

**MINUTES
PRYOR ECONOMIC DEVELOPMENT TRUST AUTHORITY
REGULAR MEETING
MONDAY, SEPTEMBER 13TH, 2021
12:00 P.M.**

THE PRYOR ECONOMIC DEVELOPMENT TRUST AUTHORITY MET IN REGULAR SESSION IN CITY COUNCIL CHAMBER, 12 NORTH ROWE STREET, PRYOR, OKLAHOMA AT THE ABOVE DATE AND TIME.

TRUSTEES: **FRED SORDAHL, ARIANNA DERR, DARRELL MOORE, DON BERGER, SCOTT MILLER, GENE DILLARD, LARRY WILLIAMS

EX-OFFICIO TRUSTEES: JARED CRISP - MUNICIPAL UTILITY BOARD GENERAL MANAGER, LARRY LEES - MAYOR

1. CALL MEETING TO ORDER, PRAYER, PLEDGE OF ALLEGIANCE - MR. SORDAHL.

The meeting was called to order by Fred Sordahl at 12:00 p.m. Prayer and Pledge of Allegiance were led by Scott Miller.

2. ROLL CALL - MRS. COATS.

Roll call was conducted by Mrs. Coats. Trustees present included: Fred Sordahl, Arianna Derr, Don Berger, Scott Miller, Larry Williams and Larry Lees. Trustees absent: Darrell Moore, Gene Dillard, Kim Ritchie and Jared Crisp.

Others present: The Public Finance Law Group Attorney Nathan Ellis, Main Street Director Jennie LaFave, MAIP representative Sherry Alexander, Ober & Littlefield representatives Christie Littlefield and Regan Eardman, Retail Attractions representative Rickey Hayes, Pryor Schools Superintendent Dr. Lisa Muller, FIT representative Chris Calvert, Hardy Enterprises representative Jack Hardy, Lonnie Green, Tim Lawson and Terry Aylward.

3. APPROVE MINUTES FROM THE AUGUST 9TH, 2021 MEETING.

Motion was made by Miller, second by Derr to approve minutes from the August 9th, 2021 meeting. Voting yes: Williams, Derr, Berger, Miller, Sordahl. Voting no: none.

4. PETITIONS FROM THE AUDIENCE.

There were no petitions.

5. PRESENTATION - NATHAN ELLIS.

Mr. Ellis, an attorney with The Public Finance Law Group, provided a presentation regarding Tax Increment Financing (TIF). He provided an outline for all to follow (included in the minutes). He stated that he has worked with Pryor before, when we were working on the 2019 Bond Project.

Mr. Ellis stated that not every TIF District is a good idea. He also stated that there are a number of steps that have to be followed, which he outlined. There is another option called a Sales Tax Rebate, which would take place between the City and an individual business owner.

Mayor asked if Mr. Ellis could give examples of other cities we could identify with, and Mr. Ellis stated that Broken Bow and Elk City are good city TIF projects to look at.

Jack Hardy handed out an article he found in the Tulsa World regarding TIF Districts that he felt everyone would find interesting.

Rickey Hayes stated that of the different types of TIF Districts, the majority of the ones he has been involved in through PFLG have been project-driven. Broken Arrow's Rose District was more vision-driven.

Williams asked Ellis what the time frame would be, to which Ellis stated that once the project plan has been established it might take six to eight weeks. It could take approximately four months from beginning to end.

Mrs. Littlefield pointed out that the city does not necessarily have to have money up front. You can use a debt vehicle and use the TIF as collateral. That way you can have these funds up front and move forward.

6. FORUM OF PRYOR MAIN STREET CORRIDOR MERCHANTS AND PROPERTY OWNERS.

This was included in Item 5.

Sordahl stated that he would like to see certain items on the agenda for the next meeting, including:

1. Discuss, possibly recommend Council action regarding making changes in the downtown corridor that can be done now
2. Discussion regarding TIF Districts:
 - a. Is it something we want to consider?
 - b. Who do we need to get involved and partner with?

If anyone has any other items they would like to discuss, please let us know so we can add them to the agenda.

7. ECONOMIC DEVELOPMENT UPDATES - MAYOR LEES.

Mayor agrees that we have several good tools at our disposal that can be used to move forward.

8. ADJOURN.

Motion was made by Miller, second by Derr to adjourn at 1:30 pm. All voted yes.



THE
PUBLIC FINANCE
LAW GROUP PLLC

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TAX INCREMENT FINANCING IN OKLAHOMA

COMMON QUESTIONS AND CONSIDERATIONS

PURPOSE OF THIS OUTLINE

The purpose of this outline is not to solve specific legal problems that can arise in connection with the creation of Tax Increment Financing (“TIF”) Districts. Rather, the purpose is to help identify pertinent issues that should be taken into consideration during the TIF Process. As to specific applications of federal tax law requirements, you are encouraged to contact your legal counsel or advisor. The key topics we will address include:

- Overview of the TIF Process
- Types of TIF Districts
- Reasons for Creating a TIF
- Financial Impacts of a TIF
- Challenges of Start-Up Financing
- Common Arguments Against Creating a TIF

OVERVIEW OF THE TIF PROCESS

- Authorized by Article 10, Section 6C of the Oklahoma Constitution
- Title 62, Oklahoma Statutes, Section 850 *et seq.*, referred to as the “Local Development Act”
- Resolution of Intent passed by governing body of City or County
 - Creation of Statutory TIF Committee
 - Members include:
 - Representative of governing body as Chairman
 - Representative of Planning Commission (if applicable)
 - Representatives from each affected taxing jurisdiction
 - Three at-large representatives; if primarily retail, at least one representative of the retail community
- Drafting of Project Plan
 - Information necessary to define sources of TIF revenues:
 - Proposed capital investments
 - Projected sales
 - Applicable tax rates

Prepared by: The Public Finance Law Group PLLC (Updated September 2021)

This summary is provided for educational purposes only. This summary does not represent legal advice or the legal opinion of The Public Finance Law Group PLLC or its attorneys as may be applied to a specific factual scenario. Individuals are encouraged to consult with legal counsel for the applicability of any relevant law to a specific factual scenario.

- Information necessary to define uses of TIF revenues:
 - Project Summary
 - Specific Project Improvements
 - Estimated Costs
- Recommendations by TIF Committee and Planning Commission
- Public Hearings – minimum of two
 - Questions and Answers Hearing
 - Public Comment Hearing
- Formal action by governing body
 - Approval of Ordinance or Resolution formally creating TIF District and adopting the Project Plan
- Negotiation and adoption of development agreement(s) for the purpose of implementing the TIF District

TYPES OF TIF DISTRICTS

- Developer driven vs. Governmental driven
- Comprehensive Development Plan (large area) vs. Targeted Development (single business)
- Retail vs. Industrial vs. Housing
- Incentive Districts vs. Increment Districts
- Revenue Sources
 - Sales Tax
 - Ad Valorem Tax
 - Hotel/Motel Tax
 - PILOT payments
 - Others?

REASONS FOR CREATING TIF DISTRICTS

- Primary Objectives
 - Attract major investment to an area
 - Serve as a catalyst for retaining and expanding employment in an area
 - Promote economic development to increase tax revenues, raise property values, and improve economic stability
 - Preserve and enhance the tax base
 - Make possible investment, development and economic growth which would otherwise be difficult or impossible without the project and the apportionment of taxes from within the TIF
- Economic Development Tool
 - May provide a competitive advantage in recruiting business over similarly situated areas
 - Improving the job market locally by attracting industry creates more opportunities to realize increases in population, sales tax collections, and ad valorem tax collections
 - Increasing the retail market locally can attract new sales tax dollars to a community and decrease drain of sales tax dollars to surrounding locales
- The “But For” Test
 - A litmus test for creating a TIF is whether the development would occur, to the same degree, in the same manner, without the creation of a TIF District
 - “but for” the creation of the TIF District, the manufacturer would have located somewhere else

FINANCIAL IMPACTS OF TIF DISTRICTS

- Taxing Entities forego incremental increase in tax revenue for a period of time
 - Up to 25 full fiscal years
 - Up to 100% of incremental tax revenues
 - Baseline revenues unaffected
- Does not affect the tax rates
- Does not forgive obligation to pay taxes
- Tax Revenues are “invested” in the Project
 - Essentially, the taxpayers pay the respective taxes as they ordinarily would, but the tax dollars are allocated to specific components of the Project rather than to general revenue sources for the taxing jurisdictions
 - A TIF intercepts the tax revenues before they are designated for specific purposes e.g. school sinking fund, dedicated capital improvement sales tax
- Sales Tax Implications
 - Municipalities rely on sales tax revenue for operations and capital improvements
 - TIFs allow for capture and use without regard to the sales tax purpose stated in the applicable ordinance
 - “Pure” sales tax rebates would have to come from revenues levied for an appropriate purpose
 - Cannibalization
 - Creation of a TIF district may create competition for the same sales tax dollars (customers shop at the TIF store rather than the Town store)
 - Creation of a TIF may cause a transfer of sales tax dollars from the general fund to the TIF fund (Town store closes and moves into the TIF)
 - Some Sales Tax TIFs incorporate a form of “Transfer Adjustment”
 - Baseline sales tax level for TIF and for City generally
 - Offsets for relocating business
- Ad Valorem Tax Implications
 - Baseline assessed value is calculated at the time of TIF creation – TIF only gets ad valorem revenues to the extent the Baseline is exceeded
 - Schools – General Fund
 - Schools are allowed general fund revenues based on a per pupil formula as designated by the State
 - Schools levy for general fund operations (typically around 36 mils). The State appropriates dollars to make up the difference between local ad valorem collections and the allowed per pupil total
 - Revenues captured by the TIF are effectively offset by state appropriations. But...
 - If there is a State level revenue shortfall, and everyone receives a percentage reduction in state appropriations, the larger the overall appropriation for each district, the larger the impact that cut might have
 - Schools – Sinking Fund
 - Schools levy for sinking fund requirements based on the upcoming year’s debt service requirements
 - Levy will vary from year to year as bonds are issued and paid off, and as the tax base increases or decreases
 - The creation of a TIF doesn’t directly impact the levy rate – new ad valorem tax is generated within the TIF and used for TIF purposes, and the sinking fund levy is paid from the original tax base. But...
 - Incremental value of TIF cannot be included in a schools bonding capacity

- If future development did in fact occur without TIF, then levy would be spread over larger base, thus reducing levy rate
- Schools – Building Fund
 - Schools are permitted to levy (approximately 5 mils) for a capital building fund – essentially for capital expenditures
 - This revenue represents the true “cost” of a TIF to a school.
 - If the TIF is not created and no development occurs, the School hasn’t really lost anything; if the TIF causes development and the revenues are captured, the School ends up in the same position during the term of the TIF and better after the TIF expires
 - However, if the TIF causes a population increase at the local school, the School may realize additional capital needs but not benefit from part or all of the new building fund revenue that would otherwise result from the population growth caused by the TIF
 - Some ad valorem TIFs incorporate a form of offset for the schools
 - TIF may designate specific capital projects necessary to support development
 - TIF statutes allow for a portion of TIF revenues to be designated as a revenue offset to make up for revenue foregone by a taxing entity that may realize a tax burden by creation of the TIF
- Other Taxing Jurisdictions
 - May include County, County Health Department, EMS Districts, Libraries, Career Tech Systems, Community Colleges, Others?
 - General Fund levies represent the foregone revenue
 - Actual impact would largely depend on the size of the levy and the overall size of the tax base – the larger the tax base, the lower the relative impact
 - Opportunity for offset and/or designation of specific projects within the TIF
 - Sinking Fund levies captured by the TIF do not directly affect the fiscal budget of the taxing jurisdictions; the TIF just limits the available tax base similar to school sinking funds

CHALLENGES OF START-UP TIF FINANCING

- Need capital at the start of Project, but no revenues are generated until the Project is completed!
- What do you use to pay Project costs?
 - Developer
 - Could pay costs up front, be reimbursed as TIF revenues are realized
 - Could purchase TIF bonds up front, repaid from TIF revenues
 - Developer has incentive to make Project successful
 - Developer takes the risk on Project Costs
 - Municipality/County
 - If there is no single lead developer, the governing body may be the “Developer”
 - Could pay costs up front and be reimbursed, but must budget and commit other revenue sources
 - Could issue TIF bonds, but start-up financing will require greater security than just TIF revenues
 - Third party purchasers (banks, bondholders) are unlikely to accept speculative TIF revenues as the only source of repayment

- Will have to pledge sales tax, utility, or GO taxing authority (including the requisite voter approval)
 - Pledging other sources may impair ability to issue debt for other purposes
 - Consideration must be given to financing impacts beyond the TIF
- A mature TIF District will have a historical basis for revenue projections, which makes stand-alone financing significantly more attractive to a prospective lender/debt purchaser

COMMON ARGUMENTS AGAINST CREATING A TIF

- “You are creating an unfair competitive advantage for businesses in the TIF!”
 - The public effectively subsidizes the otherwise private development
 - TIF creates the newest and latest at a lower relative development cost
 - Existing businesses have been around for 30 years and never got any help from the City!
 - Is that completely true? (Street and utility improvements, other capital improvements and/or programs that serve the community and allow and/or encourage commerce to exist)
 - Different municipalities have differing approaches to capital infrastructure costs
 - Growth pays full costs of development
 - Users pay full cost of development
 - The local approach may impact public attitudes
- “You are taking money away that should be used to educate my children!”
 - The loss of ad valorem revenue can impact the quality of education at local schools
 - General fund revenues are more or less offset by state appropriations; the only real impact is on building fund revenues (sinking fund levies are based on debt service requirements so they don’t generate additional revenue)
 - If the project results in an increase for the student population:
 - More students mean increased capital costs for schools, with no new building fund revenue or bonding capacity generated from the TIF development.
 - However, more students mean more general fund revenue via per pupil state appropriations
 - Further, population growth may spur collateral increases in the ad valorem tax base (housing starts and other resulting development outside the TIF)
 - Important to consider capital needs of schools and other community resources that will be critical in support of a successful development
- “All the businesses (and the sales tax they generate) are moving to the TIF, which means we are going to have to start laying off police and fire personnel!”
 - Unchecked cannibalization, whether of existing businesses changing location or retail dollars just moving to the newer store, represent a serious threat to municipal finances
 - Well reasoned mechanisms for controlling cannibalization can be created based on the relevant factors
 - Shared allocation of TIF revenues between development and taxing entity
 - Minimum growth levels
 - Transfer adjustments (offsets) for relocating businesses
 - For sales tax TIFs, due consideration must be given to the impact a TIF (and any revenue transfers resulting therefrom) will have on any sales tax that may be pledged to outstanding debt
 - TIF acts as an intercept, so it is effectively “senior lien” above existing debt

- “You didn’t let the people vote!”
 - The gist of the legal argument is that the TIF doesn’t levy a new tax, and it is a constitutionally created mechanism that was already approved by a statewide vote, so there is no requirement that a TIF be voted on by the general public.
 - TIF Ordinance is subject to referendum and initiative petition process just like any other municipal ordinance
 - Debt Issuance by a City requires a vote of the general public; however, debt issuance by a public trust on behalf of the City may be approved by the respective governing bodies pursuant to the Oklahoma Public Trust Act (Title 60, Oklahoma Statutes, Section 176 *et seq.*, as amended)

CITY OF PRYOR CREEK, OKLAHOMA
ECONOMIC DEVELOPMENT TRUST AUTHORITY
SCHEDULE OF REGULAR MEETINGS FOR
2022

AS REQUIRED BY THE OKLAHOMA OPEN MEETING ACT, NOTICE IS HEREBY GIVEN THAT THE PRYOR CREEK ***ECONOMIC DEVELOPMENT TRUST AUTHORITY*** WILL MEET IN REGULAR SESSION AT 12:00 P.M. ON THE SECOND MONDAY OF EACH MONTH, EXCEPT AS OTHERWISE NOTED BELOW*. MEETINGS WILL BE HELD IN THE COUNCIL CHAMBER UPSTAIRS AT CITY HALL, 12 NORTH ROWE STREET, PRYOR CREEK, OKLAHOMA. ANYONE NEEDING SPECIAL ACCOMMODATIONS TO ATTEND AND PARTICIPATE SHOULD CALL 918-825-0888 AT LEAST 24 HOURS PRIOR TO THE MEETING.

MEETINGS WILL BE HELD AT 12:00 P.M. ON:

January 10, 2022
February 14, 2022
March 14, 2022
April 11, 2022
May 9, 2022
June 13, 2022

July 11, 2022
August 8, 2022
September 12, 2022
October 17, 2022*
November 14, 2022
December 12, 2022

FILED AND POSTED ON THE BULLETIN BOARD ON THE FIRST FLOOR LOBBY AT CITY HALL, 12 NORTH ROWE STREET, PRYOR CREEK, OKLAHOMA THIS ____ DAY OF DECEMBER 2021.

Eva Smith, City Clerk



PRYOR DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN

PRYOR, OK

CITY OF PRYOR CREEK
PRYOR MAIN STREET

DRAFT October 14, 2021



PRYOR DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN

PRYOR, OK

ACKNOWLEDGMENTS

Pryor Main Street

Jennie VanBuskirk LaFave, Executive Director

Scott Miller, President

City of Pryor Creek

Larry Lees, Mayor

Design Team

Jim Crosby, PLA, ASLA, Planning Design Group

Monica Concienne, PLA, ASLA, Planning Design Group

PRYOR DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN

PRYOR, OK

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PROJECT BACKGROUND

DRAFT 10/14/2021

HISTORICAL IMAGE OF PRYOR

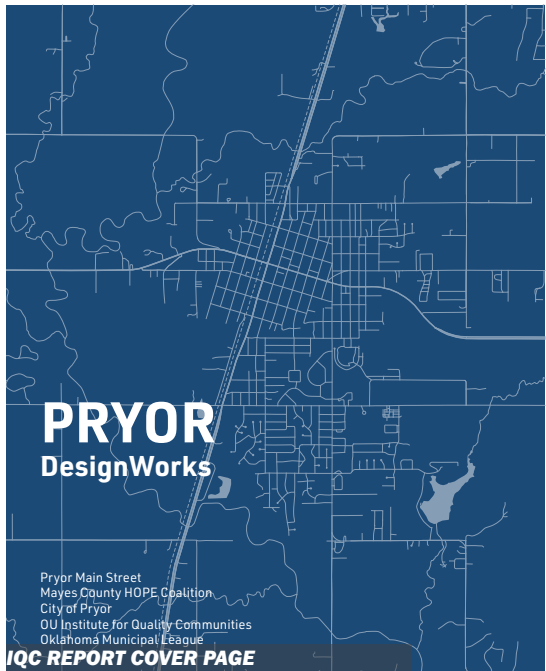
INTRODUCTION

This document and subsequent Master Plan renderings of Graham Avenue and Adair Street, is intended to provide direction for the City of Pryor and its downtown area. The Master Plan is the final deliverable from nearly 2 years of conversations with engaged community members, business owners, property owners, and members of the city staff and the Pryor Main Street organization.

The downtown planning process was formally proposed from the OU Institute for Quality Communities (IQC) study and engagement. The IQC program visited the site and hosted several workshops with the community. The discussions and workshops resulted in a formalized document that detailed the key findings and recommendations for improving downtown Pryor. The four central recommendations from their report was connection & access, street safety & comfort, public space network, and development & business.

Planning Design Group (PDG) was then selected to further develop the Master Plan and recommendations for the downtown area of Pryor. The City of Pryor designated the project area along Graham Avenue from Mill Street to Rowe Street and Adair Street from NE 1st Street to SE 1st Street. PDG facilitated additional community input meetings and discussions with community members, Pryor Main Street, and City Staff. The meetings resulted in identifying key areas to focus on and the desirability of improvements considered and evaluated when conceptualizing the proposed downtown area master plan.

PDG also met with the Oklahoma Department of Transportation (ODOT) concerning the right-of-way design guidelines and traffic design considerations along Graham Avenue. Additionally, ODOT explained the Transportation Alternatives Program (TAP), a federally funded program that is awarded and managed by ODOT. The TAP grant has been identified as a potential matching funding source for the downtown area project. The TAP grant and process is described further in section 4 with the overall master plan cost estimate.



PROJECT BACKGROUND



CONCEPT DEVELOPMENT

DRAFT 10/14/2021

KICK OFF MEETING: MAY 13TH, 2021

- Presented various downtown precedents for community members to evaluate
- Community members identified downtown area constraints and opportunities
- Community members identified key items to address with master plan
- Community members evaluated how to promote Pryor and the downtown area
- Discussed branding opportunities for downtown area

FIRST ODOT MEETING: MAY 27TH, 2021

- Discussed State Highway 20 (Graham Avenue) right-of-way opportunities and constraints
- Discussed Monument sign placement and allowances
- Discussed current on street parking and allowances
- Discussed grant opportunities and funding opportunities provided by ODOT
- Informed about TAP Grant and funding process

DESIGN CONCEPT MEETING: AUGUST 5TH, 2021

- Presented downtown area master plan concept
- Relayed information from ODOT meeting and our constraints along Graham Avenue
- Presented model perspectives of proposed streetscape
- Discussed initial thoughts and reaction to proposed concept

SECOND ODOT MEETING: SEPTEMBER 1ST, 2021

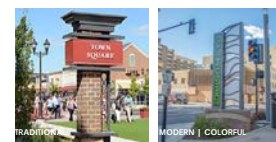
- Discussed TAP grant process and application
- Discussed funding for Pryor and the proposed downtown area master plan
- Presented downtown area master plan concept for informational and design purposes
- Discussed current cycle for TAP funding and when the application would open
- Discussed any foreseen issues with ODOT review during construction plan review

FINAL PRESENTATION AND DOCUMENT: TBD

- Discussed TAP grant process and application
- Discussed funding for Pryor and the proposed downtown area master plan
- Presented downtown area master plan concept for informational and design purposes
- Discussed current cycle for TAP funding and when the application would open
- Discussed any foreseen issues with ODOT review during construction plan review

MASTER PLAN PROCESS

MONUMENTATION SIGNS



WAYFINDING SIGNS



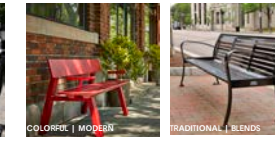
GATEWAYS



PARKING



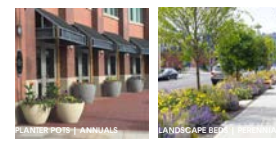
SITE FURNISHINGS



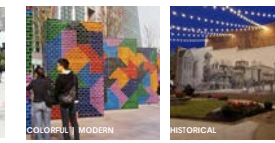
PAVEMENT



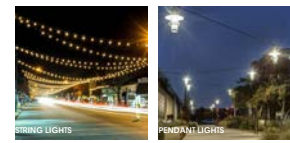
LANDSCAPING



ART



SECONDARY LIGHTING

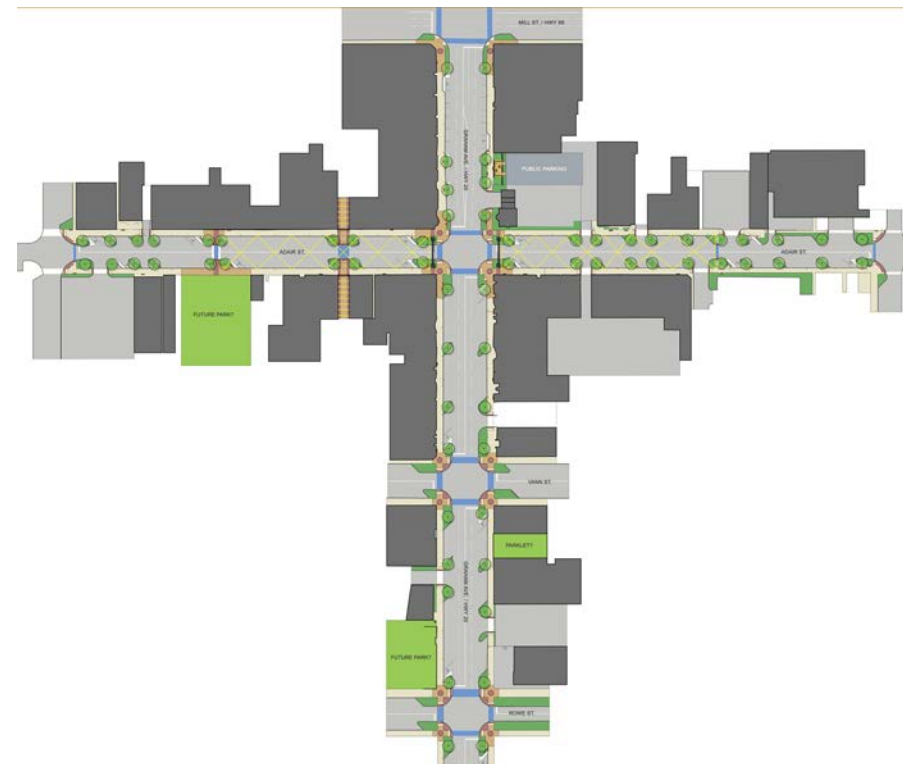


PDG

THIS OR THAT?

MAY 13, 2021
PRYOR, OKLAHOMA

MAY 13TH MEETING PRESENTATION SLIDE



DRAFT CONCEPT LAYOUT OF DOWNTOWN AREA

DRAFT 10/14/2021

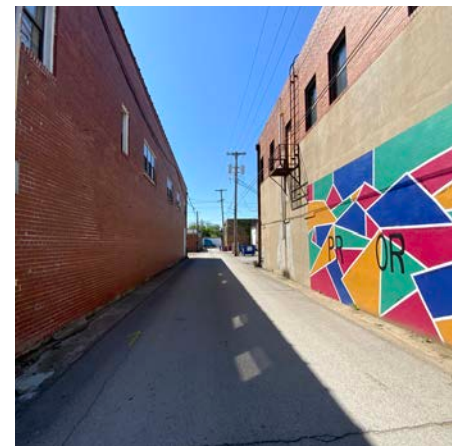
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KEY ISSUES FOR DOWNTOWN AREA

- Pedestrian safety
- Limited seating
- No current gateway or indicator for downtown area
- Hard to close down Graham Avenue for downtown events, use Adair Street for events
- Lacking trash receptacles
- No vegetation or trees incorporated in streetscape
- Perception of not enough parking areas
- ADA Accessibility issues
- Lack of ADA parking throughout downtown
- Poor lighting on sidewalks and street
- Minimal art and historical references
- Missing identity of downtown area
- Lacking comfortable gathering spaces
- Limited business activity in the evenings
- Building and lot vacancy create gaps in downtown area
- Want to narrow Graham Avenue
- Flooding issues on Adair
- Limited restaurants and dining options currently in downtown
- Outdated traffic signalization

GOALS FOR DOWNTOWN AREA

- Create safe, accessible street crossings and intersections
- Improve appearance of streetscape and create sense of place
- Encourage redevelopment, reuse, and reinvestment within downtown area
- Incorporate public gathering spaces that provide for social connection
- Improve streetscape infrastructure to support downtown events and programming



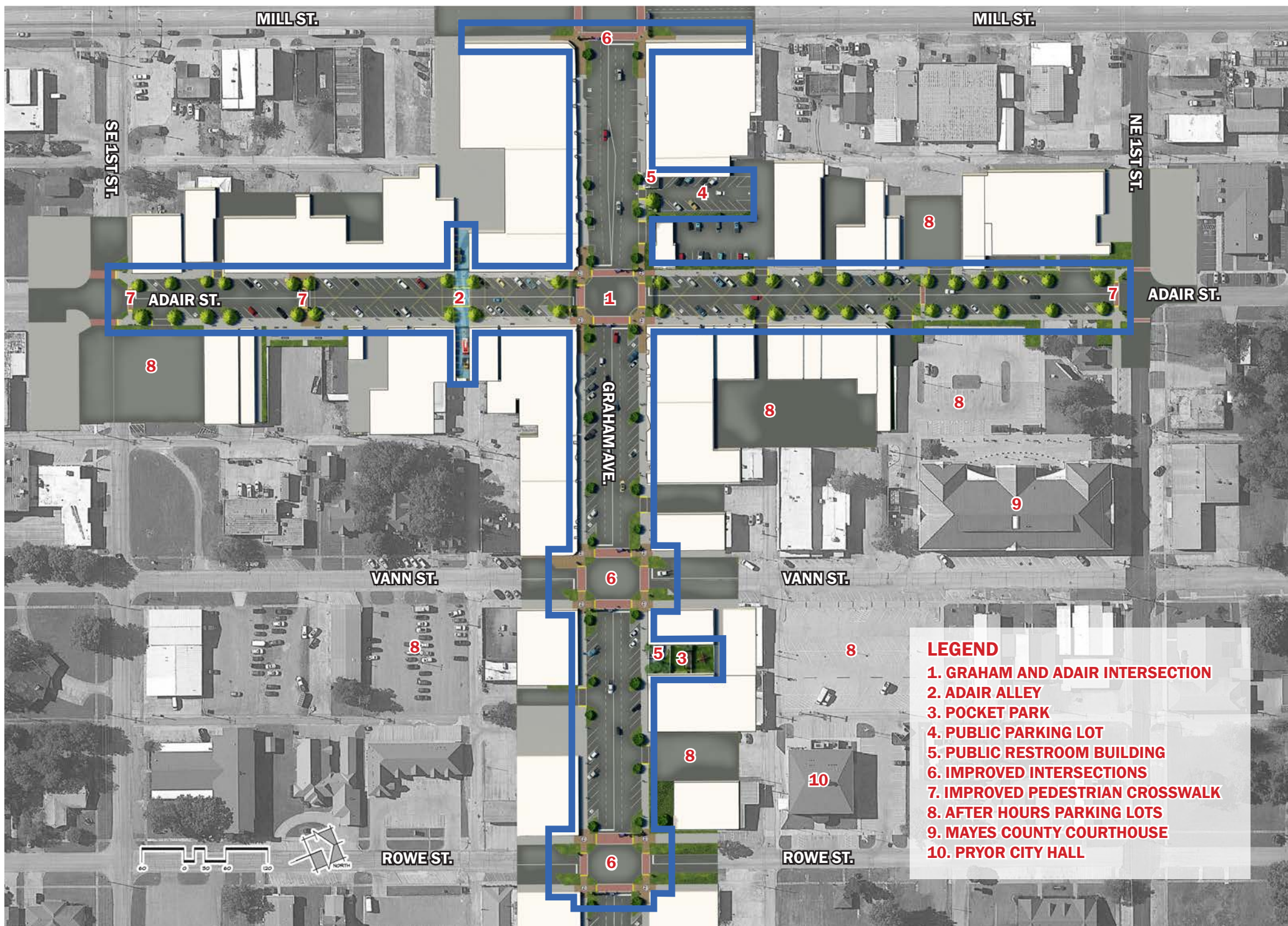
IMAGES TAKEN FROM MAY 5TH SITE VISIT

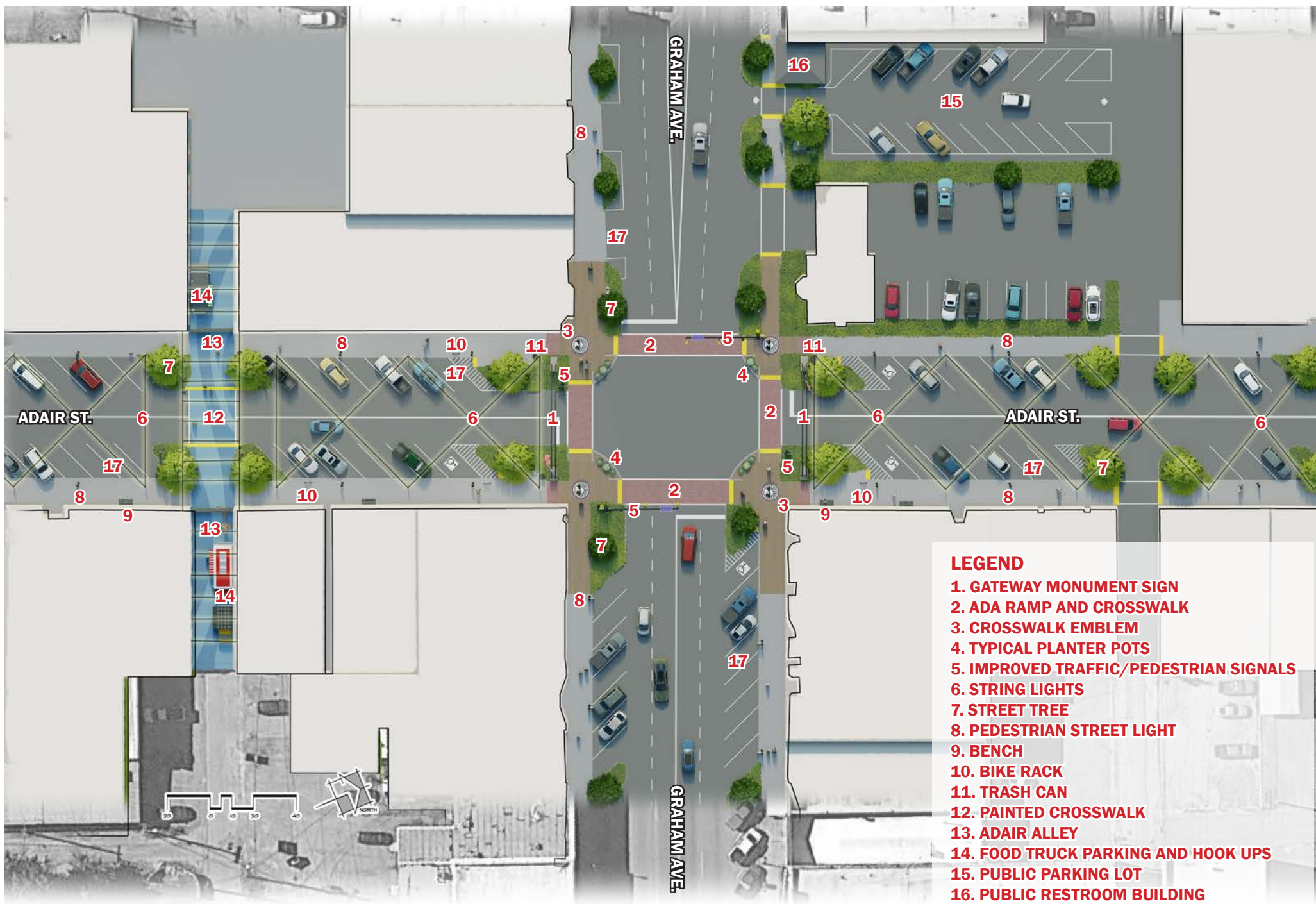
KEY ISSUES AND GOALS



DOWNTOWN STREETScape AND WAYFINDING MASTER PLAN

DRAFT 10/14/2021





LEGEND

1. GATEWAY MONUMENT SIGN
2. ADA RAMP AND CROSSWALK
3. CROSSWALK EMBLEM
4. TYPICAL PLANTER POTS
5. IMPROVED TRAFFIC/PEDESTRIAN SIGNALS
6. STRING LIGHTS
7. STREET TREE
8. PEDESTRIAN STREET LIGHT
9. BENCH
10. BIKE RACK
11. TRASH CAN
12. PAINTED CROSSWALK
13. ADAIR ALLEY
14. FOOD TRUCK PARKING AND HOOK UPS
15. PUBLIC PARKING LOT
16. PUBLIC RESTROOM BUILDING
17. ON-STREET PARKING WITH ADA SPACES



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OVERALL WAYFINDING AND SITE FURNISHING PLAN





GRAHAM AVE. & ADAIR ST. INTERSECTION

DRAFT 10/14/2021



DRAFT 10/14/2021

PUBLIC RESTROOM AND PARKING ON GRAHAM AVE.





POCKET PARK ON GRAHAM AVE.

DRAFT 10/14/2021









6 FT BENCH - WITH BACK
ANOVA - RENDEZVOUS



6 FT BENCH - BACKLESS
ANOVA - RENDEZVOUS



ANOVA - RENDEZVOUS TABLE



32 GALLON TRASH RECEPTACLE
ANOVA - RENDEZVOUS



MEDALLION BIKE POST
ANOVA - IN-GROUND MOUNT



FORM ROUND CONCRETE PLANTER
WAUSAU - CONCRETE PLANTER

RECOMMENDED SITE FURNISHING



ENHANCED PAVEMENT - CROSSWALK
PATTERNED STAMPED CONCRETE



ENHANCED PAVEMENT - SIDEWALK
KEYSTONE - HOLLAND PAVER



STREET TREES AND LANDSCAPING



WAYFINDING BLADE SIGNS



GATEWAY MONUMENT



IMPROVEMENTS TO EXISTING TRAFFIC
SIGNALS AN STREET SIGNS

RECOMMENDED SITE IMPROVEMENTS



BALD CYPRESS | POND CYPRESS



BLACKGUM 'WILDFIRE'



BLACKGUM 'GREEN GABLE'



TRIDENT MAPLE



LIRIOPE



PRAIRIE DROPSEED



BLUE ZINGER SEDGE



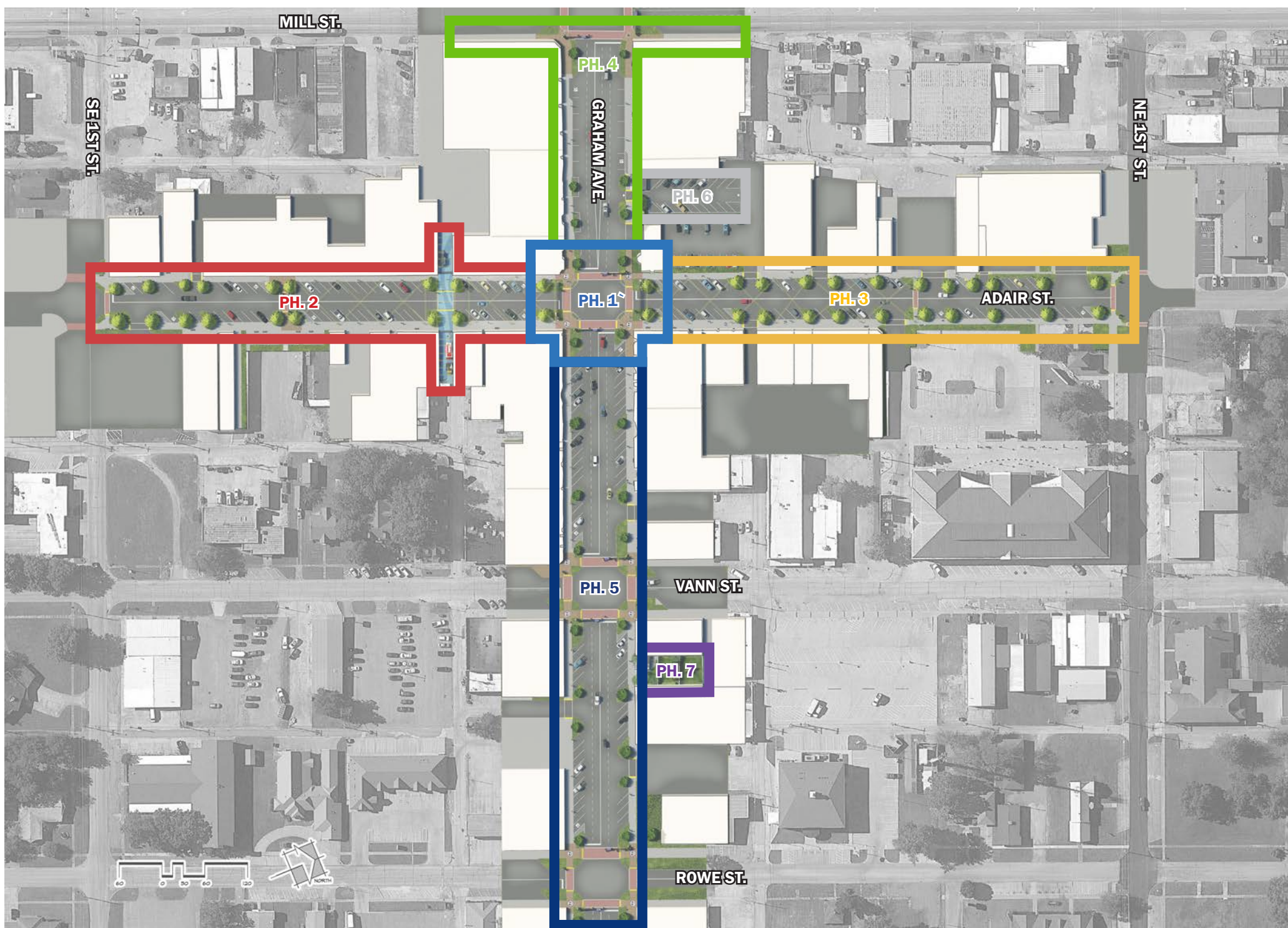
BLUE GRAMMA GRASS

RECOMMENDED LANDSCAPING

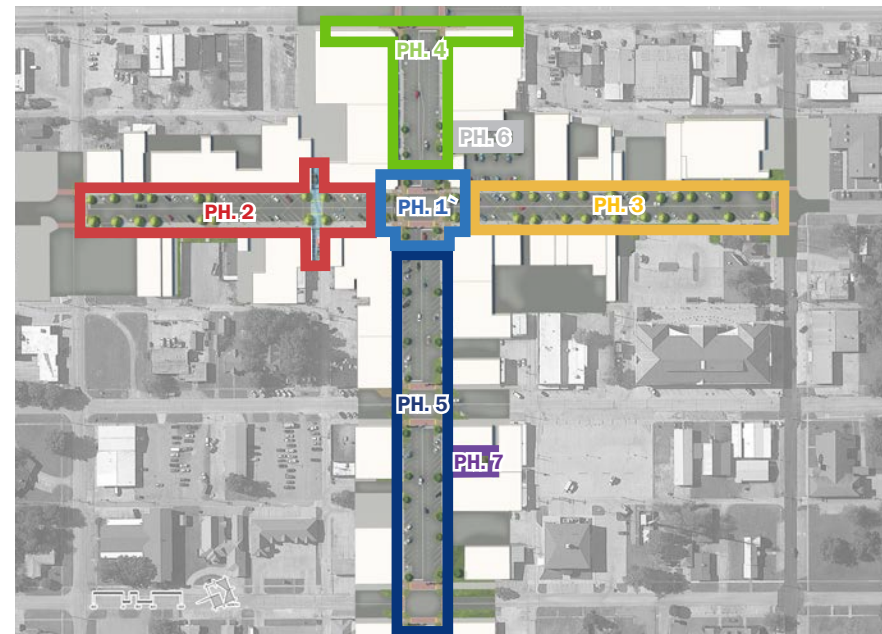
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**MASTER PLAN PHASING AND
BUDGET ESTIMATE**

DRAFT 10/14/2021



Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate					
City of Pryor					
Date: October 14, 2021					
NO.	ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
OVERALL ESTIMATE					
PHASE 1-INTERSECTION					
					\$836,310.68
PHASE 2-SOUTH ADAIR					
					\$1,108,731.93
PHASE 3-NORTH ADAIR					
					\$1,114,976.92
PHASE 4- WEST GRAHAM AVE					
					\$714,929.56
PHASE 5- EAST GRAHAM AVE					
					\$1,805,101.21
PHASE 6- PUBLIC PARKING PARCEL					
					\$399,435.97
PHASE 7- POCKET PARK					
					\$608,315.56
OVERALL TOTAL					\$6,587,801.82



ODOT & TAP GRANT INFORMATION

This proposed preliminary cost estimate for the downtown area improvements are presented in 7 phases and designate the project limits for each phase. After discussions with ODOT and members of the community, phasing out the overall downtown area improvements is believed to be the best way to achieve the vision proposed in the Master Plan. Each proposed phase can apply for the TAP Grant as a separate project, with a maximum of (2) projects submitted each funding cycle per town/city. The TAP Grant application and process is explained in the following paragraphs.

[TAP Grant Application](#)

The Transportation Alternatives Program (TAP) provides federal funding for projects and programs defined as transportation alternatives that advance non-motorized transportation opportunities. The proposed master plan meets several of these transportation alternatives such as enhanced mobility, community improvement activities, and improvements to support local economies and quality of life. TAP funds may pay for up to 80% of eligible project costs with a required local match of 20% or more of the remaining project cost. The maximum federal match available would be \$700,000 and a minimum match from the City of Pryor of \$140,000 for a total project cost of \$840,000. The TAP grant is awarded and managed by ODOT with funding allocated and awarded on two year cycles.

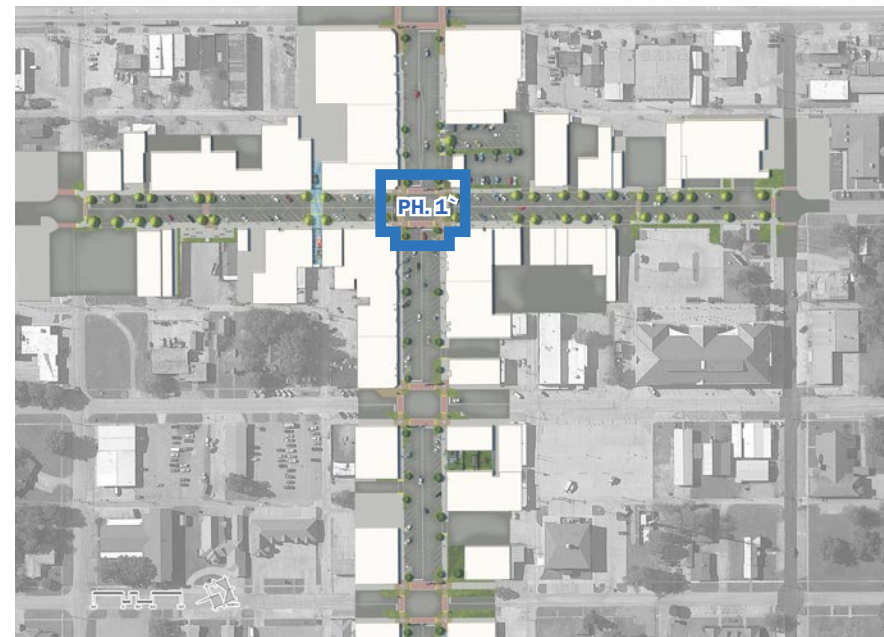
[TAP Grant Process](#)

To application process for TAP grant has two phases with registration and application. The registration allows ODOT to meet and review the proposed TAP project and the Application process ensures that the project meets the minimum requirements. The Application consists of a packet with project summary and description, goal of the program, cost estimate, letters of support, and map of the project location. Once submitted, all applications will go through a multi-phase review process and evaluated with the supplemental materials provided by the applicant. Points will be awarded on technical and category specific criteria. If awarded, the TAP Project Manager will send official award letters to the project sponsors and begin the process of construction review and funding allocation with ODOT and the TAP Project Manager.

[Proposed Phase 1-7 Cost Estimates](#)

The following cost estimates per phase are priced per September 2021 costs. The street improvement items are separated for the City of Pryor to evaluate the cost expenses and benefits of proposed improvements. Added into the estimates are a 15% contingency and a design fee to provide a realistic expectation for the proposed improvements.

Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate					
City of Pryor					
Date: October 14, 2021					
NO.	ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
PHASE 1-INTERSECTION					
STREET					
1	General Conditions/Bonding Insurance	LS	1	\$11,000.00	\$11,000.00
2	Demolition/Clearing	SY	1,410	\$15.00	\$21,150.00
3	Mill and Overlay (50%)	SY	620	\$45.00	\$27,900.00
4	Total Road Reconstruction (50%)	SY	620	\$85.00	\$52,700.00
5	Crosswalk- Stamped Concrete	SY	170	\$85.00	\$14,450.00
6	Road Striping	LS	1.00	\$2,500.00	\$2,500.00
7	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
Sub-Total					\$144,700.00
15% Contingency					\$21,705.00
Design Fee					\$14,144.43
Total Amenities Phase 1					\$180,549.43
AMENITIES					
1	General Conditions/Bonding Insurance	LS	1.00	\$42,000.00	\$42,000.00
2	Demolition/Clearing	SY	736.00	\$15.00	\$11,040.00
3	Water Service - CIP	EA	1.00	\$15,000.00	\$15,000.00
4	Pedestrian Signalization	EA	4.00	\$10,000.00	\$40,000.00
5	Electrical Service	LS	1.00	\$10,000.00	\$10,000.00
6	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
7	Refurbish Existing Traffic Signals	EA	2.00	\$10,000.00	\$20,000.00
8	Traffic Signal and Post	EA	2.00	\$25,000.00	\$50,000.00
9	Improve Storm Drainage System	LS	1.00	\$15,000.00	\$15,000.00
10	Curb and Gutter	LF	466.00	\$30.00	\$13,980.00
11	Concrete Sidewalk	SY	203.00	\$60.00	\$12,180.00
12	ADA Ramp	SY	87.00	\$85.00	\$7,395.00
13	Tactile Markers/Truncated Domes	SY	25.00	\$50.00	\$1,250.00
14	Brick Pavers	SY	532.00	\$75.00	\$39,900.00
15	Street Lights	EA	3.00	\$4,000.00	\$12,000.00
16	Gateway Monument Sign	EA	2.00	\$60,000.00	\$120,000.00
17	Directory Signage	EA	2.00	\$1,500.00	\$3,000.00
18	Benches	EA	11.00	\$2,000.00	\$22,000.00
19	Trash Receptacles	EA	4.00	\$1,750.00	\$7,000.00
20	Bike Racks	EA	2.00	\$500.00	\$1,000.00
21	Concrete Planter Pots	EA	12.00	\$1,500.00	\$18,000.00
22	Landscape	SF	2881.00	\$10.00	\$28,810.00
23	Street Trees	EA	8.00	\$750.00	\$6,000.00
24	Irrigation	LS	1.00	\$15,000.00	\$15,000.00
Sub-Total					\$525,555.00
15% Contingency					\$78,833.25
Design Fee					\$51,373.00
Total Amenities Phase 1					\$655,761.25
TOTAL FOR PHASE 1 (with Contingency)					\$836,310.68



PRELIMINARY COST ESTIMATE

Phase 1 encompasses the main intersection of the downtown area. This intersection improvement is the center for the entire downtown improvement project. One of the main improvements included in phase 1 are both gateway monuments. These gateway monuments are centered above Adair Street and the additional improvements at the intersection which include pedestrian crossing bump-outs, improved pedestrian and vehicular signalization, and improved sidewalk infrastructure. Additionally, the intersection includes various site furnishings and landscape items with quantities and items noted.

Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate					
City of Pryor					
Date: October 14, 2021					
NO.	ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
PHASE 2-SOUTH ADAIR					
STREET					
1	General Conditions/Bonding Insurance	LS	1.00	\$24,000.00	\$24,000.00
2	Demolition/Clearing	SY	2962.00	\$15.00	\$44,430.00
3	Mill and Overlay (50%)	SY	1481.00	\$45.00	\$66,645.00
4	Total Road Reconstruction (50%)	SY	1481.00	\$85.00	\$125,885.00
5	Crosswalk- Stamped Concrete	SY	40.00	\$85.00	\$3,400.00
6	Road Striping	LS	1.00	\$7,500.00	\$7,500.00
7	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
Sub-Total					\$286,860.00
15% Contingency					\$43,029.00
Design Fee					\$28,040.57
Total Street Phase 2					\$357,929.57
AMENITIES					
1	General Conditions/Bonding Insurance	LS	1.00	\$50,000.00	\$50,000.00
2	Demolition/Clearing	SY	1457.00	\$15.00	\$21,855.00
3	Water Service - CIP	EA	1.00	\$15,000.00	\$15,000.00
4	Pedestrian Signalization	EA	2.00	\$7,500.00	\$15,000.00
5	Electrical Service	LS	1.00	\$10,000.00	\$10,000.00
6	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
7	Curb and Gutter	LF	1615.00	\$30.00	\$48,450.00
8	Improve Storm Drainage System	LS	1.00	\$25,000.00	\$25,000.00
9	Concrete Sidewalk	SY	1322.00	\$60.00	\$79,320.00
10	ADA Ramp	SY	97.00	\$50.00	\$4,850.00
11	Tactile Markers/Truncated Domes	SY	32.00	\$25.00	\$800.00
12	Crosswalk- Asphalt Paving Paint	SY	463.00	\$45.00	\$20,835.00
13	Brick Pavers	SY	135.00	\$75.00	\$10,125.00
14	Pedestrian Street Lights	EA	14.00	\$4,000.00	\$56,000.00
15	Overhead Street Lights	EA	6.00	\$6,000.00	\$36,000.00
16	String Lights	EA	1.00	\$35,000.00	\$35,000.00
17	Alley Sign	EA	2.00	\$7,500.00	\$15,000.00
18	Directory Signage	EA	2.00	\$1,500.00	\$3,000.00
19	Art - Misc.	LS	1.00	\$15,000.00	\$15,000.00
20	Benches	EA	16.00	\$2,000.00	\$32,000.00
21	Trash Receptacles	EA	6.00	\$1,750.00	\$10,500.00
22	Bike Racks	EA	7.00	\$500.00	\$3,500.00
23	Food truck hookups	EA	4.00	\$3,500.00	\$14,000.00
24	Landscape	SF	3449.00	\$10.00	\$34,490.00
25	Street Trees	EA	8.00	\$750.00	\$6,000.00
26	Irrigation	LS	1.00	\$25,000.00	\$25,000.00
Sub-Total					\$601,725.00
15% Contingency					\$90,258.75
Design Fee					\$58,818.62
Total Amenities Phase 2					\$750,802.37
TOTAL FOR PHASE 2 (with Contingency)					\$1,108,731.93



PRELIMINARY COST ESTIMATE

Phase 2 focuses on the south side of Adair Street. Included in the project limits are improvements to the alleyway that has been identified from members of the community and the IQC report as an area to improve as a food truck, vendor, and additional seating area. Some of the notable improvements are overhead string lights and painted asphalt paving crosswalks. These improvements are meant to focus the pedestrian activity along Adair Street as the main pedestrian corridor for downtown. Adair Street is already the site for several community and festival events. Additionally, Phase 2 includes various site furnishings and landscape items with quantities and items noted.

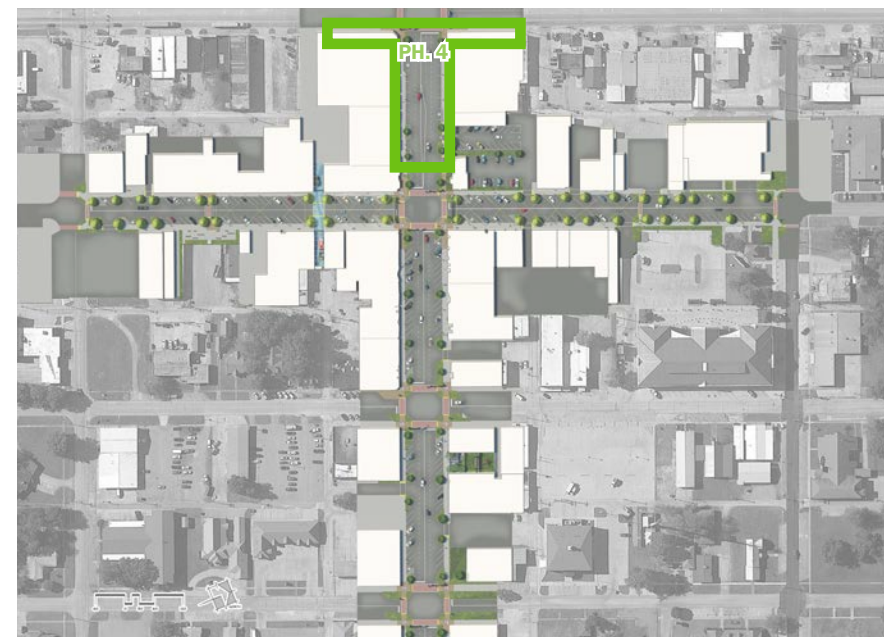
Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate					
City of Pryor					
Date: October 14, 2021					
NO.	ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
PHASE 3-NORTH ADAIR					
STREET					
1	General Conditions/Bonding Insurance	LS	1.00	\$28,000.00	\$28,000.00
2	Demolition/Clearing	SY	3554.00	\$15.00	\$53,310.00
3	Mill and Overlay (50%)	SY	1759.00	\$45.00	\$79,155.00
4	Total Road Reconstruction (50%)	SY	1759.00	\$85.00	\$149,515.00
5	Crosswalk- Stamped Concrete	SY	36.00	\$85.00	\$3,060.00
6	Road Striping	LS	1.00	\$10,000.00	\$10,000.00
7	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
Sub-Total					\$338,040.00
15% Contingency					\$50,706.00
Design Fee					\$33,043.41
Total Streets Phase 3					\$421,789.41
AMENITIES					
1	General Conditions/Bonding Insurance	LS	1.00	\$45,000.00	\$45,000.00
2	Demolition/Clearing	SY	1171.00	\$15.00	\$17,565.00
3	Water Service - CIP	EA	1.00	\$15,000.00	\$15,000.00
4	Pedestrian Signalization	LS	1.00	\$7,500.00	\$7,500.00
5	Electrical Service	LS	1.00	\$10,000.00	\$10,000.00
6	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
7	Curb and Gutter	LF	1961.00	\$30.00	\$58,830.00
8	Improve Storm Drainage System	LS	1.00	\$25,000.00	\$25,000.00
9	Concrete Sidewalk	SY	1171.00	\$60.00	\$70,260.00
10	ADA Ramp	SY	115.00	\$85.00	\$9,775.00
11	Tactile Markers/Truncated Domes	SY	35.00	\$50.00	\$1,750.00
12	Pedestrian Street Lights	EA	16.00	\$4,000.00	\$64,000.00
13	Overhead Street Lights	EA	6.00	\$6,000.00	\$36,000.00
14	String Lights	EA	1.00	\$35,000.00	\$35,000.00
15	Directory Signage	EA	2.00	\$1,500.00	\$3,000.00
16	Benches	EA	9.00	\$2,000.00	\$18,000.00
17	Trash Receptacles	EA	5.00	\$1,750.00	\$8,750.00
18	Bike Racks	EA	3.00	\$500.00	\$1,500.00
19	Landscape	SF	7212.00	\$10.00	\$72,120.00
20	Street Trees	EA	22.00	\$750.00	\$16,500.00
21	Irrigation	LS	1.00	\$25,000.00	\$25,000.00
Sub-Total					\$555,550.00
15% Contingency					\$83,332.50
Design Fee					\$54,305.01
Total Amenities Phase 3					\$693,187.51
TOTAL FOR PHASE 3					\$1,114,976.92



PRELIMINARY COST ESTIMATE

Phase 3 would complete the pedestrian corridor of Adair Street with the same streetscape improvements as phase 2. The continuation of the overhead string light continues on the North side of Adair Street. The improvements along this part of Adair Street focus on improved sidewalks to create a continuous ADA compliant route along the entire streetscape. Additionally, Phase 3 includes various site furnishings and landscape items with quantities and items noted within the cost estimate.

Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate					
City of Pryor					
Date: October 14, 2021					
NO.	ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
PHASE 4- WEST GRAHAM AVE					
STREET					
1	General Conditions/Bonding Insurance	LS	1.00	\$21,000.00	\$21,000.00
2	Demolition/Clearing	SY	2634.00	\$15.00	\$39,510.00
3	Mill and Overlay (50%)	SY	1276.00	\$45.00	\$57,420.00
4	Total Road Reconstruction (50%)	SY	1276.00	\$85.00	\$108,460.00
5	Crosswalk- Stamped Concrete	SY	82.00	\$85.00	\$6,970.00
6	Road Striping	LS	1.00	\$7,500.00	\$7,500.00
7	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
Sub-Total					\$255,860.00
15% Contingency					\$38,379.00
Design Fee					\$25,010.32
Total Street Phase 4					\$319,249.32
AMENITIES					
1	General Conditions/Bonding Insurance	LS	1.00	\$25,000.00	\$25,000.00
2	Demolition/Clearing	SY	928.00	\$15.00	\$13,920.00
3	Water Service - CIP	EA	1.00	\$15,000.00	\$15,000.00
4	Pedestrian Signalization	EA	1.00	\$10,000.00	\$10,000.00
5	Electrical Service	LS	1.00	\$10,000.00	\$10,000.00
6	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
7	Refurbish Existing Traffic Signals	EA	1.00	\$10,000.00	\$10,000.00
8	Improve Storm Drainage System	LS	1.00	\$25,000.00	\$25,000.00
9	Curb and Gutter	LF	927.00	\$30.00	\$27,810.00
10	Concrete Sidewalk	SY	705.00	\$60.00	\$42,300.00
11	ADA Ramp	SY	54.00	\$85.00	\$4,590.00
12	Tactile Markers/Truncated Domes	SY	15.00	\$50.00	\$750.00
13	Brick Pavers	SF	223.00	\$75.00	\$16,725.00
14	Pedestrian Street Lights	EA	5.00	\$4,000.00	\$20,000.00
15	Overhead Street Lights	EA	1.00	\$6,000.00	\$6,000.00
15	Directory Signage	EA	2.00	\$1,500.00	\$3,000.00
16	Benches	EA	4.00	\$2,000.00	\$8,000.00
17	Trash Receptacles	EA	2.00	\$1,750.00	\$3,500.00
18	Bike Racks	EA	3.00	\$500.00	\$1,500.00
19	Landscape	SF	1802.00	\$10.00	\$18,020.00
20	Street Trees	EA	8.00	\$750.00	\$6,000.00
21	Irrigation	LS	1.00	\$35,000.00	\$35,000.00
Sub-Total					\$317,115.00
15% Contingency					\$47,567.25
Design Fee					\$30,997.99
Total Amenities Phase 4					\$395,680.24
TOTAL FOR PHASE 4					\$714,929.56



PRELIMINARY COST ESTIMATE

Phase 4 is an important piece of the overall downtown improvements. It makes the connection from the high-traffic Mill Street/Highway 69 and Graham Ave. Intersection into the downtown area. A key part of this phase is the intersection improvements at Mill Street and Graham Ave. The intersection improvements would include refurbishing traffic signals, wayfinding signage, installing curb ramps and crosswalks. Additionally, Phase 4 includes various site furnishings and landscape items with quantities and items noted within the cost estimate.

Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate					
City of Pryor					
Date: October 14, 2021					
NO.	ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
PHASE 5- EAST GRAHAM AVE					
STREET					
1	General Conditions/Bonding Insurance	LS	1.00	\$51,000.00	\$51,000.00
2	Demolition/Clearing	SY	6587.00	\$15.00	\$98,805.00
3	Mill and Overlay (50%)	SF	3099.00	\$45.00	\$139,455.00
4	Total Road Reconstruction (50%)	SF	3099.00	\$85.00	\$263,415.00
5	Crosswalk- Stamped Concrete	SF	389.00	\$85.00	\$33,065.00
6	Road Striping	LS	1.00	\$15,000.00	\$15,000.00
7	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
Sub-Total					\$615,740.00
15% Contingency					\$92,361.00
Design Fee					\$60,188.59
Total Street Phase 5					\$768,289.59
AMENITIES					
1	General Conditions/Bonding Insurance	LS	1.00	\$68,000.00	\$68,000.00
2	Demolition/Clearing	SY	2209.00	\$15.00	\$33,135.00
3	Water Service - CIP	EA	1.00	\$15,000.00	\$15,000.00
4	Pedestrian Signalization	EA	1.00	\$40,000.00	\$40,000.00
5	Electrical Service	LS	1.00	\$10,000.00	\$10,000.00
6	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
7	Refurbish Existing Traffic Signals	EA	8.00	\$10,000.00	\$80,000.00
8	Improve Storm Drainage System	LS	1.00	\$50,000.00	\$50,000.00
9	Renovate Traffic Signals	LS	4.00	\$5,000.00	\$20,000.00
10	Curb and Gutter	LF	1667.00	\$30.00	\$50,010.00
11	Concrete Sidewalk	SY	1659.00	\$60.00	\$99,540.00
12	ADA Ramp	SY	192.00	\$85.00	\$16,320.00
13	Tactile Markers/Truncated Domes	SY	58.00	\$50.00	\$2,900.00
14	Brick Pavers	SY	550.00	\$75.00	\$41,250.00
15	Pedestrian Street Lights	EA	22.00	\$4,000.00	\$88,000.00
16	Directory Signage	EA	4.00	\$1,500.00	\$6,000.00
17	Benches	EA	19.00	\$2,000.00	\$38,000.00
18	Trash Receptacles	EA	4.00	\$1,750.00	\$7,000.00
19	Bike Racks	EA	6.00	\$500.00	\$3,000.00
20	Landscape	SF	7979.00	\$10.00	\$79,790.00
21	Street Trees	EA	24.00	\$750.00	\$18,000.00
22	Irrigation	LS	1.00	\$50,000.00	\$50,000.00
Sub-Total					\$830,945.00
15% Contingency					\$124,641.75
Design Fee					\$81,224.87
Total Street Phase 5					\$1,036,811.62
TOTAL FOR PHASE 5					\$1,805,101.21



PRELIMINARY COST ESTIMATE

Phase 5 would be the remaining portion of Graham Avenue within the specified project area. This would be a continuation of the typical streetscape improvements with improved intersections at both Vann and Rowe Streets. The intersection improvements would include pedestrian crossing bump-outs, improved pedestrian and vehicular signalization, improved sidewalk infrastructure. Additionally, Phase 5 includes various site furnishings and landscape items with quantities and items noted within the cost estimate.

Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate					
City of Pryor					
Date: October 14, 2021					
NO.	ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
PHASE 6- PUBLIC PARKING PARCEL					
1	General Conditions/Bonding Insurance	LS	1.00	\$27,000.00	\$27,000.00
2	Demolition/Clearing	SY	894.00	\$15.00	\$13,410.00
3	Water Service - CIP	EA	1.00	\$15,000.00	\$15,000.00
4	Electrical Service - CIP	LS	1.00	\$10,000.00	\$10,000.00
5	Remove and Relocate Utilities	LS	1.00	\$15,000.00	\$15,000.00
6	Mill and Overlay	SY	864.00	\$40.00	\$34,560.00
7	Road Striping	LS	1.00	\$3,500.00	\$3,500.00
8	Curb and Gutter	LF	103.00	\$30.00	\$3,090.00
9	Improve Storm Drainage System	LS	1.00	\$5,000.00	\$5,000.00
10	Concrete Sidewalk	SF	30.00	\$60.00	\$1,800.00
11	ADA Ramp	SY	15.00	\$85.00	\$1,275.00
12	Tactile Markers/Truncated Domes	SY	4.00	\$50.00	\$200.00
13	Restroom Building	LS	1.00	\$150,000.00	\$150,000.00
14	Pedestrian Street Lights	EA	4.00	\$4,000.00	\$16,000.00
15	Parking Monument Column	EA	1.00	\$7,000.00	\$7,000.00
16	Benches	EA	2.00	\$2,000.00	\$4,000.00
17	Landscape	SF	329.00	\$10.00	\$3,290.00
18	Irrigation	LS	1.00	\$10,000.00	\$10,000.00
Sub-Total					\$320,125.00
15% Contingency					\$48,018.75
Design Fee					\$31,292.22
TOTAL FOR PHASE 6					\$399,435.97



PRELIMINARY COST ESTIMATE

Phase 6 is included with the preliminary cost estimate for the downtown area improvements, but is not part of the proposed streetscape package. The main items addressed in this phase are to re-paint the parking spaces within the public parking lot and a proposed public restroom building. Also included in the preliminary cost estimate are additional site furnishings, addressing accessibility needs to connect the parking lot to the adjacent streetscape. The parking lot also includes proposed monument column signage for both the parking lot and restroom building.

Pryor Downtown Streetscape and Wayfinding - Preliminary Estimate					
City of Pryor					
Date: October 14, 2021					
NO.	ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
PHASE 7- POCKET PARK					
1	General Conditions/Bonding Insurance	LS	1.00	\$41,000.00	\$41,000.00
2	Demolition/Clearing	LS	1.00	\$40,000.00	\$40,000.00
3	Water Service - CIP	EA	1.00	\$15,000.00	\$15,000.00
4	Electrical Service - CIP	LS	1.00	\$10,000.00	\$10,000.00
5	Lighting	LS	1.00	\$35,000.00	\$35,000.00
6	Structural Support	LS	1.00	\$75,000.00	\$75,000.00
7	Sidewalk	SY	78.00	\$60.00	\$4,680.00
8	Artificial Turf	SF	2000.00	\$15.00	\$30,000.00
9	Restroom Building	LS	1.00	\$150,000.00	\$150,000.00
10	Boulders	EA	10.00	\$600.00	\$6,000.00
11	Shade Structure	LS	1.00	\$20,000.00	\$20,000.00
12	Play Equipment	LS	1.00	\$35,000.00	\$35,000.00
13	Tables	EA	3.00	\$5,000.00	\$15,000.00
14	Landscape	SF	1085.00	\$10.00	\$10,850.00
15	Trees	EA	5.00	\$750.00	\$3,750.00
16	Irrigation	LS	1.00	\$10,000.00	\$10,000.00
Sub-Total					\$487,530.00
15% Contingency					\$73,129.50
Design Fee					\$47,656.06
TOTAL FOR PHASE 7					\$608,315.56



PRELIMINARY COST ESTIMATE

Phase 7 addresses the current condition of an existing empty/abandoned lot along Graham Avenue. The proposed pocket park would address the need to a gathering area adjacent to the street and the structural integrity of the existing building structure. The proposed pocket park would include hardscape improvements with artificial turf and necessary accessible walkways, landscaping, proposed play equipment, shade structure, and a public family restroom building.



PRYOR DOWNTOWN STREETSCAPE AND WAYFINDING MASTER PLAN

DRAFT 10/14/2021



City of Pryor Creek

12 North Rowe – PO Box 1167
Pryor Creek, Ok 74362
Tel 918-825-0888 Fax 918-825-6577
www.pryorcreek.org

MEMORANDUM

October 14, 2021

TO: ECONOMIC DEVELOPMENT TRUST AUTHORITY

FROM: LARRY LEES, MAYOR and Pryor MainStreet

This memorandum is intended to set forth a timeline and finance plan for implementation of the Downtown Streetscape and Master Plan (draft of 10/14/2021) that has been funded by our EDTA and supervised by Pryor Mainstreet. Planning Design Group (PDG) is the author of the plan.

Finance Plan:

1. Grant monies plus bond funding plus bank financing when needed
 - A. Tap grant = \$1,200,000.00 over two years at \$600,000.00 per year starting Q1, 2022. This grant is a matching grant that obligates 20% (\$240,000.00) from the recipient at the beginning of the grant.
 - B. Bond funding has a fund balance of \$184,000.00 as of 09/30/2021 and with the current sales tax levels, accumulates around \$10,000.00 per month through 2034.
 - C. Bank financing can be available for the short falls of grant and bond monies.
 - D. Phase 1 Sample: \$600,000 less \$240,000 = \$360,000 plus \$184,000 = \$544,000. Phase 1 estimated cost of \$836,000 less \$544,000 = \$292,000 to be financed.

Timeline Plan:

- Q1, 2022 begin Phase 1
- Q1, 2023 begin next Phase of choice
- Q1, 2024 “
- Q1, 2025 “

Respectfully,

Larry Lees