



STAFF REPORT

Report To: Redevelopment Authority **Meeting Date:** October 21, 2021

Staff Contact: Hope Sullivan

Agenda Title: For Possible Action: Discussion and possible action regarding a recommendation to the Board of Supervisors for the expenditure of \$265,000 from the fiscal year ("FY") 2022 Redevelopment Revolving Fund Undesignated Projects for the V & T Engine House Arches Implementation Plan, as an expense incidental to the carrying out of the Redevelopment Plan. (Hope Sullivan, hsullivan@carson.org)

Staff Summary: NRS 279.628 permits the expenditure of money from the Redevelopment Revolving Fund for the purpose of any expenses necessary or incidental to the carrying out of Redevelopment Plans by the adoption of a resolution by a two-thirds majority vote of the Board of Supervisors upon recommendation by the Redevelopment Authority. The proposed expenditures were recommended for approval by the Redevelopment Authority Citizens Committee ("RACC") on September 7, 2021.

Agenda Action: Formal Action / Motion **Time Requested:** 30 Minutes

Proposed Motion

I move to recommend to the Board of Supervisors approval of the V & T Engine House Arch conceptual plan and proposed expenditure as presented.

Board's Strategic Goal

Economic Development

Previous Action

September 7, 2021: The RACC recommended that the arches be installed at the Oxoby Loop location, with the option to locate it further north of the current conceptual plan, and with the objective that it be visible from William Street, by a vote of 5-1 (1 absent).

September 7, 2021: The RACC recommended that the design concept utilize the "double loop" meaning the design of the arches are consistent with concept one which is the side-by-side double arches consistent with the historic building, and that the cow catcher be placed on the Roop Street site, by a vote of 6-0 (1 absent).

September 7, 2021: The RACC recommended approval of up to \$265,000 from the FY 2022 Undesignated Funds for implementation of the V & T Engine House arch conceptual plan, by a vote of 6 – 0 (1 absent).

Background/Issues & Analysis

Expenditures from the Redevelopment Revolving Fund require a recommendation for approval from the Redevelopment Authority and approval by the Board of Supervisors. This item is for the Redevelopment Authority to make the required recommendation to the Board of Supervisors regarding the proposed expenditures from the FY 2022 budget.

The City has sandstone blocks from one of the arches of the former V & T Railroad "round house" maintenance building that was located on the northwest corner of Stewart Street and Robinson Street. The blocks have been saved to be used as a historic monument within the downtown area. In FY 2021, the Redevelopment Authority allocated \$20,000 to the V & T Round House arch conceptual plan.

Public Works staff worked with an advisory committee to review twelve locations. The advisory committee put forward three locations and design concepts for review by RACC. In addition to seeking guidance as to the preferred location and design, Public Works staff is requesting approval to implement the conceptual plan utilizing funding from the Redevelopment Revolving Fund - Undesignated Projects.

The Undesignated Projects account currently has a balance of \$990,982. RACC is recommending a budget transfer \$265,000.

More information can be found on the attached Redevelopment Funding Request form, the Carson City V&T Engine House Arches Design Concepts Dated July 12, 2021, and the September 7, 2021 Minutes of the Redevelopment Authority Citizens Committee meeting.

Applicable Statute, Code, Policy, Rule or Regulation

NRS Chapter 279 (Redevelopment of Communities); Redevelopment Area Plans

Financial Information

Is there a fiscal impact? Yes

If yes, account name/number: Redevelopment Revolving Fund, 6037510-507010: Capital Improvements Account

Redevelopment Revolving Fund, 6037510-507799: Undesignated Projects Account

Is it currently budgeted? No

Explanation of Fiscal Impact: If approved, \$265,000 will be transferred from undesignated to the Capital Improvements Account and a project number will be created. \$990,982 is currently available in the "Undesignated Projects Account" in the Redevelopment Revolving Fund.

Alternatives

Modify or do not recommend approval of the proposed expenditure.

Attachments:

[Redevelopment Improvement Application 2019 engine arches.pdf](#)

[Carson City Arches doc_210712.pdf](#)

[09-07-2021 Minutes \(RACC\).pdf](#)

Board Action Taken:

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)

**Carson City Redevelopment
Community Development Department**

108 East Proctor Street
Carson City, NV 89701
(775) 887-2180; planning@carson.org



Redevelopment Funding Request Form

PROJECT TITLE: V&T Engine House Arches Design and Construction

PROJECT LOCATION: Mills Park or Near Stewart St/Wright Way

REQUESTING ORGANIZATION/DEPARTMENT:

Public Works (at the request of Redevelopment)

ORGANIZATION/DEPARTMENT

Randall Rice / City Engineer

NAME OF PROJECT APPLICANT/LEAD

283-7378

RRice@carson.org

PHONE #

EMAIL

256,000

\$

REDEVELOPMENT FUNDING REQUESTED

256,000

\$

TOTAL ESTIMATED PROJECT COST

Project Area (check one):

Redevelopment Area #1

Redevelopment Area #2

PROJECT DESCRIPTION:

The original V&T Railroad Engine House was located in the area of Washington and Stewart Streets. In the 1990's the building was demolished and some of the sandstone blocks were purchased by Carson City. The remaining blocks, which come from two of the access doors, consist of two arch blocks and columnar blocks. In 2020, the Redevelopment Authority asked Public Works to provide options to construct a V&T attraction/structure, using the engine house blocks within the redevelopment district, to highlight the V&T Railroad history in Carson City using the available blocks. An advisory group was formed which developed twelve (12) locations for consideration; three (3) options were selected for progression and additional consideration. The selected locations include two separate locations (2) in Mills Park and one (1) location along Stewart Street near Wright Way and the Carson DMV. The three locations have been designed to be on (or very near) the original V&T railroad alignment. The attraction also proposes a historic storyboard which will contain historic facts about the arches and the rail line.

Option 1, South Stewart Street - Side by Side Arch Through-way (budget \$256,000); Option 2, Oxoby Loop - Engine House Turntable Ruins (budget \$245,000); and Option 3, Washington Street, Double Arch on Track Pathway (budget \$179,000). The advisory group generally considered the Option 2 location as the most preferable due to its location along the original alignment, accessibility and close proximity to parking, and the surrounding atmosphere that Mills Park provides.

EXPECTED PROJECT START DATE:

October 2021

EXPECTED PROJECT COMPLETION DATE:

October 2022

PROPOSED BUDGET:

FUNDING SOURCE	FISCAL YEAR	\$ AMOUNT
603 Redevelopment Revolving Fund	FY 22	\$ 256,000
	FY	\$
	FY	\$
	FY	\$
	FY	\$
	FY	\$

TOTAL: \$ 256,000

Explain why redevelopment funds are needed to complete this project:

The Redevelopment Authority has championed this project, funded the conceptual design, and the Arches are proposed to be built within the Redevelopments area

Describe how the project will advance at least one of the following factors pursuant to the Redevelopment Authority Policies and Procedures (check each that apply and describe below):

- Encourages the creation of new business or other appropriate development.
- Creates jobs or other business opportunities for nearby residents.
- Increases local revenues from desirable sources.
- Increases levels of human activity in the redevelopment area or the immediate neighborhood in which the redevelopment area is located.
- Possesses attributes that are unique, either as to type of use or level of quality and design.

Description of how project will advance the above factors:

The attraction/structure using the V&T Engine House blocks will attract visitors to the district which will cause more funds to be spent in Carson City.

COMPLIANCE WITH APPLICABLE REDEVELOPMENT PLAN:

Explain how the project complies with and advances the objectives of the Redevelopment Plan for the Plan Area in which the project is located (check each that apply and describe below; refer to the applicable Redevelopment Area Plan for a complete list of objectives):

REDEVELOPMENT AREA PLAN #1 (DOWNTOWN):

- Strengthen the local economy by attracting new and expanded private investments in the Area, create new employment opportunities, increase the City's tax base, and expand public revenue to be used to improve the quality of life for the people of Carson City.
- Repair, construct, install, or replace new publicly-owned utility systems such as water, storm drains, and sanitary sewers where existing systems are nonexistent, inadequate, undersized or substandard.
- Improve the street, highway, bicycle and pedestrian circulation system to assure safe, convenient and aesthetically pleasing access to and throughout the Area.
- Develop appropriately designed street lighting, street signage and street furniture systems.
- Provide information and directional kiosks in convenient pedestrian locations.
- Improve the appearance of commercial areas through street beautification programs.
- Encourage more intensive landscaping on Downtown properties and parking lots.
- Encourage and assist in providing "people oriented areas" in the Downtown for daytime and evening special events and promotional activity.
- Underground present overhead utility systems where feasible.
- Establish the highest possible level of recreational opportunity for the residents and visitors of all age levels.

Description of how project meets the above objectives:

The V&T Railroad is a big part of Carson City's history. By creating this attraction/structure, more people will visit the downtown area, enjoying the food and other businesses and improving the local economy. The attraction/structure will provide the human scale being able to touch and walk through the arch and taking pictures allowing residents and tourists to enjoy Carson's rich history.

REDEVELOPMENT AREA PLAN #2 (SOUTH CARSON STREET):

Assist auto dealers with site acquisition.

Assist auto dealers with relocation from other parts of the region to South Carson Street.

Assist in the expansion of the number of new car franchises.

Assist with the development of the former Nevada National Guard armory site.

Improve traffic circulation, landscaping and streetscape.

Assist with re-use of vacant retail buildings.

Extend public infrastructure to serve new development on commercial properties.

Description of how project meets the above objectives:

APPLICATION SUBMITTAL CHECKLIST:

Submit one PDF copy of the following:

Completed Capital Improvement Funding Request form.

A vicinity map showing the location of the project.

A set of conceptual plans for the proposed improvements including a site plan, floor plans and building elevations, as applicable, reduced to be legible on a printed sheet no larger than 11"x17" in size.

Application Procedures:

1. Applications are due to the Community Development Department by January 15 each year in order to be considered by the RACC and Redevelopment Authority in the first round of funding for the following fiscal-year budget (i.e. beginning July 1 of that year).
2. The RACC will review Capital Improvement Funding Request applications at its February meeting and make a recommendation to the Redevelopment Authority regarding all requests.
3. The Redevelopment Authority will review the applications at its second meeting in March to allocate available Undesignated Redevelopment funds to approved capital improvement projects. Finance will prepare the following fiscal-year tentative budget in accordance with the approved budget allocations.
4. Applications submitted after January 15 each year may be considered by the RACC and Redevelopment Authority on a case-by-case basis subject to the availability of Undesignated Redevelopment funds after the initial round of projects are included in the tentative budget for the applicable fiscal year.

CARSON CITY V&T ENGINE HOUSE ARCHES DESIGN CONCEPTS

Prepared for Carson City
July 12, 2021



Prepared by
DESIGNWORKSHOP

CONTENTS

REFINED LOCATION ALTERNATIVES 3

LOCATION 1 - SOUTH STEWART..... 4
CONCEPT 1: SIDE-BY-SIDE ARCH THROUGHWAY
PERSPECTIVE
CONCEPT PLAN

LOCATION 2 - OXOBY LOOP..... 8
CONCEPT 2: ENGINE HOUSE TURNTABLE "RUIN"
PERSPECTIVE
CONCEPT PLAN

LOCATION 3 - WASHINGTON STREET12
CONCEPT 3: DOUBLE ARCH ON TRACK PATHWAY
PERSPECTIVE
CONCEPT PLAN

INITIAL
LOCATIONS

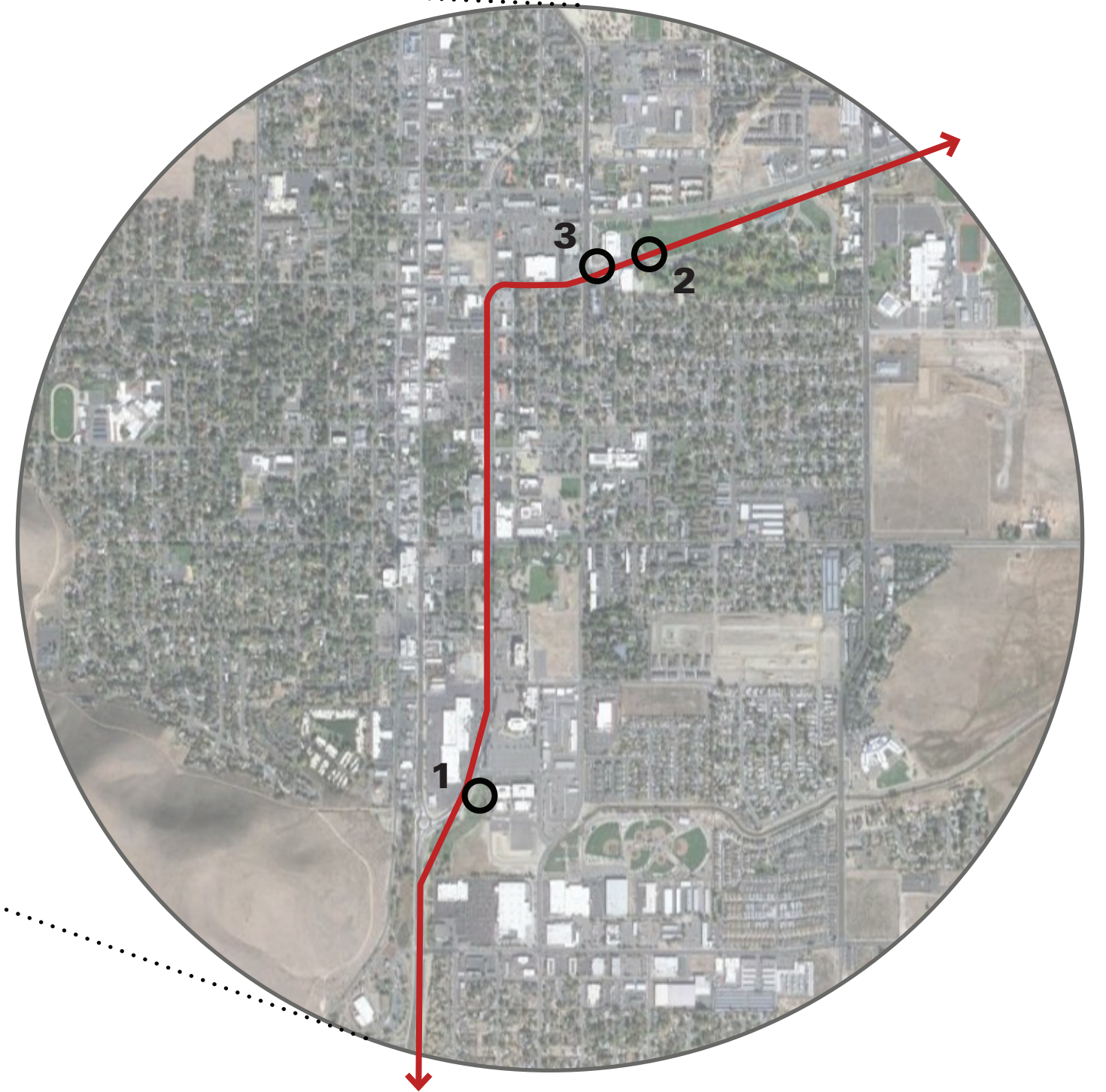
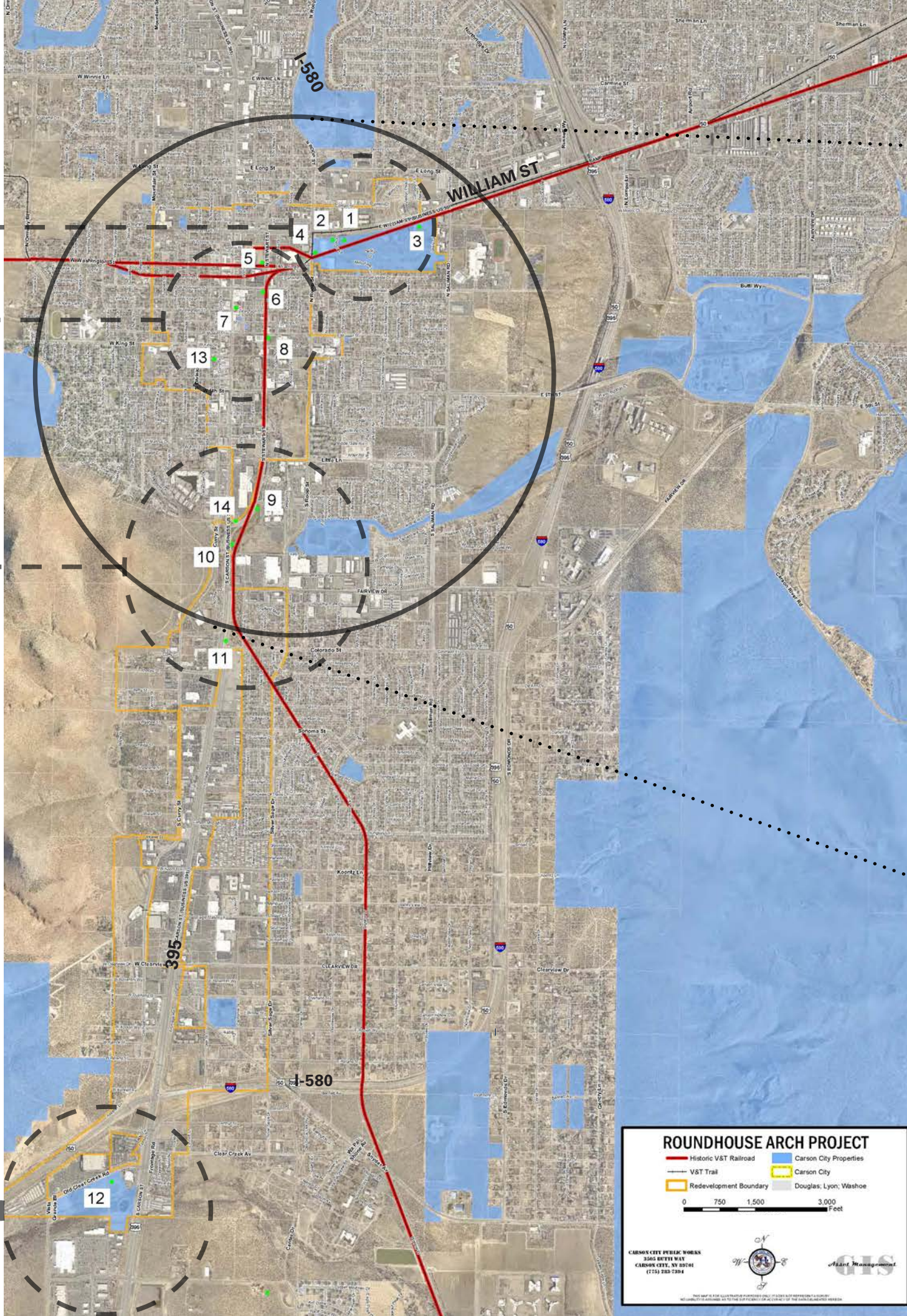
MILLS PARK

DOWNTOWN

SOUTH OF
DOWNTOWN

FAIRGROUNDS

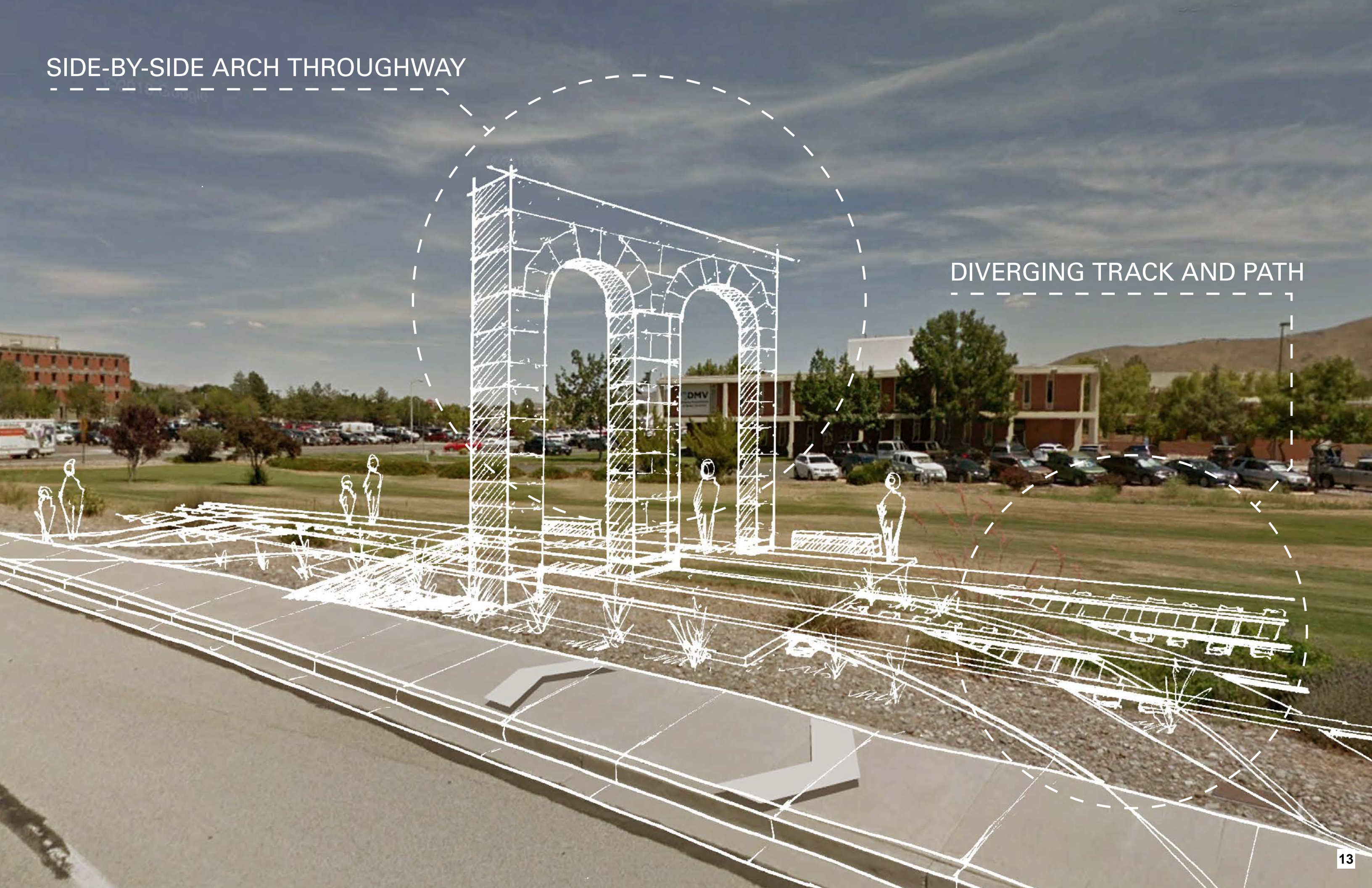
REFINED LOCATION ALTERNATIVES

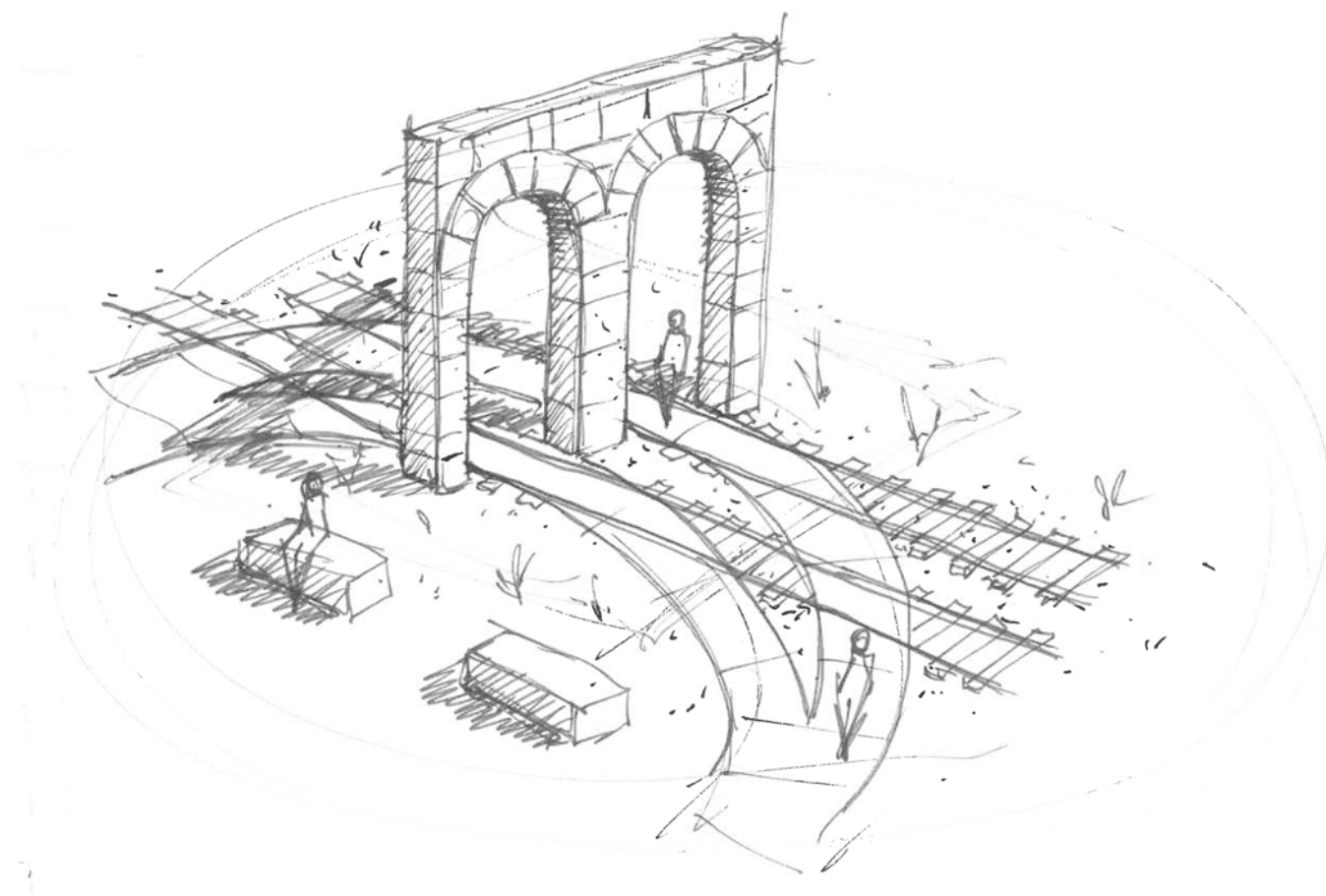


- 1** - SOUTH STEWART ST.
- 2** - OXOBY LOOP
- 3** - WASHINGTON ST.

SIDE-BY-SIDE ARCH THROUGHWAY

DIVERGING TRACK AND PATH





1: South Stewart

1: SIDE-BY-SIDE ARCH THROUGHWAY

Inspiration

Design inspiration was taken from the original engine house design - multiple arches side by side. The arches are located over re-laid track along the historical V&T corridor alignment. This shows people where and how trains might have passed through the area, while evoking the history as the tracks fade away into the landscape beyond the arches.

Usage

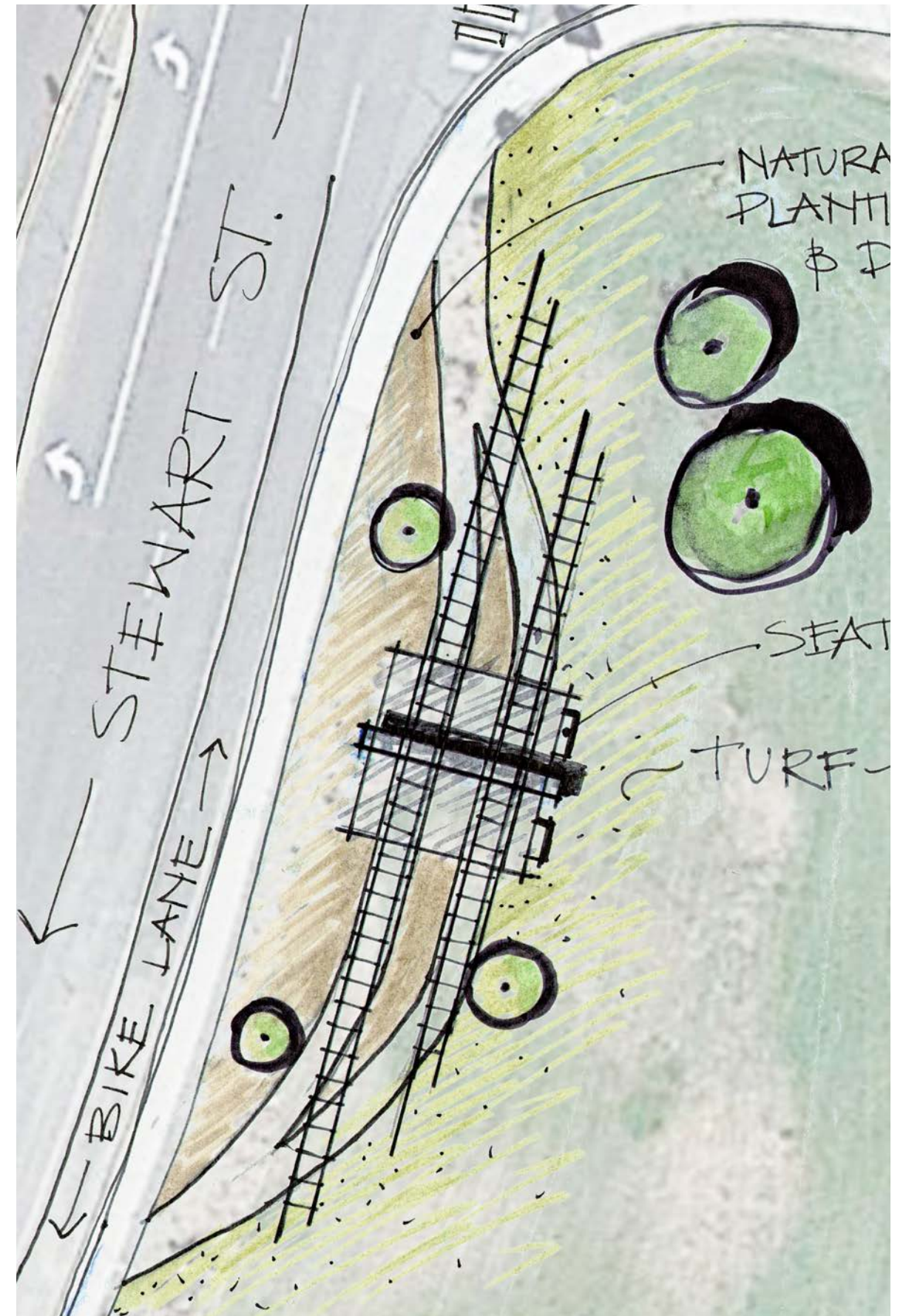
The side-by-side arch throughway concept takes advantage of being located parallel along the Stewart Street corridor. Pedestrians and bicyclists may choose to ride or walk under the pair of arches along the original rail corridor, or stop and sit at one of the benches located in the surrounding plaza.

Implementation

Stone to complete the remainder of the 1 and 1/2 arches would be required in this concept, as well as the necessary materials to complete two sections of railway. Benches may be constructed from old railroad ties or sandstone blocks, as could the plaza area. Significant grading would be required as this site is located within a sloped water retention basin.



SOUTH STEWART CONCEPT PLAN





ENGINE HOUSE TURNTABLE "RUINS"

NATURAL LANDSCAPE



2: Oxoby Loop

2: ENGINE HOUSE TURNTABLE "RUINS"

Inspiration

Design inspiration was taken from the original engine house's turntable. This railway element becomes the centerpiece of this concept, complimenting the archway. Rather than sourcing additional stone to complete the second arch, this concept embraces the incomplete arch as a functioning ruin. The main track through the plaza follows the historical V&T corridor. Native and naturalized landscape planting help to embrace an old western feel and look.

Usage

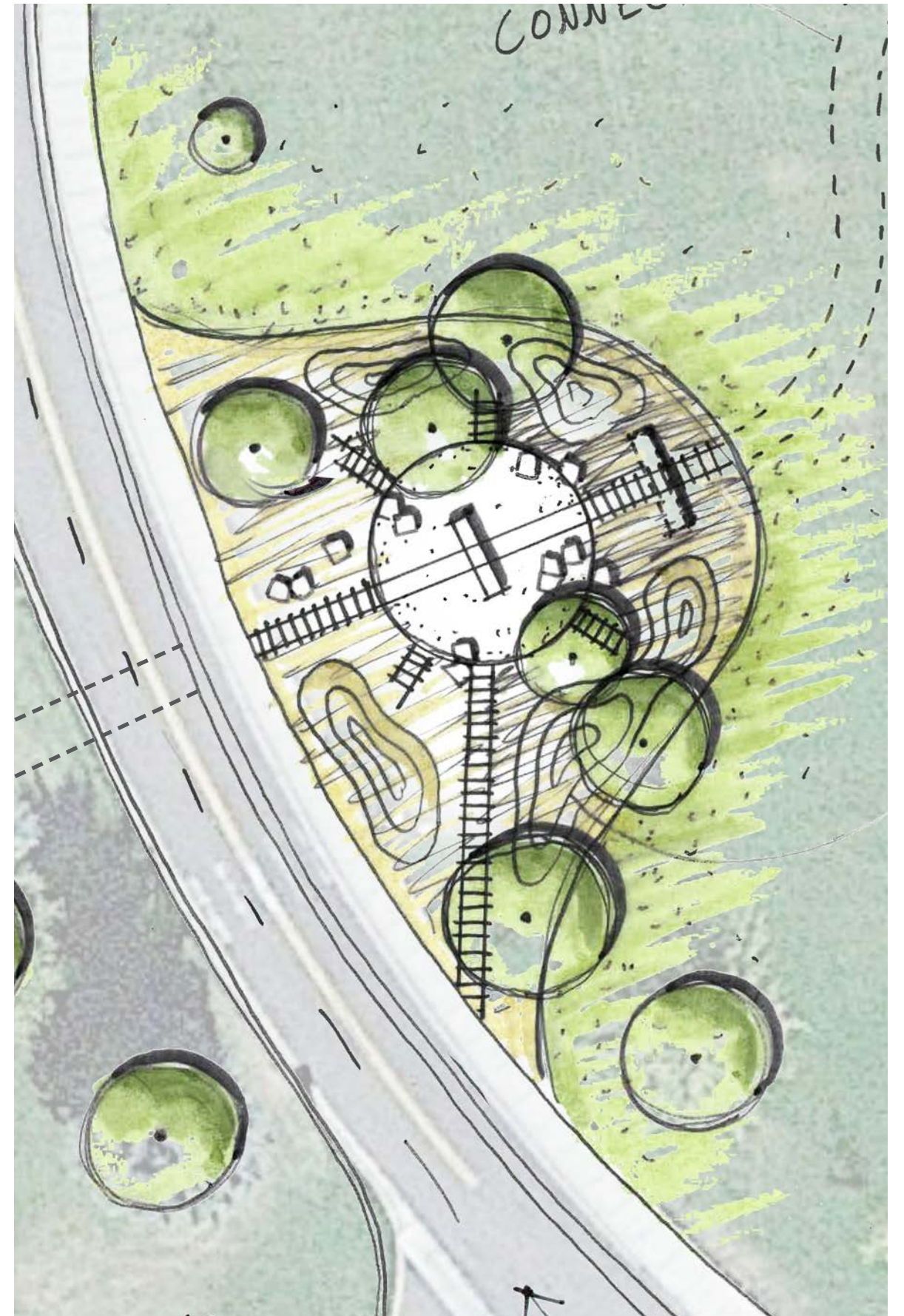
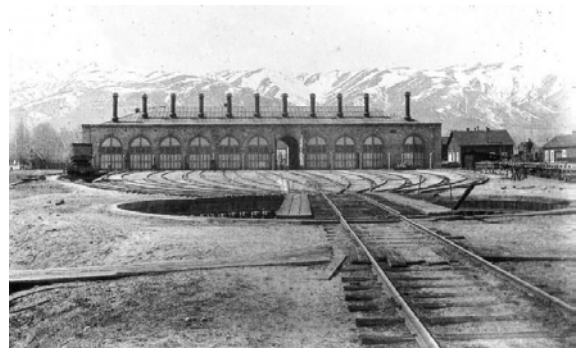
The completed arch stands as a centerpiece for pedestrians and bicyclists to travel under, located in the center or potentially at the entrance. The partially complete "collapsed" arch stone functions as active play for children while large individual "fallen" stones function as dispersed seating throughout the turntable plaza area.

Implementation

Stone to complete the remainder of the 1/2 arch would not be unnecessary, negating sourcing new material or additional construction. Material to complete various small sections of railway would be required. Re-grading to create earthen berms surrounding the site would help to enclose the space, in addition to adding trees and native plant material.



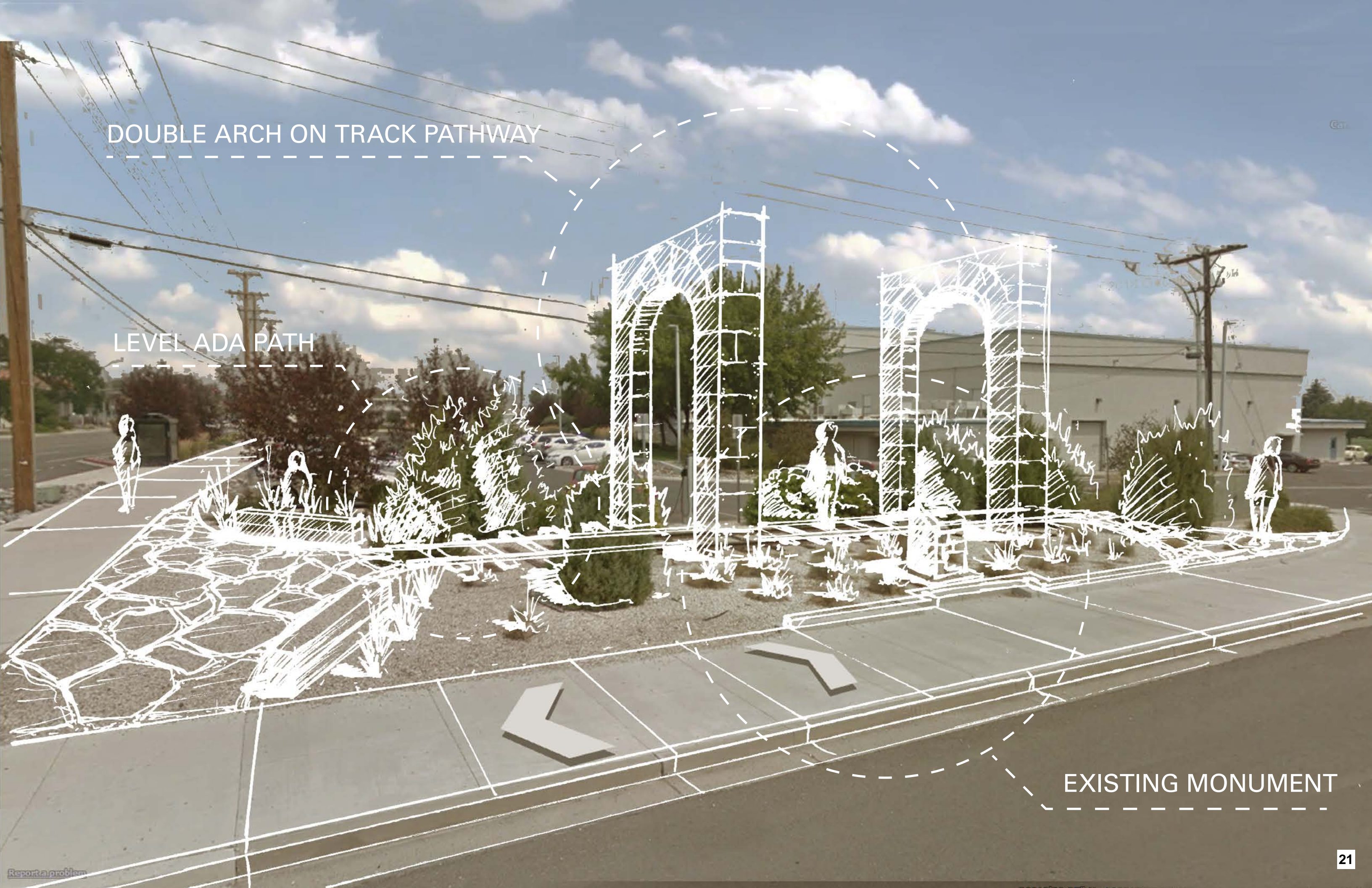
OXOBY LOOP CONCEPT PLAN

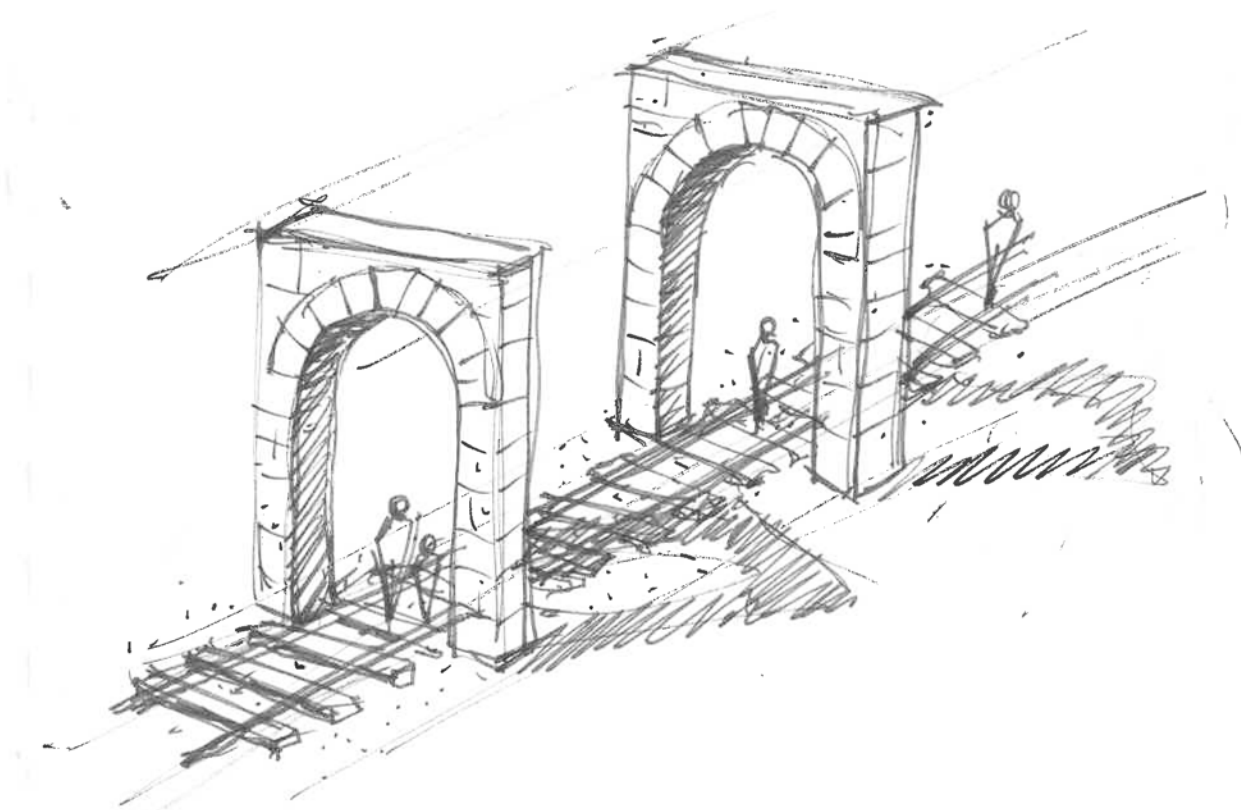


DOUBLE ARCH ON TRACK PATHWAY

LEVEL ADA PATH

EXISTING MONUMENT





3: Washington St.

3: DOUBLE ARCH ON TRACK PATHWAY

Inspiration

Design inspiration was taken from the existing V&T monument in this location, as well as the historic engine house. The double archways on either end of the short section of track create a sense of enclosure, as if one is entering the engine house.

Usage

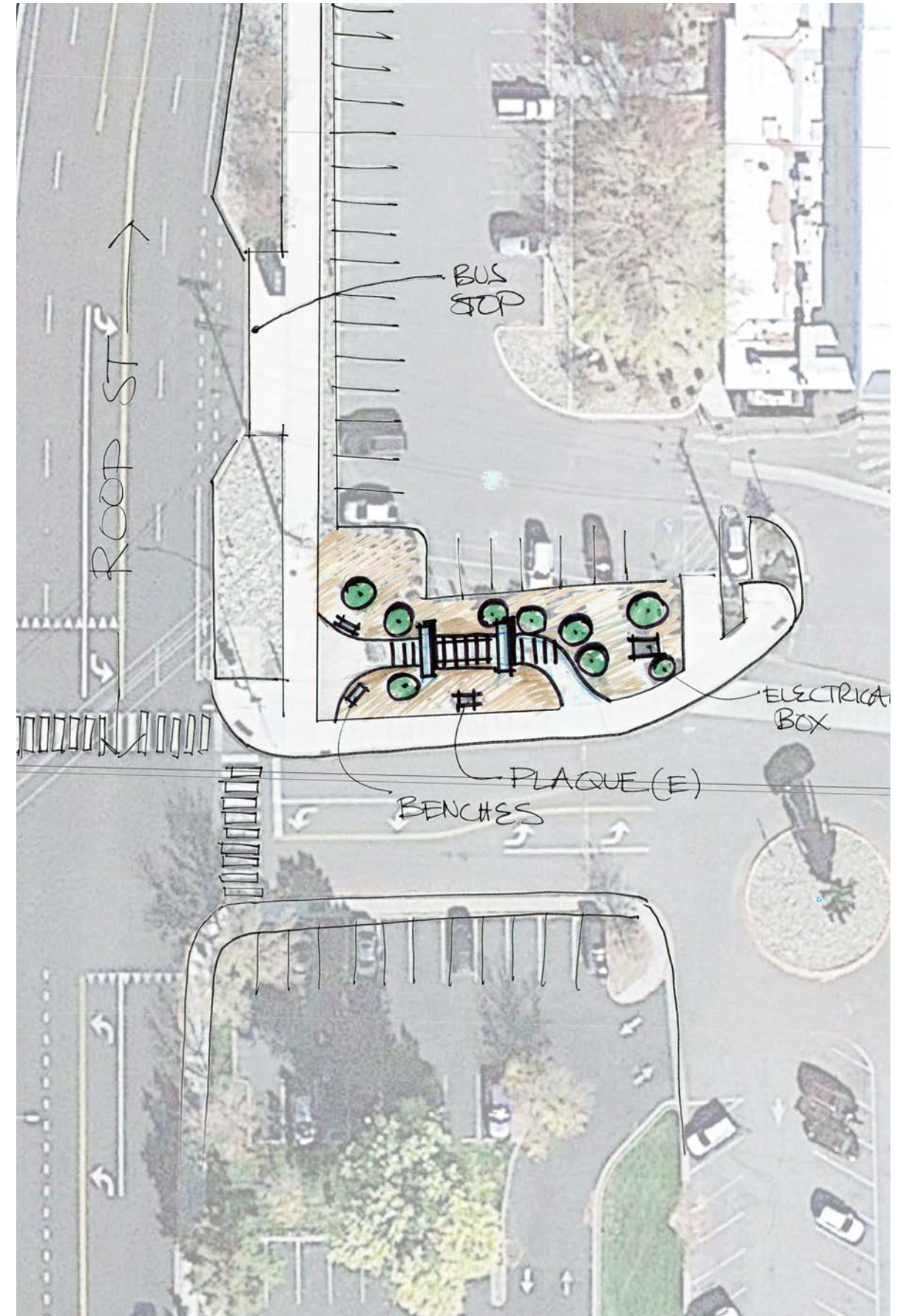
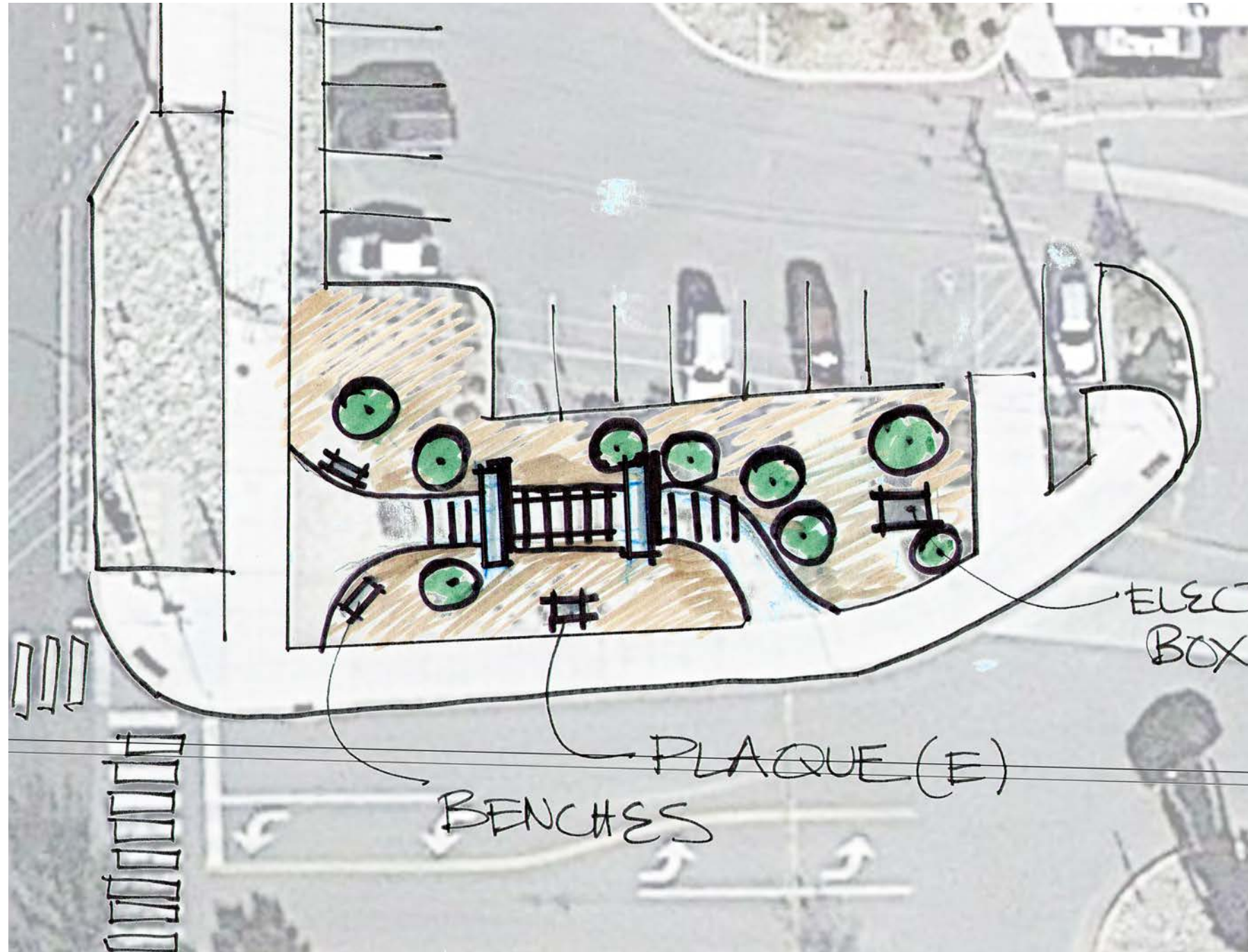
The two completed archways serve to simulate the remains of the engine house, as well as guide the eye of the viewer along the original rail corridor alignment. A small stone plaza with seating faces the roadway and nearby bus station. Users are encouraged to walk along the existing rail pathway as an alternative to the nearby sidewalk.

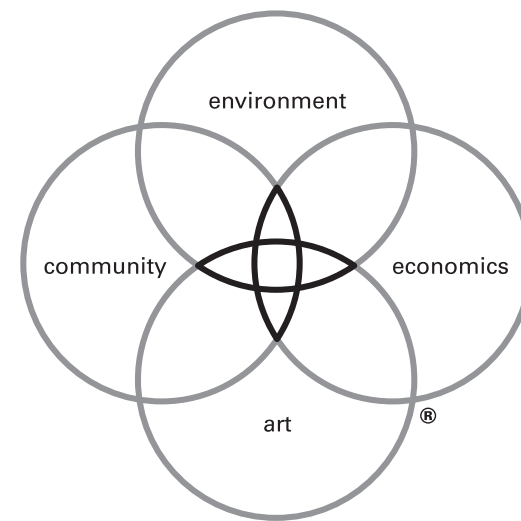
Implementation

Stone to complete the remainder of the 1 and 1/2 arches would be required in this concept, although no additional railway materials would be necessary as the track bed is an existing feature. Benches may be constructed from old railroad ties or stone blocks, as could the plaza area. Construction materials would be less in this concept as it enhances an existing memorial site.



WASHINGTON STREET CONCEPT PLAN





DW LEGACY DESIGN®

We believe that when environment, economics, art and community are combined in harmony with the dictates of the land and needs of society, magical places result — sustainable places of timeless beauty, significant value and enduring quality, places that lift the spirit.

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DRAFT MINUTES
Regular Meeting
Carson City Redevelopment Authority Citizens Committee (RACC)
Monday, September 7, 2021 ● 5:30 PM
Community Center Robert “Bob” Crowell Boardroom
851 East William Street, Carson City, Nevada

Commission Members

Chair – Court Cardinal	Vice Chair – Ronni Hannaman
Member – Katie Bawden	Member – Angela Bullentini-Wolf
Member – Holly "Andi" Fant	Member – Gina Lopez
Member – Lisa Schuette	

Staff

Lee Plemel, Community Development Director
Hope Sullivan, Planning Manager
Dan Yu, Assistant District Attorney
Tamar Warren, Senior Deputy Clerk

NOTE: A recording of these proceedings, the board’s agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are on file in the Clerk-Recorder’s Office, and are available for review during regular business hours.

The approved minutes of this meeting and of all other meetings are available on www.Carson.org/minutes.

1. ROLL CALL AND DETERMINATION OF QUORUM

Chairperson Cardinal called the meeting to order at 5:30 p.m. and noted that the meeting will be recessed for 10 minutes while waiting for meeting packets to be delivered.

Chairperson Cardinal reconvened the meeting at 5:34 p.m. Roll was called and a quorum was present.

Attendee Name	Status	Arrived
Chairperson Court Cardinal	Present	
Vice Chair Ronni Hannaman	Present	
Member Katie Bawden	Present	
Member Angela Bullentini-Wolf	Present	
Member Holly "Andi" Fant	Absent	
Member Gina Lopez	Present	
Member Lisa Schuette	Present	

2. PUBLIC COMMENTS

Chairperson Cardinal entertained public comments; however, none were forthcoming.

3. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – MAY 3, 2021

Chairperson Cardinal introduced the item and entertained corrections, changes, and/or a motion.

Vice Chair Hannaman moved to approve the May 3, 2021 RACC meeting minutes as presented. The motion was seconded by Member Bawden.

RESULT:	APPROVED (6-0-0)
MOVER:	Hannaman
SECONDER:	Bawden
AYES:	Cardinal, Hannaman, Bawden, Bullentini-Wolf, Lopez, Schuette
NAYS:	None
ABSTENTIONS:	None
ABSENT:	Fant

Chairperson Cardinal announced that item 4.A will be removed form the agenda.

4. MEETING ITEMS:

4.A RDA-2021-0133 FOR POSSIBLE ACTION: DISCUSSION AND POSSIBLE ACTION REGARDING A PROPOSED RECOMMENDATION TO THE REDEVELOPMENT AUTHORITY REGARDING THE EXPENDITURE OF UP TO \$21,801.08 FROM THE FISCAL YEAR (“FY”) 2022 REDEVELOPMENT REVOLVING FUND FOR A NEW SIGN AT THE MARV TEIXEIRA PAVILION LOCATED AT MILLS PARK, 851 EAST WILLIAM STREET WITHIN REDEVELOPMENT AREA NO. 1.

This item was removed from the agenda.

4.B RDA-2021-0276 – FOR POSSIBLE ACTION: DISCUSSION AND POSSIBLE ACTION REGARDING A PROPOSED RECOMMENDATION TO THE REDEVELOPMENT AUTHORITY REGARDING THE V&T ROUND HOUSE ARCH CONCEPTUAL PLAN AND THE ASSOCIATED FUNDING OF THE IMPROVEMENT UP TO \$256,000 FROM THE UNDESIGNATED FUNDS.

Chairperson Cardinal introduced the item. Ms. Sullivan gave background and presented the Staff Report which is incorporated into the record.

City Engineer Randal Rice introduced himself and Chief Stormwater Engineer Rob Fellows who would be managing the project. He stated that the Public Works Department Staff had worked with an advisory committee to review twelve proposed locations which had resulted in the recommendation of the following three locations for consideration by RACC adding that two of the proposed locations were in Mills Park and one was located along Stewart Street near Wright Way and the Department of Motor Vehicles. Mr. Rice noted that the cost for design and installation had been estimated to be between \$179,000 to \$256,000. He also noted that the original sandstone blocks were saved for future use as a historic Carson City monument when the engine house had been torn down.

Mr. Rice reviewed a PowerPoint presentation, incorporated into the record, featuring all three potential locations and the three potential design concepts along with the cost estimates. Mr. Rice and Mr. Fellows also responded to clarifying questions. Mr. Rice believed designs and locations were generally fungible with the exception of the space constraints at the Stewart Street location for the larger concepts.

Vice Chair Hannaman was concerned about parking near the Stewart Street location; however, she liked its proximity to the Railroad Museum. She also wished to take photo opportunities into consideration. Discussion ensued regarding the possibilities and Member Bawden was concerned about the shallow storm drain at Mills Park. Member Lopez believed that the Washington Street location was the best one from an arts and culture point of view. She also provided anecdotal data about her stepfather’s company, Shaw Construction, that had taken the arch down and had preserved the pieces at no cost, adding that she would like to see his efforts acknowledged.

Chairperson Cardinal believe that the Washington Street location did not provide photo opportunities as a “go to, destination spot”. Member Bullentini-Wolf was in favor of having the public interaction; however, she inquired about repairs and remediation. Mr. Rice noted that anti-graffiti paint could be used. The Oxoby Loop was suggested as a safer location by Vice Chair Hannaman. Chairperson Cardinal recommended three separate actions: 1) selecting the location, 2) selecting the design, and 3) voting on expenses. He also entertained a motion.

Member Schuette moved to recommend to the Redevelopment Authority approval of the Oxoby Loop location, with the option to locate it further north of the current conceptual plan, and with the objective of it being visible from William Street.

RESULT:	APPROVED (5-1-0)
MOVER:	Schuette
SECONDER:	Bullentini-Wolf
AYES:	Hannaman, Cardinal, Bawden, Bullentini-Wolf, Schuette
NAYS:	Lopez
ABSTENTIONS:	None
ABSENT:	Fant

Discussion continued regarding the design element. Member Bullentini-Wolf preferred concept one with the added element of the ruins concept. Member Schuette was in favor of both concepts one and three (the tunnel element). Chairperson Cardinal was informed that concept one depicted the original engine house better. He also reminded the Committee that concept one was the most expensive design; therefore, additional design elements would add to the cost; however, he preferred concept one. Vice Chair Hannaman also preferred concept one, adding that the project should be done right “let’s spend \$10,000 or \$15,000 more” to do it right. She also believed that when asked, the community would contribute as they had done in the past. Member Bawden also preferred concept one and agreed with Member Schuette

of possibly placing one cattle catcher on Washington Street. Member Lopez noted that she, like the rest of the Committee, preferred concept one.

Mr. Rice wished to receive further direction on the placement of the concept. Discussion ensued regarding visibility. Chairperson Cardinal entertained a motion.

Vice Chair Hannaman moved to recommend approval of concept number one on the Oxoby Loop location with the added design concept of incorporating the “double loop” design and returning to the RACC for approval, prior to providing a recommendation to the Redevelopment Authority.

Mr. Rice reminded the Committee that changes to the concept would require additional funds noting “we’re basically out of money,” and sending the project back to the designer for changes would not be feasible at the current budget levels. He recommended providing the designer direction but allowing him to determine the specific placement detail. The Committee was amenable to Mr. Rice’s recommendation and informed him that they wished to see certain elements such as the cow catcher in the Washington Street/Roop Street location. Ms. Sullivan recommended describing the preferred concept in the motion as the “double arches” to ensure the minutes reflect the detail. Chairperson Cardinal entertained a new motion as the initial motion was withdrawn.

Ms. Sullivan suggested that the motion recommend to the Redevelopment Authority “to have the design of the arches consistent with concept one which is the side-by-side double arches consistent with the historic building located on the Oxoby Loop site, and locating the cow catcher on the Roop Street site.” Vice Chair Hannaman so moved. The motion was seconded by Member Schuette. Chairperson Cardinal called for the vote.

RESULT:	APPROVED (6-0-0)
MOVER:	Hannaman
SECONDER:	Schuette
AYES:	Hannaman, Cardinal, Bawden, Bullentini-Wolf, Lopez, Schuette
NAYS:	None
ABSTENTIONS:	None
ABSENT:	Fant

Chairperson Cardinal invited the Committee to discuss the up to \$256,000 originally allocated from the fiscal year (“FY”) 22 Undesignated funds and recommended looking into private resources as well, since the design changes and the addition of the cow catcher at a different location would require more funds. Mr. Rice recommended the new amount of \$265,000.

Vice Chair Hannaman moved to recommend to the Redevelopment Authority approval of up to \$265,000 from the Undesignated Funds for the concept one design as discussed, on Oxoby Loop. The motion was seconded by Member Bullentini-Wolf.

RESULT:	APPROVED (6-0-0)
MOVER:	Hannaman
SECONDER:	Bullentini-Wolf
AYES:	Hannaman, Cardinal, Bawden, Bullentini-Wolf, Lopez, Schuette
NAYS:	None
ABSTENTIONS:	None
ABSENT:	Fant

5. DISCUSSION ONLY:

- a. STAFF REPORTS AND UPDATES ON MATTERS RELATING TO THE RACC. FUTURE AGENDA ITEMS FOR THE NEXT RACC MEETING.**

Ms. Sullivan indicated that item 4.A will be re-agendized because the bid had not included all the activities to reflect all the expenditures. She also received confirmation from the Committee to present a report on the undesignated funds to better budget for future projects. Discussion ensued regarding the Marv Teixeira Pavilion and Vice Chair Hannaman believed that Question 18 funds and Parks and Recreation Department may have been budgeted for activities other than the proposed sign. She also wished to discuss additional façade improvement programs.

RACC MEMBER REPORTS AND COMMENTS.

Chairperson Cardinal entertained RACC member comments and Vice Chair Hannaman announced the cancellation of the Taste of Downtown event. Chairperson Cardinal ensured everyone that the Casino Fandango Oktoberfest celebration was still scheduled for October 2 and 3, 2021. Member Lopez announced that the Brewery Arts Center would resume the Levitt AMP Carson City Music Series on September 10 and 11, 2021, which were postponed due to the fires. She also offered to report on the concert series which bring 2,000 - 3,000 people downtown every Saturday night. Member Schuette announced the Carson Animal Services Initiative (CASI) Pooch Plunge on September 18, 2021 at the Carson City Aquatic Center beginning at 9 a.m. She also confirmed for Vice Chair Hannaman that the September 11 remembrance event will take place at 4 p.m. on that day.

6. PUBLIC COMMENTS

Chairperson Cardinal entertained final public comments; however, none were forthcoming.

7. FOR POSSIBLE ACTION: ADJOURNMENT.

Chairperson Cardinal adjourned the meeting at 6:58 p.m.

The Minutes of the September 7, 2021 Carson City Redevelopment Authority Citizens Committee are so approved this 4th day of October, 2021.