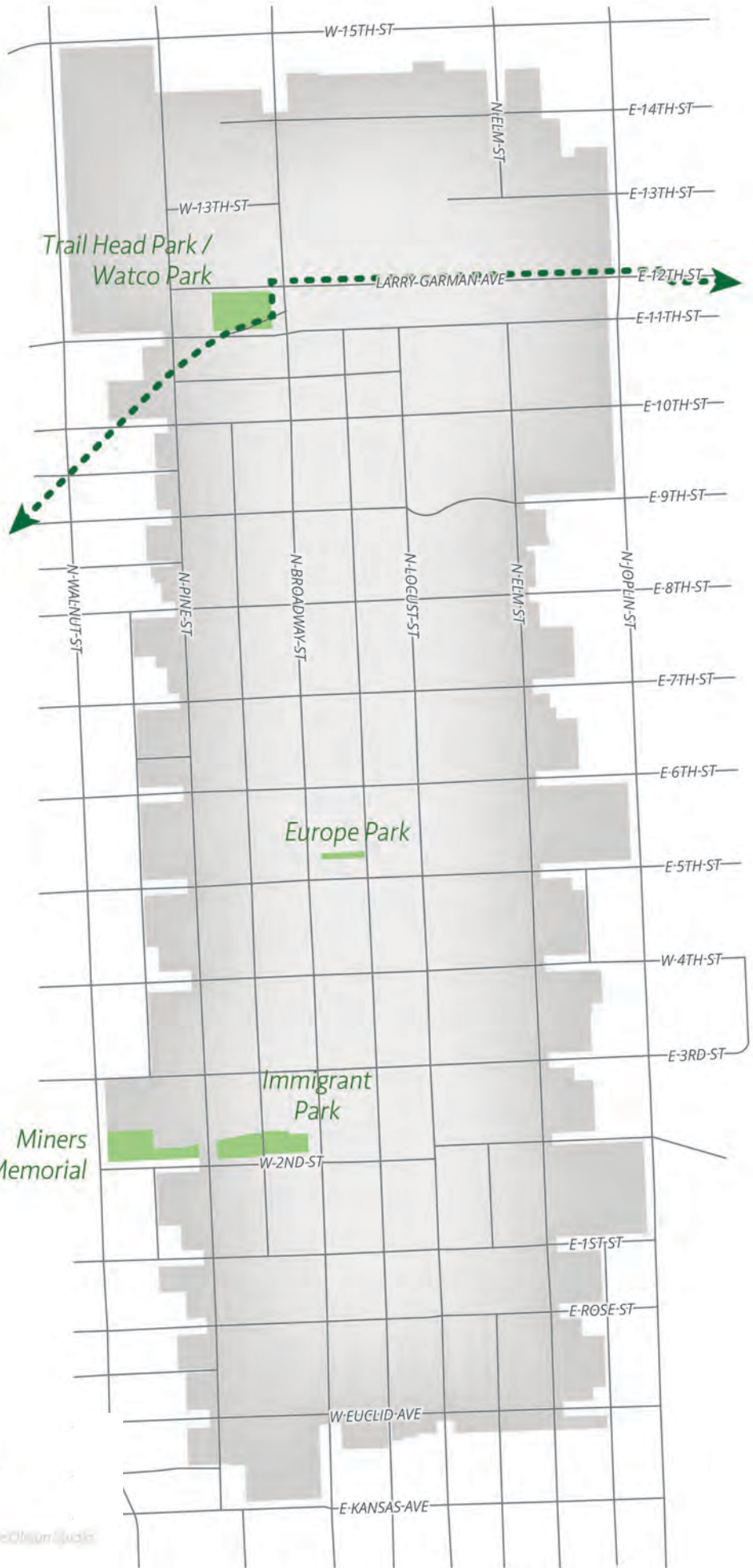





FIGURE A.5

EXISTING ACTIVE MODES NETWORK

ACTIVE TRANSPORTATION

-  Parks
-  Multi Use Trail
-  Downtown Boundary



Data Source: City of Pittsburgh, UrbanFootprint, and the Census Bureau

NATURAL FEATURES

This section of the Plan briefly describes the natural features in and surrounding downtown Pittsburg and existing risks and opportunities associated with the natural landscape of the area. Natural features include topography, waterbodies, floodways and vegetation and are illustrated in **Figure A.6**.

Topography

Downtown Pittsburg sits approximately 922 feet in elevation throughout the planning area, with the highest point being 929 feet just west of the intersection of Walnut Street and West 4th Street. The topography of downtown Pittsburg is relatively level, with no drastic drops in elevation. The landscape transitions into a flatter terrain similar to the overall Cherokee Lowlands, which is where Pittsburg is located.

Waterbodies and Waterways

Water resources, including waterbodies and waterways, span throughout all of Pittsburg. Although there are no large resources of water present in the planning area, just south of the city limits, Cow Creek splits into First Cow Creek and East Cow Creek adding to the city's charm and providing habitats for diverse wildlife. Both creeks run parallel to the east and west sides of Pittsburg's city limits.





FIGURE A.6

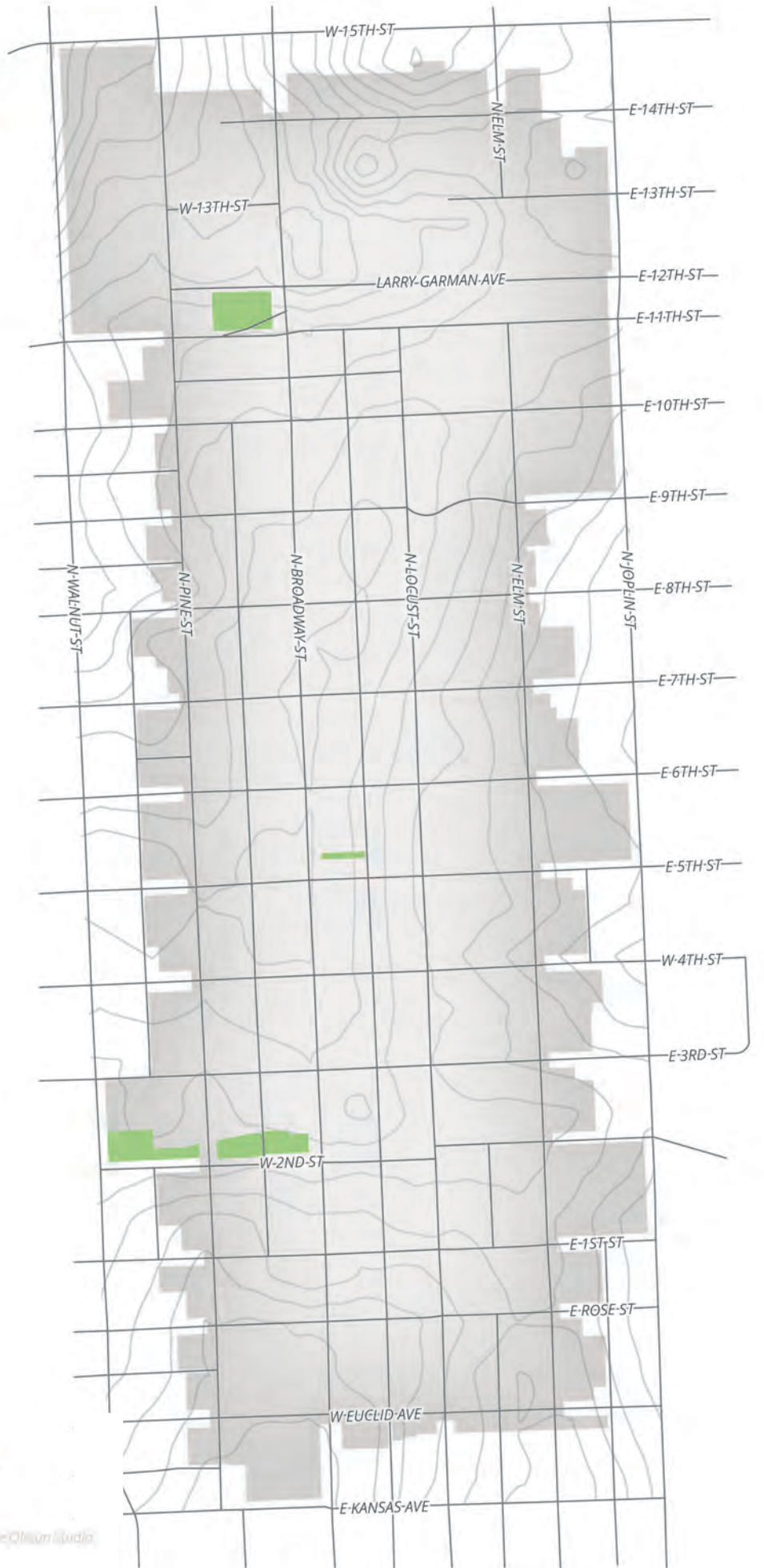
EXISTING NATURAL FEATURES

NATURAL FEATURES

- Parks
- Floodplain
- Downtown Boundary



Data Source: City of Pittsburg, Urban Footprint, and the QGIS plugin



Floodways and Floodplains

Flood risk has been identified throughout the city using the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. FEMA normally identifies flood-prone areas using extensive hydrologic and hydraulic modeling, but it may also use approximation methods to aid in watershed planning, management, and risk assessment. No direct floodplains intersect with the planning area however there are flood plains and regulatory floodways that start just south of Pittsburg and run along the western and eastern boundaries of the city. These floodplains serve as essential buffers during heavy rainfall, absorbing excess water and mitigating widespread flooding throughout the city.

Vegetation and Landscaping

Located in the Cherokee Lowlands region, Pittsburg provides a mix of native and cultivated plants, which combines with a relatively flat and well-drained topography that is good for farming. Pittsburg experiences a temperate climate with distinct seasons throughout the year, allowing the soil to stay fertile and the city's vegetation reflects these growth conditions. Along the main corridors and neighborhood streets throughout the planning area, trees and larger landscape areas line walkways and streets, offering shade and greenery in front of businesses and public spaces. Other landscapes are often placed in planters to provide for other beautification options and easier maintenance.

EXISTING PARKING

This section provides an inventory of existing public parking in downtown Pittsburg and an assessment regarding whether sufficient parking is available considering several proposed developments in the area. Existing parking data was collected and reviewed. Trip generation was conducted for the proposed developments and was compared to available parking within the project vicinity. The extents of the parking study project area are approximately 11th Street to the north, Elm Street to the east, Kansas Avenue to the south, and Walnut Street to the west.

Parking Inventory

The City of Pittsburg conducted data collection and a desktop field review of the study area utilizing drone video. Drone footage was collected over several days: Wednesday May 3, 2023, on even hours between 8:00 A.M. and 8:00 P.M., Friday May 5, 2023, on odd hours between 7:00 A.M. and 7:00 P.M., and Saturday May 13, 2023, at 2:00, 6:00, and 8:00 P.M. Snapshots of the study area were compiled for each review hour. The images were imported into a GIS data base and individual parking locations were identified. Through a review process, all public parking spots in the downtown area were identified. Using Geographic Information Systems (GIS) software vacant and occupied parking stalls were identified and tabulated. A total of 14 weekday periods and three (3) weekend periods were compiled for review.

A total of 1,854 public parking spaces are located within the defined planning area. Parking types include surface lot and on street parking. Of the total stalls identified, 1,289 are on-street (664 marked and 625 unmarked) and 565 stalls are in surface lots. A summary of parking by location is shown in **Figure A.7**. The majority of parking stalls are parallel (977), followed by angled stalls (533) and perpendicular stalls (344). No parking garages currently exist in Pittsburg.

Weekday parking occupancy peaked between 12:00 and 1:00 P.M. During this time-period, 27.2 percent of available public spaces were utilized. The daily weekday average of parking usage over the count hours were 389 stalls in use (1,465 vacant). This indicates a general excess of parking in the downtown core as a whole. It should be noted this summary does not represent specific areas of the downtown where too much or too little parking exists.

Of the three count hours taken on a weekend, peak hour parking and average utilization was shown to be less than a typical weekday. Thus, it was determined that any design considerations would utilize the weekday data which would be sufficient for weekend activity.

The typical weekday parking utilization for the downtown area is shown in **Figure A.8 Weekday Utilization**. Occupied vs unoccupied total spaces are shown in **Figure A.9 Weekday Occupancy**.

PARKING SUPPLY BY LOCATION

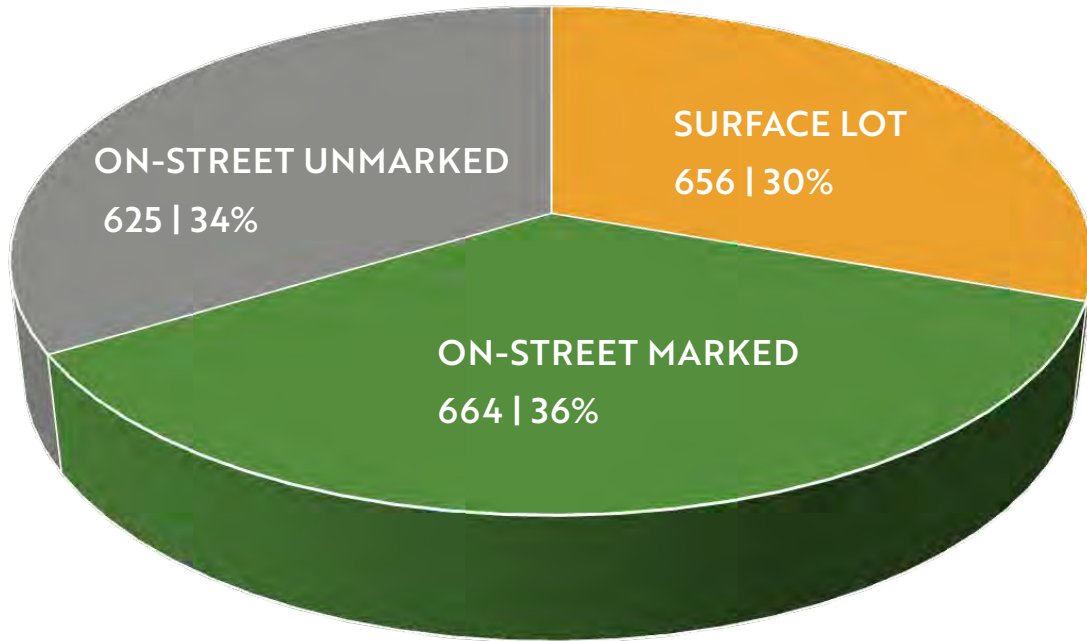


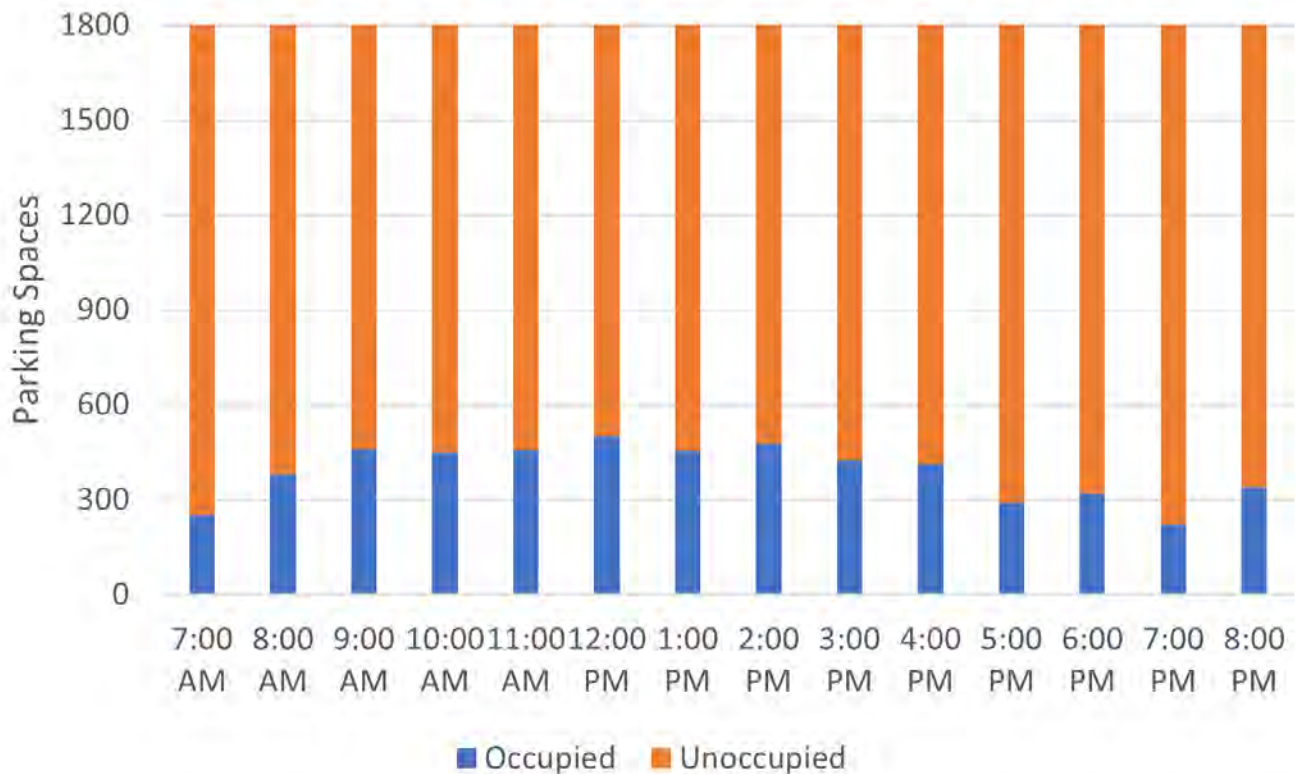
FIGURE A.8

WEEKDAY UTILIZATION



FIGURE A.9

WEEKDAY OCCUPANCY



PARKING ANALYSIS

To determine potential parking needs for the proposed developments, trip generation was conducted for the projects. Adequate information is available to refine parking needs for the hotel and business school developments. Due to the lack of knowledge about the identified location and size of the sports complex, analysis for that development has not yet been conducted.

Trip Generation

Vehicular trip generation and parking demand was estimated for both the hotel/conference center and business college developments. Trip generation for the hotel was conducted using the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The land uses that best represent the proposed development are LU 310 (Hotel) and LU 822 (Strip Retail Plaza, <40k). The hotel land use encompasses the convention center aspect of the property; however, additional information is needed regarding how the convention center will operate. If the convention center is not associated directly with the hotel, then additional trip generation and/or parking needs may be identified. The consideration of retail land use estimates additional traffic associated with the proposed ground floor retail. A detailed site plan is not available; reviewing the initial site plan, 6,000 square feet of retail and a 140 hotel rooms was estimated. ITE time of day distribution tables were utilized to determine the trip generation for each hour during a typical weekday.



Based on attendance data for fall 2022 semester from the business college including time of day and number of seats filled. The maximum daily students for each class hour were used as well as a rolling 2-hour period to estimate parking demand. Due to the proposed Kelce College of Business being located approximately 3 miles from campus, it was assumed that approximately 75% of students will use a personal vehicle and 25% of students will use alternate modes (walk, bike, rideshare).

The daily trip distribution for both developments is shown below in **Table A.2**. Based on a review of the data, the peak hour period for trip generation is from 11:00-12:00 P.M.

TABLE A.2 - DAILY TRIP DISTRIBUTION

TIME	HOTEL	RETAIL	COLLEGE	TOTAL
7:00 - 8:00 AM	59	17	0	76
8:00 - 9:00 AM	54	16	74	144
9:00 - 10:00 AM	64	19	302	385
10:00 AM - 11:00 AM	77	22	368	467
11:00 - 12:00 PM	87	25	359	471
12:00 - 1:00 PM	93	27	348	468
1:00 - 2:00 PM	100	29	170	299
2:00 - 3:00 PM	88	26	196	310
3:00 - 4:00 PM	85	25	191	301
4:00 - 5:00 PM	82	24	40	146
5:00 - 6:00 PM	86	25	26	137
6:00 - 7:00 PM	57	17	41	115
7:00 - 8:00 PM	51	15	0	66
8:00 - 9:00 PM	36	10	0	46

Parking Impact

The close proximity of the two proposed developments presents a challenge to onsite parking. A review of parking utilization near the proposed developments was conducted referencing existing hourly count data for parking on site, public parking within an 1/8 mile walking radius (660 feet), and public parking within a 1/4 mile walking radius (1,320 feet). On site there are approximately 128 parking lot stalls and 22 on street stalls. Within 1/8 mile there are an additional 126 parking lot and 272 on street stalls. Within 1/4 mile there are an additional 241 parking lot and 510 on street stalls. An image of the walking radius zones is provided in **Figure A.10 Walking Radius Zones**.

Assuming full capacity, the hotel would be expected to utilize every available nearby parking stall for more than half of the day. The business school proposes approximately 180 additional parking spaces directly on site.

Upon review of existing parking data, there are enough available parking stalls within an 1/8 mile walk to accommodate both sites for most of the day. The peak hour for occupancy is consistent with the existing peak hour of parking usage of 12:00 – 1:00 PM. A peak hour deficit of 117 parking spaces is noted within 1/8 mile and an excess of nearly 400 available spaces within a 1/4 mile walk. If the expectation of hotel and school users is to have designated parking lots and not utilize any on street public parking, a large deficit is expected. **Figure A.11 Parking Availability Near Proposed Developments** and **Table A.3** show the estimated parking demand through the day based on trip generation and existing parking usage.

FIGURE A.10

WALKING RADIUS ZONE

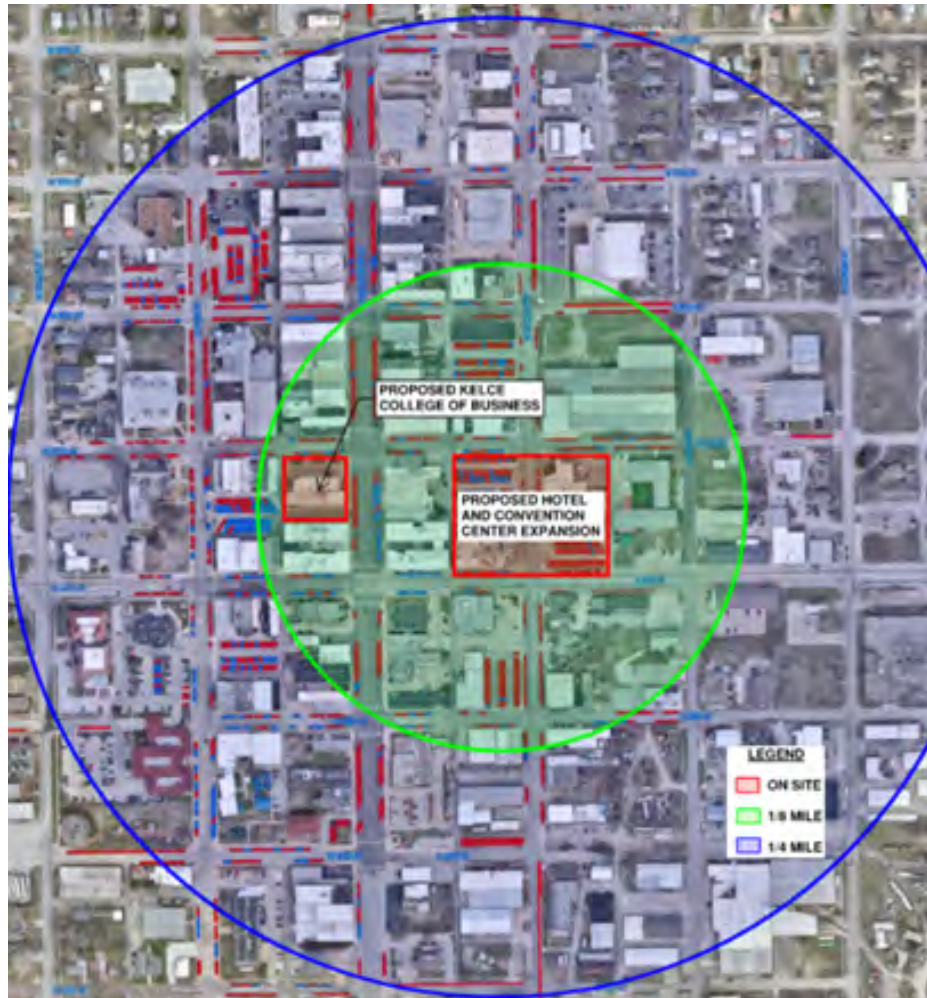


FIGURE A.11

PARKING AVAILABILITY NEAR PROPOSED DEVELOPMENTS

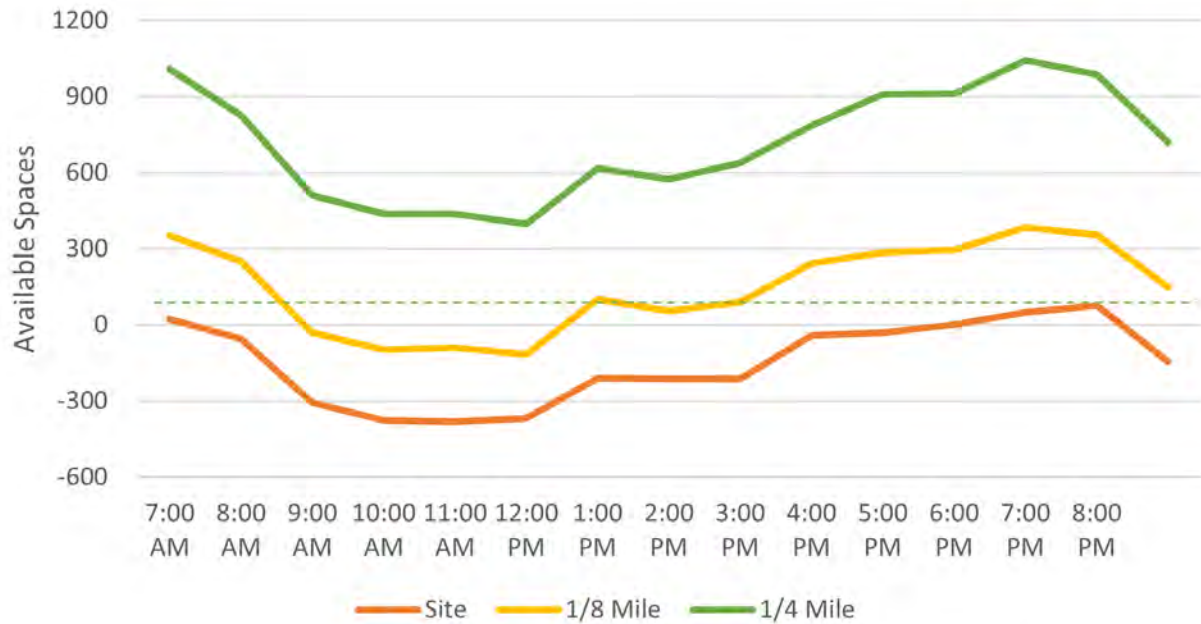


TABLE A.3 - PARKING AVAILABILITY NEAR PROPOSED DEVELOPMENTS

TIME	ON SITE	1/8 MILE	1/4 MILE
7:00 - 8:00 AM	24	352	1,007
8:00 - 9:00 AM	-56	250	827
9:00 - 10:00 AM	-306	-32	511
10:00 AM - 11:00 AM	-377	-98	438
11:00 - 12:00 PM	-381	-91	437
12:00 - 1:00 PM	-369	-117	397
1:00 - 2:00 PM	-209	100	618
2:00 - 3:00 PM	-213	56	575
3:00 - 4:00 PM	-214	90	638
4:00 - 5:00 PM	-42	243	785
5:00 - 6:00 PM	-32	285	908
6:00 - 7:00 PM	1	295	913
7:00 - 8:00 PM	50	383	1,042
8:00 - 9:00 PM	76	354	988
MAXIMUM	-369	-117	397

KEY TAKEAWAYS

Based on the existing parking demands within the study area, there is currently sufficient parking to service the area. With the consideration of proposed developments, there is adequate public parking within a walking distance of 1/4 mile to service proposed development. However, the identified parking area (1/4 mile) likely does not meet expectations for hotel/convention center patrons or students. Additionally, consideration should be given to the impact on existing businesses if the proposed developments utilize the majority of close proximity on street and surface lot parking. There are several opportunities to mitigate the stress of additional parking needs listed below:

- Additional information is needed to determine the convention center parking needs. Reviewing the initial parking needs, consideration should be given to making the hotel/convention center surface lot into a parking garage. A typical 3-level parking garage would increase capacity by approximately 300 stalls which would adequately service the area. A portion of the garage should be reserved for hotel convention center use while the other could be student or public use.
- Additional on-site parking should be provided at the business school building if possible. Alternatively, students could be directed to public lots 4 and 10 near 6th Street and Pine Street. These public lots are highly unutilized and are within 800 feet walking distance from the school building. Student parking through parking pass or lot designation is recommended to reduce the occurrence of on street student parking which may reduce available parking for existing businesses.
- The planned sports complex could largely impact the downtown area in terms of parking. A more detailed analysis can be conducted when a site plan is developed and area for consideration provided.

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STAKEHOLDER AND PUBLIC ENGAGEMENT SUMMARY

Great plans are always made by, and never solely for the community. Community engagement was a critical component of this process, allowing members of the community and key stakeholders a chance to provide their input on the future of Downtown Pittsburg. Through a series of engagement opportunities, the planning team collaborated with the community on the thoughts, ideas, and comments for Downtown Pittsburg. This input helped form the recommendations that were put forth in this Plan. **Appendix B** summarizes the stakeholder and public engagement process and provides context and the 'why' to other parts of this Plan.

KEY PUBLIC PARTICIPATION FINDINGS

The following key findings sections provide a high-level understanding of what the planning team heard from members of the Downtown Advisory Board, business and property owners, selected stakeholders, and city staff members. For a detailed list of responses from engagement events, please refer to the Full Documentation of Responses at the end of **Appendix B**.

Key Findings

The engagement process provides valuable input from stakeholders as the planning team considers the existing conditions of the downtown and the ‘what is’. The primary purpose of the engagement process is to ask community members to envision the future of Downtown Pittsburg and to share their concerns for the path forward. The end goal is to imagine ‘what could be’. The resulting vision and aspirations tend to arrive organically as the planning team leads stakeholders through various visioning exercises during a Visioning Workshop and by holding meaningful conversations at a Planning and Design Charrette. The following are the themes that the planning team unearthed from those community conversations.

Aesthetics

Many stakeholders indicated their desire to see the general aesthetics within Downtown Pittsburg improve. Suggestions included providing additional streetscape amenities (ie., benches, lighting, planters, bike racks, and trash cans), cleaning sidewalks where appropriate, installing public art, adding green space, and creating wayfinding signage throughout the downtown area. Other comments called for aesthetic gateways and entrances to the downtown, welcoming visitors and residents to the area. Comments also called for improving the appearance and aesthetics of sidestreets, those that branch away from Broadway Street/US Highway 69.

Safety

During engagement events and in conversations with business and property owners, the planning team heard concerns regarding safety and the perception of crime within the downtown. Many conversations revealed these concerns were primarily due to unhoused individuals present within the community. Some business owners shared that they had made changes to their daily business operations, airing on the side of safety for their employees. Some comments called for a greater police presence within the downtown, improving lighting along Broadway Street/US Highway 69 and in alleyways beside and behind businesses. This could help deter loitering behind buildings and help with potentially unsafe locations.

Walkability

Stakeholders relayed the need for additional shade along Broadway Street. The lack of shade makes the heat difficult to contend with and deters shoppers from strolling along the downtown corridor during the summer. Other suggested amenities that would improve the pedestrian experience include water fountains, bike storage (for those cycling downtown), public restrooms, and public wifi. Stakeholders also shared the continued need to make sure sidewalks are ADA-accessible.

Events and Attractions

Stakeholders acknowledged the need to develop a tourist attraction or unique amenity that would provide entertainment for Pittsburg locals and attract visitors. There were also calls to provide youth-friendly entertainment, interactive art, and additional event programming. Currently, there is a lack of things to do throughout the week and there are not consistent weekend events. There was an expressed desire to see more coordination on planning local and holiday events.

Business Development

Vision Workshop attendees indicated a desire to see some changes within the downtown business atmosphere and composition. There was an expressed need for some of the businesses to stay open later into the evenings as well as the inclusion of additional restaurants, rooftop bars, and outdoor dining. Some acknowledged they would like to see more retail space be developed within the downtown.

Historic Rehabilitation and Maintenance

Many stakeholders indicated a strong interest in historic preservation and maintaining the historic feel of the downtown. Stakeholders also acknowledged the reality of rehabilitating historic properties, relaying frustrations of the high costs of neglected and dilapidated historic buildings.

Pittsburg State Univeristy (PSU)

Stakeholders shared that PSU students were an asset to the community. As student employees, business patrons, and members of the community, their activity proves to be a benefit to the downtown. However, there were a few concerns about PSU developing property within the downtown. These concerns mainly focused on having a dwindling parking inventory and traffic congestion. Other comments indicated excitement at having students living and working in the downtown, believing it will help bolster business activities and enliven the downtown atmosphere.

Parking

Although there is a strong perception that there is an inadequate amount of parking in the downtown, the overall stakeholder consensus was inconclusive. Some stakeholders indicated that an inadequate amount of parking was negative for their businesses and needed to be improved. Others indicated that the amount of parking was suitable for their business and they had heard little to no complaints from their customers about having to park further away. Still, these experiences varied from one business and property owner to another. There were several calls for parking enforcement, Some of those who indicated that parking was sufficient, acknowledged that any new business or institutional developments within the downtown area could change their experiences, requiring additional parking in the future.

All stakeholders who spoke with the planning team were open and forthcoming about their pride for the downtown and iterated that they would like to see it continue to grow and thrive.

VISIONING WORKSHOP

Why is Visioning So Important?

Public engagement serves as a critical milestone in any planning process. Not only is the visioning and planning workshop (workshop) the first in-person opportunity for community members, stakeholders, and city staff members to meet and work together, it is the time when the collective tone for the process to come was set. The goal of the workshop is to guide the development of the Plan, ensuring it is reflective of overarching community goals.

The workshop is a time when participants are initially encouraged to ignore price tag and timing concerns. The process is meant to first uncover the needs, wants, and desires without being clouded by constraints. Visioning intentionally strips away what often holds people back from being truly honest about what they want to see. Once the needs, wants, and desires of the community have been fully explored, the constraints and roadblocks can be discussed. With the openness that comes from sharing with one another about what is desired, a more informed conversation can be had about impediments, obstacles, and dislikes.

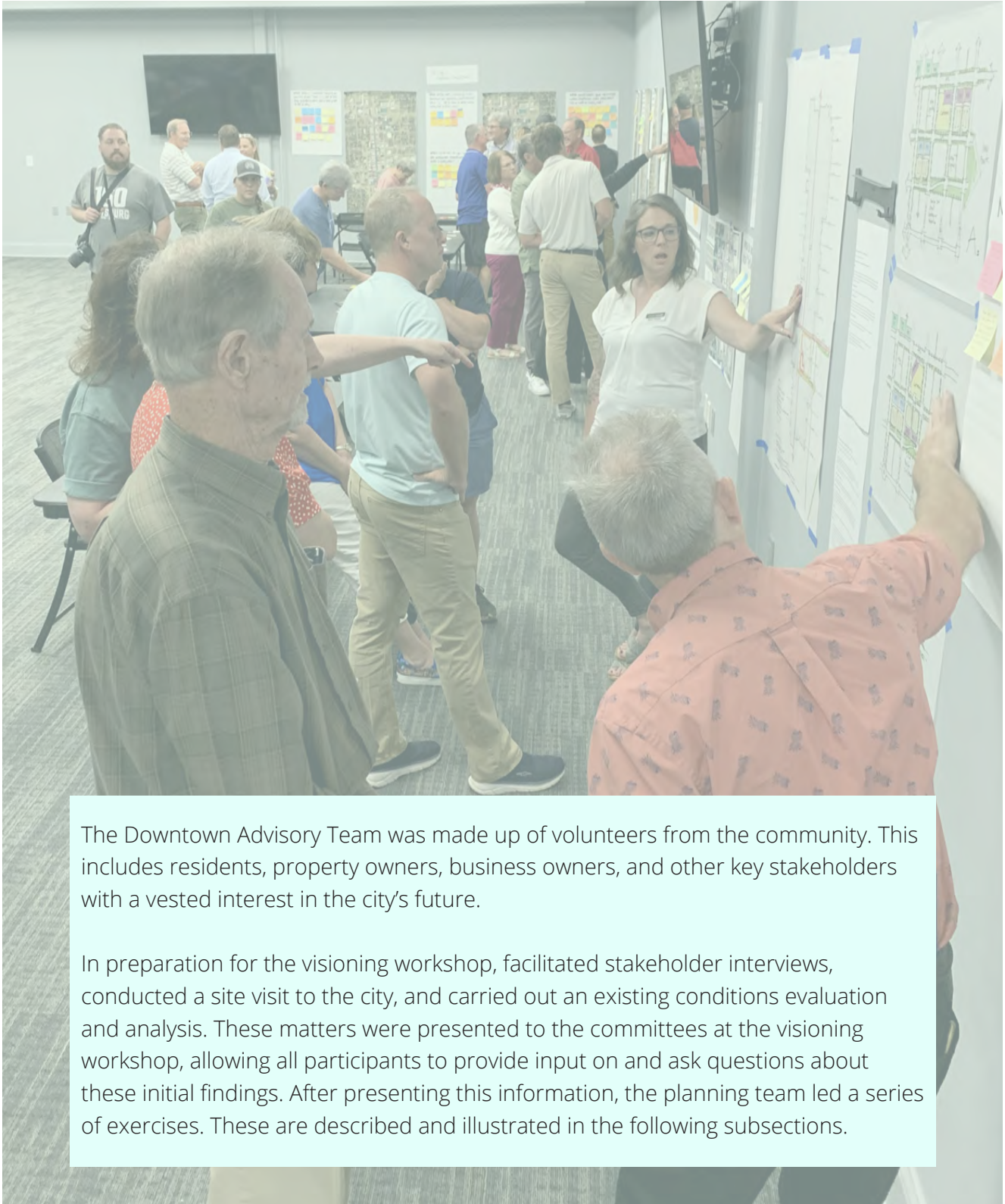
During the workshop, the existing conditions of the city were examined within their respective areas: land use and development; transportation and connectivity; economic development and vibrancy; and parks, recreation, and natural features. Members of the community were encouraged to discuss and share what is and is not working within those areas.

In addition to providing a dedicated time and space for community members to participate actively in the planning process, this time is also important for the planning team, allowing them the opportunity to listen intently to what the community hopes to achieve from the project. Although the facilitated dialogue and exercises provide rich input, the act of simply listening to conversations being had between neighbors, acquaintances, city staff members, and city leadership with their constituents is invaluable to shaping the Plan.

Visioning Workshop Overview

Before a plan's vision and ultimate plan can be crafted, it is important to meet with stakeholders to (1) ensure a clear understanding of their desires for the future of the city; (2) to gather local knowledge related to the issues and opportunities facing the city; and (3) to build consensus around a multifaceted solution. As the first step in this planning process, a visioning and planning workshop was held by the planning team.

The visioning workshop was held Monday, April 8 from 11 – 1:30 pm at Memorial Auditorium. The one-day workshop was attended by the planning team, and the downtown advisory team.



The Downtown Advisory Team was made up of volunteers from the community. This includes residents, property owners, business owners, and other key stakeholders with a vested interest in the city's future.

In preparation for the visioning workshop, facilitated stakeholder interviews, conducted a site visit to the city, and carried out an existing conditions evaluation and analysis. These matters were presented to the committees at the visioning workshop, allowing all participants to provide input on and ask questions about these initial findings. After presenting this information, the planning team led a series of exercises. These are described and illustrated in the following subsections.

Word Cloud Exercise

The first exercise asked the attendees – in three, single-word answers each – what are three things that are working in Downtown Pittsburg and what are three not working Downtown Pittsburg? They were also asked to identify the one thing that must happen for the project to be a success. The planning team then compiled the responses into a word cloud (see **Figure B.1** and **Figure B.2**). The larger the word size in a word cloud, the more times it was repeated as a response to the question. Word clouds are helpful in finding similar trains of thought between respondents.

FIGURE B.1 Word Cloud - What is working in Downtown Pittsburg?



FIGURE B.2 Word Cloud - What is not working in Downtown Pittsburg?



The text on this page includes verbatim public comments recorded during the comprehensive planning process. In an effort to support transparency, no comments have been edited or changed.

Needs, Wants, Desires, Barriers, Obstacles, and Annoyances

- **Needs:** We need to address this critical issue.
- **Wants:** If we had the choice, we would choose to have this...
- **Desires:** Wouldn't it be nice if..., but if we don't get it, that's okay.
- **Barriers:** Immovable objects or obstructions that we must go around. (We cannot simply eliminate them; we must define a path that minimizes or mitigates them.)
- **Obstacles:** Things that can be surmounted or changed (hopefully in our best interest); get in the way of what we want to accomplish (but not just a nuisance). (We can go over, through, or around them, but we must engage directly with them.)
- **Annoyances:** Things we just do not like; tend to be nuisances and personal; do not prevent you from achieving your goals.

To allow the advisory board an opportunity to discuss amongst themselves, the planning team broke the participants into groups of 8-10. Each of these groups were given ample time to have discussion and record their responses, identifying their own needs, wants, and desires, barriers, obstacles, and annoyances for the city. All responses are listed below in ***Full Documentation of Responses***.

After the allotted time, each group was tasked with prioritizing the top two from each category (e.g., two needs, two wants, etc.). After each group had their top two responses for each of the six categories, the groups chose a spokesperson to report back their priorities to all the attendees.

Table B.1 details each groups' priorities, by category. This provided a chance for each group to synthesize and understand different perspectives within the larger stakeholder group. While some of the prioritized items were similar, some were different.

Table B.1 - Group Prioritizations

<p>Needs</p> <ul style="list-style-type: none"> • Empty space downtown • Downtown maps • Greenspace • Wayfinding signage, general store/deli/pharmacy • More lighting – safety purpose (decorative & humanlevel), comprehensive parking plan (includes signage), Stakeholders/property owner buy-in 	<p>Barriers</p> <ul style="list-style-type: none"> • 4-lane Broadway, cost of rehab, lack of stakeholder buy-in • Property owners • Funding rehab costs • KDOT Broadway events, funding, public Wi-Fi • Width of Broadway
<p>Wants</p> <ul style="list-style-type: none"> • Monthly community events (1st Friday, 3rd Thursday), downtown arcade kid zone, • Kid zones • Alley activation • Downtown Market/Deli • Things to do for all ages/entertainment/dining, downtown decoration, every building utilization 	<p>Obstacles</p> <ul style="list-style-type: none"> • Fire suppression costs, usable space for new development, ADA accessibility • Cost & rehab older buildings, infrastructure needs, owner buy-in • Parking • Restrooms • Crime perception
<p>Desires</p> <ul style="list-style-type: none"> • Iconic amenity (water, rooftop, zones) • Activity center • 24-hour diner/restaurant, retail variety, rooftop lighting • Creative lighting • “Main Street Pittsburg” organization, incentive for occupied functioning buildings, pipe music 	<p>Annoyances</p> <ul style="list-style-type: none"> • Parking rules • Unfinished projects • Lack of shade • Empty storefronts/dilapidated buildings, commercial traffic, parking/traffic enforcement • Dilapidated/neglected buildings, bird poo, traffic parking

Planning and Design Charrette

The Planning and Design Charrette took place from Wednesday, May 29 – Thursday, May 30, 2024 at Block 22 (402 North Broadway Street, Pittsburg, Kansas 66762).

Day One

On day one of the Planning and Design Charrette, the planning team led the Downtown Advisory Team and stakeholders through several topic stations and a discussion. The Downtown Advisory Team is made up of volunteers from the community, including residents, property owners, business owners, and other key stakeholder with a vest interest the city's future. These participants were asked to work their way through different topic stations and provide their comments in response to written questions created by the planning team. These different topic stations included the following questions.

Gorilla Rising

- What concerns do you have with parking within or near the project radius presented on the map? Use a red dot to tell us where and a sticky note to tell us why!
- What aesthetic improvements should be considered within or near the project radius present on the map? Use a pink dot to tell us where and a sticky note to tell us specifically why!
- What would make walking/biking more comfortable within or near the project radius presented on the map? Use a green dot to tell us where and a sticky note to tell us specifically why!
- What additional development, improvements, or amenities would complement Gorilla Rising? Tell us with a sticky note!

Sports Complex and Hotel

Option #1

- What would make the Sports Complex a success? Tell us why with a sticky note!
- What concerns do you have with parking within or near the project radius presented on the map? Use a red dot to tell us where and a sticky note to tell us why!
- What aesthetic improvements should be considered within or near the project radius present on the map? Use a pink dot to tell us where and a sticky note to tell us specifically why!
- What would make walking/biking more comfortable within or near the project radius presented on the map? Use a green dot to tell us where and a sticky note to tell us specifically why!
- What do you like or dislike about this location? Tell us with a sticky note!

Option #2

- What concerns do you have with parking within or near the project radius presented on the map? Use a red dot to tell us where and a sticky note to tell us why!
- What aesthetic improvements should be considered within or near the project radius present on the map? Use a pink dot to tell us where and a sticky note to tell us specifically why!
- What would make walking/biking more comfortable within or near the project radius presented on the map? Use a green dot to tell us where and a sticky note to tell us specifically why!
- What do you like or dislike about this location? Tell us with a sticky note!

- What do you like or dislike about this location? Tell us with a sticky note!

Hotel and Conference Center

- What concerns do you have with parking within or near the project radius presented on the map? Use a red dot to tell us where and a sticky note to tell us why!
- What aesthetic improvements should be considered within or near the project radius present on the map? Use a pink dot to tell us where and a sticky note to tell us specifically why!
- What would make walking/biking more comfortable within or near the project radius presented on the map? Use a green dot to tell us where and a sticky note to tell us specifically why!
- What do you like or dislike about this location? Tell us with a sticky note!

Downtown Pittsburg

- Which areas of Downtown Pittsburg do you feel unsafe? Place a red dot on the map indicating where and a sticky note to tell us why.
- Which areas, sites, or buildings in the downtown are currently underutilized? Use a pink dot to show us where and a sticky note to tell us why!
- What would make your experience downtown more pleasant? Tell us with a sticky note!
- What attractions, entertainment options, programs, or events would you like to see in Downtown Pittsburg? Tell us with a sticky note!
- Which aesthetics do you currently like within the downtown? Tell us with a sticky note!
- Which areas of Downtown Pittsburg could be improved? How/Where can we make downtown more beautiful? Use a pink dot to show us where and use a sticky note to tell us details!
- Where is there enough parking? Use a green dot to show us where!
- Where is there not enough parking? Use a red dot to show us where!
- Where are there missing sidewalk connections? Tell us where with a yellow dot.
- Where do you think the “gateways” to downtown are located? Use a purple dot to show us where!

After participants provided their feedback, the planning team then met in a closed studio to draft initial design concepts and ideas for the Plan based on participants feedback.

Day Two

On the second day of the Planning and Design Charrette, the planning team continued to work on their ideas. Later that day, a formal review session with stakeholders took place. This review session was a chance for stakeholders to provide specific feedback on draft ideas and interact with the planning team before the public open house later that evening.

All comments from day one and day two were gathered and incorporated into ***Full Documentation of Responses***.

Public Open House (In-Person and Virtual)

An in-person public open house took place on Thursday, May 30 from 5:30 – 7:30 p.m. at Block 22 (402 North Broadway Street, Pittsburg, Kansas 66762). Members of the public were invited to review the initial ideas for the Downtown as well as answer the same questions that stakeholders answered during the previous day's activity.

Approximately 50 individuals attended the event. Attendees were able to move around freely within the space and engage with the featured materials; no formal presentation was given by the planning team. They also had the chance to add their responses to these materials, allowing them to agree, disagree, or provide additional feedback. Supplies to record their responses were provided.

For those who were unable to make the in-person public open house, a virtual open house was available via the project website from June 5, 2024 - June 19, 2024. Similarly to the in-person public open house, the virtual option was divided into different stations, allowing participants to navigate between the stations by scrolling through the PDFs. As they followed the questions through the virtual open house, participants pinned their comments to the virtual stations' pages. The virtual open house was viewed 599 times and received 92 comments.

These comments from both the in-person and virtual open houses were gathered and incorporated into ***Full Documentation of Responses***.

Full Documentation of Responses

Visioning Workshop

Group Responses

Needs

- Side Street sidewalks
- More events to come downtown
- South Broadway Lighting
- General Store, Deli, Pharmacy
- Parking
- Wayfinding (x2)
- Signage
- Bike & Bus Lane Parking
- Alley care
- Lighting

Wants

- Adult Nightlife middle aged
- Deli
- Green
- Recycling
- Food Truck Parking "Designation space park"
- Bike Racks
- Youth friendly entertainment
- Barbershop
- Monthly community event "first Friday" "Third Thursday"
- General Store

Desires

- Bike Lane
- "Main Street Pittsburg" An organization focused on bringing large events to Pittsburg
- Community Garden
- Rooftop Gardening
- Escape Room
- Winery w/ small gourmet food pairings

Barriers

- KDOT Broadway Events
- Knowledge of public transportation
- Police dept support to have events "Red Tape"
- Public Wifi
- Stubborn property owners
- Homelessness
- Funding

Obstacles

- Available development grants for investors
- Infrastructure
- Usable space for new development

Annoyances

- Big Vehicles Parking on Broadway
- Lengthy unfinished projects
- Digital signage

Group 2

Needs

- Parking enforcement
- Public input
- Electrical hook-ups for food trucks
- Too loud traffic
- Parking lot lights & signs
- Trolley, Public transportation
- Better & More!!
- Slow down Broadway traffic thru historical area
- Need more restaurants
- To fill all the downtown buildings
- Pretty signage
- Show the love to side streets on downtown blocks
- Yes!

Wants

- Public Input
- Weekly live music
- Kids adventure zone! Museum!
- Yearly calendar of events, QR code for Downtown
- Expand Streetscape, benches, lights, planters, trash cans
- Fun Trolley
- Plaza style lighting (LED) on businesses throughout
- More green spaces

Desires

- Signage
- 24/7 restaurant Downtown
- Less birds
- Activate Alleys & Sidewalks
- Pedestrian lighting, benches
- Public art installations
- Police presence, get to know that's beat
- Pipe music downtown
- Every building filled
- Safer Alley Ways Utilize
- Twinkle lights on Broadway trees
- Events every weekend Big + Small
- Green space

Barriers

- Public apathy
- Cost to rehab Bldgs
- Need more dynamic people to move here & Do dynamic stuff
- 4 – Lane Main Street – too wide- tariff too fast/unsafe
- \$\$\$
- Yes!
- Accessibility ADA – Walkability
- State highway 4th & Broadway restrictions

Obstacles

- Public engagement
- Cost to rehabilitate structures
- Maintaining greenery green space
- Parking
- How do we get “better” businesses here
- Communication, How to get info out

Annoyances

- Giant trucks parked on curbs
- Birds
- The aggressive homeless
- Dilapidated buildings
- Visual of side streets
- Empty street fronts/vacant/dilapidated
- Metal building ugly
- Slower traffic
- Quieter traffic
- Darkness
- Lazy business owners

Group 3

Needs

- Kid zones
- Kid interactive lighting/art
- Extend streetscape south
- Bike stations
- Downtown maps
- Green space
- More retail
- Wayfinding signage
- Walkability
- Lighting

Wants

- Downtown adventure
- Focus on more 2nd Story residential development
- Alley activation
- Walkability

- Downtown market
- Green space
- More restaurants
- Decorative lighting
- Outdoor dining/bars
- Drinking fountains
- Art
- Outdoor speakers

Desires

- Water
- Fruit trees
- Activity center
- 3-lane Broadway (add Bike Lanes)
- Creative light features
- Trolley
- Zoo
- Iconic amenity tourist attraction
- Rooftop bars/restaurants

Barriers

- Legacy industrial zoning
- Lack of resources
- Width of Broadway
- Funding options

Obstacles

- Fire suspension
- Downtown property owners
- Restrooms
- Crime Perception
- Crosswalks
- ADA accessibility
- Funding
- Infrastructure
- Stakeholder engagement

Annoyances

- Summer heat/lack of shade
- Drainage issues
- Dirty sidewalks

Group 4

Needs

- Side Street sidewalks
- More events to come downtown
- South Broadway Lighting
- General Store, Deli, Pharmacy
- Parking

- Wayfinding (x2)
- Signage
- Bike & Bus Lane Parking
- Alley care
- Lighting
- Parking enforcement
- Public input
- Electrical hook-ups for food trucks
- Too loud traffic
- Parking lot lights & signs
- Trolley, Public transportation
- Better & More!!
- Slow down Broadway traffic thru historical area
- Need more restaurants
- To fill all the downtown buildings
- Pretty signage
- Show the love to side streets on downtown blocks
- Yes!
- Kid zones
- Kid interactive lighting/art
- Extend streetscape south
- Bike stations
- Downtown maps
- Green space
- More retail
- Wayfinding signage
- Walkability
- Lighting

Wants

- Adult Nightlife middle aged
- Deli
- Green
- Recycling
- Food Truck Parking "Designation space park"
- Bike Racks
- Youth friendly entertainment
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- Monthly community event "first Friday" "Third Thursday"
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- Yearly calendar of events, QR code for Downtown
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- Plaza style lighting (LED) on businesses throughout
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- Downtown adventure
- Focus on more 2nd Story residential development
- Alley activation

- Walkability
- Downtown market
- Green space
- More restaurants
- Decorative lighting
- Outdoor dining/bars
- Drinking fountains
- Art
- Outdoor speakers

Desires

- Bike Lane
- “Main Street Pittsburg” An organization focused on bringing large events to Pittsburg
- Community Garden
- Rooftop Gardening
- Escape Room
- Winery w/ small gourmet food pairings
- Signage
- 24/7 restaurant Downtown
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- Homelessness
- Funding
- Public apathy
- Cost to rehab Bldgs
- Need more dynamic people to move here & Do dynamic stuff

- 4 – Lane Main Street – too wide- tariff too fast/unsafe
- \$\$\$
- Yes!
- Accessibility ADA – Walkability
- State highway 4th & Broadway restrictions
- Legacy industrial zoning
- Lack of resources
- Width of Broadway
- Funding options

Obstacles

- Available development grants for investors
- Infrastructure
- Usable space for new development
- Public engagement
- Cost to rehabilitate structures
- Maintaining greenery green space
- Parking
- How do we get “better” businesses here
- Communication, How to get info out
- Fire suspension
- Downtown property owners
- Restrooms
- Crime Perception
- Crosswalks
- ADA accessibility
- Funding
- Infrastructure
- Stakeholder engagement

Annoyances

- Big Vehicles Parking on Broadway
- Lengthy unfinished projects
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- Metal building ugly
- Slower traffic
- Quieter traffic
- Darkness
- Lazy business owners
- Summer heat/lack of shade
- Drainage issues
- Dirty sidewalks

Planning Design Charrette and Public Open House

Station 1: Gorilla Rising

What concerns do you have with parking within or near the project radius presented on the map? Use a RED dot to tell us where and a sticky note to tell us why!

- Students parked all day in business parking
- Gorilla Rising will destroy downtown
- Very concerned about more students
- Enforcement of parking within that area so the students are not parking on Broadway
- None, bring on the people
- Students take up Broadway and 4th street parking spots all day long
- The parking in a few of the lots already need attention more traffic mens more upkeep
- How many parking spots are used by downtown living trends? PSU and non-PSU
- Have all Gorilla Rising parking in a parking lot and/or 2 blocks isn't. no student parking on or near Broadway
- What the increased presence is going to generate like trash, etc.
- No side street parking on 2nd between Broadway and Locust. No Broadway parking on east side between 2nd and 1st streets.
- Handicap accessibility spots – too few and in bad locations
- Parking in front of popular businesses is already tight, so a bit concerned
- As someone who frequent, Foot, Harry's café, the KTTCU, I'm worried that the renovation of Hotel Besse will put pressure on parking and hurt those businesses
- Encourage walkability please
- In the process of improving parking, please do not tear any old buildings down
- No issues, there is plenty of parking. Data backs this up
- How will parking violations be enforced? Who will enforce them? PSU or city?
- Excited to have more activity downtown. Parking study has shown there is enough space
- Not enough students to support this venture
- You are not maintaining sidewalks and streets now. Fix what you have before creating more that are spending resourced thinner
- Gorilla Rising parking should be good now that it has moved south. Should relieve downtown parking issues north of 4th street. Thanks for your efforts

What aesthetic improvements should be considered within or near the project radius present on the map? Use a PINK dot to tell us where and a sticky note to tell us specifically why!

- Public sculpture/fountains, etc. Outdoors visible from Broadway
- Historic architectural standards for structures and/or architectural details
- Hold property owners accountable
- Business school should still be architecturally pleasing even though it moved out of historical area
- Statues, foundations, etc. Would be nice
- Continue to require and assist business owners on Broadway and near Broadway to keep up their property to a high standard
- Design of building should follow current recommendation on downtown aesthetics

What would make walking/biking more comfortable within or near the project radius presented on the map? Use a GREEN dot to tell us where and a sticky note to tell us specifically why!

- Bike safety, bike racks, bike lanes

- Walking/biking route along Locust street (if Joplin too high traffic)
- Walking/biking trail in easement on Joplin
- Have a designated walking/biking trail that is enforced for vehicles not taking over
- Public safety, emergency, call boxes
- Change highway to two lane with turn lane in middle and bike lanes on outside
- Pick a street on either side of Broadway and develop it into a main hike/bike trail. Still have to take some of Locust, so not easy
- Lighting, cleanliness
- A nice large bike/walk path from downtown Kelce to PSU and make it visually nice, well lit
- If own parking garage is provided and could work
- Bump outs
- Creative wayfinding, art, and unique lighting
- Bump outs and trash addressed
- Emergency call box like on campus
- Not enough lighting in the alleyways that students are walking through at night
- Make downtown Broadway 2 lanes. Push buttons for crossing signals
- The green dot I placed on a monthly empty lot is purely example. Biking in Pittsburg would be significantly better if there were places to put your bike that was safe from thieves
- Recommend benches scattered for visiting, phone check, invitation to older walkers who need rest
- Recycle bins and trash containers present
- Lights especially at night
- Bike riders do not need to use the sidewalks on Broadway

What additional developments, improvements, or amenities would complement Gorilla Rising? Tell us with a sticky note!

- Downtown dog park? Downtown food trucks
- Light it up in a fun way – maybe a king kong gorilla on top of Besse in Neon
- Keep at the college
- Additional crossing signals for pedestrians
- Finish the Besse, Finish the Colonial fox
- More outdoor eateries like 5th street
- Outdoor electrical boxes for food trucks, art walk, etc. Like Carthage’s central park
- Stay on college campus
- Ample spots to sit/eat/relax downtown
- More indoor/outdoor study areas/parks
- Greenspace
- Having a student apartment downtown would necessitate a nearby convenience store of some kind in use of emergencies and accessibility
- Complete the Besse and don’t cut corners start a great building with rich history that needs to be presented

Station 2: Sports Complex Option 1

What would make walking/biking more comfortable within or near the project radius presented on the map? Use a GREEN dot to tell us where and a sticky note to tell us why!

- Walk/bike trail on Joplin street would tie in nicely
- Walking/biking trail that does not make it difficult to cross the streets
- Rail to trail
- Better sidewalks and/or hiking trails

- Please bring parades down one block south (they end at Rose) bring to Euclid – 10 more businesses would be involved – parking is plentiful and bus parking will be safer south of Euclid street. – Cherlye Moore
- Most sidewalks on Joplin is brick, concrete, or asphalt would be most comfortable.
- Sidewalks and/or bike lanes over the RRX on 7th
- Trails throughout the area would be awesome
- Wherever possible put sidewalks

What do you like or dislike about this location? Tell us where with a sticky note!

- Easy wayfinding and central
- Sports complex does not need it. Have a hotel on site
- Is sports complex parking onsite? Hotel parking?
- Tons of room for expansion
- Would clean up an area that is becoming a junk yard
- With fields late a night – not a lot of homes to disturb
- Love the location! Cleaning up an area that needs attention and adds traffic and visitors downtown

What would make the Sports Complex a success? Tell us why with a sticky note!

- Expanded roadways during high traffic (infrastructure)
- Is there a need for it (yes!)
- Plenty of parking and walkability to downtown
- Year around functionality. Collaborate with office entities
- Parking garage
- Much needed, bring lots \$ develop local youth
- Make seating and spectator areas shaded and handicap accessible
- Include as many sports as possible. Remember visitor experience. Could host so many regional events
- This was needed 15 years ago
- Parking garage provided
- Sports complex indoor (basketball, volleyball)
- Stay to play tournaments (stay at the hotel to play in tournaments at the complex)
- Chiefs training camp
- It needs to be accessible in the manner of affordability, etc.

What aesthetic improvements should be considered within or near the project radius present on the map? Use a PINK dot to tell us where and a sticky note to tell us why!

- Street lights very dark at night
- More green space
- Gardens, lights, landscaping
- Park/outdoor family space near complex

What concerns do you have with parking within or near the project radius presented on the map? Use a RED dot to tell us where and a sticky note to tell us why!

- Taking up residential parking
- The lower the population the less distance people will walk
- Would need to improve Joplin Street to support

Station 3: Sports Complex Option 2

What concerns do you have with parking within or near the project radius presented on the map? Use a RED dot to tell us where and sticky note to tell us why!

- Need to provide own parking
- None, bring on the people
- Reduced radius of parking availability between Rose to 8th and 2 blocks at direction
- Parking close to Broadway
- Sport complex here sucks
- Everywhere on Broadway and side streets will be a problem
- Lack of space for hotel and sports complex
- Investment into Washington school already 8 mil
- Seems like only the SE portion of this area is viable do to land already in use
- No place to expand
- General lack of parking. Residential housing concerns/existing industrial/business

What aesthetic improvements should be considered within or near the project radius present on the map? Use a PINK dot to tell us where and a sticky note to tell us why!

- Landscaping, gardens, green public space
- Wayfinding
- Let's add water/fountains
- Need bike and walking path
- Rooftop gardens
- Light trees
- Lets add twinkle lights to downtown trees
- Park benches and small gardens
- Green space
- Sidewalk improvements 100% funded and completed by the city
- Clear pathways, for pedestrians and automobiles

What would make walking/biking more comfortable within or near the project radius presented on the map? Use a GREEN dot to tell us where and a sticky note to tell us why!

- Pipe in some music along walkways downtown
- Sidewalks, bike paths
- Lights
- Lighting, clean walkways
- Look at the old Bowlus building, whole block
- Hotel not needed on-site at a sports complex
- Connectors to other destinations, make it easy to go between "spots"
- More sidewalks and walking/biking paths
- Safer crosswalks
- Buttons at pedestrian crossing lights
- Better sidewalks around westside

What do you like or dislike about this location? Tell us with a sticky note!

- This seems like a generally poor location for a sports park. Too much demo required, parking lost. Sports park needs to go to an area where more free green space exists initially
- Washington school in the middle of this. Don't feel this location makes sense
- Fun depot is historically significant needs to remain in place as is, Washington School
- Lack of space for Hotel/sports complex

- Too much displacement in this area
- Prefer option 1 over option 2
- Downtown hotel – location
- Option 1 is better
- Too congested
- Congestions, current businesses there
- Looks like some expensive properties to be acquired – less costly alternatives
- I dislike the idea of raising existing buildings that have potential for use/reuse
- No room for grow. Already boundary set
- Love location #1. Do not like location #2. Seems land locked compared to location #1. It is closer to downtown, but location #1 is a better overall option in my opinion

Station 4: Hotel/Convention Center

What concerns do you have with parking within or near the project radius presented on the map? Use a RED dot to tell us where and a sticky note to tell us why!

- Without parking resolved. Signal coffee roasters may as well close
- Hotel/convention center north of Watco in current parking lot with church
- Very disappointed that you are even thinking about this area being feasible
- Adequate parking and flow disturb current traffic
- Will need supplemental parking added to support hotel/remaining commerce parking area – how?
- Accessibility needs to be a priority for any project
- Lack of parking
- Those who park in public lot at block 22, behind Besse hotel, have to walk through water or across ice to access businesses on Broadway or the one of 4th street
- Handicap access is non-existent at 4th and Broadway. Customers have had to park at the arches and use motorized wheelchairs to get to businesses on 4th. Three spots behind hotel Stilwell – what are those for? They can't get up starts at root and have to get across entire lot to get to bank of Harry's
- Students who live at Block 22 continually park in front of businesses for hours and hours at a time, blocking customer access

What aesthetic improvements should be considered within or near the project radius present on the map? Use a PINK dot to tell us where and a sticky note to tell us why!

- Parking garage included in hotel and underground? First ¾ levels
- More green space, add more fountains
- Maybe a downtown dog park
- Hotel at Besse, convention at Old Bowles building, connect through Lord Four Radio Station building
- Rooftop bar on top of Besse

What would make walking/biking more comfortable within or near the project radius presented on the map? Use a GREEN dot to tell us where and a sticky note to tell us why!

- ADA accessibility – doors, sidewalks, parking, general access
- Signage, creative lighting, wayfinding, art, public safety/emergency stations
- To consider – trash routes
- Walking and bike paths connected throughout the city
- Please stop the water from filling the alley between Besse hotel and Block 22
- ADA accessibility

- Wayfinding, bike racks, shade on courtyard across from brick and mortar
- Better lights for pedestrians, tow lanes downtown
- ADA accessibility, I agree

What do you like or dislike about this location? Tell us with a sticky note!

- Okay location, have positives and negatives to deal with. Should look at other spaces
- Is an okay space. May not be big enough
- No good downtown location
- 5th and Locus, Bowles building
- Good spot in square, south downtown
- I think a central location in downtown area would ideal
- Look at Bowles Building would help our struggling side streets
- Bottom line – before improvements anywhere – must address housing, etc. need for any population experiencing homelessness
- Love the idea of hotel/convention center, but not sure this is the best location. I don't have a better option off the top of my head, but this one seems expensive in acquiring property
- Looks like expensive properties to acquire – better locations elsewhere
- Hotel/conference center must be a the “heart” of the district area. To build this concept off Broadway and by the police station feels like a second thought

Station 5: Overall Downtown

Which areas of Downtown Pittsburg do you feel unsafe? Place a RED dot on the map indicating where and a sticky not to tell us why.

- Pavilion – 2nd and Broadway hangout for homeless
- Homeless have camped out at trail head park which used to be very pretty
- If I am a woman anywhere after 9:00 PM to 8:00 AM
- Vagrants, walking, sidewalks
- Parking lots at night
- All crosswalks without lights is extremely dangerous especially into Broadway in the evening
- Need more food vendor, walking paths and bike paths
- Lack of lighting alleys and parking lots
- Make alleys more walkable and pedestrian friendly, down all of downtown
- Alleys, dark and unsafe
- All the alleys need more light
- Homeless who sleep there or are in dumpsters feel threatening, even if they aren't (perception)
- Homeless camp at Pavilion
- People mentally unstable or on drugs camp out in area
- Crosswalks and 4 lanes of traffic
- Big trucks park in front of businesses and block views of those trying to back out
- Alley off Broadway Rose and Euclid is very active
- Lack of trees and birds
- Alleys
- Homeless problem
- Crossing Broadway is extremely dangerous as vehicles won't stop ever
- Homeless sleep in the tree and go through dumpsters all the time
- Homeless issue, I would like it to be treated with compassion
- Stores, i.e. the home place, etc. have become night shelters for homeless – we must address needs of homeless population. Trail head and immigrant park also clusters for late gathering
- Intersection of 5th and Walnut – not safe for pedestrians
- Variable in lighting especially in alleys

What areas, sites, or buildings in the downtown are currently underutilized? Use a PINK do to show us where and a sticky note to tell us why!

- Vacant buildings
- Warehouse being used for warehouse space
- All city parking lots are underutilized because a lot of people are parking on Broadway instead
- Green space south of Physikuhl
- Patio area by coffee shop has homeless who sleep there
- Support for events downtown to help closing down streets as needed
- Courtyard area near Root is too sunny and hot. Needs sunshade
- Pavilion at immigrant park and sometimes Europe park attract vagrants
- Europe park, safety concerns
- The “warehouse” area east of Broadway. Could be some really cool space, but it is unkept and underutilized. Also empty or unkept buildings on Broadway. We have a great downtown that could be even better

Which aesthetics do you currently like within the downtown? Tell us with a sticky note!

- Arches/benches
- Historical architecture blended with modern
- Trees and flowers
- Planters and trees
- Historical structures left – restored bike racks
- Historic buildings
- Interactive murals
- Engage sidewalk eating and shopping
- Love the flowers, urns, baskets, and banners
- Charming with street lights and historic building, facades
- Public murals and flags
- Historical style
- 1920's aesthetic and historic hotels
- Arches, pavilion flowers
- Historical building fronts, arches, etc. Need more recycling friendly culture – bins?
- Christmas atmosphere/lights
- Love the Murals and flowers (Pittsburg Beautiful)
- Block 22, Europe Park
- Broadway street lights, flowers on Broadway, Christmas lights and décor, flags for so many things, green spaces, businesses with great signage, you all make downtown pretty amazing
- When business follows dap recommendations on façade upgrades maintain a cohesive look

What would make your experience within downtown more pleasant? Tell us with a sticky note!

- Lower property taxes
- Murals, art
- Time limits on Broadway parking
- Easy walkability
- Parking on Broadway / parking limits
- ADA
- More greenspace, light it up at night
- Downtown piped in music
- Time limits on parking on Broadway
- More monthly events

- Lights and shade
- Greenspace
- Bring more opportunity for outdoor eating
- Clean up dilapidated buildings downtown
- Address dilapidated structures and parking
- More public sculpture outdoors
- Parking
- More floral/trees
- Safe, walkable, lower street lights, green, reverse parking
- More trees
- Walkable, well lit alleys, more street art
- Hours of operation of business
- Bigger library, more local business, more food, ADA enforcement
- Less diagonal parking, very awkward and dangerous
- Trees and benches
- More basic stores like groceries, pharmacy, and toys
- Street art
- I miss things opening on Broadway (new stores) because I hate driving down the road with the tight parking. Big tracks stick out so far that it might as well be a two-lane
- Two lanes instead of 4. More patio/sidewalk room. Shade
- Make alley into walkways. I.e. see strong towns

What attractions, entertainment options, programs, or events would you like to see in Downtown Pittsburg? Tell us with a sticky note!

- Late night nightlife, food truck park, live music
- Public structure exhibits
- Broadway background music
- Walking tour, architecture
- Third place
- More Christmas aesthetics
- "Taste of Pittsburg with existing restaurants – samples, fun
- Rooftop elements gardens
- Food fest, art fests
- Monthly events, 3rd Thursday, etc.
- More support of existing things like programs at memorial auditorium, live music at Pitt, etc.
- Turkeytrot on Broadway
- Day friendly events
- Convention Center
- Cigar lounge
- Garden fests
- Pop-up musical/dance events
- More outdoor entertainment/eating
- Monthly food truck events
- More events that block off the street like Art Walk Festivals, etc. that utilize common consumption district
- Outdoor theatre performances
- Ice skating/hockey like in Tulsa
- Christmas theme train ride
- Finish and utilize fox
- Would love to see businesses have the opportunity for outdoor seating. Bump outs on sidewalks or something like that

- More music events and reasons to gather
- Upscaled trolley for downtown strip

Where are there missing sidewalk connections? Tell us where with a YELLOW dot!

- Alley entrances
- Ask Roger Horton
- Side streets off Broadway, hot mess
- Side streets
- Crosswalk at 4th alley between Broadway and Pine
- Ramped curbs needed on sidewalks even on streets leading to 4th and Broadway
- Better – ADA compliance and intersections

Which areas of Downtown Pittsburg could be improved? How/where can we make downtown more beautiful? Use a PINK dot to show us where and use a sticky note to tell us details!

- Better banners, more greenery
- Stop knocking down buildings
- Lighting, alley's
- Streets, sewers, drainage
- Lighting in public areas
- Remove unused (ugly) streetlight on Broadway and Rose
- Get vacant building curb appeal cleaned up
- Enforce parking and speed limits
- Lighting is placed too high to feel warm and welcoming on sidewalks
- Alleys east and west use to connect all of downtown
- History
- Public land use
- Signage for parking
- Green spaces, improve ADA accessibility, improve support for homelessness, and parking enforcement
- Side streets and sidewalks weeded and trimmed
- Weeds and grass from sidewalks and roads on Broadway and off Broadway
- Sidewalks weeded
- Improved lighting on Broadway
- Streets and sewers
- Benches and more shops/trucks for short item treats, ice cream, sno cones, cookies, etc.
- Stop allowing owners to just "sit" on buildings with out renovating them ever
- Intentional directional lighting for downtown area. The streets should be lit but not out shining the stars
- Tax inactive properties or non-owner occupied properties extra

Where do you think the "gateways" to downtown are located? Use a PURPLE dot to show us where!

- 10th to Rose 2 blocks each direction from Broadway
- Public library, axe throwing, Frisco Event center, Wateo Trail Head
- Start downtown over 4th street overpass heading west
- Trail head park and farmer's market proudly maintained by Pittsburg, beautiful
- Tasteful electronic sign at PCMS would welcome travel into downtown
- Convince KDOT to remove old street sign metal on 3rd

Where is there enough parking? Use a GREEN dot to show us where!

- Enough parking everywhere! Walk
- Business owners should stop parking in front of their businesses! It takes from your business
-
- Where is there not enough parking? Use a RED dot to show us where!
- Parking needs to be enforced
- Everywhere, all parking is on street or not safe a night
- In the process to improve parking, please do not tear any old buildings down
- Everywhere downtown needs more parking for accessibility
- Parking for Signet is limited to being with and now there are vehicles always taking up spaces – why?
- Consider off-site mass parking with public transit to shuttle to and from
- Enforce PSU parking

What do you think about these ideas? Tell us with a sticky note!

- How will student parking be enforced? Who will enforce it? City or PSU? (the system is not working!)
- Extend alley down to Euclid (entrance of DO district)
- “Active alleyways” are cool in theory but please remember businesses use them for deliveries daily (and should be using them for staff/owner parking) and loft
- Extend the “Alley Activation” to include space between Rose to Euclid
- Residents should be using them for parking instead of on the Broadway side, which blocks retailers/restaurants
- We need the Fox Theater
- 2nd and Broadway needs stoplights
- Alleys
- Speed up remodeling of Fox Theater by keeping the front but modernizing the interior so that movies/outdoor movies could be a possibility within 2 years instead of 20 more. The construction started 35 years ago
- Active alleyways would be cool. Bright safe areas for people to navigate downtown is a plus. Finish Fox Theater! Such a unique place that could add a lot to the atmosphere

What do you think of these ideas? Tell us with a sticky note.

- Hotel and convention center to go north of 4th street to 6th between Locust and Elm
- Connect to Schlanger Park
- To far south, also needs to be on Hwy 126
- Move hotel/convention center to between 5th and 6th street and Locust and Elm. Parking 4th and 5th street and Locust and Elm
- What are plans for historic iconic structures in the path of this? Frisco event center, Fernandez market, McCarthy's Pub
- Please keep in mind traffic patterns on 4th in morning and afternoon related to almost 1000 students going to PHS and leaving
- Possibly C, but not at the cost of tearing down an old building, especially if it is occupied by a going business
- Challenge: we already struggle with keeping outdoor facilities in shape. Can we add more and keep up?
- C with maintaining Frisco building. Important landmark to keep what M.U. and G.R. mean?
- These maps are not showing where station 4 was suggested
- Need to keep or incorporate the Frisco freight building
- Seems to make sense to keep margin development on 4th and on Broadway
- Sports complex is a great idea for family and community events

- All new projects need to add green space
- I absolutely love!! The sports complex. Conception just do it.
- I like this location for hotel/Convention center much better than what was shown at station 4. Good spot!
- To help expand downtown south and east option C. Pushes growth out from 4th/5th and Broadway
- Need the sports complex! I think this will bring in a ton of "tourism"/visitors to Pittsburg. Great for our citizens but also great for bringing people to town.

Virtual Public Open House

Site 1: Gorilla Rising Site

- Lack of Broadway parking between 1st and 2nd Streets along with no pedestrian signal deter people from parking down the block or across the street. Broadway parking would benefit all of the businesses on this block, especially since there are several apartments located here and the tenants take up many of those spots on a regular basis.
- Where will entrance to Kelce College of Business be?

What concerns do you have with parking within or near the project radius presented on the map? Place a comment on the map and/or in this box to tell us.

- What parking there is isn't sufficient enough for day-to-day traffic. For instance, parking within a block of 4th and Broadway around lunchtime is nearly impossible. With more and more added events happening downtown (which is great!) there needs to be more options for parking. I don't love the idea, but a parking garage may be a solution.
- Tough question to answer if we don't know what your proposal for dealing with parking is.
- I feel like I can find a spot easily. More concerns when I am backing out on Broadway because I can't see behind me due to size of other vehicles.

What would make walking/biking more comfortable within or near the project radius presented on the map? Place a comment in this box to tell us.

- Making the walker or biker feel more safe would be super useful in this area through safe and active transportation builds like curb bump outs and pedestrian islands. Making the intersections safer to cross would be useful too, especially along 4th St and Broadway. All intersections should have the push to walk buttons to cross those roads where there is a light. The cars being parked diagonal makes me feel less safe in a variety of ways - would be neat to move them to the middle or limit the parking in some areas so there were more clear sightways. Protected bike lanes would be so so helpful to make more feel comfortable biking which alleviates the parking issues some. Community education about walking and biking rules and rights to the road would be helpful as well to make me feel more safe.
- Keep the bikes off of the sidewalk.

What aesthetic improvements should be considered within or near the project radius presented on the map? Tell us by placing a comment in this box.

- The city already has landscaping requirements and I feel that PSU will not only go beyond that is required but will actually maintain it unlike other businesses who pass Planning and Zoning with a landscaping plan only for the landscaping to all die and not be replaced.
- As a business owner, I wouldn't recommend trees in a downtown area. They can provide some shade if there are enough of them but they block business signage, attract birds that leave a mess and insurance companies are charging higher premiums if you have them within a certain distance of your house. I would assume the same is true for commercial property, only higher.

- I have said repeatedly, I don't care what provides the shade as long as there is shade. Trees/greenery are not the solution for every situation. Awnings, canopies, even temporary ones for events, would make a huge difference.
- Don't make it look ugly or tacky. No big "GO Pitt!" signs. There is more to this town than the university.
- The artwork that has been added is lovely, but we do have enough now I think. The best aesthetic improvements I can think of is to maintain and fix what is currently here. IE- sidewalks, empty lots, parking lots, etc. And please enforce the city ordinance of no signs that protrude from buildings. They're so tacky and not allowed, but yet, there they are.
- Fruit trees and berry bushes that people could eat as they walked and enjoyed the scenery. Salina has a really cool downtown that would make sense here. lots of art! more than just buildings and murals. Shade would make it better, either trees or structures.

What additional developments, improvements, or amenities would complement Gorilla Rising? Tell us by placing a comment in this box.

- Additional? What is the plan you are proposing?
- PSU and campus is a great place to walk. the community drives safer/avoids driving there because of all the walkers. Gorilla rising should have a similar effect downtown - get people out and about.

Site 2: Sports/Hotel Option A

What concerns do you have with parking within or near the project radius presented on the map? Place a comment on the map and/or in this box to tell us.

- Can Joplin St handle the possible traffic?
- Turning onto Joplin from a side street (2nd, 1st, etc.) is already challenging at busy times of the day. Having a destination like this would certainly not help.
- Without having seen any potential plan, my concern would be that the surrounding land is primarily light industrial and green space. I think a lot of cleaning up would be needed to make this area ready for such a development but am excited at the prospect for it!
- Proximity to residential neighborhoods is a downfall. Will be difficult to get a quality branded hotel to consider this location given minimal visibility to travelers when sports tournaments are not happening.

What would make walking/biking more comfortable within or near the project radius presented on the map? Place a comment in this box to tell us.

- I believe there are some bike paths along Walnut or Elm, but making those paths have dedicated bike lanes and additional signage so that bikers/walkers know that is dedicated space for them!
- Houseless camp
- Protected bike lanes and large sidewalks. Or a greenway connecting this to the college in the south part of town.

What aesthetic improvements should be considered within or near the project radius presented on the map? Tell us by placing a comment in this box.

- As long as the area can stay green with trees, grass, etc, I think doing almost anything with it would be improving it since there's nothing there currently
- What do you like or dislike about this location? Tell us by placing a comment in this box.
- First I've heard about this. What is the plan? What sport? Are these for public fields or part of PSU where the public isn't allowed to use it?
- What happens to the recycle center?

- And the large electrical sub-station?
- Without having seen the total plan I like the idea of having a hotel closer to downtown and having additional athletic facilities. My only concern would be the assumption that the athletics would be geared towards kids and that area not (currently) being very walkable or kid-friendly.
- Seems like an odd spot to put a sports complex, so much industrial stuff around it.
- I actually like this location, but I do not think the entire footprint of it needs to be used. Use just the space between the sub-station and the recycling center, for example. If you do a search for “parks” on Google Maps, none show up in the section between Broadway and the railroad tracks to the east and 4th Street down to Quincy. This is a location that could work well if it’s the right size and targets families in that area. What do THEY want?

Site 3: Sports/Hotel Option B

What concerns do you have with parking within or near the project radius presented on the map? Place a comment on the map and/or in this box to tell us.

- This is a very residential area. The majority of parking available is on the street that isn’t usually clearly marked or in a private parking lot. I don’t think of this area of having very much public parking.

What would make walking/biking more comfortable within or near the project radius presented on the map? Place a comment in this box to tell us.

- Protected bike lanes, a greenway for active transportation.

What aesthetic improvements should be considered within or near the project radius presented on the map? Tell us by placing a comment in this box.

- Would this be built over the junkyard? It would be nice to see that area cleaned up.
- There is lots of old warehouses and industrial buildings in this area. Many are being used and serve a purpose, but many are not and seem to attract more of the homeless population. Either using the buildings or tearing them down to put something that will be used would be great.

What do you like or dislike about this location? Tell us by placing a comment in this box.

- I like plan A more.
- Option B looks significantly smaller than option A
- My concerns for this option would be the same as with Option A but heightened due to it’s entirety being in such a predominately industrial area. Would love to see this area cleaned up but Option A seems like a more realistic option?
- I’d like to see more plans to envision what this looks like in this area and the other one. Having a hard time envisioning either location.

Site 4: Hotel/Conference Center

What concerns do you have with parking within or near the project radius presented on the map? Place a comment on the map and/or in this box to tell us.

- Very residential so not much parking. Also, the streets tend to not go through and kind of wind around so it’s a bit more confusing to drive around.
- Parking should go underground for the hotel/conference center, or in a garage. Would be silly to have empty lots waiting for conference attendees’ vehicles when they can be buried or stacked.
- What would make walking/biking more comfortable within or near the project radius presented on the map? Place a comment in this box to tell us.
- Better kept sidewalks would make it easier for pedestrians.

- Making a clear pedestrian walkway from the conference/hotel to the downtown business district. maybe throw in a adult activity center for bored conference attendees. making a connection to the other trails in town would be neat too.

What aesthetic improvements should be considered within or near the project radius presented on the map? Tell us by placing a comment in this box.

- Overall more places for people to be outside and socialize, less places for cars to sit.
- What do you like or dislike about this location? Tell us by placing a comment in this box.
- I do like the historic aspects of this neighborhood. I'm not sure a large convention center will seem like it fits here. Plus the more narrow streets may make it harder to accommodate more traffic.
- This is a good place for this type of building, especially with PSU business school right there. SEK needs a place for conferences attached to a hotel (with no smoking)
- I think south part of downtown is fine, but it might more sense to place it in an area that is currently more industrial. I expect it is easier to buy are larger parcel of land from just a few owners instead of a lot of little properties.

DOWNTOWN PITTSBURG: ISSUES AND OPPORTUNITIES

Throughout the planning process so far, there have been concerns about general safety, especially at night. Which areas of Downtown Pittsburg do you feel unsafe? Show us by placing a comment on the map and telling us why.

- I think better lighting in alleys would be a huge benefit. As downtown becomes more developed parking on side streets and parking lots off Broadway is more and more common. Increasing lighting in the alleys and side streets would make a huge difference in a sense of safety at night.
- Having residences downtown makes me feel more safe because there are people around 24/7 instead of just 9-5 M through F. I don't have a specific place on a map to mark.
- Which areas of Downtown could use a 'sprucing up' or how/where can we make downtown more beautiful? Show us by placing a comment on the map.
- This might still be an option but there used to be a facade grant to help businesses on Broadway fix up the outside of their buildings. I know we used it and others did to at the time.
- Many buildings are just vacant, I know other towns have ordinances for vacant downtown buildings. I also think increasing sidewalks/cleaning up the southeast portion of the Downtown District would be great as there is a daycare going in there and it doesn't feel very walkable/welcoming compared to everywhere else downtown.
- Broadway is looking better and better as more businesses come downtown. Would like to see more shade opportunities. The side streets can be the next target.
- What would make your experience in Downtown Pittsburg more pleasant?
- IF the new bi-pass does not go down the current path then the current path will become BUS-69. This means that Broadway, which is currently BUS-69, would become a city street. If that happens then the city would be able to do a lot more in regards to traffic flow and parking. Outside seating and dining could become a reality like you see in other cities. Just something to consider.
- More outdoor dining spaces! Extending the streetscape (lighting poles, trash cans, plants) down to the southern blocks of the Downtown District to show its all a part of downtown.
- Outdoor gathering and dining spaces. A public restroom - at parades, we've left because my kid had to go and all the businesses were closed/don't have public restrooms. Some easy things to make walking safer like extended curbs. I would love to get the street cars back up and running!!!
- Create neighborhoods within the area that the city has zoned as downtown. Not a bunch. Just three "districts. Maybe a North Town, a South Town, and a Mid Town. They could each have

a focus. On Broadway, I would say that 4th to 9th or 10th has one feel to it. 10th to 14th is completely different. So is 4th south to Kansas.

What attractions, entertainment opportunities, programs, and events would you like to see downtown that do not currently exist?

- Something monthly to bring in outside visitors. Joplin has third Thursdays. I know a Second Saturday was loosely tried downtown, but if someone was actively in charge of it and promoting it, it may be more successful. Outdoor movies in the nice weather months would be amazing. Again, on a regular schedule so families and people can plan to attend. Even a food truck night could be popular. Really, anything to engage families would be wonderful. But it's going to take planning and promoting to make it work no matter what it is.
- When I was growing up in the 80s, we got griped at for riding our bikes downtown... and it didn't matter if we were on the sidewalk or the street. A teenager or two downtown was not a concern, but when there were 3 or more, people would freak out. We were told to stay away from downtown, so we did, and that continued once we became adults. Talk to the people who will be using this space for the next 50 years. What do THEY want?
- With fun zone depot closing, there is going to be a need for entertainment inside for young kids.
- Where do you think the 'gateways' to Downtown Pittsburg are located? Show us by placing a comment on the map.
- Gateway to Downtown? Most of "Downtown " is on Broadway so that might be one answer. Probably the second major street to get you to that location is 4th. Hey remember when we had one way streets on either side of Broadway, but they ran the opposite direction that they should have. They did at least move traffic through the area. I think the buildings dictate the gateways of our downtown (10th Street south to Euclid)
- I always consider entering downtown to essentially be where the Christmas lights are hung up. When they are up, it really feels like a gateway to something special. It might be cool to have a different form of lights that could be up all year long to feel like you're entering a different part of town.
- 72 15th to 10th., 10th to 4th., 4th to Kansas., Joplin to Walnut.

What areas, sites, or buildings downtown do you consider underutilized? Show us by placing a comment on the map.

- The areas between Euclid and 1st street. There has been a lot of revitalization there in the last few years, but they don't seem to be included in any of the "downtown" activities because they are south of 4th street.
- Also "activate" alley between Rose and Euclid. It has the buffalo mural and Miners and Monroe music in the alley

Where is there not enough parking? Show us by placing a comment on the map and tell us.

Where are there missing sidewalk connections? Show us by placing a comment on the map.

- The southeast portion of downtown along Locust and Elm
- Not enough parking
- Not enough parking
- Do you believe 4th and Broadway is the 'Heart of Downtown'? If yes, tell us why you think that. If no, where do you believe is the 'Heart' of Downtown Pittsburg?
- Yes, it is literally the center of town and could be dressed up to show it somehow.
- If not there, it is probably Walmart. More people gather there on a daily bases than 4th & Broadway. In fact I wouldn't consider 4th & Broadway so much as "The Heart" but rather a central location with a couple of restaurants.
- yes because those are the main streets.
- on Broadway: 4th to 7th

INITIAL IDEAS: DOWNTOWN PITTSBURG MASTER PLAN

The map below shows an initial idea for a downtown master plan. What do you think? Tell us by placing a comment anywhere on this page.

- 2nd Street between Broadway & Locust is the only street downtown without side street parking. There is enough city easement on each side to make several parking spots here.
- What does “Alley Activation” mean?
- There used to be parking enforcement downtown. It became a deterrent for people to walk and shop and stay a while. It also made it harder on the owners and employees of the businesses downtown.
- If you own a business here you should be able to park here without restriction.

INITIAL IDEAS: SPORTS COMPLEX

The map below shows an initial idea for the sports complex area. What do you think? Tell us by placing a comment anywhere on this page.

- Who would be in charge of the maintenance, organization, and scheduling of this facility?

INITIAL IDEAS: HOTEL/CONVENTION CENTER A

The map below shows an initial idea for the hotel/convention center area. What do you think? Tell us by placing a comment anywhere on this page.

- Will the alleys be for people to walk? or Bike? That would be cool!

INITIAL IDEAS: HOTEL/CONVENTION CENTER B

The map below shows an initial idea for the hotel/convention center area. What do you think? Tell us by placing a comment anywhere on this page.

- I don't like the location of the hotel or conference center. Bess should shine on its own. Also, this will increase the traffic on 4th when I take my kids to school. I live on the east side of town - if there is a train, 4th or 20th are my only options to get to the west side of town.

INITIAL IDEAS: HOTEL/CONVENTION CENTER C

The map below shows an initial idea for the hotel/convention center area. What do you think? Tell us by placing a comment anywhere on this page.

- This may make the most sense due to the relative location to the Gorilla rising area? It would also allow for the Frisco building to remain intact.
- I like this better than option b
- It would be easy to connect this to the 4th street trail over the bridge to have a southbound extension

THANK YOU: DID WE MISS ANYTHING?

Thank you for your time and feedback. Your input is extremely valuable to this planning process. Is there anything we missed? Tell us by placing a comment in the box below.

- Very ambitious. Certainly changes the city. I didn't see anything about funding or once it is built,

who is maintaining it? Is this controlled by City of Pittsburg or PSU?

- These are all really incredible ideas that could really positively impact our downtown and community as a whole. As I look through the plan though, a lot of these proposed ideas exist where current local businesses operate. I would be interested to see a denotation in the plan that addresses what it means for us to create plans on top of our community members' livelihoods. I am all about planning but also do not want to be insensitive to the fact that people have already invested in these areas.
- Ottawa and Salina have some neat development in their city. I stayed at a hotel in Ottawa that was on a trail for walking or biking that lead to the grocery store and down town. The city required new construction to connect to the trail so that the trail was actually useful. I'd like to see something like that.
- For me, it comes down to two things: 1. We have a "there's nothing to do here" mindset. Part of that is a lack of awareness (music fans who don't know where they can go listen to music, sports fans learning about events at the last minutes, families learning about free festivals they could have attended after they occurred). BUT, that is only part of the problem. Not everyone is interested in music, sports, heritage/museums, fishing/hunting... things we ARE known for and already have. These folks really mean "there's nothing to do here FOR ME". Not everyone has the same interests and that is a good thing because it means there will be more opportunities to try and do new things. 2. Have you talked to the folks who'll be using these areas for the next 50+ years? The kids, teens, 20-somethings, the parents of today's kids and teens, not those of us who are already empty nesters. Do not build to a finished state so things can change, but these are the folks who will choose whether or not to be active in Downtown Pittsburg today and for the next several decades.

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SUMMARY OF RELEVANT PLANS AND STUDIES

This appendix summarizes the plans and studies that Pittsburg already has in place that are relevant to downtown. These documents have a dedicated appendix to illustrate their importance in the downtown planning process.

Crawford County Conference Center Analysis

The study aimed to establish a conference center in Pittsburg, Kansas, to broaden the range of events in Crawford County and stimulate economic activity. Potential locations, such as those near the Kansas Crossing Casino, at the intersection of US Highway 69 and Centennial Street, and in the north end of Pittsburg, were evaluated, considering the hotel market's capacity to accommodate expected visitor increases. Stakeholder feedback emphasized the need for adequate space and essential amenities for events with 500 to 1,000 attendees and the ability to host various professional events.

Pittsburg, nestled in Crawford County, Kansas, with a population of approximately 20,302 residents as of 2020, boasts amenities like larger cities and maintains a reasonable cost of living. Despite lower household incomes compared to state and national averages, Pittsburg serves as a vibrant retail hub, drawing shoppers from nearby regions, supported by attractions like Pittsburg State University and cultural landmarks. The city's resilience during the COVID-19 pandemic underscores its appeal as a community with enduring economic vitality.

The study assesses project sites, including the North Hotel Cluster, Centennial Drive, Kansas Crossing, and the Memorial Auditorium, each presenting unique challenges and opportunities. Recommendations identify the Kansas Crossing site as the most compelling option due to its optimal conditions for development, projected to attract significant annual attendees, generate revenue, create jobs, and positively impact the community with an estimated cost of \$24 million.

New Kelce College of Business

Pittsburg State University is initiating a significant project known as Gorilla Rising to expand its educational presence in downtown Pittsburg's Block22 neighborhood. Working closely with local business leaders and the City of Pittsburg, the initiative involves constructing a new building for the Kelce College of Business at 5th and North Broadway Street, replacing the current BMO Harris Bank building. Additionally, the university plans to collaborate with the Colonial Fox Theatre to enhance both entities' facilities through a two-story pavilion. The redevelopment of the historic Besse Hotel, a notable landmark in Pittsburg, is also part of this endeavor. With an estimated project cost of \$50 million, funding from the Kansas Department of Commerce and private-public partnerships will support the initiative. The new building will offer modern classrooms, collaboration spaces, and facilities for professional development and public events, accommodating graduate programs and faculty offices. This move downtown will facilitate the introduction of new academic programs and specializations, such as supply chain management and entrepreneurship. The redevelopment of the Besse Hotel will also contribute student housing beds and public areas, fostering a dynamic living-learning community. This collaborative effort underscores a dedication to advancing both the university and the broader community, driving economic development and prosperity for all involved stakeholders.

The Besse Hotel: Redevelopment Exploration

The Besse Hotel, established in 1925 with the aim of attracting business professionals and conventions, was financed through bond sales and donations. Opening its doors in July 1927, it boasted 13 floors, 135 rooms, rooftop gardens, and dining and meeting areas, becoming a notable landmark in Pittsburg. Despite its initial success, the hotel faced challenges over the years, transitioning from a hotel to low-income housing in 2011 after periods of neglect and ownership changes. Now, facing foreclosure, there's an opportunity to revitalize this historic structure and contribute to downtown revitalization. Several redevelopment options, including market-rate apartments, a boutique hotel, and low-income housing, are being considered, each with its advantages and disadvantages. While the boutique hotel holds the most potential for downtown revitalization and economic growth, it poses significant financial challenges. The proposed redevelopment plan emphasizes the importance of maximizing available space and meeting the community's needs to ensure the Besse Hotel's role as a vital asset in Pittsburg's future development.

This report outlines a conceptual design for the hotel, featuring upper meeting rooms, an upper ballroom, retail spaces, a bar, administrative rooms, and a lobby. It suggests utilizing private parcels and a city-owned lot across the street for parking, aiming to address the need for adequate parking facilities. Additionally, the plan recommends creating a flexible-use space for festivals and events, ensuring accessibility for visitors. The proposed development site is deemed ideal due to its proximity to various amenities, including the Old Fox Theater, Block 22 meeting space, Frisco Events Center, Chamber and CVB offices, City Hall, and the Memorial Auditorium, enhancing its appeal and potential for success.