REDEVELOPMENT PLAN For the ELKO REDEVELOPMENT AREA (As Adopted on February 12, 2008)

I. INTRODUCTION

This is the Redevelopment Plan (the "Plan") for the Redevelopment Area (the "Redevelopment Area") which is located in the territorial jurisdiction of the City of Elko (the "City"), in Elko County, in the State of Nevada. This Plan consists of the contents of the Preliminary Plan, which has been approved by the City of Elko Planning Commission and the City of Elko Redevelopment Agency. The Plan also includes text and maps describing the content and extent of Redevelopment planned for the Area. Additionally, the Plan includes the Redevelopment Area Map: Exhibit "A"; a Legal Description of the Redevelopment Area: Exhibit "B"; and, the Property Owners Participation Rules: Exhibit Redevelopment Plan Report prepared by the Redevelopment Agency is identified as Exhibit "D"; the Report by the Planning Commission is identified as Exhibit "E": the photographs of Blighted Conditions through the Designated Area are identified as Exhibit "F", and the Preliminary Plan is incorporated as a separate attached document identified as Exhibit "G".

This Plan has been prepared pursuant to Nevada Revised Statutes (NRS) 279.382 through 279.685 which provide for the exercise of redevelopment authority by a redevelopment agency and includes an Introduction; the Redevelopment Area Boundary and Legal Description; Proposed Redevelopment Activities; Land Uses and Development Requirements; the Proposed Method of Financing the Area; Actions by the City; Enforcement; Duration of the Plan; the Procedure for Amendment, and Severability.

Implementation of this Plan by the City and the Redevelopment Agency of Elko is governed by the provisions contained in this Plan and also in accordance with the provisions and limitations contained in NRS 279.685, the City of Elko Charter and the Official Code of the City of Elko, as they may be amended from time to time. Hereinafter the term "Agency" refers to the Redevelopment Agency of the City of Elko, Nevada. The term "Legislative Body" refers to the City Council of the City of Elko, Nevada.

The definitions of general terms which are contained in Nevada Revised Statutes govern the construction of this Plan, unless more specific terms

and definitions are otherwise provided for in this Plan. All statutory references hereinafter shall be made to the Nevada Revised Statutes.

Many of the requirements contained in this Plan are necessitated by and in accord with statutory provisions in effect at the time of adoption of this Plan. Such statutory provision may be changed from time to time. In the event that any such changes affect this Plan's requirements, and would be applicable to the Agency, the Redevelopment Area, or this Plan, whether or not this Plan were formally amended to reflect such changes, then the requirements of this Plan that are so affected shall be superseded by such changes, to the extent necessary to be in conformity with such changes.

The Redevelopment Area includes all properties within the boundary shown on the Redevelopment Area Map and described in the Legal Description of the Redevelopment Area. Also existing within the Designated Area are open-spaces, parks, bicycle and pathways and other spaces designated for community gatherings set forth in a variety of existing plans for the City, its Master Plan and in the Preliminary Redevelopment Plan.

The proposed redevelopment of the Redevelopment Area as described in this Plan conforms to the Master Plan for the City of Elko, pursuant to NRS 279.568 as applicable and as applied in accord with local codes and ordinances.

This Redevelopment Plan is based upon the Preliminary Plan which was formulated and adopted, and Amended by the City of Elko Planning Commission (the "City Planning Commission") to insure conformity to the Master Plan and NRS 279.526 Preliminary Plan Sufficiency requirements on November 6, 2007.

This Plan provides the Agency with powers, duties and obligations to implement and further the redevelopment program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the Redevelopment Area. This Plan does not present a specific plan or establish priorities for specific projects for the redevelopment, rehabilitation, and revitalization of any particular area within the Redevelopment Area.

Instead, this Plan presents a series of ideas and recommendations for revitalization and redevelopment which are programmed and designed to stimulate new investment, stabilize the tax base and to strengthen the viability of existing businesses. This Plan also provides a basic framework within which specific future development plans will be prepared and presented; it provides for priorities for specific projects to be established, and for new tools that will forge for the Agency the ability to fashion,

develop, and proceed with necessary specific plans, projects, and solutions.

In general, the goals and objectives of the redevelopment program in the Redevelopment Area are as follows:

- 1. To promote and insure public safety and welfare; to eliminate and prevent the spread of blight and deterioration, and the conservation, rehabilitation and redevelopment of the Redevelopment Area in accord with the Master Plan, the Redevelopment Plan and local codes and ordinances.
- 2. To promote and support a pedestrian oriented downtown; and, to achieve an environment reflecting a high level of concern for architectural, landscape, and urban design and land use principles appropriate for attainment of the objectives of the Redevelopment Plan.
- 3. To benefit, sustain and support the visual enhancement and beautification; and to minimize unplanned growth by guiding revitalization activities and new development in such fashion as to meet the needs of the Redevelopment Area, the City and its citizens.
- 4. To ensure adequate vehicular access and circulation; to retain and sustain existing businesses by means of redevelopment and rehabilitation activities, and encourage cooperation and participation of owners, businesses and public agencies in the revitalization of the Redevelopment Area.
- 5. To promote historic and cultural interest in the Redevelopment Area; and, encourage investment by the private sector in the development and redevelopment of the Redevelopment Area by eliminating impediments to such development and redevelopment.
- 6. To respect the efforts and accomplishments of the past; and, encourage maximum participation of residents, business persons, property owners, and community organizations in the redevelopment of the Redevelopment Area through enduring public/private partnerships.
- 7. To achieve Plan conformance and advancement through replanning, redesign and the redevelopment of areas which are stagnant or improperly used.

Redevelopment of the Redevelopment Area pursuant to this Redevelopment Plan and the above goals and objectives will attain the purposes established within the City's Master Plan and Nevada Revised Statutes Chapter 279 by:

- (1) The elimination of blighting influences and the correction of environmental deficiencies including among others, buildings in which it is unsafe for persons to live or work, incompatible and uneconomic land uses, and small and/or irregular lots.
- (2) The assembly of land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation.
- (3) The re-planning, re-design, and redevelopment of areas which are stagnant or improperly used in ways which could not be accomplished solely by private enterprise without public participation and assistance.
- (4) The provision of opportunities for participation by owners and tenants in the revitalization of their properties.
- (5) The strengthening of retail and other commercial functions within the Redevelopment Area.
- (6) The strengthening of the economic base of the Redevelopment Area by stimulating new investment.
- (7) The expansion of employment opportunities.
- (8) The provision of an environment for social and economic growth.
- (9) The expansion and improvement of housing for low and moderate income persons through research, policies, financial programs and standards.
- (10) The installation of new, or replacement of existing public improvements, facilities, and utilities in areas which are currently inadequately served in regard to such improvements, facilities, and utilities.
- (11) Other means as deemed appropriate.

II. REDEVELOPMENT AREA BOUNDARY AND LEGAL DESCRIPTION

The boundaries of the Redevelopment Area are shown on the Redevelopment Area Map attached as **Exhibit "A"**, and are described in the Legal Description of the Redevelopment Area attached as **Exhibit "B"**.

III. PROPOSED REDEVELOPMENT ACTIVITIES

A. <u>General</u>

The Agency proposes to eliminate and prevent the spread of blight and blighting influences, and strengthen the economic base of the Redevelopment Area and the City of Elko, by some or all of the following:

- Encouraging participation through developing enduring public/private partnerships in the redevelopment process by owners, occupants and developers of properties located in the Redevelopment Area, consistent with this Plan and rules adopted by the Agency;
- 2. Providing for the acquisition of real property;
- 3. Providing for the management of property under the ownership and control of the Agency;
- 4. Providing relocation assistance to displaced occupants of property acquired by the Agency in the Redevelopment Area;
- 5. Providing for demolition of property for uses in accordance with this Plan:
- 8. Providing for redevelopment of land by private enterprise and public agencies for uses in accordance with this Plan;
- 9. Providing for and encouraging the rehabilitation of structures and improvements by present owners, their successors, and the Agency;
- Providing for the provision of ageing and/or new utilities, roads, streets, landscaping, parking facilities and other public improvements.
- 11. Providing for the consideration of the implementation of land use controls or regulations.

Pursuant to NRS 279.598, the Agency through its authority shall initiate safeguards to insure that the work of redevelopment is carried out pursuant to the Plan, including provisions for the retention of controls and the establishment of restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the Legislative Body, the City Council, deems necessary to effectuate the purposes of NRS 279. The establishment of such controls is deemed a public purpose under the Chapter's provisions.

In the accomplishment of these activities, and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers to the extent now or hereafter permitted by law, which powers are not expressly limited by this Plan.

B. Owner Participation and Business Reentry Preferences.

1. Owner Participation.

Owners of real property within the Redevelopment Area shall be extended reasonable opportunities to participate redevelopment of property in the Redevelopment Area if such owners agree to participate in the redevelopment in conformity with Redevelopment Plan and the owner participation implementation rules adopted by the Agency. The Agency will also opportunities to tenants participation within the extend Redevelopment Area.

In appropriate circumstances where such action would foster the goals and objectives contemplated by the Redevelopment Plan, an owner may participate in substantially the same location either by retaining all or portions of his property; retaining all or portions of his property and purchasing adjacent property if needed and available for development; rehabilitating or demolishing all or part of his existing buildings; initiating new development; or selling property to the Agency.

The final decision concerning acquisition of real property by the Agency, if any, will be based upon the conditions existing at the time the Agency purchases property or enters into participation agreements.

Participation opportunities shall necessarily be subject to and limited by factors including but not limited to the following:

- (1) the elimination and/or modification, if any, of existing land uses;
- (2) the construction, vacation, realignment and/or alteration, if any, of existing streets;
- (3) the ability of participants to finance and complete proposed developments and rehabilitations;
- (4) the capability and/or experience of the owner participant and/or its developer as determined by the Agency, to implement the proposed development;
- (5) the proposed land uses for redevelopment of the Redevelopment Area;
- (6) intensification of certain land uses;

(7) the construction or expansion of public facilities.

2. Participation by Tenants.

Non-property owners who are tenants engaged in business or residing in the Redevelopment Area shall be extended reasonable preferences if they wish to purchase property at their present location for the purpose of rehabilitating and/or expanding existing improvements or to build new improvements in conformance with the designated land uses and other requirements of this Plan. However, the preference provided to such businesses or residential tenants will be subordinate to, or follow, the preference provided to the existing property owners.

Businesses and residential tenants may also submit proposals for rehabilitation and/or new development at locations other than their existing location, as long as said property conforms to the Plan and is within the Redevelopment Area.

3. Participation Agreements.

The Agency may require that, as a condition to participating in redevelopment hereof, each participant shall enter into a binding written participation agreement with the Agency by which the participant agrees to contribute, sell, lease, acquire, rehabilitate, develop or use the property in conformance with this Plan and to be subject to the provisions hereof and such other provisions and conditions to which the parties may agree. As appropriate to the project, the Agency may additionally obligate participants to establish an employment plan addressing conditions described in NRS 279.482.2. In all agreements, the Agency may require participants who retain real property to sign and ioin in the recordation of such documents as required by law necessary to make the provisions of this Plan and such participation agreement applicable to their properties. The rights of an owner participant under an approved participation agreement may or may not, at the Agency's option, be transferable upon sale or other disposition of the property.

Whether or not a participant enters into a participation agreement with the Agency, the provisions of this Plan are

applicable to all public and private property in the Redevelopment Area.

4. <u>Limitations on Property Acquisitions:</u>

The agency shall not acquire real property on which an existing building is to be continued on its present site under the Redevelopment Plan and in its present form and use without the consent of the Owner.

5. Implementing Rules:

The provisions shall be implemented according to the rules adopted by the Agency at its December 11, 2007 meeting and the same may be from time to time amended by the Agency.

C. Real Property Acquisition.

1. Acquisition of Real Property.

The Agency may acquire, but is not required to acquire, any real property located in the Redevelopment Area by purchase, lease, option, gift, grant, or bequest.

The Agency is authorized to acquire structures without acquiring the land upon which those structures are located. The Agency is also authorized to acquire any other interest in real property less than a fee simple.

D. <u>Property Management.</u>

During such time as property, if any, in the Redevelopment Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt. Whenever property in any redevelopment project has been redeveloped and thereafter leased by the Redevelopment Agency to any person or persons or whenever the agency leases real property in any redevelopment project to any person or persons for redevelopment, the property shall be assessed an taxed in the same manner as privately owned property, and the lease or contract shall provide that the lessee shall pay taxes upon the assessed value of the leasehold interest.

At the conclusion of each year the Agency shall provide the Assessor's office with information regarding all leases so that possessory interest taxes can be calculated and assessed.

E. Relocation of Persons (Including Individuals and Families), Business Concerns and Others Displaced by the Project.

1. Assistance In Finding Other Locations.

The Agency shall assist all persons, business concerns, and others displaced by Agency action in the Redevelopment Area in finding other locations and facilities. In order to carry out the Redevelopment Plan with a minimum of hardship to persons, business concerns, and others, if any, displaced from their respective places of residence or businesses, the Agency shall assist such persons, business concerns and others in finding new locations that are decent, safe, sanitary, within their respective financial means, in reasonably convenient locations, and otherwise suitable to their respective needs.

2. Relocation Payments.

The Agency shall make relocation payments for moving expenses and direct losses of personal property to persons, business concerns, and other displaced by Agency action in the Redevelopment Area and shall make additional relocation payments as may be required by Law. Such relocation payments shall be made pursuant to Chapter 342 of Nevada Revised Statutes and the regulations adopted by the Agency pursuant thereto. The Agency, at its option, may make such other payments as may be appropriate and for which funds are available.

The Agency shall provide assistance for relocation and shall make all of the payments required in regulations adopted by the Director of the Department of Transportation pursuant to Nevada Revised Statutes Section 342.105 for programs or projects for which federal financial assistance is received to pay all or any part of the cost of that program or project.

F. <u>Demolition, Clearance, Public Improvements, Building and Site</u> Preparation.

1. Demolition and Clearance.

The Agency is authorized to demolish and clear buildings, structures, and other improvements from any real property acquired in the Redevelopment Area as necessary to carry out the purposes of this Plan.

2. Public Improvements.

The Agency is authorized to install and construct, or to cause to be installed and constructed, the public improvements, facilities and utilities necessary to carry out this Plan. Such public improvements, facilities and utilities include, but are not limited to, the following:

- (1) porticos/canopies;
- (2) sewers;
- (3) storm drains;
- (4) electrical, natural gas, telephone and water distribution systems;
- (5) parks, plazas, graphic designs and site art;
- (6) playgrounds;
- (7) parking, signage, transportation and bicycle facilities;
- (8) landscaped areas:
- (8) walkways, paths, street and circulation improvements;
- (10) flood control improvements and facilities;
- (11) entryway and memorial features:
- (12) recreational improvements; and
- (13) other public facilities serving the needs of Redevelopment Area occupants.

3. Preparation of Building Sites.

The Agency is authorized to prepare, or cause to be prepared, as building sites, any real property in the Redevelopment Area owned or acquired by the Agency.

G. Property Disposition and Development.

1. Real Property Disposition and Development.

a. General.

For the purposes of this Plan, the Agency is authorized to sell, lease for a period not to exceed ninety-nine (99) years, exchange, subdivide, transfer,

assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. The Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding but only after a public hearing, notice of which shall be given by publication for not less than once a week for two weeks in a newspaper of general circulation published in Elko County, Nevada.

All real property acquired by the Agency in the Redevelopment Area shall be sold or leased to public or private persons or entities for development for the uses permitted in the Plan, and any such sale or lease may be for an amount at less than fair market value if necessary to effectuate the purposes of this Plan. Real property may also be conveyed by the Agency to the City, and, where beneficial to the Redevelopment Area, to any other public body without charge or for an amount at less than fair market value.

All purchasers or lessees of property from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

During the period of development the Redevelopment Area, the Agency shall ensure that the provisions of this Plan and of other documents formulated pursuant to this Plan are being observed, and that development in the Redevelopment Area is accordance with development proceeding in documents and time schedules.

b. <u>Disposition and Development Documents.</u>

The Agency shall reserve powers and controls in disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is expeditiously carried out pursuant to this Plan.

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements, shall be made subject to the provisions of this Plan and any adopted Design Guidelines and other conditions imposed by the Agency by leases, deeds, contracts, agreements, declarations of restrictions, provisions of the zoning ordinance, conditional use permits, or other means. Where appropriate, as determined by the Agency, such documents or portions thereof shall be recorded in the Office of the Recorder of Elko County.

The leases, deeds, contracts, agreements, and declarations of restrictions may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, or any other provision necessary to carry out this Plan.

c. <u>Development by the Agency or Other Public</u> Bodies or Entities.

The Agency may, with the consent for the Legislative Body, pay all or part of the value of the land for and the cost of the construction of any building, facility, structure or other improvement and the installation of any improvement which is publicly or privately owned and located within the redevelopment area or in the immediate neighborhood which the Redevelopment Area is located. Before the Legislative Body may give its consent, it shall determine that:

- (1) The buildings, facilities, structures or other improvements are of benefit to the Redevelopment Area or the immediate neighborhood in which the Redevelopment Area is located: and
- (2) No other reasonable means of financing those buildings, facilities, structures or other improvements are available.

Those determinations by the Agency and the Legislative Body are final and conclusive.

If the value of the land or the cost of the construction of that building. facility. structure improvement, or the installation of any improvement has been, or will be, paid or provided for initially by the community or other governmental entity, the Agency may enter into a contract with that community or governmental entity under which it agrees to reimburse the community or governmental entity for all or part of the value of that land or the cost of the building, facility, structure or other improvement, or both, by periodic payments over a period of years. The obligation of the Agency under that contract constitutes an indebtedness of the Agency which may be payable out of taxes levied and allocated to the Agency under paragraph (b) of subsection 1 of Nevada Revised Statutes 279.676, or out of any other available money.

d. <u>Development Plans</u>.

All development plans (whether public or private) shall be processed in the manner provided by applicable City codes, as they are, or as they may be, amended from time to time. All development in the Redevelopment Area must conform to City (as appropriate) and Agency design review procedures, including any Design Guidelines adopted by the Agency.

2. Personal Property Disposition.

For the purposes of his Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Agency.

H. Cooperation with Public Bodies.

For the purpose of aiding and cooperating in the planning, undertaking, construction or operation of redevelopment projects located within the area in which it is authorized to act, any public

body, upon the terms and with or without consideration as it determines, may:

- 1. Dedicate, sell convey or lease any of its property to the Agency.
- 2. Cause parks, playgrounds, recreational, community, educational, water, sewer or drainage facilities, or any other works which it is otherwise empowered to undertake, to be furnished adjacent to or in connection with a redevelopment area.
- 3. Furnish, dedicate, close, pave, install, grade, re-grade, plan or re-plan streets, roads, roadways, alleys, sidewalks or other places which it is otherwise empowered to undertake.
- 4. Plan or re-plan, zone or rezone any part of such area and make any legal exceptions from building regulations and ordinance.
- 5. Enter into agreements with the federal government respecting action to be taken by such public body pursuant to any of the powers granted by Nevada Revised Statutes 279.382 to 279.685, inclusive. Such agreements may extend over any period, notwithstanding any law to the contrary.
- 6. Purchase or legally invest in any of the bonds of the Agency and exercise all of the rights of any handler of such bonds.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency, however, will seek the cooperation of all public bodies which own or intend to acquire property in the Redevelopment Area. Any public body which owns or leases property in the Redevelopment Area will be afforded all the privileges of owner participation if such public body is willing to enter into a participation agreement with the Agency. All plans for development of property in the Redevelopment Area by a public body shall be subject to Agency approval.

IV. LAND USES AND DEVELOPMENT REQUIREMENTS

A. <u>Redevelopment Area Map and Supporting Redevelopment</u> Information Maps.

The Redevelopment Area Map, the City's current Zoning Plan within the Redevelopment Area, the Designated Project Area Land Use Map and the Open Space Map located at the conclusion of this segment of the Redevelopment Plan illustrates the location of the Redevelopment Area boundaries; identifies the major streets within the Redevelopment Area; designates the major land uses authorized and zoned within the Redevelopment Area by the City's current Master Plan; and, identifies formally established open spaces. The Preliminary Plan incorporates additional Redevelopment and Land Use determinations, and Action Strategies for implementing redevelopment within the Area.

The City will from time to time update and revise its Master Plan. It is the intention of this Redevelopment Plan that the major and other land uses to be permitted within the Redevelopment Area shall be as provided within the City's Master Plan, as it currently exists or as it may from time to time be amended, and as implemented and applied by City ordinances, resolutions and other laws. Other uses may be authorized from time to time by Master Plan and Zoning amendments.

B. Other Land Uses.

1. Public Rights-of-Way.

Major public streets within the various segments of the Redevelopment Area are generally described as follows:

URBAN AREA Easterly of 12th Street / North of River:

Easterly / Westerly Streets

- (1) Idaho Street
- (2) Proposed Future Extension of Silver Street

Northerly / Southerly

- (1) 13th Street
- (2) 14th Street
- (3) Underutilized Area Yet to be Planned

CENTRAL DOWNTOWN URBAN AREA Easterly of 1st Street / Westerly of 13th Street / North of River:

Easterly / Westerly Streets

- (1) Cedar Street
- (2) Oak Street
- (3) Juniper Street
- (4) College Avenue
- (5) Pine Street
- (6) Court Street
- (7) Idaho Street
- (8) Railroad Street
- (9) Commercial Street
- (10) Silver Street
- (11) River Street
- (12) Douglas Street
- (13) Water Street

WESTERLY URBAN AREA Easterly of Hot Springs Road and Westerly of 2nd Street

Easterly / Westerly Streets

- (1) Idaho Street
- (2) West Main Street
- (3) Silver Street

Northerly / Southerly Streets

- (1) Columbia Court
- (2) Midas Court
- (3) Mountain City Highway
- (4) Bullion Court
- (5) Edgemont Court
- (6) Tuscarora
- (7) Barengo Way
- (8) Burner Court
- (9) A Street
- (10) 1st Street

CENTRAL DOWNTOWN 5th Street Corridor Southerly of US Interstate 80 / Southerly Edge of Cedar Street:

Easterly / Westerly Streets

- (1) Walnut Street
- (2) Sage Street
- (3) Elm Street
- (4) Maple Street
- (5) Ash Street
- (6) Fir Street
- (7) Cedar Street

<u>URBAN AREA South of River / to Border South of Wilson Avenue</u>

Easterly / Westerly Streets

(1) Front street

Northerly / Southerly Streets

- (1) South 9th Street
- (2) Lyon Avenue

Additional public streets, alleys and easements may be created in the Redevelopment Area as needed for proper use and/or development. Existing streets and alleys may be vacated, abandoned, closed or modified as necessary for proper use to further redevelopment efforts.

Any changes to the existing street layout shall be in accord with the City Master Plan.

2. Other Public, Semi-Public, Institutional and Non-Profit Uses.

In any area the Agency is authorized to permit the maintenance, establishment or enlargement of public, semi-public, institutional, or non-profit uses, including park and recreational facilities, libraries, educational, fraternal, employee, philanthropic, religious and charitable institutions, utilities, railroad rights-of-way, and facilities of other similar associations or organizations. All such uses shall conform so far as possible to the provisions of this Plan applicable to the uses in the specific area involved and as permitted under the Master Plan.

C. Interim Uses.

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit the use of any land in the Redevelopment Area for interim uses not in conformity with the uses permitted in this Plan. Such interim use shall conform to all applicable City codes.

D. Nonconforming Uses.

The Agency is authorized to permit an existing use to remain in an existing building in good condition, which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Redevelopment Area, and abatement of such uses is not required by applicable City codes.

The Agency may authorize additions, alterations, repairs or other improvements in the Redevelopment Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Redevelopment area where, in the determination of the Agency, such improvements would be compatible with surrounding and Redevelopment Area uses and development and are permitted under applicable City codes.

E. General Controls and Limitation.

All real property in the Redevelopment Area is hereby made subject to the controls and requirements of this Plan. No real property shall be developed, rehabilitated, or otherwise changed after the latest effective date of the ordinances adopting this Plan, except in conformance with the provisions of this Plan.

1. Limitation on the Number of Buildings.

The number of buildings in the Redevelopment Area shall not exceed the number of buildings permitted under the Master Plan. Existing buildings make up a large percentage of the Designated Redevelopment Area. Vacant properties can support new housing, commercial and light industrial business ventures and public and quasi-public agencies and organizations in either stand alone facilities, small-scaled multi-tenant buildings, or in mixed-use structures.

2. Number of Dwelling Units.

The number of dwelling units in the Redevelopment Area shall not exceed the maximum number allowed under the densities permitted under the City's Master Plan, as implemented and applied by local codes and ordinances.

The number of dwelling units will vary depending on the density, the type of structures to be permitted and the demand for housing in an urban district. A minimum of seventy-five additional residential units can be anticipated under the Plan.

3. <u>Limitations on Type, Size and Height of Buildings.</u>

Except as set forth in other sections of this Plan, the type, size, and height of buildings shall be as limited by the City's Master Plan, Zoning Plan and applicable federal, state and local statutes and ordinances.

4. Open Spaces, Landscaping, Light, Air and Privacy.

The approximate amount of open space to be provided in the Redevelopment Area is the total of all area which will be in the public rights-of-way, the public grounds, spaces around buildings, and all other outdoor areas not permitted to be covered by buildings. Landscaping shall be developed in the Redevelopment Area to ensure optimum use of living plant material.

In all areas, sufficient space shall be maintained between buildings to provide adequate light, air and privacy.

5. Utilities.

The Agency shall require that all utilities be placed underground whenever physically possible and economically feasible, as determined by the Agency.

6. Incompatible Uses.

No use or structure which in the Agency's opinion would, by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors, be incompatible with the surrounding areas or structures shall be permitted in any part of the Redevelopment Area.

7. Public Uses.

The intent of this Redevelopment Plan is to maintain the amount of property currently being used for public purposes. However, in any area the Agency is authorized to permit the maintenance, establishment or enlargement of public, semipublic, institutional, or non-profit uses, including park and recreational facilities, libraries, educational, fraternal, employee, philanthropic, religious and charitable institutions, utilities, railroad rights-of-way, and facilities of other similar associations or organizations.

All such uses shall conform so far as possible to the provisions of this Plan applicable to the uses in the specific area involved and is permitted under the Master Plan. The Agency may impose such other reasonable restrictions as are necessary to protect the development and uses in the Redevelopment Area.

Open spaces and spaces for public uses and purposes are specifically addressed in detail in the Preliminary Plan that is attached as Exhibit # G of the Plan, and in maps associated with this Plan.

8. Other Covenants, Conditions and Restrictions.

Under exceptional circumstances, the Agency is authorized to permit minor variations from the limits, restrictions and controls established by this Plan. In order to permit any such variation, the Agency must determine that:

- a. The application of certain provisions of the Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Plan:
- There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and control;
- Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and

d. Permitting a variation will not be contrary to the objectives of the Plan.

F. <u>Design Guidelines</u>.

Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, land coverage, set back requirements, design and sign criteria, traffic circulation, traffic access, parking, and other development and design controls necessary for proper development and use of both private and public areas within the Redevelopment Area. These may be established by the approval of specific developments, by the adoption of general restrictions and controls by resolution of the Agency, or by the adoption of one or more Design Guidelines pursuant to this Section.

Thematic Design Guidelines are defined in the Preliminary Plan for the Project Area Downtown. These guidelines are created to maintain respect and to enhance the value of early historic investment and the context of "Old Elko". It is important that all improvements and re-investment in new structures downtown create non-competitive respectful backdrops for neighboring historic buildings rather than mimic early design or compete for design prominence and superiority.

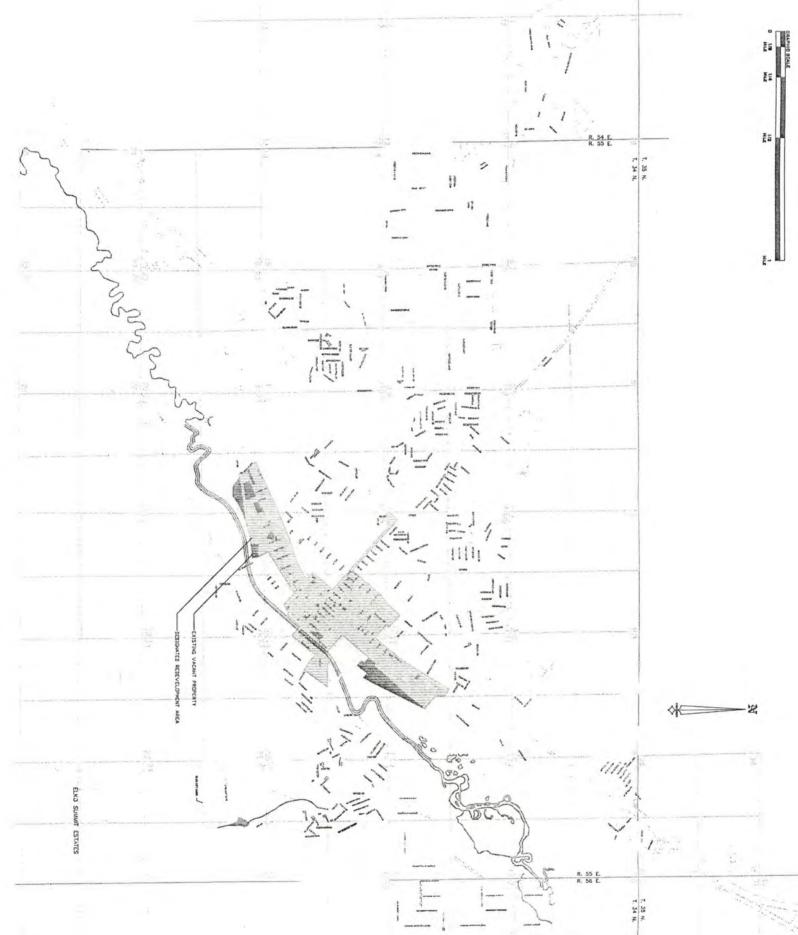
G. Building Permits.

No permit shall be issued for the construction of any new building or any addition, construction, moving, conversion or alteration to an existing building in the Redevelopment Area from the date of effectiveness of the ordinance approving this Plan until the application for such permit has been reviewed by the Agency. Any permit that is issued hereunder must be in conformance with the provisions of this Plan, any Design Guidelines adopted by the Agency, any restrictions or controls established by resolution of the Agency, and any applicable participation or other agreement.

H. <u>Nondiscrimination and Non-segregation</u>.

There shall be no discrimination or segregation based on race, color, sex, age, creed, religion, national origin or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Redevelopment Area.

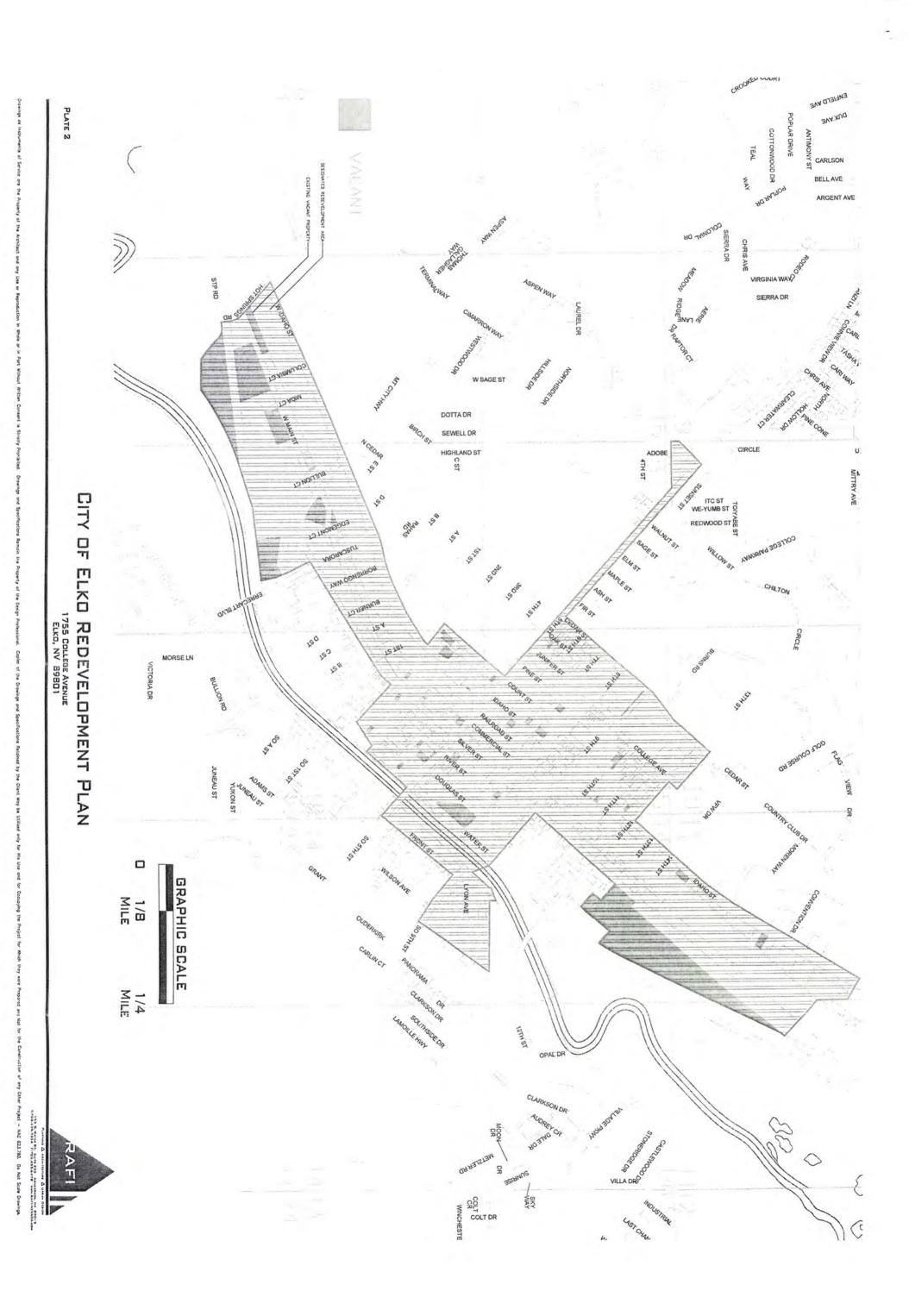


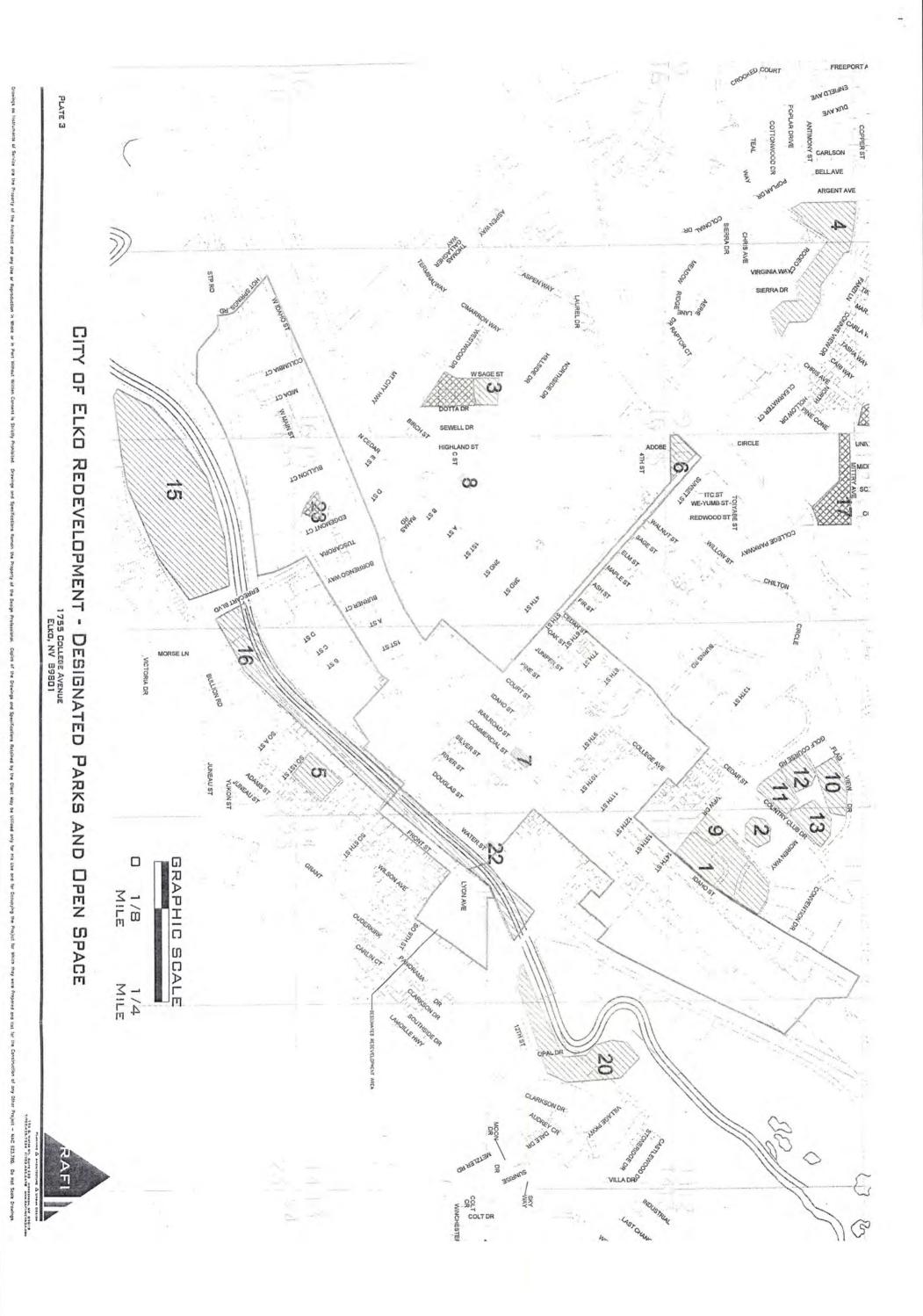


CITY OF ELKO REDEVELOPMENT PLAN 1755 COLLEGE AVENUE ELKO, NY 89801

PLANCE A ASSOCIATE A DATA OLIVA PARTIES OF THE PART

pered one ket for the Construction of any Other Project - NAC 623.780. Do Not Scole Drawings.





Project - NAC 523,780. Do Not Scale Drawings

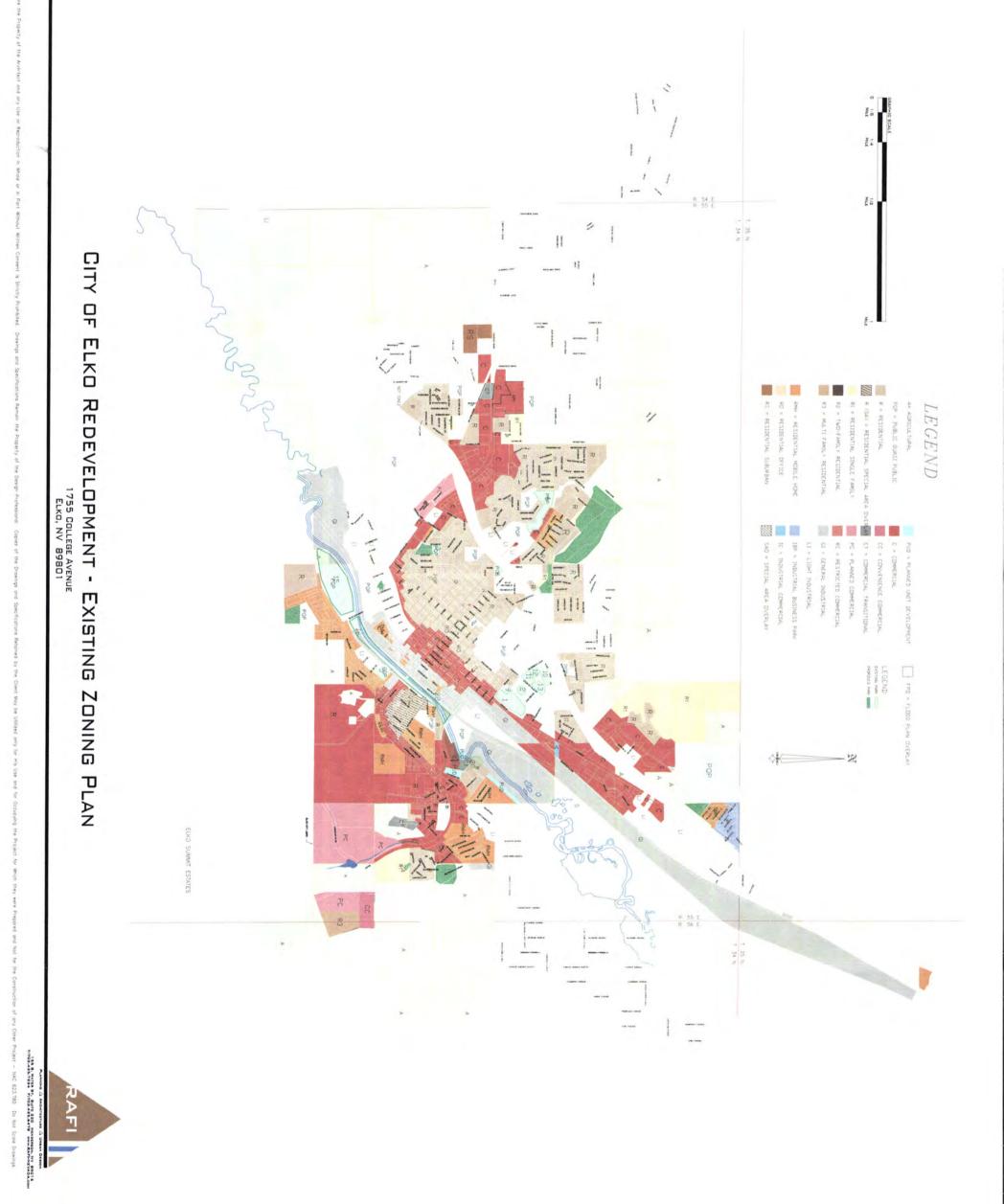
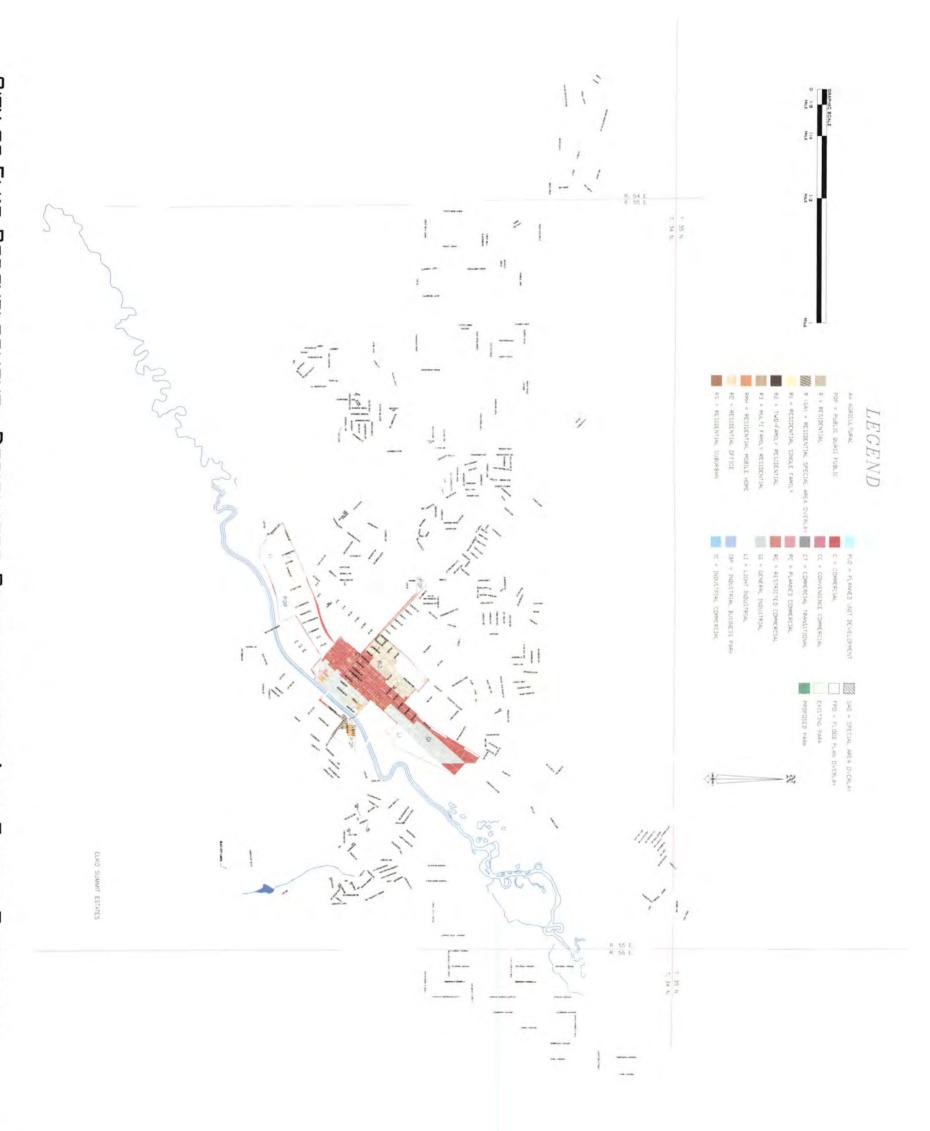


PLATE 5

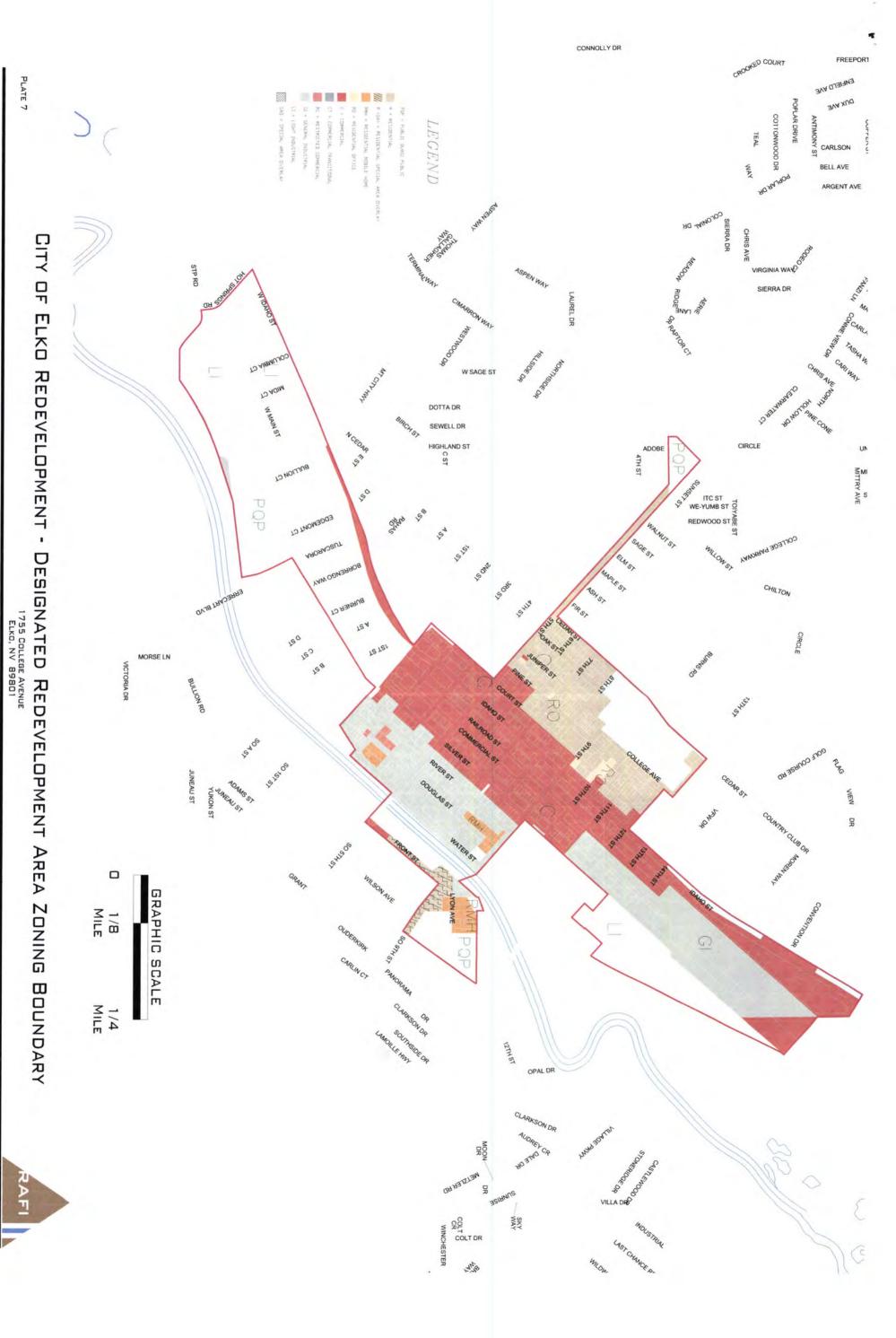
1755 COLLEGE AVENUE ELKO, NV 89801



CITY OF ELKO REDEVELOPMENT - DESIGNATED REDEVELOPMENT AREA ZONING BOUNDARY 1755 COLLEGE AVENUE ELKO, NV 89801

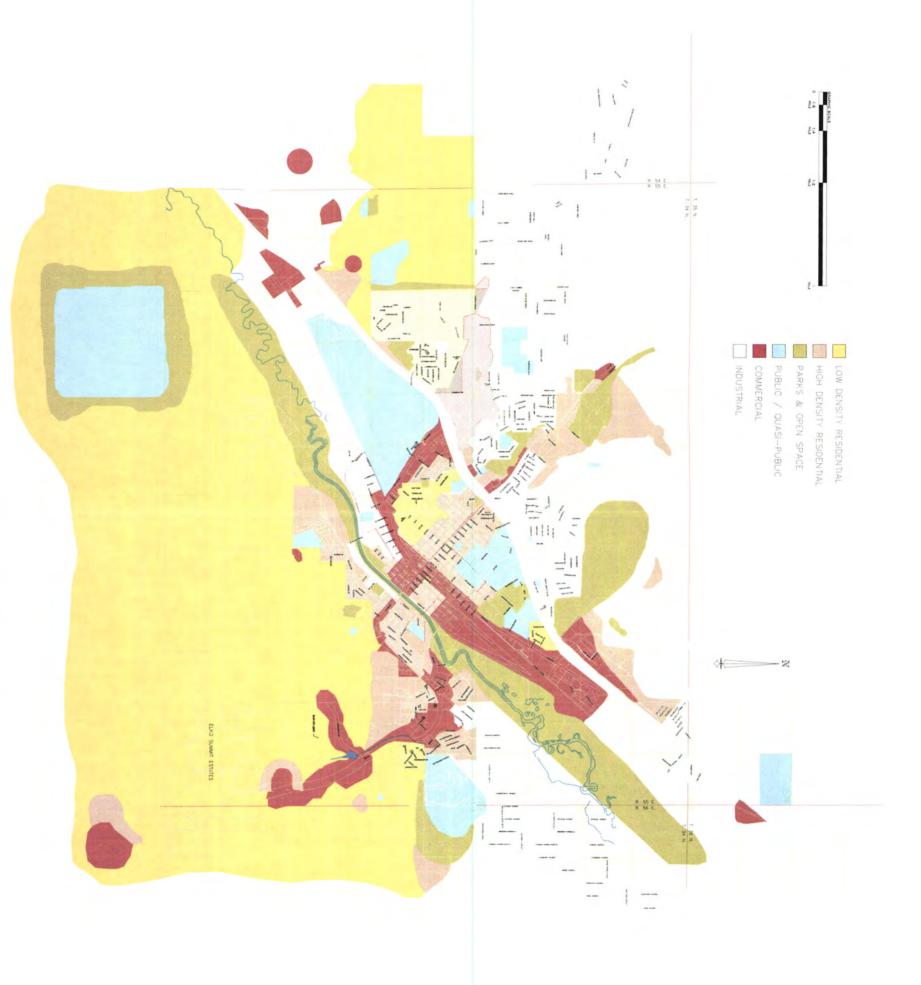
PLATE 6





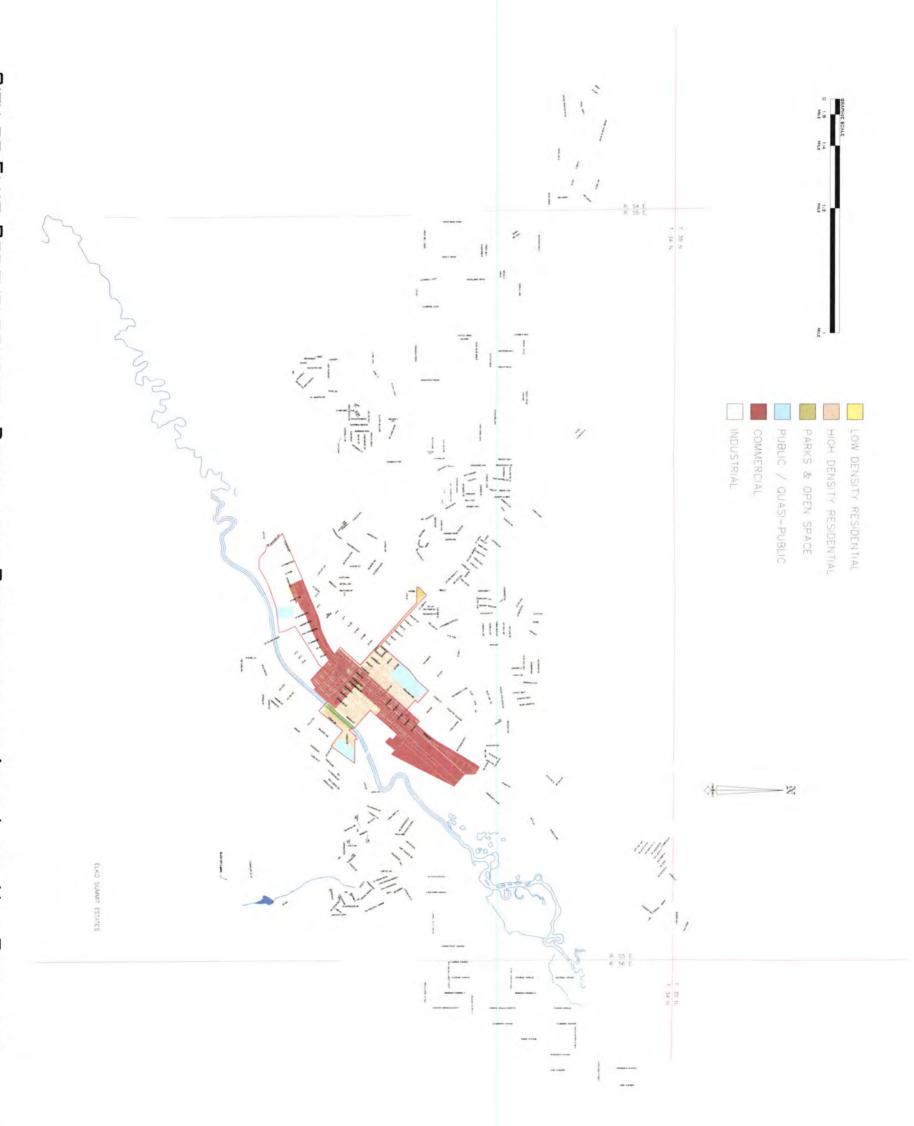
PARAMENTAL ASSETTATIONS À USAN SESSO 186 NUTET DE L'ESTATE UN TRANSPORTATION (NE SE L'ANTIÈRE L'ASSETTATION (NE SE L'ASSETTATION (NE SE

ruction of any Other Project - NAC 623.780. Do Not Scale Drawings



CITY OF ELKO REDEVELOPMENT - LAND USE 1755 COLLEGE AVENUE ELKO, NV 89801

PARAMENTAL ADMINISTRAÇÃO DIRECTOR DE PROPRETA POR APPRAÇÃO DE PROPRETA POR APPRAÇÃO DE PORTO DE PROPRETA POR APPRAÇÃO DE PORTO DE PORTO DE PROPRETA PORTO DE PROPRETA PORTO DE PROPRETA PORTO DE PORTO DE PROPRETA PORTO DE PROPRETA PORTO DE PORTO DE

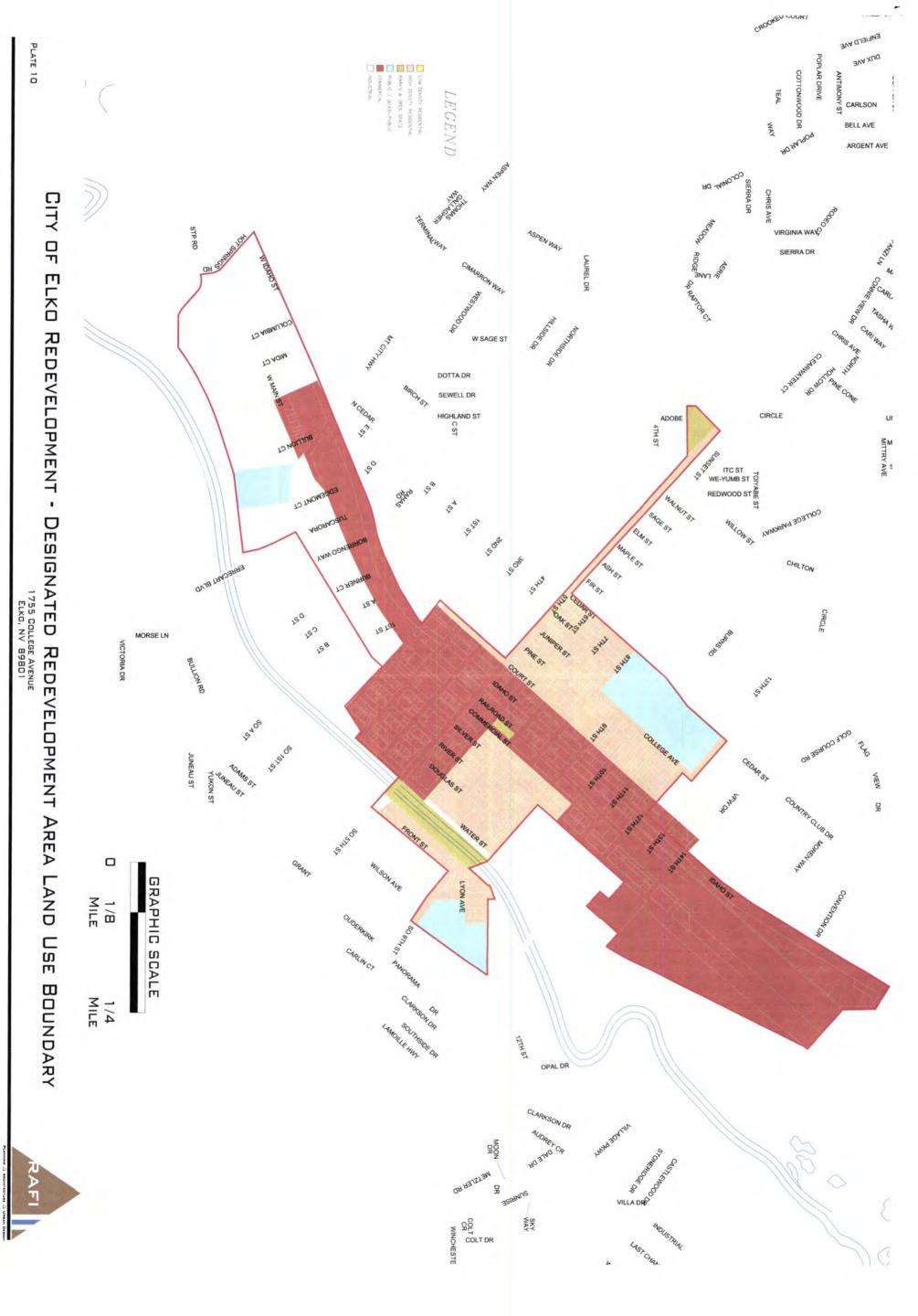


CITY OF ELKO REDEVELOPMENT - DESIGNATED REDEVELOPMENT AREA LAND USE BOUNDARY 1755 COLLEGE AVENUE ELKO, NV 89801

PLATE 9



for the Construction of any Other Project - NAC 623.780. Do Not Scale Drawings



PLANNING À ASSETTETURE À UNIAN DESIGN 188 B. WATER ST. BUTTE 220 HONDESCH, NY 89018 17702-48-7254 F7702-435-8478 WWW.ANTHEVADA-SON

any Other Project - NAC 623.780. Do Not Scale Drawings

V. METHOD OF FINANCING THE AREA

A. General Description of the Proposed Financing Method.

The Agency is authorized to finance activities in the Redevelopment Area with tax increment funds; interest income; Agency bonds, donations; loans from private financial institutions; the lease or sale of Agency owned property; owner participant or developer loans; participation in development; or with financial assistance from Elko County, the City, State of Nevada, the federal government, or any other available source, public or private.

The Agency is also authorized to obtain advances, borrow funds, issue bonds, and create indebtedness in carrying out this Plan. The principal and interest on such indebtedness may be paid from tax increments or any other funds available to the Agency. Advances and loans for survey and planning and for the operating capital for administration of the Redevelopment Area may be provided by the City or any other available source, public or private, until adequate tax increment or other funds are available or sufficiently assured to repay the advances and loans and to permit borrowing adequate working capital from other sources. The City, as it is able, may also supply additional assistance through issuance of bonds, loans and grants and in-kind assistance.

Tax increment financing, as authorized by this Plan, is intended as the primary source of financing in combination with other sources of financing that may be available for specific activities in the Redevelopment Area.

B. Tax Increment Funds.

All taxes levied upon taxable property within the Redevelopment Area each year, by or for the benefit of the State of Nevada, the County of Elko, the City of Elko, any district or any other public corporation (hereinafter sometimes called "taxing agencies") after the latest effective date of the ordinance approving this Plan, shall be divided as follows:

- 1. That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of the taxing agencies upon the total sum of the assessed value of the taxable property in the Redevelopment Area as shown upon the assessment roll used in connection with the taxation of the property by the taxing agency, last equalized before the effective date of the ordinance, must be allocated to and when collected must be paid into the funds of the respective taxing agencies as taxes by or for such taxing agencies on all other property are paid. To allocate taxes levied by or for any taxing agency or agencies which did not include the territory in the Redevelopment area on the effective date of the ordinance but to which the territory has been annexed or otherwise included after the effective date. the assessment roll of the County last equalized on the effective date of the ordinance must be used in determining the assessed valuation of the taxable property in the Redevelopment Area on the effective date. If property which was shown on the assessment roll used to determine the amount of taxes allocated to the taxing agencies is transferred to the state and becomes exempt from taxation, the assessed valuation of the exempt property as shown on that assessment roll must be subtracted from the assessed valuation used to determine the amount of revenue allocated to the taxing agencies.
- 2. Except as otherwise provided in paragraphs 3 and 4, that portion of the levied taxes each year in excess of the amount set forth in paragraph 1 must be allocated to and when collected must be paid into a special fund of the Redevelopment Agency to pay the costs of redevelopment and to pay the principal of and interest on loans, money advanced to, or indebtedness, whether funded, refunded, assumed, or otherwise, incurred by the Redevelopment Agency to finance or refinance, in whole or in part, redevelopment. Unless the total assessed valuation of the taxable property in the Redevelopment Area exceeds the total assessed valuation of the taxable property in the Redevelopment Area shown on the last equalized assessment roll referred to in paragraph 1, all of the taxes levied and collected upon the taxable property in the Redevelopment Area must be paid into the funds of the respective taxing agencies. When the Redevelopment Plan is terminated pursuant to the provisions of Section VIII and all loans, advances and indebtedness, if any, and interest

thereon, have been paid, all money thereafter received from taxes upon the taxable property in the Redevelopment Area must be paid into the funds of the respective taxing agencies as taxes on all other property are paid.

- 3. That portion of the taxes in excess of the amount set forth in paragraph (1) that is attributable to a tax rate levied by a taxing agency to produce revenues in an amount sufficient to make annual repayments of the principal of, and the interest on, any bonded indebtedness that was approved by the voters of the taxing agency on or after November 5, 1996, must be allocated to, and when collected, must be paid into the debt service fund of that taxing agency.
- 4. That portion of the taxes in excess of the amount set forth in paragraph (1) that is attributable to a new or increased tax rate levied by a taxing agency and was approved by the voters of the taxing agency on or after November 5, 1996 must be allocated to, and when collected must be paid into the appropriate fund of the taxing agency.

Except as otherwise provided, in any fiscal year, the total revenue paid to the Redevelopment Agency must not exceed an amount equal to the combined tax rates of the taxing agencies for that fiscal year multiplied by the percentage established by NRS 279.676.2 for the total assessed valuation of the City based on its population for that respective year.

If the revenue paid to the Redevelopment Agency must be limited pursuant to the above paragraph, and the Redevelopment Agency has more than one Redevelopment Area, the Redevelopment Agency shall determine the allocation of each Redevelopment Area. Any revenue which would be allocated to the Redevelopment Agency but for the provisions of this section must be paid into the funds of the respective taxing agencies.

For the purposes of this section, the assessment roll last equalized before the effective date of the ordinance approving the Redevelopment Plan is the assessment roll in existence on March 15th immediately preceding the effective date of the ordinance.

C. Agency Bonds.

The Agency is authorized to issue bonds from time to time, if it deems it appropriate to do so, in order to finance all or any part of activities in the Redevelopment Area.

Neither the members of the Agency, Agency staff, nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The bonds and other obligations of the Agency are not a debt of the City, the state or any of its political subdivisions and neither the City, the state or any of its political subdivisions is liable on them, nor in any event shall the bonds or obligations shall so state on their face. The bonds do not constitute an indebtedness within the meaning of any constitutional or statutory debt limitation or restriction.

D. <u>Time Limit on Issuing Securities or Establishment of</u> Indebtedness.

Securities must not be issued and no indebtedness may be incurred in any other manner, by or on behalf of the Agency to finance, in whole or in part, the Redevelopment Plan beyond 20 years after the date on which the Redevelopment Plan is adopted, except that the Agency may enter into leases or incur indebtedness at any time before the termination of the Redevelopment Plan if the leases are terminated and the indebtedness is fully repaid no later than the termination of the Redevelopment Plan. The maturity date of any securities which are refunded must not extend beyond the date of termination of the Redevelopment Plan.

Any securities issued by or on behalf of the Agency to finance, in whole or in part, redevelopment pursuant to NRS 279.620 to 279.626, inclusive, and 279.634 to 279.672, inclusive, must mature and be fully paid, including any interest thereon, before the termination of the Redevelopment Plan.

E. Other Loans and Grants

Any other loans, grants, guarantees, or financial assistance from the United States, the State of Nevada, or any other public or private source will be utilized if available as appropriate in carrying out activities in the Redevelopment Area. In addition, the Agency may make loans as permitted by law to public or private entities for any of its redevelopment purposes.

F. Economic Feasibility

The net cost to the Agency to initiate and implement the proposed start-up costs for revitalization and redevelopment within the Designated Redevelopment Area is a significant investment in the community's future. Investment dollars projected in the Preliminary Plan to attract new investment to downtown are in 2007-2008 dollars estimated to be 3.5 million dollars. These moneys can be invested in projects over time based on income from tax increments or through Bonds using tax increment income to pay-down principle and interest. Additional secondary costs to support the initiation of redevelopment include professional staff for management, administration and marketing, the preparation of information for communication and publication, including various documents created for advertising and sales promotions for the Redevelopment Area and Program.

A simple method to evaluate the feasibility of the Redevelopment Plan is to project estimated Income for covering projected expenses based on monies generated through tax increments. For Elko, calculating estimated future income is based on the following assumptions:

- The Assessed Value for property within the Designated Redevelopment Area for 2006 was: \$32,530,279.00.
- The Net Assessed Value for property within the Designated Redevelopment Area for 2007 was: \$32,904,846.00; an increase of \$374,567.00, or .011%
- The tax rate for Elko for 2007 was \$3.495/\$100 Assessed Value; providing a tax increment of: \$115,002.43 to redevelopment.

Using a conservative projection, it may require as many as five years to contract, begin and construct a major project within the Redevelopment Area. Until that time, at the current rate of annual increase, at the .011%, projected Tax Increments returned to the City are estimated to be: \$587,802.30 for the first five years. This number can increase dramatically based on the performance of the Redevelopment Agency attracting new business to the Area early on.

For the second five year period, projects should be adding to the overall Assessed Value of the Redevelopment Area. A conservative increased factor with the magnitude of .10% is used as the base percentage increase in the estimated Projected Increment. At this rate estimated Tax Increment returns to the City for the second five years are: \$3,947,450.80; or an accumulated

estimated amount of \$3,953,328.80. Likewise, this estimate can considerably lower than actual income based on Agency performance.

For the third five year sequence even more redevelopment should be in place within the Area raising the estimated Projected Assessed Value percentage increase to an estimate of .175%. Using this conservative factor the estimated Tax Increment returns \$7,879.708.20 increasing the accumulated amount to the City to \$11,833,037.00. Again, the return may be greater.

Using the most, simple analysis based on the most conservative projections there are more than necessary funds to pay for the Projected Project Area Improvement Expenses identified above and in the Preliminary Plan along with operating expenses and costs associated with Bonding the Improvements for twenty years, there is ample funds over fifteen years to the Agency to cover those costs.

Additional Income to the City over the remaining life of the Redevelopment Area, or income resulting in higher Assessed Values returned can be used for other additional improvements, including grants and aid to Property Owners and Tenants within the Area, as well as assistance to developers offsetting expenses to maintain a necessary ROI acceptable to private sector project funders.

VI. ACTIONS BY THE CITY

Pursuant to NRS 279. 572(5), the City of Elko, Nevada has initiated nor placed any covenants, conditions or restrictions, other than easements and rights-of-way and planning and zoning ordinances on any property contained within the Designated Redevelopment Area.

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing blight.

VII. <u>ENFORCEMENT</u>

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency and/or the City.

VIII. DURATION OF THIS PLAN

The provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan may be made effective, for 30 years from the effective date of the ordinance adopting this Plan by the Legislative Body.

IX. PROCEDURE FOR AMENDMENT

This Plan may be amended by means of the procedure established in Nevada Revised Statutes, or by any other procedure hereafter established by law.

X. SEVERABILITY

If any provision, section, subsection, subdivision, sentence, clause or phrase of this Plan is for any reason held to be invalid, unenforceable, or unconstitutional, such decision shall not affect the validity and effectiveness of the remaining portion or portions of the Plan. In the event that any portion of the Redevelopment Area shall be determined to have been invalidly or incorrectly included in the Redevelopment Area that is the subject of this Plan, such portion of the Redevelopment Area shall be deemed severable from the remainder of the Redevelopment Area and the remainder of the Redevelopment Area shall remain fully subject to the provisions of this Plan.

EXHIBIT "A"

City of Elko Redevelopment Area

REDEVELOPMENT AREA MAP

EXHIBIT " A"

City of Elko Redevelopment Area

REDEVELOPMENT AREA MAP

CROOKEN COURT OPLAR DRIVE CARLSON ARGENT AVE SIERRA DR EXHIBIT "A" W SAGE ST TOACIM DOTTA DR CIRCLE HIGHLAND ST BULLION CT MITTRY AVE ITC ST TOYAM REDWOOD ST M BURNERCT 1755 COLLEGE AVENUE ELKO, NV 89801 154 12 121 150 MORSE LN VICTORIA DR REDEVELOPMENT AREA MAP JUNEAU ST GRAPHIC SCALE 1/B MILE 1/4 LARKSONDA SOUTHS DE DR CAMONIE MAN 12TH ST OPAL DR CLARKSONDR 1701.435.7334 F1703.435.6478 www.MAFPMEYADA.com STOMENOSE OF . VILLA DES COLT COLT DR SKY Char.

epared and Not for the Construction of any Other Project - NAC 823.780. Do Not Scale Drawings.

EXHIBIT " B"

City of Elko Redevelopment Area

LEGAL DESCRIPTION (Provided by City of Elko)

EXHIBIT B

January 22, 2008

CITY OF ELKO REDEVELOPMENT AREA

A Parcel of land located in Section10, 11, 14, 15, 16, 21, & 22, T.34 N., R.55 E., M.D.B. &M., City of Elko, Nevada, more particularly described as follows:

Commencing at the centerline street monument at the intersection of 13th Street and Court Street, a point from which the centerline street monument at the intersection of 11th Street and Court Street bears S 41° 49' 00" W, 760.00 feet, thence S 41° 49' 00" W, 340.00 feet, along the centerline of said Court Street, to a point on the Northeasterly Right of Way of 12th Street, being Corner No. 1, the True Point of Beginning;

Thence S 48° 11' 00" E, 40.00 feet, along the said Northeasterly Right of Way of 12th Street, to Corner No. 2, a point also being the most Westerly Corner of Block 2 of the Ballou Addition to the City of Elko;

Thence continuing S 48° 11' 00" E, 220.00 feet, along the said Northeasterly Right of Way of 12th Street, to Corner No. 3, a point being the most Southerly Corner of said Block 2 of the Ballou Addition to the City of Elko, also being on the Northwesterly Right of Way of Idaho Street;

Thence N 41° 49' 00" E, 680.00 feet, along the said Northwesterly Right of Way of Idaho Street, to Corner No. 4, a point on the Southwesterly Right of Way of 14th Street and said Northwesterly Right of Way of Idaho Street, also being the most Westerly Corner of Block 1 of said Ballou Addition to the City of Elko;

Thence N 18° 11' 14" E, 87.32 feet, to Corner No. 5, a point on the Northeasterly Right of Way of 14th Street and said Northwesterly Right of Way of Idaho Street (Old Highway 40);

Thence N 41° 49' 00" E, 569.05 feet, along the said Northwesterly Right of Way of Idaho Street (Old Highway 40), to Corner No. 6;

Thence from a tangent bearing N 41° 49' 00" E, on a curve to the left, with a radius of

2925.00 feet, through a central angle of 08° 29' 56", for an arc length of 433.87 feet, along the said Northwesterly Right of Way of Idaho Street (Old Highway 40), to Corner No. 7;

Thence N 49° 54' 05" E, 51.12 feet, along the said Northwesterly Right of Way of Idaho Street (Old Highway 40), to Corner No. 8;

Thence N 31° 52' 23" E, 50.26 feet, along the said Northwesterly Right of Way of Idaho Street (Old Highway 40), to Corner No. 9;

Thence N 14° 16' 03" E, 50.97 feet, along the said Northwesterly Right of Way of Idaho Street (Old Highway 40), to Corner No. 10;

Thence N 31° 23' 00" E, 1294.37 feet, along the said Northwesterly Right of Way of Idaho Street (Old Highway 40), to Corner No. 11;

Thence S 58° 37' 00" E, 35.00 feet, along the said Northwesterly Right of Way of Idaho Street (Old Highway 40), to Corner No. 12;

Thence N 31° 23' 00" E, 689.34 feet, along the said Northwesterly Right of Way of Idaho Street (Old Highway 40), to Corner No. 13;

Thence S 58° 37' 00" E, 334.36 feet, to Corner No. 14, a point being on the Northeasterly Right of Way of Manzanita Drive;

Thence S 00° 30' 52" E, 427.91 feet, along the Southeasterly Right of Way of Manzanita Drive, to Corner No. 15;

Thence S 45° 54' 18" E, 679.28 feet, to Corner No. 16, a point being the most Northerly Corner of Parcel No. 4, as shown on the Parcel Map for Stitzel/Pacific Property Ventures, Robert I. Cobez and Linda J. Surrell, on file in the Office of the Elko County Recorder, Elko, Nevada, at File No. 430696;

Thence S 26° 20' 27" W, 2509.58 feet, along the Southeasterly Boundary of said Stitzel, et.al., Parcel No. 4, to Corner No. 17;

Thence from a tangent bearing S 26° 20' 27" W, on a curve to the right, with a radius of 3730.00 feet, through a central angle of 06° 08' 38", for an arc length of 399.98 feet, along the said Southeasterly Boundary of Stitzel, et.al., Parcel No. 4, to Corner No. 18, a point being the most Southerly Corner of said Parcel No. 4;

Thence N 48° 11' 00" W, 218.58 feet, along the Southwesterly Boundary of said Stitzel,

et.al., Parcel No. 4, to Corner No. 19, a point being the most Northerly Corner of Parcel No. 3, as shown on said Parcel Map for Stitzel/Pacific Property Ventures, Robert I. Cobez and Linda J. Surrell, on file in the Office of the Elko, File No. 430696;

Thence S 41° 49' 10" W, 542.49 feet, to Corner No. 20, a point being the most Northerly Corner of Parcel No. 2, as shown on said Parcel Map for Stitzel/Pacific Property Ventures, Robert I. Cobez and Linda J. Surrell, on file in the Office of the Elko, File No. 430696;

Thence N 48° 10' 22" W, 265.00 feet, to Corner No. 21, a point being on the Southeasterly Right of Way of River Street;

Thence N 41° 49' 00" E, 150.37 feet, along the said Southeasterly Right of Way of said River Street, to Corner No. 22, a point also being on the Northeasterly Right of Way of 13th Street;

Thence N 48° 11' 00" W, 300.00 feet, along the said Northeasterly Right of Way of 13th Street, to Corner No. 23, a point also being on the Southeasterly Right of Way of Silver Street;

Thence S 41° 49' 00" W, 1520.00 feet, along the said Southeasterly Right of Way of Silver Street, to Corner No. 24, a point on the Southeasterly Right of Way of said Silver Street and the Northeasterly Right of Way of 9th Street, also being the most Westerly Corner of Block 12 of said Ballou Addition to the City of Elko;

Thence S 48° 11' 00" E, 820.00 feet, along the said Northeasterly Right of Way of 9th Street, to Corner No. 25, a point on the said Northeasterly Right of Way of 9th Street and the Northwesterly Right of Way of Water Street, also being the most Southerly Corner of Block 28 of said Ballou Addition to the City of Elko;

Thence S 21° 58' 15" E, 363.00 feet, to Corner No. 26, a point on the Northeasterly Right of Way of Lyon Avenue;

Thence N 34° 05' 05" E, 359.60 feet, to Corner No. 27, a point being on the East-West 1/4 section line of said Section 14, T.34 N., R.55 E., M.D.B. &M.;

Thence N 00° 17' 37" E, 20.00 feet, to Corner No. 28;

Thence N 70° 51' 28" E, 212.09 feet, to Corner No. 29;

Thence S 00° 17' 37" W, 90.00 feet, to Corner No. 30, a point being on the said East-West 1/4 section line of Section 14, T.34 N., R.55 E., M.D.B. &M.;

Thence S 89° 52' 13" E, 993.07 feet, along the said East-West 1/4 section line of Section 14, T.34 N., R.55 E., M.D.B. &M., to Corner No. 31;

Thence S 35° 36' 35" W, 1208.64 feet, to Corner No. 32, a point being on the Southwesterly Right of Way of 9th Street;

Thence N 57° 21' 02" W, 417.85 feet, along the said Southwesterly Right of Way of 9th Street, to Corner No. 33, a point on the Northeasterly Boundary of Block D of the Riverside Addition to the City of Elko;

Thence N 50° 21' 23" W, 400.26 feet, along the said Southwesterly Right of Way of 9th Street, to Corner No. 34, a point on the Southeasterly Right of Way of Front Street, also being the most Northerly Corner of Block D of the Riverside Addition to the City of Elko;

Thence S 39° 39' 34" W, 1308.11 feet, along the said Southeasterly Right of Way of Front Street, to Corner No. 35, a point on the Southwesterly Right of Way of 5th Street, also being the most Easterly Corner of Block H of the Crowe Addition to the City of Elko;

Thence N 48° 11' 41" W, 455.84 feet, along the said Southwesterly Right of Way of 5th Street, to Corner No. 36, a point on the Southeasterly Right of Way of Water Street;

Thence S 41° 49' 00" W, 760.39 feet, along the said Southeasterly Right of Way of Water Street, to Corner No. 37;

Thence N 48° 11' 00" W, 73.17 feet, along the Northeasterly Boundary of Parcel No. 4, as shown on the Parcel Map for Miller and Glenn, a Partnership, on file in the Office of the Elko County Recorder, Elko, Nevada, at File No. 322072, to Corner No. 38, a point on the Southeasterly Right of Way of Water Street;

Thence S 57° 31' 10" W, 394.73 feet, to Corner No. 39, a point on the Southwesterly Right of Way of 2nd Street, also being the most Easterly Corner of Block D of the Central Addition to the City of Elko;

Thence N 48° 11' 00" W, 720.15 feet, along the said Southwesterly Right of Way of 2nd Street, to Corner No. 40, a point on the Southeasterly Right of Way of Silver Street, also being the most Northerly Corner of Block 12, as shown on the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, on file in the Office of the Elko County Recorder, Elko, Nevada, at File No. 276232;

Thence S 41° 49' 11" W, 106.37 feet, along the said Southeasterly Right of Way of Silver Street, to Corner No. 41, a point on the Northwesterly Boundary of said Block 12, of the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232;

Thence from a tangent bearing S 41° 49' 11" W, on a curve to the right, with a radius of 640.00 feet, through a central angle of 16° 56' 02", for an arc length of 189.15 feet, along the said Southeasterly of Way of Silver Street, to Corner No. 42, a point on the Northwesterly Boundary of said Block 12, of the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232;

Thence S 58° 45' 13" W, 1632.18 feet, along the said Southeasterly Right of Way of Silver Street, to Corner No. 43,

Thence S 31° 14' 47" E, 177.17 feet, to Corner No. 44, a point being on the Westerly Right of Way of River Crossing Road (Errecart Boulevard), as shown on the said Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232;

Thence S 17° 04' 23" E, 134.10 feet, along the said Westerly Right of Way of River Crossing Road (Errecart Boulevard), as shown on the said Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 45;

Thence S 04° 54' 43" E, 130.19 feet, along the said Westerly Right of Way of River Crossing Road (Errecart Boulevard), as shown on the said Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 46;

Thence S 00° 33' 53" E, 362.74 feet, along the said Westerly Right of Way of River Crossing Road (Errecart Boulevard), to Corner No. 47, a point being the Southeasterly Corner of Block 8, as shown on the said Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232;

Thence S 82° 53' 45" W, 919.82 feet, along the Southerly Boundary of said Block 8, as shown on the said Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 48, a point being on the Southerly Boundary of that Parcel deeded to Elko County Law Enforcement and Detention Facility, Book 589, at Page 159, Official Records, on file in the Office of the Elko County Recorder, Elko, Nevada, as File No. 232529, as shown on the said Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No.

276232;

Thence S 82° 54' 12" W, 204.67 feet, along the Southerly Boundary of said Parcel deeded to Elko County Law Enforcement and Detention Facility, to Corner No. 49, a point being the most Southerly Corner of said Elko County Law Enforcement and Detention Facility Parcel;

Thence S 73° 04' 32" W, 586.59 feet, to Corner No. 50, a point being the most Easterly Corner of Block 7, as shown on the said Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, also being on the Southerly Right of Way of the Southern Pacific Railroad;

Thence from a tangent bearing S 71° 14' 02" W, on a curve to the left, with a radius of 3869.87 feet, through a central angle of 17° 15' 11", for an arc length of 1165.31 feet, along the Southeasterly Boundary of said Block 7, of the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 51;

Thence N 89° 58' 16" W, 428.44 feet, along the Southerly Boundary of said Block 7, of the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 52;

Thence from a tangent bearing N 62° 07' 08" W, on a curve to the right, with a radius of 615.12 feet, through a central angle of 13° 43' 16", for an arc length of 147.31 feet, along the Southwesterly Boundary of said Block 7, of the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 53;

Thence N 48° 23' 52" W, 253.29 feet, along the said Southwesterly Boundary of Block 7, of the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 54;

Thence from a tangent bearing N 48° 23' 52" W, on a curve to the left, with a radius of 180.00 feet, through a central angle of 48° 41' 51", for an arc length of 152.99 feet, along the said Southwesterly Boundary of said Block 7, of the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 55, a point being on the Southerly Right of Way of the Southern Pacific Railroad;

Thence S 82° 54' 17" W, 100.89 feet, along the said Southerly Right of Way of the Southern Pacific Railroad, to Corner No. 56, a point being on Northeasterly Right of Way of Hot

Springs Road, as shown on the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232;

Thence N 07° 05' 43" W, 100.16 feet, along the said Northeasterly Right of Way of Hot Springs Road, as shown on the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 57;

Thence from a tangent bearing N 07° 05' 43" W, on a curve to the left, with a radius of 285.32 feet, through a central angle of 42° 48' 30", for an arc length of 213.18 feet, along the said Northeasterly Right of Way of Hot Springs Road, as shown on the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 58;

Thence N 48° 23' 52" W, 717.19 feet, along the said Northeasterly Right of Way of Hot Springs Road, as shown on the Elko Industrial Subdivision Map of the Former W.P.R.R. Yard Facility, File No. 276232, to Corner No. 59, a point being on the Northerly Right of Way of U.S. Highway 40 (West Idaho Street), as shown on the Parcel Map for the City of Elko, Nevada, on file in the Office of the Elko County Recorder, Elko, Nevada, at File No. 528401;

Thence N 68° 37' 00" E, 209.94 feet, along the said Northerly Right of Way of U.S. Highway 40 (West Idaho Street), to Corner No. 60;

Thence N 68° 00' 30" E, 3138.74 feet, along the said Northerly Right of Way of U.S. Highway 40 (West Idaho Street), to Corner No. 61;

Thence from a tangent bearing N 68° 00' 30" E, on a curve to the right, with a radius of 3050.00 feet, through a central angle of 06° 48' 45", for an arc length of 362.65 feet, along the said Northerly Right of Way of U.S. Highway 40 (Idaho Street), to Corner No. 62;

Thence N 74° 49' 15" E, 625.10 feet, along the said Northerly Right of Way of U.S. Highway 40 (Idaho Street), to Corner No. 63;

Thence N 68° 03' 19" E, 62.77 feet, along the said Northerly Right of Way of U.S. Highway 40 (Idaho Street), to Corner No. 64, a point on the Northerly Right of Way of the Southern Pacific Railroad;

Thence from a tangent bearing N 67° 58' 58" E, on a curve to the left, with a radius of 5520.00 feet, through a central angle of 12° 29' 10", for an arc length of 1202.93 feet, along the Northerly Right of Way of the Southern Pacific Railroad Right of Way, as shown on the said

Record of Survey Map for Clifford L. and Lynne Brown, File No. 365529, to Corner No. 65, a point also being on the said Northerly Right of Way of U.S. Highway 40 (Idaho Street),

Thence from a tangent bearing N 43° 26' 53" E, on a curve to the left, with a radius of 1957.00 feet, through a central angle of 00° 12' 37", for an arc length of 7.19 feet, along the said Northerly Right of Way of U.S. Highway 40 (Idaho Street), to Corner No. 66, as shown on the said Record of Survey Map for Clifford L. and Lynne Brown, File No. 365529;

Thence N 55° 19' 02" E, 14.10 feet, along the said Northerly Right of Way of U.S. Highway 40 (Idaho Street), to Corner No. 67, as shown on the said Record of Survey Map for Clifford L. and Lynne Brown, File No. 365529;

Thence from a tangent bearing N 42° 50' 05" E, on a curve to the left, with a radius of 1960.00 feet, through a central angle of 01° 32' 38", for an arc length of 52.81 feet, along the said Northerly Right of Way of U.S. State Route 40, as shown on the said Record of Survey Map for Clifford L. and Lynne Brown, File No. 365529, to Corner No. 68, a point on the Southwesterly Right of Way of 2nd Street, also being the most Easterly Corner of Block D of the First Addition to the Town of Elko;

Thence N 48° 11' 00" W, 286.87 feet, along the said Southwesterly Right of Way of 2nd Street, to Corner No. 69, a point being the most Northerly Corner of Block D of the First Addition to the Town of Elko;

Thence N 70° 48' 12" W, 65.00 feet, to Corner No. 70, a point on the Northwesterly Right of Way of Court Street, also being the most Easterly Corner of Block 22 of the First Addition to the Town of Elko;

Thence N 41° 49' 00" E, 1140.00 feet, along the said Northwesterly Right of Way of Court Street, to Corner No. 71, a point on the Southwesterly Right of Way of 5th Street, also being the most Easterly Corner of Block 18 of the First Addition to the Town of Elko;

Thence N 48° 11' 00" W, 3564.05 feet, along the said Southwesterly Right of Way of 5th Street, to Corner No. 72, a point on the Northerly Line of said Section 15;

Thence S 89° 31' 19" W, 646.09 feet, along the said Northerly Line of Section 15, to Corner No. 73, a point being the Northwest Corner of said Section 15, also being the Southwest Corner of said Section 10;

Thence N 00° 04' 31" E, 82.80 feet, along the Westerly Line of said Section 10, to Corner No. 74, a point on the Southeasterly Right of Way of Interstate 80;

Thence N 45° 45' 00" E, 454.06 feet, along the said Southeasterly Right of Way of Interstate 80, to Corner No. 75, a point on the Northeasterly Right of Way of said 5th Street;

Thence S 48° 11' 00" E, 2865.95 feet, along the said Northeasterly Right of Way of said 5th Street, to Corner No. 76, a point on the Northwesterly Right of Way Cedar Street, also being the most Southerly Corner of Block 71 of the First Addition to the Town of Elko;

Thence N 41° 49' 00" E, 1646.42 feet, along the said Northwesterly Right of Way of said Cedar Street, to Corner No. 77;

Thence N 49° 01' 00" E, 478.75 feet, along the said Northwesterly Right of Way of said Cedar Street, to Corner No. 78;

Thence N 41° 49' 00" E, 679.09 feet, along the said Northwesterly Right of Way of said Cedar Street, to Corner No. 79;

Thence S 48° 09' 34" E, 722.68 feet, along the Northeasterly Right of Way of 13th Street, to Corner No. 80, a point on the Southeasterly Right of Way of College Avenue;

Thence S 41° 49' 00" W, 139.98 feet, along the said Southeasterly Right of Way of College Avenue, to Corner No. 81, a point on the Northeasterly Right of Way of 12th Street, also being the most Northerly Corner of Block 2 of Smiths Addition to the Town of Elko;

Thence S 48° 11' 00" E, 457.42 feet, along the said Northeasterly Right of Way of 12th Street, to Corner No. 1, the Point of Beginning, containing 558.935 acres, more or less.

EXHIBIT " C"

City of Elko Redevelopment Area

PROPERTY OWNERS PARTICIPATION RULES

REDEVELOPMENT AGENCY PROPERTY OWNER PARTICIPATION RULES

Rules Governing Participation Opportunities,
Priorities and Preferences for Property Owners,
Operators of Businesses and Tenants in the
Elko Redevelopment Area

City of Elko Redevelopment Agency 1751 College Avenue Elko, Nevada 89801

December 11, 2007

TABLE OF CONTENTS

SECTION	PAGE
I. Definition	ons1
II. Purpos	se1
III. Gener	ral Procedures1
IV. Partic	sipation by Owners of Real Property 4
A.	Participation in the Same Location4
В.	Participation in a Different Location4

V.	Participation by Tenant4			
VI.	Procedures for Becoming a Participant5			
	A.	Submittal of a Statement of Interest5		
	В.	Submittal of a Proposal for		
		Owner/Tenant Participation5		
	C.	Completion of a Participation Agreement5		
VII.	Procedures for Amending Participation Rules6			
Арр	endix	<u>:</u>		
	For	mat for Property Owner's		
	Stat	rement of Interest Participate7		

I. DEFINITIONS

- " Agency" means the City of Elko, Nevada Redevelopment Agency.
- " City Council" means the City Council of the City of Elko, Nevada, which also serves as the governing board of the Agency.
- " Owner Participation Agreement" means an agreement entered into between the Agency and an owner of real property, persons engaged in business, or a tenant doing business within the Elko Redevelopment Area in accordance with the provisions of the Redevelopment Plan for the Project Area and the rules as described herein. The intent of an Owner Participation Agreement is to provide a clear understanding on the part of the Agency and the Owner regarding each party's responsibilities when undertaking a redevelopment project.
- " Redevelopment Area" means all the land within the boundaries of the Elko Redevelopment Plan.
- " Redevelopment Plan" means the Redevelopment Plan for the Elko Redevelopment Area, as adopted by the Redevelopment Agency and the City Council of the City of Elko, Nevada.

II. PURPOSE

NRS 279.566 requires that all redevelopment agencies adopt a procedure to allow owners to participate in the redevelopment process. The following rules have been adopted by the Agency as a fair and equitable method to allow this participation.

III. GENERAL PROCEDURES

These rules have been adopted by the Agency specifically to implement the provisions of Nevada Revised Statutes regarding participation opportunities, priorities and preferences for property owners, tenants and businesses located within the Elko Redevelopment Area boundaries. Persons and businesses desiring to exercise their owner participation rights and preferences should abide by these rules in exercising their preferences and participation opportunities.

The Agency desires and urges participation in the growth and development of each of the parcels encompassed within the Project Area by as many property owners and businesses as possible. In view of the pattern of land usage and development envisioned by the Redevelopment Plan, persons owning real property or doing business in the Project Areas will be encouraged, whenever feasible, to take advantage of their participation and preference opportunities as described herein, subject to and limited by factors such as the following:

- The elimination and/or modification, if any, of existing land uses.
- The construction, vacation, realignment and/or alteration, if any, of existing streets.
- The ability of participants to finance and complete proposed developments and rehabilitation.

- The capability and/or experience of the owner participant necessary, as determined by the Agency, to implement the proposed development.
- 5. The proposed land uses within the Redevelopment Area.
- The intensification of certain land uses.
- 7. The construction or expansion of public facilities.

The Redevelopment Plan authorizes the Agency to establish reasonable priorities and preferences among participants; accordingly, the following order of priorities is established:

- Existing property owners desiring to participate in their same location in compliance with the appropriate Redevelopment Plan and desiring to rehabilitate existing improvements or build new office, retail, multi-family or family recreation developments, without competition from persons and firms outside the Redevelopment Area.
- 2. Existing businesses and tenants desiring to participate in their same location in compliance with the applicable Redevelopment Plan and desiring to rehabilitate existing improvements or build new office, retail, multi-family or family recreation developments, without competition from persons and firms outside the Redevelopment Area.
- Firms and persons from outside the Redevelopment Area in regard to the rehabilitation, development or redevelopment

of the real property of existing owners, businesses and tenants.

4. Equal consideration with no preference among existing Redevelopment Area owners is given to tenants and businesses or firms or persons from outside the Redevelopment Area in regard to property not currently owned, leased or rented by existing Redevelopment Area property owners, businesses or tenants.

Conflicting proposals submitted for particular sites or land uses will be resolved by the Agency after consideration of the following factors, in no particular order of preference:

- Present occupancy and/or land ownership in the Redevelopment Area.
- Participant's length of occupancy in the Redevelopment Area.
- 3. Size and configuration of the participant's existing property.
- Accommodation of as many participants as possible.
- 5. Participant' s ability to implement projects as determined by the Agency with respect to the participant' s financial capability, prior experience with similar developments, ability to obtain financing, participant' s willingness to adhere to design standards and development controls established by the Agency, participant' s willingness to enter into owner

participation agreements, timeliness in the submission of development proposals, etc.

- Conformity of participant's proposal with the intent and objectives of the Redevelopment Plan.
- Similar land use to similar land use.
- Service to the community in achieving its goals and objectives.

IV. PARTICIPATION BY OWNERS OF REAL PROPERTY

A. Participation in the Same Location:

In appropriate circumstances where such action would foster the goals and objectives contemplated by the Redevelopment Plan, an owner may participate in substantially the same location either by:

- · Retaining all or portions of his or her property;
- Retaining all or portions of his or her property and purchasing adjacent property if needed and available for development;
- Rehabilitating or demolishing all or part of his or her existing buildings;
- Initiating new development;
- Selling property to the Agency.

B. Participation in a Different Location:

To further the goals of the Redevelopment Plan, existing Redevelopment Area property owners are encouraged to submit proposals for rehabilitation/expansion, development or redevelopment of property that is not currently under the ownership of the property owner submitting the proposal. However, under this type of proposal, the property owner would receive no preference for his proposal as he or she would when proposing an owner participation agreement regarding property currently under his or her ownership.

V. PARTICIPATION BY TENANTS

Pursuant to these rules, non-property owners who are tenants engaged in business or residing in the Redevelopment Area will be given preference if they wish to purchase property at their present location for the purpose of rehabilitating and/or expanding existing improvements or to build new improvements in conformance with the designated land uses and other requirements of the Redevelopment Plan. However, the preference provided the above mentioned business or residential tenants will be subordinate to, or follow, the preference provided to the existing property owner.

Business and residential tenants also may submit proposals for rehabilitation and/or new developments at locations other than their existing location, as long as said proposals conform to the Redevelopment Plan. However, no preference shall be provided business and residential tenants for this type of proposal.

VI. PROCEDURES FOR BECOMING A PARTICIPANT

A. Submittal of a Statement of Interest:

The Agency will cooperate with each owner and business tenant in the Redevelopment Area who expresses interest in the Agency's program. The Agency will make good faith efforts to determine the desires of each owner and tenant with respect to his interest in becoming owner participants.

Every property owner or tenant interested in becoming a participant shall submit to the Agency a completed "Statement of Interest to Participate" (format provided in the Appendix to these Owner Participation Rules). The Agency shall proceed to negotiate with each owner returning the "Statement of Interest" as appropriate to each owner's response.

Subject to the provisions of these rules, the Agency will endeavor in good faith to accommodate any owner or business tenant desiring to develop or improve property in a Project Area by expediting the negotiation of participation agreements upon request.

B. Submittal of a Proposal for Owner/Tenant Participation:

The Agency will notify each person or business which submits a valid "Statement of Interest" of the time within which he or the business must submit a proposal for participation, if the desired participation is such that a proposal for participation is necessary.

Ample opportunity will be given to discuss proposals with the Agency's staff and to make necessary adjustments conducive to

the parties involved. The Agency will make a reasonable effort to come to an agreement with each person or business desiring to participate in a project within the Redevelopment Area.

C. Completion of a Participation Agreement:

Each owner or tenant who has submitted an acceptable proposal for participation shall enter into a participation agreement with the Agency. Each agreement will contain provisions necessary to ensure that the participation proposal will be carried out, and that the subject property will be developed and used in accordance with the conditions, restrictions, rules and regulations of the Redevelopment Plan and the participation Agreement. Each agreement will require the participant to join in the recordation of such documents as the Agency may require in order to ensure conformance with applicable conditions, restrictions, rules and regulations. The agreement will also provide that a successor in interest of the original participant may become a participant with the written approval of the Agency.

VII. PROCEDURES FOR AMENDING PARTICIPATION RULES

The Agency may amend these rules at any meeting held after their adoption provided the persons who have filed "Statements of Interest" and the participants who have entered into participation agreements are notified in writing at least fourteen (14) days before the date of the meeting at which the proposed amendment will be considered. The text of the proposed change will be furnished along with the notice of the meeting. Individuals will be notified either in person or by certified mail. Such notice

will be mailed or delivered to the address shown on the "Statement of Interest" or as indicated in the participation agreement.

Owners or business tenants in the Redevelopment Area who have an interest in a project may initiate changes in these rules and propose such changes to the Agency. Persons or businesses affected by proposed amendments may appear individually or as a body to voice their opinion for consideration by the Agency.

APPENDIX

Format for Statement of Property Owner's Interest to Participate

CITY OF ELKO, NEVADA REDEVELOPMENT AGENCY STATEMENT OF INTEREST TO PARTICIPATE

I hereby express my interest in participating in the City of Elko, Nevada redevelopment effort and submit the following information:

Name of Property	Owner/Tenant:
Phone:	
E-Mail:	
Home Address:	
Address of Proper	rty Owned or Rented in a Project Area:
Name of Business	3:
	3:

Page 67

Agency Redevelopment Plan

5.	I own (); am a tenant (); and wish to rehabilitate (); build (); sell () my present property.				
6.	My present type of busin	ess is:			
7.	Remarks:				
	-				
oblig	ate me to participate in the	this Statement of Interest <u>does</u> <u>no</u> redevelopment effort, nor does it of Participation Agreement with me.			
Signe	ed:				
Printe	ed or typed name:				
Title:		Date:			

EXHIBIT" D"

City of Elko Redevelopment Area

REDEVELOPMENT PLAN REPORT
TO THE LEGISLATIVE BODY:
THE CITY OF ELKO, NEVADA COUNCIL

I. INTRODUCTION

A. SUMMARY OF THE PROCESS

Redevelopment in Nevada is a statutory process created by the state legislature to assist city and county governments in the elimination of blight from a designated area. The basic purpose for establishing a redevelopment area and plan is to focus efforts on eliminating blight, stimulating revitalization and securing funds that can be used to encourage commercial, industrial and residential improvements using various forms of development. A revitalized area encourages additional new investment and employment, and stabilizes the tax base so local government can meet the increasing cost of necessary services to the area.

In order to realize the benefits of redevelopment, certain legal requirements must be met regarding the documentation of blighting conditions in the redevelopment area. These requirements are contained in the Redevelopment of Communities Law, Sections 279.382 to 279.685 of the Nevada Revised Statutes.

The City of Elko Redevelopment Agency (" Agency") has undertaken a process to establish and adopt a Redevelopment Area which meets the conditions of blight and requires redevelopment in the interest of the health, safety and general welfare of the community.

The following steps in the process of adopting the Redevelopment Area and its Plan have been taken to date:

Date	Action
3/14 /2006	The City of Elko Redevelopment Agency adopted a resolution (Resolution No. 1-06) identifying and designating a proposed Redevelopment Area for evaluation.
11/06/07	The City of Elko Planning Commission amended an earlier adopted motion for selecting the Redevelopment Area, establishing the boundaries, formulating and adopting the Preliminary Plan, and transmitting the Preliminary Plan to the City of Elko Redevelopment Agency.
11/13/07	The Elko Redevelopment Agency adopts a motion for receiving and accepting the amended Preliminary Plan.
11/12/07	The Agency adopts a resolution (Resolution No. 1-07) adopting the draft Property Owner's Participation Rules.
11/29/07	The Agency Advisory Board receives the proposed (Final Draft) Redevelopment Plan and the (Final Draft) Agency Report, and authorizes its transmittal to the Planning Commission for its report and recommendation.

Date	Action
01/02/08	The City of Elko Planning Commission reviews the (Final Draft) Redevelopment Plan and the (Final Draft) Agency Report and adopts a motion for its approval and authorizes the transmittal of the Plan and Report to the Agency for Action. Additionally, the Planning Commission adopts a motion to approve its Report to the Redevelopment Agency, and authorizes its transmittal to the Agency for its consideration.
01/22/ 08	The City of Elko Redevelopment Agency considers the Final Plan, its Agency Report regarding the Plan and the Planning Commission's Report on the Redevelopment Plan. A motion to Approve the Plan authorizes the transmittal of the Redevelopment Plan and the Agency Report to the Legislative Body, the Elko City Council.
01/22//08	On an Approved motion to receive the Redevelopment Plan and its Report, the City Council directs the First Reading of Ordinance #691: Approving the Redevelopment Plan for the City of Elko Redevelopment Area, and sets a Public Hearing for testimony regarding the adoption of the Plan.
02/11/08	The Legislative Body, the Elko City Council holds a Public Hearing in accordance with all NRS requirements where it directs the Second Reading of Ordinance #691. After testimony and consideration a resolution to adopt the Plan may be made. If the resolution passes a second resolution

is in order establishing fiscal year 2006-2007 as the year of the last equalized assessment roll proposed to be used for allocation of taxes, and approving 2007-2008 as the base year if for any reason 2006-2007 statutory requirements are not achieved. (Requires two actions)

Along with the submission of the Final Plan to the Legislative Body, the City Council, the Redevelopment Agency shall submit an accompanying Report.

B. DESCRIPTION OF THE REPORT

This Report to the Legislative body, the Elko City Council (" Report") on the Redevelopment Plan for the City of Elko Redevelopment Area has been prepared by the Agency pursuant to Nevada Revised Statutes.

The purpose of this Report is to provide the information, documentation, and evidence required by Section 279.578 and other sections of NRS to accompany the proposed Redevelopment Plan when it is submitted by the Redevelopment Agency to the City Council. The Report contains such information, documentation and evidence necessary to assist the Legislative Body in its evaluation and consideration of the proposed Redevelopment Plan, and in making the various determinations it must take in connection with the adoption of the proposed Redevelopment Plan.

By statute, the Report must contain:

a. The reasons for the selection of the redevelopment area;

- A description of the physical, social, and economic conditions existing in the area;
- c. A description of the proposed method of financing the redevelopment plan in sufficient detail so that the legislative body m ay determine the economic feasibility of the of the plan:
- d. A method or plan for the relocation of persons and families temporarily or permanently displaced from housing facilities in the redevelopment area;
- e. An analysis of the preliminary plan; and
- f. The report and recommendations of the planning commission, if any.

C. REASONS FOR SELECTING THE DESIGNATED AREA

The principal reason for selecting the specific boundaries identified within the designated Redevelopment Area is to eliminate blight and its effect on this specific area of the Elko community, its surrounds and the City of Elko in general. The designated Redevelopment area is an area within the community whose redevelopment is necessary to effectuate the public purposes declared in Nevada Revised Statutes, Chapter 279 – REDEVELOPMENT OF COMMUNITIES.

The designated Redevelopment Area is not restricted only to buildings, improvements or lands which are detrimental to the public health, safety and welfare, but such conditions within the Area pre-dominate the entire area that is characterized by multiple blighting conditions which have resulted in underutilization, shifting of uses and economic maladjustment. In addition to blighting the conditions, the Area includes non-blighted

areas, lands, buildings and improvements which are found necessary for effective redevelopment and revitalization to occur.

Land uses in the designated Redevelopment Area include underdeveloped parcels and dilapidated properties along and near the Humboldt River; blighted industrial areas along the community's historic highways entering the downtown business district; blighted and underutilized areas within the business district caused by the relocation of the railroad's rail lines; and, there are significant physical issues with the 5th Street Corridor which no longer safely accommodates the demands created by vehicular traffic. Many segments of the Redevelopment Area also possess outdated utilities and infrastructure that negatively impacts re-investment and re-development.

Originally settled in the mid 1800's along the California Trail, Elko became a railroad hub and service center for miners working throughout the region. Elko became the county seat in 1869 and it was incorporated as a city in 1917. After construction of the railroad, the geographic corridor soon became a major east-west vehicular highway linking automobiles and trucks traveling between America's two coasts. Many of today's buildings that are still functioning downtown and along Elko's original highways date back to those earlier times; the courthouse being circa 1910 construction.

Over the many years businesses in the original downtown sector are showing the extent of their age and the impact extremely cold winters have on the buildings and infrastructure. Even the historic buildings that have been revitalized and maintained have deficiencies according to modern code provisions. Issues such as faulty foundations, minimal set backs and side yards; old narrow streets, limited parking and aged under

and above ground infrastructure, along with inadequate plumbing, electrical, heating and ventilating building systems are found all throughout the designated Project Area and in other segments of the Redevelopment Area.

Additionally, with the widening of many of the streets downtown to accommodate more and faster traveling vehicles, many of the storefronts have extremely limited sidewalk areas in front of their buildings for pedestrian protection. In many cases, these aged sidewalks have been poorly re-designed to accommodate the roadway changes and represent numerous potential life-safety problems to pedestrians in the Redevelopment Area.

Pursuant to NRS 279.388, a minimum of four (4) characteristics of blight must be found and documented within the Redevelopment Area. While there are others, the four identified by the City are:

- Inadequate provision for ventilation, light, sanitation, open spaces and recreational facilities.
- 2. Age, obsolescence, deterioration, dilapidation, mixed character or shifting of uses.
- 3. An economic dislocation, deterioration or disuse.
- 4. Inadequate streets, open spaces and utilities.

Additional blighting conditions observed in particular areas of the designated Redevelopment Area during the evaluation include:

- 1. Defective design and character of physical construction.
- A growing or total lack of proper utilization of some parts of the area, resulting in a stagnant and unproductive condition of

- land which is potentially useful and valuable for contributing to the public, health, safety and welfare.
- A growing or total lack of proper utilization of the railroad facilities resulting in a stagnant and unproductive condition of land which is potentially useful and valuable for contributing to the public health, safety and welfare.

The overall effect of blighting conditions within the designated Redevelopment Area has resulted in a decline in its economic contribution to the remainder of the community within the City of Elko. Generally, private sector investment and development that is occurring in Elko is not happening within the boundaries of the redevelopment area. The conditions and issues reflected herein are the primary reasons under which the City of Elko qualifies under State law as a redevelopment area.

To counter the negative effects of blight and disinvestment within the Redevelopment Area the following goals and objectives set forth the principles for the Agency's redevelopment program:

D. GOALS AND OBJECTIVES FOR REDEVELOPMENT

In general, the goals and objectives that have been established for the redevelopment program in Elko for the designated area are as follows:

 To promote and insure public safety and welfare; to eliminate and prevent the spread of blight and deterioration, and the conservation, rehabilitation and redevelopment of the Redevelopment Area in accord with the Master Plan, the Redevelopment Plan and local codes and ordinances.

- To promote and support a pedestrian oriented downtown; and, to achieve an environment reflecting a high level of concern for architectural, landscape, and urban design and land use principles appropriate for attainment of the objectives of the Redevelopment Plan.
- To benefit, sustain and support the visual enhancement and beautification; and to minimize unplanned growth by guiding revitalization activities and new development in such fashion as to meet the needs of the Redevelopment Area, the City and its citizens.
- 4. To ensure adequate vehicular access and circulation; to retain and sustain existing businesses by means of redevelopment and rehabilitation activities, and encourage cooperation and participation of owners, businesses and public agencies in the revitalization of the Redevelopment Area.
- To promote historic and cultural interest in the Redevelopment Area; and, encourage investment by the private sector in the development and redevelopment of the Redevelopment Area by eliminating impediments to such development and redevelopment.
- To respect the efforts and accomplishments of the past; and, encourage maximum participation of residents, business persons, property owners, and community organizations in the redevelopment of the Redevelopment Area.

 To achieve Plan conformance and advancement through replanning, redesign and the redevelopment of areas which are stagnant or improperly used.

In summary, redevelopment of the Area pursuant to the proposed Redevelopment Plan and the above goals will attain the purposes of Nevada Revised Statutes through:

- (1) The elimination of economic dislocation and disuse in affected areas.
- (2) The re-planning, redesign and/or redevelopment of areas which are stagnant or improperly utilized, in ways which could not be accomplished solely by private enterprise acting alone without public participation and assistance.
- (3) The protection and promotion of sound development and redevelopment of blighted areas and the general welfare of the citizens of the City by remedying such injurious conditions through the employment of appropriate means.
- (4) The installation of new or replacement of existing public improvements, facilities and utilities in areas which are currently inadequately served with regard to such improvements, facilities and utilities; and
- (5) Other means that are determined appropriate.

E. PROPERTIES INCLUDED FOR REDEVELOPMENT PURPOSES

If and to the extent that properties are not blighted, their inclusion in the Redevelopment Area is necessary and appropriate for one or more of the following reasons and redevelopment purposes:

(1) To effectively plan and carry out the Project.

- (2) Because such properties are impacted by the conditions existing on adjacent properties and correction of such conditions may require the imposition of design, development or use requirements on the standard properties in the event they are rehabilitated or redeveloped by their owners.
- (3) To impose uniform requirements over a geographically defined and identified area of the City.
- (4) Because such properties will share in the physical and economic benefits which will accrue to the area through the elimination of substandard conditions, including the replacement or provision of new public improvements and facilities within or serving the Redevelopment Area; and
- (5) Because such properties are part of a blighted area.

The ability to revitalize certain sites within the Redevelopment Area may be limited or infeasible because of the need for additional space, inadequate vehicular access, set back and lot line requirements, and other similar planning factors. These limitations may be reduced or eliminated when adjacent properties may not show evidence of the blighting conditions that would permit inclusion in the Redevelopment Area itself, and therefore such properties are specifically included in the area in order to effectively plan and carry out redevelopment strategies in the Plan.

On occasion, an un-blighted building or group of un-blighted buildings located outside of, but adjacent to, a redevelopment area can be adversely impacted by the blighting conditions existing on adjacent properties, and the correction or alleviation of these conditions may involve analyzing and treating the blighted and un-blighted properties as a

whole. For this reason, such properties identified have also been included within the Redevelopment Area.

As described herein, there are many physical and economic blighting conditions in the Redevelopment Area, the incidence of which varies from property to property. When the sum effect is examined, the combined impact qualifies the area as blighted. The success of the different programs and public improvements proposed is dependent on the inclusion of all properties as an integral part of the Redevelopment Area.

II. DESCRIPTION OF PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS EXISTING IN THE REDEVELOPMENT AREA

Described in this section of the Report are the physical, social and economic conditions that currently exist within the designated Redevelopment Area; and, the associated, related problems that negatively influence the private sector and its ability to redevelop the Area within its own realm of supply, demand and calculated risk; or, with or through governmental assistance other than redevelopment. The designated Redevelopment Area is approximately 582.30 acres in size and consists of a number of socioeconomic conditions, development zones and property uses.

A. HISTORIC INFLUENCES ON PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS

Early development that formed downtown Elko first settled along the Old California Trail in the mid 1800's. The old trail evolved over time to become one of America's major east/west transcontinental

transportation corridors. The corridor, today, includes what is now known as US Interstate 80 and the main rail line for the Southern Pacific Railroad from San Francisco to Salt Lake City. Elko is also served north/south by US Highway 93 which extends from Canada to Mexico and State Highway 225 that links Eastern Nevada to Idaho and Oregon. The I 80 Business Route remains along Idaho Street, the original highway corridor that runs parallel with the rail lines; and, Highway 225, the Mountain City Highway becomes Silver Street at the westerly end of downtown. The Humboldt River corridor through Elko is also a major physical feature that creates a southerly edge and boundary for downtown.

Elko is one of Nevada's earliest, continuously developing communities and as a result the city contains a significantly large stock of old buildings. It is important to recognize that large numbers of these structures are still in use and that all community development with construction dates prior to 1957, qualify for definition as historic structures.

Many of the Elko' s earliest buildings constructed in the downtown area remain in use today. Other historic buildings along the original highway corridor are still in use as well. This segment of the historic building stock is in a varied state of repair and disrepair; some structures have been exceptionally well maintained, while others have not. Those buildings needing repair hold down the property values and restrict the economic opportunities for those properties that are well maintained. The degree of negative impact this has on downtown can be measured by the increased number of new retail businesses and shops along with employment centers that have located in settings away from downtown.

The Elko rail terminal, two main lines and switch yard that once was located in the heart of downtown Elko was relocated through " Project

Lifesaver to another segment of the city east of downtown. With the removal of the Southern Pacific's facilities, downtown is clearly divided and separated, creating a physical chasm which adds to the negative influence on businesses there.

Additionally, downtown is lacking adequate and appropriate housing surrounding the area that is necessary to support the businesses. With a more, dense housing sector downtown, businesses will prosper and new businesses will evolve from walk-in pedestrian traffic instead of having to cater to automobile traffic and adding significant numbers of parking spaces to serve them.

Because of deterioration downtown, those originally living in close proximity to the businesses there sold their properties and moved away to other locations. Those properties were acquired by professionals who, for the same reasons, moved out of spaces downtown into the existing residences converting them to office buildings. This act in itself moved residents beyond comfortable walking distances to downtown, which required more vehicular traffic and parking spaces to be built. For physical reasons, where that could not occur, businesses downtown were damaged economically even more.

As well, as residents moved away from the downtown area to more remote locations, and the community grew to the suburbs more daily vehicular travel became necessary. As more vehicles used the roadways, the roadways became overtaxed and necessitated widening. With wider roads came smaller sidewalks for pedestrian use, which again makes it more inconvenient for pedestrians to walk downtown. Fewer pedestrians downtown adds to the economic decline of businesses in the area. Fewer people downtown also provides the perception of increased asocial

behavior downtown on the parts of some segments of the community population.

The westerly edge of downtown is filled with vacant land parcels and antiquated industrial buildings of which many are still in use. These industrial use buildings were originally associated with the Southern Pacific rail operations located in downtown Elko. Today they are used for a wide variety of storage and light industrial businesses. This industrial sector has a negative influence on the economic activity downtown and adds to its socio-economic issues and concerns for public health, safety and welfare.

High grasses and shrubs growing along the Humboldt River corridor, forms the southerly edge of downtown Elko. This corridor has become a seasonal collector for a number of transients and a temporary home for some of the community's homeless population. This general condition adds to the community's sense of negativity towards downtown and the public's health, safety and welfare.

Properties within the designated area adjacent to downtown and south of the Humboldt River consist of underutilized parcels adjacent to the river and older buildings and residences serving lower income families. The public infrastructure as well as housing within this area is old, outdated and in major need of upgrades.

The designated redevelopment area easterly of downtown lies between Idaho Street and the Humboldt River. For the most part this sector of the community is significantly underutilized; and, due to a lack of public infrastructure it remains mostly undeveloped. Underutilized and undeveloped properties add to the cost of government services to the

community as the property does not generate an equitable tax base to offset its costs to taxpayers.

The overall effect of these socio-economic conditions in the Redevelopment Area has resulted in a decline in its economic contribution to the remainder of the City. The socio-economic problems created by blighting include: commercial business disinvestment; economic maladjustment; public-safety hazards; residential deterioration; increased government services, and a lack of tax income to address ageing conditions.

Under Nevada Revised Statutes, there are a number of blighting conditions that lead to disinvestment and social-economic problems within the state's communities. The following Chart describes those conditions.

According to NRS 279.388, a blighted area is characterized by one or more of the following factors:

- " 1 The existence of buildings and structures, used or intended to be used for residential, commercial, industrial or other purposes, or any combination thereof, which are unfit or unsafe for those purposes and are conducive to ill health, transmission of disease, infant mortality, juvenile delinquency or crime because of one or more of the following factors:
 - a. Defective design and character of physical construction.
 - b. Faulty arrangement of the interior and spacing of buildings.
 - c. Overcrowding.
 - Inadequate provision for ventilation, light, sanitation, open spaces and recreational facilities.
 - e. Age, obsolescence, deterioration, dilapidation, mixed character or shifting of uses.
- An economic dislocation, deterioration or disuse, resulting from faulty planning.
- The subdividing and sale of lots of irregular form and shape and inadequate size for proper usefulness and development.

- The laying out of lots in disregard of the contours and other physical characteristics of the ground and surrounding conditions.
- The existence of inadequate streets, open spaces and utilities.
- The existence of lots or other area which may be submerged.
- 7. Prevalence of depreciated values, impaired investments and social and economic maladjustment to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered.
- 8. A growing or total lack of proper utilization of some parts of the area, resulting in a stagnant and unproductive condition of land which is potentially useful and valuable for contributing to the public health, safety and welfare.
- 9. A loss of population and a reduction of proper use of some parts of the area, resulting in its further deterioration and added costs to the taxpayer for the creation of new public facilities and services elsewhere."

Almost all of these conditions are found within the Elko designated Redevelopment Area.

B. SOCIOECONOMIC IMPACT ON PROPERTY VALUES WITHIN THE REDEVELOPMENT AREA

Development within the designated Redevelopment Area of Elko has not exhibited the dramatic growth of other similar areas throughout the city. This situation places continuously increasing economic pressures on downtown businesses as competitors in other parts of the community are able to develop in closer proximity to their target markets.

When competition occurs on an equal basis the entire community benefits; when it doesn't, the entire community pays the price through increased costs of government services to the declining area. Competitive forces which are out-of-balance also places severe pressure on elected officials to ignore serious problems in declining areas in order to accommodate assistance to newer more popular successful ventures serving the community in other locations.

When competitive forces attract business away from downtown, profits decrease as does the property owner's ability and incentive to maintain his or her investment there. Disinvestment negatively impacts the community's tax base as property values decrease. Decreasing tax values makes the problems worse in that disinvestment frightens away new development and developer interest and the interests of financial institutions in loaning money to upgrade the properties.

Even to the casual observer the properties within the designated Redevelopment Area appear to be significantly impacted by blight, and there are subtle factors of continuing decline. Vacant and poorly maintained storefronts and walkways, lack of infrastructure maintenance and the lack of necessary public and private investment are all present within the Elko Redevelopment Area. Also, age and obsolescence of commercial buildings, the highway entrance gateways to downtown which are no longer aesthetically attractive to tourists are all taking toll on the value of the area. More importantly, without redevelopment as an additional new tool, conditions are certain to grow worse.

Often communities with blighted conditions downtown don't react until it is too late. As we recognize, the cost of necessary government services always continues increasing while the growth of local taxes has trouble

keeping pace. Without substantial new development and reinvestment within the designated area, Elko becomes increasingly reliant on its share of statewide sales and gaming taxes for funding local government. While these revenue sources have generated considerable tax money over the past years, as we currently recognize they are also extremely volatile.

Our current statewide and national economic downturn could lead to more dramatic declines in sales and gaming taxes which would have a considerable negative impact on Elko. Fortunately, Elko' s decision to create a redevelopment agency indicates it recognizes these factors and the need to strategi9cally respond before economic decline in downtown and within the other segments of the designated area is so ingrained it is difficult to reverse.

III. DESCRIPTION OF THE PROPOSED METHOD OF FINANCING THE REDEVELOPMENT PLAN FOR DETERMINING ECONOMIC FEASIBILITY

The Elko Redevelopment Agency proposes that the redevelopment process be strategically used to the greatest extent possible for supporting new development and re-investment in the designated Redevelopment Area, and for removing blighted conditions that negatively influences property values.

This section of the Report briefly describes how the Agency anticipates creating a proper environment for revitalization of the Redevelopment Area and the strategic activities it may undertake to promote redevelopment. This report section also provides aggregate cost estimates of a preliminary nature identified by projects proposed in the Preliminary Plan, which, along with ancillary activities such as project administration, constitute the basis for the redevelopment program proposed by the Agency.

The potential income resources and methods of financing the Plan available to the Agency are addressed as well along with the economic feasibility of the Redevelopment Plan and its strategies for alleviating blighting conditions.

As described in the previous segments of this Report, the designated Redevelopment Area in Elko is a blighted segment of the community suffering from certain problems which cannot be remedied without redevelopment assistance. The Area' s problems center on a number of physical as well as socioeconomic issues. Physical issues include: buildings characterized by deterioration and dilapidation; defective design; and faulty or inadequate utilities. Problems throughout the area are increased by a number of economic issues, including: depreciated or stagnant property values, impaired investments, vacant lots within an area designed for urban uses and an inability of the City to sell public property located in the old railroad area downtown. This provision alone creates a severe economic maladjustment that needs creative solutions for addressing the problem and returning downtown to a significant economic, civic and cultural contributor to the community.

A. GENERAL REDEVELOPMENT ACTIONS

The Redevelopment Plan for the Elko designated Redevelopment Area identifies the implementation mechanisms available to the Agency to eliminate and prevent the spread of blight and blighting influences. The principal purpose of adopting and implementing the Redevelopment Plan is preventing the continuing decline and stagnation of the area by engendering new private sector investment and activity within the Redevelopment Area. The redevelopment activities enabled by the Redevelopment Plan include all of the following:

- 1) Property owner, tenant, and business owner participation.
- The Agency's acquisition of real property.
- The Agency's management of property under its ownership and control.
- Agency relocation assistance to displaced occupants of property acquired by the Agency in the Redevelopment Area.
- The demolition or removal of buildings and improvements.
- The installation, construction, rehabilitation of public facilities and improvements;
- 7) The Agency's disposition of property.
- The redevelopment of land.
- The rehabilitation of structures and improvements.
- The rehabilitation, development or construction of housing.
- 11) The provision for the retention of controls and establishment of covenants or restrictions running with the land.
- 12) The provision of utilities and other public improvements; and
- 13) The implementation of land use controls and regulations.

B. FINANCING METHODS AND ALTERNATIVES

The primary funding tool available to a Nevada redevelopment agency is tax increment. As the redevelopment plan is implemented, the improvements will result in an increase in property values within the designated Redevelopment Area. This increase in tax revenue from the increased property value is known as tax increment. The tax increment monies become revenue of the Agency that can be used to fund its programs and activities in the Redevelopment Area.

In the past, the tax increment amount for a redevelopment agency has grown in value proportional to the increase in the annual tax assessment evaluation made by the county tax assessor's office. However, with the recent legislative cap placed on property tax evaluation increases, the increment amount directed to the agency may be significantly lower. Consequently it is imperative for the Agency to assist underdeveloped and underutilized properties within the designated area to be improved to capitalize on the combined increase in overall value.

Secondarily, income to the Agency for supporting its programs and services may come through the sale of City or Agency owned land located either within or outside the designated Redevelopment Area. Monies from land sales reinvested in projects in the designated Area are eligible for use in contributing to future tax increment calculations.

General Financing Methods Available to the Agency

The Agency is authorized to finance activities in the Redevelopment Area with tax increment funds; interest income; Agency bonds; donations; loans from private financial institutions; the lease or sale of Agency-owned property; owner participant or developer loans; participation in development; or with financial assistance from the County, the City, State of Nevada, the federal government, or any other available source, public or private.

The Agency is also authorized to obtain advances, borrow funds, issue bonds, and create indebtedness in carrying out this Plan. The principal and interest on such indebtedness may be paid from

tax increment income or any other funds available to the Agency. Advances and loans to pay for surveys and planning and for the operating capital for administration of the Redevelopment Area may be provided by either the City or any other available source, public or private, until adequate tax increment or other funds are available or sufficiently assured to repay the advances and loans and to permit borrowing adequate working capital from other sources.

The City and the County, as they are able, may also supply additional assistance through the issuance of bonds, loans and grants, and in-kind assistance. Because of Downtown Elko's historic status, there are additional grants and tax credits that are available at the state and federal level that the Redevelopment Agency can assist property owners obtain for helping support the restoration and revitalization of individual buildings. The use of these types of grants and tax credits for improving individual property values also creates additional tax increments for more revitalization to occur within the Redevelopment Area.

Since the City of Elko owns a significant amount of property downtown that cannot be sold and used only for the "Public Good", creative strategies must be established to meet the City's legal obligations in new ways that result in taxable assessments. By creating legitimately new defining parameters for the "Public Good", the properties can be developed using new types of partnership alliances. Partnerships between the city and with private sector parties, non-profit organizations and other public bodies can result in projects that benefit the "Public Good" and create additional tax increments within the Area through Leases.

C. REVITALIZATION STRATEGY

1 3"

In larger communities, a comprehensive economic development strategy, focusing on attracting new national and international corporations and "Big Box" projects that attracts new employment to the designated Redevelopment Area is pursued. With Elko being a smaller community, large corporations and "Big Box" operators tend to focus on community suburbs housing larger populations rather than locating downtown. It takes the greater acquisition needs and purchasing power of a larger nearby demographic to make most national corporations economic formulas profitable. It also takes larger parcels of property for its facilities and large amounts of surface parking, and rarely are large areas of land available in urban settings downtown.

There are, however, opportunities in the easterly sector of the designated Redevelopment Area for attracting new national or regional industries and businesses to Elko that require larger sites and ready access to the Interstate highway system or to the Southern Pacific Railroad. Similar opportunities exist to a smaller degree in the westerly segment of the Redevelopment Area downtown for attracting new light industries and technological businesses needing convenient access to air transportation.

The fact that Elko has ample water resources for the future is a major attraction for industries and businesses looking for new operational locations. Water is a necessary component of almost every manufacturing process and is an especially critical ingredient to products produced for food and beverage industries.

There are significant opportunities for developing conveniently located new multi-family and single-family workforce housing and market rate housing south of the Humboldt River along the southerly edge of the designated Area. But to bring this about new and updated infrastructure is necessary; and, it's also necessary to clean up the river's riparian estuary, manicuring the tall grass and shrubbery, and removing the conveniences that currently shelter transients, vagrants and homeless people living there seasonally.

By creating developed open space for leisure and recreation along the river banks and revitalizing the river bottom and riparian edges as a year-around protective area for wildlife and migratory birds, the river can be transformed from a problem area into a major community asset. As an Area asset, the quality of community life in Elko will benefit everyone, and the river asset will attract additional reinvestment and other revitalization to the designated Area.

Redevelopment downtown is perhaps the most important and critical element of the Plan's strategy. Its problems today are the bi-product and result of an American era when values for a high quality urban environment gave way to the convenience and economy of developing the communities' perimeters rather than reinvesting in downtown. This era was also a time when the costs of gasoline and automobiles were far less a factor of a families' income than each are today. This era as well focused on accommodating vehicular convenience rather than pedestrian

activity, their necessary facilities and rights-of-way; safe facilities for bicycle riding, or the economy of residents using public transit.

Not so much different than most other American communities, Elko now realizes the costs of allowing downtown to deteriorate over the years has resulted in an economic and government service burden to the community-at-large. As businesses fail and property values fall downtown, tax income to local government also falls, yet the cost of services and assistance continues to rise. Often because of disinvestment, crime, other asocial issues and underemployment, the cost increase in services to the downtown area and its population becomes disproportionate to other community sectors.

The City also realizes that as a "Center of Place", downtown is an ever-ongoing visible expression of the community not only to its residents, but to all others who may visit the city or study its past. Steeped rich in history and pioneer heritage, downtown is a living exhibit representing the remarkable efforts of early Nevadan's who dedicated their lives to making Elko the American city it is today.

Downtown as "Place" is a huge potential asset for attracting new and emerging forms of business and industry to the community; enterprises that can bring greater economic benefits along with increased civic and social prosperity to Elko and its future.

America's downtowns as "Place" are the center of cultural life for the community, and Elko is no different. According to national

surveys, cultural arts are one of the most profitable contributors to economic development and tourism in America today. With the land transfer and the city's ownership of early railroad property there are many opportunities to rebuild and expand downtown Elko as an economic generator for all of the region's cultural arts programs while creating open space and areas for leisure and recreation at a pedestrian level.

Like the river, rather than being problematic to Elko residents, downtown can foster a stronger sense of community and elevate the quality of community life, making Elko a better place to live and visit for everyone.

In addition to civic/cultural facilities, downtown needs additional, higher density housing stock to improve the economical viability and stabilization of the business district. It also needs some additional supporting businesses to provide convenience services and goods to a new, larger and more prosperous downtown population. One opportunity is to develop new incubator businesses located on each corner of strategically identified vacant blocks owned by the city. And, to construct urban, infill housing between the corners in such an arrangement that retains ample public parking in the central core of each block, for supporting both new businesses and the existing businesses across each street.

In each instance described above, the Great Basin College with its two and four year academic programs is a major asset to Elko to nurture for attracting new national and regional industries and business to the community. Unlike the 20th century where workers followed jobs, today, jobs follow the worker. And, through

technology workers can be distributed to serve a company's regional needs much more efficiently than in the past.

21st century businesses are in dire need of "Knowledge Workers" and members of the "Creative Class to keep their operations successful. The local College in Elko is capable of educating and training broader sectors of the workforce for advancing the knowledge, skills and abilities necessary for 21st century intellectual challenges in the marketplace.

More specific and detailed information regarding potential infrastructure and site improvements; related projects; priorities and estimated improvement costs are identified in the Preliminary Plan for the Downtown Project Area.

In addition, the City of Elko owns properties it can sell to promote the much needed development within the Area, and owns other properties it can lease to others through public private partnerships formed for the "Public Good". In both of the above instances, the value to redevelopment via property value tax increment contributions based on property values are greater than awaiting the accrual of tax increments over time.

Bonding based on projected improvements and increased incremental tax values offers a third means for the agency for financing necessary improvements or acquiring additional properties within the Area for re-sale and development.

Until there is a significant amount of time, energy and redevelopment in the designated Area underway or in place, the Agency's redevelopment program may be limited to:

- responding to property owners and developer initiated efforts
 where public assistance is needed to assemble property
 necessary for the expansion of existing uses; and to perform
 work towards
- opportunity" acquisitions, where an existing owner within the Area may desire to sell his or her property in order to pursue objectives outside of the Redevelopment Area.

However, costs to the Agency early on to implement the redevelopment program and to carry-out ancillary associated activities will be limited and restrict the Agency's ability to provide much in any form of additional assistance. Thus, any programs or activities undertaken that expand expenditures analyzed in this feasibility analysis must be provided only on a "funds available" basis.

Given the strategies and assumptions described in this feasibility analysis, along with the combination of estimated net Agency costs for implementing projects identified in the Preliminary Plan, and anticipated costs associated with administering redevelopment program activities and expenditures over the life of the Plan total significantly less than income that may be realized. as summarized in the following tabulation; the projected costs presented do not include any major adjustments for inflation or for shifting priorities or programmatic change.

Anticipated Income for 2007 Tax Assessment Using 2006/2007 Estimated Assessment Increase: \$374, 567.00X \$3.495/\$100

Assessed Value=\$115,002.43 Increment to City of Elko.

Anticipated (5 year) Accrued/Compounded Income for 2011 Using

0.11Increase: \$587,802.30

Anticipated (10 year) Accrued/Compounded Income for 2016 Using

0.10 Increase: \$3,953,328.80

Anticipated (15 year) Accrued/Compounded Income for 2021 Using

.175 Increase: \$11,833,037.00.

Consequently, any Bonds and accumulated operating expenses can be entirely paid from Increment Income after the first 15 years of the total 30 year life of the Designated Area, and future income can be used for other valuable redevelopment purposes or for retiring additional Bonds.

IV. METHOD OR PLAN FOR RELOCATION OF PERSONS AND FAMILIES

Chapter 342 of the Nevada Revised Statutes requires that the Agency have a method or plan for relocation of persons or businesses displaced as a result of an Agency acquisition of real property either by purchase or through eminent domain.

Section 342.025 of the NRS also requires that the Agency develop a process for claiming eligibility for services and benefits provided to persons or businesses that are displaced as a result of Agency action.

Section 342.045 of the NRS further requires that the Agency adopt policies to provide relocation assistance and make relocation payments before undertaking a project that will result in the displacement of persons or businesses. The City of Elko Redevelopment Agency will make required relocation payments in

compliance with this statute whether or not state or federal funds are involved in any project.

Section 279.478 of the NRS states the following:

- " 1. An agency shall provide assistance for relocation and shall make all of the payments required in regulations adopted by the director of the department of transportation pursuant to NRS 342.105 for programs or projects for which federal financial assistance is received to pay all or any part of the cost of that program or project.
- This section does not limit any other authority which an agency may have
 to make other payments for assistance for relocation or to make any
 payment for that assistance which exceeds the amount authorized in
 regulations adopted by the director of the department of transportation
 pursuant to NRS 342.105."

Section 279.578 of the NRS stipulates that the method or plan for relocation of persons and families temporarily or permanently displaced from housing be included in the Report to Council on the Redevelopment Plan. This section has been prepared in compliance with NRS Chapter 342, inclusive, and Sections 279.478 and 279.578.

A. AGENCY DISPLACEMENT

As noted in Part III of this Report, the Agency anticipates that its development assistance program and strategies will provide incentives for the private sector to develop or redevelop vacant, underutilized and

1 1

blighted properties as well as properties with significant historic value within the designated Area.

As additional assistance to the private sector, the Agency may also selectively acquire and dispose of property:

- to respond to property owner and developer initiated efforts where public assistance is necessary to assemble property needed for expansion of existing uses; and
- to recognize "opportunity" acquisitions in which an existing owner may desire to sell in order to pursue opportunities out of the Redevelopment Area.

To the extent that the Agency acquires occupied property for land assembly or other purposes, or enters into agreements with developers or others under which occupants will be required to move, the Agency will cause or will be responsible for causing, such displacement of occupants.

The Agency is not responsible for any displacement which may occur as a result of private development activities not directly assisted by the Agency under a disposition and development, participation, or other such agreement.

B. RELOCATION ASSISTANCE AND REPORTS

1. Policies Regarding Relocation Assistance and Payments

Before undertaking a project in the Redevelopment Area that will result in the displacement of a person or business, the Agency will adopt policies pursuant to NRS Sections 342.015 to 342.075, inclusive, to provide relocation assistance and make relocation payments to each person displaced from his or her dwelling or business establishment as a result of an acquisition by the Agency of real property by purchase.

Such relocation assistance and payment policies shall be substantially similar to and in amounts equal to or greater than those which are provided for in the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. Sections 4601-4655, inclusive (in addition to NRS 342.055), and the regulations adopted pursuant thereto.

Process for Claiming Eligibility for Services and Benefits

Before displacing a person or business as a result of an acquisition in the Redevelopment Area, the Agency will develop a process by which persons or businesses who will be displaced from their dwellings or business establishments as a result of the acquisition, and who are otherwise eligible for services and benefits provided by the Agency pursuant to NRS 342.015 through 342.075, inclusive, may claim eligibility for those services and benefits.

The process must include, without limitation, claim forms and a schedule setting forth the time when those forms and any required attachments must be submitted to the Agency and the time when the Agency will distribute any monetary compensation or provide other services.

Agency Relocation Services

The Agency shall provide the following administrative services for persons whose dwellings or business establishments are situated on property proposed for acquisition by the Agency:

- a) It will provide written materials and noticed public meetings, where applicable, which will provide information on the proposed acquisition of the property and the services and benefits that will be available to the persons or businesses who will be displaced.
- b) It will provide information and assistance regarding the time and manner in which the persons may claim eligibility for such services and benefits.
- c) It will provide ninety days written notice of the proposed displacement. This notice must contain information on the procedure for obtaining the services and benefits provided pursuant to NRS 342.015 to 342.075, inclusive, to which a person is otherwise eligible.

Increased Benefits Payments to the Displaced Persons

Notwithstanding the provision of NRS 342.015 to 342.065, inclusive, the Agency may, if appropriate under the circumstances,

pay to a displaced person an amount of benefits that exceeds the amounts set forth in NRS 342.015 to 342.065, inclusive.

C. ADMINISTRATIVE APPEALS PROCESS

The Agency shall establish an administrative appeal process for handling grievances arising pursuant to NRS Sections 342.015 to 342.075, inclusive. The process must include, at a minimum, notice and an opportunity to be heard.

VI. ANALYSIS OF PRELIMINARY PLAN

Section 279.528 of the NRS requires an analysis of the preliminary plan be contained in this Report. The City of Elko Planning Commission approved the amended Preliminary Plan on November 06, 2007. The amended Preliminary Plan was additionally approved by the City of Elko Redevelopment Agency Advisory Board and by the City of Elko Redevelopment Agency. The amended Preliminary Plan has been reviewed for conformance to NRS 279.526 and is found to be sufficient in its preparation and content.

The Preliminary Plan describes the boundaries of the Redevelopment Area, contains general statements of land uses, layout of principal streets, population densities, and building intensities and building standards proposed as the basis for the redevelopment of the designated Redevelopment Area as is required by statute.

The Preliminary Plan also shows how the purposes of NRS 279 would be attained through the redevelopment of the area, and states that it conforms to the Master Plan of the City as is also required by statute.

Additionally, the Preliminary Plan describes the general kinds of projects that are necessary to make the Plan serve the needs of redevelopment within both the designated Area and Downtown Project Area, including estimated costs for constructing the improvements and their budgeting priorities.

The proposed City of Elko Redevelopment Plan is based on the content and intent of the Preliminary Plan and conforms to the standards and provisions set forth therein.

The Redevelopment Plan includes the same layout of principal streets as indicated in the Preliminary Plan and in general proposes the same types of land uses described in the Preliminary Plan and the City of Elko Master Plan.

Additional special attention is given in the Redevelopment Plan to historic preservation downtown and to developing greater provisions for cultural arts, higher density workforce housing and supplemental new businesses to create a comprehensive offering of goods and services to downtown residents. Special attention is also given to strategies for developing and redeveloping properties in the Redevelopment Area surrounding downtown.

Building intensities in the Redevelopment Plan are in compliance with development standards and controls described in the Preliminary Plan; and, conform to the City's Master Plan and in general with its building and zoning ordinances.

As set forth in the goals of the Preliminary Plan and further defined in the Redevelopment Plan, redevelopment of the designated Area will attain the purposes of NRS 279 through the following goals:

* 1 5

- To promote and insure public safety and welfare; to eliminate and prevent the spread of blight and deterioration, and the conservation, rehabilitation and redevelopment of the Redevelopment Area in accord with the Master Plan, the Redevelopment Plan and local codes and ordinances.
- To promote and support a pedestrian oriented downtown; and, to achieve an environment reflecting a high level of concern for architectural, landscape, and urban design and land use principles appropriate for attainment of the objectives of the Redevelopment Plan.
- To benefit, sustain and support the visual enhancement and beautification; and to minimize unplanned growth by guiding revitalization activities and new development in such fashion as to meet the needs of the Redevelopment Area, the City and its citizens.
- 4. To ensure adequate vehicular access and circulation; to retain and sustain existing businesses by means of redevelopment and rehabilitation activities, and encourage cooperation and participation of owners, businesses and public agencies in the revitalization of the Redevelopment Area.
- 5. To promote historic and cultural interest in the Redevelopment Area; and, encourage investment by the private sector in the development and redevelopment of the Redevelopment Area by eliminating impediments to such development and redevelopment.

- To respect the efforts and accomplishments of the past; and, encourage maximum participation of residents, business persons, property owners, and community organizations in the redevelopment of the Redevelopment Area.
- To achieve Plan conformance and advancement through replanning, redesign and the redevelopment of areas which are stagnant or improperly used.

Additionally, Redevelopment of the designated Redevelopment Area pursuant to the Preliminary Plan and Redevelopment Plan attains the purposes of the Nevada Revised Statutes Chapter 279 by:

- (1) The elimination of blighting influences and the correction of environmental deficiencies including among others, buildings in which it is unsafe for persons to live or work, incompatible and uneconomic land uses, and small and irregular lots.
- (2) The assembly of land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation.
- (3) The re-planning, re-design, and redevelopment of areas which are stagnant or improperly used in ways which could not be accomplished solely by private enterprise without public participation and assistance.
- (4) The provision of opportunities for participation by owners and tenants in the revitalization of their properties.

- (5) The strengthening of retail and other commercial functions within the Redevelopment Area.
- (6) The strengthening of the economic base of the Redevelopment Area by stimulating new investment.
- (7) The expansion of employment opportunities.
- (8) The provision of an environment for social and economic growth.
- (9) The expansion and improvement of housing for low and moderate income persons.
- (10) The installation of new, or replacement of existing public improvements, facilities, and utilities in areas which are currently inadequately served in regard to such improvements, facilities, and utilities.
- (11) Other means as deemed appropriate.

EXHIBIT " E"

City of Elko Redevelopment Area

REPORT BY THE PLANNING COMMISSSION TO THE REDEVELOPMENT AGENCY

REPORT OF THE PLANNING COMMISSION ON THE REDEVELOPMENT AGENCY PLAN For the ELKO REDEVELOPMENT AREA

INTRODUCTION

This report is prepared by the City of Elko Planning Commission in conformance with requirements established in NRS 279.510 and NRS 279.570.

The purpose of this report is to provide the City of Elko Redevelopment Agency with information necessary for their consideration and action regarding the Planning Commission's review of the Redevelopment Plan prepared by the Agency. It is also the responsibility of the Planning Commission to respond to the Plan's conformance with the City of Elko Master Plan for the community, and, to provide the Redevelopment Agency with any Planning Commission recommendations.

It is to be recognized that the Planning Commission has assisted in the formulation of the Agency's Redevelopment Plan, and has worked cooperatively with the Agency and the Agency's Advisory Board as required by NRS 279.512. It is to be further recognized that the City of Elko meets all of the prerequisite conditions of community development required by NRS 279.516; and, that the Designated Redevelopment Area conforms to the requirements established in NRS 279.519.

II. PRELIMINARY PLAN

The Planning Commission has cooperated with the Redevelopment Agency and the Agency Advisory Board in the preparation of the Preliminary Plan for Redevelopment, and in its amendment to insure compliance with conditions in Nevada Revised Statutes regarding Plan Sufficiency. After the Planning Commissions approval of the Preliminary Plan, the Plan was forwarded to the Redevelopment Agency as prescribed by NRS 279.528.

III. CITY OF ELKO REDEVELOPMENT PLAN

The Planning Commission received the Final Draft of the Redevelopment Plan for review and consideration and voted in support of its approval recognizing that final revisions may be incorporated by the Redevelopment Agency prior to presenting the final Plan to the City Council for action.

A review of the content of the Redevelopment Plan indicates it uses the Preliminary Plan previously approved by the Agency Advisory Board and the Planning Commission as the basis for organizing, addressing and constructing the final Plan for the Designated Redevelopment Area. The final Plan successfully addresses in detail each of the general requirements set forth for the contents of a redevelopment plan described in NRS 279.572, and in NRS 279.574 and 279.576. The Plan also incorporates provisions for property owner's participation and

provisions for the redevelopment of property if owners fail to participate in the redevelopment as prescribed by NRS 275.566.

Regarding the Master Plan for the City of Elko, the Planning
Commission's review finds that the Agency's Redevelopment Plan
conforms to the Master Plan that has been adopted for use by the City
and it addresses issues expressed in all six components of the Plan. The
Agency Redevelopment Plan also supports the Planning Commission's
adopted Bicycle and Pathway Plan, and it enriches the overall content and
intent of the Master Plan by enlisting the following planning goals and
objectives:

To promote and insure public safety and welfare; to eliminate and prevent the spread of blight and deterioration, and the conservation, rehabilitation and redevelopment of the Redevelopment Area in accord with the Master Plan, the Redevelopment Plan and local codes and ordinances.

To promote and support a pedestrian oriented downtown; and, to achieve an environment reflecting a high level of concern for architectural, landscape, and urban design and land use principles appropriate for attainment of the objectives of the Redevelopment Plan.

To benefit, sustain and support the visual enhancement and beautification; and to minimize unplanned growth by guiding revitalization activities and new development in such fashion as to meet the needs of the Redevelopment Area, the City and its citizens.

To ensure adequate vehicular access and circulation; to retain and sustain existing businesses by means of redevelopment and rehabilitation activities, and encourage cooperation and participation of owners, businesses and public agencies in the revitalization of the Redevelopment Area.

To promote historic and cultural interest in the Redevelopment Area; and, encourage investment by the private sector in the development and redevelopment of the Redevelopment Area by eliminating impediments to such development and redevelopment.

To respect the efforts and accomplishments of the past; and, encourage maximum participation of residents, business persons, property owners, and community organizations in the redevelopment of the Redevelopment Area.

To achieve Plan conformance and advancement through replanning, redesign and the redevelopment of areas which are stagnant or improperly used.

The City of Elko Planning Commission also finds that the Agency's Plan for the Redevelopment Area also enriches the content and intent of the community's Master Plan by helping attain the purposes of the Nevada Revised Statutes Chapter 279 by:

(1) The elimination of blighting influences and the correction of environmental deficiencies including among others, buildings in which it is unsafe for persons to live or work, incompatible and uneconomic land uses, and small and irregular lots.

- (2) The assembly of land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation.
- (3) The re-planning, re-design, and redevelopment of areas which are stagnant or improperly used in ways which could not be accomplished solely by private enterprise without public participation and assistance.
- (4) The provision of opportunities for participation by owners and tenants in the revitalization of their properties.
- (5) The strengthening of retail and other commercial functions within the Redevelopment Area.
- (6) The strengthening of the economic base of the Redevelopment Area by stimulating new investment.
- (7) The expansion of employment opportunities.
- (8) The provision of an environment for social and economic growth.
- (9) The expansion and improvement of housing for low and moderate income persons.
- (10) The installation of new, or replacement of existing public improvements, facilities, and utilities in areas which are currently inadequately served in regard to such improvements, facilities, and utilities.

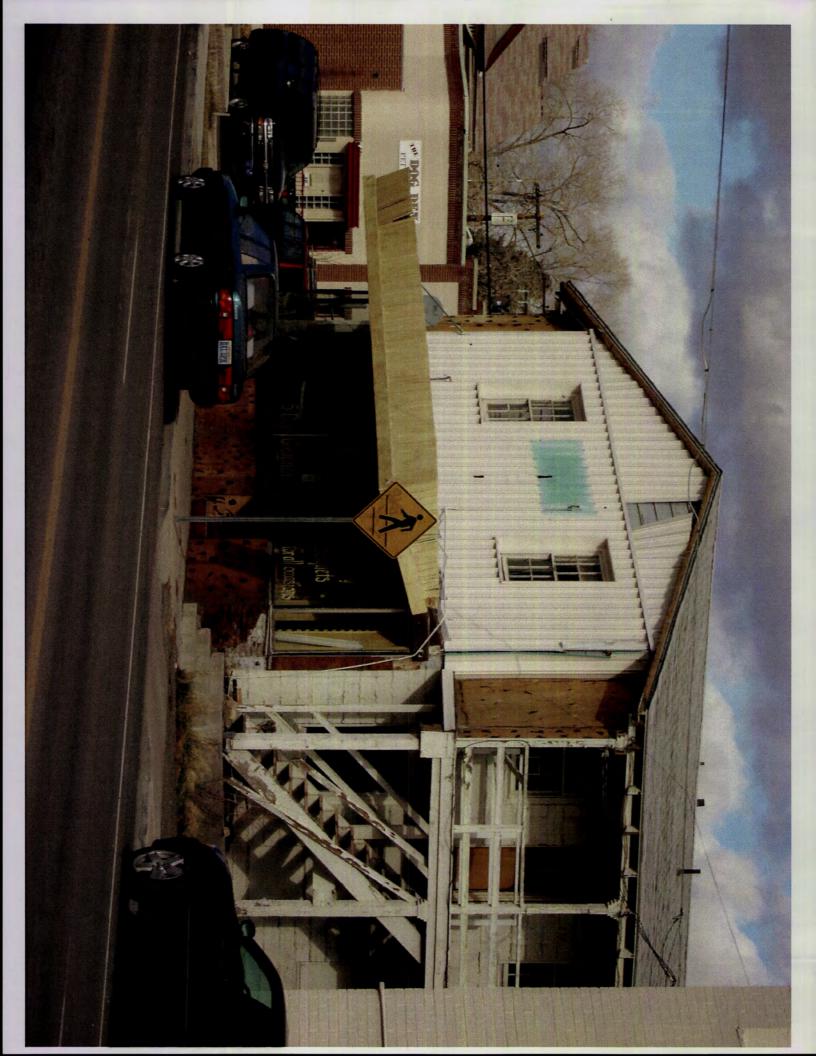
(11) Other means as deemed appropriate.

The City of Elko Planning Commission recommends the adoption of the Redevelopment Plan prepared by the Redevelopment Agency for the City of Elko and supports its approval by the Elko City Council acting as the City's legislative body. The Planning Commission will continue to work with legal counsel in making several revisions to the Redevelopment Plan in order to ensure statutory compliance.

EXHIBIT " F"

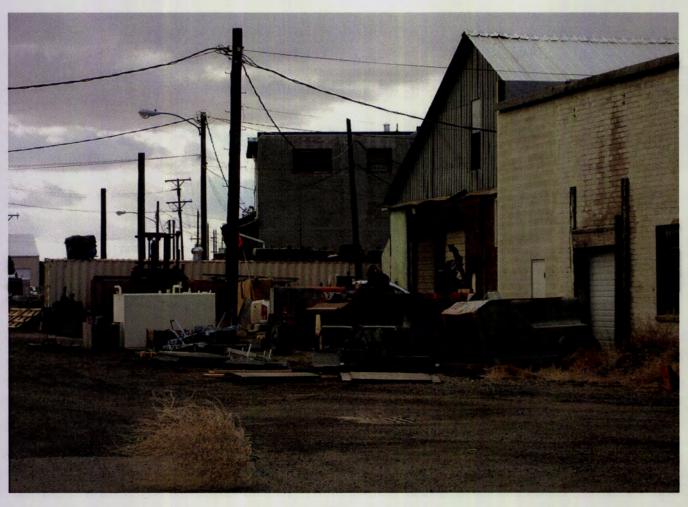
City of Elko Redevelopment Area

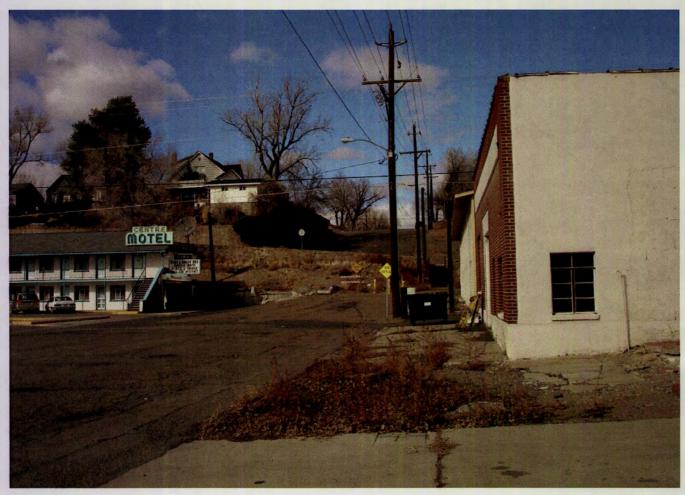
PHOTOGRAPHS OF BLIGHTED CONDITIONS
THROUGH THE DESIGNATED AREA











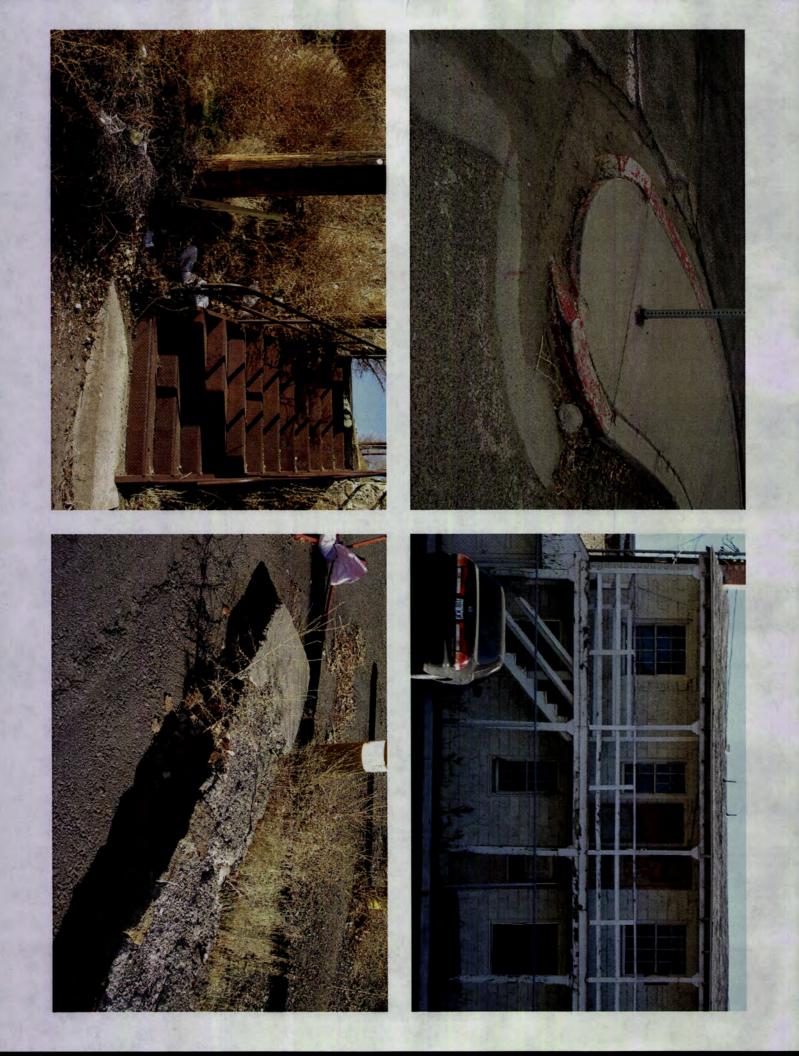


EXHIBIT " G"

City of Elko Redevelopment Area

PRELIMINARY PLAN

(Under Separate Cover)

PRELIMINARY PLAN FOR THE CITY OF ELKO REDEVELOPMENT PROJECT AREA

0,0

TABLE OF CONTENTS

SEC	TION
- 10	PAGE

1	INTRODUCTION	2 - 10
II	CIRCULATION	11-18
Ш	UTILITIES	19 – 20
IV	LAND USE	21 – 23
V	PARKING	24 – 29
VI	DESIGN GUIDELINES	30 – 32
VII	PARKS, PLAZAS, OPEN SPACE	33 – 34
VIII	FOCAL POINTS	35 – 36
IX	COMMUNITY CONNECTIONS	37 – 38
X	PRIORITIZATION, SEQUENCING, AND PHASING	39 – 42
XI	IMPLEMENTATION, MARKETING AND PROMOTION	43 – 47
XII	APPENDIX	48

INTRODUCTION/PROLOGUE

Plan Origin

The City of Elko Redevelopment Plan is intended to establish a blueprint for the redevelopment and revitalization of the City's downtown and areas integral and peripheral to the City's center. Implementation of the Plan over time will serve as a commitment to the Downtown as a principal focal point for Elko community life – an attractive and economically sound center with shopping, entertainment, cultural and recreational opportunities.

Impetus for a plan of the downtown area and Redevelopment arose from "Project Lifesaver" – the removal of two main railroad lines from the center of Elko and their relocation north of the Humboldt River. This successful effort fostered a re-examination of the area and promotion of a design that is more pedestrian-oriented, with new or modified traffic routes, improved parking, more open space and walkways with landscaping, and better signing. Preparation of a plan for the community also affords the opportunity to integrate into the overall redevelopment planning a number of historic and architecturally interesting buildings, implement a historic theme to memorialize the railroad corridor and introduce other key features and elements that collectively work toward exposing and enhancing the distinctive character of Elko as a pioneering and enterprising city.

The framework for the Redevelopment Plan is based on the Development Plan for Downtown Elko prepared through the efforts of the Downtown Revitalization Committee and subsequently approved by the Elko City Planning Commission and the Elko City Council.

The Elko Redevelopment Plan also recognizes many of the previous documents and studies prepared for the downtown area as valuable resources. These include:

- A Plan of Downtown Elko, Nevada Planmakers, 1981
- The Rebirth of Downtown Elko Hyett Palma, 1993
- The Heart of Elko
 Elko Citizens and Business Community, 1995
- Downtown Revitalization Committee, 199?-2005

In general the goals and objectives of the redevelopment program in the Redevelopment Area are as follows:

 To eliminate and prevent the spread of blight and deterioration and the conservation, rehabilitation and redevelopment of the Redevelopment Area in accordance with the City of Elko Master Plan.

Adopted 11/13/2007

- 2. To promote and ensure public safety and welfare.
- 3. To promote and support a pedestrian oriented downtown environment.
- 4. To benefit, sustain and expand downtown economic prosperity.
- 5. To encourage and support visual enhancement and beautification of the downtown.
- 6. To ensure adequate vehicular access and circulation.
- 7. To promote historic and cultural awareness and interest.
- 8. To respect the efforts and accomplishments of the past.
 - To achieve Plan conformance and advancement.

Redevelopment of the Redevelopment Area pursuant to this Redevelopment Plan and the above goals and objectives will attain the purposes of the Nevada Revised Statutes Chapter 279 by:

- The elimination of blighting influences and the correction of environmental deficiencies including, among others, buildings in which it is unsafe for persons to live or work, incompatible and uneconomic land uses, and small and irregular lots.
- The assembly of land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation.
- The replanning, redesign, and redevelopment of areas which are stagnant or improperly used in ways which could not be accomplished solely by private enterprise without public participation and assistance.
- The provision of opportunities for participation by owners and tenants in the revitalization of their properties.
- the strengthening of retail and other commercial functions within the Redevelopment Area.
- The strengthening of the economic base of the Redevelopment Area by stimulating new investment.
- 7. The expansion of employment opportunities.
- 8. The provision of an environment for social and economic growth.
- 9. The expansion and improvement of housing for low and moderate income persons.

- 10. The installation of new, or replacement of existing, public improvements, facilities, and utilities in areas which are currently inadequately served in regard to such improvements, facilities, and utilities.
- 11. Other means as deemed appropriate.

The Setting

The City of Elko occupies a physical setting within Northeastern Nevada. The city lies in the valley of the Humboldt River, an exotic stream with a relatively flat gradient and a meandering, braided channel. Contributing to this valley setting is the Elko Mountain Range which rises sharply on the south side of the City to elevations of more than 7,000 feet and the Adobe Range to the north which ascends more gradually from the valley floor through river terraces and alluvial fans to about the same elevation. Further to the south, the rugged glacial crest of the beautiful Ruby Mountains provides a dramatic, powerful backdrop, with its peaks stretching beyond heights of 10,000 feet.

The City of Elko serves as the retail, service, transportation, and cultural center of Northeastern Nevada. The primary surface transportation route serving the City is Interstate 80 which provides critical linkages to major urban centers to the west and east, including Reno, Sacramento, San Francisco, and Salt Lake City. Elko is also served by U.S. Highway 93, a north-south route which provides connections to Twin Falls, Idaho and Interstate 84 to the north and Las Vegas to the south.

Additionally, a number of state routes provide access to outlying rural and recreational areas and suburban growth nodes such as Spring Creek. State Highway 225 follows a northerly route through the Owyhee Mountains where it accesses the Boise, Idaho area and Interstate 84 near the Oregon border.

Rail and air service for both goods and passengers also play a key role in the regions' overall transportation system.

Historic Perspective

Beginning in 1843, the Humboldt River Trail brought immigrants to the West through what is now the City of Elko. Shortly after an expedition in 1844, John Fremont acknowledged and mapped the region and identified the unique interior drainage and characteristics which led to the name, Great Basin. By 1845, other California-bound immigrants were taking the Humboldt Route (along with other routes such as the overland to the south) across the Great Basin expanse, thus slowly establishing the enduring east-west route more commonly known today as the California Trail.

The first significant growth in the Elko area occurred in the mid-1860s, when a railroad construction camp was established for numerous Chinese laborers. The route across the Great Basin, following the Humboldt River, eventually became the right-of-way for the

transcontinental railroad which was completed with a joining in Ogden, Utah in 1869. The directness of this transcontinental route ultimately led to the development of Interstate 80 closely following the original rail lines.

In December of 1868 Central Pacific Railroad surveyors laid out the Town of Elko along both sides of its land-grant railroad right-of-way. The townsite location was chosen because of its strategic proximity to the booming mining camps located both north and south of it in eastern Nevada, and to the gold and silver camps of southwest Idaho. The little tent town boomed as Elko became the principal point of departure for fortune-seeking miners and prospectors. The railroad built three large wooden freight depots to accommodate shipping with most of the cargo hauled by huge high-wheeled "sagebrush clipper" wagons. These wagons, along with the horses, mules and muleskinners, camped south of Commercial Street in an area known as Missouri Flat.

The hub of activity of the town was the Depot Hotel, located near 4th Street and the main line tracks. The Depot Hotel accommodated rail passengers and was the connection point for the north and south stage-coach lines. The Town of Elko grew outward from this point, with saloons, groceries, clothiers, and saddlery and harness shops along Commercial Street catering to miners, muleskinners, immigrants, and early settlers. The Elko County seat was established in the town in 1869.

As Elko grew along the rail lines to the east, tents were replaced by wood buildings with false fronts and fine one- and two-story brick buildings. Many of the early buildings had balcony-porches for protection from the sun. Elko's founders built a rich architectural heritage including a county building, high school, grammar school, a number of churches, university buildings, the Commercial Hotel, and opera house and many attractive homes. The first residential area grew to the north along Idaho and Court Streets.

By the turn of the century, Elko's population had declined to less than 1,000, due to severe reverses in local mining and cattle ranching, but the economy was rejuvenated with the construction of the second transcontinental railroad line through Elko in 1907.

In this same period, Basque immigrants began to settle in the area, strengthening local cattle and sheep ranching and establishing the Basque heritage in the community. The town continued to prosper. A beautiful new domed county courthouse was built in 1910, followed by the three-story, arts-and-crafts style 1913 Pioneer Office Building, along with many other one and two-story buildings. Elko was incorporated as a City on March 14, 1917.

In 1920 the first U.S. Mail route was flown from Elko. The U.S. Post Office soon built an impressive classic-style building on 3rd Street. In 1932 legalized gambling was approved in Nevada, stimulating growth in new facilities such as the western-style Ranch Inn along Idaho Street. Other gambling houses included the Commercial Casino, which introduced live entertainment in Nevada, and the Mayer Hotel, now the Stockmen's Hotel.

Other community additions that have influenced change include a new library on Court Street and development of an expanding civic-recreation center east of the downtown. The Elko City Main Park area features a city hall, a 926 seat civic auditorium and convention center, and a host

of sport facilities. Also at the site are the Northeastern Nevada Museum and the Chamber of Commerce (Sherman Station). Other additions include the expansion of mining in the county, construction of Interstate 80 freeway north of the downtown, the rail relocation project, new bridges at 12th and 5th Streets and Errecart Boulevard, and a new railyard three and one-half miles east of the City. More recent additions include a new senior center, airport terminal and Northeastern Nevada Regional Hospital. The Northeastern Railroad Museum and a world class California Trail Interpretive Center are proposed for development in the very near future.

Today, the City of Elko continues to experience growth as it approaches a population of 20,000 within its corporate boundaries. An additional resident population of approximately 15,000 surrounds the City and includes the suburban growth areas of Osino and Spring Creek.

Open and Public Planning Process

The success of the Elko Redevelopment Plan is largely dependent upon public participation in the development of the Plan. For the Plan to serve as meaningful, successful tool of implementation, significant public and community support is imperative.

Plan Authority

The City of Elko Redevelopment Plan is being proposed and is intended to fulfill NRS requirements associated with the formation of a Redevelopment Agency and implementation of redevelopment activity.

Guiding Principles/Goals/Prevailing Themes

- ✓ To promote and ensure public safety and welfare.
- ✓ To promote and support a pedestrian oriented downtown environment.
- ✓ To benefit, sustain and expand downtown economic prosperity.
- ✓ To encourage and support visual enhancement and beautification of the downtown.
- ✓ To ensure adequate vehicular access and circulation.
- ✓ To promote historic and cultural awareness and interest.
- ✓ To respect the efforts and accomplishments of the past.
- ✓ To achieve Plan conformance and advancement.

Prerequisites for Redevelopment

The City of Elko has satisfied all prerequisites for Redevelopment contained in Chapter 279 of Nevada Revised Statues (Redevelopment of Communities). The following finds of conformance with NRS Section 279.516 are cited as follows:

 The City of Elko has a Master Plan for the community adopted by the City of Elko Commission and the legislative body, that is, either the Elko Board of Supervisors or the Elko City Council.

- 2. The location and extent of existing roadways is contained within the Streets and Highways Component of the Elko City Master Plan.
- The City of Elko also has a Bicycle and Pathway Plan adopted by the City of Elko
 Planning Commission and the Elko City Council. This plan has also been incorporated in
 the State Bicycle and Pathway Plan.
- 4. The City of Elko has a Land Use Component of its Master Plan adopted by the Planning Commission and legislative body that for building density and the general distribution and use of land for housing, commercial and industrial land use
- The City of Elko has a Population Component of its Master Plan adopted by the Planning Commission and the governing body that provides a statement of population density and distribution within the community.
- The Land Use Component of the City Master Plan contains descriptive matter with respect to location and existence of blighted areas.

Agency Formation

The City of Elko Redevelopment Agency was established by resolution adopted by the Elko City Council on March 22, 2005.

The City of Elko Redevelopment Agency authorized the Elko City Planning Commission to prepare a Preliminary Plan for the Redevelopment Project Area by resolution on October 25, 2005.

The City of Elko Redevelopment Agency designated by resolution an Area for Evaluation as Redevelopment Areas at their special meeting of March 14, 2006.

Blighted Areas

Pursuant to NRS 279.388, a minimum of four (4) characteristics of blight must be identified within the Redevelopment Project Area as part of the Redevelopment Plan. The following characteristics of blight have been identified within the project area and are listed as follows:

- 1. Inadequate provision for ventilation, light, air and open space.
- 2. Obsolescence, deterioration and character of uses, in the downtown area
- Economic dislocation and stress resulting from faulty planning and failure to respond to economic and social changes.
- Deteriorating streets and utilities that are in need of repair in order to sustain and expand services and provide sufficient modes of transportation throughout the project area and the community.

Eminent Domain

It is hereby declared that the policy and practice of the City of Elko Redevelopment Agency is to avoid the use of Eminent Domain to acquire property for a redevelopment project to carry out the Redevelopment Plan. While it is recognized and acknowledged that the City of Elko Redevelopment Agency may desire to acquire private property for a redevelopment project in the

Redevelopment Project Area; the agency shall attempt to acquire such property through negotiations with the respective private property owner.

The Project Area

Map No. 1A illustrates the proposed preliminary boundaries for the City of Elko Redevelopment Project Area. Key components of the project area include the following:

<u>Downtown</u> – The downtown area is generally bounded by Court Street and Pine Street on the north, Silver Street and River Street on the south, 2nd Street on the west and 11th Street on the east. The downtown area is also recommended to be referred to as "Old Town Elko" for purposes of identity marketing and promotion.

Within the downtown area is a more confined area referred to as the Central Business District. The boundaries of the Central Business District include Court Street on the north, Silver Street on the south, 2nd Street on the west and 9th Street on the east.

Also identified is a downtown core area, generally east and west of 5th Street between Court Street and Silver Street. The core area consists of 12 blocks and includes the Elko County Courthouse, principal financial institutions, condensed retail and service establishments, the Western Folklife Center and major hotels and casinos.

The downtown project area as part of the Plan for Redevelopment also acknowledges the limitations of a fixed boundary and recognizes the significance of key linkages and connections to outlying sectors of the community.

Map No. 1 illustrates the downtown area and spatial components.

Certain areas peripheral to the downtown are also proposed to be part of the Redevelopment Area.

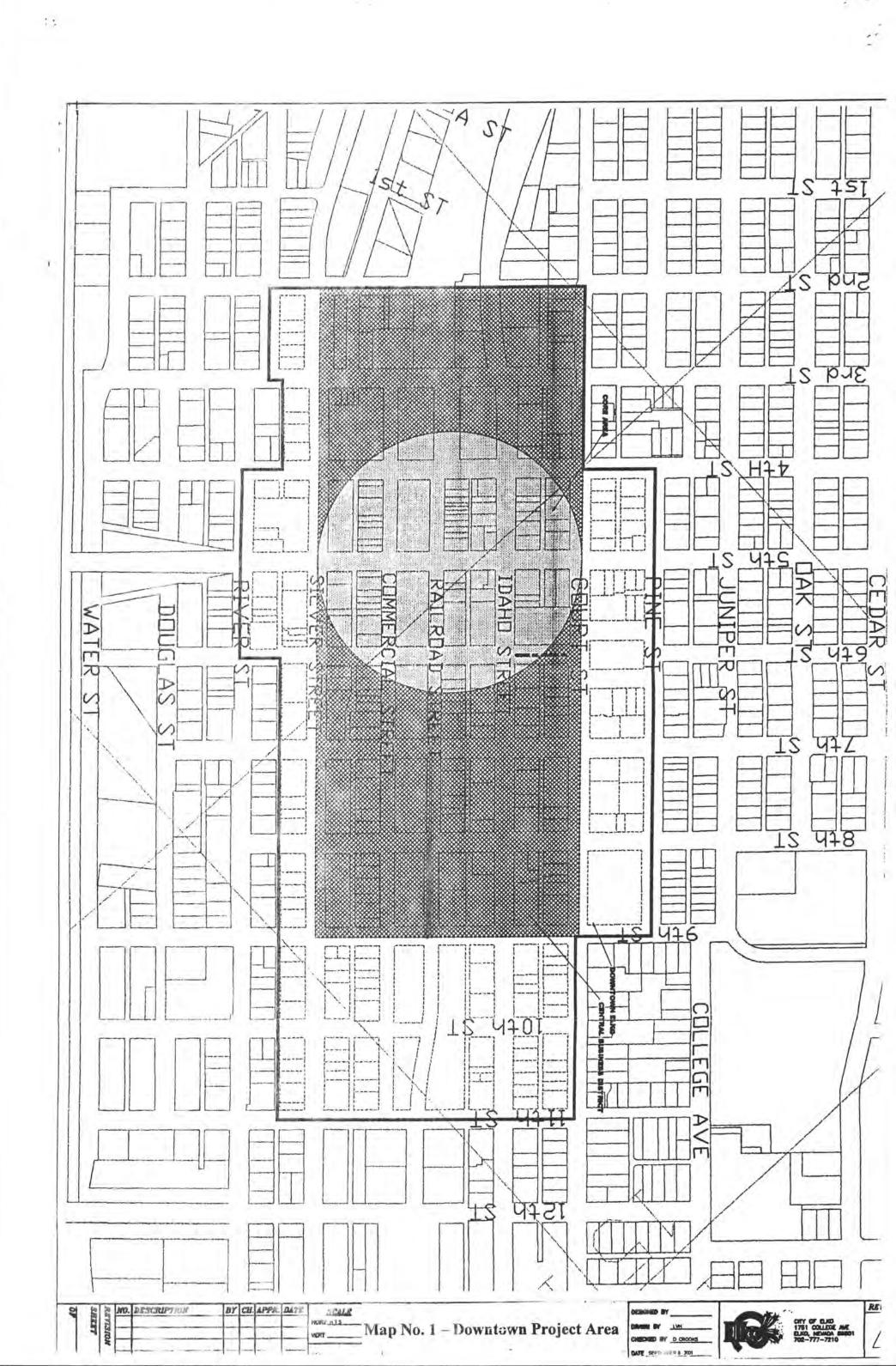
- 5th Street corridor from Idaho Street to Interstate 80
- · East Idaho Street generally east of 14th Street across from the Main City Park
- Silver Street extension corridor between 12th Street and 30th Street and adjacent area Objectives:
 - Create second east/west arterial to relieve congestion and circulation issues on Idaho Street and 12th Street
 - To establish an east/west truck and service vehicle route through the City.
 - Provide access to vacant LI zoned property along this corridor in the interest of promoting growth in the context of economic diversification.

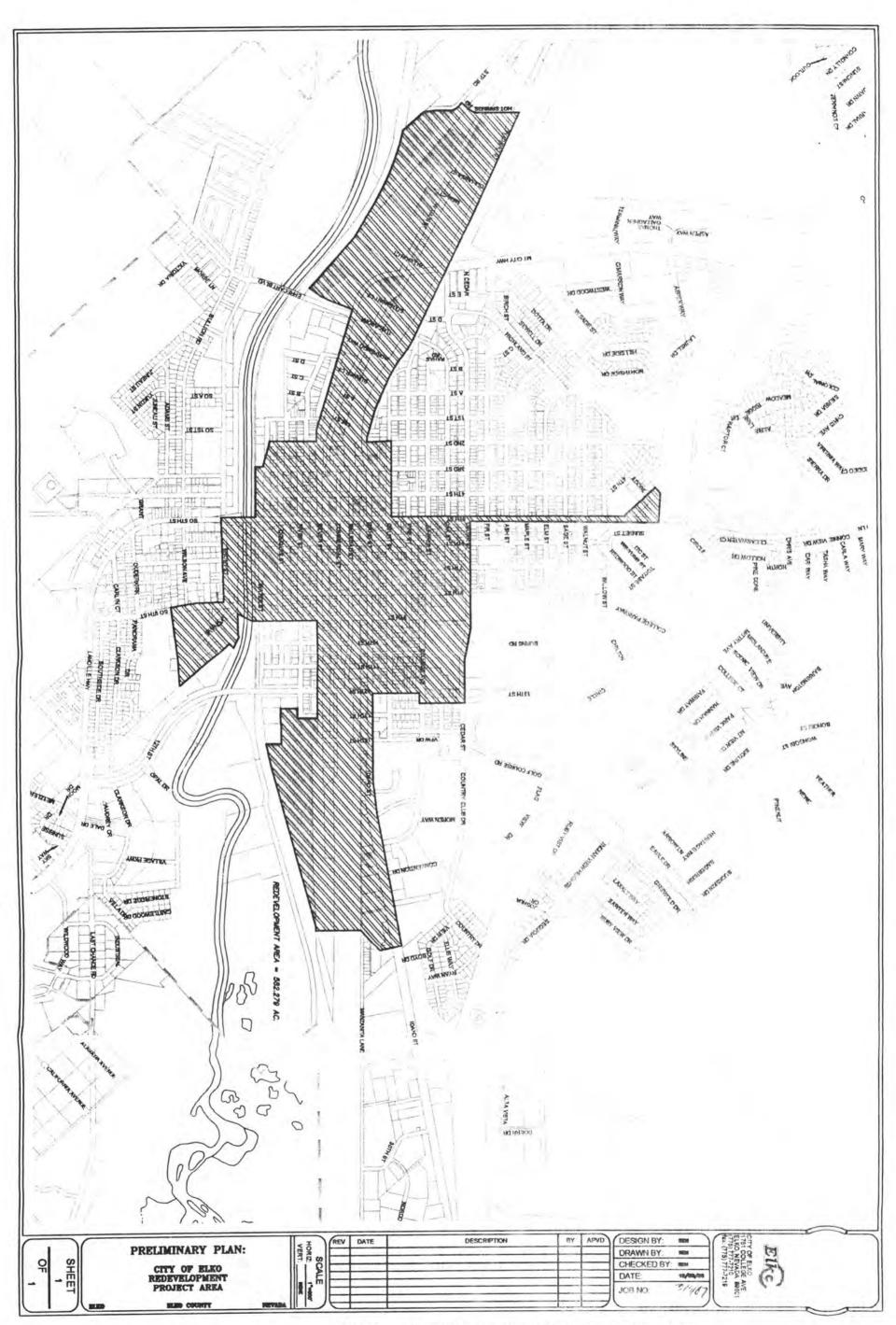
Entry/ Identity Feature Sign Concept

Possible location within core area of the downtown spanning 5th Street between Railroad Street and Commercial Street. Entry feature with traffic calming function.

AREA COMPONENTS

- 1. Downtown
- 2. Idaho Street east of 14th Street
- 3. Silver Street extension corridor between 12th Street and 30th Street
 - Create second east/west arterial
 - · Relieve capacity and congestion on Idaho Street
 - Relieve capacity and congestion on 12th Street
 - Establish an appropriate truck and service vehicular access route throughout the City.
 - Provide access to L1 zoned vacant property in the interest of providing growth in the context of economic diversification.
- 4. Cedar Street corridor east of 8th Street
 - As a concept to examine non-conforming parking adjacent to Elko High School; the possibility of vacating any surplus Cedar Street right-of-way; e.g. angled parking area could be absorbed by the south campus of the High School and reconstruct parking within school property. New parking area created could be ingressed from 9th Street and egressed to the east on Cedar Street.





CIRCULATION

Streets and Roadways

Downtown Elko is served by a grid type network of public streets and roadways. This system is of critical importance in terms of moving goods, services, employees, patrons and visitors to and from the downtown area in an efficient and cost effective manner.

Different types of streets characterize the downtown area, provide different functions and collectively form an integrated system of transportation.

Streets and roadways are part of the "public right-of-way" and serve other purposes in addition to transportation. Streets may also include sidewalks and pedestrian ways, curb and gutters for drainage and drainage inlets to capture and disperse stormwater runoff. Streets also serve as utility corridors and provide the space for domestic water lines, sanitary sewer lines, natural gas, electricity, telephone and cable services.

Consequently, with limited space within the "public right-of-way" coupled with multiple interests, competition for utilization of this space is keen and intense.

The existing downtown street system consists of four basic classifications of roadways. These classifications, along with a stated purpose and function, include the following:

<u>Arterial Roadways:</u> Arterial roadways are intended to connect major centers of activity within the community and typically represent the highest volume traffic corridors. Arterials are designed to accommodate through traffic movement within and throughout the urban area and link with the collector system in order to disperse traffic into neighborhoods and service areas such as the downtown. Parallel, on-street parking may be appropriate on arterial roadways.

<u>Collector Roadways:</u> Collector roadways are intended to gather traffic from the local and arterial roadway system and penetrate and distribute vehicle traffic into neighborhoods and service areas such as the downtown. Parallel, on-street parking may be appropriate on collector roadways.

<u>Local Roadways:</u> Local roadways are intended to access service alleys, individual residential and commercial properties and, in the context of downtown, may be appropriate for more intensified on-street parking such as angled parking.

<u>Alleys:</u> Alleys characterize many of the blocks within the downtown and are intended to provide service and delivery access to the downtown. Examples include trash pick up and the loading/unloading of goods and products. Alleys are also appropriate as a means of direct access to off-street parking spaces.

Table No. 1 lists downtown streets, their classification and general characteristics.

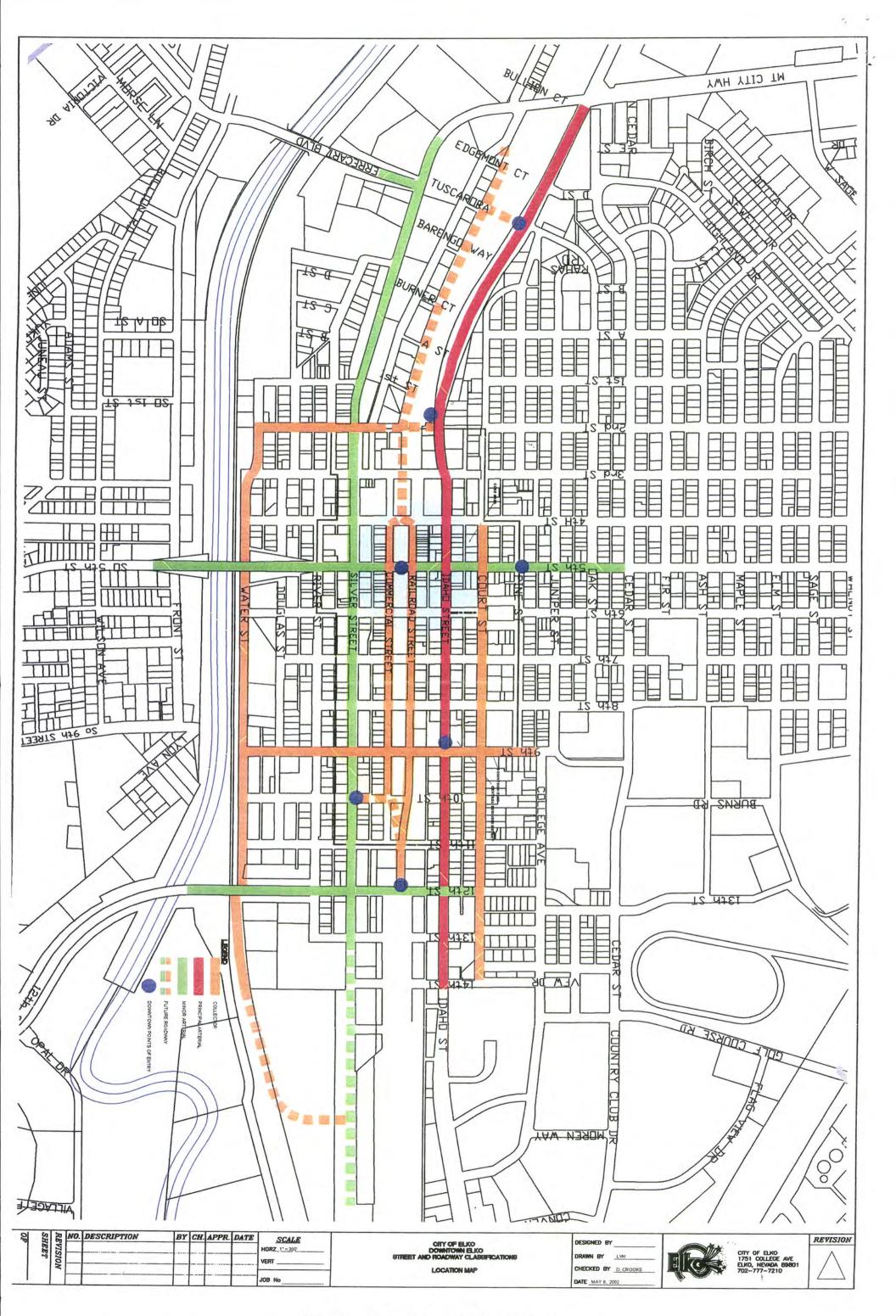
Map No. 2 illustrates existing and possible future streets within and adjacent to the downtown by classification and function.

TABLE 1 DOWNTOWN STREETS AND ROADWAYS

STREET	CLASSIFICATION	RIGHT- OF- WAY WIDTH	DOWNTOWN LENGTH	ORIENTATION	LANE CONFIGURATION
Pine Street	Local	80 feet	1,900 feet	East/West	Two lanes/Two Way
Court Street	Collector	80 feet	3,400 feet	East/West	Two lanes/Two Way
Idaho Street *	Principal Arterial	80 feet	3,400 feet	East/West	Four lanes/Two Way
Railroad Street	Collector Couplet	60 feet	2,800 feet	East/West	Two lanes/One Way (West)
Commercial Street	Collector Couplet	60 feet	2,800 feet	East/West	Two lanes/One Way (East)
Silver Street	Minor Arterial	80 feet	3,400 feet	East/West	Four lanes/Two Way
River Street	Local	80 feet	800 feet	East/West	Two lanes/Two Way
2 nd Street	Local	80 feet	600 feet	North/South	Two lanes/Two Way
3 rd Street	Local	80 feet	1,100 feet	North/South	Two lanes/Two Way
4 th Street	Local	80 feet	1,500 feet	North/South	Two lanes/Two Way
5 th Street *	Minor Arterial	80 feet	1,700 feet	North/South	Four lanes/Two Way (offset)
6 th Street	Local	80 feet	1,400/300 feet	North/South	Two lanes/Two Way (offset)
7 th Street	Local	80 feet	1,500 feet	North/South	Two lanes/Two Way
8 th Street	Local	80 feet	1,500 feet	North/South	Two lanes/Two Way
9 th Street	Collector	80 feet	1,500 feet	North/South	Two lanes/Two Way
10 th Street	Local	80 feet	1,000 feet	North/South	Two lanes/Two Way
11th Street	Local	80 feet	1,200 feet	North/South	Two lanes/Two Way

^{* 5&}lt;sup>th</sup> Street, south of Idaho Street, is considered part of State Route 225, and is under the jurisdiction of the Nevada Department of Transportation (NDOT).

^{*} Idaho Street, between Mountain City Highway and 5th Street, is considered part of State Route 225, and is under the jurisdiction of NDOT.



Map No. 2 – Existing and Future Streets

External Factors and the Affect on Downtown

The Streets and Highways Component of the City's Master Plan anticipates the expansion of the collector and arterial roadway system to meet the long term growth demands of the City. Key projects that could influence circulation and traffic planning for the downtown area include the following:

- Errecart Boulevard loop roadway extension Will likely reduce/stabilize traffic volumes on North 5th Street.
- 9th Street Extension, south of 5th Street to Errecart Boulevard Will likely result in moderate increase of traffic volumes on North 5th Street.
- Silver Street extension from 12th Street to Manzanita Lane Will likely reduce/stabilize traffic volumes on Idaho Street and increase traffic volumes on Silver Street.
- 12th Street connection with 13th Street and possible new freeway interchange Will likely reduce/stabilize traffic on North 5th Street and Silver Street, improve means of access to the downtown from the east.

Getting to Downtown

An important characteristic associated with the perceived atmosphere and vitality of the downtown is its means of ingress and egress. Major entrances to the downtown area should be distinctly recognizable, inviting, and evoke a positive visual image and sense of place to the traveling motorist. The principal means of access to and from the downtown area include the following:

- 5th Street from the north and south
- Idaho Street from the east and west
- Silver Street from the east and west

A common feature of all of these streets is that they are arterial roadways, carry relatively high volumes of traffic and by function are designed to move traffic through the downtown area.

Table No. 2 identifies daily traffic volume for downtown arterial roadways over the past five years.

Strategies should be evaluated for adoption to promote the disbursement of traffic from these arterials into the downtown. Some examples are listed as follows:

- Gateway and entry features established for all major points of access to the downtown well in advance of downtown boundaries.
- Modify streetscape design of arterial roadways through the downtown.
- Provide ease of transition from the arterial streets to the downtown collector streets.

TABLE 2 DOWNTOWN ARTERIAL ROADWAYS AVERAGE ANNUAL DAILY TRAFFIC								
STATION	1996	1997	1998	1999	2000			
Idaho Street – 100 feet west of 3 rd Street	11,600	10,100	9,100	9,800	9,450			
Idaho Street – 150 feet east of 9 th Street	17,300	17,200	15,000	14,900	14,300			
5 th Street – 150 South of Idaho Street	10,700	11,000	10,300	9,700	10,700			
5 th Street – 50 feet south of River Street	14,400	14,000	12,800	12,400	11,900			
5 th Street – 150 feet north of Juniper Street	10,700	9,900	9,800	9,350	8,800			
Silver Street – 140 feet east of 5 th Street	6,150	7,400	7,600	6,700	7,050			
Silver Street -	11,400	11,600	11,600	10,900	10,200			

Accessing Downtown Collector Roads

150 feet west of 5th Street

Ease of vehicular transition from the arterial street system into the downtown is essential. Examples of possible upgrades and refurbishments to the downtown collector system to achieve this objective include the following:

- Court Street Enhancement of the Court Street corridor. Consideration of Court Street/College Avenue partial couplet. Court Street with westerly one-way movement. Access from 5th Street, 12th Street, 14th Street. Linkage to Sherman Station.
- 9th Street Enhancement of the 9th Street corridor. Access from Idaho Street, Silver Street. Linkage to the Humboldt Area River Project (HARP) linear park system.
- Railroad Street Extending East Merge couplet between 10th Street and 11th Street.
 Access from 12th Street. Access from Silver Street via 10th Street.
- Railroad Street Extension West Merge couplet between 3rd Street and 4th Street.
 Extend collector to West Main Street/Silver Street. Access from Silver Street, Idaho Street via Oak Street extension. Linkage to the Railroad Museum.
- 2nd Street Candidate for a new collector roadway between Silver Street and Idaho Street.

Recognizing Distinct Roadway Features

From a planning and design continuity perspective, some of the streets and roadways must be viewed as an integrated corridor for their entire length as they pass through the geographical boundaries of the downtown. Downtown corridors include the following:

- 5th Street
- 9th Street
- 2nd Street (possible future corridor)
- Court Street
- Idaho Street
- Railroad Street/Commercial Street Couplet
- Silver Street

Other streets, particularly the local streets are more appropriately examined block by block. Examples of such streets include the following:

- 8th Street, between Court Street and Idaho Street
- 6th Street, between Idaho Street and Railroad Street
- Pine Street, between 5th Street and 6th Street.

Streets should also be evaluated for the current usefulness as vehicular transportation routes. Such rights-of-way may be determined to be excess or obsolete and should be considered for conversion to some other more beneficial public purpose such as parking, landscaping or park use. Examples of such rights-of-way include the following:

- Main Street, between 2nd Street and 3rd Street.
- 3rd Street, between Court Street and Pine Street.
- 7th Street, between Railroad Street and Commercial Street

Street or right-of-way encroachment is also common in the downtown area. In some cases, the transportation function of a street has been adversely affected by a variety of activities and circumstances. Sidewalks, curbs, gutters and other standard street features have deteriorated and lost their public recognition and identity. These features, in certain instances, have literally disappeared, with the public right-of-way being absorbed into the adjoining private property. Efforts should be made to "reclaim lost" public right-of-way and restore its use for benefit of the public and the downtown.

Intersection Signalization:

Within the downtown area the following intersections are signalized:

- Idaho Street and 9th Street
- Idaho Street and 5th Street
- Silver Street and 5th Street

Upon meeting traffic warrants, possible candidates for future signalization include:

- Court Street and 5th Street
- Silver Street and 9th Street
- 2nd Street (future) and Idaho Street

Traffic Calming Measures:

Traffic calming includes a wide range of roadway design techniques, features and modifications that work toward achieving a multitude of objectives including the slowing of traffic, reduction of cut-through traffic, increased safety for motorists, pedestrians and cyclists, reduced traffic noise and improved streetscape aesthetics.

Traffic calming measures strongly recommended include:

- Expanded or extended curb returns at all intersections, where appropriate.
- Raised or high profile sidewalks at all intersections.
- Raised medians or islands in limited, select locations.
- Landscaping, lighting and similar enhancements.

Public Transit

North Eastern Area Transit (NEAT) is providing bus service to and from the downtown area, including the establishment of numerous fixed bus stops. Also, the proposed downtown informational kiosk, on the east side of 4th Street, between Railroad Street and Commercial Street, is intended to serve as the downtown bus and public transit hub for the loading, unloading of visitors, customers and employees. Use of public transit can also significantly lower the quantity of vehicle trips into the downtown, mitigate traffic congestion and reduce parking demand.

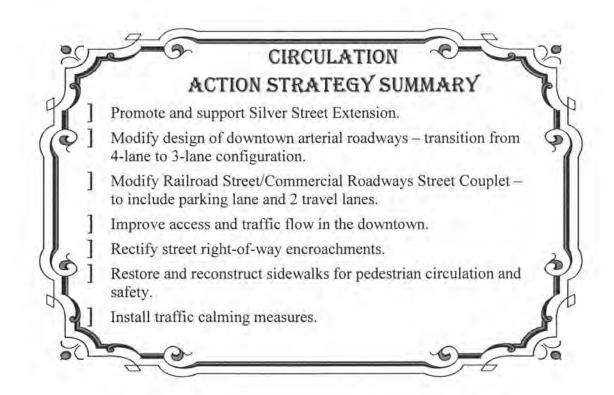
Pedestrian/Bicycle Circulation

Sidewalks and safe, efficient movement of pedestrian traffic are a key feature of the downtown circulation system. Many of the sidewalks in the downtown area are in a state of disrepair and are in need of reconstruction or replacement.

Bicycle routes and lanes are planned for the downtown area and are included in the City of Elko Bicycle and Pathway Plan. Designated bicycle routes and lanes include the following:

- Court Street - Bike Route
- 9th Street - Bike Lane

This system should be evaluated for expansion in conjunction with the review of other downtown streets for upgrades and refurbishments. Also, implementation and possible expansion of the bicycle system will enhance the City of Elko Bicycle Patrol Program, which is under the direction of the Elko City Police Department. This program provides bicycle patrol for the downtown business community and adjoining neighborhoods.



UTILITIES

The assessment of utility infrastructure in the downtown assumes a full development scenario inclusive of demolition, reconstruction, new construction, single-story and multi-story development. The assessment also includes a mixture of land uses and activities including residential, retail, service and tourist commercial. Utilities addressed include water, sewer, stormwater drainage, gas, electricity, and telephone.

Water

Currently, the downtown area water distribution system is functional, but less than optimal to meet desired long range needs and service levels. Lines vary in size from 4 inches in diameter to 12 inches in diameter. In some areas, water pressure is low and fire flow requirements are difficult to attain. This deficiency, however, is more accurately attributed to sub-standard individual service lines than the public water system. Most vulnerable are projects of rehabilitation or new construction affecting second or multiple level buildings.

Sewer

The downtown area is adequately served by the existing sewer system. Service lines are of adequate size to serve existing and future anticipated development. However, the one challenge that does exist is the age of system. Consequently, as downtown streets are rehabilitated, improved or resurfaced, it is strongly recommended that aging sewer lines be replaced.

Stormwater Drainage

Stormwater drainage in the downtown area was essentially reconstructed in conjunction with the Railroad Relocation Project and is currently more than adequate. However, installation of additional catch basins and storm drainage inlets should be evaluated in conjunction with reconstruction of any streets or any major new construction.

Electricity

Electricity is provided by Sierra Pacific Power. Utility company representatives have indicated that the downtown area is served by two systems:

- A 2400 volt system originating from the Elko sub-station at 8th Street and Silver Street.
- A 24.9 kilovolt system which serves all of the new, outlying areas of the City.

The objective of Sierra Pacific Power is to convert to a uniform 24.9 kilovolt system as the need and opportunity arises.

Other items include the undergrounding of major overhead systems and providing a source of power for the parking corridor and along Idaho Street to accommodate special event activity and decorative seasonal lighting.

Gas

Natural gas service is provided by Southwest Gas Corporation. Company representatives have indicated that the downtown area is adequately served to meet current and future development demand.

Telephone Service

Telephone service is provided by Frontier Citizens Telephone Company. Representative has indicated that the downtown area is adequately served to meet current and future development demand.



LAND USE

Zoning Districts

The downtown is comprised of five distinct zoning classifications which are listed and described as follows:

R (Single Family and Multiple Family Residential) District

The purpose of the R District is to provide for a mixture and diversity of housing types for both single-family and multi-family residential development where such development is desirable and limited institutional, office and neighborhood service type uses where appropriate, and to preclude land uses that would be detrimental to a mixed and varied residential environment.

RO (Residential Office) District

The purpose of the RO District is to establish a residential zone that is transitional in character and location to more intense commercial districts, and to promote a mixed pattern of compatible development consisting primarily of residential uses and a blend of professional office, limited service and retail activities that are recognized as low traffic generators. The RO district is intended to protect the integrity of established residential neighborhoods from noise and excessive levels of traffic while at the same time afford the opportunity for compatible office, service and retail development in a mixed use setting.

C (General Commercial) District

The purpose of the C District is to accommodate a wide range and variety of commercial uses customarily found in a commercial area, including, but not limited to retail and service activities, office buildings, public and quasi-public land uses and limited residential uses.

CBD (Central Business District) Sub-District

As a sub-district of the C District, the purpose of the CBD district is to accommodate the highest concentration of the community's commercial land use activity. Within this area, a diverse, but integrated mixture of commercial activities will be encouraged. Heavy, more intense commercial, such as, but not limited to auto and truck service and repair, are discretionary uses in this area.

GI (General Industrial) District

The purpose of the GI District is to provide and preserve areas reserved primarily for mote intensive industrial uses engaged in basic processing or manufacturing of products from raw materials and with tolerable levels of noise, dust, odor, vibration or smoke and to preclude encroachment of land uses such as residential uses that could be in conflict with the industrial and manufacturing environment.

In the context of the downtown, the GI district is recognized as being obsolete. It's origin can be explained through past association with the railroad and a time when the main rail line ran through the center of downtown. With the successful relocation of the railroad, the GI district remains a remnant and development of heavy industry in this area may not be in harmony with the long term vision for the downtown.

Patterns of Land Use

<u>Residential</u>: Residential areas exist to the north of the downtown peripheral to the Court Street corridor and south of the downtown peripheral to the Silver Street and East Railroad Street corridor. A strong residential component is imperative for the economic success of the downtown. A quality living environment, inclusive of a mixture of residential types, will provide stability and a reliable customer base for the long term financial support of downtown businesses. New quality residential development within and peripheral to the downtown should be actively pursued.

<u>Public/Quasi-Public Use</u>: A variety of functioning public and quasi/public facilities are critical in terms of attracting people and ensuring activity in the downtown. Current facilities include the following:

Elko County Courthouse
Elko County Administration Services
Western Folklife Center
U.S. Post Office
Elko County Public Library

Maintaining such facilities and accommodating growth, expansion and the addition of new facilities is necessary and strongly supported.

<u>Commercial</u>: Commercial activities represent the predominant pattern of land use in the downtown. Intensive concentration of commercial activity should be encouraged and promoted; sprawl, expansion and intrusion of commercial activity into adjacent residential neighborhoods should be discouraged and precluded.

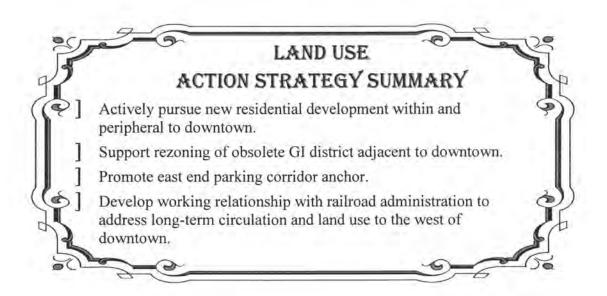
<u>Industrial</u>: Certain "craft" type specialty industry such as saddlery, glass blowing, printing and light assembly are encouraged and supported in the downtown area.

Heavy industry or "smokestack" industry such as refineries or chemical manufacturing is

Adopted 11/13/2007

discouraged and precluded.

East End Anchor: An anchor for the east end of the parking corridor (9th Street, for example) should be pursued and supported.



PARKING

Ample, convenient parking for vehicles is an essential component of a successful downtown and provisions must be made to accommodate parking needs of the customers, employees, and residents of the downtown. Allowances must also be made to address the loading and unloading needs for delivery and service vehicles. Downtowns, such as Elko's, are particularly challenged in this regard since their development predated the era of motor transportation reliance and the powerful influence of the automobile on contemporary American culture and urban design.

Parking Types

Three basic types of parking serve the downtown area and include the following:

- Off-Street Parking: Off-street parking involves the provision of defined parking spaces
 inclusive of access and maneuvering aisles on privately owned property removed from
 the public street right-of-way. The advantage of off-street parking is that vehicles not
 in use are taken off the street which allows the public roadway system to serve its
 intended purpose by moving vehicular traffic, goods and services safely and without
 congestion or delay.
- On-Street Parking: On-street parking involves the provision of defined parking spaces within the public street right-of-way. In many instances, the use of the improved, paved public street section for parking is inevitable, particularly for short term periods of time and in areas of more compact development, such as the downtown. Commonly, on-street parking is provided either as parallel parking or as diagonal or angled parking. Each method requires careful application of design standards and locational criteria to ensure that the public interest and safety is not being compromised. The advantage of on-street parking is convenience and accessibility. However, on-street parking can have disadvantages, such as impairing visibility at intersections, storefronts and drive approaches and affecting traffic flow and the carrying capacity of the street system. On-street parking is not reserved or limited to the exclusive use of the abutting property owner, but is made available to the public on a first-come, first-serve basis. Time limits are common and may be required for on-street parking as a means of ensuring parking turnover and customer convenience.
- Public Parking Corridor: The public parking corridor was established to serve the downtown as part of the Railroad Relocation Project and comprises property owned by the City of Elko located generally between Railroad Street on the north, Commercial Street on the south, 11th Street on the east and 3rd Street on the west. The corridor provides defined parking spaced inclusive of access and maneuvering aisles. Corridor parking is provided on a non-exclusive, first-come, first-serve basis to the general public.

Parking design and arrangement within the parking corridor does not satisfy current City standards or recognized industry standards. Specifically, internal aisle dimensions are too narrow; some parking spaces lack suitable widths and depths; driveways do not met minimum specifications for widths. Additionally, multiple points of ingress and egress on Railroad Street and Commercial Street increase opportunity for conflict with other pedestrian and vehicular traffic.

 Other Public Parking Facilities: Elko County provides two separate parking lots along the Court Street corridor to serve the public and employees associated with the Elko County Courthouse and administrative facilities.

Parking Regulations

Parking design and layout is regulated by Section 3-2-17 of the City Zoning Ordinance. Elements addressed in this Code Section include quantity, location, placement, size of parking stalls, access lane widths, drainage, surfacing, security lighting and landscaping.

With respect to the application of parking standards within the downtown, the following annotations are provided:

- Properties located within 300 feet of the public parking corridor are exempted from the
 obligation to provide off-street parking and are provided the flexibility and option to use
 the corridor to fulfill their parking requirements. Use of parking within the corridor,
 however, is on an unreserved, non-exclusive, first-come-first-serve basis. Properties within
 300 feet of the public parking corridor that elect to provide their own on-site parking are
 subject to applicable provisions of Section 3-2-17 of the Zoning Ordinance.
- Overnight parking in conjunction with occupancy of recreation vehicles within the public parking corridor is prohibited.
- Parking provisions contained in Section 3-2-17 of the Zoning Ordinance are not applied
 retroactively. Land or structures existing and in use at the time of enactment of these
 regulations are not necessarily obligated to provide off-street parking. Most of downtown
 falls into such a category. The reality of the situation however, is that in many instances a
 parking deficiency is created, with the public right-of-way forced to absorb a significant
 share of the cumulative parking demand. This characteristic primarily exists in downtown
 areas north of Idaho Street that are removed from the public parking corridor.

Parking Inventory

 Area 1 - North side of Idaho to north side of Court Street; east side of 10th Street to west side of 2nd Street.

Off-Street Public Parking - 48 spaces
 On-Street Parking - 410 spaces
 Total Parking - 458 spaces
 Total Number Blocks - 18 blocks
 Parking Available per Block - 25.4 per block

Area 2 - South side of Idaho Street to the north side of Silver Street; east side of 11th Street to the east side of 2nd Street.

Off-Street Public Parking
 On-Street Parking
 Total Parking
 Total Number Blocks
 Parking Available per Block
 1,116 spaces
 450 spaces
 1,566 spaces
 41 blocks
 38.1 per block

Area 3 - South side of Silver Street to the north side of River Street; east side of 11th Street to the west side of 2nd Street.

Off-Street Public Parking
 On-Street Parking
 Total Parking
 Total Number Blocks
 Parking Available per Block
 182 spaces
 11 blocks
 16.5 per block

Parking Corridor Survey

A survey of the parking corridor was conducted to determine the actual use of this facility.

Table No. 3 depicts the results of this survey.

Parking Needs

- Conversion of local street blocks to angled parking.
- Addition of public off-street parking facilities, north of Idaho Street and south of Silver Street.
- Recognition of possible needs for future multi-level parking structure.

Table No. 3

Downtown Parking Corridor Survey

Location	Date/Time	Total Parking Spaces	Number Spaces Used	% Used
3rd to 4th Streets	11/28/01 - 10:30 a.m.	156	80	51%
4th to 5th Streets	11/28/01 - 10:30 a.m.	150	95	63%
5th to 6th Streets	11/28/01 - 10:30 a.m.	144	70	49%
6th to 7th Streets	11/28/01 - 10:30 a.m.	152	32	21%
7th to 8th Streets	11/28/01 - 10:30 a.m.	70	19	27%
8th to 9th Streets	11/28/01 - 10:30 a.m.	168	38	23%
9th to 11th Streets	11/28/01 - 10:30 a.m.	276	19	7%
	tals	1116	353	32%
3 rd to 4 th Streets	11/30/01 - 12:40 p.m.	156	17	11%
4th to 5th Streets	11/30/01 - 12:40 p.m.	150	119	79%
5 th to 6 th Streets	11/30/01 - 12:40 p.m.	144	69	48%
6th to 7th Streets	11/30/01 - 12:40 p.m.	152	22	14%
7th to 8th Streets	11/30/01 - 12:40 p.m.	70	41	59%
8th to 9th Streets	11/30/01 - 12:40 p.m.	168	24	14%
9th to 11th Streets	11/30/01 - 12:40 p.m.	276	17	6%
Tot	als	1116	309	28%
3 rd to 4 th Streets	12/08/01 – 9:30 a.m.	156	75	48%
4 th to 5 th Streets	12/08/01 – 9:30 a.m.	150	59	39%
5 th to 6 th Streets	12/08/01 – 9:30 a.m.	144	31	22%
6 th to 7 th Streets	12/08/01 – 9:30 a.m.	152	5	3%
7th to 8th Streets	12/08/01 – 9:30 a.m.	70	11	16%
8 th to 9 th Streets	12/08/01 – 9:30 a.m.	168	11	7%
9th to 11th Streets	12/08/01 - 9:30 a.m.	276	10	4%
Tot	als	1116	202	18%
3 rd to 4 th Streets	12/5/01 – 9:10 a.m.	156	68	44%
4th to 5th Streets		150		100.00
5 th to 6 th Streets	12/5/01 – 9:10 a.m.	144	78 57	52%
6 th to 7 th Streets	12/5/01 – 9:10 a.m.		33	40%
7 th to 8 th Streets	12/5/01 - 9:10 a.m. 12/5/01 - 9:10 a.m.	152 70	20	22% 29%
8 th to 9 th Streets	12/5/01 – 9:10 a.m.	168	36	21%
9 th to 11 th Streets	12/5/01 – 9:10 a.m.	276	25	9%
	The second secon			1000
101	als	1116	317	28%

Table No. 3

Downtown Parking Corridor Survey

40/5/04 4 00	Spaces	Spaces Used	% Used
12/5/01 - 1:30 p.m.	156	62	40%
12/5/01 - 1:30 p.m.	150	94	63%
12/5/01 - 1:30 p.m.	144	51	35%
12/5/01 - 1:30 p.m.	152	26	17%
12/5/01 - 1:30 p.m.	70	20	29%
12/5/01 - 1:30 p.m.	168	24	14%
12/5/01 - 1:30 p.m.	276	18	7%
als	1116	295	26%
	7 77		
12/07/01 - 12:10 p.m.	156	96	62%
12/07/01 - 12:10 p.m.	150	136	91%
12/07/01 - 12:10 p.m.	144	61	42%
12/07/01 - 12:10 p.m.	152	21	14%
12/07/01 - 12:10 p.m.	70	41	59%
12/07/01 - 12:10 p.m.	168	27	16%
12/07/01 - 12:10 p.m.	276	16	6%
als	1116	398	36%
12/11/01 - 10:53 a.m.	156	82	53%
12/11/01 - 10:53 a.m.	150	90	60%
12/11/01 - 10:53 a.m.	144	72	50%
12/11/01 - 10:53 a.m.	152	22	14%
12/11/01 - 10:53 a.m.	70	24	34%
12/11/01 - 10:53 a.m.	168	35	21%
12/11/01 - 10:53 a.m.	276	21	8%
nls	1116	346	31%
	12/5/01 - 1:30 p.m. 12/07/01 - 12:10 p.m. 12/11/01 - 10:53 a.m. 12/11/01 - 10:53 a.m.	12/5/01 - 1:30 p.m. 144 12/5/01 - 1:30 p.m. 152 12/5/01 - 1:30 p.m. 70 12/5/01 - 1:30 p.m. 70 12/5/01 - 1:30 p.m. 168 12/5/01 - 1:30 p.m. 168 12/5/01 - 1:30 p.m. 168 12/5/01 - 1:30 p.m. 156 12/5/01 - 1:30 p.m. 156 12/07/01 - 12:10 p.m. 150 12/07/01 - 12:10 p.m. 150 12/07/01 - 12:10 p.m. 152 12/07/01 - 12:10 p.m. 168 12/11/01 - 10:53 a.m. 150 12/11/01 - 10:53 a.m. 150 12/11/01 - 10:53 a.m. 152 12/11/01 - 10:53 a.m. 152 12/11/01 - 10:53 a.m. 70 12/11/01 - 10:53 a.m. 70 12/11/01 - 10:53 a.m. 70	12/5/01 - 1:30 p.m. 150 94 12/5/01 - 1:30 p.m. 144 51 12/5/01 - 1:30 p.m. 152 26 12/5/01 - 1:30 p.m. 70 20 12/5/01 - 1:30 p.m. 168 24 12/5/01 - 1:30 p.m. 168 24 12/5/01 - 1:30 p.m. 156 96 12/07/01 - 12:10 p.m. 150 136 12/07/01 - 12:10 p.m. 150 136 12/07/01 - 12:10 p.m. 152 21 12/07/01 - 12:10 p.m. 152 21 12/07/01 - 12:10 p.m. 152 21 12/07/01 - 12:10 p.m. 168 27 12/11/01 - 10:53 a.m. 150 90 12/11/01 - 10:53 a.m. 150 90 12/11/01 - 10:53 a.m. 150 90 12/11/01 - 10:53 a.m. 152 22 12/11/01 - 10:53 a.m. 152 22 12/11/01 - 10:53 a.m. 152 22 12/11/01 - 10:53 a.m. 168 35 12/11/01 - 10:53 a.m. 168 35

Management and Maintenance

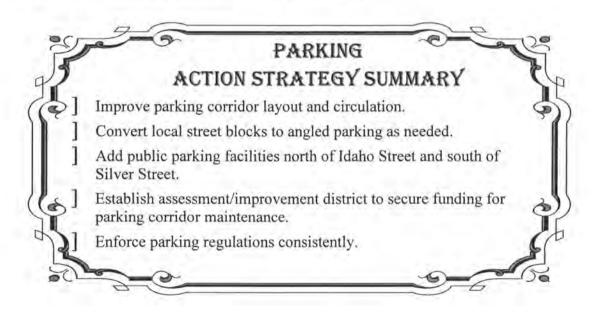
Maintenance of downtown parking facilities is sporadic and selective based on priority and need. Clear authority and accountability for the management and maintenance of public parking facilities must be established. Additionally, a dedicated source of funding must be created to ensure collection of adequate revenue to sustain the long-term repair and maintenance of parking facilities.

Some funding options include the following:

- Parking meters
- Parking permits
- Parking assessment district
- In lieu parking fees
- Advertising revenue associated with corridor kiosks
- Sale of select parking corridor property to establish long-term maintenance endowment.

Enforcement

A consistent enforcement program of parking regulations in the downtown must be ongoing and reinforced. Typically, enforcement will focus on those parking areas subject to time limits. Other areas of enforcement may include parking in sidewalks, at intersections, in front of driveways or fire hydrants or within alleys, loading zones or fire lanes.



DESIGN GUIDELINES

Design guidelines are critical in terms of providing the framework for enhancing the appearance and customer appeal of the downtown. Design guidelines focus and concentrate on the streetscape – a composition of various features and elements that should combine and interact to create a positive visual image for the downtown.

Examples of contributing features and elements include street profile and alignment, traffic calming devices, sidewalks and pedestrian ways, landscaping, hardscaping, street furniture, lighting, signing and building facades.

All of these features and elements must be coordinated properly in order to achieve the desired product – an attractive, pleasant and harmonious environment that places emphasis on needs of the patrons of the downtown, with ensuing economic benefit to the downtown business community. These features and elements are more specifically addressed as follows:

- Street profiles/traffic calming devices Specific designs and features appropriate for the type of street must be selected. Essentially, the street profile and ancillary traffic calming features constitute the framework and building block for the streetscape. The Circulation Component of the Plan has identified street profile and traffic calming preferences.
- Landscaping Landscaping in proportional scale and for a downtown setting to include respective street frontages and the parking corridor must be implemented.

A variety of landscape treatment is necessary including broad expansive landscape areas, tree wells, boxed planters, and raised planters. Use of low maintenance and drought tolerant species is essential.

Existing downtown landscaping includes street trees planted in tree wells within the Idaho Street corridor and perimeter planting areas within the parking corridor.

As a means of helping to define future needs, the amount of landscaped area within the parking corridor was calculated.

Typical Parking Corridor Block Area

Typical Parking Corridor Landscape Island Area

Typical Number of Landscape Islands per Block

Total Landscape Area Per Block

Percentage Landscape Area Per Block

Percentage of Paved Area Per Block

56,000 square feet

350 square feet

3,500 square feet

6%

94%

Adopted 11/13/2007

Landscaping requirements vary from community to community. Required landscape coverage may range from 5% to 10%. However, in many instances coverage requirements exclude perimeter landscaping provisions. Also, special districts, planned unit developments, and planned commercial or business parks have a higher standard.

- Hardscaping Paved areas should be identified and include a variety of treatments.
 Recommended materials include predominant use of smooth concrete and use of stamped concrete, textured (aggregate) concrete or colored concrete for secondary, accent areas.
- Street Furniture Benches, trash receptacles, street light fixtures and other features must be of uniform or complementary design.
- Lighting Adequate lighting of the downtown area including the parking corridor and key street intersections is a necessary component of public safety and customer security. Levels of illumination, type and source of lighting, and fixture type all must be evaluated carefully. Proper lighting will also allow the downtown area to be fully utilized at night, providing both a secure and attractive setting to conduct business.
- Signing Sensitive signing can play a significant role in Elko's downtown revitalization. It can communicate a sense of community identity and help unify the city center. Signs also play a role in creating the overall visual character of the business district, enhancing the traveled way for both pedestrians and motorists.

Signs should function to promote individual businesses, enhance their identity, and contribute to the public's perception of each business. Professional office, service and retail businesses, for example, should establish their own identities separate from hotels, motels and gaming establishments. Good signing expresses a simple, clean message. Flat fixed signs or individual raised letters should be positioned in logical places, on or above storefronts, and may be complemented by small, pedestrian-oriented hanging signs. Adequate signing should be visible to the motorist without overwhelming the pedestrian. Attractive window lettering or window graphics can identify and add character to window displays. Signing can also be effectively located on store awnings.

Existing signs in downtown Elko have become a prominent and at times an intrusive architectural feature, with the majority being auto-oriented and illuminated. Competition for space and vistas has seen a proliferation of larger signs competing with one another, creating an impression of visual clutter and visual domination of the streetscape.

Also, numerous billboards or off-premise signs have been constructed within the downtown. Typically, these signs advertise products and services outside of the downtown and community and detract from the desired visual image for the downtown.

A comprehensive program of sign regulations should be developed for the downtown area and a means established for systematic implementation of the program.

 Building Facades – The appearance of downtown buildings, particularly building storefronts, is important in creating visual appeal and consumer comfort. While some buildings have been sensitively renovated and are well-maintained, others are in need of attention. Storefront remodel and restoration should be strongly encouraged.

Storefronts also include the element of pedestrian and consumer access. Many older buildings have raised thresholds or narrower entrances that obstruct accessibility. Consequently, storefront remodel can also improve building access and address issues other than appearance and aesthetics.

It is recommended that guidelines be established to encourage the use of good, basic principles of architectural design, while at the same time recognizing support for variety and individual expression. Replication of period architecture or fastidious adherence to a narrow architectural theme should not necessarily be promoted.

A type of program that has been successful in other communities and should be given strong consideration is a low interest loan program made available to property and business owners for storefront remodel and/or interior renovation.

Downtown Theme

A unifying downtown theme is expected to be established through coordination and integration of various design elements, i.e., streetscape, landscaping, signing, hardscape material, lighting and other street furniture.



PARKS, PLAZAS, OPEN SPACE

Adequate parks, plazas and open space are an essential ingredient for a successful downtown. Such areas can provide a place for gathering, relaxation and activity, thus enhancing the overall ambiance of the downtown for its visitors, patrons and employees.

A main public park or plaza can be a destination oriented place and focal point for downtown events. It can also convey information concerning cultural, business or special event activities and provide its own self-contained attractions that serve to transform a passive, inactive space into a public place that is intriguing, energetic and vibrant.

Existing Parks

Downtown park space is limited to Railroad Park consisting of approximately 25,000 square feet of land area and located between Railroad Street on the north, Commercial Street on the south, 7th Street on the west and Eighth street on the east. Features include grass, trees, benches, picnic tables and a locomotive display.

A smaller park-like feature associated with the Elko County Administrative Offices is located south of Pine Street and adjacent to 6th Street. Key features include landscaped grounds, a formal rose garden and benches.

Future Parks

Concerted effort should be made to sustain and supplement parks, open space areas and plazas within the downtown area. Some examples include the following:

- Expansion and transformation of Railroad Park into the main downtown park and plaza, to
 include a possible outdoor amphitheater and other features intended to create a place of
 destination and activity.
- Established "theme" plaza on the east side of 5th Street, between Road Street and Commercial Street.
- Designate parking corridor between 5th Street and 8th Street as a special event area, anchored by "theme plaza" at 5th Street on the west and expanded Railroad Park main plaza on the east.
- Established scenic overview park, passive in design, in the vicinity of 4th Street and Pine Street.
- Enhance and expand County Courthouse park plaza and open space areas.
- Establish park and plaza associated with the Basque Cultural District.
- Establish mini-parks and plazas within the downtown parking corridor through strategically
 placement of kiosk and information centers.



FOCAL POINTS

Focal points are main attractions, centers of activity, destination oriented uses, or those distinct features that generate an immediate or delayed visit to the downtown and include historic elements, cultural and activity centers. Focal points should be diverse and proportionately distributed within the geographical area of the downtown.

Historic Features

Elko's downtown is extremely fortunate, being endowed with numerous places, buildings, and structures of historic interest. The history and cultural heritage connected with the downtown are assets that should be encouraged for preservation, enhanced whenever possible and promoted as a means of increasing activity and attracting people to the downtown.

Numerous monuments exist within the downtown area and include:

- Missouri Flats; "Sagebrush Clippers" Commercial & 7th Streets
- Elko Independent; Elko's First Newspaper Railroad & 4th Streets

These monuments are in need of enhancement as a means of improving recognition and identity. Additional monuments should be constructed to memorialize the history and heritage of the community. Example includes Project Lifesaver (railroad relocation) and the California Trail.

Cultural Centers

Cultural Centers include the Western Folklife Center, the Basque District and Elko County Library. Expansions of these facilities and their programs should be anticipated and provided for. Other themes should be considered for inclusion in the downtown cultural palate such as but not necessarily limited to mining, exploration and pioneering, the railroad, nature American culture and other ethnic cultures such as the Chinese.

Activity Centers

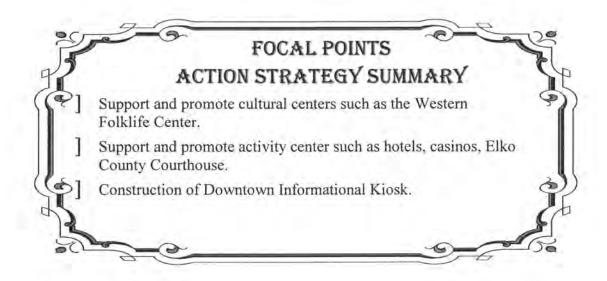
Activity Centers include the following establishment, all of which contribute significantly to visitation and activity in the downtown.

- · Hotels, casinos
- · Elko County Courthouse
- Theaters

Focal Point Preservation and Enhancement

Focal points should be preserved, enhanced and created, if necessary. Some examples include:

- Expansion and transformation of Railroad Park create focal point.
- Development of downtown information kiosk create focal point; enhance existing hotel/casino focal point.
- Development of scenic overview park utilize existing historic buildings, historic retaining wall - create focal point.
- Develop "theme" plaza on 5th Street between Railroad Street and Commercial Street create focal point; enhance existing Western Folklife Center focal point.
- Development of park/plaza associated with the Basque Cultural District create focal point.
- Development of walking tour brochures and similar publications for advertising and
 promotion of tourism as a means of attracting visitors to the downtown. Not only must
 visitors be attracted to downtown, but they must be enticed to explore and experience the
 points of historic and cultural interest throughout the downtown area.



COMMUNITY CONNECTIONS

The downtown has a defined geographical space with its own character and identity. However, at the same time, the downtown is neither isolated nor excluded from the external forces and dynamics of the outlying community. These external influences, in turn, should be identified, evaluated and incorporated into the overall plan with the objective of benefiting the downtown by providing key linkages and connections to these peripheral areas.

Peripheral Areas/Facilities

Significant existing or proposed facilities in close proximity to the downtown consist of the following. Also identified are the key linkages between the facility and the downtown:

- Elko City Main Park including Sherman Station Court Street Corridor
- Silver Street Transportation Center/Railroad Museum Railroad Street Corridor
- Humboldt Area River Project Linear Park and Pathway System 9th Street Corridor 5th Street Corridor
- · Idaho Street, Mountain City Highway to Interstate 80 Interchange

Other Possible Areas/Facilities

- AMTRAK Passenger Train Station (Possible sites; 7th Street, 5th Street, 2nd Street, Hot Springs Road).
- California Trail Interpretive Center Satellite or Wayside Facility (Probable Site, Bullion Road Park, Hot Hole).
- Park, Athletic Complex Playfields (Possible sites; north of Humboldt River, 9th Street, 10th Street, 11th Street).

Gateway/Entry Features

Connections with the intent of fostering ease of transition and access to the downtown from adjacent areas of the community should be pursued. Development of gateway or entry features, consisting of signing, lighting, landscaping, traffic calming devices or any combination thereof is a way of achieving such an objective. Candidates for these types of features include the following:

- Silver Street (west) Southeast corner of 1st Street and Silver Street Signage, lighting, landscaping
- Silver Street (east) Approaching 10th Street traffic calming island, right turn lane, signage, lighting, hardscaping
- 5th Street (south) Block enhancement between Railroad Street and Commercial Street; transition from four lane to three lane configuration.
- 5th Street (north) Topography, grade differential provides natural gateway into downtown; transition from four lane to three lane configuration.

Adopted 11/13/2007

- Railroad Street (west) Develop and enhance corridor from Silver Street; traffic calming and new linkage from Idaho Street via Oak Street extension to Railroad Street.
- Idaho Street (west) enhance corridor; transition from four lane to three lane configuration; Mountain City Highway to Interstate 80 interchange, enhance corridor.
- Railroad Street (east) Merge couplet at 11th Street, enhance entrance with signage, lighting, landscaping.
- Court Street Maintain and enhance corridor anticipate changes upon any re-alignment of local streets.



PRIORITIZATION, SEQUENCING, AND PHASING

The City of Elko Redevelopment Plan is intended to provide the framework for the revitalization of the downtown. The Plan is intended to be a working document, flexible but yet enduring, and subject to review, re-evaluation and periodic updates so that it remains timely and responsive to the dynamics of change.

The Plan must be implemented systematically within reasonable time frames. Plan implementation should be viewed as being long-range, with time frames for full implementation of the Plan in the range of 15 to 20 years. Tasks and projects must also be properly prioritized, sequenced, and phased to ensure efficient, cost-effective development.

Within the context of this plan, the terms prioritization, sequencing and phasing can be defined as follows:

<u>Prioritization</u>: Refers to one element of the Plan being targeted for

implementation prior to another element of the Plan; or, a specific task or project within one element being targeted for implementation prior to another specific task or project within another element. (e.g. constructing or replacing a utility line in a street right-of-way before

repaying the street.)

Sequencing: Refers to implementation of a specific task or project within a plan

element prior to implementation of a subsequent related task or project within the same plan element. Typically, some re-evaluation will take place of the subsequent related task before construction to ensure need and ongoing plan continuity. (e.g. construct one park

feature prior to the construction of a second or related park feature.)

<u>Phasing:</u> Recognizes that some tasks and projects can proceed concurrently

without resulting in conflict with one another or creating adverse

consequence.

Phasing may select certain tasks and projects from different plan elements that can be implemented within a single development stage and constructed within a calculated time frame. (e.g. modifying the

Railroad Street/Commercial Street couplet, and installing

underground electric service, sidewalk, additional landscaping in the

parking corridor.)

Prioritized Elements

The following plan elements are generally listed in prioritized order for implementation. Within each plan element, individual tasks and projects are listed in a recommended sequence. The list of tasks and projects should not necessarily be construed as a complete list; nor should the recommended sequence be considered inflexible. Further, the list should be refined, adjusted, and expanded as needed. A suggested Phase 1 program follows:

□ UTILITIES

- Install underground electrical system in parking corridor to serve special events.
- Underground key overhead utility line segments.
- Upgrade City water lines.
- Upgrade Southwest Gas Corporation gas lines.
- Afford opportunity for properties to upgrade water service connection lines (Note: May qualify for low interest loan assistance.)

□ PARKS, PLAZAS, OPEN SPACE

- Install downtown information kiosk on the east side of 4th Street between Railroad Street and Commercial Street.
- Expansion and/or re-design of Railroad Park.
- Develop "theme" plaza (Pioneer Plaza) on the east side of 5th Street between Railroad Street and Commercial Street.
- Install complementary informational kiosk on 6th Street and 9th Street.
- Establish park and plaza connected to Basque Cultural District.
- Enhance and expand County Courthouse plaza and open space areas.
- Establish scenic overview park in the vicinity of Court Street and 4th Street.

☐ CIRCULATION

- Modify the Railroad Street/Commercial Street couplet to include dedicated parking lane and two dedicated one-way travel lanes.
- Promote and support the reconstruction and extension of Silver Street between Idaho Street between Idaho Street and Mountain City Highway on the west to 30th Street and Manzanita Drive on the east.
- Install extended curb returns (bulbed intersections) at all key intersections in the central business district of the downtown.
- Abandonment of 7th Street between Railroad Street and Commercial.
- Modification and re-design of the Idaho Street and 5th Street corridors to a three-lane configuration, allowing opportunity for wider sidewalks, security lighting, street trees, benches and other streetscape features.
- Develop 2nd Street between Silver Street and Idaho Street as a collector road.

□ PARKING

- Modification of downtown parking corridor between 4th Street and 6th Street to include pedestrian sidewalk, landscaping and security lighting.
- Conversion of key local street blocks to angled or perpendicular parking.
- Identification and provision of additional public parking facilities north of Idaho Street and south of Silver Street.
- Modification of east and west ends of the downtown parking corridor.

☐ COMMUNITY CONNECTIONS

- Entry feature 5th Street bock between Railroad Street and Commercial Street.
- Entry feature Southeast corner of Silver Street and 1st Street.
- Entry feature Railroad Street (west).
- Entry feature Railroad Street (east).

Phasing

As suggested Phase 1 implementation program is outlined as follows:

- Install underground electrical system in parking corridor and Idaho Street for special event activity and decorative seasonal lighting.
- Underground key overhead utility line segments (7th Street).
- Install downtown informational kiosk on east side of 4th Street, between Railroad Street and Commercial Street or expand Railroad Park.
- Construct "theme" plaza (Pioneer Plaza) on the east side of 5th Street between Railroad Street and Commercial Street or expand Railroad Park.
- · Promote and support the reconstruction and extension of Silver Street
- Construct the 5th Street entry feature between Railroad Street and Commercial to include traffic calming features, lighting, landscaping, installation of extended curb returns (bulbed intersection) at the two key intersections, all in the interest of enhancement and public safety.
- Modify the Railroad Street/Commercial Street couplet to include dedicated parking lane and two dedicated one-way travel lanes.
- Install extended curb returns (bulbed intersections) at other key intersections.
- Modification of downtown parking corridor between 4th Street and 6th Street to include pedestrian sidewalk, expanded landscaping and security lighting.

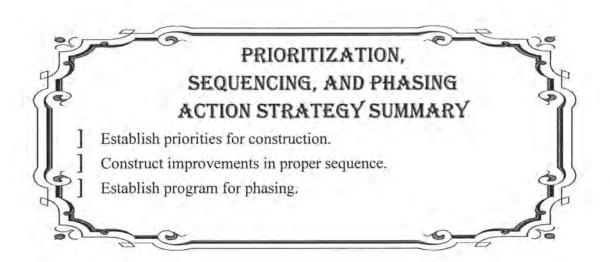
Preliminary Cost Estimates

Typical costs associated with many of the items and improvements discussed in the Plan are outlined as follows:

IMPROVEMENT

PRELIMINARY COST ESTIMATE

	Downtown Information Kiosk	\$ 120,000		
	Railroad Park Expansion (7 th Street)	150,000		
	Pioneer Plaza	150,000 to	150,000 to 300,000	
	Extended Curb Returns	3,500	each	
	Decorative Light Fixtures	4,000	each	
	Underground Electrical Service Installation	25	per lineal foot	
	Underground Overhead Electrical Services	100	per lineal foot	
•	Curb and Gutter Demolition, Reconstruction	40	per lineal foot	
	Stamped/Aggregate Concrete Installation	6	per sq. ft.	
	Standard Concrete Installation	5	per sq. ft.	
	Asphalt Patch Back	1.5	.50 per sq ft.	
	Trees	80	each	
	Shrubs	40	each	
	Benches	300	each	
	Trash Receptacles	300	each	
•	Tables	500	each	



IMPLEMENTATION, MARKETING AND PROMOTION

The ability to promote the downtown area begins with effective organization and administration, preferably one that involves interactive elements of both the public sector and the private sector.

Some public sector examples include:

- · City Council interest and involvement.
- · Planning Commission interest and involvement.
- An advisory group to the City Council that focuses exclusively on downtown issues and downtown projects and provides specific recommendations to the City Council relative to downtown revitalization. Currently, the Downtown Revitalization Committee (DRC) serves in such a capacity.

Some private sector examples include:

- · Chamber of Commerce interest and involvement.
- A Downtown Business Association that focuses exclusively on the business and commerce needs of downtown merchants. Currently, the Downtown Business Association (DBA) serves in such a capacity.

Establishing an Economic Niche

A fundamental challenge of the downtown is identifying a formula for success and determining how to compete effectively for a market share either reciprocally or against other existing and emerging commercial developments throughout the community

Some contributing factors to the successful establishment of an economic identity for the downtown include:

- Focusing on a business mix in the downtown that attracts customers and creates an
 economically viable commercial center.
- Creating a funding plan for public improvements that recognizes the economics of doing business in the downtown.
- Establishing the investment program on the willingness and commitment of the private sector to invest themselves in the future of the downtown.
- Identifying the opportunities for re-use and re-investment in downtown properties to position the downtown as a commercially viable center.
- Forging partnerships between property owners and business owners in the downtown,
- Attracting people to live in the downtown, because a viable downtown is a place where people live in addition to shopping and working.

All of these contributing facts require cooperation and coordinated action from both the public sector and the private sector and establishment of a relationship commonly referred to as a "Successful Public/Private Partnership.

Financing Tools

Three financial tools most commonly associated with the concept of public/private partnership include the following:

- Assessment Bonds
- Community Vitalization District (Business Improvement District)
- · Redevelopment (Tax Increment Financing)

These are not the only sources of financing, but they are the most responsive in terms of fostering public/private partnerships.

1. Assessment Bonds

Assessment bonds are an underused financing device that can assist the private sector in investing in the future. They prorate the cost of a set of public improvements among benefiting properties. The properties assume a lien that represents this cost. The lien is paid off in annual installments. The installments allow the district to issue bonds that are, in turn, retired from the income of the annual installments by all the property owners. This method is, in effect, a way of arranging a low cost pooled financing of the improvements benefiting the properties. Advantages include:

- 20- year financing at 5% interest
- Funds can be used for public improvements such as street improvements, parking, utilities, ongoing maintenance, etc.
- Allocate costs among multiple properties

2. Community Vitalization District

A community vitalization district, sometimes called a business improvement district, can provide a way for businesses to act together to accomplish a variety of common goals. The district charges every business their pro-rata share of the costs. It has very broad authority and can address the following items:

- Public facilities benefiting the businesses such as public parking, sidewalks, other enhancements.
- · Rehabilitation or removal of existing structures.
- · Public events, including music, theater, arts and entertainment.
- · Marketing and promotion including economic development and tourism promotion.
- · Partnerships with other groups.
- Recruitment and retention of retails business master broker.
- Supplementary city services extra sanitation or maintenance of additional improvements.
- Any other activity that benefits businesses and real property.

A community vitalization district can contract with a separate non-profit association to implement the vitalization program. The characteristics of this association are:

Adopted 11/13/2007

- · Separate board of directors
- · Association can hire professional management
- · Contract is treated as a professional's service contract
- · Audit and internal controls required
- Residential properties not required to participate
- · Services may not replace those already provided

Downtown Elko would need to create a credible and effective organization to fulfill this role.

3. Redevelopment

Redevelopment is not just a financing tool. It is the primary legal authority that a local government has for developing real estate based partnerships with the private sector.

Essentially, redevelopment financing relies on the property taxes from the increase in value in the project area. Property taxes are not higher in a redevelopment area, they are just distributed differently.

Taxes from the base assessed value, the value that existed when the redevelopment project area was formed, continue to go to the School District, the City, County and other public agencies.

Taxes from the increase in value, the incremental assessed value, are called property tax increment. These taxes go to the redevelopment agency for re-investment in the project area.

The agency has the ability to engage in tax increment financing, a pledge of the taxes from increased property values in the project area and can borrow money for up to the life of the plan, which by statute, is limited to 30 years.

For redevelopment to have an opportunity to succeed, adherence to four interacting principles or "pillars of success" is imperative. These are:

- The area that is included in redevelopment must meet the legal qualifications. Because redevelopment works by area, the area needs to qualify legally to be declared a project area. The project area, however, is not necessarily limited to the downtown, but may include other outlying areas that are of mutual benefit to the downtown and the broader community.
- Redevelopment also works through a plan for the project area. The way the plan is written will determine what can and can't be done.
- 3. While the plan creates broad authority, the problems faced in the downtown will require detailed solutions. For the first 12-18 months after a plan is adopted, the Agency should work with property owners, business owners and the public to development a set of detailed improvement standards and guidelines.
- Finally, redevelopment does not work without private investment. The Agency needs to be proactive in attracting private investment and providing public investment in return for contractual commitments for private investment.

Merging Financial Tools

The ultimate goal of achieving a successful "Public/Private" partnership to address the needs and concerns of the downtown begins with private investment. This private investment, for example, can emerge through the establishment of a Business Improvement District, with funds directed toward projects that will begin to stabilize and enhance area property values. Enhancement of property values, in turn, will begin to create the tax increment needed to support the creation of a Redevelopment Agency. Revenues generated through Redevelopment could be allocated for other downtown revitalization projects and could even be used to help retire debt incurred by property owners participating in the initial Business Improvement District.

This concept of merging financial tools, the Business Improvement District with Redevelopment is a candidate formula for creating an effective organizational structure for Downtown revitalization involving both the public and private sector and establishing the desired "Successful Public/Private Partnership".

Other Financing Tools

Other supplementary sources of financing should also be pursued and include the following:

- Local general fund, enterprise fund, room tax revenues
 - Local, regional and state roadway and transportation revenues.
 - · Grants, donations, in-kind contributions.

Other Promotional Tools

A comprehensive development plan for the downtown needs to be prepared and adopted. The Plan, along with its accompanying vision, can function as a marketing tool, entice investment and demonstrate a commitment for downtown revitalization. The Plan should be followed and implemented systematically within reasonable time frames. Additionally, updates to the Plan should be conducted periodically so that it remains timely and responsive to change and the dynamics of the downtown community.

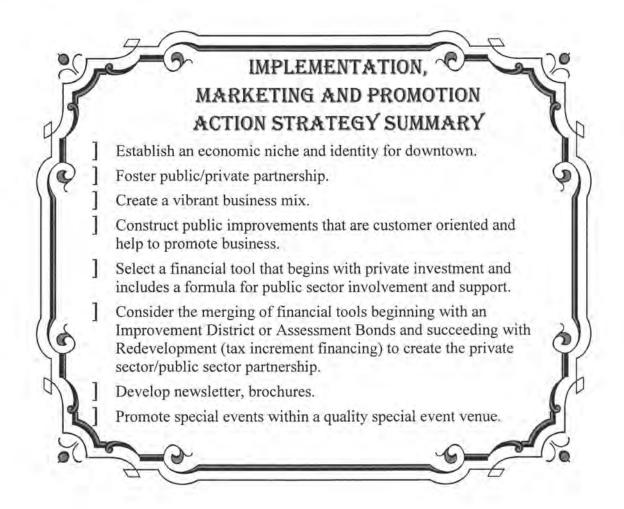
A downtown newsletter that highlights trends, events and accomplishments associated with downtown revitalization should be published on a regular basis.

Walking Tour Brochures that identify and document places of historic and cultural interest should be developed for distribution to local hotels, motels and businesses.

The downtown should sponsor and host between two to four major special events per year. These events should be seasonal and repetitive in order to establish both theme and tradition.

A quality, professional special events venue needs to be developed to ensure the success of special event activities.

Construction of downtown informational centers (kiosks) should be pursued within the downtown parking corridor to inform visitors and patrons of scheduled downtown activities and events.



APPENDIX DESIGN CONCEPTS AND ILLUSTRATIONS

5th Street Corridor

Idaho Street Corridor

9th Street Corridor

Railroad Street/Commercial Street Couplet
Parking Corridor Block Design Option A

Railroad Street/Commercial Street Couplet
Parking Corridor Block Design Option B

Special Event Corridor Design

Traffic Calming Measures

Local Street Parking Conversion Option A

Local Street Parking Conversion Option B

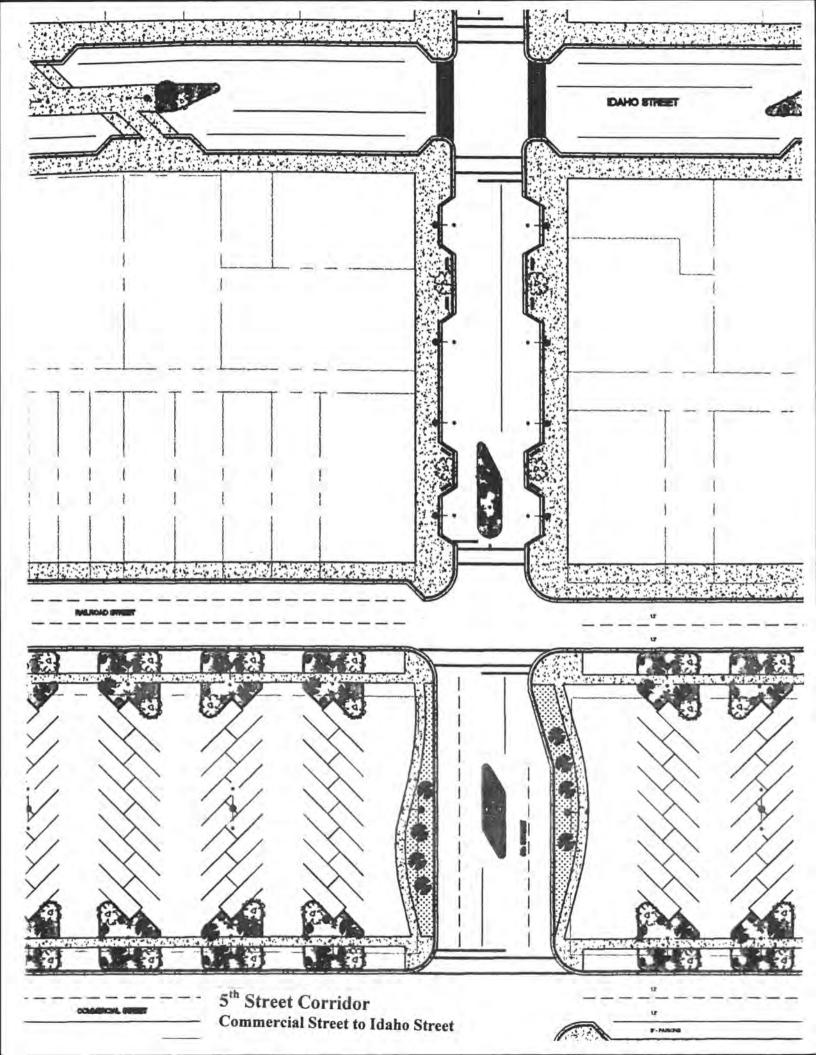
Local Street Parking Conversion Option C

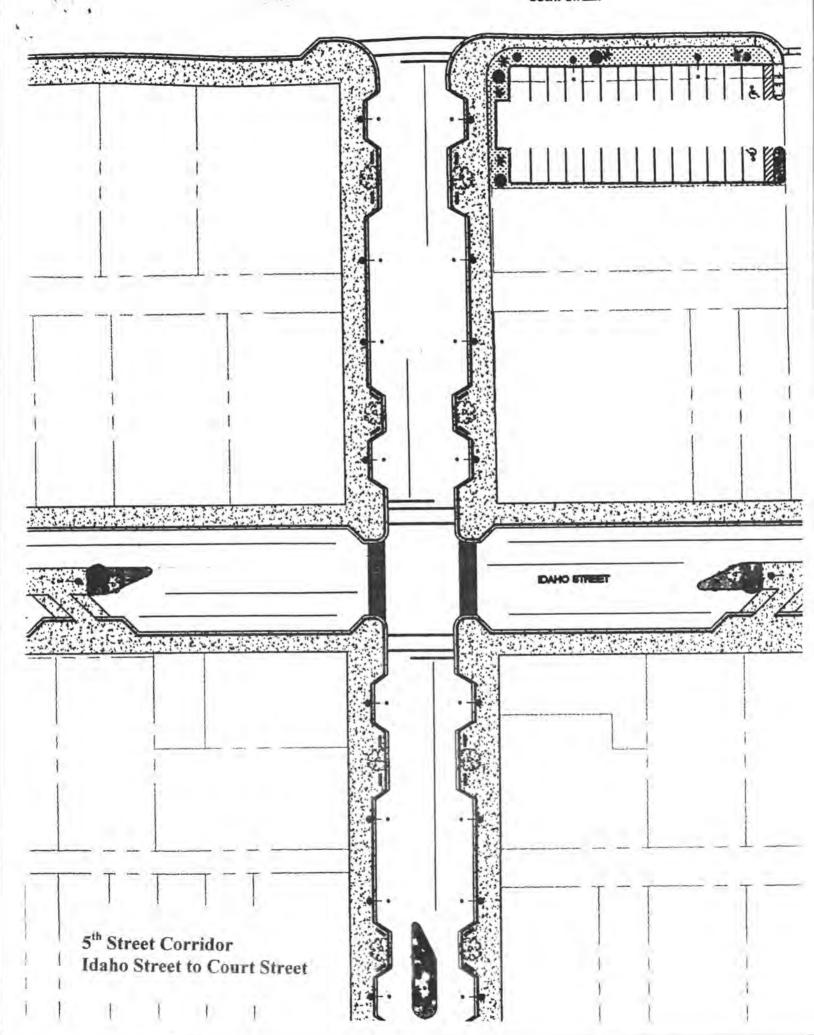
Design Concepts

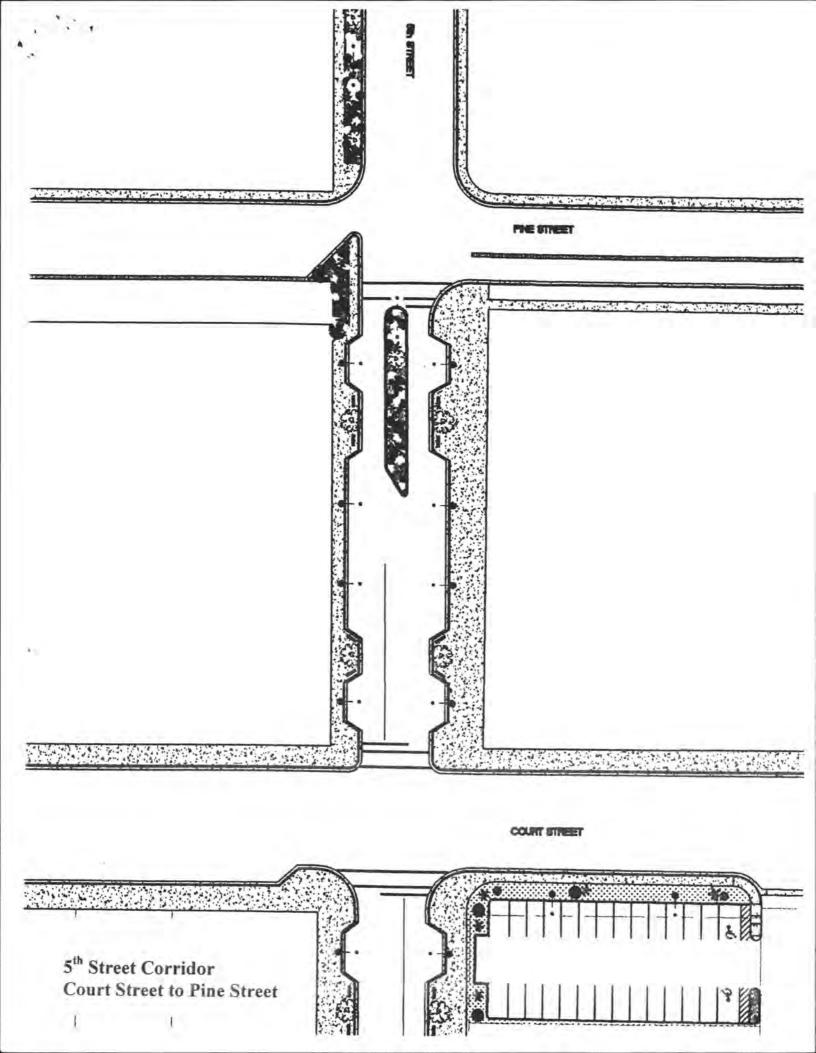
Pioneer Plaza & Railroad Park Expansion Concept Plans

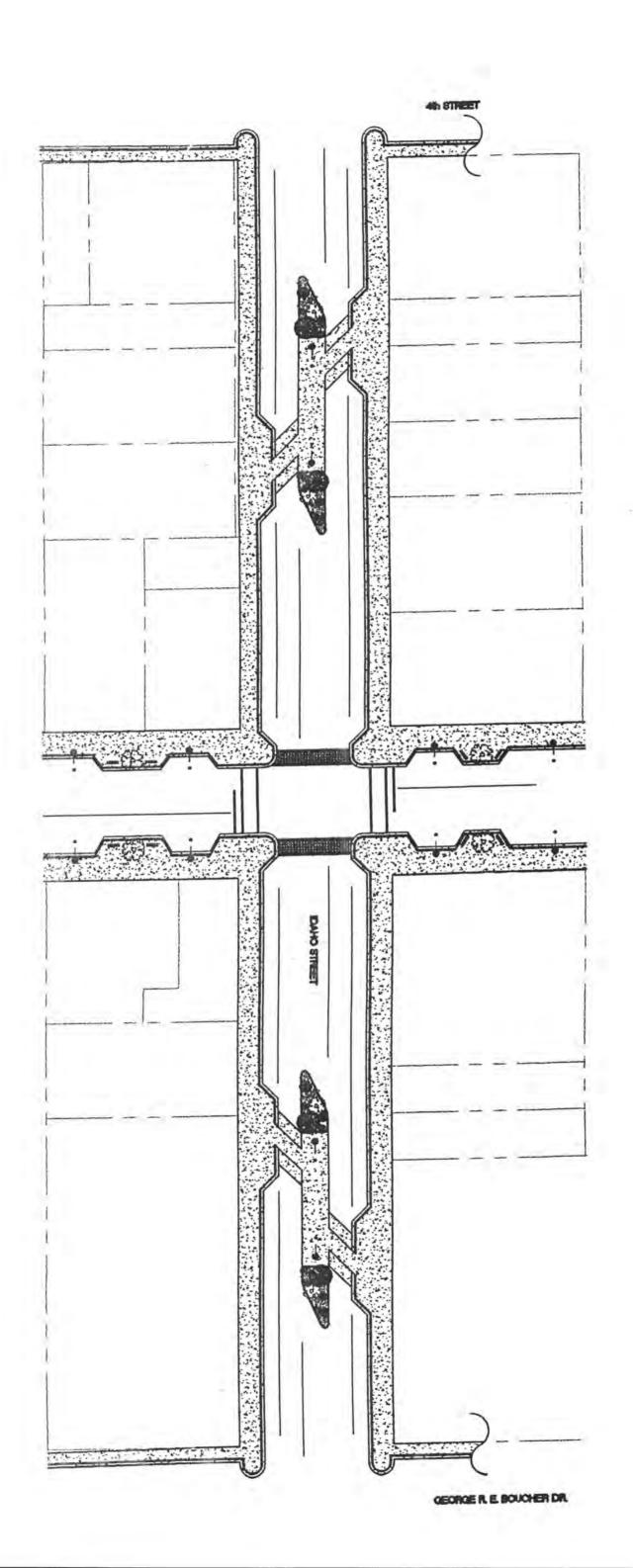
Downtown Amphitheater Concept Plan

Downtown Informational Kiosk Concept Plan

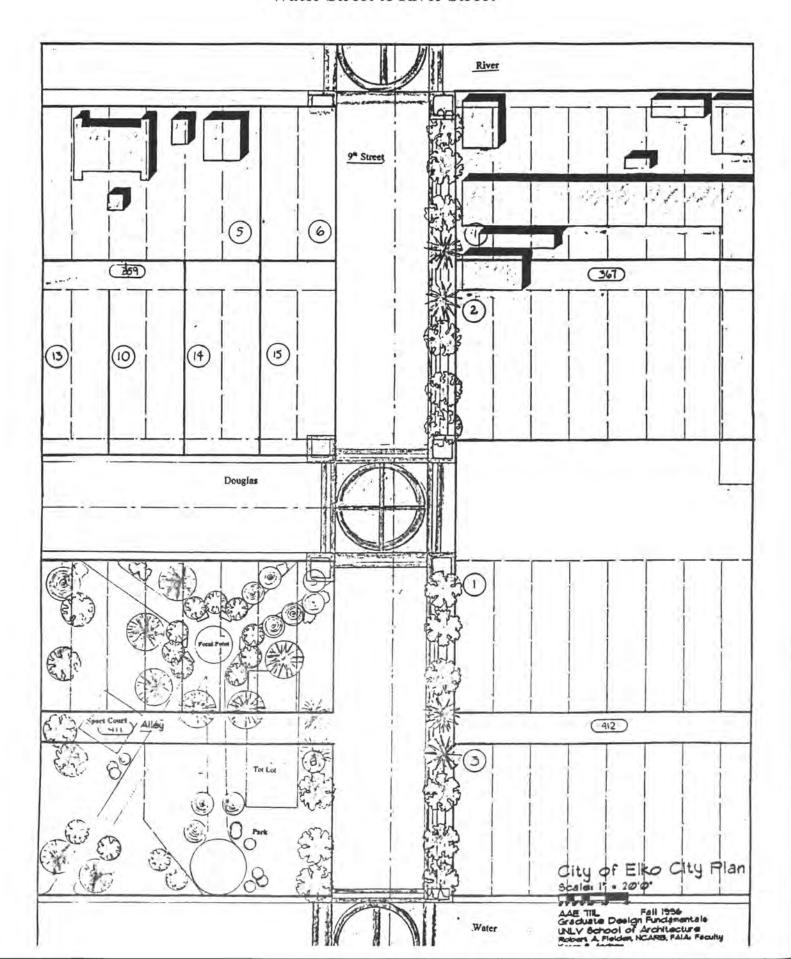




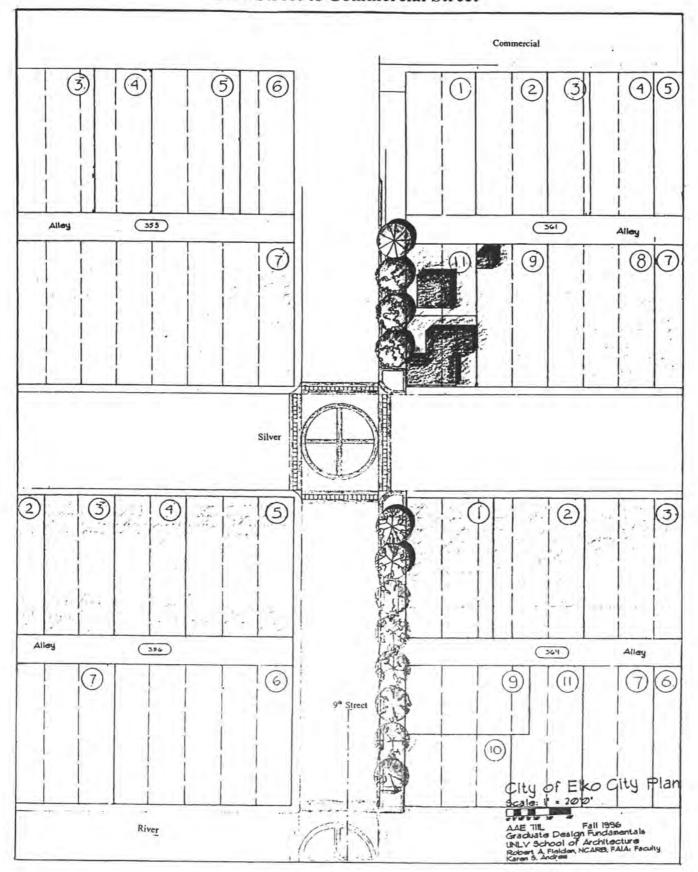


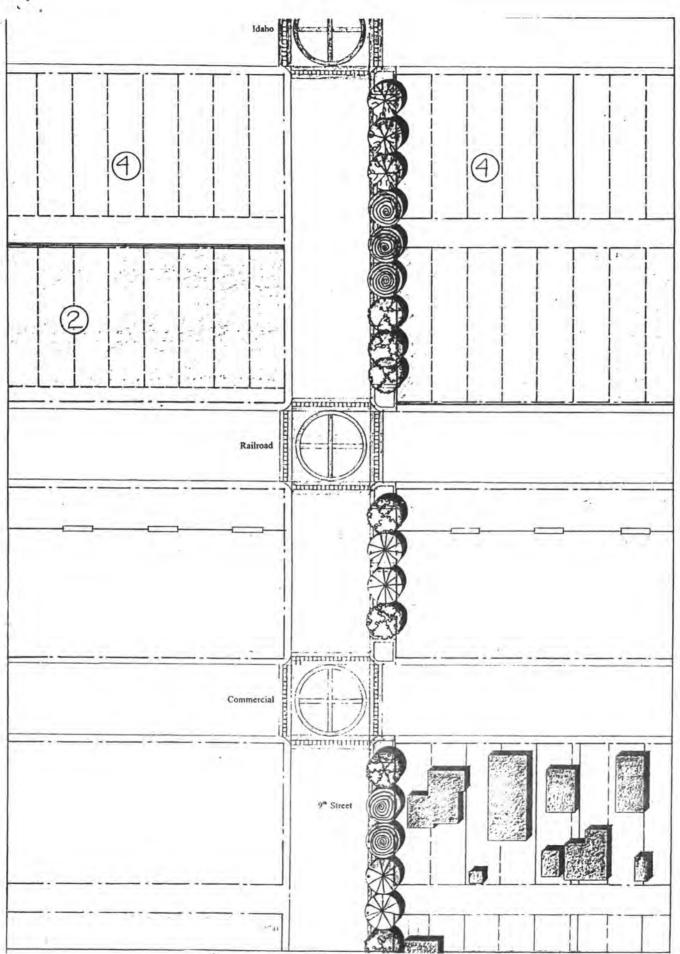


9th Street Corridor (Community Connections) Water Street to River Street

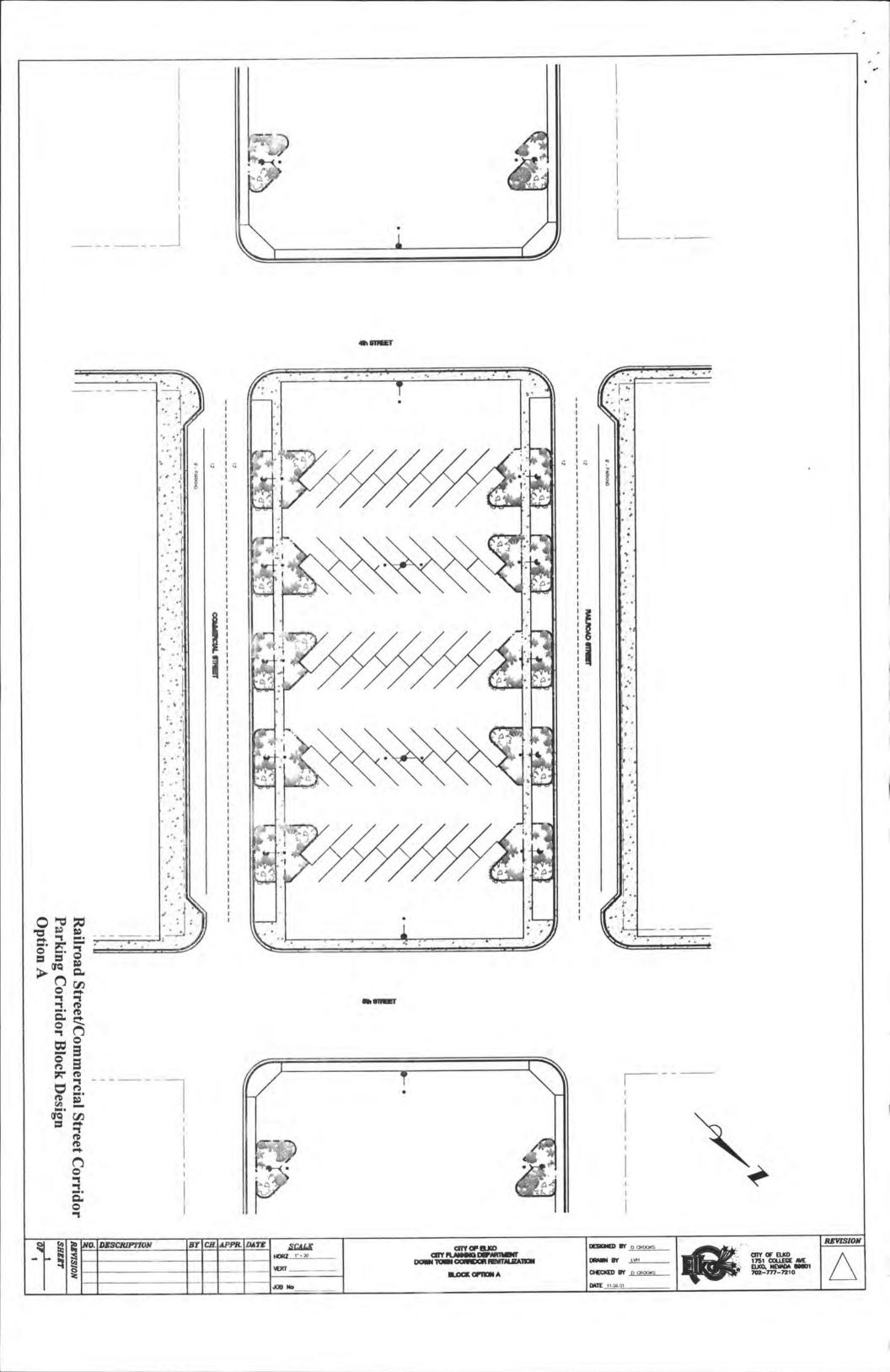


9th Street Corridor (Community Connections) River Street to Commercial Street





9th Street Corridor (Community Connections) Commercial Street to Idaho Street



Railroad Park Expansion

Concept

Special Event Corridor Design 6th Street to 8th Street

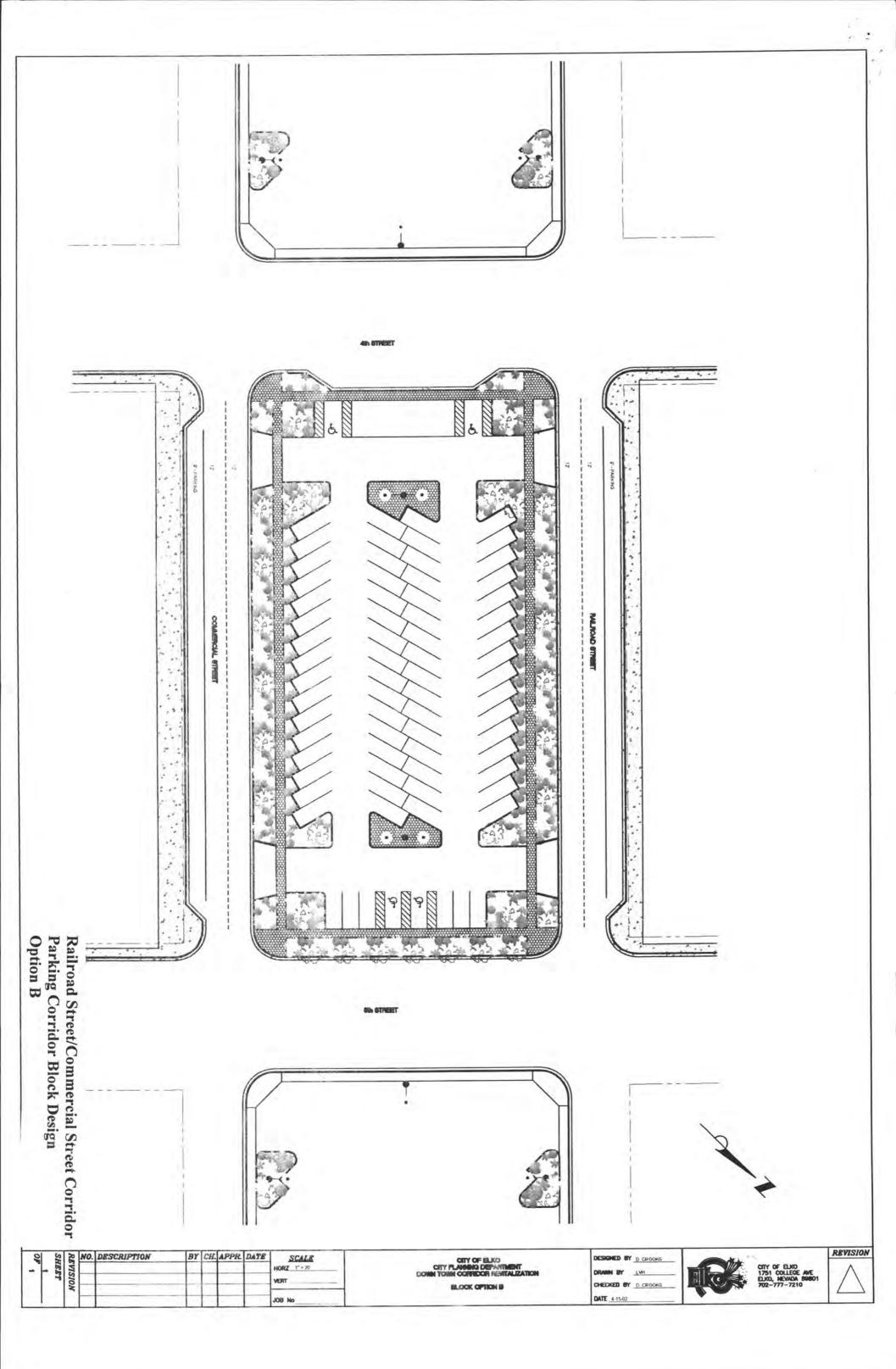
8th STREET

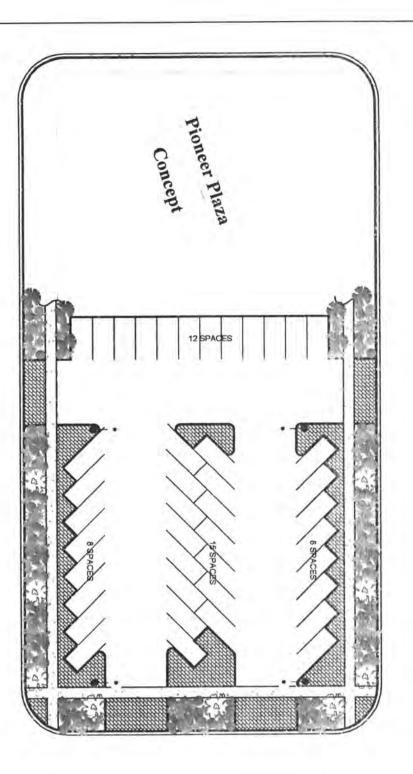
2	HS	RE	NO.	DESCRIPTION	BY	CH.	APPR.	DATE	SCALE	Т
1	23	ZZ							HORZ	4
1	-9	VOL			- 1				VERT	
1		_				-			JOB No	

DESIGNED BY	
DRAWN BY	
CHECKED BY	
DATE	









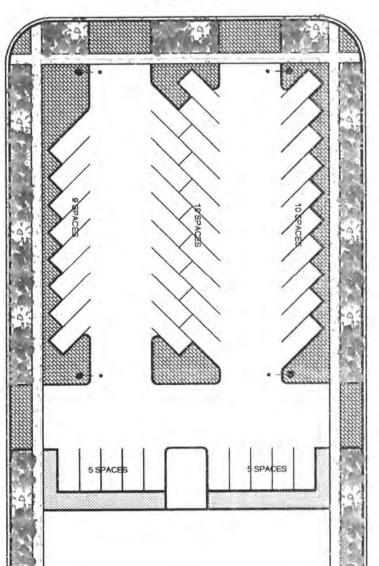
RALLROAD STREET

DESIGNED BY

CHECKED BY

REVISION

CITY OF ELKO 1751 COLLEGE AME ELKO, NEVADA 89801 702-777-7210

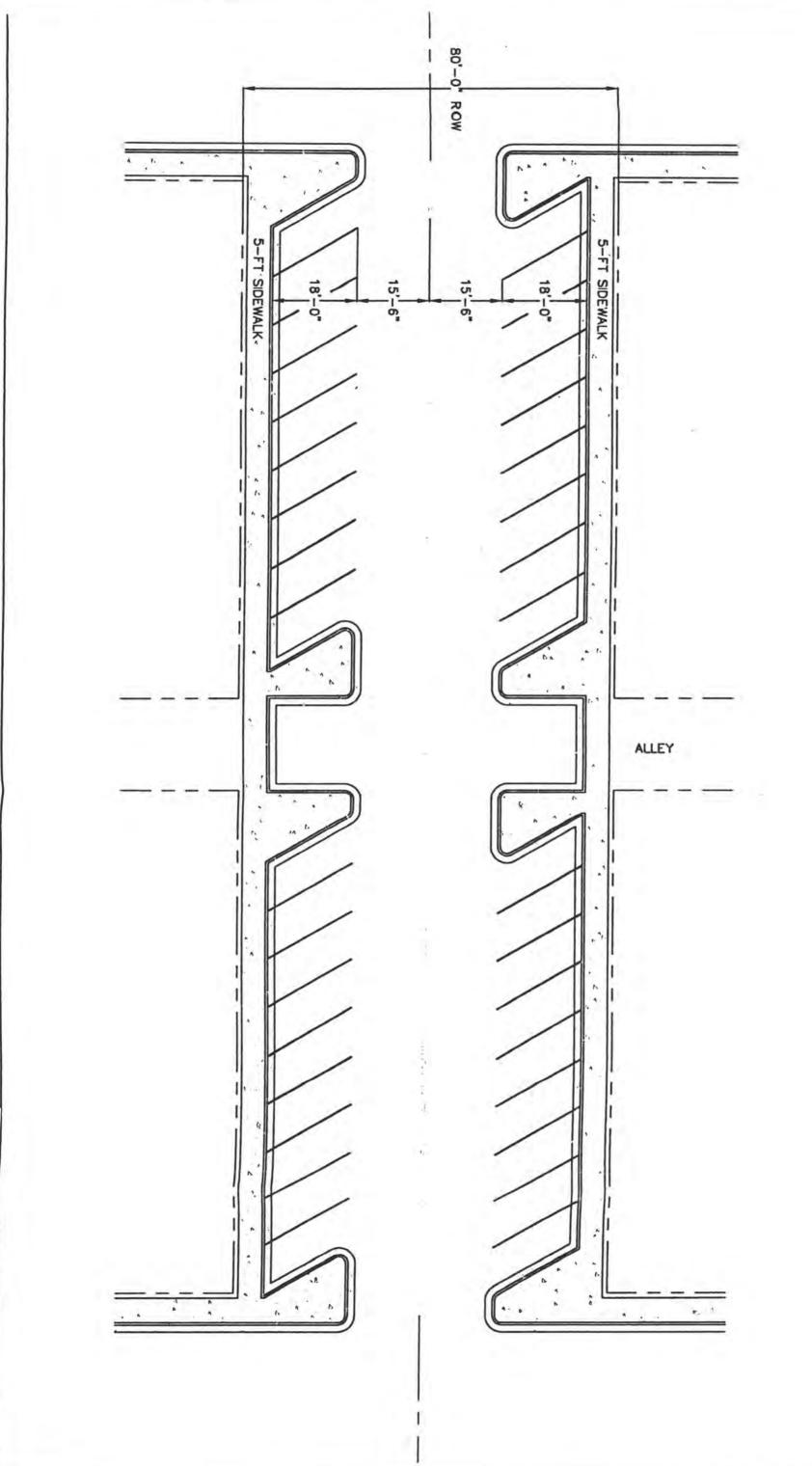


COMMERCIAL STREET

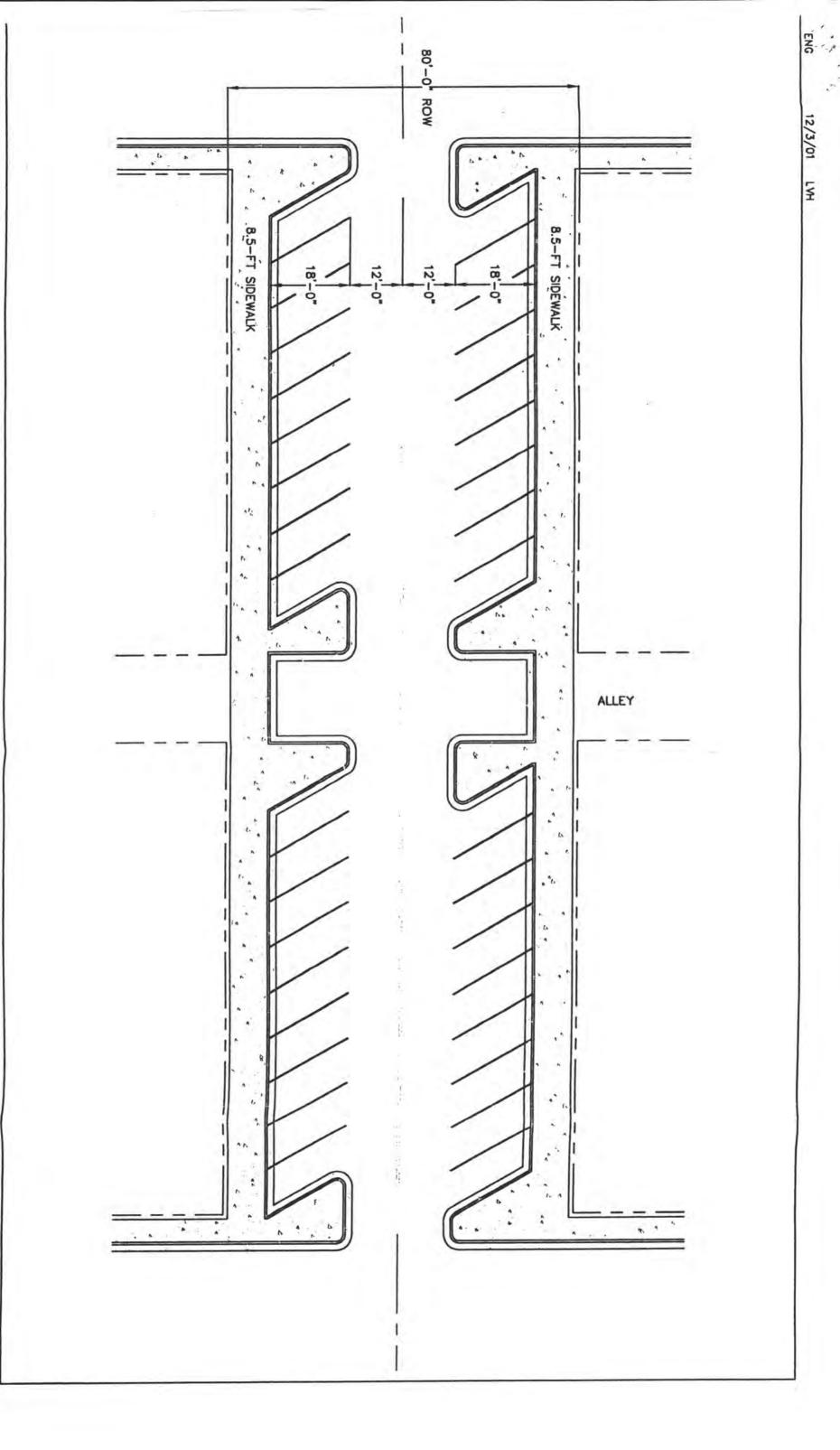
Special Event Corridor Design 5th Street to 7th Street

RE NO. DESCRIPTION

BY	CH.	APPR.	DATE	
	_			HORZ
_	_			VERT
-	-			JOB No



Local Street Parking Conversion - Option A

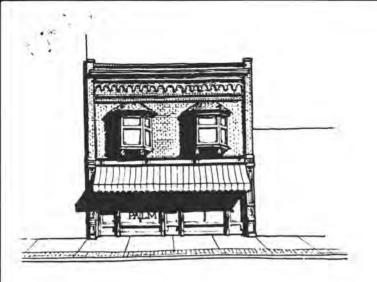


Local Street Parking Conversion - Option B

12/3/01

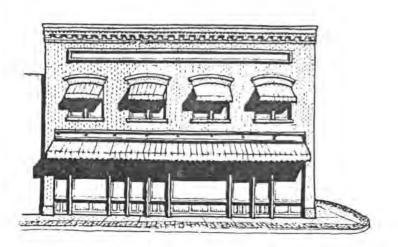
¥

Local Street Parking Conversion - Option C



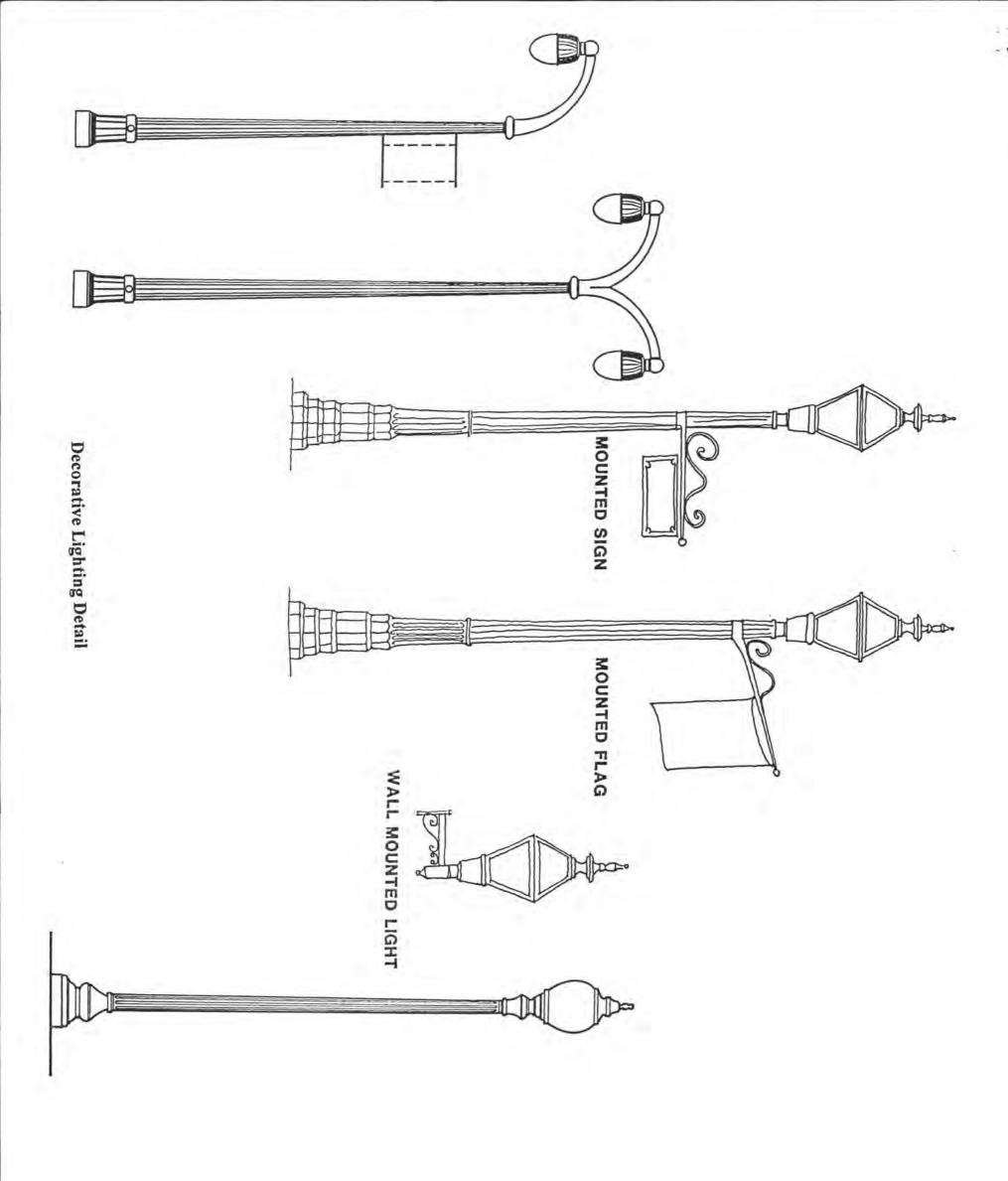


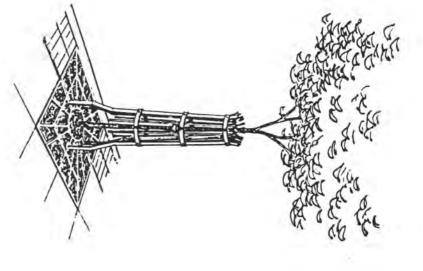




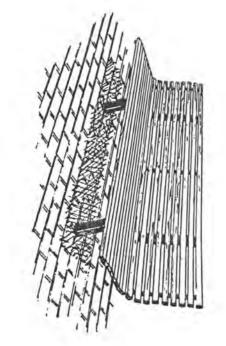
Storefront Remodel and Restoration

Design Concepts

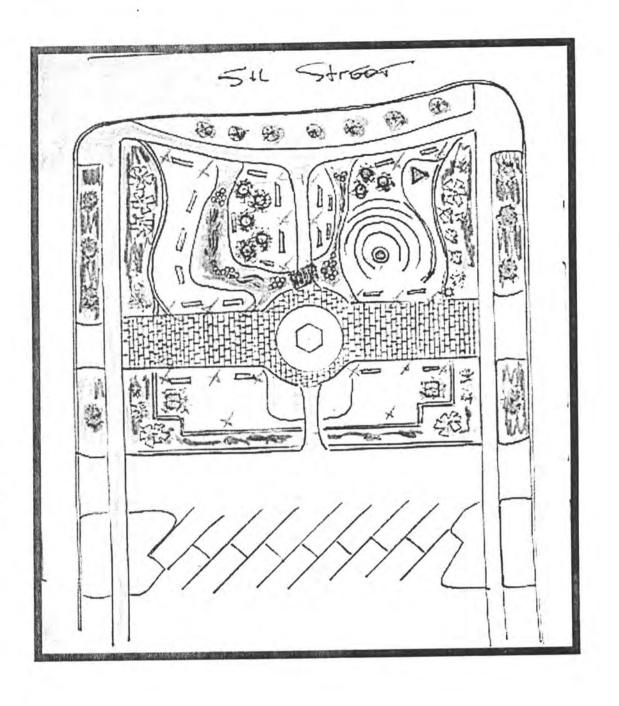




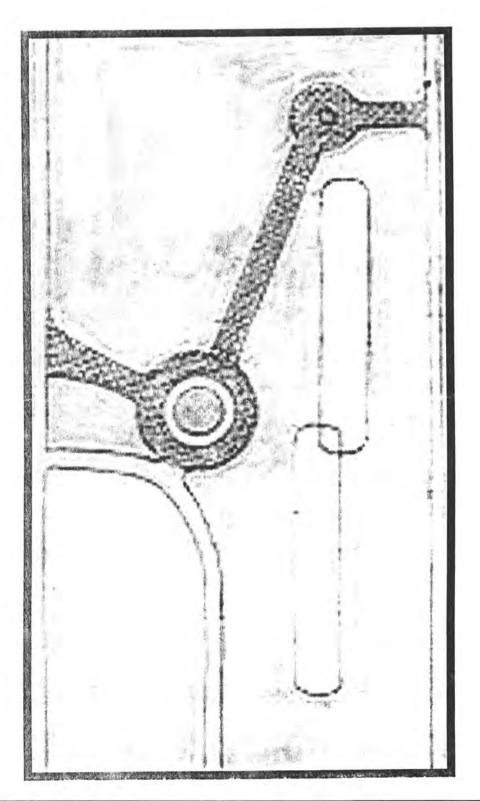
Tree Grate Detail



Bench Detail



Pioneer Plaza Concept



Railroad Park Expansion Concept

