

CARSON CITY REDEVELOPMENT AUTHORITY CITIZENS COMMITTEE

Minutes of the September 13, 2006 Meeting

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A regular meeting of the Carson City Redevelopment Authority Citizens Committee was scheduled for 5:30 p.m. on Wednesday, September 13, 2006 in the City Hall Capitol Conference Room, 201 North Carson Street, Carson City, Nevada.

PRESENT: Chairperson Robin Williamson

Jed Block

Gary Cain

Stan Jones

Dan Neverett

Janice Shafer

Gigi Valenti

STAFF: Joe McCarthy, Economic Development / Redevelopment Manager

Angela Barosso, Economic Development / Redevelopment Officer

Vern Krahn, Park Planner

Mary-Margaret Madden, Senior Deputy District Attorney

Kathleen King, Recording Secretary

NOTE: A recording of these proceedings, the committee's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record, on file in the Clerk-Recorder's Office. These materials are available for review during regular business hours.

A. CALL TO ORDER, DETERMINATION OF A QUORUM (1-0007) - Chairperson Williamson called the meeting to order at 5:30 p.m. Roll was called; a quorum was present. Members Cowan and Wallace were absent. Member Valenti arrived at 5:51 p.m.

B. ACTION ON APPROVAL OF MINUTES - August 9, 2006 (1-0008) - Member Neverett moved to approve the minutes. Member Jones seconded the motion. Motion carried 6-0.

C. PUBLIC COMMENTS ON NON-AGENDIZED ITEMS (1-0013) - None.

D. ACTION REGARDING A REQUEST FOR A RECOMMENDATION TO THE BOARD OF SUPERVISORS TO ESTABLISH A CONTROLLED PARKING ZONE ON MUSSER STREET, BETWEEN DIVISION STREET AND CARSON STREET, WHICH WILL LIMIT PARKING TO TWO HOURS BETWEEN THE HOURS OF 8:00 A.M. AND 6:00 P.M., MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS (1-0951) - Chairperson Williamson provided background information on this item. She advised of having discussed the issue with Regional Transportation Engineer Harvey Brotzman, who indicated no objection to reducing the parking time to two hours on Musser Street.

(1-0989) Michael Robbins, of Hanifin's Antiques, advised of having spoken to representatives of the San Francisco Municipal Transportation Agency since the last committee meeting. He expressed the opinion that the City and business people should consider all parking controlled by the City as an important asset. He provided an overview of the August 31, 2006 letter from Municipal Transportation Agency Executive Director of Parking and Traffic Bond M. Yee, which was included in materials distributed to the committee members and staff. Mr. Robbins encouraged changing the parking on Musser Street, between Curry and Nevada Streets, to two-hour. He expressed the opinion that such a change will "benefit everybody." He

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noted “new stresses” in the area, including the new casino, a new restaurant, and a new medical office. He discussed the future potential of larger businesses moving into the downtown with improved parking in the area. He reiterated that the parking revision would benefit existing businesses. He introduced Bud Klette, owner of Art and Antiques located on the corner of King and Curry Streets. He discussed parking issues associated with Stewart Title Company. He reviewed the distributed materials. He expressed the opinion that the traffic studies referenced earlier by Mr. McCarthy will recommend revising the parking to two-hour. He suggested getting “ahead of this and do the right thing now.” He advised of having visited with the business owners / operators in the neighborhood of his store, and explained issues associated with parking around Mr. Klette’s store. He further advised of an offer from San Francisco Municipal Transportation Agency representatives to provide advice and ideas to improve parking.

(1-1267) Bud Klette discussed problems associated with State employees parking in front of his store. He advised that his store has been in its present location since approximately 1986. He further advised of complaining to City officials over the years, and of having heard “all kinds of excuses.” City officials have referred him to NDOT since King Street is owned by NDOT, and NDOT officials have referred him back to the City. He requested two-hour parking on King Street between Curry and Nevada Streets. He noted that two-hour parking already exists between Nevada and Division Streets. He offered to pay for two reserved parking spaces in front of his store. He advised that he lives upstairs from his store, but that neither he nor his employee park on the street in front of his store. (1-1342) Mr. Klette advised that the owner of Comstock Books also has issues with State employees parking in front of his store.

Mr. Robbins advised of having arranged with a Stewart Title Company representative to be available by phone. He offered to call him, anticipating that his request would be for more parking for his short-term customers. The gentleman has directed his employees to park as far away from Stewart Title as possible. (1-1351) Mr. Robbins advised of business owners on Telegraph Street “that have been forced out of business” because of people, other than customers, parking in front of their businesses all day.

Member Jones expressed the opinion that parking in the downtown should be consistent. Member Shafer advised of having spoken with the City Engineer and traffic engineers. She read from an e-mail sent by Engineering Division Civil Design Supervisor Tom Grundy which stated that parking zones are determined on a case-by-case basis by the traffic engineer based on surrounding commercial use and zoning. Mr. Grundy further stated that Musser Street had been recently downgraded from a collector to a local street in the traffic master plan element. Member Shafer advised that Division Street, which is currently designated as a state highway, is soon to be turned over to the City. Chairperson Williamson expressed no objection to revising the parking, as suggested by Mr. Robbins. In response to a question, Mr. McCarthy suggested discussing the matter with the traffic engineer to determine the feasibility of revising parking in the area on the basis of consistency. He noted that the entire area is zoned downtown commercial, and discussed the importance of consistency. He suggested engaging the office personnel, on an educational basis, “not to play games with the two-hour parking.” Chairperson Williamson discussed parking availability in the lots near Citibank and on Third Street. She noted that these areas were created for office employee parking. Member Shafer discussed regulation changes associated with snow routes, and responded to questions with regard to the same. Member Block expressed support for revising parking on King Street to two-hour. Discussion followed, and Chairperson Williamson requested Mr. McCarthy to look into this possibility. Mr. McCarthy reiterated the need for an education process. Chairperson Williamson entertained a motion. **Member Neverett moved to recommend to the Board of Supervisors**

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to establish a controlled parking zone on Musser Street between Division Street and Carson Street, excluding spaces that are under contract or other agreement. Member Cain seconded the motion. Motion carried 6-0.

E. DISCUSSION ONLY REGARDING THE DOWNTOWN VIRTUAL TOUR - VIDEO PRESENTATION OF THE FUTURE LOOK OF DOWNTOWN (1-0016) - Mr. McCarthy provided background information on the recently-completed master planning process, and the public input received to create the video presentation. Mr. Krahn and Mr. McCarthy provided a detailed narrative of the design elements included in the video presentation. [Member Valenti arrived at 5:51 p.m.] Chairperson Williamson advised that, in order to accomplish the conceptual design, the freeway will have to be completed to Fairview Drive, and street improvements, including widening and extensions will have to be done at Stewart and Roop Streets. She reviewed cost estimates for the improvements, and advised of an agreement with NDOT that, once the freeway is completed to a certain point, maintenance will be done on Carson Street before it's turned back over to the City. City staff will propose utilizing the maintenance funding for improvements to Carson Street.

In response to a question, Chairperson Williamson expressed a preference for Carson Street improvements to be done from William Street to Musser Street first and, eventually, to Fifth Street. Mr. McCarthy noted the importance of ensuring that downtown businesses are not adversely impacted by street improvement projects. At Mr. McCarthy's request, Mr. Krahn reviewed the systematic method by which previous Carson Street improvements had been made. Mr. Krahn advised that the Public Works Director made a priority of communicating with the downtown business owners regarding details of the project.

Mr. McCarthy noted different issues in relation to construction of the I-580 freeway. He advised that the City will have a ring road within two years, and noted the opportunity to begin considering the design of Carson Street improvements; whether "two lanes or four lanes are the ... appropriate mix." The impacts to Carson Street will be known once the freeway is completed to Fairview Drive. If the numbers don't indicate reducing the number of lanes on Carson Street is feasible, "we'll just keep it at four lanes." Mr. McCarthy advised that the original traffic estimates were based on a build out in Carson City of well in excess of 75,000 to 80,000 with an average growth rate of approximately 3 percent. The numbers have since changed dramatically. The growth rate is now estimated at 1 to 1.5 percent. The more up-to-date estimates on traffic are approximately 60,000 average daily trips on Roop, Stewart, and Carson Streets. A balance between the three streets, not considering the freeway, will accomplish the north / south route. 15,000 to 20,000 average daily trips on Carson Street would allow for reducing the number of lanes from four to two. Mr. McCarthy advised that the estimates from the traffic engineers are "that it works." He further advised that a parking analysis and strategy, relative to full build out in the downtown, is anticipated to be released in the near future. The parking analysis and strategy will include solutions to the current parking situation; suggestions on locations for parking structures, creation of complimentary parking rules and regulations, and parking management.

In response to a question, Mr. McCarthy discussed potential funding mechanisms for the Carson Street improvements. In response to a further question, he advised that truck traffic will be encouraged to utilize the freeway. He emphasized that until Carson Street is relinquished by NDOT, City officials have very little input with regard to wayfinding signage, etc. "It's a continuous conversation." Chairperson Williamson advised of an interest, on the part of NDOT officials, to turn over control of local streets to the City.

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Mr. McCarthy advised that this same presentation would be made to the Chamber of Commerce, the Rotary Club, the Board of Supervisors, and the Downtown Merchants Association. He offered to make the presentation to any service group. Chairperson Williamson advised that the issues of bicycle paths and public transportation had been raised during other presentations.

F. DISCUSSION ONLY REGARDING AN UPDATE ON DEVELOPMENT OF A FORM-BASED URBAN CODE THAT WOULD SUPPORT INFILL DEVELOPMENT IN THE DOWNTOWN (1-1615) - Mr. McCarthy advised that the parking study is crucial to finalization of the draft urban code. He provided an overview of the purpose of the form-based urban code. He advised that staff and the consultants have invested a great deal of time and energy into the draft. He will agendize review of the draft as soon as possible.

G. ACTION ON ADJOURNMENT (1679) - Member Block moved to adjourn the meeting. Member Cain seconded the motion. Motion carried 7-0.

The Minutes of the September 13, 2006 Carson City Redevelopment Authority Citizens Committee meeting are so approved this 11th day of October, 2006.

ROBIN L. WILLIAMSON, Chair