

PARKS AND RECREATION COMMISSION STAFF REPORT

MEETING DATE: July 2, 2013

AGENDA ITEM NUMBER: 4A

APPLICANT: Dana Lee Freund, President - Downtown 20/20
Linda Ritter, Consultant - Downtown 20/20
Vern L. Krahn, Park Planner

REQUEST: **For Possible Action:** To recommend to the Board of Supervisors to support including parks and recreation components in the Carson City Downtown 20/20 Action Group's plan for downtown revitalization.

GENERAL DISCUSSION: Parks and Recreation Department staff has invited Ms. Dana Freund and Ms. Linda Ritter to present the Carson City Downtown 20/20 Action Group's vision to revitalize Carson City's downtown (Refer to Exhibit A) to the Parks and Recreation Commission. Staff believes the Commission would be very interested in the project and the potential inclusion of many of the quality of life components identified in the City's Master Plan (Exhibit B), the Unified Pathways Master Plan (Exhibit C), and the Parks and Recreation Master Plan (Exhibit D).

The presentation will provide the Commission with a project overview and a great public forum opportunity to discuss how this project could implement many of these quality of life components and activities identified in all three of these master plans. Staff hopes this project can act as vehicle to develop many components of the public infrastructure necessary to support the creation of a dynamic downtown.

Ms. Freund and Ms. Ritter will be available after the project presentation to answer any questions from the Commission about the downtown revitalization plan. In preparation for this agenda item, staff has agendaized this item for action, if the Commission wants to make any recommendations to the Board of Supervisors regarding implementation of key elements within the Parks and Recreation Master Plan or the Unified Pathways Master Plan.

RECOMMENDED ACTION: I move to recommend to the Board of Supervisors to support including the following _____ parks and recreation components in the Carson City Downtown 20/20 Action Group's plan for downtown revitalization.

2013 Downtown Revitalization Workbook

Exhibit A



For use by the Carson City
Downtown 20/20 Action Group

GUIDING PRINCIPLE 8: A VIBRANT DOWNTOWN CENTER FOR THE COMMUNITY

Over the past decades, traffic in Downtown has increased dramatically—in large part due to Carson Street’s role as a state highway—changing it from a once pedestrian-friendly “main street” for the community to a busy thoroughway. However, with the completion of the Carson City Freeway to Fairview Drive anticipated in 2008 and to South Carson Street by 2010, Downtown will again be subject to change. The freeway is projected to divert approximately ½ of the current traffic volume from Carson Street, giving the City an opportunity to reclaim its former pedestrian-friendly environment in Downtown. In light of this opportunity, Carson City will continue to promote infill and redevelopment activities along Carson Street and throughout Downtown to support the community’s goal of re-establishing Downtown as a vibrant center for the community. Specific development opportunities (in terms of use and scale) will vary according to their location within Downtown, but opportunities are addressed at a more broad level in the policies that follow.

GOAL 8.1—PROMOTE DOWNTOWN REVITALIZATION

8.1a—Mix of Uses

The integration of a broader mix of uses (including housing) is encouraged throughout the Downtown area. However, higher-intensity uses that tend to generate significant amounts of pedestrian and vehicular traffic (e.g., hotel/casinos, convention space, retail) should be concentrated along Carson Street and in area 3 highlighted on the Downtown Character Areas diagram that follows this section. Grouping active uses



The integration of a broader mix of uses (including housing) is encouraged throughout the Downtown area.

in these key locations within Downtown will help establish a series of “destinations” for Downtown residents and the surrounding community, while helping to preserve the more residential character of the surrounding neighborhoods.



development within the Downtown should respect the area’s historic context through the use of height transitions and other means (top). Future development should also incorporate a pedestrian-friendly environment and the street level (bottom).

the established scale and pattern of development in some locations with Downtown, while encouraging increased development intensities where significant opportunities exist. Height limitations, development transitions, and other specific design criteria are established for each character area within the new Downtown Mixed-Use (DT-MU) zone district.

8.1b—Scale of Development

Most buildings in the historic core of Downtown today have a relatively modest scale that ranges from 2 to 4 stories in height. Traditionally, building heights have been kept lower to maintain the visual prominence of the State Capitol building and its landmark dome. In recent years, however, available land in the City has become more limited and vacant lands within Downtown are increasingly being considered desirable for more intense development. To address this issue, the Downtown area has been divided into a series of character areas, as illustrated by the diagram on the following page. Character areas are based on the need to maintain

8.1c—Enhanced Pedestrian Environment

Create a more pedestrian-friendly environment in Downtown by evaluating the feasibility of reducing traffic from 4 to 2 lanes along Carson Street following the completion of the Freeway and by identifying necessary streetscape enhancements and parking strategies to coincide with the potential reduction in lanes (e.g., reintroduce on-street parking, incorporate pedestrian cross-walks, landscaping, bulb-outs, and street furniture). In addition to providing a safer pedestrian environment, these enhancements will

visually enhance Downtown and create a more inviting



The incorporation of public gathering spaces, such as this outdoor plaza, is encouraged to enhance the Downtown pedestrian environment.

environment.

8.1d—Public Spaces/Recreational Amenities

The incorporation of public gathering spaces, such as outdoor plazas, pocket parks, and other amenities, including landscaping, is encouraged to enhance the pedestrian environment within Downtown, to create opportunities for outdoor concerts and events, and to create passive recreational opportunities for Downtown residents.

8.1e—Large-Scale Infill/Redevelopment

Large-scale infill and redevelopment projects (such as the planned State Office Complex expansion, future civic facilities, convention space, or similar projects) that involve the consolidation of multiple blocks within the Downtown Area can have a significant visual and physical impact on the character of Downtown. Careful consideration should be given to projects of this magnitude to ensure they are designed to complement Downtown’s urban, pedestrian-friendly context by incorporating clear pedestrian connections to the surrounding area, establishing strong relationships between buildings and the street, and to minimize the impacts of parking on primary street frontages.

Chapter 7: A Connected City

A connected city allows residents to travel within the community, and to other centers within the region, in a variety of ways using a safe, efficient, multi-modal transportation system. Carson City will promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities, and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks. Additionally, the City will seek opportunities to expand existing transit services as feasible to increase travel choices for the community and to support a more compact pattern of growth.

GUIDING PRINCIPLE 11: A SAFE, EFFICIENT, MULTI-MODAL TRANSPORTATION SYSTEM

Carson City will maintain a safe transportation system that facilitates efficient travel both within and through the community using a variety of motorized and non-motorized modes.

GOAL 11.1—ESTABLISH AN INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM

11.1a—Plan Consistency

Ensure the goals and policies contained in the City's Transportation, Transit, and Unified Pathway Master Plans are supportive of the development of an integrated multi-modal transportation system and are consistent with the goals and policies contained in this Master Plan. Review and update the City's Transportation, Transit, and Unified Pathways Master Plans as needed to ensure consistency and to support the implementation of this Master Plan. Continue to coordinate with the Carson Area Metropolitan Planning Organization (CAMPO), Nevada Department of Transportation, Regional Transportation



The City will encourage transit usage and seek opportunities to expand transit options for its residents.

Commission, adjacent counties, and other partners on transportation issues.

11.1b—Regional Coordination

Maintain an active presence in regional and state-level transportation planning activities (such as the completion of the Carson City Freeway) to identify opportunities for joint planning/construction efforts, enhanced levels of service, and to monitor the impacts of potential projects on the community. Coordinate ongoing road improvement projects with recommendations contained in the City's Unified Pathways Master Plan as appropriate to promote the most efficient use of rights-of-way and resources.

11.1c—Plan Overlap/Implementation

Seek opportunities for coordination in the implementation of the City's Transportation, Transit, and Unified Pathways Plans. Actively encourage ridership of the City's transit system.

GOAL 11.2—COORDINATE LAND USE AND TRANSPORTATION DECISIONS TO SUPPORT THE USE OF ALTERNATIVE MODES

11.2a—Plan Coordination

Ensure that the City's transportation system is supportive of the goals and policies contained in this Master Plan and can efficiently accommodate the types and intensities of development specified on the Land Use Map. Conduct periodic updates to the City's transportation model based on future development projections to ensure the feasibility of development patterns portrayed on the Land Use Map.



11.2b—Transit Supportive Development

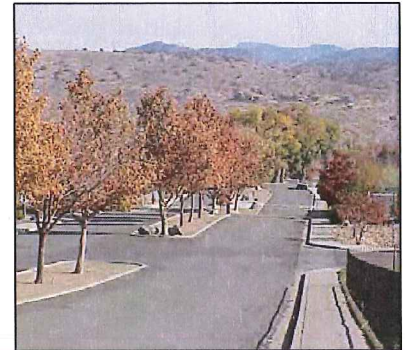
Promote the development of transit-supportive development patterns (e.g., mix of uses, pedestrian-orientation, higher density) along major travel corridors to facilitate future transit. Identify opportunities for transit and pedestrian-oriented development patterns on the Land Use Map and coordinate the review of development proposals with local transit providers and the Regional Transportation Commission as appropriate to respond to existing/planned transit service.

11.2c—Enhanced Roadway Network

Seek opportunities to enhance the City’s north/south arterial and collector street network in conjunction with future development (as consistent with the Transportation Plan) to improve connectivity and further enhance the feasibility of broader transit service and transit supportive development patterns.

11.2d—Design and Access Standards

Establish design and access standards for development occurring along major gateway corridors in order to preserve their functional integrity, capacity, safety and appearance.



Well-designed roadways improve safety and the appearance of neighborhoods.

GUIDING PRINCIPLE 12: A UNIFIED PATHWAYS SYSTEM

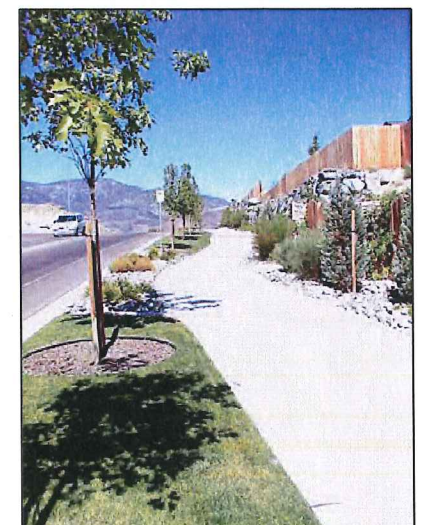
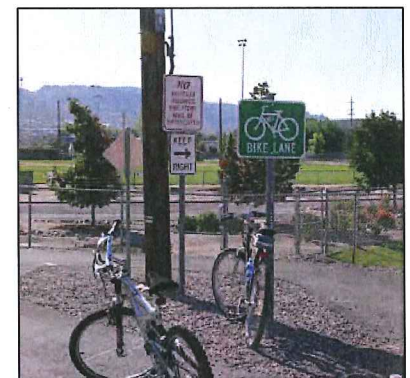
The City will seek to ensure that most major destinations, parks, and open space areas within the community are accessible from residential neighborhoods via safe, enjoyable routes, free of vehicular conflicts, that allow the user to enjoy the natural setting of Carson City without their automobiles—adopting the slogan, “Every home is a trailhead.” Carson City is committed to the shared use of most trail corridors by walkers, joggers, horseback riders, rollerbladers, strollers, and off-highway vehicles. The City will also seek to provide access to all feasible portions of the pathway system and access to a representative portion of each of the City’s natural settings for persons with disabilities.

GOAL 12.1—ESTABLISH A CITY-WIDE SYSTEM OF MULTI-USE PATHWAYS

The City will support the use of alternative travel modes by encouraging increased densities and pedestrian oriented site design along major travel corridors.

12.1a—Enhance the Pathways Network

Continue to maintain and expand the City’s existing network of pathways to link distinct geographic locations within the community and to provide improved access to and between neighborhoods, activity centers, schools, and other destinations. Provide multi-use paths where necessary as identified on the Unified Pathways Master Plan map to cross physical barriers, establish direct connections



between neighborhoods, activity centers, schools (as consistent with the Safe Route to School public safety program), and other destinations, and to take advantage of available opportunities such as utility and open space corridors where possible.

12.1b—Broaden Facility Types

Continue to broaden the types of pathway facilities provided within the community to serve a more diverse cross-section of residents. Implement the Unified Pathways Master Plan as adopted to promote the shared use of trail corridors and increased access for persons with disabilities.

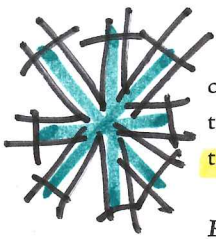
Coordinating new development with existing trails improves pedestrian and bicycle system connections.



12.1c—Section-by-Section Implementation

Seek opportunities to complete individual sections of the City's adopted Unified Pathways Master Plan on a site-by-site and "missing link" basis as future development occurs. Continue to require future development to construct, to City standard, on-site sidewalks and connections to adjacent pedestrian and bicycle systems as needed and coordinate the dedication of rights-of-way for planned pathway connections at the time of development.

The City will continue to expand its existing network of pathways.



connecting throughout the City can be used by commuters and will offer the City a viable alternative mode of transportation. Some of the major bikeways that the City should prioritize include creating bikeways along Carson Street once traffic is re-routed to the new freeway, Curry Street, and Koontz Lane.

First Tier Commuter Link Projects

1. **Carson Street bikeways/sidewalks generally from north of Arrowhead Drive southerly to Old Clear Creek Road.** Currently, no bikeways or multi-use paths exist along Carson Street in this segment.
2. **Curry Street/Mountain Streets bikeways/sidewalks from East 5th Street generally to US 50.** Sidewalks only exist in the Downtown area from about 7th Street to 10th Street (There is construction in progress between East 5th Street to 7th Street). A bike route exists (not signed) from 10th Street to Lake Glen Drive.
3. **Koontz Lane bikeways/sidewalks from Curry Street to Edmonds Drive.** Koontz Lane has bikeways from Curry Street to Silver Sage Drive and has proposed bikeways from Silver Sage Drive to Edmonds Drive. Sidewalks exist from Curry Street to Center Drive only.

Second Tier Commuter Link Projects

Tier 2 projects that provide additional commuter links are shown in Appendix 13.4. Information provided in the table includes a north to south or east to west orientation, functional classification (arterial or collector), end points, and existing and proposed bicycle facilities from the UPMP.

The results of the neighborhood survey were tabulated by combining the “very important” and “important” responses corresponding to “Off Street Walking/Bike Paths” and “On Street Lanes” categories for each neighborhood. These results, as shown in Appendix 13.4, can be considered in the prioritization process.

11.1.4 PRIORITY 4: CARSON CITY LOOP TRAIL

During many of the public meetings and workshops, residents expressed a desire to create a loop trail around Carson City. This plan recommends creating two separate Carson City loop trails, one that skirts the outside of the City’s developed areas and one that takes advantage of the open lands surrounding the City.

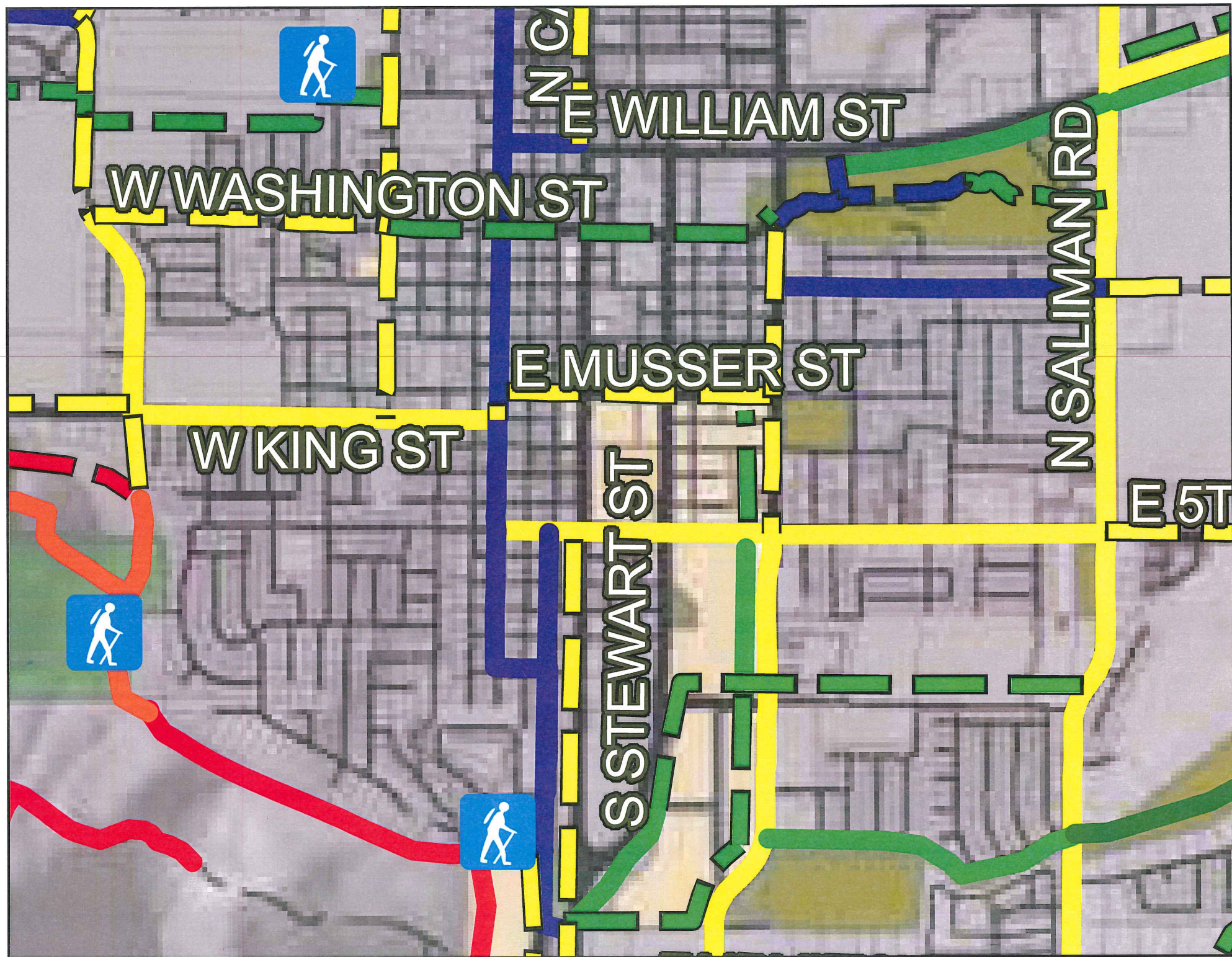
First Tier Loop Trail Projects

The Tier 1 project for this priority would be the inner loop trail around Carson City. The inner loop trail will consist of on-road and off-road facilities and would be considered a transportation element. Further analysis of the inner loop will be conducted once the specific route has been determined.

11.2 WORKING WITH PARTNERS

Carson City has the opportunity to work with a variety of agencies to complete its pathways system. The UPMP is intended to show trails in the entire Carson City region. Not only does the plan show trails in the City’s developed areas, but it also shows trails in outer-lying areas in public lands managed by the BLM, USFS, surrounding counties, or the State of Nevada. By creating partnerships and utilizing local, regional, county, state, and federal money, the number of pathways that the City can construct will be greatly improved. The City must look into the options of applying for grants, donations, and creating special improvement districts in order to construct proposed pathway alignments.

For trails on land on which the City does not have jurisdiction (federal, state, adjacent counties, Washoe Tribe Land), the Plan is intended to reflect proposals, or wishes of the City with regard to pathway connectivity and continuity of uses between Carson City and the respective agency, as well as the potential sharing of maintenance, signage, and management. Of course, Carson City recognizes that the actual uses of those trails and decisions about changes in uses or alignment are the purview of the respective agencies. The City encourages these agencies to consider the designations on the UPMP



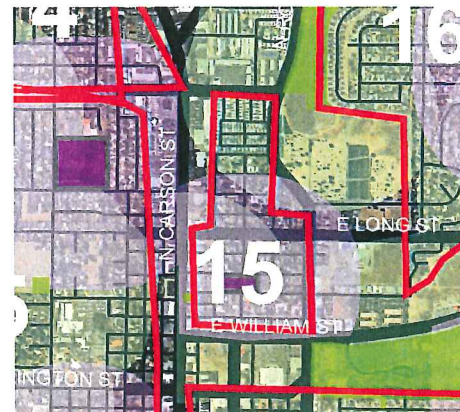
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PARK:	Mills Park
TYPE:	Traditional
SIZE:	37 acres
NOTES:	46% of population within walking distance of Park
SCHOOL:	None

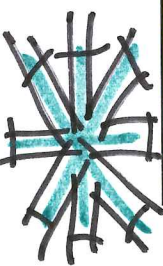
OBSERVATIONS:	A relatively fully developed neighborhood, the western quadrant may see some redevelopment in conjunction with downtown improvements. If this redevelopment includes a mix of residential uses park demand will increase. However, almost half of the neighborhood is within ¼ mile of Mills Park, which more than adequately serves as a Neighborhood park as well.
SURVEY:	Q19: Relatively low support (39%) for an additional Neighborhood park. Q17: 52% support for general increase in Neighborhood parks, and 68% support for Natural parks.
IMPLEMENTATION STRATEGIES:	With the proximity to the wide variety of amenities in Mills Park, no action is proposed.

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PARK:	The Roberts House Park
TYPE:	Historic
SIZE:	.3 acres
NOTES:	10% of population within walking distance of Park
SCHOOL:	None

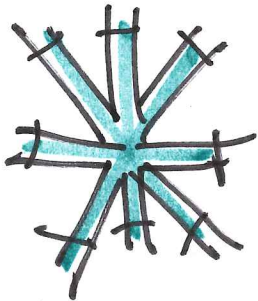
OBSERVATIONS:	This is a small neighborhood squeezed between a number of major roadways in the central part of the city. It is comprised of a mix of uses—single family and mobile homes—and is relatively fully developed. It will likely experience disruption and further fragmentation if a proposed Carson-to-Stewart Street crossover is implemented. The only modest recreation resource is the Roberts House grounds around a historic structure. Part of the neighborhood is within ¼ mile of Lone Mountain Park, but crossing busy Roop Street is required. At present there are few options for true Neighborhood park development. In the Carson City Master Plan this area is designated for increased development/ redevelopment with a mix of commercial and residential uses.
SURVEY:	Q19: Moderately strong support (47%) for a Neighborhood park. Q17: 54% support for general increase in Neighborhood parks, and 66% support for increase in Natural parks.
IMPLEMENTATION STRATEGIES:	The only option for increased recreation opportunities in this neighborhood appear to be to incorporate urban recreation amenities (plazas, sitting areas, a town square) in the future design of the William Street/Carson Street development or redevelopment area.



6.9.3 OUTDOOR AMPHITHEATER

Currently, Carson City has a small outdoor amphitheater in conjunction with the Fireman's Memorial in the eastern end of Mills Park. It can accommodate approximately 40 spectators and has a small, fixed stage with no back-stage. The Pony Express Pavilion is the only large existing facility that can be used for outdoor concerts/performances. However, its design and proximity to US 50 make it an undesirable location for performances due to traffic noise. With the pressure placed on Carson City's Bob Boldrick Theater at the Community Center, an additional venue for theatrical and musical performances would be a benefit to a community of the size and stature (state capital) of Carson City. According to the public opinion survey, 54% of survey respondents felt that it would be important for Carson City to add an outdoor amphitheater. There is a small outdoor amphitheater located on the Legislative Mall at the State Capital. It is managed by the State, but is generally available for most purposes. Because of its small size and open setting, it is seldom used by the City.

An amphitheater needs to be located either in a central, convenient location or in an exceptional natural setting. In either case, the lack of extraneous noise and lights is a key consideration. Opportunities for an amphitheater in Carson City include: the WNCC campus; JohnD. Winters Centennial Park, and the Silver Saddle Ranch.



6.9.4 ART IN THE COMMUNITY

Public art projects celebrate and enrich our culturally diverse traditions. Art in public places can have a variety of subtle-but-important impacts on a community:

- Increased community identity (e.g. the reputation of Loveland, Colorado as a sculpture center);
- Improved historical awareness (sculptures and paintings related to community history);
- Adds interest to public places (sculptures on downtown corners, murals on blank building walls);
- General awareness (for all ages) of the power of art to express ideas and emotion.

To help support the expansion of art into public places many communities have initiated a dedication of a small portion of public projects (and even private projects in some communities) for art projects. Typically the amount is quite small (1% is typical) but the net results over time are significant.

- Albuquerque NM earmarks 1% of General Obligation Bond funds for public art projects.



Small outdoor amphitheater at the Legislative Mall



Fireman's Memorial amphitheater at Mills Park.



Examples of art in public places.