

CARSON CITY REDEVELOPMENT AUTHORITY  
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A meeting of the Carson City Redevelopment Authority was held during the regularly scheduled meeting of the Carson City Board of Supervisors on Thursday, October 5, 2006, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, which began at 8:30 a.m.

PRESENT: Chairperson Robin Williamson and Members Shelly Aldean, Pete Livermore, and Richard S. Staub

STAFF PRESENT: City Manager Linda Ritter, Public Works Director Andrew Burnham, Redevelopment/Economic Development Manager Joe McCarthy, Principal Planner Lee Plemel, Parks Planner Vern Krahn, Deputy District Attorney Mary Margaret Madden, and Recording Secretary Katherine McLaughlin (B.O.S. 10/5/06 Recording 11:55:30)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Agenda Report and/or supporting documentation. Staff members making the presentation are listed above. A recording of these proceedings is available for review and inspection during normal business hours.

Mayor Pro-Tem Williamson recessed the Board of Supervisors session and convened the Redevelopment Authority meeting by indicating for the record that a quorum was present. Member Teixeira had left to attend the Nevada League of Cities convention and Member Aldean was outside the Sierra Room. (See Board of Supervisors Minutes for this date for discussion/action on the other Agenda items.)

**ACTION ON APPROVAL OF MINUTES - SEPTEMBER 7, 2006 (11:55:20)** - Member Livermore moved to approve the Redevelopment Authority Minutes of September 7, 2006, as presented. Member Staub seconded the motion. Motion carried 3-0.

**12. REDEVELOPMENT - A VIDEO PRESENTATION OF THE FUTURE LOOK OF DOWNTOWN CARSON CITY (11:55:30)** - Mr. McCarthy introduced the item by noting the public involvement in the planning process. A video illustrating the concept was shown. Mr. Plemel and Mr. Krahn's roles in the process were limned. Discussion indicated that the Planning Commission had seen the presentation. They support the concept. (Supervisor Aldean returned during this portion of the discussion—11:58 a.m. A quorum was present although Mayor Teixeira was absent.) Mr. Plemel announced that the video is also available on the City's website. A Roger Brooks, who had allegedly been involved with the process, purportedly believes that the City needs to narrow Carson Street in the downtown area now. Staff believes that the concept will work once the freeway is open to Fairview and the downtown portion of Carson Street is returned to City control. At that time Carson Street can be returned to two lanes. Discussion indicated that funding would be required to make the project work. The project will have to be constructed based on a funding level that makes it doable. Mr. Brooks allegedly had indicated that the street width has an inverse impact on sales. A pedestrian friendly area will create the correct environment to encourage shopping and make the stores successful. This will in turn revitalize the downtown area. Mr. Brooks had purportedly indicated that the greater the bottleneck in the downtown area, the higher the sales.

Mr. Plemel then gave a "virtual reality" tour of the proposed downtown from Musser Street to Washington.

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He also indicated for the record that the City will control only the right-of-way portion of the street. Private property owners will be responsible for any other changes. The concept included closing side streets to provide space for plazas and parking areas and increasing the building heights from four to five stories. Washington Street and its flood control and drainage channel were converted to an urban stream park area.

(12:06:14) Mr. Krahn described the pedestrian and vehicular zones. The plan widens the sidewalk to 12 to 18 feet and forces vehicular traffic to slow down. Parallel vehicular parking along the two traffic lanes was created. It provides an additional safety buffer for pedestrians. Bicyclists will be allowed in the downtown area. The sidewalk adjacent to the businesses may be used to display merchandise or for seating for restaurants. Mr. Brooks had suggested that outdoor events be held in the downtown area. They will attract more people to the area who will stay longer to shop and dine. Increased sales will make the downtown area an economic driver for the community. Mr. Brooks had allegedly indicated that if the locals do not go to the downtown area, tourist will not. Mr. Krahn indicated that while the concept is proposed for the area between Williams and Musser, it can be expanded or reduced. Discussion indicated that the planters in front of the Capitol will have to be discussed with the State. The need to extend the project to the south was encouraged. An extension to Fifth has yet to be studied. An illustration of the process for development used Nelson to indicate that the concept could be constructed on a block by block basis.

Mr. Krahn then described the urban stream concept proposed at Washington Street. It will provide connectivity between the west side of the City and Mills Park. Member Staub explained that, while he likes the concept, Washington Street is a major arterial for the west side. Before it is closed, another east/west route(s) must be found. Mr. Burnham concurred and indicated that there is a challenge in narrowing the street that needs to be analyzed. The street modeling was developed on an older system. It needs to be reconsidered after the new system is installed and the street and development information is updated. The modeling has indicated that by moving 15,000 vehicles a day to Roop and Stewart Streets, narrowing Carson Street is possible. RTC/CAMPO will study the concept during the next two years. Discussion indicated that Stewart and Roop Street are important components of the plan. The concept also creates a need for Ormsby Boulevard to be completed as a north/south street. It has already been designed and the City owns the right-of-way. Chairperson Williamson pointed out a concern about having the freeway open and no one comes downtown. They do not want to lose the traffic. The concept is an invitation to the public to come to the area. Otherwise, it may become "Ghost Town, USA".

Mr. Krahn explained the charrette that had been used to develop the plans and the improvements which have already been made by Redevelopment that will be used in the new concept. Amenities of the design that will attract attention were listed including the wayfaring signage, the "you are here" maps, additional civic amenities, blending the landscape planters with the store frontages, landscaping, pedestrian friendliness of the area, etc. He also indicated that the paving patterns could be changed to indicate different blocks.

Mr. McCarthy indicated that a parking study is almost completed. Its preliminary analysis indicates that there is a parking management problem and not a parking problem. The study will tell the City how to manage the parking in the future. There is a need for signage that guides the pedestrians and motorists as well as

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revisions to the Municipal Code which will allow in lieu of parking that could be used to provide funding for a garage.

Mr. Burnham explained that the project is estimated to be \$10 million. He advised that NDOT must pave Carson Street before returning it to the City. Staff is discussing with NDOT the possibility of having NDOT give money to the City for the proposed project rather than do the paving. The Governor purportedly supports this concept. Staff has estimated that between \$2 and \$3 million may be provided through this exchange. Staff is also looking at other funding alternatives including RTC. Partnerships with other groups will also make this a doable project.

Mr. Plemel explained that a contract for a traffic study will soon be going to RTC. The new land use map created a need to redo the transportation master plan. He also explained the need to update the transportation model to illustrate the intense mixed uses proposed in the downtown area by the new master plan. The contract will have the contractor provide the necessary detail for the downtown area to show where turn lanes should be or limitations placed, etc. Preliminary work with Consultants DKS has indicated that a minimum of six lanes are need to handle the north-south traffic when buildout is reached. This traffic could use Roop, Stewart, and Carson Streets. In this scenario Carson Street can be two lanes.

Discussion indicated that the bicycle lanes have not been included in the concept. There are many other things which also need to be included before design and construction can occur, e.g., signage, and Carson City's "branding". Suggestions regarding the use of "blade" signage were explained. Parking should be the number one priority. The study on it will be brought to the back for discussion. Clarification indicated that the urban stream concept had not been suggested by the community. It was the result of brain storming by staff. It will be discussed with the community before design is considered. The need is to move past the theoretical stage and start accomplishing things. Additional comments were solicited.

Member Livermore felt that discussions have indicated the need to reinvent Carson City for when the freeway is completed. The concept has many good elements. The Washington Street concept needs community discussion and input regarding potential impacts on the surrounding area. The concept will not be easy to accomplish but, with careful planning and public involvement, it may be doable. Mr. McCarthy concurred and indicated that staff's obligation is to implement the community's wants and needs into the plan. The concept was felt to meet their desires. It is time to develop costs and address the parking and impacts. The project needs to balance both vehicular and pedestrian needs under an urban standard that will help the small businesses succeed.

Tony Edwards found the concept interesting and exciting. Mr. McCarthy explained that the timetable is conservative as staff will ensure that any improvements can be done before they occur. Interstate I-5 was cited as an example of the length of time facing the City before Carson Street is returned to the community. He indicated that development would occur on an incremental basis as funding allows. Discussion indicated that there are contracts with NDOT indicating that the freeway will be to Fairview in 2008 or 2009 and completion to the Spooner interchange by 2010, which is when the transfer of Carson Street is to occur.

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Chairperson Williamson indicated that it would be at least 2009 before construction can occur. There is lots of time for planning and discussion. Additional comments were solicited.

Joe Eiben, a resident and Vice President of the Downtown Business Association, thanked the Authority for its support. With it the downtown area has been “doing something”. He invited the Board and public to attend a wine walk on November 4 from 2 p.m. to 4 p.m. In the future the walks will be from 2 p.m. to 5 p.m. and are planned for December and January. Reno’s wine walks allegedly run from 2 p.m. to 6 p.m. with lots of people in attendance and “milling around”. Additional comments were solicited but none were given. No formal action was required or taken on any of the discussion items.

There being no other matters for discussion, Chairperson Williamson adjourned the Redevelopment Authority at 12:45 p.m.

The Minutes of the October 5, 2006, Carson City Redevelopment Authority meeting

ARE SO APPROVED ON     May    , 2006.

    /s/      
Robin Williamson, Chairperson

ATTEST:

    /s/      
Alan Glover, Clerk-Recorder