

CITY OF ELKO
REDEVELOPMENT AGENCY
REGULAR MEETING MINUTES
3:00 P.M., P.D.S.T., MONDAY, OCTOBER 12, 2015
ELKO CITY HALL, COUNCIL CHAMBERS,
1751 COLLEGE AVENUE, ELKO, NEVADA

CALL TO ORDER

The meeting was called to order by Mayor Chris Johnson, Chairman of the City of Elko Redevelopment Agency (RDA).

ROLL CALL

Present: Mayor Chris Johnson
Mandy Simons
Robert Schmidlein
Reece Keener
John Patrick Rice

City Staff: Curtis Calder, City Manager
Scott Wilkinson, Assistant City Manager
Dave Stanton, City Attorney
Jeremy Draper, Development Manager
Rebecca Hansen, Planning Technician
Mark Gibbs, Airport Director
Dawn Stout, Administrative Services Director
James Wiley, Parks and Recreation Director

PLEDGE OF ALLEGIANCE

INITIAL PUBLIC COMMENT PERIOD

There were no public comments made at this time.

I. NEW BUSINESS

A. PUBLIC HEARINGS

1. Review and consideration of a revised Downtown Corridor Design, including direction to staff, the Redevelopment Advisory Council, and Logan Simpson Design with regard to the concept and refinements within the previously determined budget limitations, and matters related thereto. **FOR POSSIBLE ACTION**

Scott Wilkinson, Assistant City Manager, said we have a concept that fits within the RDA's previous action of setting a base budget of \$5 million with two add alternates of \$2.5 million each.

Dave Harris, Logan Simpson Design, said they have been working with the City and some stakeholders to refine the plan to get it within that budget. He went over the purpose of the meeting and presented option 4 as shown in the packets. The idea is to have special paving and plaza activities between 4th and 6th Streets. The second improvement is increasing the width of each block by about 5 feet to 10 feet so we can make the whole corridor a little more aesthetically pleasing on the cross streets with trees and landscaping. There's interest in obtaining a grant for improving the railcar in the Railroad Park. There's a fountain feature in that area that will need to be renovated. A small pocket park near the east end would provide a small amenity in that area. They still hope to create a pedestrian connection to Idaho Street. To stay right at the budget we will rotor mill and resurface the parking lots and color the 4th and 5th Street blocks. We would improve curb, gutter and sidewalks at each corner and put in new handicap ramps throughout the corridor. On the east end we would micro seal, repaint and resurface the parking lots and improve the planters. Parking would still be reduced by about 20 percent, but if we want to beautify the corridor we have to reduce the spaces. Each driveway will be 24' wide with 10x20 ft. stalls and 60 degree parking. The total parking space count for the space between the buildings would be 879. If we reduce the width to 9x20 ft. stalls we can gain about eight to nine stalls per block. The pedestrian ramps and bulb-outs at each intersection would be significantly improved. It would allow a six to eight foot sidewalk. The number one desire was a place for festivals. The hope is to do a stamped colored sealer along all of 5th Street. We will add a plaza between 5th and 6th Street. The 6th Street end will be for the Centennial feature. They're proposing a six to eight foot wall to block the outdoor storage at Roy's Market. All roads will be 26 ft. wide. We'll add landscaping to the southeasterly corner of the 7th to 8th Street block and a 12-18 in. retaining wall at each planter edge between 8th and 11th Streets. The existing sidewalk ends at the elementary school, so hopefully we can work with the property owner to finish the sidewalk all the way to 11th Street. The total cost estimate for everything presented is \$10 million. They broke that down into phases, so together we'll have to prioritize the amenities in order to come up with the \$5 million and two \$2.5 million projects. There is a very high contingency, 20%, but once we get into more detail they can bring that down to approximately 5-10%. They would like feedback on whether the park is correctly positioned and sized appropriately and if the parallel parking is acceptable.

Mandy Simons asked if Commercial and Railroad Streets are still one-way streets.

Mr. Harris answered yes, that is correct.

Ms. Simons asked this budget hasn't chipped away any of the existing utilities, correct?

Mr. Harris explained they have an idea of how much it will cost; we just need to determine whether that will come out of the City budget or the RDA budget. He thought we were covered with the contingency though.

John Patrick Rice asked if the proposed parking configuration is more or less efficient than the existing herringbone.

Mr. Harris answered they were trying to make the parking more accessible because that's all they hear from the community is how hard it is to park and the spaces are too small.

Mr. Rice said the one thing with the herringbone is you don't get to access each aisle in a 2-way manner.

Mr. Harris said in terms of efficiency, we won't gain any extra stalls dramatically if we changed it to 10x20 ft. stalls with the herringbone strategy or if we did it this way. It's a matter of what will be easier for the drivers and visitors to be able to park and leave comfortably.

Reece Keener asked if most of the existing trees will be able to be retained.

Mr. Harris answered in his survey the trees are stunted and old. To him it didn't make sense to try to save them because they are at their life span and there is bad soil in there. They're proposing all new trees from 3rd to 7th Street. From 7th to 11th Street there are some pretty big trees that compliment the area nicely.

Jacques Errecart, 518 Commercial Street, said he was concerned about this plan. We explored parallel parking in front of the businesses and there were only 10-12 cars on each side, whereas if we did diagonal parking it was more like 30. That also helps with accessibility. The previous plan had the green areas contiguous which would be more positive for the festivities we're looking for. He remembers when there was diagonal parking in front of the businesses. In his own studies we can devote approximately 20-25% to amenities and parks and still have enough parking. It seems like some of the features from the previous plans could be added in the future.

Mr. Rice asked if the parking footprint for the diagonal parking was the same as it is now.

Mr. Errecart remembered that the sidewalk was slightly narrower. There was a row of diagonal parking up against the businesses, then Commercial Street and a double loaded diagonal parking bank before you got to the railroad tracks themselves. He felt it would be worth looking at a historical photograph to get an idea of what diagonal parking looked like in the corridor.

Mark Gibbs, 348 7th Street, asked what the difference was between the life-cycle costs of micro-paving and the colored asphalt accents.

Mr. Harris answered micro-surfacing just seals the cracks and doesn't repair the structure. What we're proposing between 3rd and 6th Street is a rotor mill, stamped asphalt and color. It will last significantly longer, especially if you seal it.

Mr. Gibbs asked how long it typically lasts and, again, what the cost difference is. He questioned what the maintenance cost would be on the colored rotor mill surface versus what they are currently doing with asphalt. The City is able to extend that pavement at a very low incremental cost with micro-paving.

Mr. Harris said micro-seal is a standard maintenance, and you could do that same process on this rotor milled, stamped asphalt surface as well. If you wanted to re-stamp it obviously you would have to heat it up and use a stamping tool. It would be more expensive in the future to stamp and reseal it, but it does last longer. He wasn't sure what the exact numbers were. The micro-sealing is monumentally cheaper at 50 cents a square foot. Rotor mill is basically restructuring the whole elevation. It checks the subgrade and makes sure the road base is compacted to 95% and rebuilding the whole parking lot. It will last 10 times longer than just a micro seal. The same system applies once it's redone, we aren't changing your parking lot maintenance method. You will still come back and micro seal it at some point.

John Lemich, 450 Commercial Street, said he was concerned about the bulb-outs slowing down traffic so much that people won't want to come downtown. He hits the bulb-outs all the time, and felt they shouldn't do the bulb-outs on every single corner. Maybe remove the right-hand turn bulb-outs.

Mr. Harris said it's up to the RDA, what's more important cars or pedestrians.

Mr. Lemich felt it was a bad idea to put the pedestrians out in the middle of the road because trucks and trailers are on the sidewalk going around the corners.

Mr. Rice said if you're turning right, that could be a problem for Capriollas.

Ms. Simons said that makes sense. She understands their purpose, but there might be some areas that the bulb-outs aren't as important.

Mr. Wilkinson said Article 6 of the contract states we need direction from RDA on how to proceed. The question is, do we want to keep the parking centered in the corridor or move it to the side. This plan fits within the budget. He reached out to Steve Romero and sees the pocket park going away because Mr. Romero never requested that. There's also been discussion about shifting the park on both sides of 5th Street to mid-block. However, he reached out to some of the business owners in that area and they don't want to lose the parking in front of their building.

Ms. Simons asked what you're hearing is they prefer not to have green space at that east end, just parking?

Mr. Wilkinson answered yes, Mr. Romero's investment and future plans are based on that availability of parking in the corridor. They were hoping to see enhanced landscaping. There was also concern about the sidewalk extension and what that might do to the parking he had right in front of his buildings.

Mr. Rice questioned if we approve this as concept, could there be some significant shifting?

Mr. Wilkinson felt there would be. The concept and direction we are looking for is utilizing the existing infrastructure, alignments and parking areas. He thought they would go to 9x20 ft. parking spaces.

Mr. Rice said he got an email from a stakeholder who is a member of RAC, and they conceptually like this but there is still some work to be done.

Robert Schmittlein felt this should just be a general concept and wanted to send it back to RAC with direction. He would like to give all business owners a chance to vent their concerns before we come to a final design. He felt based on what was presented, they are utilizing a majority of the corridor parking to its fullest. There are some areas that we lose parking because we are going to full-size parking spaces. We can look at possibly going back to angled parking. He felt there's too much green space in the corridor.

Mr. Keener said he is on board with sending it to RAC. The public hasn't had the chance to look at the new plan.

**** A motion was made by Mandy Simons, seconded by Reece Keener, to direct staff, the Redevelopment Advisory Council and Logan Simpson Design to continue refinements to the conceptual design proposed at the meeting, determine if the design is consistent with the approved RDA plan and RDA Vision Plan and identify the correct adoption and/or approval for the proposed design based on that determination.**

The motion passed unanimously. (5-0)

FINAL PUBLIC COMMENT PERIOD

There were no public comments made at this time.

There being no further business, the meeting was adjourned.

Mayor Chris J. Johnson, Chairman
Redevelopment Agency