



CITY OF ELKO

Planning Department

Website: www.elkocitynv.gov
Email: planning@elkocitynv.gov

1751 College Avenue • Elko, Nevada 89801 • (775) 777-7160 • Fax (775) 777-7219

PUBLIC MEETING NOTICE

The City of Elko Redevelopment Agency will meet in a regular session on Tuesday, August 10, 2021 at 3:00 P.M., P.D.S.T. at Elko City Hall, Council Chambers, 1751 College Avenue, Elko, Nevada, and by utilizing **GoToMeeting.com**.

The public can view or participate in the virtual meeting on a computer, laptop, tablet or smart phone at: <https://global.gotomeeting.com/join/650416829>. You can also dial in using your phone at **+1 (571) 317-3122**. The **Access Code** for this meeting is **650-416-829**. Comments can also be emailed to planning@elkocitynv.gov.

Attached with this notice is the agenda for said meeting of the Redevelopment Agency. In accordance with NRS 241.020, the public notice and agenda were posted on the City of Elko Website at <http://www.elkocity.com>, the State of Nevada's Public Notice Website at <https://notice.nv.gov>, and in the following locations:

ELKO CITY HALL – 1751 College Avenue, Elko, NV 89801

Date/Time Posted: August 4, 2021 2:00 p.m.

Posted by: Shelby Knopp, Planning Technician
Name Title

Shelby Knopp
Signature

The public may contact Shelby Knopp by phone at (775) 777-7160 or by email at sknopp@elkocitynv.gov to request supporting material for the meeting described herein. The agenda and supporting material is also available at Elko City Hall, 1751 College Avenue, Elko, NV, or on the City website at <http://www.elkocity.com>.

Dated this 4th day of August 2021.

NOTICE TO PERSONS WITH DISABILITIES

Members of the public who are disabled and require special accommodations or assistance at the meeting are requested to notify the City of Elko Planning Department, 1751 College Avenue, Elko, Nevada, 89801 or by calling (775) 777-7160.

Scott Wilkinson
Scott Wilkinson, Assistant City Manager

CITY OF ELKO
REDEVELOPMENT AGENCY
REGULAR MEETING AGENDA
3:00 P.M., P.D.S.T., TUESDAY, AUGUST 10, 2021
ELKO CITY HALL, COUNCIL CHAMBERS
1751 COLLEGE AVENUE, ELKO, NEVADA
<https://global.gotomeeting.com/join/650416829>

CALL TO ORDER

The agenda for this meeting of the City of Elko Redevelopment Agency (RDA) has been properly posted for this date and time in accordance with NRS requirements.

ROLL CALL

PLEDGE OF ALLEGIANCE

COMMENTS BY THE GENERAL PUBLIC

Pursuant to N.R.S. 241, this time is devoted to comments by the public, if any, and discussion of those comments. No action may be taken upon a matter raised under this item on the agenda until the matter itself has been specifically included on a successive agenda and identified as an item for possible action. **ACTION WILL NOT BE TAKEN**

APPROVAL OF MINUTES

April 27, 2021 – Regular Meeting **FOR POSSIBLE ACTION**

I. NEW BUSINESS

- A.** Review, consideration, and possible action to re-appoint the five members of the Redevelopment Advisory Council, and matters related thereto. **FOR POSSIBLE ACTION**

Per the Redevelopment Advisory Council Bylaws adopted February 14, 2017, the members of the RAC shall be appointed by the RDA annually in July. The RDA shall appoint five (5) members to the RAC board. The RAC board members shall satisfy the following criteria or have the following affiliations or associations, and shall serve without compensation: (1) a member of the RDA, (2) the president or designee of the Downtown Business Association, (3) the chairman or designee of the Arts and Culture Advisory Board, (4) one member who resides within the City of Elko incorporated boundary, and (5) one stakeholder from the redevelopment area. Lina Blohm, Jon Karr, Catherine Wines and Jeff Dalling have indicated an interest in continuing on the board. The RDA can then appoint their representative after filling the vacancy on the City Council.

- B.** Review, consideration, and possible approval of an agreement for the installation of artwork between the City of Elko and potential artists for display the of their artwork

within the downtown corridor block ends of 4th and 6th Street, and matters related thereto.
FOR POSSIBLE ACTION

At the RDA meeting on April 27, 2021, the Redevelopment Agency made a motion to continue the Block Ends Project as is, with the caveat that when it is finished instruct staff to move on with looking at the other options of the raised pedestals. This agreement is the starting point in getting the artwork and the raised pedestals to complete the block end project.

- C. Review, consideration, and possible approval of a partnership with the Downtown Business Association for a rehabilitation project of the planter areas within the corridor from 3rd Street to 7th Street, and matters related thereto. **FOR POSSIBLE ACTION**

Approximately 1996-97, the downtown corridor planters were adopted by existing businesses or families in memory of loved ones. This was a project not associated with the City of Elko. The adoption program was intended for the planters to be maintained by those individuals or businesses. Many of the businesses are no longer in business and many of the planters are in great disrepair. The DBA would like to partner with the Redevelopment Agency on the planter project for a workday of August 21, 2021. Redevelopment Advisory Council reviewed this item at their July 22, 2021 meeting but couldn't get a successful vote on the matter.

- D. Review, consideration, and possible approval to solicit bids for the NV Energy Underground Management Plan Cost Sharing Project, undergrounding utilities in the 400 Block Alley between Silver Street and Commercial Street, and matters related thereto.
FOR POSSIBLE ACTION

The RDA authorized staff to apply for the NV Energy Underground Management Plan Grant at their November 12, 2019 meeting. The grant program has been developed to assist in undergrounding power lines within Redevelopment Areas. With a full complement of underground management projects statewide, the City of Elko could expect an annual cost sharing cap of \$19,258.36 but due to the lack of other applicants within the State of Nevada for the 2021 grant cycle, the proposed contribution from NV Energy will be approximately \$58,348.00 of a total estimate of \$126,368.00. The City will have additional cost of contracting the electrical for individual service reconnection as well as the applicable tax on the project. The project cost for the City of Elko's share is expected to be under \$100,000 and therefore staff will solicit bids from three reputable companies.

II. REPORTS

A. Budget

B. Block Ends

C. Storefront Program

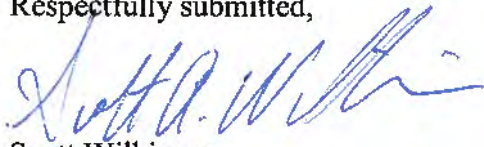
COMMENTS BY THE GENERAL PUBLIC

Pursuant to N.R.S. 241, this time is devoted to comments by the public, if any, and discussion of those comments. No action may be taken upon a matter raised under this item on the agenda until the matter itself has been specifically included on a successive agenda and identified as an item for possible action. **ACTION WILL NOT BE TAKEN**

NOTE: The Chairman or Vice Chairman reserves the right to change the order of the agenda and if the agenda is not completed, to recess the meeting and continue on another specified date and time. Additionally, the Redevelopment Agency reserves the right to combine two or more agenda items, and/or remove an item from the agenda, or delay discussion relating to an item on the agenda at any time.

ADJOURNMENT

Respectfully submitted,



Scott Wilkinson
Assistant City Manager

CITY OF ELKO
REDEVELOPMENT AGENCY
REGULAR MEETING MINUTES
3:00 P.M., P.D.S.T., TUESDAY, APRIL 27, 2021
ELKO CITY HALL, COUNCIL CHAMBERS
1751 COLLEGE AVENUE, ELKO, NEVADA
<https://global.gotomeeting.com/join/367209517>

CALL TO ORDER

The meeting was called to order by Reece Keener, Chairman of the City of Elko Redevelopment Agency (RDA).

ROLL CALL

Present: Mayor Reece Keener
Councilwoman Mandy Simons
Councilman Chip Stone
Councilman Bill Hance
Councilman Clair Morris

City Staff Present: Curtis Calder, City Manager
Scott Wilkinson, Assistant City Manager
Cathy Laughlin, City Planner
Dennis Strickland, Public Works Director
Jeff Ford, Building Official
Paul Willis, Computer IS Coordinator
Shelby Knopp, Planning Technician

PLEDGE OF ALLEGIANCE

COMMENTS BY THE GENERAL PUBLIC

There were no public comments made at this time.

APPROVAL OF MINUTES

March 23, 2021 – Regular Meeting **FOR POSSIBLE ACTION**

The minutes were approved by general consent.

I. NEW BUSINESS

- A.** Review, consideration, and possible action on the 2021 Storefront Improvement Grant Recipients and amounts allocated, and matters related thereto. **FOR POSSIBLE ACTION**

The 2021 Storefront improvement grant applications were received from January 1, 2021 to March 31, 2021. The RDA has allocated \$50,000 each year for 5 years for storefront improvement grants. The Redevelopment Advisory Council did not review the applications as their April meeting was canceled due to COVID-19. Staff has completed the review of the applications and has included the information in the staff memo.

Cathy Laughlin, City Planner, explained that normally RAC would do the rating sheets, since they are not meeting at this time, she did the reviews and the sheets were included in the agenda packet. There is one new finding since the review. It was sent out to the members this morning, as an email from the Elko County Assessor's Office that the Lamoille Power Building would be paying property taxes. It wouldn't be normal for the City to have access to someone's records if they ask for a waiver for their property taxes, so staff goes off what the County Assessor's page states. At the time the application was received, the Assessor's page stated that the Tedesco Foundation was not paying any property taxes for 2020/2021. In the staff memo, Ms. Laughlin stated that they were ineligible because of that. She retracted that comment and added that they were eligible. She wanted to go through the applications. The Star Hotel application was complete, they have not submitted for a Building Permit, and they have not started construction. The Lostra Enterprises application was complete, at the time of the memo, no construction had begun, but as of today, they had started some demo. The Tedesco Foundation application was complete; Ms. Laughlin changed her memo to state that they were eligible. Her concern with this project was that the project was permitted several months ago. The vestibule structure that is part of the grant application was part of the original permit. It was permitted, and they have started the construction, not necessarily on the vestibule, but they have prepped the area. One way to correct that is a condition that the vestibule be pulled out and permitted separately, or make a finding that no work had been done on that particular area. The Warren Building application was complete, they have not applied for a building permit, and they are not under construction. They did permit the Idaho Street frontage and the interior remodel. Many of the applicants are in the audience if there are any questions.

Mayor Reece Keener asked if any of the applicants, or representatives, had any comments.

Catherine Wines, 421 Railroad Street, representing the Tedesco Foundation as their Architect. She wanted to give a little background on the Tedesco Foundation. She stated that John Tedesco purchased the Lamoille Power Building. He lives south of the Bay Area in California. His background is in theatrical lighting. He toured with the Rolling Stones, lit Ronald Reagan when they rededicated the Statue of Liberty, and has been all over the world lighting things up. He also has an extensive historic lighting collection. He was driving through Elko in the fall of 2019 and saw the Lamoille Power Building and he thought it would be a great place to put his lighting collection. He purchased the building. It has been a long process, because Mr. Tedesco hasn't been able to travel that much. They have replaced windows and put in a new floor. Nothing that is under the building permit has been started, because of the grant. Ms. Wines told the contractor that they couldn't start until after the meeting. Mr. Tedesco is going to make a huge contribution to the community. He has already spent close to \$800,000. The project is in neighborhood of \$2 Million. That is an incredible gift to the community. Ms. Wines stated that she was upset at what had transpired over the last 24 hours. Apparently, they were told that they were going to be denied for the grant yesterday in kind of a nasty email. The tax thing wasn't true. A phone call or an email would have cleared that up weeks ago. The construction part, they have not started, and

there are several other projects that have started that were recommended. The really awful thing is the way the City of Elko has treated Mr. Tedesco, when he is giving an amazing gift.

Mayor Keener explained that staff has guidelines; they don't have the flexibility to make these decisions. They have to implement the policy that has been put in place by the Board. However, this Board can have flexibility.

Ms. Wines said an email a couple weeks ago would have been great, instead of sending it yesterday.

Mayor Keener thought all the Board members supported the projects that were in front of them. As Mayor Keener saw it, the decision they had to make, within the limited time, was if they should dip into the bank to fund them all at 100%, which would be \$25,000 each, or scale back the funding to fit within the \$50,000 budgeted amount.

Councilman Bill Hance believed they had enough that they could do all four. He thought they could afford the \$25,000 to get things going in the downtown area. The ones that have done this years prior have been a great improvement and he thought it was a good use of the money.

Councilman Clair Morris thought all four applications were warranted to go forward. He thought it was doable to do all four.

*****A motion was made by Councilwoman Mandy Simons, seconded by Councilman Clair Morris to approve \$25,000 grants for Scott Ygoa, Lostra Enterprises, LLC, Tedesco Foundation, and Dr. Todd and Marin Wendell. Noting that they were exceeding the \$50,000 previously approved this year for the Storefront Grant Program.**

**Motion passed unanimously. (5-0)*

B. Review, consideration, and possible approval or denial of Sign Permit 21-137 to be located at 225 6th St., and matters related thereto. FOR POSSIBLE ACTION

All building permits within the RDA area are required to have RDA approval. City staff does not feel that the sign meets the intent and purposes of the sign code nor the Redevelopment Plan and therefore denied the sign. The RDA must consider and approve or deny the sign as presented with testimony from the applicant.

Ms. Laughlin explained that the justification was listed in the staff memo. The applicant is present and would probably like to give testimony on their reasoning on why the sign is presented as it is.

Mike Lostra, Lostra Engineering, 930 College Ave, explained that he prepared a letter to the Agency, but in the essence of time, he said he would paraphrase what the letter stated. Mr. Lostra stated that they didn't believe that they were in violation of the Signage Code. They believed that their sign did meet the intent of the Code, even though City Staff has denied it. In an email from Ms. Laughlin to Gordy Rogers on April 12th, it was stated that a much smaller sign would be approved. The signs size, the proximity, and signaled intersections as vehicles are slowing down

were all concerns with the sign in which it had been presented by the permit applicant. Mr. Lostra pointed out that under the current adopted Sign Code there is no reference to a size of sign attached to a building. The current sign that they presented is painted letters on the side of a building. He wanted to reiterate that there was a large frontage. There are not a lot of properties in the area that have 150 feet of frontage. It is very unique in that respect and that was why they chose to go with what they presented. The other premise of that statement was that they said they felt like it was too big. They took the time and liberty to look at the total area, because in the Sign Code there is no reference to size of signs that are attached to buildings. In an email, that Mr. Lostra wrote to Ms. Laughlin he talked about the size of signage. The size of the signs that they presented on the application had a total square footage of 237 square feet. If they were to use the freestanding sign code, they would be allowed 300 square feet due to the frontage being so large. That was their argument towards the size of the sign and the proximity. They are half a City block away from the nearest signal. The sign that was proposed was painted lettering; it is not bright; it's plain; and it wouldn't impede the traffic in their opinion, due to other signage in the area. That was their argument as to why they presented it the way they did, and their justification for the size of the sign that they've presented. They feel that it meets the intent of the Code based on the different sections. He wanted to go through the sections and purpose. Sections B & C of 3-9-3, Mr. Lostra lumped together because he thought they were important. They state "B. To protect and enhance property values and create an attractive economic and business climate." and "C. To protect and enhance the physical beauty and appearance of the community." As you can see from the package, it is a dilapidated building. They are trying to upgrade it and make it better. All of that is going to enhance their surroundings. Mr. Lostra didn't think that the sign impeded on that. They didn't think Section 'E' applied to them, because it is referring to a freestanding sign. They also didn't believe section 'D' applied either.

Ms. Laughlin explained there were several staff members who denied the permit. It wasn't just the Planning and Zoning Department. The interpretation of the code is opinion, but signs can be visual clutter and they can enhance or distract from the property. Staff took the 40' long by 7' high proposed sign and implemented it on the modular building in the back. The sign takes up over 60% of the building. It is very large. It is opinion when staff is reading the Vision code, the RDA plan, and the City code when they are evaluating all the applications within the Redevelopment Area. That is why it is in front of the Agency for their decision.

Mayor Keener said he had a chance to look at the application and Mr. Lostra's letter. It is not forbidden in the way that Mayor Keener read the guidelines. As far as he was concerned, it was a lot better than what they've been looking at for a generation down there. Mayor Keener stated that his position was in favor of the application. He wanted to hear from the other board members

Councilwoman Simons said she didn't care if Mr. Lostra painted the name of his business on his building, she thought that was a perfectly appropriate thing to do.

Councilman Chip Stone asked if the letters would be lit. (No) He said he saw why there was a conflict, but he said he would rather look at the sign than peeling paint.

Councilman Morris thought it would look a lot better than what it looks like now, and it would be an improvement.

*****A motion was made by Councilwoman Mandy Simons, seconded by Councilman Chip Stone to approve Sign Permit 21-137 to be located at 225 6th Street.**

****Motion passed unanimously. (5-0)***

- C. Review, consideration, and possible direction to staff to deduct the plaza areas from the current Block Ends Project contract, pending a redesign of those areas dedicating them to art display use only, and matters related thereto. **FOR POSSIBLE ACTION**

The RDA, at the May 21, 2019 meeting, moved to approve the design of Phase 1, Project 3 Block Ends Project and to have an added alternate for hardscaping areas on 4th & 6th Street with raised concrete pedestals. Staff did not have any information for minimum design standards necessary to include an added alternate in the proposed contract, currently under construction. Staff presented the current design with plaza areas consistent with the approved 30% design and to be utilized as potential public gathering areas consistent with the goals and objectives presented in the RDA and Vision plans. Staff believes the plaza areas could be converted to art display areas when additional information supporting the appropriate pedestal design is available. As an example, the latest art piece installed at the airport has a footing that is reinforced and 8' deep.

Ms. Laughlin explained that staff brought this to the Agency originally in 2019. The design was worked on for over year, and the Agency saw it a few times throughout the design process. The Agency approved the project as designed, the project went out to bid, it was awarded, and now it is under construction. It was brought to City to have a change in the scope of work to add the art pedestals. The reason it wasn't in the original design was that staff didn't have information on the art that would be installed. There is not an agreement with the Burning Man Art at this time. Ms. Wines has been in communication with them, and we are hoping to have some type of an agreement to bring to City Council. When staff was getting approval on the plans and putting the project out to bid, they didn't have that information. Therefore, the project was bid without the art pedestals. The project is currently under construction as designed without the art pedestals. If we were to come back and add that at this point, staff believes that it would be a material amendment. We don't have unit pricing on the current bid from MKD Construction for an 18" high solid concrete pedestal. Once a public works project has been awarded, we can't go in and change the scope of work on a project. This wouldn't be considered a change order. A change order would be if a storm drain under 4th Street needed to be replaced. It would be a material amendment to design something for the art pieces, come in, and build them. What staff is proposing and recommending is that the project continues as designed. There will be a savings of \$7,500 if it is deducted. Staff is recommending that we do not deduct that and the project continues as designed, the plaza areas are built, add the benches, and see if anyone uses them. We can utilize the space until we have an agreement with Burning Man Art and have answers to the questions. Some of the questions staff has are: Who is going to pay for the art to be transferred to Elko; who is going to install it; who is liable for the art once it's installed. There are a lot of questions about the specifics of the art work. It is a great concept, but nothing in front of us has been approved. Once there is an agreement and some of the questions are answered then, we can design and build the pedestals. Let's not stop, or delay the project now.

Ms. Wines stated that there was no conversation. There is an Arts and Culture Advisory Board. There were originally pedestals in the design and then all of the sudden there are no pedestals. There was no communication at all with the Arts and Culture Board, which is dumb because that's what the Board is for. Ms. Wines explained that she didn't realize there weren't pedestals until she was driving down Railroad Street and she spoke to Mr. Thibault. He explained that they were just plazas. That doesn't work for any art. They were told that the boots would be strong enough and they weren't. The boots were only \$1,500; the stuff we would be getting from burning man, the cheapest piece is around \$40,000. We can't take that kind of risk. The reason there is no parameters for a specific design is that the idea would be that the art is changed out all the time. There won't just be one piece for 20 years. There are many art pieces available. There are a couple different companies willing to throw the pieces on a truck if there is space. There was just no communication about all of this. Ms. Wines understood that staff didn't want to stop the project now. To build plazas right now would be dumb. If you have to leave something out, just leave the whole thing out. To do the plazas, come back in a year and tear them out would be a waste of money. If we don't have things ready to go today, just leave the whole thing out. It would be ideal to raise the entire half circle up and have that as a place to put any number of pieces of art that will be switched out. They will all mount differently. Ms. Wines stated that she had several conversations with the people that are in the art department at Burning Man. All of the pieces are on a rotation in Reno, Fernley, and Fallon. Burning Man has been trying to get Elko involved for about five years. The notion that no one knows what's going on had Ms. Wines thinking that no one was listening. Her suggestion was if they couldn't do the pedestals now then leave them out, because it would be waist to put in the plazas and tear them out. She stated that they would be happy to work with staff on what the design of the pedestals should be.

Councilwoman Simons thought that when the design was first presented that there would just be a generic pedestal and the art would just have to fit on it. They would have to find pieces that would fit on the pedestals to rotate. She asked if it was possible to build a generic pedestal.

Ms. Wines explained that not all of the art pieces would fit on what was proposed. They would have to find a piece that would fit.

Mayor Keener asked how high the proposed pedestal would be.

Ms. Wines thought 18", because it would provide a place to sit. The Psychology of protecting art is if it is raised then that says don't cross. If it were on ground level, it wouldn't meet ADA Code. If it is raised then it doesn't impede on travel, and it gives an unwritten rule not to cross.

Councilman Stone asked if there was a cost for the art.

Ms. Wines said she found out a couple days ago that it wouldn't be a contract with Burning Man; it would be a contract with the individual artists. The costs would be up to the artists. Some of them do it for free, and some would charge to lease it. Burning Man recommends a two-year lease or a two-year agreement, because Elko is a little further away.

Councilman Stone asked if the City would be responsible if the art is lost, stolen, or defaced.

Ms. Wines thought that the artist should have their own insurance. Those deals can also be worked out. The Convention Center and the ECVA has expressed interest in helping to pay, if there is a cost.

Scott Wilkinson, Assistant City Manager, thought they were finding out with this discussion that the agreement was not going to be with Burning Man and it would be with individual artists and other things. He thought they would be looking at different agreements with each individual artist, which would take time. Back to what we are going to build. We don't really know what the minimum would be. He thought there would have to be some rebar to hold a monolithic pour together. He thought there would also need to be some additional rebar depending on the minimum weight that needed to be supported. They will need to be anchored. Mr. Wilkinson thought more important than anything was that there would need to be agreements going to the City Council on who is responsible for what. There are a lot of moving parts to considering this. In the meantime, if the plazas are built the cost is minimal, it provides a public space, and depending on how this shakes out you might have one or two pieces of art in place within 6 months or a year. There may be additional pieces that are installed the following year. If the pieces are to be rotated out, we will be going through an agreement process with every artists, which may or may not shake out over time. Mr. Wilkinson thought it was something for the RDA to consider to keep moving forward. If the work isn't done, there will be a bare spot, because there won't be any landscaping due to the irrigation being designed around the current design. Then there will be weeds growing in there and we will have complaints about the weeds. Mr. Wilkinson thought Ms. Laughlin had a good recommendation to continue forward with the project until we get into the details on what we're going to do. This is all very cool stuff, we should pursue it, but Mr. Wilkinson thought they needed a little time to do it.

Mayor Keener asked Mr. Thibault what the ballpark cost would be to put an 18" pedestal in each plaza area.

Bob Thibault, Civil Engineer, said he had never priced anything like that, but he had run some rough numbers and thought it would cost around \$50,000 to add the pedestals to the current contract. He thought they might be \$5,000 to \$10,000 each, but then again he didn't know what they were trying to design. That was the problem from the start. He said his first time hearing of the rotating art was a couple of weeks ago when he ran into Ms. Wines. His first thought was that he didn't know what the pieces of art were, so he couldn't design anything. He suggested putting in a concrete sidewalk, which is the least expensive thing that could be done, as a placeholder. Assuming they would have to pour in a foundation and remove some concrete to put in whatever is needed for each individual piece of art.

Mayor Keener asked if the way the existing work was being formed if it was in a circle now. So if in the future they wanted to put in a pedestal that it could be easily dismantled without having to cut concrete.

Mr. Thibault explained that what is proposed right now is a semi-circle of 4" thick concrete, which is fairly easy to remove.

Mr. Wilkinson added that the other question that comes up is, depending on the type of structure, whether a building permit will need to be pulled. We don't know the answer to that today. That

may be something that might come up in the future depending on the specifications of the pedestals.

Councilman Stone stated that he loved the idea of art, but he was on board with what Ms. Laughlin was recommending. We are at this point now, finish it, get it done, the public will enjoy it, and as the details are worked out install the pedestals later.

Councilwoman Simons said she was fine with that, but she thought they needed to go forward with this plan, because that was what they approved. It's fine if they want to finish this, but then they needed to start the process of adding the pedestals.

Councilman Stone said they could start figuring out what the pedestal would be.

Councilwoman Simons thought there was a standard from other cities. Then the art pieces will have to work with the pedestals that are installed.

Mayor Keener asked if Councilwoman Simons wanted to go forward with the existing design.

Councilwoman Simons said yes, but know that we will be back soon to install the pedestals.

Councilman Morris agreed with Councilwoman Simons. He thought they needed to follow what staff has recommended and get the project done, and then they could go from there.

*****A motion was made by Councilman Chip Stone, seconded by Councilman Clair Morris to continue the Block Ends Project as is, with the caveat that as it is finished instruct staff to move on with looking at the other options of the raised pedestals.**

****Motion passed unanimously. (5-0)***

After the motion, but before the vote Mike Lostra commented that a lot of the art pieces already have engineering. They have designed them before, where they already had them. That might speed the process up with the foundations.

***** The board then voted on the motion.**

II. REPORTS

A. Budget

Ms. Laughlin went over the budget report in the packet.

B. NV Energy Lighting in Corridor

Ms. Laughlin wanted to report on the grant program for undergrounding the power lines on the 400 Block. Staff has been working with NV Energy on this for some time. The last meeting they had was in November of 2020. At that time they stated that they needed an easement from Stockmen's for the parking lot portion to finalize it. A couple transformers needed to be on an easement. After that, they would be getting contracts and getting the

project underway. Staff was hoping to be under construction at the same time the water and sewer project was happening, but we haven't heard anything. Ms. Laughlin reached out to NV Energy again last week. It refreshed their memory and they immediately got ahold of Stockmen's and got the easements signed. An email from Mr. Carson this morning stated with the UMP program being new and the City's project being amongst the first to go in in Northern Nevada, they experienced a delay in updating the contract language. They have been working closely with their legal team on the correct language. This is in the final step of resolution and we expect to have a contract out to you by the end of the week. I will keep you updated with any changes, in addition the easement was signed by Stockmen's and returned to the Lands Department. Their Lands Department just has to finalize the design, the City will have to get some bids on it, and install the conduit. The City is responsible for all the new meters on all the buildings. We are anxious to find out on the contract how much they are going to give us in the grant. We don't have a dollar amount yet. From that scope of work then we will be able to put some engineer's estimates on what the City's cost for the project will be.

Mayor Keener asked where things were at with the water line project on the 400 block.

Ms. Laughlin explained that the project would be starting May 10th and should be done by June 10th. Great Basin Engineering was awarded the contract.

Mayor Keener asked what the latest was on the lighting in the downtown corridor.

Ms. Laughlin stated that she reached out to Dave again. He stated that if the City felt like it wasn't adequate that they would attempt to take down a few of the lenses to see if that would improve the lighting. He was also going to get a cost estimate on a lens replacement.

Dennis Strickland, Public Works Director, said there was a light that got ran into. The whole light pole standard got hit and they discovered that the lens covers were plastic. That is part of the problem. Mr. Strickland said his department had been trying to do some legwork for NV Energy to see if they can find a replacement head. There is nothing, they are totally obsolete.

There was further discussion on the lens covers for the lights in the corridor.

Mayor Keener asked Mr. Thibault what the status was on engaging with Yesco on the repair of the LEDs on the Centennial tower.

Mr. Thibault explained that they had all been repaired.

COMMENTS BY THE GENERAL PUBLIC

There were no public comments made at this time.

NOTE: The Chairman or Vice Chairman reserves the right to change the order of the agenda and if the agenda is not completed, to recess the meeting and continue on another specified date and time. Additionally, the Redevelopment Agency reserves the right

to combine two or more agenda items, and/or remove an item from the agenda, or delay discussion relating to an item on the agenda at any time.

ADJOURNMENT

There being no further business, the meeting was adjourned.

Mayor Reece Keener, Chairman
Redevelopment Agency

City of Elko Redevelopment Agency
Agenda Action Sheet

1. Title: Review, consideration, and possible action to re-appoint the five members of the Redevelopment Advisory Council, and matters related thereto. **FOR POSSIBLE ACTION**
2. Meeting Date: **August 13, 2019**
3. Agenda Category: **NEW BUSINESS**
4. Time Required: **5 minutes**
5. Background Information: **Per the Redevelopment Advisory Council Bylaws adopted February 14, 2017, the members of the RAC shall be appointed by the RDA annually in July. The RDA shall appoint five (5) members to the RAC board. The RAC board members shall satisfy the following criteria or have the following affiliations or associations, and shall serve without compensation: (1) a member of the RDA, (2) the president or designee of the Downtown Business Association, (3) the chairman or designee of the Arts and Culture Advisory Board, (4) one member who resides within the City of Elko incorporated boundary, and (5) one stakeholder from the redevelopment area. Lina Blohm, Jon Karr, Catherine Wines and Jeff Dalling have indicated an interest in continuing on the board. The RDA can then appoint their representative after filling the vacancy on the City Council.**
6. Budget Information:
 Appropriation Required: **N/A**
 Budget amount available: **N/A**
 Fund name: **N/A**
7. Business Impact Statement: **Not Required**
8. Supplemental Agenda Information:
9. Recommended Motion: **Pleasure of the Agency**
10. Prepared By: **Cathy Laughlin, Redevelopment Manager/City Planner**
11. Committee/Other Agency Review:
12. Agency Action:
13. Agenda Distribution:

Shelby Knopp

From: Cathy Laughlin
Sent: Thursday, July 29, 2021 9:28 AM
To: catherine r6studio.com
Cc: Shelby Knopp
Subject: RE: RAC Reappointment

Follow Up Flag: Follow up
Due By: Tuesday, August 3, 2021 10:00 AM
Flag Status: Flagged

Thanks

Cathy Laughlin
City Planner

(775)777-7160 ph
(775)777-7219 fax
claughlin@elkocitynv.gov

City of Elko
1751 College Avenue
Elko, NV 89801

From: catherine r6studio.com [mailto:catherine@r6studio.com]
Sent: Thursday, July 29, 2021 9:23 AM
To: Cathy Laughlin <claughlin@elkocitynv.gov>
Cc: Shelby Knopp <sknopp@elkocitynv.gov>
Subject: RE: RAC Reappointment

I would like to be considered for reappointment.

Thank you,
Catherine Wines, Architect

R6STUDIO

Architecture & Planning
Elko, Nevada
O775.738.7829
F775.738.7817
www.R6STUDIO.com

From: Cathy Laughlin <claughlin@elkocitynv.gov>

Sent: Wednesday, July 28, 2021 12:32 PM

To: Jon Karr <jkarr@elkocountynv.net>; telescopelanes@frontiernet.net; jcdalling@hotmail.com; catherine r6studio.com <catherine@r6studio.com>; lina@cbelko.com; linab@citlink.net

Cc: Shelby Knopp <sknopp@elkocitynv.gov>

Subject: RAC Reappointment

RAC members,

I have an RDA meeting scheduled for 8/10 and the RAC bylaws read that the RDA is to reappoint the RAC members every July but since I didn't have an RDA meeting in July, we are doing this in August. Please reply only to Shelby and myself if you would like to have the RDA reappoint you to serve on the RAC for one more year.

Thanks,

Cathy Laughlin
City Planner

(775)777-7160 ph
(775)777-7219 fax
claughlin@elkocitynv.gov

City of Elko
1751 College Avenue
Elko, NV 89801

Shelby Knopp

From: Cathy Laughlin
Sent: Thursday, July 29, 2021 10:39 AM
To: Shelby Knopp
Subject: FW: RAC

Follow Up Flag: Follow up
Due By: Tuesday, August 3, 2021 10:00 AM
Flag Status: Flagged

Cathy Laughlin
City Planner

(775)777-7160 ph
(775)777-7219 fax
claughlin@elkocitynv.gov

City of Elko
1751 College Avenue
Elko, NV 89801

-----Original Message-----

From: jeff dalling [mailto:jcdalling@hotmail.com]
Sent: Thursday, July 29, 2021 10:38 AM
To: Cathy Laughlin <claughlin@elkocitynv.gov>
Subject: RAC

I would like to be considered for reappointment to the RAC

Jeff Dalling

Shelby Knopp

From: Cathy Laughlin
Sent: Friday, July 30, 2021 10:40 AM
To: Shelby Knopp
Subject: FW: RAC Reappointment

Follow Up Flag: Follow up
Due By: Tuesday, August 3, 2021 10:00 AM
Flag Status: Flagged

Cathy Laughlin
City Planner

(775)777-7160 ph
(775)777-7219 fax
claughlin@elkocitynv.gov

City of Elko
1751 College Avenue
Elko, NV 89801

From: telescopelanes@frontiernet.net [mailto:telescopelanes@frontiernet.net]
Sent: Friday, July 30, 2021 10:39 AM
To: Cathy Laughlin <claughlin@elkocitynv.gov>
Cc: 'Garret Kamps' <garret.kamps@gmail.com>
Subject: RE: RAC Reappointment

Cathy,
Unless Garret and the board for the DBA changes their mind I will still be the representative for the DBA on the RDA board.

Thank you
Jon Karr

From: Cathy Laughlin <claughlin@elkocitynv.gov>
Sent: Wednesday, July 28, 2021 12:32 PM
To: Jon Karr <jkarr@elkocountynv.net>; telescopelanes@frontiernet.net; jcdalling@hotmail.com; catherine r6studio.com <catherine@r6studio.com>; lina@cbelko.com; linab@citlink.net
Cc: Shelby Knopp <sknopp@elkocitynv.gov>
Subject: RAC Reappointment

RAC members,
I have an RDA meeting scheduled for 8/10 and the RAC bylaws read that the RDA is to reappoint the RAC members every July but since I didn't have an RDA meeting in July, we are doing this in August. Please reply only to Shelby and myself if you would like to have the RDA reappoint you to serve on the RAC for one more year.
Thanks,

Cathy Laughlin
City Planner

(775)777-7160 ph
(775)777-7219 fax
claughlin@elkocitynv.gov

City of Elko
1751 College Avenue
Elko, NV 89801



Virus-free. www.avast.com

Shelby Knopp

From: (null) Coldwell Banker <linab@citlink.net>
Sent: Friday, July 30, 2021 10:06 AM
To: Shelby Knopp
Subject: Re: RAC Reappointment

Follow Up Flag: Follow up
Due By: Tuesday, August 3, 2021 10:00 AM
Flag Status: Flagged

Hi Shelby and Cathy, yes, I am interested in being reappointed to the RAC Committee for the upcoming year. Please confirm your receipt of this. Sorry for the delay as we have had some computer glitches!

Warm regards,
Lina

Sent from my iPhone

On Jul 16, 2021, at 11:13 AM, Shelby Knopp <sknopp@elkocitynv.gov> wrote:

Good Morning,
Attached is the agenda for the July 22nd Redevelopment Advisory Council Meeting.
Please let me know if you have any questions, or would like any additional information on any of the agenda items.

Thank you!

Shelby Knopp
Planning Technician
City of Elko
Planning Department
Ph (775) 777-7160
FX (775) 777-7219

<07-22-21 RAC Agenda.pdf>

City of Elko Redevelopment Agency
Agenda Action Sheet

1. Title: **Review, consideration, and possible approval of an agreement for the installation of artwork between the City of Elko and potential artists for display the of their artwork within the downtown corridor block ends of 4th and 6th Street, and matters related thereto. FOR POSSIBLE ACTION**
2. Meeting Date: **August 10, 2021**
3. Agenda Category: **NEW BUSINESS**
4. Time Required: **20 minutes**
5. Background Information: **At the RDA meeting on April 27, 2021, the Redevelopment Agency made a motion to continue the Block Ends Project as is, with the caveat that when it is finished instruct staff to move on with looking at the other options of the raised pedestals. This agreement is the starting point in getting the artwork and the raised pedestals to complete the block end project.**
6. Budget Information:
 Appropriation Required: **N/A**
 Budget amount available: **N/A**
 Fund name: **Redevelopment Agency**
7. Business Impact Statement: **Required / Not Required**
8. Supplemental Agenda Information **Installation of Artwork Agreement**
9. Recommended Motion: **Move to accept the Agreement for the Installation of Artwork and grant staff the authority to negotiate with each artist up to \$10,000.00 for potential multi-year display of their artwork in the downtown corridor block ends.**
10. Prepared By: **Cathy Laughlin, Redevelopment Manager / City Planner**
11. Committee/Other Agency Review:
12. Agency Action:
13. Agenda Distribution:

AGREEMENT FOR THE INSTALLATION OF ARTWORK

This Agreement for the Installation of Artwork (the “Agreement”) is made and entered into this _____ day of _____, 20____ (hereinafter the “Effective Date”), by and between the **CITY OF ELKO**, a municipal corporation and political subdivision of the State of Nevada (hereinafter the “CITY”), and:

(hereinafter the “ARTIST”), for the installation, maintenance and display of the following artwork:

(hereinafter the “ARTWORK”) on property owned by the CITY at the following location(s):

R E C I T A L S

WHEREAS, ARTIST holds the rights to install, maintain, repair, display, control and perform related functions relating to the ARTWORK; and

WHEREAS, ARTIST desires to display the ARTWORK in a public location on CITY-owned property to enhance the arts and culture in the CITY; and

WHEREAS, the CITY desires to display the ARTWORK in the location described in this Agreement while reserving and maintaining all of the CITY’S proprietary rights for other uses of the area upon the terms and conditions contained in this Agreement;

NOW, THEREFORE, for good and valuable consideration and based upon the foregoing recitals, which are incorporated herein by this reference, and subject to all terms and conditions of this Agreement, the CITY and the ARTIST agree as follows:

1. AUTHORITY: The ARTIST unconditionally represents, warrants and guarantees:

1.1 That the ARTIST has full rights and permission from any other person or entity which has an interest in the ARTWORK, including but not limited to any copyright and other legal rights to install, maintain, repair, display and/or control the ARTWORK; and

1.2 That the ARTIST will not utilize any protected patent, trademark or copyright relating to the ARTWORK unless the ARTIST has obtained proper permission and all licenses, releases and other documentation needed to protect the CITY from a claim based on the violation of copyright or other legal rights to the ARTWORK or any component thereof.

2. INSTALLATION: The ARTIST shall, at its own risk and expense, transport and install the ARTWORK and shall abide by the following requirements:

2.1 The ARTWORK shall be installed at the location identified above. If a parcel is identified above, the CITY shall identify the specific location on the parcel for installation.

2.2 The ARTIST, or any person utilized by the ARTIST (such as an employee or contractor) shall install the ARTWORK in accordance with all applicable laws, regulations, ordinances, resolutions and codes, and consistent with standards of skill provided by highly competent professionals who perform work of a similar nature to the work described in this Agreement. The ARTIST shall consult with the CITY regarding all aspects of ARTIST'S performance under this Agreement, to include the timing of the installation. The ARTIST shall ensure that the ARTWORK is safely installed in a manner compatible with the existing foundation.

2.3 Should any deficiency in the installation of the ARTWORK be brought to the ARTIST'S attention by the CITY at any time, the ARTIST shall promptly rectify the deficiency at its sole expense.

2.4 The ARTIST shall coordinate and perform the installation in a manner and time so as not to cause conflict or interfere with any of the CITY'S operations, or its construction, or maintenance activities, including but not limited to any permitted special events.

2.5 The ARTIST shall, in connection with its performance under this Agreement, promptly perform such clean up on the CITY'S property as is necessary to return the property to its prior condition or as may be reasonably requested by the CITY.

2.6 The CITY may require the ARTIST to take reasonable measures for the protection of the public should a concern arise relating to the CITY'S exposure to liability in relation to the ARTWORK. The CITY shall notify the ARTIST in writing should such a concern arise and the ARTIST may either perform the requested reasonable measures, or if ARTIST is unable to do so for any reason, the CITY may terminate this Agreement upon thirty (30) days' written notice to the ARTIST. If the ARTIST has not responded to the CITY'S request for

removal in thirty (30) days, the CITY may remove and store the ARTWORK. Except as otherwise provided herein, the ARTIST may reclaim the ARTWORK by paying CITY its costs of removal and storage. Notwithstanding the foregoing, if the ARTWORK is not removed from storage by the ARTIST in accordance with the requirements of this Section within ninety (90) days of the CITY'S request for removal, title to the ARTWORK shall automatically transfer to the CITY.

3. TERM:

3.1 This Agreement shall become effective upon execution by both parties.

3.2 The parties shall exercise their best efforts to have the ARTWORK installed at the agreed location on or before _____, 20____, or as soon after thereafter as practicable employing good faith efforts.

3.3 The ARTWORK shall be on display at the agreed location for twenty-four (24) months with the option to extend the foregoing term for an additional ____ months upon mutual agreement of the parties.

4. MAINTENANCE AND REPAIR: The ARTIST shall be responsible, at its sole expense, for the inspection, maintenance, and repair of the ARTWORK. All inspection, maintenance and repair activities shall comply with the following requirements:

4.1 The ARTIST shall inspect the ARTWORK for structural integrity, broken pieces, and any other defect which reasonably may affect the safety of the ARTWORK;

4.2 Upon discovering any defect upon inspection or upon receipt of notice of defect, the ARTIST shall promptly repair any defect which could cause loss or damage to the ARTWORK or injury to persons or property; and

4.3 Within forty-eight (48) hours of receiving notice of any graffiti on the ARTWORK, the ARTIST shall remove any graffiti from the ARTWORK.

5. DISCLAIMERS AND REMOVAL OF LIENS: The CITY shall not be responsible for installing, inspecting, maintaining, repairing or removing the ARTWORK. The CITY shall not be responsible for any damage to the ARTWORK caused by any third party. The ARTIST shall not seek to hold the CITY responsible, in any manner, for claims made by third parties, including but not limited to personal injury or property claims in connection with the ARTWORK in any manner whatsoever, to include claims arising out of the ARTIST'S installation, inspection, maintenance, repair or removal of the ARTWORK. The ARTIST shall immediately remove any liens placed upon the ARTWORK. In the event the ARTIST fails to immediately remove a lien, the CITY may cause the lien to be removed by payment of the party claiming the lien or as otherwise allowed by law, and the ARTIST shall immediately reimburse the CITY for any amounts incurred in removing the lien.

6. CITY OBLIGATIONS: The CITY agrees to perform the following duties:

6.1 The CITY shall provide reasonable access to CITY property for ARTIST to perform its obligations under this Agreement.

6.2 The CITY shall not intentionally damage, alter, modify, change or relocate the ARTWORK without obtaining the ARTIST'S prior written consent, unless the immediate modification or relocation of the ARTWORK is determined by the CITY to be necessary for public safety, the protection of persons or property, or as otherwise provided in this Agreement, in which event the CITY will promptly confer with the ARTIST after modification or relocation to discuss how best to resolve the underlying issue. If a resolution is not reached, the parties may proceed as set forth in this Agreement.

6.3 The CITY will pay the ARTIST as follows:

6.3.1 \$_____ to be paid upon completion of installation.

6.3.2 If the parties mutually agree to extend this Agreement for an additional _____-month period after the initial term, the CITY will pay the ARTIST an additional \$_____, to be paid upon execution of the extension of this Agreement by both parties.

6.3.3 \$_____ to be paid upon completion of removal of the ARTWORK, unless this Agreement is terminated due to a breach by the ARTIST, in which event ARTIST shall be entitled to no additional compensation.

7. PHOTOGRAPHIC DEPICTIONS: The ARTIST represents that it has all rights needed to grant, and hereby does grant to the CITY, a license to reproduce and distribute photographic or other depictions of the ARTWORK in a non-commercial manner. For the purpose of the foregoing limitation, the photographic or other depiction of the ARTWORK on materials designed to market or promote the CITY, or any other function or property of the CITY, shall be deemed to be a non-commercial use. The presence of the ARTWORK on CITY property is intended to become a recognizable landmark or feature of the CITY and for this reason, any depiction of the ARTWORK intended to provide a setting in film or television and thereby promote the CITY as a result of said depiction shall be considered non-commercial use.

8. TERMINATION AND REMOVAL:

8.1 This Agreement shall terminate on _____, 20____, unless terminated earlier pursuant to this Agreement or extended by mutual agreement

of the parties.

8.2 In the event the CITY determines that it is or may be exposed to liability due to the ARTWORK, to include the presence of the ARTWORK on CITY-owned property, the CITY may terminate this Agreement by providing thirty (30) days' written notice to the ARTIST.

8.3 In the event of damage to the ARTWORK requiring repair that costs in excess of \$_____, the ARTIST may terminate this Agreement by providing thirty (30) days' written notice to the CITY.

8.4 The CITY may terminate this Agreement for any reason by providing ninety (90) days' written notice to the ARTIST.

8.5 The parties may terminate this Agreement by mutual written consent, subject to approval by the Elko City Council.

8.6 On or before the termination date, regardless of the reason for termination, the ARTIST shall, at its own expense, remove the ARTWORK from CITY-owned property. The CITY shall grant reasonable extensions of time if removal cannot be timely performed through no fault of the ARTIST. Should the ARTIST fail to timely remove the ARTWORK, the CITY may, in its sole discretion, remove and store the ARTWORK. The ARTIST shall be responsible for prompt reimbursement of the CITY'S reasonable costs for such removal and subsequent storage.

8.7 In removing the ARTWORK, the ARTIST shall leave the display foundation and the CITY'S property clean and in as good condition as before the installation, reasonable wear and tear excepted.

8.8 The duties set forth in this Agreement relating to removal, insurance and indemnification shall survive termination of this Agreement.

9. INSURANCE AND RISK OF LOSS:

9.1 The ARTIST shall maintain its own insurance policy protecting the ARTWORK during the installation, display period and removal from CITY property. The CITY will not provide insurance coverage for any risk pertaining to the ARTWORK. Any person responsible for the installation and/or removal of the ARTWORK shall provide the CITY with certificates of insurance evidencing coverage against bodily injury and property damage, with limits of \$1 million per occurrence/\$2 million in the aggregate; \$1 million commercial auto coverage; and Nevada workers compensation coverage (or employer's liability coverage) covering all employees for no less than the amount required by law. If the ARTIST cannot reasonably provide insurance that satisfies these requirements, then the ARTIST shall submit to the CITY documentation of any relevant insurance coverage the ARTIST can provide and the CITY will determine, in its sole discretion, whether the coverage is acceptable. In the event the ARTIST is unable to obtain insurance coverage that is acceptable to the CITY, this Agreement

may be immediately terminated by the CITY and the ARTIST shall refund to CITY any amount that has been paid to the ARTIST at the time of termination.

9.2 The ARTIST shall be responsible for any damages caused to the ARTWORK by exposure to the elements, vandalism or any other impacts of being exhibited outdoors in public. If the CITY determines that the ARTWORK is damaged due to the sole negligence or willful misconduct of the CITY, the CITY shall pay, and the ARTIST agrees to accept in full satisfaction of any claim for damages against the CITY, the amount to repair the damages to the ARTWORK up to the "Estimated Insured Value," defined as the maximum amount that an insurance company licensed or certified by the Nevada Division of Insurance will pay if the ARTWORK is deemed a constructive or actual total loss. The CITY will not make any payment under this Section unless the ARTIST furnishes the CITY with an appraisal performed by a qualified appraiser that provides a documented basis for determining the Estimated Insured Value.

9.3 The ARTIST assumes all risk of loss due to fire or other casualty during the term of this Agreement.

9.4 The ARTIST is responsible for any damage to CITY property caused by ARTIST'S performance under this Agreement.

10. INDEMNIFICATION:

10.1 Neither the CITY nor its officers or employees shall be responsible or liable for any debt, action, obligation, negligence or liability committed or incurred under this Agreement by the ARTIST. The ARTIST agrees to indemnify, defend, release and hold harmless the CITY, its officers and employees, and each of them, from and against any and all claims, liabilities, and damages of any kind, including reasonable attorney fees, expert fees and litigation costs arising from or relating to any personal injury, death or property damage incurred in the performance of this Agreement or caused in whole or part by ARTIST or any of its officers, employees, agents or subcontractors; provided, the foregoing does not apply to liability or damages arising from the sole negligence or willful misconduct of the CITY, its officers, agents, or employees. The CITY may, in its sole discretion and at its sole expense, participate in the defense of any claim against the CITY or its officers or employees. This Section does not waive, and the CITY intends to assert, all common law and statutory defenses and immunities available to it or its officers or employees, including those in NRS Chapter 41.

10.2 The ARTIST agrees to release, indemnify and hold harmless the CITY and its officers and employees from any and all claims, damages, suits, costs, expenses, liabilities, actions or proceedings of any kind resulting from the performance of this Agreement that infringe upon any patent, trademark or copyright that is protected by law.

10.3 If any claim asserting liability occurs in connection with the performance of this Agreement or in relation to the ARTWORK, the ARTIST shall immediately notify the

Elko City Manager by telephone, followed by providing copies of all claims information and documentation within ten (10) calendar days of notice of the occurrence or claim.

11. COMPLIANCE WITH LAW:

11.1 The ARTIST shall comply with all applicable federal, state and local laws, ordinances, executive orders and regulations, including but not limited to those prohibiting discrimination. In the event any performance due under this Agreement is subject to Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. ("Title VI"), the ARTIST agrees, if requested, to furnish the CITY with a copy of its Title VI policy. The ARTIST agrees that it will not discriminate against any employee or applicant for employment for work under this Agreement on the basis of race, color, religion, gender, age, national origin, creed, marital status or the presence of any sensory, mental or physical handicap in employment or application for employment or in the administration or implementation of this Agreement.

11.2 The ARTIST shall comply with Title I and Title II of the Americans with Disabilities Act, as amended, regarding nondiscrimination on the basis of disability in employment and in state and local government services in the course of providing any services funded in whole or in part by the CITY.

12. INDEPENDENT CONTRACTOR: The parties agree that the ARTIST is an independent contractor, that neither the ARTIST nor any of its agents or employees is a CITY employee, and that there shall be no:

- 12.1 Withholding of income taxes by the CITY;
- 12.2 Industrial insurance provided by the CITY;
- 12.3 Participation in group insurance plans which may be available to employees of the CITY;
- 12.4 Participation or contributions by either the ARTIST or the CITY to any public employee retirement system for the ARTIST or any of its officers, employees, or agents;
- 12.5 Accumulation of vacation leave or sick leave; or
- 12.6 Unemployment compensation coverage provided by the CITY if the requirements of NRS 612.085 for independent contractors are met.

13. ASSIGNMENT: This Agreement shall not be assigned, delegated, transferred, or otherwise encumbered under any circumstances by either party without the prior written consent of the other party.

14. ALL PRIOR AGREEMENTS SUPERSEDED: This document is the entire agreement between the parties with respect to the subject matter hereof and incorporates and includes all prior negotiations, correspondence, conversations and agreements. There are no commitments, agreements or understandings concerning the subject matter of this Agreement that are not contained in this Agreement. Accordingly, the parties agree that no deviation from the terms hereof shall be predicated upon any prior representations or agreements not contained herein, whether oral or written.

15. MODIFICATIONS: No modification, amendment or alteration of the terms or conditions contained herein shall be effective unless contained in a written document executed by the parties hereto.

16. TIME: The parties recognize that time is of the essence in the performance of the provisions of this Agreement.

17. WAIVER: Waiver of a breach of any provision of this Agreement shall not be deemed a waiver of any other or subsequent breach and shall not be constructed to be a modification of the terms of the Agreement.

18. PREVAILING PARTY: Should either party be required to enforce or interpret the terms and conditions of this Agreement through legal process, the prevailing party shall be entitled to an award of reasonable attorney fees and costs.

19. INTERPRETATION: Each party to this Agreement has had an opportunity to review the Agreement, and to consult with its respective legal counsel regarding the meaning of the Agreement. Accordingly, this Agreement shall not be construed in favor of or against any party solely by reason of one party having drafted all or any part of this Agreement.

20. GOVERNING LAW AND VENUE: This Agreement shall be governed by the laws of the State of Nevada. Any litigation between the parties concerning or arising out of this Agreement shall be filed and maintained in a court of competent jurisdiction located in Elko County, Nevada.

21. NOTICES: All notices and other communications required or permitted under this Agreement shall be in writing and may be delivered by hand, facsimile transmission with verification of receipt, or by United States mail, UPS or FedEx, with postage prepaid and return receipt requested or with delivery tracking, addressed to the respective parties as follows:

CITY:

Elko City Manager
1751 College Avenue
Elko, Nevada 89801

ARTIST:

A copy of any notice of a legal nature, including but not limited to any claims against the CITY or its officers, or employees, shall be served upon the CITY in a manner specified above.

Any party may designate a different address for notice by giving notice of such change in accordance with this Section. Notice shall be deemed given on the date of personal delivery by hand; on the date delivery is refused, if applicable; or on the date of mailing if by United States mail, UPS or FedEx, with postage prepaid and return receipt requested or with delivery tracking.

22. COUNTERPARTS: This Agreement may be executed in counterparts, all of which together shall constitute one instrument.

23. SIGNATURES: A facsimile, electronic or PDF signature to this Agreement shall have the same force and effect as an original.

24. CONSTRUCTION: Each party has reviewed this Agreement and has consulted with or has had an opportunity to consult with legal counsel; accordingly, the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement.

25. THIRD PARTIES: This Agreement shall not be construed so as to confer any right or benefit on any person or entity not a party hereto; accordingly, there are no third party beneficiaries to this Agreement, intended or otherwise.

26. DEFAULT AND REMEDIES: Except as otherwise provided herein, if either party materially defaults under this Agreement and fails to cure the material default upon thirty (30) days' written notice from the non-defaulting party, then the non-defaulting party may within fourteen (14) days thereafter terminate this Agreement and, within the time allowed by law and equity, may pursue all rights and remedies, to include an action for specific performance. The preceding sentence does not modify any other termination provisions contained in this Agreement.

IN WITNESS WHEREOF, this Agreement has been executed in duplicate by the parties hereto on the day and date first above written.

(Signatures on next page)

CITY:

CITY OF ELKO, NEVADA

ARTIST:

By: _____
REECE KEENER, MAYOR

By: _____

ATTEST:

Title: _____

KELLY WOOLDRIDGE, CITY CLERK

City of Elko Redevelopment Agency
Agenda Action Sheet

1. Title: **Review, consideration, and possible approval of a partnership with the Downtown Business Association for a rehabilitation project of the planter areas within the corridor from 3rd Street to 7th Street, and matters related thereto. FOR POSSIBLE ACTION**
2. Meeting Date: **August 10, 2021**
3. Agenda Category: **NEW BUSINESS**
4. Time Required: **20 minutes**
5. Background Information: **Approximately 1996-97, the downtown corridor planters were adopted by existing businesses or families in memory of loved ones. This was a project not associated with the City of Elko. The adoption program was intended for the planters to be maintained by those individuals or businesses. Many of the businesses are no longer in business and many of the planters are in great disrepair. The DBA would like to partner with the Redevelopment Agency on the planter project for a workday of August 21, 2021. Redevelopment Advisory Council reviewed this item at their July 22, 2021 meeting but couldn't get a successful vote on the matter.**
6. Budget Information:
 Appropriation Required: **\$5,000**
 Budget amount available: **N/A**
 Fund name: **Redevelopment Agency**
7. Business Impact Statement: **Required / Not Required**
8. Supplemental Agenda Information **DBA Memo**
9. Recommended Motion: **Move to approve a partnership with the DBA in the amount of \$5,000 for the purchase of plant, weed barrier and bark materials for the corridor planter areas between 3rd Street and 7th Street.**
10. Prepared By: **Cathy Laughlin, City Planner / Redevelopment Manager**
11. Committee/Other Agency Review:
12. Agency Action:
13. Agenda Distribution:



CITY OF ELKO

Planning Department

Website: www.elkocity.com
Email: planning@ci.elko.nv.us

1751 College Avenue • Elko, Nevada 89801 • (775) 777-7160 • Fax (775) 777-7119

Memorandum

To: Redevelopment Advisory Council
From: Cathy Laughlin –City Planner
Date: July 13, 2021

These two planters shown in this photo are in front of Western Folklife Center. They are planted well with mature shrubs and flowers and maintained by the Western Folklife Center. Irrigation appears to be working fine. Although there is very little bark left in the planter, they are the two nicest planters in the corridor.



This planter is right next to the Western Folklife planter and this is what many of the planters in the corridor look like. No plants and very little bark left.



300 Block



1. Jack and Marci Simon
2. Sarah Sweetwater
3. Thunderbird
4. Unknown
5. Stockmen's
6. Commercial Hotel
7. McMullen McPhee
8. Elko Energy Center / Elko Cabinet Co.
9. First American Title / Cedar Creek
10. Laverne Hunt

400 Block



1. Stewart Title
2. Soroptomist of Elko
3. Vogue
4. Unknown
5. Unknown
6. Unknown
7. Great Basin Bank
8. Blohm Jewelers / Wilson & Barrows
9. John McCrony
10. US Bank

500 Block



1. Betty Love
2. Sierra Pacific Power Co.
3. Ben and Connie Lesbo
4. Jan Ev's and Domino's Pizza
5. Pete Scheidemann
6. Anacabes Elko General Merchandise and Howard & Mary Schmidt
7. Alan Campbell
8. Diane Meeks Mackie
9. Western Folklife Center
10. Wilda Birdsell Grock

600 Block



1. Stan Driskell
2. Jess Goicoechea
3. Lornell Bowler
4. Machi's and Lillian's Gift House
5. Barrick
6. Soroptimist of Elko
7. First Interstate Bank and Elko County Board of Realtors
8. Lee and Mary Chapman and Canyon Construction
9. Charlie Paul
10. Imogene Paul



Downtown Corridor Flower Bed Proposal

Regarding:

The 40 flower beds in the corridor, from 3rd street to 7th street, in between Railroad and Commercial

The Problem:

- The beds have not been maintained and must now be re-landscaped
- The City does not have the manpower to accomplish this
- The City also struggles to maintain the beds
- Much of the drip system is not working

Proposed Solution:

- Elko Downtown Business Association will coordinate with local businesses and the general public to schedule a volunteer day to re-landscape the beds with shrubs, flowers, and bark
 - Work will include some removal of dirt from each bed so the bark can be maintained, landscaping fabric installation, as well as a general repair of the drip systems that are in place
- Elko DBA will continue to be a part of the maintenance program through one scheduled cleanup day per year (likely during the yearly "Take Pride" event)
- Elko DBA will work to encourage local businesses near the planters to take time to pull weeds and do general cleanup
- Elko DBA will seek out donations from local landscaping businesses for some materials
- Elko DBA will petition its membership for cash donations in an attempt to increase the quality and reach of this project, although our membership is still feeling the effects of the pandemic on their operations and cash flow.

Requests to the City of Elko:

- Elko DBA requests help from the City to remove excess dirt from the corridor once it has been removed from the beds
- Elko DBA requests that the City contribute \$7,500 for the initial re-landscaping.
 - These funds will be used to purchase all landscaping materials as well as rent necessary equipment for volunteers to accomplish the task, as well as to contract any work not finished.

Agenda Item

City of Elko Redevelopment Agency
Agenda Action Sheet

1. Title: **Review, consideration, and possible approval to solicit bids for the NV Energy Underground Management Plan Cost Sharing Project, undergrounding utilities in the 400 Block Alley between Silver Street and Commercial Street, and matters related thereto. FOR POSSIBLE ACTION**
2. Meeting Date: **August 10, 2021**
3. Agenda Category: **NEW BUSINESS**
4. Time Required: **10 minutes**
5. Background Information: **The RDA authorized staff to apply for the NV Energy Underground Management Plan Grant at their November 12, 2019 meeting. The grant program has been developed to assist in undergrounding power lines within Redevelopment Areas. With a full complement of underground management projects statewide, the City of Elko could expect an annual cost sharing cap of \$19,258.36 but due to the lack of other applicants within the State of Nevada for the 2021 grant cycle, the proposed contribution from NV Energy will be approximately \$58,348.00 of a total estimate of \$126,368.00. The City will have additional cost of contracting the electrical for individual service reconnection as well as the applicable tax on the project. The project cost for the City of Elko's share is expected to be under \$100,000 and therefore staff will solicit bids from three reputable companies.**
6. Budget Information:

Appropriation Required: **\$100,000**
Budget amount available: **N/A**
Fund name: **Redevelopment Agency**
7. Business Impact Statement: **Not Required**
8. Supplemental Agenda Information: **Plans**
9. Recommended Motion: **Authorize staff to solicit bids on the project.**
10. Prepared By: **Cathy Laughlin, City Planner/Redevelopment Manager**
11. Committee/Other Agency Review:
12. Agency Action:
13. Agenda Distribution:



7/20/2021

Cathy Laughlin
City Planner
City of Elko
1751 College Avenue
Elko, NV 89801
(sent via e-mail: claughlin@elkocitynv.gov)

Dear Ms. Laughlin:

RE: NV Energy PID 3005221855, 2021 Silver Street Parking Lot Improvements Underground Management Plan (UMP) Cost Sharing Estimate

Thank you for participating in the NV Energy Underground Management Plan (UMP). The Silver Street Improvement project is one of three Underground Management Plan projects scheduled for completion in 2021 and distribution of available UMP funds allocated to the 2021 fiscal year may be distributed appropriately among these three projects. As currently implemented, annual UMP funding is finite and subject to distribution according to the UMP stipulation - depending upon the number of UMP project applications accepted in a given fiscal year, the amount of funds available for each project may be subject to lower NV Energy contribution cost caps. With a full complement of underground management projects statewide, the City of Elko could expect an annual cost sharing cap of \$19,258.36.

NV Energy staff has reviewed internally gathered civil construction costs and have calculated civil costs applicable to work associated with undergrounding overhead electrical facilities to total \$62,843.00. NV Energy has estimated the electric contract cost to be \$53,853.00, which includes a \$10,000 contingency, for labor, materials, and incidentals.

The Underground Management Plan stipulates a 50/50 sharing of applicable costs associated with qualifying projects that relocate overhead electric facilities. Costs, minus applicable taxes, are subject to true-up when construction is complete. NV Energy proposes to withhold 12% of estimated project contribution value to help ensure the true-up process does not result in additional costs to the City of Elko. Estimated electric undergrounding costs are shown in the attached Exhibit 'A', and NV Energy may commit to an initial project contribution of \$51,346.24. This contribution is expected to partially offset applicable NV Energy costs, with an amount due of \$7,345.67 with the upcoming Line Extension Agreement (LEA) for this project. Please note these figures are subject to change with winning bid figures and changing NV Energy material and labor costs.

Please let me know of any comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Baumann", with a stylized flourish at the end.

Phil Baumann, P.E.
Street and Highway Coordinator

Cc: DH, TP, CM, JC, file

EXHIBIT 'A'

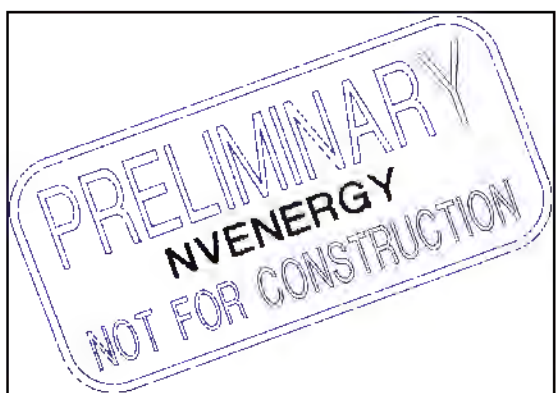
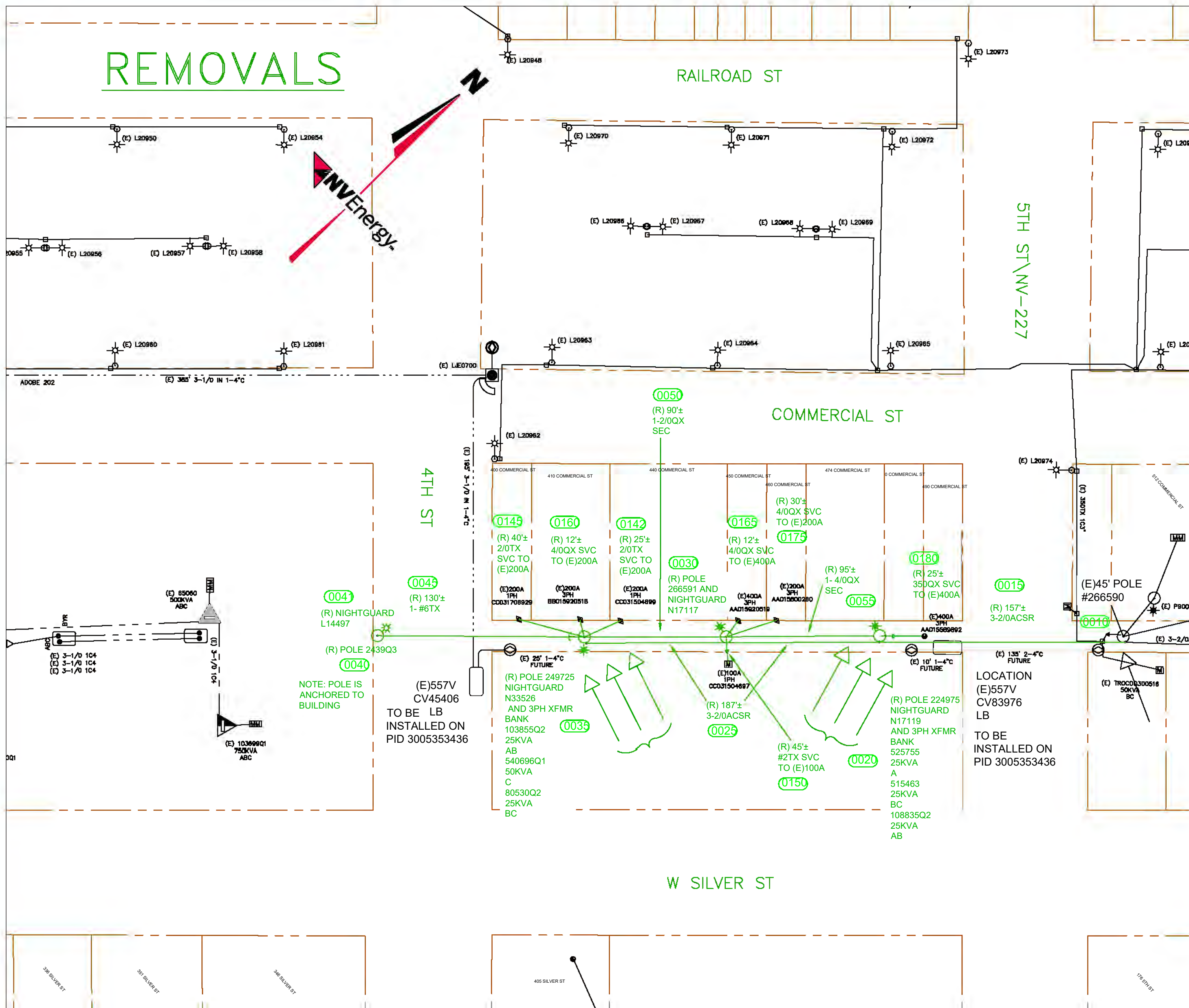
PROJECT COST SUMMARY	
2021 SILVER STREET IMPROVEMENTS	
NVE DESIGN, CONSTRUCTION, MATERIALS	\$ 43,853.00
NVE CONTINGENCY	\$ 10,000.00
NVE DESIGN, CONSTRUCTION, MATERIALS ESTIMATED COST	\$ 53,853.00
NVE SHARE OF DESIGN, CONSTRUCTION, MATERIALS ESTIMATED COST	50%
NVE INITIAL CONTRIBUTION FOR DESIGN, CONSTRUCTION AND MATERIALS	\$ 26,926.50
PORTION OF SILVER STREET PROJECT TO BE SHARED WITH NVE (ESTIMATE)	\$ 62,843.00
APPLICABLE TAX GROSS-UP RATE	15.40%
PORTION OF SILVER STREET PROJECT TO BE SHARED WITH NVE WITH TAX	\$ 72,520.82
NVE SHARE OF CONSTRUCTION COST WITHOUT TAX	50%
NVE INITIAL CONTRIBUTION FOR CONSTRUCTION COST	\$ 31,421.50
TOTAL ESTIMATED NV ENERGY CONTRIBUTION	\$ 58,348.00
NVE INITIAL CONTRIBUTION WITHHOLDING FOR TRUE-UP	12%
TOTAL ESTIMATED NV ENERGY INITIAL CONTRIBUTION	\$ 51,346.24

COSTS AND CREDITS DUE CITY OF ELKO	
NVE DESIGN, CONSTRUCTION, MATERIALS ESTIMATED COST	\$ (53,853.00)
NVE INITIAL CONTRIBUTION FOR DESIGN, CONSTRUCTION AND MATERIALS	\$ 26,926.50
TAX ASSOCIATED WITH NVE INITIAL CONTRIBUTION FOR CONSTRUCTION COST	\$ (4,838.91)
NVE INITIAL CONTRIBUTION FOR CONSTRUCTION COST	\$ 31,421.50
NVE INITIAL CONTRIBUTION WITHHOLDING FOR TRUE-UP (12%)	\$ (7,001.76)
NVE INITIAL PROJECT CONTRIBUTION VOUCHER	\$ (7,345.67)

***NOTE:** NV Energy Electric Rules stipulate the project applicant shall pay applicable gross-up taxes for Contributions in Aid of Construction (CIAC). Relocation of existing facilities without the addition of new electrical demand is considered CIAC. Please see NV Energy Rule 9, linked below, especially sections A.A.7.a.3 and A.A.18.a.

NV Energy Rule 9:

https://www.nvenergy.com/publish/content/dam/nvenergy/brochures_arch/about-nvenergy/rates-regulatory/electric-rules-north/Rule_09_Electric_North.pdf



GENERAL COMMENTS:



CALL NVE INSPECTION REQUEST LINE (775)753-1819 48 HOURS PRIOR TO START OF ALL OVERHEAD OR UNDERGROUND CONSTRUCTION. (INCLUDE PROJECT NUMBER, NAME AND PHONE NUMBER, AND TYPE OF INSPECTION REQUIRED)

METER PANELS ARE TO BE LABELED IN ACCORDANCE WITH NVE STD. GM0001M SEC. 5.3

VAULTS, TRANSFORMERS AND SECONDARY BOXES WILL HAVE MINIMUM 3' FLAT AND CLEAR ON ALL FOUR SIDES, 10' CLEAR IN FRONT OF TRANSFORMERS.

PADMOUNT EQUIPMENT MUST MEET REQUIRED LOCATIONS/CLEARANCES PER NVE. STD. PE0010U

THREE PHASE TRANSFORMERS AND EQUIPMENT (SWITCHES) WILL HAVE A 10 FOOT LONG BY THE PAD WIDTH, FLAT LEVEL SURFACE IN FRONT OF THE OPENING FOR OPERATING THE SWITCH OR TRANSFORMER BY NVE PERSONAL. SUITABLE MATERIALS ARE CONCRETE, ASPHALT OR PAVING BRICKS. THE CLEAR SURFACE WILL BE REVIEWED BY THE PLANNER AND INSPECTOR PRIOR TO ENERGIZATION OF EQUIPMENT. PER NVE. STD. PE0010U

EQUIPMENT BARRIER POSTS MAY BE REQUIRED PER NVE. STD. PE0009U.

ALL SECONDARY BOXES AND PRIMARY VAULTS SHALL BE TO FINISH GRADE.

ALL MATERIAL SHALL BE ON THE JOB SITE PRIOR TO THE START OF ANY WORK BY NVE.

REFER TO NVE. STDS. CI0001M OR US0001M FOR FURTHER CLARIFICATION OF DETAILS.

COMPACTION TESTS REQUIRED PER NVE. STD. SUB01X.

NO TREE SHALL BE PLANTED UNDER OR ADJACENT TO ENERGIZED POWER LINES WHICH, AT MATURITY, SHALL GROW WITHIN 10 FEET OF THE ENERGIZED CONDUCTORS. NOR SHALL ANY PERMANENT STRUCTURE, FENCE, SHRUB OR TREE BE PLANTED CLOSER THAN 10 FEET IN FRONT AND 3 FEET FROM ALL OTHER SIDES OF A PAD MOUNTED TRANSFORMER.

NOTE: DEVELOPER IS RESPONSIBLE FOR ADHERENCE TO NV ENERGY GAS AND ELECTRIC STANDARDS. CONSTRUCTION STANDARDS CAN BE FOUND ON-LINE AT THE FOLLOWING WEB SITE: <http://www.nvenergy.com/account-services/building-and-new-construction>

APPLICANT SHALL BE RESPONSIBLE FOR PROTECTING GAS VALVES, ELECTRIC CABLES, DUCTS, AND OTHER STRUCTURES FROM SUPERIMPOSED LOADING CREATED BY CONSTRUCTION EQUIPMENT OR OTHERWISE. APPLICANT SHALL REPAIR OR PAY FOR ANY DAMAGE DONE TO ABOVE EQUIPMENT TO MEET NVE'S INSPECTOR APPROVAL. NVE STD. VOL. 17 RU0005U

THIS MAP ILLUSTRATES DATA COLLECTED FROM VARIOUS SOURCES AND MAY NOT REPRESENT A SURVEY OF THE PREMISES. NO RESPONSIBILITY IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE DATA DISPLAYED HEREON.

ALL WORK SHALL BE ACCOMPLISHED IN STRICT ACCORDANCE WITH THE SPECIFICATIONS SET FORTH IN THE ELECTRIC DISTRIBUTION GUIDE, VOL. 17 AS CURRENTLY ADOPTED BY NVE. THE CONTRACTOR SHALL SECURE COPIES OF THE ABOVEMENTIONED CONSTRUCTION SPECIFICATIONS ON HIS OR HER OWN BEHALF.

USE CAUTION! PRIOR TO EXCAVATION, CHECK TO ENSURE ADDITIONAL DEPTH IS NOT REQUIRED TO ACCOMMODATE GAS AND/OR WATER FACILITIES.

SYMBOLS ARE NOT TO SCALE AND DO NOT NECESSARILY REPRESENT ACTUAL LOCATIONS OF FACILITIES.

NV ENERGY TO FURNISH AND/OR INSTALL:

- APPROX. 295CKT. FT. 25 KV 3Ø U/G PRIMARY C/O 3-1/0 CABLE IN 35' OF (E) AND 285' OF NEW 1-4" C (CONDUIT BY APPLICANT).
- APPROX. 15CKT. FT. 25 KV 1Ø U/G PRIMARY C/O 1-1/0 CABLE IN 10' OF NEW 1-3" C (CONDUIT BY APPLICANT).
- APPROX. 110 CKT. FT. 1Ø U/G SECONDARY BUSS C/O 1-350TX, IN 1-3" C (CONDUIT BY APPLICANT).
- APPROX. 165 CKT. FT. U/G SERVICE CABLE TO 2- 400AMP PANELS C/O 1-350QX IN 1-4" C (CONDUIT BY APPLICANT).
- APPROX. 190 CKT. FT. U/G SERVICE CABLE TO 2- 200AMP PANEL C/O 1-4/0QX IN 1-3" C (CONDUIT BY APPLICANT).
- APPROX. 100 CKT. FT. U/G SERVICE CABLE TO 2- 200AMP PANELS C/O 1-2/0TX IN 1-3" C (CONDUIT BY APPLICANT).
- APPROX. 10 CKT. FT. U/G SERVICE CABLE TO 1- 100AMP PANEL C/O 1-#2TX IN 1-3" C (CONDUIT BY APPLICANT).
- 1 - 1Ø PDM LOAD BREAK TRANSFORMER 50KVA, 24.9GDY/14.4KV, 240/120V, STK.#81-6344.
- 1 - 3Ø PDM LOAD BREAK TRANSFORMER 300KVA, 24.9GDY/14.4KV, 208/120V, STK.#86-6502.
- 1 - ANCHOR C/O 1"R, 20'L AND 1 - 3/8" E.H.S. DOWN GUY.

NV ENERGY TO REMOVE:

- APPROX. 344 CKT. FT. EXISTING 3Ø O/H PRIMARY C/O 3-2/0 ACSR
- APPROX. 95 CKT. FT. EXISTING 3Ø O/H SECONDARY C/O 4/0QX
- APPROX. 90 CKT. FT. EXISTING 3Ø O/H SECONDARY C/O 2/0QX
- APPROX. 25 CKT. FT. EXISTING 3Ø U/G SERVICE C/O 1-350QX
- APPROX. 54 CKT. FT. EXISTING 3Ø O/H SERVICE C/O 4/0QX
- APPROX. 65 CKT. FT. EXISTING 1Ø O/H SERVICE C/O 2/0TX
- APPROX. 45 CKT. FT. EXISTING 1Ø U/G SERVICE C/O #2TX
- APPROX. 130 CKT. FT. EXISTING 1Ø O/H SERVICE C/O #5TX
- EXISTING 45' POLE #224975
- EXISTING 45' POLE #266591
- EXISTING 45' POLE #249725
- EXISTING 45' POLE #245903
- 2 - EXISTING 3PH 280/120V TRANSFORMER BANKS.
- 1 - EXISTING ANCHOR
- EXISTING NIGHTGUARD #N17119
- EXISTING NIGHTGUARD #N17117
- EXISTING NIGHTGUARD #N35526
- EXISTING NIGHTGUARD #L14497

APPLICANT TO CONTACT AT&T REGARDING ALTERATION OR REMOVAL OF AT&T's FACILITIES.

APPLICANT TO FURNISH AND/OR INSTALL:

- 1 - 1Ø TRANSFORMER PAD 44"x48"x8" PER NVE. STD. PE0001U. (SEE VOLUME 17 SECTION 6 PE-0001U)
- 1 - 3Ø TRANSFORMER PAD 72"x60"x8" PER NVE. STD. PE0003U, 75-500KVA, 30"x17"x12" (N-36) EXTENSION REQUIRED, NVE. STK.#24-0480.(SEE VOLUME 17 SECTION 6 PE0003U).
- 1 - 17"x30" POLYMER SECONDARY BOX AND LID (NON TRAFFIC AND LIGHT TRAFFIC RATED BOX) (SEE VB0052U)
- PROPOSED APPROX. 280 FT. 4" PVC PRIMARY CONDUIT.
- PROPOSED APPROX. 15 FT. 3" PVC PRIMARY CONDUIT.
- PROPOSED APPROX. 110 FT. 3" PVC SECONDARY CONDUIT.
- PROPOSED APPROX. 165 FT. 4" PVC SERVICE CONDUIT.
- PROPOSED APPROX. 380 FT. 3" PVC SERVICE CONDUIT.
- (ABOVE FOOTAGE DOES NOT INCLUDE SWEEPS OR RISERS FOR SECONDARY BOXES, TRANSFORMERS, ETC.)
- APPLICANT IS RESPONSIBLE FOR MANDRELLING CONDUIT AND INSTALLING A PULL LINE THAT MEETS OR EXCEEDS THE FOLLOWING REQUIREMENTS:
 - THE PULL LINE WILL BE OF A FLAT DESIGN
 - SHALL HAVE A MINIMUM BREAKING STRENGTH OF 400 LBS.
 - WILL HAVE SEQUENTIAL FOOTAGE MARKINGS
 - EXAMPLES OF PULL LINES THAT MEET THESE REQUIREMENTS (NVE. STK.#95-7305)
 - NEPTCO "MULE TAPE" (WF400P)
 - CONDUX INTERNATIONAL (C8086203)
 - SEE NVE VOLUME 17, SECTION 4-CD0001U.
- ALL TRENCHING AND BACKFILL PER APPLICABLE NVE. STDS. TE0001, TE0003, TE0004 AND TE0020.
- ALL STAKING REQUIREMENTS PER NVE. STD. G10001U/G/W AND G10002U.
- ALL STREET CUT PERMITS AND PAVEMENT CHITTING AND REPLACEMENT AS REQUIRED BEFORE INSTALLATION OF THE UTILITY FACILITIES AND IF NO PUBLIC UTILITY EASEMENTS EXIST, THE OWNER OF RECORD SHALL SIGN APPROPRIATE EASEMENT DOCUMENTS.
- ALL SERVICE CONDUITS TO BE STUBBED 10' MINIMUM FROM TRANSFORMER PADS AND SECONDARY BOXES AT THE SAME TIME AS MAIN LINE INSTALLED PER NVE STDS VOLUME 17. (TE0020U)

DRAWING	DESIGNED BY	DATE
BASE	CLM	4/10/2020
ELECTRIC	CLM	5/14/2020
GAS		

REVIEWED BY:			
Utility Designer	Engineer	Design Administrator	Design Facilitator
		8/17/2020	

NO.	REVISION	DESCRIPTIONS	DATE	DI
1				
2				
3				
4				
5				
6				
7				



NV ENERGY CONTACT INFORMATION:

COORDINATOR: CHRISTY MORGAN
OFFICE: # 775-834-2813
CELL: # 775-225-7314
FAX: #
EMAIL: CMORGAN@NVENERGY.COM
DESIGNER: CHRISTY MORGAN
INSPECTION HOTLINE#: 888/989-1556

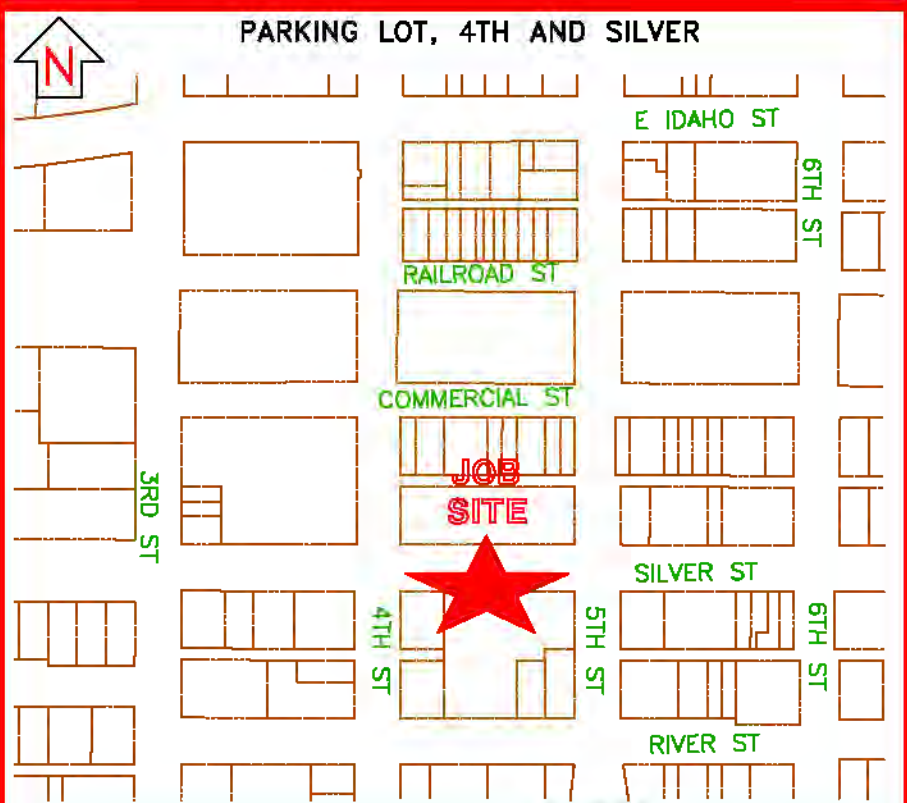
CUSTOMER CONTACT INFORMATION:

CUSTOMER: CITY OF ELKO
ATTENTION: CATHY LAUGHLIN
PHONE: # 775-777-7219
FAX: #
EMAIL:
CUST REP: #
PHONE: #
EMAIL: CLAUGHLIN@ELKOCITYNV.GOV

TOWNSHIP-RANGE-SECTION N3455-15	APN# 001342012
------------------------------------	-------------------

SOURCE INFORMATION:

27
2.4KV NORM OUT
OF ELKO SUB



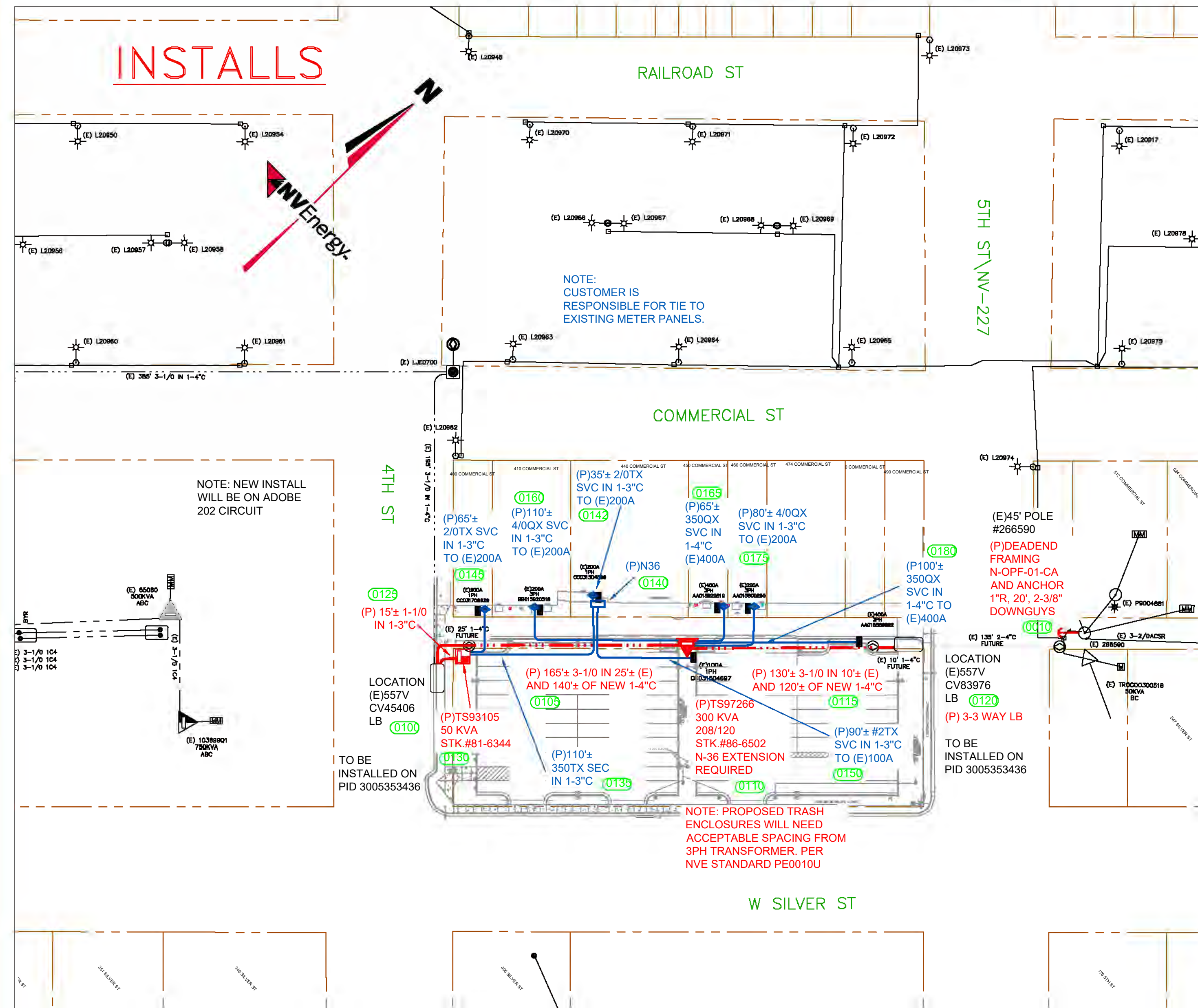
VICINITY MAP (NTS)

E-SILVER STREET PARKING
LOT-FP-COMM-E-CITY OF ELKO

EXHIBIT "A" APPLICANT INSTALLED CONDUIT	AUD#:	CAS#:	ELE#: 3005221855
ELECTRIC DESIGN			

SCALE: 1"=50'

SHEET#: E.1 OF 2



NV ENERGY TO FURNISH AND/OR INSTALL:

- APPROX. 295CKT. FT. 25 KV 3Ø U/G PRIMARY C/O 3-1/0 CABLE IN 35' OF (E) AND 265' OF NEW 1-4" C (CONDUIT BY APPLICANT).
- APPROX. 15CKT. FT. 25 KV 1Ø U/G PRIMARY C/O 1-1/0 CABLE IN 10' OF NEW 1-3" C (CONDUIT BY APPLICANT).
- APPROX. 110 CKT. FT. 1Ø U/G SECONDARY BUSS C/O 1-350TX, IN 1-3" C (CONDUIT BY APPLICANT).
- APPROX. 165 CKT. FT. U/G SERVICE CABLE TO 2- 400AMP PANELS C/O 1-350QX IN 1-4" C (CONDUIT BY APPLICANT).
- APPROX. 190 CKT. FT. U/G SERVICE CABLE TO 2- 200AMP PANEL C/O 1-4" OOX IN 1-3" C (CONDUIT BY APPLICANT).
- APPROX. 100 CKT. FT. U/G SERVICE CABLE TO 2- 200AMP PANELS C/O 1-2/0TX IN 1-3" C (CONDUIT BY APPLICANT).
- APPROX. 10 CKT. FT. U/G SERVICE CABLE TO 1- 100AMP PANEL C/O 1-#2TX IN 1-3" C (CONDUIT BY APPLICANT).
- 1 - 1Ø PDM LOAD BREAK TRANSFORMER 50KVA, 24.9GDY/14.4KV, 240/120V, STK.#81-6344.
- 1 - 3Ø PDM LOAD BREAK TRANSFORMER 300KVA, 24.9GDY/14.4KV, 208/120V, STK.#86-6502.
- 1 - ANCHOR C/O 1"R, 20'L AND 1 - 3/8" E.H.S. DOWN GUY.

NV ENERGY TO REMOVE:

- APPROX. 344 CKT. FT. EXISTING 3Ø O/H PRIMARY C/O 3-2/0 ACSR
- APPROX. 95 CKT. FT. EXISTING 3Ø O/H SECONDARY C/O 4/0QX
- APPROX. 90 CKT. FT. EXISTING 3Ø O/H SECONDARY C/O 2/0QX
- APPROX. 25 CKT. FT. EXISTING 3Ø U/G SERVICE C/O 1-350QX
- APPROX. 54 CKT. FT. EXISTING 3Ø O/H SERVICE C/O 4/0QX
- APPROX. 65 CKT. FT. EXISTING 1Ø O/H SERVICE C/O 2/0TX
- APPROX. 45 CKT. FT. EXISTING 1Ø U/G SERVICE C/O #2TX
- APPROX. 130 CKT. FT. EXISTING 1Ø O/H SERVICE C/O #5TX
- EXISTING 45' POLE #224975
- EXISTING 45' POLE #266591
- EXISTING 45' POLE #249725
- EXISTING 45' POLE #2439Q3
- 2 - EXISTING 3PH 280/120V TRANSFORMER BANKS.
- 1 - EXISTING ANCHOR
- EXISTING NIGHTGUARD #N17119
- EXISTING NIGHTGUARD #N17117
- EXISTING NIGHTGUARD #N35526
- EXISTING NIGHTGUARD #L14497

APPLICANT TO CONTACT AT&T REGARDING ALTERATION OR REMOVAL OF AT&T'S FACILITIES.

APPLICANT TO FURNISH AND/OR INSTALL:

- 1 - 1Ø TRANSFORMER PAD 44"x48"x6" PER NVE. STD. PE0001U. (SEE VOLUME 17 SECTION 6 PE-0001U)
- 1 - 3Ø TRANSFORMER PAD 72"x60"x8" PER NVE. STD. PE0003U. 75-500KVA, 30"x17"x12" (N-36) EXTENSION REQUIRED, NVE. STK.#24-0480.(SEE VOLUME 17 SECTION 6 PE0003U).
- 1 - 17"x30" POLYMER SECONDARY BOX AND LID (NON TRAFFIC AND LIGHT TRAFFIC RATED BOX) (SEE VB0052U)
- PROPOSED APPROX. 260 FT. 4" PVC PRIMARY CONDUIT.
- PROPOSED APPROX. 15 FT. 3" PVC PRIMARY CONDUIT.
- PROPOSED APPROX. 110 FT. 3" PVC SECONDARY CONDUIT.
- PROPOSED APPROX. 165 FT. 4" PVC SERVICE CONDUIT.
- PROPOSED APPROX. 380 FT. 3" PVC SERVICE CONDUIT.
- (ABOVE FOOTAGE DOES NOT INCLUDE SWEEPS OR RISERS FOR SECONDARY BOXES, TRANSFORMERS, ETC.)

APPLICANT IS RESPONSIBLE FOR MANDRELLING CONDUIT AND INSTALLING A PULL LINE THAT MEETS OR EXCEEDS THE FOLLOWING REQUIREMENTS:

- THE PULL LINE WILL BE OF A FLAT DESIGN
- SHALL HAVE A MINIMUM BREAKING STRENGTH OF 400 LBS.
- WILL HAVE SEQUENTIAL FOOTAGE MARKINGS
- EXAMPLES OF PULL LINES THAT MEET THESE REQUIREMENTS (NVE. STK.#95-7305)
- NEPTCO "MULE TAPE" (WP400P)
- CONDUX INTERNATIONAL (08096203)
- SEE NVE VOLUME 17, SECTION 4-CD0001U.

ALL TRENCHING AND BACKFILL PER APPLICABLE NVE. STDS. TE0001, TE0003, TE0004 AND TE0020.

ALL STAKING REQUIREMENTS PER NVE. STD. G10001U/G/W AND G10002U.

BEFORE INSTALLATION OF AND PAVING OF UTILITIES AND RE-ASPHALTING OF FACILITIES, THE OWNER OF RECORD SHALL SIGN APPROPRIATE EASEMENT DOCUMENTS.

ALL SERVICE CONDUITS TO BE STUBBED 10' MINIMUM FROM TRANSFORMER PADS AND SECONDARY BOXES AT THE SAME TIME AS MAIN LINE INSTALLED PER NVE STDS VOLUME 17. (TE0020U)

GENERAL COMMENTS:

CALL NVE INSPECTION REQUEST LINE (775)753-1819 48 HOURS PRIOR TO START OF ALL OVERHEAD OR UNDERGROUND CONSTRUCTION. (INCLUDE PROJECT NUMBER, NAME AND PHONE NUMBER, AND TYPE OF INSPECTION REQUIRED)

METER PANELS ARE TO BE LABELED IN ACCORDANCE WITH NVE STD. GM0001M SEC. 5.3

VAULTS, TRANSFORMERS AND SECONDARY BOXES WILL HAVE MINIMUM 3' FLAT AND CLEAR ON ALL FOUR SIDES, 10' CLEAR IN FRONT OF TRANSFORMERS.

PADMOUNT EQUIPMENT MUST MEET REQUIRED LOCATIONS/CLEARANCES PER NVE. STD. PE0010U

THREE PHASE TRANSFORMERS AND EQUIPMENT (SWITCHES) WILL HAVE A 10 FOOT LONG BY THE PAD WIDTH, FLAT LEVEL SURFACE IN FRONT OF THE OPENING FOR OPERATING THE SWITCH OR TRANSFORMER BY NVE PERSONAL. SUITABLE MATERIALS ARE CONCRETE, ASPHALT OR PAVING BRICKS. THE CLEAR SURFACE WILL BE REVIEWED BY THE PLANNER AND INSPECTOR PRIOR TO ENERGIZATION OF EQUIPMENT. PER NVE. STD. PE0010U

EQUIPMENT BARRIER POSTS MAY BE REQUIRED PER NVE. STD. PE0009U.

ALL SECONDARY BOXES AND PRIMARY VAULTS SHALL BE TO FINISH GRADE.

ALL MATERIAL SHALL BE ON THE JOB SITE PRIOR TO THE START OF ANY WORK BY NVE.

REFER TO NVE. STDS. C10001M OR U50001M FOR FURTHER CLARIFICATION OF DETAILS.

COMPACTION TESTS REQUIRED PER NVE. STD. SUB01X.

NO TREE SHALL BE PLANTED UNDER OR ADJACENT TO ENERGIZED POWER LINES WHICH, AT MATURITY, SHALL GROW WITHIN 10 FEET OF THE ENERGIZED CONDUCTORS. NOR SHALL ANY PERMANENT STRUCTURE, FENCE, SHRUB OR TREE BE PLANTED CLOSER THAN 10 FEET IN FRONT AND 3 FEET FROM ALL OTHER SIDES OF A PAD MOUNTED TRANSFORMER.

NOTE: DEVELOPER IS RESPONSIBLE FOR ADHERENCE TO NV ENERGY GAS AND ELECTRIC STANDARDS. CONSTRUCTION STANDARDS CAN BE FOUND ON-LINE AT THE FOLLOWING WEB SITE: <http://www.nvenergy.com/account-services/building-and-new-construction>

APPLICANT SHALL BE RESPONSIBLE FOR PROTECTING GAS VALVES, ELECTRIC CABLES, DUCTS, AND OTHER STRUCTURES FROM SUPERIMPOSED LOADING CREATED BY CONSTRUCTION EQUIPMENT OR OTHERWISE. APPLICANT SHALL REPAIR OR PAY FOR ANY DAMAGE DONE TO ABOVE EQUIPMENT TO MEET NVE'S INSPECTOR APPROVAL. NVE STD. VOL. 17 RU0005U

THIS MAP ILLUSTRATES DATA COLLECTED FROM VARIOUS SOURCES AND MAY NOT REPRESENT A SURVEY OF THE PREMISES. NO RESPONSIBILITY IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE DATA DISPLAYED HEREON.

ALL WORK SHALL BE ACCOMPLISHED IN STRICT ACCORDANCE WITH THE SPECIFICATIONS SET FORTH IN THE ELECTRIC DISTRIBUTION GUIDE, VOL. 17 AS CURRENTLY ADOPTED BY NVE. THE CONTRACTOR SHALL SECURE COPIES OF THE AFOREMENTIONED CONSTRUCTION SPECIFICATIONS ON HIS OR HER OWN BEHALF.

USE CAUTION! PRIOR TO EXCAVATION, CHECK TO ENSURE ADDITIONAL DEPTH IS NOT REQUIRED TO ACCOMMODATE GAS AND/OR WATER FACILITIES.

SYMBOLS ARE NOT TO SCALE AND DO NOT NECESSARILY REPRESENT ACTUAL LOCATIONS OF FACILITIES.

DRAWING	DESIGNED BY	DATE
BASE	CLM	4/10/2020
ELECTRIC	CLM	5/14/2020
GAS		

REVIEWED BY:			
Utility Designer	Engineer	Design Administrator	Design Facilitator
		RM	
		8/17/2020	

NO.	REVISION	DESCRIPTIONS	DATE	DI
1				
2				
3				
4				
5				
6				
7				



NV ENERGY CONTACT INFORMATION:

COORDINATOR: CHRISTY MORGAN
OFFICE: # 775-834-2813
CELL: # 775-225-7314
FAX: #
EMAIL: CMORGAN@NVENERGY.COM
DESIGNER: CHRISTY MORGAN
INSPECTION HOTLINE#: 888/999-1556

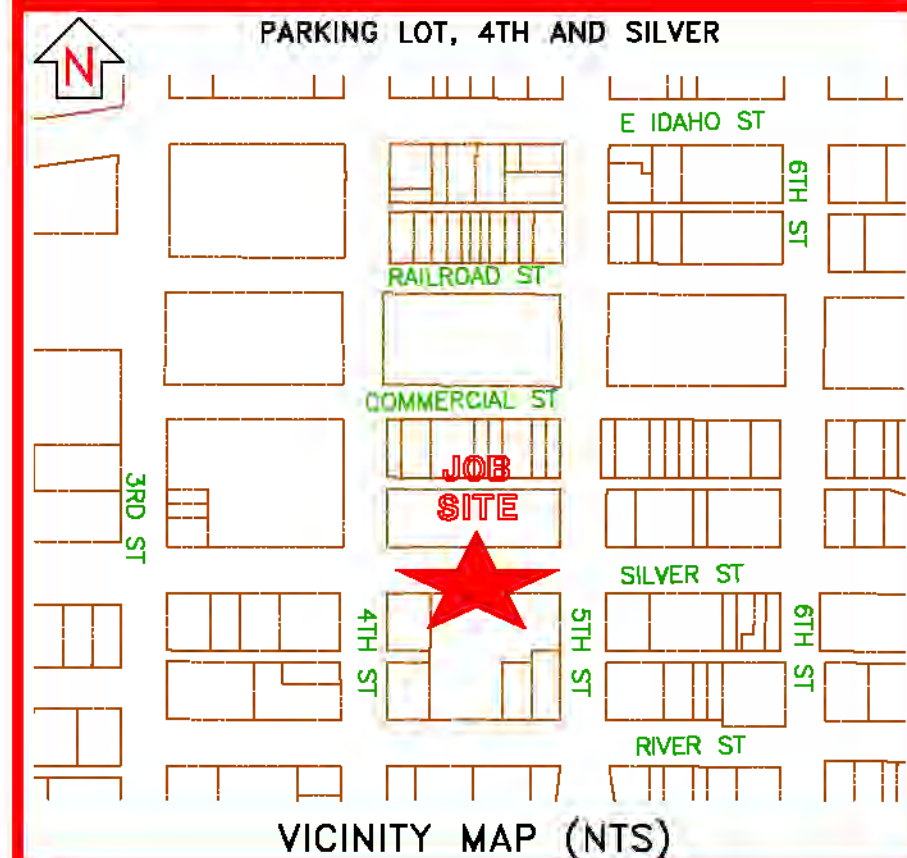
CUSTOMER CONTACT INFORMATION:

CUSTOMER: CITY OF ELKO
ATTENTION: CATHY LAUGHLIN
PHONE: # 775-777-7219
FAX: #
EMAIL: CLAUGHLIN@ELKOCITYNV.GOV
CUST REP: #
PHONE: #
EMAIL:

TOWNSHIP-RANGE-SECTION N3455-15	APN# 001342012
------------------------------------	-------------------

SOURCE INFORMATION:

202
25KV NORM OUT OF
ADOBE SUB



E-SILVER STREET PARKING LOT-FP-COMM-E-CITY OF ELKO

EXHIBIT "A" APPLICANT INSTALLED CONDUIT ELECTRIC DESIGN	AUD#:	CAS#:	EL#:
SCALE: 1"=50'			3005221855
SHEET#: E.2 OF 2			



Downtown Idea Exchange

Improving physical, social, and economic conditions downtown

Vol. 68, No. 7
July 2021

Inside this Issue

How one downtown won a sales tax increase with little pushback 2

Five rules for reinventing city streets 5

Six reasons to consider a form-based code 6

Curbside management app promises to ease congestion 9

Flying Ubers target downtowns 10

University strengthens community, Parking garage converted to apartments, Welcome back to work, and more 11

@DowntownDevelopment.com

ARPA Funding:
Main Street Update

Form-Based Codes:
A Step-by-Step Guide
for Communities

ECONOMIC GROWTH

Billions are heading to states and cities; make sure downtown gets its share

The federal government is directing hundreds of billions of dollars to states and cities, a windfall that has downtown leaders nationwide positioning themselves to get a piece of the pie.

In March, President Joe Biden signed the American Rescue Plan (ARP) into law. The initiative calls for \$1.9 trillion in economic stimulus, including an infusion of \$350 billion for state and local governments.

"It's an unprecedented opportunity," says Patrice Frey, president and chief executive officer of the

National Main Street Center. "We're probably not going to see dollars like this flow to states again any time soon, perhaps not any time in our lifetimes."

The Treasury Department has provided guidelines about how the money can be spent. One eligible use: addressing the economic fallout of the pandemic. That broad category could include such measures as supporting small businesses that lost sales or rehiring public-sector workers laid off during the pandemic.

(Continued on page 3)

ATTRACTION

More small cities legalize outdoor alcohol consumption

New Orleans' French Quarter once was the rare entertainment district that allowed revelers to drink while they strolled public streets.

However, many small cities not known as party towns are getting in on the act, a trend that has been accelerated by the coronavirus pandemic and the new reality of outdoor dining and drinking.

In one recent example of a city

loosening its liquor laws, Portsmouth, OH (est. pop. 20,311), has begun allowing visitors to drink outside in a Designated Outdoor Refreshment Area (DORA). Portsmouth joins dozens of Ohio cities, including Middletown, Oxford, and Hilliard, in creating downtown zones that allow for the sale and public consumption of alcohol.

(Continued on page 8)

How one downtown won a sales tax increase with little pushback

Starting in July, diners and shoppers in downtown Nashville, TN (est. pop. 692,587), will pay a bit more for burgers and T-shirts. Tennessee lawmakers and the Nashville Metro Council approved an increase in the downtown sales tax rate to 9.75 percent from 9.5 percent.

The tax increase will generate \$2.4 million to be spent on cleanliness and security in the city's Central Business Improvement District.

The tax hike first required a bill to be passed by the state legislature, followed by approval from the Nashville Metro Council.

"This is essentially the equivalent of 2 cents on each \$8 burger."

The increase sailed through with little controversy, raising an intriguing question for downtown leaders fearful of supporting a tax increase:

How did a downtown in a red state known for low taxes implement a revenue increase that affects the very businesses most affected by the pandemic?

Here's how downtown leaders and public officials smoothed the way for what could have been a contentious proposal:

Downtown leaders stressed the modest size and scope of the tax increase. Many downtown visitors are unlikely to notice the slightly higher tax, which equates to an extra 25 cents on a \$100 restaurant tab. Tom Turner, president and chief executive officer of the Nashville Downtown Partnership, noted the small amount of the tax increase.

"This is essentially the equivalent of 2 cents on each \$8 burger, or other similar item, sold downtown," Turner said in a statement. "We're identifying and responding to our changing needs, and creatively sourcing how best to make the investment that we all need in downtown."

Proponents also stressed that the tax applies only to certain types of products, such as food from restaurants and souvenirs. There are several exclusions to the sales tax, including professional services, short-term lodging,

tickets to live events or sporting events, alcohol already subject to the liquor-by-the-drink tax, newspapers and magazines, overnight parking, and long-term parking.

Downtown leaders highlighted the need for the tax increase, and they made a case for how the money would be used. "We're looking at the resurgence of the tourist economy in downtown," Nashville Metro Council Member Freddie O'Connell said while presenting the tax-increase resolution in June. "It has already, just since we've watched the change in public-health orders, overwhelmed some of the capacity of existing public service work levels."

Trash pickup has been a particular problem area, O'Connell said. The new sales tax revenues will be earmarked for more downtown ambassadors, for trash pickup, for graffiti cleanup, and for social services.

The tax increase comes with a bit of fine print: Nashville Metro officials said the revenue won't fund police directly. However, the Nashville Downtown Partnership said its ambassadors will receive training from police and firefighters. Some of the money will be spent on increased patrols and enforcement by those ambassadors, downtown leaders said.

Downtown leaders presented a united front. The Nashville Downtown Partnership's board is a who's who of the downtown community. Its directors include executives from major hotels, professional sports franchises, big real estate firms, and large regional banks.

"There is widespread business and merchant support for this resolution; they're essentially willing to tax themselves to guarantee access to resources that are necessary to successfully run a downtown business," Turner said.

Ryman Hospitality, one of the largest private investors in Nashville's hospitality sector,

was part of the coalition of downtown businesses supporting the increased fee.

“Our company is forecasting an enormous uptick in domestic leisure travel this summer, and Nashville is poised to take advantage after the toughest year on record for our industry,” Ryman Chief Executive Colin Reed said in a statement. “It’s

absolutely critical that both residents and visitors alike enjoy a clean and safe environment when they go downtown, and our company is pleased to contribute significantly to this collective effort to ensure our success.”

Contact: Tom Turner, **Downtown Nashville Partnership**, 615-743-3090. **DIX**

Billions are heading to states and cities; make sure downtown gets its share — Continued from page 1

In a promising detail for downtown leaders, nonprofits and business districts are eligible for the funding, says Kelly Humrichouser of the National Main Street Center. However, there’s no set formula for how the money must be spent by states and cities, and no guarantee that downtowns will get any of the money.

That’s why the National Main Street Center, which operates Main Street America, is urging downtown leaders to be assertive about staking their claims to the stimulus money.

Part of the challenge is learning the ins and outs of ARP funding. While the precise rules remain uncertain, it seems that the ARP funds can be directed to struggling business owners, to landlords who lost money through rent forgiveness, and to infrastructure investments focused on water, sewer, and broadband.

Many of the rules remain a work in progress. For instance, could a downtown organization use ARP money for a streetscape project, or to prepare development sites for groundbreaking? No one is quite sure.

“There’s some lack of clarity there,” Humrichouser says.

While many of the details of ARP are subject to change, this one probably won’t: To receive ARP funds, you’ll need to document financial damage to your downtown.

“You have to be able to say overall there’s been a negative impact to the business district,” Humrichouser says.

For many downtown leaders, that shouldn’t be hard. For instance, Jennifer Johnson, head of MainStreet Libertyville in Libertyville, IL (est. pop. 20,382), says many entrepreneurs in her downtown have been dipping into their savings to keep their businesses afloat.

“It’s an unprecedented opportunity.”

“A lot of small businesses did not get grants,” Johnson says. “For one reason or another, they were not able to access the money.”

Some small business owners didn’t feel comfortable filling out paperwork, or simply lacked the formal profit-and-loss statements that would smooth applications for relief.

Ed LeClear, planning director in State College, PA (est. pop. 42,275), points to another culprit: Some cash-based businesses that skirt formal rules aren’t keen on government scrutiny.

“We’ve got a bunch of restaurants that don’t want us taking any looks at what they’re doing,” he says.

To make sure your downtown gets a cut of ARP funding, the National Main Street Center suggests this three-step strategy for downtown organizations:



DowntownDevelopment.com

To see presentations from the [Pennsylvania Downtown Association](#) and the [National Main Street Center](#), go to [DowntownDevelopment.com](#) and click on "[Web Extras](#)."

Step 1. Ask for a seat at the table. Identify key board members in your organization. At your next meeting, make a point of educating them about ARP funding.

Because money is likely to flow from cities and states to downtowns, leverage connections on your board to reach out to city leaders. Ask to be involved in the recovery planning conversations on an ongoing basis.

Step 2. Make the case. Calculate the impact of COVID-19 on your downtown. (Use the worksheet in the sidebar to guide your research).

Gather testimonials from businesses you have helped. Hone your talking points. Then put it all together and make the ask for direct funding for pandemic-related losses.

Step 3. Define a vision for district recovery. Describe the harmful impact you are seeking to address, and show how the ARP funds will address the issue. Be ready with examples.

White House officials said they included the money for states and cities in the rescue plan because of a lesson learned from the Great Recession. Inadequate money for local governments in the 2009 stimulus plan might have hindered the economic recovery from the financial crash.

That's good news for cities like Nashville, TN, which will get \$260 million over two years, and Rochester Hills, MI (est. pop. 74,509), which will receive \$6 million. Cities were allocated ARP funding based on populations and poverty rates.

Calculating the hit

Winning relief money from the American Rescue Plan requires demonstrating that your downtown suffered economic losses from the COVID-19 pandemic. The National Main Street Center offers this checklist for measuring the impact in your city center.

Business outreach

- Number of support events (example: virtual training for all downtown businesses).
- Number of support events/calls to property owners.
- Number of social media posts/campaigns on shopping locally. Tally local hashtags, number of views of posts and pages, and the total reach of your campaign.
- Number of business promotion events — virtual or in-person. Did you organize a gift card program? Report the sales results.

Support services

- Demand for service (example: number of calls/emails from businesses).
- Number of businesses supported overall.
- Number of businesses supported via grant or loan applications. Consider breakdown between federal, state, local, and private programs.

- Amount of support funding secured for local businesses.
- Amount of commercial rent reductions negotiated.
- Amount of square footage activated.
- Pandemic-specific support, such as procuring personal protective equipment.

Community involvement

- Number of volunteer hours contributed.
- Value of volunteer hours leveraged (as a guideline, calculate volunteer hours at \$27.70 per hour).
- Partnerships created or leveraged. Consider number of formal/informal partners; meetings/calls convened, particularly in response to the pandemic.

Losses

- Canceled events and programs with corresponding loss in revenue.
- Reduction in investor or member contributions due to hardship.
- Reduction in annual programmatic funding from municipal government.

After you've compiled these numbers, convert them into a total impact.

Toledo, OH (est. pop. 272,778), will receive \$181 million over two years. Toledo dipped into reserves last year after income tax revenue dropped 8 percent.

The city anticipates appropriating \$40 million to \$50 million of the \$90 million Toledo will get the first year, *USA Today* reported. The mayor identified six broad categories where money could go: budget stabilization, the well-being of city employees, public safety, housing, neighborhoods, and economic development.

But because the money is not recurring, Toledo will likely use the windfall to fund one-time capital costs rather than adding new

employees. That means sewer work, new police cars, or gunshot-spotting technology, rather than new police officers.

“I’d love to be able to hire 100 more police officers in the city of Toledo,” Mayor Wade Kapszukiewicz told *USA Today*. “But who would want that job? Who would want to be hired on a temporary grant, essentially when the money for those 100 positions would run out in two and a half years?”

Contacts: Patrice Frey, Kelly Humrichouser, National Main Street Center, 312-610-5613; Jennifer Johnson, MainStreet Libertyville, 847-680-0336; Ed LeClear, City of State College, PA, 814-234-7109. **DX**

PATHWAYS AND PUBLIC SPACES

Five rules for reinventing city streets

The coronavirus pandemic gave downtown leaders an opportunity to rethink how streets are used. In many downtowns, streets were closed or narrowed to make way for sidewalk dining and pedestrian traffic.

Those are the sorts of changes that urban planners Danial Iacofano and Mukul Malhotra have long championed. In their book *Streets Reconsidered*, they lay out a vision for streets that differs from the standard recipe of moving more cars through at a faster clip.

Iacofano, president and chief executive officer of MIG Inc., and Malhotra, MIG’s principal and director of urban design, argue for narrower streets, slower speeds, and a heavier emphasis on the safety of pedestrians and cyclists.

“We’re building more and more roads and parking with the aim of shaving a few seconds off of a half-hour commute,” Iacofano and Malhotra write. “And we’re not investing at the same pace in transit, maintenance, and ensuring a multimodal mobility balance on our streets. It’s time to be bold.”

Iacofano and Malhotra spell out five guiding principles for a new generation of streets.

Rule 1. Design for humans, not cars.

Many streets are way too wide — sometimes wide enough to serve as a runway for jumbo jets — and too monotonous.

“They lack the intimate feel that allows users, especially pedestrians and bicyclists, to feel safe and comfortable,” Iacofano and Malhotra write. “Street corridors don’t need to have any more than 50 percent of the space devoted to cars, and all excess space not used by cars can then be repurposed.”

Reducing street width, breaking up the length, and adding medians, trees, art, and vertical elements can create a series of interconnected living rooms with a beginning, middle and end. It also provides enough detail to engage the human eye.

Rule 2. Right-size. “Ensuring that travel lanes, bike facilities, pedestrian pathways, and crosswalks are appropriately sized in

relation to each other creates mutual respect between the different modes of travel,” the authors write.

On the other hand, expansive travel lanes encourage motorists to speed. Bike lanes that are unprotected also suggest to drivers that they can speed up — and use the bike lanes as an extra vehicle lane. And if sidewalks are too wide and not accompanied by nearby ground-floor uses, the pathways seem barren and unfriendly.

“We’re building more and more roads and parking with the aim of shaving a few seconds off of a half-hour commute.”

Rule 3. Provide multiple benefits. A tree is more than just a decoration. A tree provides shade, helps clean the air, and can be positioned to calm traffic. The same concept applies to lights — they create both a perception of safety and a sense of identity for the area. And sidewalks multitask, too — they provide areas for pedestrians to walk and stroll, while also presenting opportunities for outdoor dining and other commercial activities.

In other words, the basic building blocks of street life are really multi-pronged tools for economic development.

Rule 4. Design for multimodal shift.
With bike sharing and scooter sharing

becoming more common in downtowns, streets should create a feeling that walking, biking, and taking transit are safe, convenient, and comfortable. Only when those criteria are met will people stop using cars for short trips.

“Envisioning walking, biking and transit as the primary modes of travel is a paradigm shift in how we design streets,” Iacofano and Malhotra write.

Rule 5. Design for tomorrow. Sensors, high-tech traffic signals, and driverless cars all loom as technological advances that will revolutionize vehicle travel.

“So design streets to ensure that streetscape improvements like redesigned curbs don’t impede future opportunities,” the authors write. “For example, flexible sidewalks can be designed at the same grade as the rest of the street, with bollards and planter boxes providing the same sense of safety as concrete curbs. As travel lanes for cars decrease in size, the extra space created can be used for wider sidewalks, more trees, and more bicycle and pedestrian amenities.”

*Contacts: Daniel Iacofano, Mukul Malhotra, MIG Inc., 510-845-7549. **DIX***

ECONOMIC GROWTH

Six reasons to consider a form-based code

The little town of North Bend, WA (est. pop. 6,983), enacted a form-based code for its downtown in June, making it the latest municipality to embrace this type of zoning.

Earlier this year, Fort Smith, AR (est. pop. 87,895), approved a form-based code for its downtown. That city’s zoning changes, which aim to make downtown more walkable, were championed by both the city and the Central Business Improvement District.

And Williston, VT (est. pop. 9,686), is in the midst of an effort to enact a form-based code for its town center.

Form-based codes — a throwback to the days before shopping malls and cul-de-sacs — seem to be gaining momentum. They mark a return to pre-World War II zoning patterns, when urban development was characterized by spaces that accommodated working and multi-generational living in close quarters.

Then came a wave of modern zoning codes, which micromanage uses, densities, and heights.

Hartford, CT, Buffalo, NY, and Akron, OH, also have adopted form-based codes, a type of zoning that emphasizes community character and the public realm. By contrast, traditional zoning stresses the segregation of property uses and density.

In North Bend, a Washington State Department of Commerce grant funded the shift to a form-based code. The state and city hope the change can boost the availability of affordable housing by providing more flexibility as older downtown buildings are redeveloped.

The city also aims for a more pedestrian-friendly downtown. The form-based code creates new rules for North Bend's 20-block downtown.

North Bend's new code makes no change to height limits in the Downtown Commercial Zone. The changes target building setbacks to provide new plaza areas, additional streetscapes, and expanded sidewalks.

As the shortcomings of suburban-focused zoning become clear, form-based codes have been gaining momentum in recent years.

"Your city's zoning code is like the DNA of your community. It provides the rules that govern where buildings can be built, how tall they can be, how far from the street and neighboring properties, and so on," writes Daniel Herriges of Strong Towns. "If your city is like most North American cities, its DNA is broken."

Traditional zoning, he argues, amounts to micromanaging development patterns so that downtowns devolve into a depressing sameness. Herriges argues that a form-based code can help cities repair themselves.

He points to six reasons that this type of zoning makes sense for downtowns:

1. Form-based codes foster revitalization. Some of the most striking success stories have come from the Rust Belt, Herriges writes. As populations have shrunk in former manufacturing hubs, development

activity has dwindled. As a result, struggling cities must be nimble and creative.

"A form-based code opens up opportunities for them to rehabilitate and reuse historic properties in novel ways, without worrying so much about parking or use restrictions," Herriges writes.

2. They promote affordable housing. Traditional zoning codes over-regulate density, lot sizes, setbacks, and parking. As a result, they contribute to the lack of housing affordability.

Form-based codes, on the other hand, encourage missing-middle housing — duplexes, triplexes, and garden apartments — that blend well in historic neighborhoods and provide housing at different price points.

3. Form-based codes help small businesses. "Historically, businesses such as corner stores were embedded in neighborhoods all over America's cities," Herriges writes. "But one legacy of the suburban experiment has been strictly residential zoning where no business uses whatsoever are allowed."

Live-work uses are often prohibited by inflexible traditional zoning rules.

4. They support walkability. "A walkable neighborhood requires destinations to walk to, not just sidewalks and shade trees," Herriges writes. "A walkable neighborhood is a 15-minute neighborhood: one where you can meet your needs on foot within a close distance of home."

By allowing a greater diversity of businesses and uses, a form-based code creates fertile ground for walkable neighborhoods.

5. Form-based codes create a sense of place. The concept of "neighborhood compatibility" is often misused in planning discussions to mean "sameness" rather than actual "compatibility," Herriges argues.



DowntownDevelopment.com

To see the **Chicago Metropolitan Agency for Planning's guide to enacting a form-based code**, go to DowntownDevelopment.com and click on "**Web Extras**."

"A form-based code opens up opportunities to rehabilitate and reuse historic properties in novel ways, without worrying so much about parking or use restrictions."

“But the slightest bit of actual scrutiny of historic places that Americans cherish — think of old New England towns, or New Orleans’s French Quarter — reveals that they’re not characterized by sameness at all, but by an eclectic variety of buildings and activities within a unifying look and feel,” he writes.

6. They don’t regulate the wrong things. Traditional zoning rules obsess over

height, density, and parking — and they deliver the wrong solutions. Form-based codes, on the other hand, allow cities to grow and evolve.

“Ultimately, the problem with Euclidean zoning is that the things it regulates most heavily aren’t actually the things that result in a successful, lovable, resilient or financially stable place,” Herriges writes. “We regulate all the wrong things.”

Contact: David Herriges, *Strong Towns*, 844-218-1681. **DOX**

More small cities legalize outdoor alcohol consumption — Continued from page 1

Owensboro, KY, and Fayetteville, AR, also enacted similar initiatives. And the California General Assembly this spring passed the Bar and Restaurant Recovery Act, which eases rules around alcohol service.

Sen. Scott Wiener, the bill’s sponsor, calls the initiative a way to help hard-hit businesses recover.

“We need to help them get through this time and come out on the other end of the pandemic thriving,” Wiener says. “People enjoy outdoor dining with alcohol, and it just makes sense to keep this practice and give bars and restaurants more flexibility.”

City officials and downtown leaders see the new wave of drinking districts as a way to draw visitors back to areas that they avoided during the depths of the public health crisis.

The Portsmouth City Council

unanimously passed its DORA ordinance last summer. The new program took effect this spring.

Portsmouth Councilman Sean Dunne called the relaxed rules a lifeline for merchants that have struggled during the pandemic.

“One of the things we’re trying to do with this is keeping businesses afloat,” Dunne said, according to the *Portsmouth Daily Times*. “We want people to be safe and we want people to go to these businesses in the DORA district.”

The city’s 32-acre open-container area is home to such watering holes as Patties and Pints, the Portsmouth Brewing Company, and the Port City Pub. To participate in DORA, restaurants must have an alcohol permit, and submit plans for sanitation and signage.

Portsmouth allows outdoor alcohol consumption in its DORA from noon to 10 p.m. Fridays through Sundays.

Drinkers pay \$1 for a wristband that grants them the right to drink within the boundaries of the DORA. Restaurants within the DORA let drinkers use their bathrooms, even if they purchased their beverages elsewhere. Merchants don’t mind visitors bringing their beers with them.



“I’ve had quite a lot of people come in here with their drink and shop,” Gary Kenyon, owner of Rivertown Antiques, told WCHS-TV. “They can grab their beer, get up and walk up and down the streets and visit the stores.”

In Shawnee, KS (est. pop. 65,810), the Shawnee City Council passed a narrower ordinance that allows some public drinking downtown. Shawnee’s four-block district is known as a Common Consumption Area (CCA).

Shawnee’s new rules limit public consumption to special events and events hosted by the city, such as Old Shawnee Days, an auto show, and, of course, St. Patrick’s Day festivities.

The council says businesses lobbied for relaxed rules.

Under Kansas law, authorities must block any street or alleyway within the CCA to traffic while alcohol is being consumed.

The CCA allows alcohol to be consumed in a designated area from 9 a.m. until 11 p.m. during special events. Visitors aren’t allowed to bring outside alcohol into the CCA, or to take alcohol outside of the designated area.

Businesses that choose to add a patio café or sidewalk service of alcohol must mark their property boundaries to indicate where alcohol is and is not allowed. The ordinance lets businesses with the proper permits serve alcohol outside through Dec. 6, when the ordinance is slated to expire. **DIX**

ACCESS AND MOBILITY

Curbside management app promises to ease congestion

For delivery driver Matt McCullough, finding a place to park in downtown Aspen, CO (est. pop. 7,431), was often a challenge. But a new curb-management system has made his workday much easier.

Aspen is one of four cities of varying sizes testing software from Coord, a New York City-based company focused on parking programs for delivery fleets. Its platform aims to streamline curbside loading, reduce congestion on downtown streets, and improve safety.

McCullough, who drives for a laundry company that serves hotels and restaurants in downtown Aspen, says Coord’s Smart Zone parking designations remove the uncertainty from his deliveries.

“I can tap on my destination Smart Zone when I’m at the truck depot, 70 miles away, and when I get within a half-mile,

the zone will automatically be held for me,” McCullough writes on Coord’s website. “Once I’m a half mile away and the zone is held, I’ll see a countdown clock in the app with a 10-minute hold, which gives me peace of mind that it will be open and available when I arrive. A few minutes later, I pull into the alley and park my truck in the held Smart Zone.”

The other cities in Coord’s pilot program are Omaha, NE, West Palm Beach, FL, and Nashville. The idea is that smoothing the way for drivers like McCullough can ease congestion and remove traffic hazards for everyone else.

As the U.S. economy recovers from the pandemic, curbs are more packed than ever with delivery vans and ridesharing vehicles. By giving fleet drivers a way to manage their access to curbs and alleyways, Coord hopes



to reduce double-parking and blocked pedestrian access.

"Our musicians, performers and hospitality providers need to be able to load in and

out safely," Nashville Mayor John Cooper said in a statement. "Downtown employees and residents must be able to travel smoothly and safely. This is another step in our effort to make transportation safer and easier in Nashville."

Coord Smart Zones will provide the test cities with crucial data. For instance, information about parking patterns can show downtown leaders when and where loading space is most needed. Officials can then manage demand for it through pricing and time limits.

Cities can choose how much to charge, and they can adjust pricing based on location and timing. In West Palm Beach, fees range from as little as \$1 for 15 minutes to as much as \$15 for two hours. **EX**

ACCESS AND MOBILITY

Flying Ubers target downtowns

Might air taxis someday soar over the congestion in your downtown? Skeptics will scoff at the Jetsons-like improbability of the concept, but several well-funded transit innovators say that the next step in ridesharing is just around the corner.

In one noteworthy development, Joby Aviation, a California company building a fleet of mini-helicopters, recently partnered with parking garage operator REEF Technology to launch air taxis by 2024.

Joby Aviation will provide the aircraft, and REEF Technology will supply the takeoff and landing spots — the top level of parking garages. The companies said they plan to begin service in four metro areas — New York, Los Angeles, San Francisco, and Miami — in 2024.

There's no shortage of companies vying for the pole position in the air taxi market. Archer, another California-based company, hopes to begin offering service in Miami in 2024. And Lilium of Germany announced plans to begin aerial rideshares in Florida in 2025.

Consumer acceptance and regulatory approval remain wildcards for the concept. Safety might be the biggest concern.

"It is going to take longer than people think," Ian Kroo, a Stanford University professor and former chief executive of a flying-car company, told the *New York Times*. "There is a lot to be done before regulators accept these vehicles as safe — and before people accept them as safe."

Idea Exchange

Mental health facility locates downtown

Modern mental health facilities may find new homes in downtowns across the country. Rather than being tucked away in difficult to reach locations, a recent article in *The Wall Street Journal* suggests that these facilities can meet social and economic development needs by locating in the city center.

The author notes that several new or planned facilities aim “not only to treat patients but also to spur new business within communities, provide work for those in treatment, and use design and architecture to erode the stigma of residential programs.”

In Kansas City, KS, the University of Kansas Health System’s Strawberry Hill campus occupies the long vacant former site of the Environmental Protection Agency. The downtown location is served by several bus lines, and allows the facility to provide care to the city’s homeless population.

In other locations, similar facilities include meeting spaces, gyms and pools for community use.

University strengthens community with homebuyer program

Yale University actively supports economic growth, public schools, strong neighborhoods, and a vital downtown in New Haven, CT.

A key component of that work is the Homebuyer Program. Initially funded in 1994, the program has helped over 1,000 university employ-

ees purchase homes in targeted areas of the city.

The program provides homebuyers with an incentive of \$30,000 paid over 10 years. Employees purchasing within the Dixwell/Winfield neighborhood are eligible for an added incentive, and a total of \$35,000.

Parking garage converted to apartments

As a traffic engineer and transportation planner, Wes Guckert has considered the impact of the pandemic on the nation’s parking garages. He notes that the pandemic has accelerated two trends which significantly cut demand for parking. Both the increased use of app-based, ride-sharing services such as Uber and Lyft, and a rise in the number of people living within walking distance of their jobs have reduced demand, he says.

At the same time, much of the nation is facing a shortage of affordable housing. Guckert suggests that underused parking facilities can meet the need for affordable housing with the use of “inexpensive housing modules.”

He explains, “Because the dimensions for a unitized parking space are virtually the same regardless of who built the garage or where it is located, these prefabricated living units, or pods, can easily be inserted within any garage’s concrete shell.

“They can also take advantage of the structure’s existing vertical circulation and utility connections, both of which can be readily adapted for residential use.”

While housing pods are a new idea, the concept of converting park-

ISSN 0012-5822

Downtown Idea Exchange

A publication of the
Downtown Development Center

36 Midvale Road, Suite 2E
Mountain Lakes, NJ 07046

Phone: (973) 265-2300 • Fax: (973) 402-6056

Email: info@DowntownDevelopment.com

Website: DowntownDevelopment.com

Editor

Jeff Ostrowski, ext. 110

jostrowski@DowntownDevelopment.com

Technical Editor

Laurence A. Alexander

Customer Service

Mary Pagliaroli, ext. 101

mpagliaroli@DowntownDevelopment.com

Reprints and Permissions

Michael DeWitt, ext. 107

mjdewitt@DowntownDevelopment.com

Publisher

Margaret DeWitt, ext. 106

msdewitt@DowntownDevelopment.com

Downtown Idea Exchange® is published monthly by the Downtown Development Center. The Center provides news, information and data for successful downtown revitalization through its newsletters, books, reports, and website.



Alexander Communications Group

© 2021 Alexander Communications Group, Inc. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying or otherwise, without the prior written permission of Alexander Communications Group.

Subscription Order Form:

Please start/renew my one-year subscription to *Downtown Idea Exchange* for \$246.*

NAME _____

TITLE _____

FIRM/ORGANIZATION _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____

EMAIL _____ N15

MAIL: 36 Midvale Road, Suite 2E
Mountain Lakes, NJ 07046

FAX: (973) 402-6056

PHONE: (973) 265-2300

EMAIL: info@DowntownDevelopment.com

* US \$246, Canada \$251, Elsewhere \$267.

Idea Exchange

ing to housing is not. One of the best-known examples is the conversion of the 500-car Broadway Autopark in Wichita, KS, to 44 trendy one-bedroom apartments.

Wes Guckert writes about converting garages to affordable housing in the June 2021 issue of *Parking Today*.



To learn more about the **Broadway Autopark conversion**, go to DowntownDevelopment.com and

click on **"Web Extras."**

Police offer specialized training

As part of its community education and crime prevention work, the Naperville, IL, police department works closely with the Naperville Area Chamber of Commerce, the Downtown Naperville Alliance, and individual businesses.

The training opportunities and campaigns include:

A.L.I.C.E. This training program gives citizens options for dealing with an aggressive intruder or active shooter. A.L.I.C.E. stands for Alert, Lockdown, Inform, Counter, Evacuate.

B.A.S.S.E.T. The Beverage Alcohol Sellers and Servers Education and Training program is required for all alcohol servers.

Downtown Beat Officer. The downtown beat officer provides a modified patrol service to the central business district, which may include foot patrol, marked vehicle patrol, and all-terrain vehicle patrol.

Welcome back to work

Working downtown has many benefits and in Milwaukee, WI, this includes the annual Downtown Employee Appreciation Week. The event includes something for everyone from morning meditation and lunchtime giveaways to music and office challenge games.

In 2020 most of the events were virtual, but downtown workers and the event will be back in 2021.

Milwaukee's downtown business improvement district sponsors the week of events. There's the World's Largest Coffee Break in a downtown park, the "I Work Downtown" trivia competition, and lots of prizes and giveaways.

The event has a dedicated website at iworkdowntownmke.com where employees can get daily schedules as well as information on event registration, giveaways, and discounts.



Signage. Pre-printed signs warn consumers about the pitfalls of using fake id and purchasing gift/prepaid cards.

The police department also conducts specialized training for realtors, vehicle dealerships, and delivery service drivers.

See all of the programs at the Naperville.IL.us website.

Three key elements for "Mommy Niche"

Mothers make up a large segment of the consumer market, and making downtown attractive to them

is key to developing this customer base. Downtown revitalization specialist, N. David Milder, suggests the following for strengthening the "Mommy Niche":

- Enhance convenience. This includes easy-to-cross streets, public restrooms, and a stroller-friendly environment.

- Broaden activities. Family-friendly restaurants and learning centers such as dance or karate studios allow for quality time together.

- Network. Cultivate relationships with local mothers. Hold focus groups with them or arrange discussion groups between downtown business operators and local moms.

KEY



Downtown Idea Exchange

Improving physical, social, and economic conditions downtown

Vol. 68, No. 8
August 2021

Inside this issue

Cities sacrifice ownership of City Hall for downtown redevelopment 2

Downtown merchants ask for surveillance cameras, but some worry about privacy issues 6

Three ways to offer more shade downtown..... 8

Housing shortage spurs conversion of downtown buildings to residential ... 8

Three strategies for helping micromobility programs achieve their promise 9

Matching funds boost downtown businesses ... 10

ARP funds, Short-term rentals, Dog parks, and more..... 11

@DowntownDevelopment.com

The future of work after COVID-19

ATTRACTION

With many office workers still staying home, downtowns try to woo them back

In Fort Lauderdale, FL (est. pop. 182,434), downtown leaders are organizing a “Get Back Downtown” event for September. The outdoor office party will urge office workers to return to their cubicles in the central business district’s office towers.

In Columbus, OH (est. pop. 902,073), a downtown group likewise is marketing the city center by sprucing up downtown and reviving outdoor concert and movie series.

And in Montreal, business leaders have embarked on a “charm offensive” aimed at luring hundreds

of thousands of office workers back downtown.

City centers everywhere face a conundrum: Office workers have yet to return en masse, even as vaccines are readily available, coronavirus infections have dwindled, and local authorities have lifted restrictions on public gatherings.

Many downtowns were booming before the pandemic hit in March 2020. Since then, office workers have realized they like the new normal.

They prefer not getting dressed up

(Continued on page 3)

PATHWAYS AND PUBLIC SPACES

City uses pandemic pause to encourage bicycling

Fort Collins, CO (est. pop. 170,245), was a bike-friendly place going into the pandemic. Since 2018, it had been one of just four U.S. cities to earn a Platinum designation from the League of American Bicyclists.

During the depths of the pandemic, the city raised its cycling game even more by further investing in its infrastructure for bikes.

In June 2020, Fort Collins won a \$20,000 grant from the PeopleForBikes Foundation (peopleforbikes.org) to support programs designed to increase biking and walking as part of the community’s response to COVID-19. The goal was to use short-term pandemic relief efforts to create permanent changes in local transportation networks.

(Continued on page 7)

Cities sacrifice ownership of City Hall for downtown redevelopment

As part of a redevelopment of their downtowns, two mid-sized cities are making an unusual move: They're giving up the traditional model of a city-owned parcel housing City Hall.

Instead, the cities are spurring downtown redevelopment projects by partnering with private developers. In the process, they're moving city administrative offices into mixed-use developments.

The cities of Columbia Heights, MN (est. pop. 20,118), and Oakland Park, FL (est. pop. 44,699), both saw compelling reasons to make the change.

Oakland Park's plan to remake 6.6 acres of downtown includes moving city offices into a mixed-use development, where the city will be a tenant.

The idea of a city renting rather than owning is unusual, and the proposal met some initial resistance, City Manager David Hebert acknowledges.

But he successfully made the case that giving up a city-owned City Hall would make the downtown redevelopment project more attractive to developers.

The city will lease office space in a new mixed-use building downtown, providing an incentive to the new landlord.

"It is uncommon, but I had to figure out a way to free up the land," Hebert says. "There

was a little bit of pushback. Folks were a little bit quizzical about it."

In Columbia Heights, the city likewise is turning over a city-owned parcel to a developer.

Columbia Heights partnered with Minneapolis developer Alatus to demolish an old municipal building and put up a mixed-use project that includes 265 apartments, a cafe, and City Hall. The city will take space in the new six-story, \$60 million building.

"The council wanted to shoot for the moon," Aaron Chirpich, the city's community development director, told the *Minneapolis Star-Tribune*. "There isn't a template for this. ... Any bold vision takes an element of risk."

Chirpich acknowledged that the arrangement required a "tangled web of contracts and agreements." The city will own the space for City Hall and share building and parking ramp maintenance costs with Alatus.

In Columbia Heights, sharing the costs of City Hall made sense. The city had long occupied a 1942 building that included asbestos and had not been retrofitted to meet the Americans with Disabilities Act.

Replacing the obsolete structure with a new City Hall would have cost \$8 million to \$10 million, Chirpich said. The city's portion of the new mixed-use project — about 20,650 square feet — cost about \$5 million.

While most cities own their City Halls, Oakland Park's Hebert says there's no particular reason that cities must own rather than rent. And he's pitching the upside: Getting the land under City Hall into private hands means putting it on tax rolls.

Renee Miller, a consultant working with the city, says the out-of-the-box move is a savvy strategy.

"What city doesn't own their City Hall? The smart one," Miller says.

Addressing many woes

South Florida's development boom has mostly passed by Oakland Park, a suburb of

"What city doesn't own their City Hall? The smart one."



Courtesy of: City of Oakland Park

Fort Lauderdale. Downtown is dominated by a parking lot.

Hebert says he embarked on the downtown redevelopment with a quandary: “How the heck am I going to activate a downtown with vacant land the city owns itself?”

What’s more, much of the land was a brownfield that required remediation. On the bright side, Hebert reports, downtown was a blank slate.

City Hall is set to move into a development that includes two buildings of six stories each. Plans call for the project to include 140 residential units, 16,000 square feet of retail, the

city hall complex of 35,000 square feet, and 334 parking spaces.

The downtown redevelopment project also includes a woonerf and possibly a commuter station for Brightline, the private rail service.

For now, Oakland Park’s downtown is anchored by the Funky Buddha brewery, an early entrant to the craft brewing craze. The facility draws 175,000 visitors a year downtown, Hebert says. He calls the brewery “the best neighbors ever.”

Contact: David Hebert, City of Oakland Park, 954-630-4596. **DK**

With many office workers still staying home, downtowns try to woo them back — Continued from page 1

for work and not dealing with stressful commutes. And employers have accepted that many workers are just as productive working from home as they were in the office.

“There’s a change that has now happened that will forever affect how people work,” says Jenni Morejon, president of the Fort Lauderdale Downtown Development Authority. “But it’s not going to be a complete void in downtowns like some fear.”

Ultimately, people crave the energy and collaboration that comes with working together, and she thinks they’ll return to workplaces.

But Morejon acknowledges it will be a slow process. While downtown workers stopped coming to offices suddenly, they’ve only trickled back in gradually. Fewer than half of downtown workers in Fort Lauderdale had come back as of July, a trend seen nationally.

Morejon likens the pattern to turning a light completely off, and then slowly moving the dimmer switch back on.

To woo workers back, Morejon is planning an outdoor office party similar to the

regular events the Fort Lauderdale DDA hosted before the pandemic. Meanwhile, the DDA has been renovating downtown parks, sidewalks, and streetscapes.

“Our agency is really focused on improving the experience downtown,” she says.

Downtowns face a crucial task — they must create a reason for workers to come back. That imperative is especially acute in the cities where office uses dominate downtown real estate. In Boston, for instance, office space accounts for more than 80 percent of downtown real estate uses, according to a study by the New York Times and commercial real estate firm CoStar. Fewer people commuting downtown could create a drag on the downtown economy.

A McKinsey & Co. analysis prepared for the state of Massachusetts predicts that office demand could remain 20 percent below pre-pandemic levels for years, and that ridership on commuter trains could plunge.

“Changing ways of working — such

“Changing ways of working — such as hybrid and remote work — may shift the center of gravity away from the urban core.”

as hybrid and remote work — may shift the center of gravity away from the urban core,” says the McKinsey report.

Some brush off such predictions. Eddy Arriola is chairman of Apollo Bank, a financial institution based in downtown Miami that makes loans to owners of downtown office buildings. He expects office use to bounce back.

“People want to go back to work, and be in the workforce,” he says. “[The] office is not dead.”

Downtown leaders hope he’s right. Many urban cores have developed around commuting patterns that bring in workers, who then serve as a built-in clientele for restaurants, bars, gyms, dry cleaners, and other businesses.

Like other cities, Columbus and Fort Lauderdale are trying to position their downtowns for a return to work. They want to make sure workers — who have more power than ever to choose how often they come to the workplace — are eager to return to downtown offices.

In Columbus, a half-empty downtown

Columbus’ downtown leaders are promoting the area with a Welcome Back campaign. And they’ve revived events such as the Picnic with the Pops concert series featuring the Columbus Symphony, and a summer movie series.

Julie Wilkes, owner of a downtown yoga studio, calls such steps critical.

“People got into habits for a year being stuck inside their houses, and to drive them back downtown, that’s a new habit, that’s a big challenge to change,” she told the *Columbus Dispatch*. “Downtown has literally been closed for the last year. If the downtown is vibrant and offering a lot of stuff to do, I do think it would change the way people see it.”

Wilkes’ studio participated in the relaunch of a public yoga session at a downtown venue, an event that attracted about 150 people its first week.

She stresses the need for large employers and small businesses to work together. “We have to start figuring out who are the businesses trying to come back? How can we support each other?” she said.

But, Wilkes added, “it’s definitely challenging.”

Just as in Fort Lauderdale, Columbus saw commuter traffic come to a sudden halt in 2020. It’s only gradually picking up.

As of May, just 34 percent of office workers had returned, according to a survey by the downtown group Capital Crossroads Special Improvement District. Marc Conte, the organization’s acting executive director, told the *Columbus Dispatch* he expects about half of downtown’s 90,000 workers to return to offices this summer, while 68 percent are expected to be back by the end of the year.

“I thought the numbers for both the summer and fall would be higher,” Conte told the *Dispatch*.

Some major employers — including Nationwide Insurance, Huntington Bank and local governments — have been bringing workers back to downtown offices.

But downtown still isn’t back to full levels of activity. In another indicator of the slow return to downtown, ridership on local buses remains at a fraction of pre-pandemic levels.

A separate survey by the commercial real estate firm Colliers found that a quarter of Columbus office tenants remain undecided about their return-to-work policies.



"Downtown's not going to be successful if there's not people here," Greg Davies, the CEO of the Columbus Downtown Development Corp., told the *Dispatch*.

Employers, meanwhile, face a balancing act. They want to get back to some semblance of normalcy, and to reap the rewards of their investments in downtown office space. But they also fret that forcing workers back into the office before they're ready could backfire, by pushing workers to leave for other jobs.

"I think it's going to be 18 months before we see what the equilibrium is moving forward and how many people will continue to work from home on a part-time basis," Conte said. "Companies are still trying to determine vaccination policies, let alone back-to-work policies."

The downtown's challenges go beyond empty offices. The neighborhood's recovery is also complicated by a perception that the area is unsafe. In May, one person died and several others were injured in a mass shooting at a downtown park.

Downtown leaders have bolstered security, and they're considering distributing federal COVID-relief dollars to downtown businesses.

Street performers, art exhibits

Meanwhile, in Montreal, employers and government officials are courting the 310,000 office workers who are vital to the survival of downtown restaurants and shops. These efforts could include art exhibits in office buildings, along with food courts, outdoor work spaces, after-work events, and concierge services for workers.

The full-court press on Montreal office workers comes as many have embraced remote work. In an April survey, 76 percent said they want to continue to spend at least half their workweek at home, Bloomberg reports.

The Chamber of Commerce of Metropolitan Montreal received \$7 million from the Quebec government to coordinate an "I love working downtown" push.

"This really is a major charm offensive," Chamber President Michel Leblanc told Bloomberg. "The goal is to get people to say 'I want to go downtown, I'm going to work and discover all that's going on, all that's new.'"

A recent study of the state of downtown Montreal said the rate of commercial inactivity — both temporary closures and vacancies — rose to 34 percent inside malls and 24 percent on the commercial corridor of Sainte-Catherine during the first quarter of 2021.

Traffic at downtown metro stations was down 81 percent from a year earlier, and some office tenants are shopping unused space for sublease. At major financial firms including Desjardins Group and Fiera Capital Corp., most workers have yet to return to the office.

The city and the province are putting a combined \$25 million into plans to revive the district, including support for restaurants and small companies that need to redesign office space to scale down, Bloomberg reported.

The city has launched a summer program for the downtown area. It includes pedestrian zones, or "oases," areas to socialize, eat, and relax. There are also street performances by circus, theater, and music acts.

"Of course you need a safe workplace," economic development official Luc Rabouin says. "But the downtown atmosphere is a factor of attractiveness. If there are no restaurants, no patios, no cultural events, there's no interest in coming back."

Leblanc notes that it's not just downtown leaders who are responsible for the vibe downtown. Employers also play an important role, and many have begun hosting after-work drinks, a bit of social planning previously left to employees.

"I think companies are now going to try to create these pleasurable moments themselves," Leblanc says.

*Contacts: Jenni Morejon, Fort Lauderdale Downtown Development Authority, 954-463-6574; Marc Conte, Capital Crossroads Special Improvement District, 614-228-5718. **DIX***



DowntownDevelopment.com

To see **McKinsey & Co.'s report on the future of office work**, go to DowntownDevelopment.com and click on "**Web Extras**."

Downtown merchants ask for surveillance cameras, but some worry about privacy issues

In Moline, IL (est. pop. 41,920), the city council this spring approved spending \$214,000 on a system of video surveillance cameras for 16 locations downtown.

Downtown merchants welcomed the new security measure, Geoff Manis, manager of Moline Centre Main Street, told KWQC television.

“There’s been a big uptick in car thefts and individuals breaking into cars,” Manis says. “If that were to happen in our Fifth Avenue corridor or any other corners of our downtown, these cameras will catch it.”

Moline bought the system from Avigilon, a Canadian maker of security hardware. Two council members opposed the purchase, wondering if the additional safety was worth the tradeoff in privacy concerns.

“It seems like a little Big Brother here,” Alderman Pat O’Brien said during a council meeting. “I know they’re for security, but has there been an uptick in crime down here? Are we having problems with security in the downtown?”

Moline’s police chief countered that video evidence is an efficient way to boost public safety, including in parks, which can be difficult to monitor 24 hours a day.

The cameras will be aimed at outdoor streets, parking lots, and other public places, the Quad City Times reported. Local law enforcement will be able to tap into the system’s search function when looking for suspects, Moline police said.

The surveillance system will not capture images from inside residential homes or businesses, police said. The technology does not have facial recognition capability or license plate reader technology.

In other words, the surveillance cameras are barely brushing the technical capabilities of a new generation of policing technology.

Among the new types of technology that security companies are marketing, and police are buying:

Automatic license plate readers. These devices can be mounted atop police cruisers or tow trucks, or planted in one location, usually along a busy road. The devices record license plate data, entering the time and location into a database. Sure, a police officer could write down every plate he sees, but he’d quickly tire of the task. The readers automate and amplify a mundane chore.

Gun shot detection technology. Sensors placed atop light poles alert police to loud noises that sound like gunshots. The devices have been installed in Newark, NJ, Omaha, NE, and other cities.

One company, ShotSpotter, charges police departments an annual fee of \$65,000 to \$90,000 per square mile, writes Jon Fasman in *We See It All*, a recent book about the increasing sophistication of surveillance tools. The return on that investment is unclear, he reports.

Drones. These flying spies act as a “time machine,” Fasman writes. When a crime occurs, the drones’ private operator can go back to the moment of the crime and reconstruct the scene. Who were the shooters? Where did they come from? Where did they go?

Drones pose uncomfortable questions about surveillance in the name of safety. The vast majority of people being recorded by drone cameras have committed no crime.

Facial recognition. Biometric systems are common in China, where there’s no pretense of privacy. In the US, facial recognition is especially fraught. When the cameras are stationed on public streets, Fasman argues, facial recognition software essentially treats everyone as a suspect.

Overall, Fasman concludes, the Moline alderman who worried about Big Brother was wise to have some misgivings.

“Technologically, we have the capacity to create the perfect surveillance state — not in some distant, dystopic future, but now, today,” Fasman writes. **DIX**

City uses pandemic pause to encourage bicycling — Continued from page 1

"We decided pretty early on that closing streets the way we were seeing in Denver and with other Slow Streets concepts was not going to fly in Fort Collins," says Nick Heimann, an active modes specialist for the City of Fort Collins. "Instead, we looked at the robust system that we were already encouraging people to use for walking, bicycling, and scooting on a regular basis, and decided to augment what was already there."

In many cities, building protected bike lanes and other pathways is the first order of business. But Fort Collins already had built a robust trail system, so the city focused much of its effort on its Shift Your Ride campaign, an initiative encouraging residents to skip single-occupancy vehicle rides as often as possible.

The city had launched that program in 2019, and it intensified its efforts during the pandemic. Heimann says the campaign urges residents to engage in physical activity in a safe way.

In the most intense phase of the campaign, Fort Collins designated September as Shift Your Ride month. Fort Collins coordinated a marketing campaign, including a website (fcgov.com/bicycling/shiftyourridemonth), pandemic-safe events like "Bikeway Bingo," and the dissemination of regular "Shift Tips" — short, shareable videos recorded by community members.

The city developed a pledge that called for the public to use a mode of transportation other than a car for one extra trip a week. Hundreds of people signed.

The public-health initiative was just part of Fort Collins' bike-friendly push. The city also added wayfinding signs and pavement markings.

About \$14,000 of the grant was devoted to signs, while the rest went to stenciling on bike paths and marketing, Heimann says. One hundred twenty six permanent bicycle wayfinding signs were installed, as well as

temporary pavement stencils to fill in gaps across the city's bike network.

Using the grant funding, Fort Collins was also able to provide permanent, dual-language wayfinding signs to improve access for the city's Spanish speakers.

"Before, our signs were definitely spaced too far apart for it to really seem like a truly cohesive network," Heimann says. "The stencils were a low-cost, innovative solution that allowed us to pilot something with the intention of possibly scaling it up in the future."

Not only did the low price tag of water-based paint allow the city to gauge the public response before committing to permanent changes, but the bright neon green color helped generate awareness for the existing network among bicyclists, pedestrians, and drivers.

Contact: Nick Heimann, City of Fort Collins, 970-416-2628. 



Three ways to offer more shade downtown

The summer kicked off with triple-digit temperatures in the Pacific Northwest. It was a record heat wave in an area not accustomed to high mercury readings.

John Pattison, a content manager with Strong Towns saw the intense heat as a reminder of an unfortunate reality: There's just not enough shade in many cities, and certainly not in the poorest parts of cities.

His conclusion is backed by a new analysis that quantifies how unequal tree cover is in the U.S.: Neighborhoods where most residents are people of color have, on average, 33 percent less tree canopy than majority-white communities, according to data from the Tree Equity Score map (treeequityscore.org), a project of the conservation nonprofit American Forests.

The poorest neighborhoods, where 90 percent of residents live in poverty, have 41 percent less foliage than the wealthiest ones, the study finds.

Pattison offers three steps to making downtowns more livable during extreme weather:

1. Plant more street trees. The benefits of trees planted along streetscapes are obvious. They cool buildings, sidewalks, and roads. They boost property values, improve public health, and slow vehicle traffic.

2. Change how we build cities. Planting more trees sounds like a simple solution, and Los Angeles has stated a goal of planting 90,000 trees. However, the feel-good plan quickly runs afoul of city rules. For example, Los Angeles doesn't allow trees to be planted within 45 feet of driveways — making the 90,000 tree goal hard to achieve.

“So not only do we need more trees for our streets, we need better streets for our trees,” Pattison writes in Strong Towns.

3. Unleash the innovation of residents. “Trees take years if not decades to develop mature, shade-giving canopies,” Pattison writes. “Similarly, the process of incrementally transforming streets and neighborhoods will (and often should) take time. But people shouldn't have to suffer needlessly in the meanwhile.”

While we wait for trees to mature and new rules about tree-planting to be put in place, downtowns should allow for quicker solutions that make urban environments more livable during heat waves.

“From tarps and shade sails to makeshift bus shelters and plazas, creative, bottom-up interventions like these will be the key to surviving and even thriving in all kinds of weather,” he argues. **DIX**

ECONOMIC GROWTH

Housing shortage spurs conversion of downtown buildings to residential

The post-pandemic real estate market has seen many changes, three major trends among them: Demand for retail space has softened. Employers are wavering in their commitment to office space. And housing demand is on fire.

Those shifts explain why many downtowns are seeing developers repurpose commercial buildings for residential uses.

In Manchester, NH (est. pop. 112,658), several projects are in the works.

Red Oak Apartment Homes has turned

the Citizens Bank building into a residential development, and it bought another commercial building and plans to add dozens more apartments downtown, the *New Hampshire Union Leader* reports.

Other developers are tackling smaller sites downtown that will add dozens of residential units across three projects.

Mike Skelton, president and CEO of the Greater Manchester Chamber of Commerce, said there is a critical need for more housing options.

Units marketed to young professionals will add foot traffic downtown, “at a time when I think that is really important when our restaurants, entertainment businesses, and retail businesses are trying to bounce back,” he told the paper.

In Chicago, a historic office tower in the financial district has been converted to 214 apartments. Rents range from \$1,310 to \$4,916.

The property’s evolution illustrates that converting commercial uses to residential takes time. The developer announced the

plans in 2015 and bought the property in 2016. Leasing began this summer.

And in Allentown, PA (est. pop. 121,441), downtown’s largest developer is moving forward with more apartment projects. The developer, City Center, has developed 14 apartment projects totaling more than 1,500 units.

“As fast as we’re building them, we’re leasing them,” City Center President J.B. Reilly told the Allentown Morning Call.

The strong demand for apartments has been a bright spot for a downtown that sees most office employees working from home.

Downtown leaders can expect to see more development of apartments, given an acute shortfall of housing units nationwide.

“The U.S. housing shortage is ... the result of more than a decade of severe underbuilding and underinvestment,” National Association of Realtors President Charlie Oppler said during a July event focusing on the housing shortage. “Reaching the necessary volume will require a major, long-term national commitment. **DIX**

ACCESS AND MOBILITY

Three strategies for helping micromobility programs achieve their promise

As electric scooters proliferate in downtowns throughout the nation, proponents see the vehicles as an important ingredient in any solution to gridlock and pollution. When paired with trains, buses, and trolleys, shared scooters offer a quick, convenient, eco-friendly way for commuters to travel the “last mile” to their destinations.

“These are transportation devices,” says Dominick Trybone, general manager of bikes and scooters at ride-sharing giant Lyft. “People are using scooters to complement public transit.”

Detractors, on the other hand, can’t quite get past the obvious downsides. As scooters show up on streets and sidewalks worldwide, it’s hard not to notice some issues.

The vehicles are favored by bar-hopping revelers and joy-riding teens. The scooters often are left in a heap on the sidewalk. And in cities that lack protected bike lanes — a description that applies to most downtowns — pedestrians complain about the threat posed by speeding scooters.

Safety has also been a hot topic. After three people died in Atlanta while riding

scooters after dark, Mayor Keisha Lance Bottoms issued an executive order banning scooter use between 9 p.m. and 4 a.m.

The growing pains have been evident as scooter programs have proceeded in fits and starts. After ramping up aggressively, Lime and Lyft pulled back by ceasing operations in some cities. Miami has shut down scooters three times — once after unregulated scooters flooded downtown streets, again during the coronavirus pandemic, and most recently in late 2020 and early 2021, amid complaints about underage riders, sloppy storage, and sidewalk riding.

“Scooters are controversial in every city where they launch,” says Leo Vera, co-founder and chief financial officer of Swiftmile, a provider of scooter-charging stations. “Half the people love ‘em, half the people hate ‘em.”

Transportation consultancy Kittelson & Associates offers some best practices for downtown leaders as they seek to build successful regulatory regimes for scooters:

Carefully weigh the launch. In Fort Lauderdale, FL, for instance, the city skipped a pilot program and went straight to a permanent regulatory scheme, Kittelson notes.

The upside? A permanent program appeals to operators, which invest hundreds of thou-

sands or even millions to bring scooters to a new market.

The downside? It’s not as easy to be nimble with a permanent program, or to adjust.

Miami learned one lesson from its pilot program: Too many operators can prove chaotic. While most cities launch by licensing just a handful of scooter companies, Miami allows an unlimited number of vendors. The city is in the process of paring back the number of scooter companies.

Be prepared for constant change.

Micromobility is such a new concept that the business is changing constantly. Just a couple years ago, dockless micromobility referred to bikes. Now, scooters have taken over as the more popular type of vehicle.

State laws also are in flux. In Pennsylvania, state law has banned electric scooters altogether.

Stress safety. Scooters can be hazardous both for riders and for pedestrians. That’s why downtown leaders must keep safety at the forefront of their discussions.

In Miami, funds from the scooter program are being used to create protected bike lanes that can be used by scooter riders. The idea is to move scooters off sidewalks by helping riders feel safe on the road. **DIX**

Matching funds boost downtown businesses

In California’s Stanislaus County, the Relief Across Downtown (RAD) gift card program is working to put more money in consumers’ hands and help local businesses get back on their feet.

The RAD Card is a digital gift card which may be used at participating downtown businesses. And it offers a real incentive to spend money locally. When consumers load their cards with \$50, \$75, or \$100, the amount is automatically doubled thanks to \$1,000,000 in funding from the county. The RAD Card

is available as an app in the App Store and Google Play.

The program was developed by the Downtown Modesto Partnership. It has expanded to 18 cities in two California counties. The RAD Card website notes that “businesses participating report that revenue is up to 80 percent attributable to RAD Card sales, a powerful revenue engine that benefits both consumers and businesses during these challenging times for our economy and public health.”

To learn more visit theradcard.com. **DIX**

Idea Exchange

Here's how Raleigh will spend some of its ARP money

The City of Raleigh, NC, anticipates receiving \$73.3 million in American Rescue Plan funds. A range of projects in the city center are expected to benefit from the windfall. These include:

- \$400,000 for improvements to downtown's City Plaza. This would include lighting and sound upgrades and added shade.
- \$250,000 for a downtown ice rink.
- \$250,000 for a downtown economic development study in partnership with the Downtown Raleigh Alliance.
- \$200,000 to support cultural events and activities downtown.

The *News & Observer* reports that the mayor also asked for funds for the Downtown Raleigh Alliance to provide additional downtown events and an additional social worker.

County takes lead in downtown revitalization

Pennsylvania's Perry County Economic Development Authority is working to revitalize the nine downtown areas within its borders. "As the economic development authority, we thought we could collaborate with these boroughs and bring resources to them that they otherwise would not have to get this accomplished," Michelle Jones,

program director for the EDA told ABC 27 News.

The EDA brought in planning firm Arnett Muldrow & Associates to assist in developing plans for each community. In many cases, the consultants said that there are simple solutions to restore pride in the community and improve the downtowns for the future. This includes such things as shade tree planting and restoration along downtown streets and in parks, public art projects such as murals, improved wayfinding and signage, and the use of flower planters to create unique downtown spaces. They also urged the communities to work with local businesses and residents to coordinate efforts.

With the plans in place, the EDA is working to secure grant funding to move projects forward.

Holiday event relocates, supports downtown

A decades old holiday event is moving to downtown Springfield, IL. The Memorial Medical Center Foundation's annual Festival of Trees will move from the Illinois State Fairgrounds to multiple locations downtown this winter. The medical center says that the goal is to "make the event more accessible to the public and support small local businesses that are still recovering from the pandemic."

The nine day event brings together local designers to decorate hundreds of trees, wreaths, and other displays including a gingerbread village. There are also rides

ISSN 0012-5822

Downtown Idea Exchange

A publication of the
Downtown Development Center

36 Midvale Road, Suite 2E
Mountain Lakes, NJ 07046

Phone: (973) 265-2300 • Fax: (973) 402-6056

Email: info@DowntownDevelopment.com

Website: DowntownDevelopment.com

Editor

Jeff Ostrowski, ext. 110

jostrowski@DowntownDevelopment.com

Technical Editor

Laurence A. Alexander

Customer Service

Mary Pagliaroli, ext. 101

mpagliaroli@DowntownDevelopment.com

Reprints and Permissions

Michael DeWitt, ext. 107

mjdewitt@DowntownDevelopment.com

Publisher

Margaret DeWitt, ext. 106

msdewitt@DowntownDevelopment.com

Downtown Idea Exchange® is published monthly by the Downtown Development Center. The Center provides news, information and data for successful downtown revitalization through its newsletters, books, reports, and website.



Alexander Communications Group

© 2021 Alexander Communications Group, Inc. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying or otherwise, without the prior written permission of Alexander Communications Group.

Subscription Order Form:

Please start/renew my one-year subscription to *Downtown Idea Exchange* for \$246.*

NAME _____

TITLE _____

FIRM/ORGANIZATION _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____

EMAIL _____ N15

MAIL: 36 Midvale Road, Suite 2E
Mountain Lakes, NJ 07046

FAX: (973) 402-6056

PHONE: (973) 265-2300

EMAIL: info@DowntownDevelopment.com

* US \$246, Canada \$251, Elsewhere \$267.

Idea Exchange

on the Candy Cane Express and crafts in the Little Elves' Workshop.

"Having an event, especially one as iconic and well attended as Festival of Trees, will be a boost to our local businesses and will be a wonderful way to bring the community together to celebrate this holiday season," Downtown Springfield, Inc. executive director Kayla Graven told *The State Journal-Register*.

Activating downtown with tourism grants

The city of Livermore, CA, is working to jump-start the economy downtown and beyond with a new Tourism and Special Event Grant Program. The city will provide five grants of \$2,000 each for fiscal year 2021-2022. The goal is to support events that:

- add to Livermore's unique art, history, diversity, or character;
- appeal to broad audiences throughout the region;
- produce an economic benefit to the city by marketing Livermore as a destination;
- provide interest and opportunity for the community to gather as the city emerges from the pandemic.

City moves to restrict short-term rentals

The City of Waco, TX, is taking steps to address concerns about the lack of affordable housing. This month the city council approved

Dogs bring new life to underused park

This summer, the City of Jackson, MI, opened its first dog park. The downtown has seen a housing boom in recent years, with hundreds of new apartment units added. The park, which is located a short walk from downtown, will give local dogs a place to roam off-leash and help attract even more new residents to the downtown area, says Mayor Derek Dobies.

The 1.1 acre Beech Tree Park was re-purposed for this new use at a cost of \$70,000. The fully fenced area includes separate spaces for big and small dogs, sidewalks, benches, and picnic tables. A local resident's donation covered the full cost of the renovation.



changes to limit the number of short term rentals, or airbnbs, in the city. There is concern that landlords are moving their buildings out of the long-term rental or owner-occupied markets and into the short-term rental market.

Council Member Hector Sabido said he does not believe short-term rentals are the main reason homes are hard to find and expensive to buy, but that they are a contributing factor. Many homes in the city center have been converted from owner-occupied to short-term rentals to accommodate Texas A&M football fans.

Sabido said an ongoing housing study, due to wrap up in fall, will provide more detailed answers about what is driving the housing market locally.

On a larger scale, analysis conducted by the Economic Policy Institute, finds that the economic costs of Airbnb likely outweigh the benefits. The report says:

"While the introduction and expansion of Airbnb into cities around the world carries large potential economic benefits and costs, the costs to renters and local jurisdictions likely exceed the benefits to travelers and property owners." **DIX**