

THE CITY OF

ELKO NEVADA

2011 MASTER PLAN UPDATE





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OTHER PLAN REFERENCES

Development Feasibility, Land Use, Water and Sewer Infrastructure, Transportation, Infrastructure, and Annexation Potential – Latest Version

Airport Master Plan – Latest Version

Navigating Through This PDF Document

This electronic version of the Master Plan PDF document allows for easy navigation. The following elements have been included to make this possible:

Table of Contents

The table of contents on the next page contains links to the various chapters. Clicking on the chapter title in the Table of Contents will take users directly to that chapter.

On the first page of each chapter is a small table of contents, like the one shown at right. This table shows users which section of the document they are currently reviewing. By clicking on this table, users will be taken back to the main Table of Contents page at the beginning of the document. From there users can navigate to any other section of the Master Plan.

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<i>IMPLEMENTATION</i>
<i>ATLAS</i>
<i>APPENDIX</i>

Links

We have included additional links throughout the Master Plan, highlighted in purple text, like this: [link](#). This change in color tells the user that additional information is available on that subject within the document text or on one of the ATLAS maps. Clicking on this purple text will take the user to the portion of the document that contains the additional information.

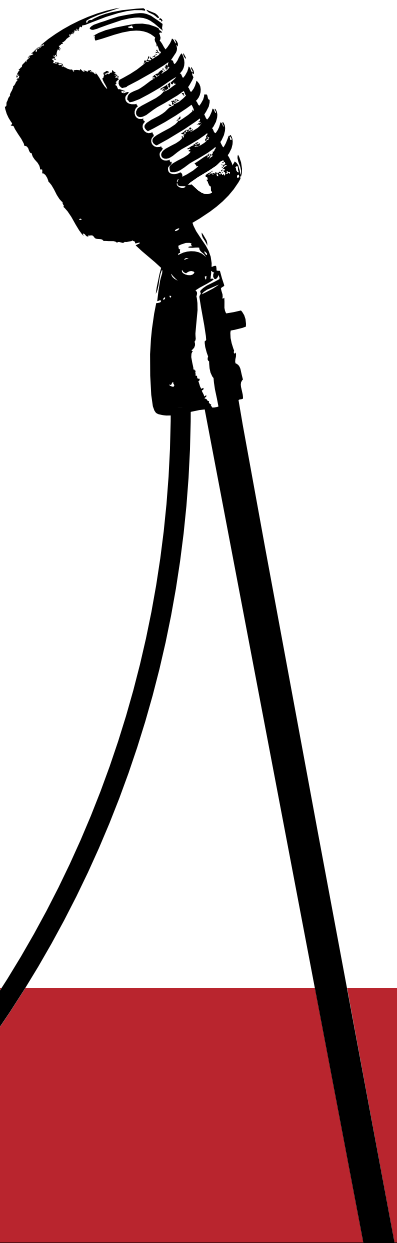
Click on the title of the ATLAS map to go back to the main Table of Contents page.

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ELKO NEVADA

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INTRODUCTION

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What is a Master Plan?

The Elko Master Plan is the City's guiding document for all decision-making regarding land use, transportation, parks and recreation, open space, arts and culture, housing, and historic preservation. It is a vision statement of what the community would like Elko to be in the future, and its ultimate goal is to protect the health, safety, and welfare of the community.

The Master Plan is a State authorized guiding document for the future development of a community. The Nevada State statute says that: "the Master Plan shall be a map, together with such charts, drawings, diagrams, schedules, reports, ordinances, or other printed or published material, or any one or a combination of any of the foregoing as may be considered essential." (NRS 278.200)

Authority for Planning

The authority for local governments to develop long-range master plans is delegated by the State of Nevada through enabling legislation. The Nevada Revised Statutes §278.150~170 (<http://leg.state.nv.us/nrs/NRS-278.html#NRS278Sec150>) contains the specific requirements and duties of local governments in preparing planning documents:

NRS 278.150 Master plan: Preparation and adoption by planning commission; adoption by governing body of city or county.

1. The planning commission shall prepare and adopt a comprehensive, long-term general plan for the physical development of the city, county or region which in the commission's judgment bears relation to the planning thereof.
2. The plan must be known as the master plan, and must be so prepared that all or portions thereof, except as otherwise provided in subsections 3 and 4, may be adopted by the governing body, as provided in [NRS 278.010](#) to [278.630](#), inclusive, as a basis for the development of the city, county or region for such reasonable period of time next ensuing after the adoption thereof as may



ELKO QUICK FACTS	
Size	14.5 sq miles
Elevation	5,066 ft
2010 Population	18,297
Incorporated as city	1917

practically be covered thereby.

3. In counties whose population is 100,000 or more but less than 400,000, if the governing body of the city or county adopts only a portion of the master plan, it shall include in that portion a conservation plan, a housing plan and a population plan as provided in [NRS 278.160](#).
4. In counties whose population is 400,000 or more, the governing body of the city or county shall adopt a master plan for all of the city or county that must address each of the subjects set forth in subsection 1 of [NRS 278.160](#).

The statute builds in flexibility for the less densely populated parts of the state, and counties with fewer than 100,000 residents may select the elements and topics to include in their plans. This 2011 Master Plan update includes the following elements:

- Population
- Land Use
- Traffic and Circulation
- Parks and Recreation
- Housing
- Historic Preservation
- Arts and Culture

Why Plan?

Planning serves the best needs of a community in several ways. The planning process itself brings citizens together in a collaborative effort which promotes public participation and brings pride to the community. The planning process also revitalizes the community and gives opportunities for residents to exercise their civic duties.

The Master Plan is specifically implemented through the City Community Developments, and Zoning and Subdivision Ordinances, as well as through administrative decision making. Therefore it is critical for public officials to remain well versed in the current Plan to ensure that day-to-day decision making does not in some way disrupt the policies and long term initiatives that are outlined herein.

Community planning is advantageous for a community because it:

- Serves the best interests of the community at large
- Promotes community thought and encourages public participation
- Promotes community pride and accomplishments
- Identifies goals and objectives for all aspects of the community.

- Establishes priorities and guidelines for spending public money
- Manages development and public infrastructure
- Shapes the physical appearance of the community
- Provides for the public's health, safety and welfare
- Responds to legislative change

It is important to note that a Master Plan cannot do the following:

- Produce immediate changes
- Be a substitute for action
- Create instant economic growth
- Replace zoning and subdivision regulations
- Solve all problems

What is the Process for Updating the Master Plan?

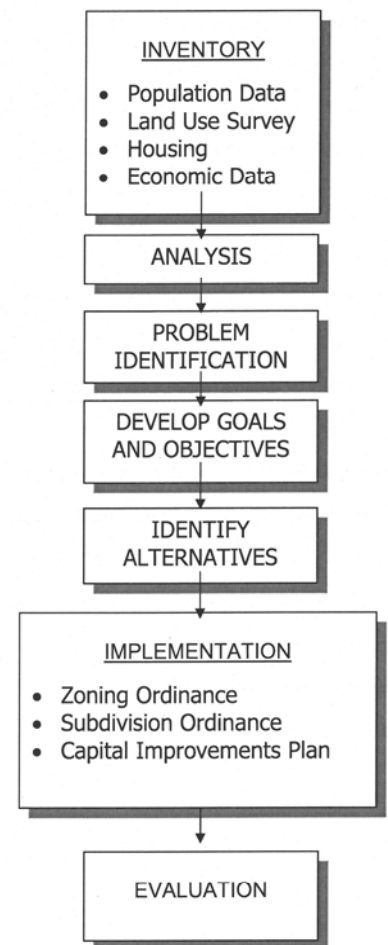
In order to develop a plan that reflects what the City Staff, Planning Commission, City Council, and Citizens want their community to be in the future, the ideas and desires of its citizens are collected. Existing conditions are then inventoried, while citizens decide what opportunities for improvement exist. Once the opportunities and constraints have been identified, goals and policies are developed to maximize the opportunities and mitigate the constraints. Finally, a course of action for implementing the policies is prepared. When the planning process is complete, the finished product typically is:

- A collection of ideas and desires of the citizens of the community as to what they want for their community in the future.
- A statement adopted by the governing body listing its objectives and policies for future development that informs property owners, developers, citizens, and the public agencies of the city's intentions.
- A guide for decision making for the advisory and governing bodies in the city, and federal and state agencies considering the funding of projects within the city.

How was this Master Plan Created?

Elko's Master Plan was first adopted in 1974, and has been updated at regular intervals since then. The 2011 Master Plan update builds on the most recent Plan, which was revised in 2007.

The 2011 update to the Master Plan was facilitated by a private consulting team working in conjunction with Elko City staff and the Planning Commission. The Master Plan update process began with a public workshop, which brought together residents, stakeholders, community organizations, and community leaders to deliberate existing conditions and lay out visions for the City. The Planning Commission held monthly meetings with the consulting team to review and contribute to the update process. This ongoing feedback and input from the Planning Commission, staff and public was used to refine the draft.



Public involvement and input opportunities spanned the entire process and included the following:



The Public Visioning Workshop was held on April 20, 2010 at the Elko Convention Center

- Public Visioning Workshop attended by 80 people.
- **Survey** sent to 10% of all mailing addresses in the City of Elko.
- A **Facebook** fan page allowed for online participation.
- A project website kept the community informed – www.envisionelko.com
- Monthly meetings with the Planning Commission, and the Arts & Culture Advisory Board included public comment.
- Draft Plan Open House presented the Plan and solicited input.
- An adoption process which included formal public hearings.

The planning process was promoted City-wide through the following media outlets:

- Television and radio interviews and announcements by City officials about the Master Plan update
- Consultant Interview on television (KENV News 10)
- Press and news coverage

A summary of public comments collected has been developed and can be found on the ATLAS maps numbers 1–4.

Plan Structure and Terminology

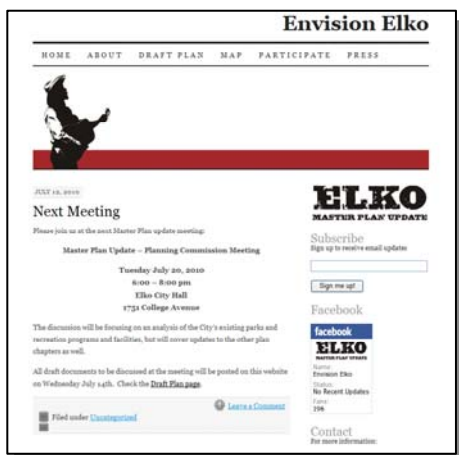
The structure of this update to the Elko's Master Plan is slightly different from that of its predecessor. The 2011 Master Plan is organized by topic, and then by three sections within each chapter:

1. Goals and Objectives
2. Existing Conditions
3. Best Practices

Goals and Objectives

The goals of the community are fundamental to the planning process. Goals are broad general statements on what is ultimately desired and form the basis for the Master Plan. Goals drive development alternatives and serve as the ultimate criteria for the selection of the preferred development option and other major decisions throughout the process.

Goals and Objectives form the basis of community plans, considering alternatives and evaluating results. They provide the means for making choices and affirming decisions. For this reason Goals and Objectives need to be clear, simple, declarations of what the community hopes to achieve. The Goals do not necessarily have to be fully achievable for a plan to be successful. Goals should instead represent long term targets toward which planning efforts are directed. Objectives are specific strategies to achieve the goal.



The above is a snapshot of the Master Plan update process website

Existing Conditions

The existing conditions sections of the Master Plan consist of an inventory and analysis of the City at the time of the Plan's writing. A thorough understanding of the City as it stands today is critical to identifying appropriate strategies, plans, and recommendations for the future.

Best Practices

The Best Practices section for each chapter includes a discussion of each objective, what it means to Elko, and how it can be accomplished. It summarizes tested and effective strategies in planning and design on the topic, and offers specific recommendations to the City for implementing the stated objectives. Best Practices will list available resources, programs, and tools to assist in implementation. The Best Practices sections are illustrated with images, diagrams and examples to assist the City with implementation.

Elko Tomorrow

Residents of Elko have chosen to live here because they enjoy the current quality of life, aesthetics, recreational opportunities, mix of land uses, and patterns of development that the City provides. A primary vision of the City of Elko Master Plan update is to ensure that these qualities are maintained, preserved, and enhanced.

Elko residents also pride themselves in the strong sense of community, can-do attitude, and rich cultural heritage in the City. The City of Elko is unique in its somewhat isolated location, resulting in a strong drive towards self-sufficiency and an appreciation for local establishments. The City maintains its small-town feel, while embracing development and socio-economic strategies that positively influence the local economy, culture, quality of life, and environment.

The preservation of quality of life is of utmost importance to residents and business owners. Elko views itself as a city where residents, tourists, businesses, and government come together to create an attractive, safe, and well-maintained community; a community where people can live, learn, work, and recreate.

The City recognizes the importance of preserving private property rights. As planning and regulatory decisions are made, the City should consider the impact of each decision on private property rights.

In the State of Idaho, the Attorney General has suggested that cities and counties ask a series of six questions to determine the legality of any land use regulatory decision. These same questions are relevant in the State of Nevada and may be worthwhile for the City of Elko to follow as a guide.

1. Does the regulation or action result in a permanent or temporary physical occupation of private property?



A revitalized and well-functioning downtown

2. Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?
3. Does the regulation deprive the owner of all economically viable uses of the property?
4. Does the regulation have a significant impact on the landowner's economic interest?
5. Does the regulation deny a fundamental attribute of ownership? Examples include the right to exclude others, the right to develop according to local zoning, the right to sell underground mineral rights, etc.
6. Does the regulation serve the same purpose that would be served by directly prohibiting the use or action; and does the condition imposed substantially advance that purpose?

History of Elko



Western Pacific Railroad tracks being laid in Elko, December 1908. www.elkorose.com

The City of Elko is a true Western American town with a history that embraces ranching, the railroad, and mining. The name Elko is said to have been given to the town by Charles Crocker who was one of the directors of the Central Pacific Railroad. He added an 'o' to 'elk' because of large numbers of elk that were present in the town's surrounding hills in the mid 1800s.

Construction delays in the eastbound line of the Central Pacific railroad in 1868 turned the present site of the town into an eastern terminus for the railroad. The influx of railroad workers, families and ranchers led to a tremendous growth of the site and the establishment of the town. After the completion of the railroad, the Overland Stage Company put a stage-line between Elko and Hamilton, making Elko a leading shipping point on the railroad.



Ranching activity in Elko County (www.71-ranch.com)

By 1869, Elko was turning from a tent city to a town with more permanent buildings. Lot prices increased from \$500 to \$2,000 within a few months. Elko rapidly gained recognition in the region as a trade center and emerging population center. Public infrastructure was constructed and water was obtained by tunneling the hills of Kittridge Canyon, which was about eight (8) miles away. A sewer system was also installed in 1912. Major public buildings were constructed by the first decade of the 20th century including a building for the Elko County Seat, a public school, a courthouse, and a Presbyterian Church building.

In 1910, the Western Pacific Railroad also came through Elko with the first passenger train passing the City on August 20, 1910. Elko was made a freight division point for the Railroad, and the main offices of the Railroad's eastern division were also established in Elko. (source: www.nevadaobserver.com)

Elko's proximity to the California Trails, the Emigrant trail, the Pony Express route and the major railroad tracks established it as a major destination, as well as a sojourning point for people who traveled across the Western plains.

Elko County lies in the Great Basin of northeastern Nevada. This basin is perfect for ranching activity with far reaching sagebrush prairies, the Ruby Mountains, deep lush meadows and meandering willow-lined

creeks. This made the large ranches of Elko County a vital part of the American cattle industry. Even though there was a steady growth in the ranching and livestock business in the high desert valleys around Elko, other factors like mining and the railroad overshadowed the economic prominence of ranching to the City. The ranching industry continued to support this economic boom, and there was a rapid growth in population in response.

New discoveries of mining opportunities also created excitement. One of the first was the Tuscarora Mines. By 1911, Elko's population was approaching 3,000 residents. The Great Depression a few years later greatly affected Elko with bank failures and other economic factors leading to a decline in livestock prices. Several of the ranches around Elko were foreclosed and Elko's beef and wool economy fell. (source: www.nevadaweb.com)

The gaming and gambling industry picked up in Elko soon after it was made legal by the Nevada state legislature in 1931. Elko had a new industry and no longer depended exclusively on ranching, agriculture and mining to sustain the local economy. Tourism and gaming became increasingly important to the economic life of the City. With that, Elko entered a golden age towards the end of the 1940s and the potential for a bright future. The resurgence of the mining industry in the late 1970s and 1980s, due to technological advances, brought in an increase in the population and a diversification of employment and economic opportunities that continue to thrive today.

Elko was the home of the State of Nevada's first university, the University of Nevada, which was later relocated to Reno.

Community Profile and Demographic Study

Population and Projections

The 2010 Census states the population of the City of Elko as **18,297** – a 9.5% increase over the 2000 Census figure of 16,708. The Nevada State Demographer's Office projects Elko County's population to grow to approximately 57,953 by 2020; however, it does not provide projections for Elko City. Assuming the City of Elko grows at the same rate as Elko County, at approximately one percent each year, the population for 2020 can be estimated to be approximately 20,808. A comparison of population for the City of Elko and surrounding communities for 2000 and 2009 is found in Table 1.

Table 1.1			
Population			
	Census 2000	2009 estimates	Census 2010
Elko County	45,291	51,325	48,818
City of Elko	16,708	18,428	18,297
Carlin City	2,161	2,345	
Wells City	1,346	1,515	

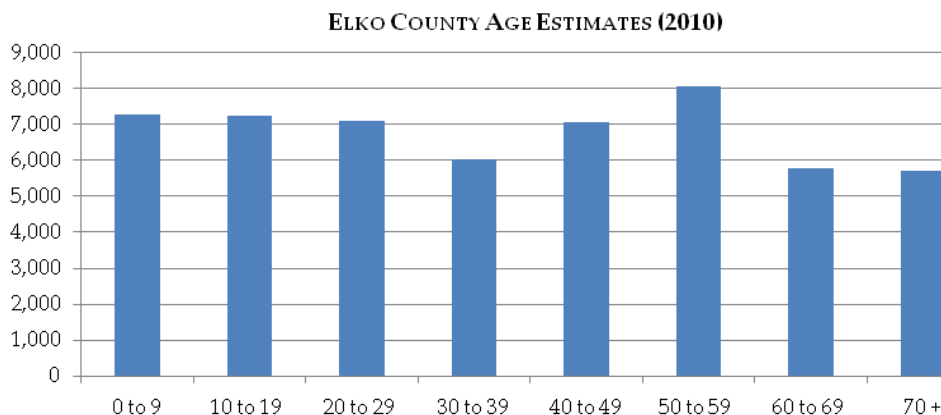
Source: Census 2000, estimates for 2009 from Nevada State Demographer's Office, Census 2010

The Nevada State Demographer anticipates Elko County's population to grow at approximately one percent each year until 2015, after which growth is expected to decrease to nearly zero percent in 2019. While the State demographer's projections are helpful as a baseline, they are necessarily conservative and do not account for potential increases that may occur due to mining technologies, ore discoveries, or diversification in the local economy.

It is a goal of this Master Plan to plan for and encourage new industry and business to further promote growth in the City and to ensure Elko's population continues to rise.

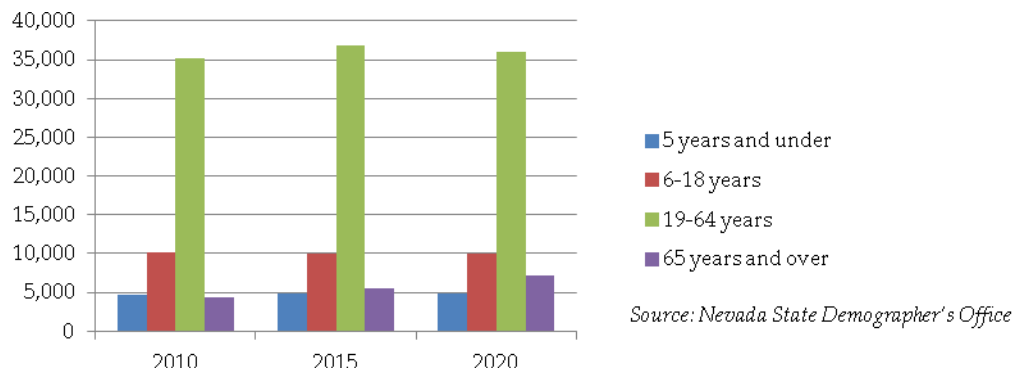
Age

The following graph displays Elko County age estimates for 2010. The community has a large population of individuals over the age of 50, suggesting that the community will need to plan for the recreation needs of a baby-boomer population that will soon be retiring and demanding more leisure and recreation activities.



Source: Nevada State Demographer's Office

The graph shows that this aging population is expected to increase in the next 20 years while other cohorts are expected to remain fairly constant.



Education

Approximately 80 percent of the population of the City of Elko has obtained a high school degree or higher, and approximately 17 percent have earned a bachelor's degree or higher. (Source: US Census 2000)

Race

Table 2 shows that approximately 83 percent of the City of Elko is white. The City of Elko has slightly more diversity than the surrounding communities of Carlin City and Spring Creek.

Table 1.2	
Race	
	Percent White
Elko County	82%
City of Elko	83%
Carlin City	92%
Spring Creek	93%
Wells City	80%

Source: Census 2000

Household Size

The City of Elko's household size was estimated to be 2.66 in 2000. Updated Census data estimates that Nevada State's household size has grown slightly. Elko County's household size has slightly decreased, a trend occurring throughout the Nation. The City of Elko is expected to follow Elko County trends and thus will likely experience a slight decrease in household size as well.

Table 1.3		
Average HH Size		
	2000	2006-2008
Nevada State	2.62	2.65
Elko County	2.85	2.68
City of Elko	2.66	
Carlin City	2.73	
Spring Creek	3.1	
Wells City	2.56	

Source: Census 2000, ACS 2006-2008

Median Household Income

Table 4 shows median household income for Nevada, Elko County, the City of Elko, and surrounding communities. In 2000, the City of Elko's median household income was estimated to be \$48,608. While updated household income data is only available for Elko County and Nevada State it is estimated that median household income has grown at the same rate as Elko County, at approximately 38 percent from 2000 to 2008. This results in a median household income during this same time period of approximately \$67,321. The mining industry is a large reason for the higher than average incomes in Elko County.

	2000	2006-2008
Nevada State	\$44,581	\$56,348
Elko County	\$48,383	\$67,009
City of Elko	\$48,608	
Carlin City	\$49,571	
Spring Creek	\$60,109	
Wells City	\$35,870	

Source: Census 2000, ACS 2006-2008

Health

The Nevada Public Health Foundation references a recent report done by Trust for America's (TFAH) and the Robert Wood Johnson Foundation (RWJF) stating that Nevada has the 32nd highest rate of adult obesity in the nation and the 11th highest rate of overweight youths (ages 10-17). Elko County specifically reports a 30 percent obesity rate. One recommendation by the Nevada Public Health Foundation for addressing obesity in Nevada is "increasing the number of programs available in communities, schools, and childcare settings that help make nutritious foods more affordable and accessible and provide safe and healthy places for people to engage in physical activity." (www.nevadapublichealthfoundation.org)

Summary of Demographics

The demographic information found above shows that Elko County has an increasingly large elderly population with smaller household sizes and larger median incomes than state averages.

Elko County Economic Diversification Authority (ECEDA)

Elko County Economic Development Authority (ECEDA) is a professional non-profit economic development authority devoted to assisting business and industry in their quest for the ideal location to establish or expand operations. As the Economic Diversification Authority, ECEDA's mission is to encourage and coordinate diversified development and economic growth in Elko County.

The ECEDA Board of Directors is composed of elected officials from each of the participating cities, the County, and representatives of major local businesses. The organization works to recruit, attract, and help place new businesses and industries into homes in Elko County, and will continue to play an important role in the future development and growth in the County and City of Elko. More information can be found at the organization's website: www.eceda.com

Master Plan and RDA

This Master Plan is intended to promote the redevelopment of areas located within the **Elko Redevelopment District**, to include the possible reconfiguration, relocation and vacation of streets, sidewalks and parking areas.

In that regard, the Elko Redevelopment Agency must be afforded flexibility to make decisions necessary to promote redevelopment and nothing in this Master Plan is intended to limit or curtail that flexibility, so long as the decision of the Redevelopment Agency is not in direct conflict with a clear and unequivocal requirement set forth in this Master Plan.

ELKO MASTER PLAN - LAND USE

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GOALS AND OBJECTIVES

Goal: *Promote orderly, sustainable growth and efficient land use to improve quality of life and encourage new development that meets the needs of all residents and visitors.*

Objective 1: Promote a diverse mix of housing options to meet the needs of a variety of lifestyles, incomes, and age groups.

Objective 2: Encourage revitalization and redevelopment of the downtown area to strengthen its role as the cultural center of the community.

Objective 3: Strengthen, preserve, and promote the area around the City Park, City Hall, and Convention Center as the civic heart of the community.

Objective 4: Consider a mixed-use pattern of development for the downtown area, and for major centers and corridors, to ensure the area's adaptability, longevity, and overall sustainability.

Objective 5: Encourage development that strengthens the core of the City, and new annexations that are logical and orderly and do not promote sprawl.

Objective 6: Encourage multiple scales of commercial development to serve the needs of the region, the community, and individual neighborhoods.

Objective 7: Promote high quality and visually appealing industrial uses, where appropriate, to promote economic sustainability and strengthen the community's image.

Objective 8: Encourage new development that does not negatively impact County-wide natural systems, or public/federal lands such as waterways, wetlands, drainages, floodplains etc., or pose a danger to human health and safety.

EXISTING CONDITIONS



Ruby Mountains, Elko



Downtown Elko at night

Beginning with a small group of hardy homesteaders and a railroad connection to the greater region, Elko has grown to become an incorporated city of approximately 21,000 people. As the City has matured from a railroad stop to a well-rounded and culturally-diverse community, its needs have changed. The City has operated as a fairly self-contained, and self-sustaining urban center for many years – primarily because of Elko’s distance from any other large developed center. As the community grows and matures, it will increasingly demand services and facilities on par with those of much larger areas. The update of the City’s Master Plan is a prime opportunity to assess what those demands will be. This plan will also help guide the City’s long-term decision-making to better address and accommodate a growing, and increasingly sophisticated and diverse population.

At the time of this writing in fall 2017, the City of Elko has approximately 11,363 acres within its municipal boundaries, which includes a healthy mix of residential, commercial, institutional, and industrial lands, as well as parks and open spaces. The approximate acreage of land in each zoning district is presented in the table below. Note that in some cases the current land use may differ from the zoning, e.g. residential uses on industrially zoned lands in the City core. Until recently the City of Elko had only four general zones: Residential (R), Commercial (C), and Light and General Industrial (LI and GI), and this is reflected in the current zoning distribution. See also [ATLAS Map 5](#), for a map of the City’s existing zoning.

Land Use	Area Zoned (SF)	Area Zoned (AC)	Percentage
A - Agriculture	-181,769,114.21	4,172.84	-36.74
PQP - Public-Quasi Public	-61,815,984.61	-1,419.09	-12.49
Residential			
R – Residential	-76,357,365.04	-1,752.92	-15.43
R(SA) Residential Special Area Overlay	-2,229,076.49	-51.17	-0.45
R1- Residential Single Family	-13,675,742.25	-313.95	-2.76
RS – Residential Suburban	1,738,365.49	39.90	-0.35
-	-	-	-
PUD – Planned Unit Development	-629,968.03	14.46	-0.13
Multi-Family Residential			
R2 – Two Family Residential	-	-	-
R3 – Multifamily Residential	-300,210.91	6.89	0.06
RMH - Mobile Residential	-15,700,371.41	360.43	3.17
Commercial			
C – Commercial	-40,839,484.44	937.55	8.25
CC – Convenience	-	-	-

Commercial			
CT – Commercial Transitional	-1,832,679.78	42.07	0.37
PC – Planned Commercial	11,243,040.21	258.10	2.27
RC – Restricted Commercial	47,730.22	1.09	0.01
RO – Residential Office	-154,124.75	3.53	0.03
Industrial			
GI – General Industrial	40,267,860.1	924.42	8.14
LI – Light Industrial	23,425,785.42	537.78	4.73
IBP – Industrial Business Park	1,970,375.02	45.23	0.40
IC – Industrial Commercial	4,577,344.38	105.08	0.93
TOTAL	471,922,815.80	10,833.86	100
Overlay Zones	Area Zoned (SF)	Area Zoned (AC)	
Special Area Overlay	2,229,076.49	51.17	
Floodplain Overlay	68,171,400.00	1565.00	

Source: Elko County GIS, parcel data

Natural Open Space

The City of Elko occupies a physical setting within an elongated valley oriented southwest to northeast between two roughly parallel mountain ranges. The dominant physical feature is the Humboldt River, a stream with a relatively flat gradient and a meandering, braided channel. The flood plain of the Humboldt River is flat and narrow. The river floodplain ranges in width from one-half to three-quarters of a mile, with an elevation of 5,025 feet above sea level when measured just southeast of the City of Elko. 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.



Geothermally heated natural spring in Elko

The Elko Area can be divided into three general classifications of natural landforms, consisting of the following:

1. **Lowlands** – This area includes the Humboldt River flood plain, peripheral and river bench lands. The area is characterized by older industrial uses, a residential component, consisting primarily of older housing stock, and recreational areas.
2. **Lower Foothills** – The City’s urban core development, including institutional, commercial and industrial land use activity occurs within this area. A significant portion of the City’s residential development along with retail and service centers occurs within



this area.

3. Upper Foothills – This area contains some acreage that is characterized by steeper topography. Most of the area is readily developable without special considerations. At the present time, there is limited development within this area. However, as the City continues to grow and expand, and available land resources become scarce, clustered medium density residential development with preservation of open space will likely emerge as a prevailing pattern of land use.

A challenge that arises with development in the upper foothills is the absence of water and sewer infrastructure to serve the area. The costs of certain utility infrastructure required to serve all potential development in the area make it difficult to provide service to multiple areas based on the typical development patterns within the City of Elko. The City of Elko collects water and sewer connection fees from new development to address these cost issues.



Humboldt River



Historic Home, circa 1869,
www.elkorose.com

Residential

Residential land uses currently make up about 21.9 percent of the City's total land use area and exist in all neighborhoods of the City.

As Elko has grown over the years, residential development has extended further out in a radius around the City's original grid and central core. The streets just north of the historic downtown core, referred to as the Tree Streets, provide a snapshot of the City's earlier years. Homes can be found in this area ranging from the early 1900s through the late 1940s and 1950s. A mix of size, style, and setback from house-to-house reflect an evolution of the City's development patterns and standards over time. The wide, tree-lined streets are beautiful and frame this picturesque neighborhood. The wide streets also accommodate on-street parking, an important feature in this traditional neighborhood with detached or non-existent garages.

As Elko expanded outward over time, residential development occurred to both the north and south. The southern portion of the City includes a mix of housing stock from an impressive single-family, Victorian house to several, very recent multiple-family apartment complexes. The bulk of the residential development near the river consists of nearly an even split between modestly sized, post-war, single-family homes and a variety of mobile and manufactured housing structures. The area as a whole could benefit from reinvestment and regular maintenance.

Moving farther to the south and east, newer development with larger, well-maintained homes can be found. The recent upgrade of the hospital, as well as development in the Spring Creek area, is stimulating new investment in the City's southeastern corner. This trend is likely to continue.

Areas in the northern portion of the City are comprised of newer housing and more contemporary patterns of subdivision development. The majority of housing in the City's northern areas is comprised of single-



Quail Run and Riverside Condos are examples of new multifamily developments

family, detached homes, dating from the 1970s to the present. The majority of homes in this area are larger in size, well-maintained, and are found within traditional subdivisions. With the success of the mining industry, the growth of the community college and the modernization of the hospital, new wealth is finding its way to Elko. New luxury homes are appearing in this area.

Overall, the trend throughout the City is for additional single-family residential housing. However, there is a demand for multi-family residential units and units for all life-cycle stages throughout the City. Projected high growth areas for residential development are in the northern and southern sectors of the City. The central sector is expected to experience a more moderate residential growth involving infill type development, housing rehabilitation, and reconstruction.

Commercial

At the time of its settlement, most people arrived in Elko by train. Logically, the City's traditional commercial core has always been the downtown area, with smaller commercial nodes serving the City's residential areas. With the advent of the automobile, people were able to travel farther distances in less time, and commercial development began to extend farther out along the City's major arterials (e.g. Idaho Street and the Mountain City Highway). Today, nearly everyone's first view of Elko is from Interstate 80 and, like most other communities in the US, the areas around the freeway exits are becoming increasingly commercial. This new development and investment has been important for the City's economy, and is providing residents with additional options and choices. There is still a strong desire to ensure the City's traditional core remains viable, active, and vibrant.

Commercial development represents about 10.91 percent of the City's total land use. Elko's largest concentration of commercially zoned land use is still in the downtown core. The businesses in the area include typical town center establishments such as professional offices, grocery stores, shopping centers, retail stores, restaurants, hotels/motels, financial institutions and casinos. The downtown area is remarkably intact, and provides a great foundation for the City's continued growth. A collection of historic architecture, unique shops and restaurants, cultural features, wide sidewalks, and ample parking offer the ingredients necessary for a vibrant downtown. The downtown area is in need of revitalization to meet its full potential. The area was declared a [redevelopment area](#) in 2008, and a Redevelopment Plan outlined a vision and implementation strategies to create a vibrant, active downtown for Elko.

Other commercial areas are developing along the major points of ingress and egress on Interstate 80, particularly on major arterials such as Mountain City Highway and Idaho Street. Commercial development along the Mountain City Highway is primarily automobile-oriented, and includes a variety of large-format, national chain stores. A bevy of fast food restaurants have located here as well. New commercial development along Idaho Street has been slower to appear, but the corridor is a busy, active, and highly visited commercial area.



Stockmen's Hotel and Casino



The Star Hotel and restaurant in downtown Elko was built in 1910 and has national recognition.



Elko County Courthouse

Businesses in the downtown area include restaurants, retail and professional office. As the corridor extends to the east, the development becomes less dense and more strip malls, hotels and motels, and other automobile-oriented commercial developments are found. A commercial center has been established around Interstate 80 exit at Jennings Way. With high freeway visibility, this area is experiencing notable development interest.

Overall, residents of Elko have expressed a desire for more grocery and neighborhood retail in the northern areas of the City to meet the needs of residents in the new subdivisions. A strong desire was voiced to revitalize the downtown core. **Public comments** suggested that design guidelines, beautification, and a greater mix in land uses in the downtown would help stimulate activity.

Institutional

Elko’s institutional land uses include public, non-profit, and quasi-public uses. Located throughout the City, Elko’s major institutions include the Great Basin College and the Northeastern Nevada Regional Hospital. Other institutional uses in the City cater to specific community needs and sometimes serve as regional attractions. Examples include the Western Folklife Center, the Northeastern Nevada Museum, the Elko County Library, the visitor’s center at Sherman Station and the headquarters of the Elko Chamber of Commerce.



Northeastern Nevada Regional Hospital

A strong civic core exists in the downtown area with the County Courthouse, the County Complex, the City’s parks and recreation offices, a fire station, a post office, and a variety of community-oriented services and non-profits. A second civic core is found east of downtown, and is home to the Elko City Hall, the Elko Convention Center, the County Fairgrounds, the Elko City Park, the Elko swimming pool, several ball fields, and Great Basin College. Additional civic and institutional uses exist throughout the City as neighborhood schools and parks.

The City has outgrown its current City Hall facilities and it will be necessary to expand the existing City Hall, or for a New City Hall to be built for Elko to help consolidate City services.



Elko City Park



Elko Convention Center

Table 2			
Building	Location	Architecture	Landscape treatment
Elko City Buildings			
Elko City Hall	1751 College Av	Contemporary	Good
Elko Airport Terminal	Terminal Way	Contemporary	Good
Elko Main Fire Station	911 W Idaho St	Contemporary	Good
Elko Fire Station #2	725 Railroad St	Classical	None
Elko Fire Station #3 (Lee Volunteer Station)	9 th & Lamoille Hwy	Contemporary	None

Elko City Police Dept Bldg	1448 Silver Street	Contemporary	Good
Elko City Swimming Pool	College Av	Contemporary	Good
Elko County Buildings			
Elko County Courthouse Complex	571 Idaho St	Classical	Good
Elko County Library	720 Court St	Contemporary	None
Elko County Fairgrounds	1090 13 th St	Varies	Marginal
Elko County School District Buildings			
Elko High School Complex	987 College Av.	Contemporary	Good
Adobe Middle School	3375 Jennings Way	Contemporary	Good
Flag View Middle School	777 Country Club Dr.	Contemporary	Good
Southside Elementary School	501 S 9 th St	Contemporary	Good
Grammar School #2	1055 7 th St	Classical	Good
North Side Elementary School	1645 Sewell Dr	Contemporary	Good
Mountain View Elementary	3300 Argent Av.	Contemporary	Good
School Dist Office Building	8 th & Elm St	Contemporary	Marginal
School Dist Office building	9 th & Burns St	Contemporary	Marginal
State of Nevada Buildings			
NV DMV & Highway Patrol	3920 E Idaho St	Contemporary	Marginal
NV Job Connect Center	172 6 th Street	Contemporary	Good
NV Dept of Wildlife	Youth Center Rd	Contemporary	Good
State of Nevada Office complex	1020 Ruby Vista Dr	Contemporary	Good
NDOT Building & complex	1951 Idaho St.	Contemporary	Good
Federal/Military Buildings			
BLM Complex	3900 E Idaho St	Contemporary	Good
Forest Service complex	2035 last Chance Rd	Contemporary	Good
NV National Guard Bldg	1375 13 th St	Contemporary	None
Main City Post Office	275 3 rd Street	Classical	Marginal
Aspen Station Post Office	500 Aspen Way	Contemporary	Marginal
Other			
Great Basin College	1500	Contemporary	Good

complex	College Pkw		
Convention Center	700 Moren Way	Contemporary	Good
Family Resource Center	331 7 th Street	Contemporary	Marginal
Senior Citizens Center	1911 Ruby Vista Dr	Contemporary	Good

Industrial



Elko County administrative offices and Court House Plaza

The local economy of Elko City is greatly influenced by the mining industry, and a number of major mines are located beyond the municipal limits of the City but within the Elko vicinity. Industrial lands within the City represent about 12.87 percent of the total land use. Most industrial uses can be found at the east end of the City generally between East Idaho Street and the railroad corridor, and at the west end of the City generally between the airport and the railroad corridor. A significant percentage of industrial zoned property is located within or adjacent to the Humboldt River floodplain. This zoning is a remnant from the days prior to Project Lifesaver, when the railroad ran right through the downtown area and rail access was critical. Since the relocation of the rail lines, the downtown core is no longer the prime location for industrial uses and is transitioning to other uses. Updated zoning in this area will facilitate the transition.



Great Basin College Plaza

The recent extension of water infrastructure to the Exit 298 area provides the opportunity for the City to expand its industrial zoned property and potentially annex additional area strategically located near the I-80 corridor.

Higher quality industrial structures are envisioned for the City with opportunities for incorporating clean, light industrial uses along the freeway, and along the current rail alignment. The Northeastern Nevada Regional Railport, located about five (5) miles east of Elko, adds a boost to industrial activity in the City, especially manufacturing and distribution industries.

Citizens have expressed concern about the visual impacts of expanding industrial uses at either end of the City, and interventions are requested to soften the initial views into Elko from Interstate 80. Landscaping and industrial building standards have been suggested as a tool to reduce and mitigate impacts of industrial development throughout the City.

Airport



Elko Airport Terminal

The Elko Regional Airport serves the City of Elko, the residents of Elko County and areas beyond. The airport handles daily inbound and outbound flights consisting of private and commercial aircraft. A new airport terminal and taxiway were completed in 2001 providing a variety of services to patrons. The airport has land available for future expansion and for the provision of support services. The main access to the airport is by Mountain City Highway.

The existing and future design aircraft for Elko Regional Airport is represented by various models of regional jets used by commercial passenger service providers. Based upon the design aircraft, an appropriate Airport Reference Code (ARC) can be identified. The ARC is a coding system used to relate airport design criteria to the operational and physical characteristics of the types of aircraft intended to operate at a given airport. Specifically, the ARC is an airport designation that signifies the airport's highest Runway Design Code (RDC). The ARC for regional jet aircraft typically fall within the B-II to C-III range. Although current passenger service is offered using CRJ-200 aircraft (C-II ARC), Elko Regional Airport is designed to accommodate larger C-III aircraft (Boeing 737, Airbus 319, etc.).

Tribal Lands

The Elko Indian Colony encompasses approximately 561 non-contiguous acres adjacent to the City of Elko. The Elko Indian Colony was established by an Executive Order on March 25, 1918, which reserved 160 acres for Shoshone and Paiute Tribes living near the town of Elko.

Many Tribal members work in seasonal agriculture and ranching jobs throughout the region. The Elko Indian Colony is not directly involved with the ownership or operation of mines in the Elko area; however, the tribal community depends upon the employment opportunities provided by the mining industry.

(Source: Elko Band Council. www.temoaktribe.com/elko)



Elko Band Ranch
www.temoaktribe.com

Vacant Land

Vacant lands are present throughout the City. A large portion of the City and surrounding area's vacant land occurs as undeveloped lands that are constrained by topography or floodplain locations. However, vacant and developable land exists in small parcels throughout the City, as well as a few larger tracts. A notable vacant area exists in the former location of the Union Pacific Railroad line. The tracks were relocated in the 1980s, leaving a corridor of open land within the core of the downtown. This area currently serves as parking for the downtown, and is relied upon heavily during the community's numerous events and festivals. A small portion of the corridor has been developed into a park, with a historic train engine and caboose to memorialize the corridor's history. The city has renamed the park to Centennial Park and is in the process of transforming and expanding the park area as outlined in the City's Redevelopment Plan. As a component of this effort, the city constructed a fifty foot tall landmark named the Chilton Centennial Tower. The naming of the tower is in recognition of Mark Chilton being one of the many individuals who were instrumental in accomplishing Project Lifesaver and also in recognition of the Chilton's family philanthropic efforts throughout the community.

A portion of the vacated rail corridor is owned by the City of Elko in fee simple and is restricted in use for public purposes. The remainder of the vacated rail corridor is currently Union Pacific right-of-way and Central Pacific Railroad land grants. Future acquisition of title and/or access

easement are important for continued redevelopment and transportation corridors.

A significant portion of the land just beyond the municipal limits of the City is under management of the United States Department of the Interior, Bureau of Land Management. The area represents thousands of acres of additional land available for long-term public use, and serves as an important recreational resource for the community.

Developable Vacant Land

Over half of the land within the Elko municipal boundaries is vacant, and many more vacant acres exist within unincorporated islands within the City and in the surrounding lands. See [ATLAS Map 6](#) for a map of vacant land within and outside the City boundaries. Not all of this property is developable, and a portion of the property can be excluded due to steep slopes and topography, and to accommodate for future roads, public buildings and infrastructure. An analysis of the lands surrounding Elko determined that approximately 20 % of the vacant property within the City of Elko is unsuitable for development because of easements, floodplains, roadways, and other infrastructure challenges. Outside of the current City boundaries, it is estimated that 35 percent of the land surrounding the City is unsuitable for development because of easements, topography and floodplains. Other factors limiting development include the airport, the railroad, the landfill and the Humboldt River. See ATLAS Map 10. FEMA Flood Zones.

The figures in Table 3 are approximate. Parcel data does not exist for many of the lands surrounding the City, and even in some places within the City boundaries; therefore accurate area calculations are difficult to generate. The figures should, however, give a general portrait of the vast amount of developable land available for the growth of the City of Elko. A significant portion of the vacant acreage lacks public infrastructure such as water and sewer services.

Land Type	Total Undeveloped Acres	Developable Acres
Vacant land within municipal boundary (calculated with an average of 80% developable) <i>**Please note that approximately 1500 acres of the total acres within the municipal boundaries are completely undevelopable due to constraints of topography, flood plains, etc</i>	4,046	2,783

Vacant Land in potential annexation areas (calculated with an average of 65% developable)	2,259	957
TOTAL		
<i>Source: Elko County Assessor GIS</i>		
<i>Total acres within municipal boundary is 11,358.84</i>		
<i>**This table is referenced to the Assessors vacant parcel and land use data located in the ATLAS section of this Master Plan update</i>		

It is also important to note that the Te-Moak Tribal Land Expansion project encompasses approximately 368 acres of developable land near by the City of Elko. While this property will remain under tribal ownership, public utility services may be provided by the City of Elko to any new development.

The City of Elko has a total combined duty of 18,000 acre-feet of groundwater rights. As of 2016, the community was utilizing approximately 6,850 acre feet of water per year. At this time the City had 7,400 connections of various types. This equates to approximately 0.93 acre-feet/connection/year. This is close to the standard requirement of 1.12 (365,000 gallons) acre feet per year for a Single-Family Dwelling Unit. Based on this information approximately, 11,989 additional connections could be serviced with the remaining 11,150 acre-feet of water. It is estimated that the City of Elko has approximately 4,123 acres of developable vacant ground within its incorporated boundaries (Table 3). It is expected that development of this vacant ground will exhaust much of the remaining 11,150 acre-feet of available water and the City may not be able to serve additional proposed annexations.

The City currently employs conservation methods described in a State approved conservation plan that requires metered water service on all new construction and water restrictions during the June – September period. The City of Elko has adopted a *Water Service Extension Policy for Customers Outside the City Limits* that requires, among other conditions, annexation of property into the City in exchange for water service thereby limiting the potential for City resources to be utilized for County development. The policy also lists the transfer of water rights to the City of Elko in exchange for water service as a possible condition. It should be noted that implementation of the policy is at the discretion of the City Council and is implemented on a case-by-case basis. In addition to the existing water conservation practices and potential water rights transfers, the City has implemented several water conservation options as follows:

- a. Expanded the use of reclaimed water for City irrigation requirements
- b. Water credits for effluent disposal through the currently approved infiltration of effluent
- c. Metering of all new construction and the possibility of metered water service on existing development

The City of Elko Water Reclamation Facility has a design capacity of 4.5 Million Gallons per Day (MGD). Plant utilization is approximately 55%

based on average daily flows of approximately 2.5 MGD. The City of Elko Water Reclamation facility updated its CIP in 2016.

City Infrastructure

City of Elko Water Rights

From the late 1980s to the early 1990s, the City Engineering Department filed for all unused water rights in the Elko segment of the Humboldt River Groundwater Basin. This was done to aid in the control of water usage in the Elko area as well as to ensure that the City of Elko would have sufficient water rights for future growth. Presently, the City of Elko has sufficient permitted and certificated water rights to enable it to more than double in size. With good water management, this resource may be extended further by expanding the use of recycled wastewater and more efficient irrigation practices.

New Development Beyond the City Core

The City of Elko currently has two pressure zones within its water system. The two zones are identified based on the water storage tank floor elevations. Both water zones are gravity storage water systems. The Tank Base Elevation 5208 Zone serves from the valley floor elevation to an elevation of approximately 5,120 feet. The Tank Base Elevation 5400 Water Zone serves from approximately ground elevation 5120 to a ground elevation of approximately 5,316 feet. See ATLAS Map 9. (Existing Water System).

New developments located on land above a ground elevation of 5,316 feet will require significant water system improvements such as new pumping facilities, new water storage tanks, new water transmission line extensions and development of a new water distribution system. The City of Elko developed conceptual costs for these improvements as presented 2012 (Development Report) as part of a planning program aimed to identify road blocks for City expansion and commercial/industrial growth. Water connection charges have been put in place for new development that can be used to fund new water wells, new water transmission lines and new water storage facilities. New developments will be required to construct buried water distribution lines, install fire hydrants, construct water service lines, and develop water-efficient landscaping.

The City of Elko recently completed a water transmission line which will extend municipal water services to the Northwest Neighborhood, specifically the I-80 Exit 298 area.

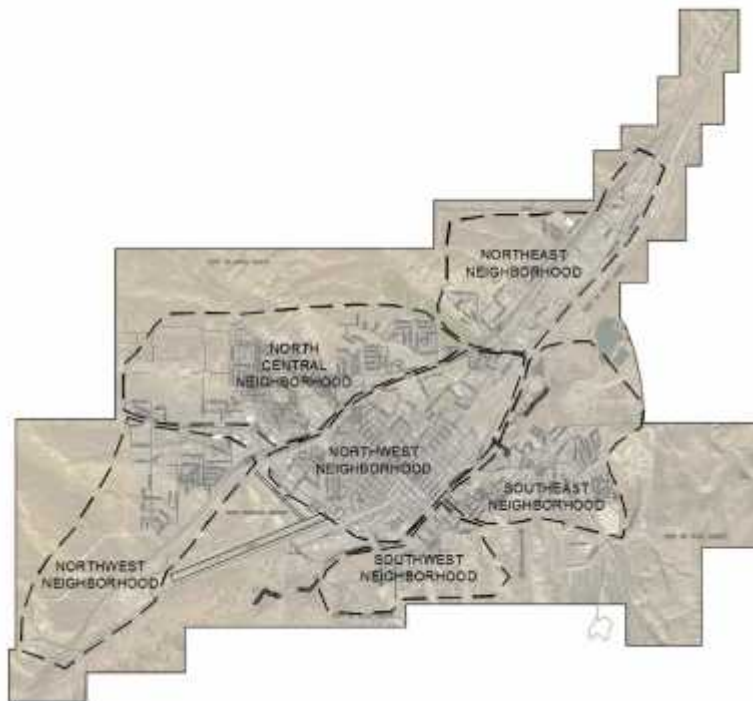
Water Availability and Growth

The City should consider the development of new water systems based on the City's need to serve properly zoned properties that will afford reasonable opportunities for growth and diversification of the City's economy. The City should consider the development of new water system infrastructure in all areas where growth is likely to occur, including the zone 5,600-feet in elevation.

The City is currently planning expanding areas of use for recycled water. Recycled water is proving to be cost effective in comparison to municipal potable water for irrigation purposes as the infrastructure is developed.

The City updates the water, sewer, and utility master planning periodically as conditions and budget warrant. The City should also consider setting utility improvement priorities and implementation planning.

Neighborhoods



Elko Neighborhood Map

The City of Elko has long been comprised of a number of larger individual neighborhoods, each identified by its unique character, location, physical features, and cultural and social factors. **Neighborhoods are ideally characterized by a complete and balanced complement of elements which contribute to a high-quality residential living environment, all within a defined geographical area. These elements include opportunities for a variety of housing types, parks, open spaces, recreation, and leisure activities, convenience shopping, and educational, and cultural and religious facilities.** The various planning neighborhoods of Elko are illustrated in the Elko Neighborhood Map above.

Northwest Neighborhood

This area is bordered on the south by Interstate 80 and by Mountain City Highway on the east. Land to the north and west transitions to low density semi-rural type development and generally is capable of sustaining additional growth, provided urban-type services and utilities can be extended. Key features associated with this neighborhood include neighborhood and community-oriented retail and service activities, and a future elementary school site. Future needs for this area include parks



New homes on Arroyo Seco Dr. in the Northwest Neighborhood

and recreational opportunities, and additional neighborhood commercial units. Residents also want to see additional grocery stores and well-designed master planned communities in this neighborhood. There is also potential for new industrial development in this area, building on the existing airport area and Exit 298. New industrial development must be carefully designed to preserve the City's image at this western gateway. A number of industrial possibilities exist with proximity to Exit 298 on Interstate 80.

This portion of the City contains several islands of unincorporated land falling under the jurisdiction of Elko County. It makes logical sense for these islands to eventually be annexed into the City of Elko's municipal boundaries. Similarly, the Bureau of Land Management is the manager of 640 acres of land, or one section, in this area. This property has potential for eventual development and has already been annexed into the City. Limitations to development of these parcels include the lack of public infrastructure in the area, higher elevations, and potential conflicts with the Elko Regional Airport.

North Central Neighborhood

This area is bordered on the south by Interstate 80, Mountain City Highway on the west, and by the Ruby View Golf Course on the east. Lands to the north and northwest are predominantly vacant but exhibit strong growth potential. Key features associated with this neighborhood include community and regional oriented retail and service activities, an elementary school, neighborhood and community parks and open space, Ruby View Golf Course and numerous religious facilities. Future needs for this area include convenience shopping and services for residents. Public comment suggests that this area should continue to develop as a residential neighborhood.



Ruby View Golf Course and neighborhood homes in the North Central Neighborhood

Te-Moak Elko Indian Colony has recently expanded its territory in this area through a land withdrawal with the Bureau of Land Management. This expansion added an additional 368 acres to the tribal lands in proximity to the City of Elko.

Northeast Neighborhood

This area is bordered on the south by Interstate 80 and Ruby View Golf Course on the west. This area has seen recent growth with several commercial and residential developments. A key feature associated with this area is the Ruby View Golf Course. Parks and educational facilities are examples of future needs for this area.



Canyon Crossing subdivision entrance and park

The Elko County School District leases approximately 180 acres of property in this area from the Bureau of Land Management. This property will allow the school district to provide for future development to meet the demands of the growing district. However, it is likely that not all the property within the school district's lease will be needed and that there is the potential for the City or a private landowner to acquire the surplus land for development purposes. School district and BLM lands are exempt from local property taxes and the development of portions of this property for private purposes would provide revenue needed to strengthen the City's ability to provide better services.

Central Neighborhood

This area is bordered by Interstate 80 on the north, the Humboldt River on the south, Mountain City Highway on the west and Exit 303 on the east. For the most part, the area is developed with a mixture of residential, commercial, public and institutional type uses. Key features include neighborhood and community parks and recreational facilities; the Elko Convention and Visitors Authority; Elko County Fairgrounds; City Hall; Elko County Courthouse; Great Basin College; Elko City Cemetery; elementary, middle and high schools, religious and cultural facilities (including Northeast Nevada Museum and the Western Folklife Center); the downtown commercial district; and other community-oriented retail and service activities.

A key need for this area is for the upkeep, maintenance and modernization of existing older facilities. Revitalization of the downtown area is a focus for the Elko Redevelopment Agency and many downtown stakeholders. Moreover, the roads in the Tree Streets area have very wide roadways, which are costly to maintain and the full right-of-way width is unnecessary for the safe movement and parking of cars. It has been recommended that the excess right-of-way be vacated and allowed to be combined with existing private parcels along these roads, including a redesign of the road cross section, with wide landscaped areas created between the sidewalk, and the curb and gutter. These park strips would be maintained by homeowners and are a prime space for snow storage in the winter months.

The City is actively pursuing additional access easements within the vacated Union Pacific railroad property, as described above. Acquisition of the property will facilitate the extension of Silver Street to Manzanita Dive and is a significant component in the redevelopment of the central neighborhood.

Southwest Neighborhood

This area is bordered by the Humboldt River on the north and South 5th Street/Lamoille Highway on the east. Land to the south and west is vacant, but exhibits strong growth potential provided deficient local utility services and capacities can be upgraded. Key features associated with this neighborhood include a community-oriented park and recreational facilities, higher density housing and mobile home parks, and the Hot Hole recreational area.

Future needs for the area include more convenience shopping and services for residents, and more investment in parks and recreation. Residents want to see improvements to the mobile home parks in the neighborhood, as well as the possibility of creating a small retirement community. There is a significant amount of undeveloped property in this area, and a portion of it has been selected as the location for a Regional Sports Complex. It is anticipated that existing fields will remain where they are, and that this will be a new facility.



Residences on Cedar Street, one of Elko's first neighborhood homes. These are located in the Central Neighborhood



Humboldt Area River Park (HARP), bicycle and walking path along the Humboldt River in the Southwest neighborhood



Quail Run Apartments on 12th Street

Southeast Neighborhood

This area is bordered by the Humboldt River on the north and South 5th Street/Lamoille Highway on the west. Land to the south and east is sparsely developed with a mixture of land uses. Future development in this area, particularly to the south, is likely to be constrained by topography and also landfill operations. Key features associated with the neighborhood include the Northeastern Nevada Regional Medical Center and the Southside Elementary School. Future needs for this area include a neighborhood park, enhanced recreational opportunities, and additional convenience shopping and services for residents. Limitations to development of these parcels include the lack of public infrastructure in the area.

MAP

The Elko Master Plan Land Use Map ([ATLAS Map 8](#), 2010 Future Land Use Plan) is a graphic depiction of proposed future land use and is a guide for the City staff and officials to rely upon as they are evaluating development proposals and associated applications or revisions to City policies and ordinances. Depicting an area as residential, commercial or any other designation on the Master Plan Land Use Map should not prohibit other land uses that may be authorized by Planned Unit Development (PUD) ordinances, conditional use ordinances or other land use applications that may grant a land use exception or other means of relief, so long as the land use complies with the Elko City Code and is compatible with, and does not frustrate, this Master Plan's goals and policies.

The designations are a result of significant public input and a review of land use designations of adjacent jurisdictions. These designations were also developed through planning and professional analysis.

The Elko Master Plan Land Use Map contains the following land use designations:

Agricultural/Residential – Rural Density

Areas designated agricultural/residential are suitable primarily for the preservation of existing farmland and grazing areas, and for the development of single-family residences on large acreages. In many instances, agricultural lands peripheral to the City are in a state of transition and have potential for annexation. The extension of urban services and utilities and are, to an extent, a function of zoning district classification. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- AG General Agriculture

Residential – Low Density

This designation describes areas where residential development densities less than four (4) units per acre are desired. These areas will be made up of single-family homes with larger lots than those in the medium density designation. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

-
- RS Residential Suburban
- PUD Planned Unit Development

Residential – Medium Density

This designation describes areas where residential development densities are four (4) to eight (8) units per acre. These areas will be made up of single-family homes, but may include townhomes, row houses duplexes and other types of multi-family land uses. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- R Single-Family – Multiple-Family Residential
- R1 Single-family Residential
- R2 Two-Family Residential
- PUD Planned Unit Development
- RO Residential Office
- RB Residential Business
- RMH-2 Mobile Home Subdivision
- RMH-3 Manufactured Home Subdivision

Residential – High Density

This designation generally describes areas where residential development densities of nine (9) units per acre or greater. This is the City's most intensive residential land use designation. This classification is intended for multiple-family homes and multistory dwellings in addition to single-family residences. This land use category serves as a transitional land use between medium-density residential, and commercial or industrial uses. High density residential is also appropriate along major transportation corridors, in the downtown core and near neighborhood centers. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- R Single Family and Multiple Family Residential
- R3 Multiple-Family Residential

- RMH Mobile Home Residential
- PUD Planned Unit Development
- C General Commercial

General Commercial

This designation includes general commercial land uses with a community-wide focus, together with certain compatible, permitted non-commercial uses. This designation generally features commercial businesses and buildings of varying size and scale with a focus on meeting the needs of the local community. Typical uses may include grocery stores, supermarkets, restaurants, retail sales businesses, service providers (such as banks), and professional offices. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- C General Commercial
- CC Convenience Commercial
- CT Commercial Transitional
- PC Planned Commercial
- IC Industrial Commercial

Highway Commercial

This designation includes general commercial land uses with a community-wide and regional focus. This designation features large-scale commercial buildings, automotive dealerships, drive-through restaurants, large-footprint retail stores, and similar type land uses appropriate for highway and arterial frontages. This designation and its uses are not intended to compete with downtown or neighborhood commercial areas, and is focused on the regional market. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- PC Planned Commercial
- C General Commercial
- CC Convenience Commercial
- IC Industrial Commercial

Downtown Mixed Use

This land use designation includes land uses that are located in or close to the historic downtown area. The area will capitalize on the existing fabric of the downtown and its walkable grid system. Mixed-use allows for a variety of land uses, and configurations. Housing or office use may be located within the same structure, with retail use primarily on the first floor. Housing options within this land use designation will be predominantly composed of high density multi-family housing including

apartments, townhomes, condominiums, etc. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- C General Commercial (with revisions)
- RO Residential Office

Neighborhood Mixed Use

Neighborhood Mixed-Use are areas designated on the Elko Future Land Use Map intended for higher density residential development combined with neighborhood scale commercial activity. This designation features commercial uses such as grocery stores, corner stores, coffee shops, bookstores, video rentals, barber shops, hair salons, bakeries and bicycle repair. The Master Plan Land Use Map identifies several general locations for Neighborhood Mixed-Use development.

Housing within this designation will range from higher density multi-family housing around the commercial core of the neighborhoods to medium density residential development away from the core. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- CC Convenience Commercial
- CT Commercial Transitional
- RB Residential Business

General Industrial

This land use designation includes light to heavy industrial type land uses as well as some of the more intense commercial uses. Land use activity in this category may include research and development, clean technology assembly and production as well as more intense industrial uses. It should be noted that these uses have some impact on surrounding areas in terms of noise, odor, dust or other nuisances that would likely extend beyond the property lines. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- LI Light Industrial
- IC Industrial Commercial
- GI General Industrial

Business Park Industrial

This land use designation identifies future employment centers, and specifically those targeting high-technology, research, education, and

training institutions. Light industrial uses are appropriate within this designation, provided there are no nuisances (odor, noise, dust) which travel beyond the property lines. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- IBC Industrial Business Park
- LI Light Industrial
- IC Industrial Commercial

Parks and Open Space

This land use designation indicates lands that are intended to be maintained as natural, undeveloped open space or developed as a formal recreation area for public purpose. This designation includes lands bordering public lands, river and stream corridors, and City park spaces. General park locations have been identified, (See the [Parks and Recreation map](#)) but specific parcels and acreages have not. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- PQP Public, Quasi-Public
- FP Floodplain Overlay
- AG General Agricultural

Public/Quasi-Public

This land use designation is applied to community and public and quasi-public uses such as those associated with government, non-profit, and utilities. Uses of land must comply with the Elko City Code, and must be compatible with, and not frustrate, this Master Plan's goals and policies.

Corresponding zoning districts:

- PQP Public, Quasi-Public

BEST PRACTICES

This Best Practices section includes a detailed explanation of each of the Elko Master Plan objectives, and provides recommendations, identifies funding sources, and suggests regulatory tools available to help implement the Master Plan's stated objectives. The purpose of this section is to ensure City leaders and decision makers have the information necessary to make sound and educated decisions for the future of Elko. The Elko Master Plan Best Practices should be referred to on an ongoing basis as staff reports are developed, and as zone

changes, conditional use permits, subdivisions, and other land use related decisions are made.

Objective 1: Promote a diverse mix of housing options to meet the needs of a variety of lifestyles, incomes, and age groups.

Elko's housing inventory should offer a spectrum of options and costs that are proportional to the makeup of its residents and employees and their ability to pay for housing. A successful housing spectrum will include ample options. The beneficiaries will not only be community residents, but also employers that are able to draw from a broader range of potential employees. Employers in Elko will be able to fill a diverse set of jobs, ranging from clerical to executive, and will include positions for manufacturing, industrial, retail, services, and others.

For Elko's housing supply to reflect demand, it is important to evaluate the demographic characteristics of the community. Projections of the types of housing that will be needed to accommodate various housing needs and incomes should be made. Then regulations and policies should be incorporated that will allow the market to meet these needs. A demographic profile of Elko can be found in the introduction of this Master Plan, and the Elko Housing Plan includes specific policy statements about the provision of housing opportunities in the City.

A good housing mix brings opportunities for people to age in place. It also means that housing caters to the needs of people with different income levels, family sizes, and tastes. In order to successfully achieve diversity in housing, the Elko community should carefully review its zoning ordinances and regulations and tailor them to mitigate adverse impacts on true market demands, and to reduce unnecessary regulations and policies that do not reflect the true housing needs of the community. Specific Housing Best Practices include:

Best Practice 1.1: Plan for and encourage a mix of housing types throughout the community.

Live-Work Units: Review and, if required, clarify City zoning ordinances to encourage the co-location of businesses with housing in live-work units. Live-work units typically include internally connected housing above or behind the commercial space and provide convenient housing and office space for individuals employed in anything from professional services to small home-based manufacturing. This type of housing would be appropriate in the Elko downtown core, or in developing neighborhood centers as the City grows and expands.

Mixed-use housing: Review and, if required, clarify City zoning ordinances to encourage mixed-use housing, or separate housing and commercial units within the same building. Provide mixed-use housing above retail to encourage human activity at night and on weekends, resulting in healthier commercial areas. When a diversity of users is present in a neighborhood, a wider variety of services can be supported. Parking requirements are of particular concern in built and older areas of the community.



Live-work units have residences located above or behind home based professional services and/or businesses



Accessory Dwelling Unit built on top of a typical double garage



A manufactured home erected in 2010 in the Canyon Crossing subdivision in the Northeast Neighborhood.



An older residential neighborhood that has been preserved and restored



These four single family dwellings are located in the Central Neighborhood of Elko. Built on 25' x 100' parcels, these four townhomes are complete with garages which open in the rear alley on Oak St. The homes were constructed in 2008.

Built by a local developer, this development replaced an old apartment complex that was destroyed by fire, and reestablished the old original 25 x 100 lots. The project received variances for setbacks and the homes are 15' wide. They are attractive, and are good examples of renovating in a desirable old neighborhood.

It is also an example of good use of City infrastructure since its current state as "high-density infill" development and is worth more to the City in property taxes.

Accessory Dwelling Units: Review and, if required, clarify City zoning ordinances to encourage the development of additional accessory dwelling units within the City. Current City Code allows for the development of both carriage houses (secondary structure apartments) and accessory dwellings (e.g. mother-in-law apartments). Accessory dwelling units are encouraged because they increase density, are affordable, and maintain the neighborhood character. These units are typically built over garages and can be used as a studio, a teenager's bedroom, or rented as a separate apartment to help offset the cost of a mortgage.

Single Family: Continue to encourage the development of single family homes throughout the community. Single family homes usually appeal to larger, well-established families and offer space for landscaping, gardens and future expansion.

Single family homes are not always built on large lots. In some cases, single family homes are built on small lots and can even manifest as attached buildings. Small-lot single family homes occur in higher density residential developments. They usually have shared driveways and garages. Single family homes can also be owner occupied or rental units. Current subdivisions in Elko are mostly made up of single family homes. More recent new developments have included a mix of small lot single family development and smaller townhome development. New developments, subdivisions and master planned communities should continue to explore the potential for including different types, sizes, and styles of single family homes.

Multiple Family: Multi-family residential units occur as apartments, condominiums, duplexes, triplexes, four-plexes, and townhomes. Apartment housing is in demand in Elko as it typically caters to younger, lower income, and transient families. Multi-family homes create density and can house a greater number of people per square foot and therefore support vibrant neighborhood centers. Multi-level developments also strengthen the street wall and offer opportunities for first floor retail. Appropriate locations for multiple-family development include the downtown area and land bordering major or minor arterials and collectors.

Mobile Homes & Parks: A number of mobile homes can be found in Elko. These are primarily located in the Southwest Neighborhood of the City, located south of the Humboldt River and Lamoille Highway. The mobile homes offer housing to lower income residents. There is often a stigma generally associated with mobile home parks. Typical challenges include a lack of public or private open space, poor maintenance, and a lack of sufficient off-street parking. The current City code addresses these issues, and enforcement of these standards will promote attractive, high quality mobile home park development in the future.

Best Practice 1.2: *Encourage high-quality housing design to strengthen neighborhood acceptability, while encouraging variety and beauty.*

Design Guidelines: Variation in housing mix (architectural styles, lot sizes and building types and sizes) creates greater visual interest along sidewalks for pedestrians and promotes the long-term sustainability of a

community. In contrast, streets lined with identical homes and blank garage doors make walking less appealing.

Many communities require minimum design standards for residential development for certain types of housing. Some communities apply city-wide standards for every home, while others apply them only to multiple family developments.

If the City considers adopting a set of design guidelines, standards should include basic requirements for building orientation and form, rather than details on materials, style, window type, colors, etc. The most important objective is to promote a livable community by reducing total percent of garage frontage on the street, and elevating the importance of front porches and the more human-focus elements of a home.

Good design for multiple family developments can play a key role in increasing their acceptance in primarily single-family neighborhoods.

Rehabilitation of Older Neighborhoods: Elko has a number of older neighborhoods that have helped to define the character of the City. These neighborhoods and the homes within them contain important elements of the City's heritage and contribute to the communal lives of residents.

Rehabilitation of older neighborhoods is a challenge facing many communities, and Elko is not an exception. Of critical importance is to help beautify and revitalize these neighborhoods without resulting in gentrification that displaces the original residents. Several strategies can be adopted by the City to help clean up and develop these areas, while promoting a gradual transition in the area's overall property values:

- The first step should be to identify and invest in public infrastructure improvements and public works projects. These include road and sidewalk maintenance or reconstruction, development of trails, water/sewer, and installation of new street lighting and signage.
- A second step, which requires more resources, is the investment in public green spaces such as parks, plazas, street trees, and other landscaping.

The objective of these initial steps is to create a more attractive and livable neighborhood for the current residents, without requiring any private investment. Once the public investment has been made, demonstrating the local government's commitment to improving the area, new private investments will likely follow. This investment can be incentivized in a number of ways including the:

- Review and update of zoning and regulatory policy for the affected areas to offer more flexibility in development
- Enacting Code provisions allowing for the waiver or reduction of connection and impact fees (Note that Elko City does not currently collect impact fees for new development, but this is a strategy that could be effective in the future).



A mix of architectural styles, housing types, and diversity helps provide residents with housing options



Affordable multi-family housing units can be of high quality and blend seamlessly into the rest of the housing fabric



Single family home under construction in Elko's north central neighborhood

Best Practice 1.3: Work toward equitable and even distribution of housing types throughout the community.

Blended Communities: Housing development should seek to provide a variety of housing types that includes distinct architecture, density, scale and type, as well as different income levels of households within neighborhoods. Housing is a primary responsibility of communities. Housing development by communities should be safe, make efficient use of infrastructure, and promote a feeling of community. Housing development should also allow for diversity and affordability, and enhance quality of life.

Distribution: Promote more affordable housing opportunities distributed across communities to avoid concentration in any one area. Encourage multifamily housing throughout the City, using a variety of styles that are attractive and blend in with the local character.

Coordination of Land Use, Transportation Networks, and Infrastructure: Transportation networks and land use are complexly intertwined elements of any community. Decisions in land use affect transportation network operations and levels of service, and transportation network design and layout affect the viability of land uses in a particular location. Zoning amendment considerations are critical to maintaining the hierarchy of the City's roadways. Impacts and consequences of decisions on both land use and transportation should be considered thoughtfully.

Design neighborhoods in a manner that is conducive to walking and transit operations. A mix of densities, traditional neighborhood design, increased intersection density, and streets designed for cars, bicycles, and pedestrians all promote walking and create a framework for efficient public transit when it becomes available. This efficiency and holistic approach to neighborhood and street design is summed up in the principles of a concept known as the *Complete Streets* approach.¹

Greater choice in housing near commercial and employment centers reduces land consumption and increases redevelopment, thus reducing demand for new sewer, water, and transportation infrastructure significantly.

Provide for adequate transitioning and buffering between residential uses and industrial and commercial uses. Scaling down in density and intensity of land use between commercial centers and predominantly single-family neighborhoods can provide a smooth transition across transects. Typical buffer uses include multiple family dwellings, live-work, and mixed-use developments, park and other green spaces, and generally smaller scale, and more neighborhood-oriented commercial uses (day care centers, corner markets, professional office, bakeries, and florists).

Encourage high density residential, commercial or industrial uses that generate significant traffic volumes adjacent to major arterials or

¹ Complete Street – Complete Streets advocates recommend changing policies and practices of transportation planning agencies to provide mobility to all members of society, not merely those able to, financially and physically, own and operate an automobile.

collectors roadways and discourage low-density development that does not generate significant traffic volumes. Through coordination of the Future Land Use Map and long-range transportation planning, the important travel routes through and within the City have been identified. Plan for them accordingly with appropriate rights-of-way widths, buffer land uses, and heavy adjacent landscaping.

Ensure proposed land uses compliment and support the long range planning for utility infrastructure.

Encourage well-planned residential subdivisions, planned unit developments (PUDs), and mixed-use developments to infill vacant lands, promote area redevelopment, and/or allow for the provision of a variety or mixture of housing types not possible by strict interpretation of the subdivision and zoning ordinances. Flexibility in zoning and subdivision regulations, incentives like waived or reduced fees, and fast-tracked plan review and approval are all strategies to help accomplish this objective.

Best Practice 1.4: Consider housing policy an opportunity to promote sustainable, adaptable, and efficient neighborhoods.

Life-Cycle Housing: Plan for housing suitable for different stages of life, including smaller, more affordable units for first-time buyers, singles, young couples, families with many children, and older home owners, as well as opportunities for senior citizen housing and long-term care/assisted living facilities. Housing policy should work to create opportunities for people to live and grow in the same community. This will enable young couples, families and the elderly to live near relatives, and stay within their same social networks (e.g. church boundaries) throughout their lives.

Inclusionary Approach: Address housing affordability using an inclusionary approach that allows for a mixture of housing types and prices, recognizing that housing affordability is integral to the long-term success of the City. Cities should be a welcoming place for people of all walks of life. Segregating housing by type, price, and size can lead to major divides in a community, most often along socioeconomic lines. This can ultimately lead to areas of higher crime, poverty, and other challenges. Taking steps to encourage neighborhood development that includes housing diversity minimizes the creation of these problem areas, and leads to a more inclusive, diverse, and accepting community. Children in such communities will grow up knowing people from different ages, walks of life and from different socio-economic groups.

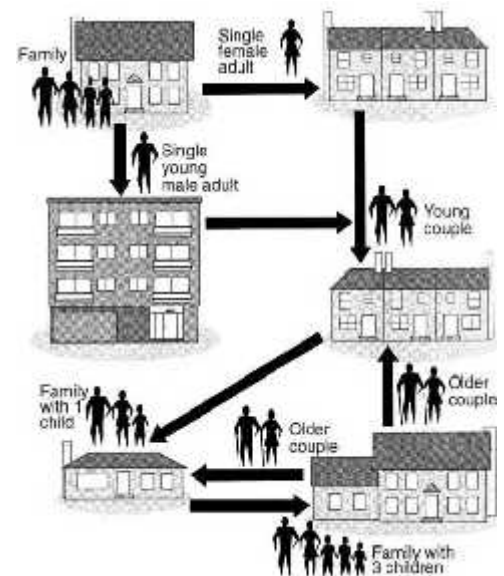


Diagram of life-cycle housing needs
Source: Envision Utah

Objective 2: Encourage revitalization and redevelopment of the downtown area to strengthen its role as the cultural center of the community.

Downtown Elko is the commercial and cultural hub of the City and Elko’s revitalization will largely result from a reinvigorated downtown. The downtown area has some noteworthy historic structures, a unique opportunity with the vacant railroad corridor, and the foundations for a vibrant city center. A Redevelopment Agency was formed to help

facilitate development of the downtown. Its current project boundaries include the majority of the historic core of the City and some peripheral areas. See [ATLAS Map 7](#). Existing RDA Area. Continued coordination between the City, the Elko RDA, and other stakeholders and partners in implementing the Redevelopment Plan and identifying opportunities for the revitalization of the downtown is important to the success of the City's redevelopment efforts. A variety of tools, mechanisms, incentives, and strategies are available to facilitate revitalization, and these general redevelopment Best Practices are identified below:

Best Practice 2.1: Encourage and incentivize infill development over new greenfield development.



A walkable, commercial street wall in downtown Elko

“Infill development” refers to a type of development that involves building on vacant, abandoned, or underutilized parcels in a city or community. It is a tool for growth management and urban revitalization. Infill development ensures that built up areas are developed to full capacity to reduce development of and encroachment into open spaces and undeveloped land outside of the core of the built up-area. Vacant sites and unsafe and dilapidated structures are typically identified and redeveloped into other uses that tie in with development in the immediate context. Building use, type, and architectural character should be compatible with the surrounding context.

Strategies for successful infill development in many communities include the following:

Infill Development Framework:

- Identify vacant and underutilized properties where infill can occur.
- Provide a community vision where infill is possible.
- Provide specific plan and design guidelines for development and redevelopment.
- Strategize with community groups, economic and business development associations, and other interested organizations and individuals to market available parcels and potential for infill development.

Review Current Regulatory Framework:

- Offer regulatory relief in the form of streamlined application processes.
- Allow mixed-use development at densities sufficiently high enough to make infill development economically feasible.
- Reduce or defer development fees and determine on a case-by-case basis whether bonds or other financial resources will be required of developers.
- Reduce parking requirements where infill development is situated near public transportation

Fast-track Infill Development Approvals and Permits:

- Provide streamlined review process for projects categorized as infill development.

Information Sharing:

- Provide developers with current inventory of vacant and underutilized properties.
- Identify infill location priorities and potential incentives and/or financial or in-kind assistance for developing in priority locations.
- Provide information on public resources.

Support Infill Development:

- Improve public facilities and services to support infill development, such as power lines, sidewalks, water, sewer, fiber optic, etc.
- Support the Elko Redevelopment Agency in assisting developers with the acquisition or assembly of property necessary to implement quality redevelopment projects.

Infill Development in Elko

Most of the infill development in Elko will occur in the downtown core, capitalizing on vacant lots and underutilized properties. Vacant and blighted areas in the downtown present great opportunities for infill development. Blight in the downtown resulted from:

- Subdivision and sale of lots of irregular and inadequate size and configuration.
- Age, obsolescence, and deterioration of buildings and structures
- Defective design and character of physical construction (faulty interior and exterior spatial arrangements)
- Inadequate streets for current travel demand
- Conflicting land uses
- New focus on developing of highway and freeway frontages
- Competition from online retail sales

The prime area for infill will be on vacant lots along Railroad and Commercial Streets in the downtown corridor, from 3rd Street to 11th Street. Buildings heights of 2-4 stories are recommended. This will create a strong street wall along the parking corridor. Other major streets that could use a stronger street wall by infill development include Silver Street, and west Idaho Street (between Mountain City Highway and 3rd Street). It is important to note that infill development could potentially be allowed in locations throughout the entire City, wherever feasible and permitted by the City Code.



The curb extensions/returns above are located in downtown Elko. Curb extensions reduce the length of the crosswalk. They also calm traffic at intersections and can be good locations for landscaping



Benches and a drinking fountain are essential amenities for pedestrian comfort in a downtown



Street lamps provide pedestrians with a sense of security as they use streets at night. Large shop windows and first floor retail that addresses the street are good strategies for encouraging pedestrian activity

Aerial view of the central parking corridor in downtown Elko, showing potential sites for infill developments

source: www.bing.com

These areas should respect the architectural themes in the downtown and fit seamlessly into the urban fabric. There are situations where buildings need to make an architectural statement with a deliberate departure from surrounding architectural themes. An example would include the Elko County Complex. Architectural design that stands out should be reserved for public buildings like governmental offices, libraries, museums, and community centers.

Infill developments can be most effective in downtown Elko if they are mixed-use in nature, with first floor retail and housing, or professional offices, on the upper floors. The first-floor retail will encourage foot-traffic and animate the street, while the other uses on the upper floors will bring in the necessary population and capital to sustain new development.

Benefits of Infill Development

- Elko will be able to make better use of its urban land supply while reducing consumption of its pristine lands and open space.
- Development of mixed use with infill housing will bring people downtown and enable greater and easier access to job centers.
- Elko residents who live downtown will reduce the time, money, energy, and air pollution associated with commuting and other use of single occupant automobiles.
- Infill development will strengthen local real estate markets and property values, and renew older neighborhoods and housing stock.
- The City will make better use of existing infrastructure and lower costs for providing certain public services such as sidewalks, water and sewer, and public safety.
- Elko will gain from having functional assets to replace brown fields and abandoned industrial areas, while creating socioeconomic diversity.
- Elko’s unique culture will be supported with infill facilities that can contain cultural, educational and civic functions. These can include museums, community college, fitness centers, dance theaters etc.

Best Practice 2.2: Invest in public infrastructure improvements and public amenities in the downtown area.

Improvements on existing, and provision of new, public infrastructure for Elko’s downtown will help to achieve the goal of revitalization. It will make the downtown more attractive and reinforce its identity and importance as a regional hub. Public infrastructure and amenities will include pavement and sidewalk improvements, street furnishings and



The above before and after images, demonstrate how a typical street can be made more attractive by using streetscape improvement strategies. Also notice new infill developments



Xeriscape landscaping in a street median

pedestrian amenities, landscaping, public art, parking corridor beautification, and park or plaza space construction.

Pavement and Sidewalk Improvements

It is important to think of downtown streets as destinations. Streets within a downtown should move multiple modes of transportation efficiently, promote gathering and social interaction, encourage shopping and business activity, and be memorable places.

Pavements and sidewalks are streetscape elements which should be well designed to limit or eliminate vehicular-pedestrian conflicts and be comfortable for all users. Strategies for achieving this in downtown Elko should include:

- Traffic Calming: Curb extensions or bulb outs, medians and islands, crosswalk markings, narrow traffic lanes, raised crosswalks, traffic circles at intersections, speed humps, and pavement textures (cobble, brick etc.).
- Pedestrian Improvements: Connected, improved and increased system of sidewalks, design for special needs (wheelchairs, walkers, strollers and carts), and community walkway networks including trails and mid-block pathways.
- Cycling Improvements: Increased bike parking opportunities and options, road markings and signage for bike lanes on streets, road and road shoulder management and maintenance.

The City should coordinate with relevant transportation authorities, such as NDOT and traffic engineers, to weigh, and mitigate, the impacts of such improvements on the carrying capacity of roadways in the downtown.

Street Furnishing and Pedestrian Amenities

Street furnishings and pedestrian amenities create comfort for the pedestrian and encourage visitors and residents to linger on, and use, streets. A vibrant downtown with ample pedestrian amenities attracts foot traffic at all times of the day, which results in a critical mass of people supporting/patronizing business and retail activity, restaurants, entertainment venues and civic amenities etc.

Street furnishings in the downtown should include bollards, benches, lamps, trash receptacles, public restrooms, ATMs, information kiosks, bus shelters, drinking fountains etc.

Landscaping

Landscaping is intended to complement the natural environment and helps to tie the built-up area to surrounding open spaces and pristine lands. Landscape elements include planted medians, planters, street



Public art can be passive or interactive



Signs help to navigate downtowns. They can also be used to provide information, serve as landmarks, and also be used as public art works

trees, water features and natural vegetation. Street trees and plantings reduce scale, introduce a natural feel, and create more pedestrian friendly places. Trees and plants also provide shade in exposed areas. Hard landscaped areas such as plazas and squares serve as gathering points for civic activity.

The introduction of new landscaped areas in the downtown will enhance the City's image and make it attractive as a destination. There is a noticeable reduction in vegetation and tree cover in the downtown in comparison to the "tree streets" and southern neighborhoods. This creates an obvious discontinuation of the rich character of landscaping that exists in the older neighborhoods.

Landscaping in the downtown enhances the Elko experience and encourages the visitor to linger more in the downtown. Landscaping also frames the public space and can help improve the City's place-making quality.

As Elko pursues landscaping options, it is important for the City to do so in recognition of Nevada's arid climate. For that reason, the City should explore the use of additional xeriscape landscaping in areas that have not yet been landscaped, as well as the use of native plants, particularly in public spaces.

Xeriscape landscaping is the practice of landscaping with plants that require very little water, and can survive and flourish with limited to no irrigation.

Public Art

Public art is an important element in revitalizing a downtown. It builds on the local culture and reinforces the identity of the City. Elko is endowed with a rich and diverse cultural heritage and can be very creative and draw from a wide array of sources to infuse quality public art in the downtown fabric.

Public art can be interactive or passive and appeals to, and engages, all sectors of the population. Public art contributes to a community in the following ways:

- Builds civic pride and highlights local culture
- Adds another layer of activity for downtown visitors when the art installations are interactive
- Can be a source of revenue to local artists, and (when interactive) can be a source of revenue to the City, or other authority, if a fee is required to engage art
- Can be educational and informative
- Makes the memory of a city linger on in a visitor's mind (public art works are some of the most photographed and talked about elements in a city)
- Helps with wayfinding in a city

Elko currently has some interesting public art works and signs. Some of these are local attractions, with examples being the 'White King' sign on Commercial Casino, and the 'Tree of Gernika' mural. The City also has unique historic and retro signs which can be celebrated and improved.



Alleys in Elko's downtown can be cleaned up and improved for pedestrian zones.

Improvements may include the introduction of landscaping, lighting, street furniture, and the burying of utility/power lines

The City should work with the Arts and Culture Advisory Board, the Redevelopment Agency, and other relevant agencies to draw a plan for public art in the downtown. This plan should define a theme or message that represents Elko. The plan should also identify local resources and artists who can be recruited to create art pieces. The plan should also address exhibit, or art, turnover periods as well as maintenance schedules.

In 2017, the Arts and Culture Advisory Board received sponsorships from 49 local businesses and individuals to install Cowboy Boots painted by local artists and installed throughout the City of Elko, promoting the arts and Elko's Centennial.

Legible gateways into cities and downtowns are important and help with navigation. Gateway design should be of a similar theme with other public art pieces in the City.

Signs and fixtures should be themed as well to create a holistic identity for all or specific parts of the downtown.

Parking Corridor Beautification

Elko's primary parking supply is found in the vacated Union Pacific rail corridor. The corridor is one city block wide and about eight blocks long. This space defines Elko's downtown and is an invaluable resource that can be enriched and improved to make Elko's downtown a destination.

The parking corridor is functional, and provides parking opportunities for patrons and owners of businesses and restaurants in downtown. It relieves Elko of the typical problem of parking availability in downtowns. While it is only rarely filled to complete capacity, the corridor is heavily used.

However, the corridor also creates a great schism in the downtown. The corridor lacks ample vegetation or tree cover and is not designed to cater to the needs of the pedestrian.

The City recently renamed the downtown park to Centennial Park and is in the process of transforming and expanding the park in accordance with the Redevelopment Plan.

While saving as many parking stalls as possible, the City should take a bold initiative and consider the following strategies for the development and revitalization of the parking corridor:

- Redesign parking stalls to allow for plant material at the periphery and core of the parking areas
- Plant shade trees (native species) and evergreens to provide thermal comfort all year round, to reduce scale, and to bring a natural feeling to the downtown
- Consider the provision of walkways, pedestrian malls and civic plazas, amphitheaters, etc.
- Provide a program of activities, events and experiences that can occur in the new public amenity.



A pedestrian mall showing street furnishing and landscaping

- Redefine, rebrand and market the corridor as a functional multi-purpose community space and a regional attraction in Elko, which also provides parking for automobile users.
- Consider the full utilization of the space in winter as a venue for community gathering. Some members of the community suggested development of an ice skating rink here.
- Consider a complete re-design of the corridor to allow for larger parking stalls, landscape areas and pedestrian access.



Art along the creek at Great Basin College



Conceptual rendering, showing improvements in the downtown corridor

Park or Plaza Space

Downtown Elko can benefit from the inclusion of plazas and park spaces. As earlier discussed, the downtown parking corridor can support a programmed space that will include green parks, a pedestrian mall, formal civic spaces and water bodies. Other pocket parks can also be located at other vantage parts of the downtown. New parks and open spaces in downtown Elko are critical for revitalization. Urban open spaces add a layer of aesthetic quality to the urban fabric. Other advantages of providing park/plaza spaces in downtowns include:

- Park spaces provide relief to city users and a physical and psychological break from built up urban areas.
- Plazas can be used for multiple community events and are effective nodes for social interaction.
- These spaces also support street vendors and petty services, which eventually contribute to the local economy.



Placemaking elements in a pedestrian mall

Utilities and Public Infrastructure

Many of the power and telephone utility infrastructure in the downtown is overhead. While overhead lines are easier to maintain and less expensive to install, they create visual clutter that obstructs views within the downtown and can be more susceptible to damage. Burying electrical and telephone lines can be cost prohibitive, but should be incorporated to the extent possible as redevelopment projects are undertaken in the downtown.

The City has completed significant water upgrade projects in the downtown area for many businesses which share old water services with neighboring businesses. As business uses change and expand, it has become evident that private services will need to be upsized.

The public utilities that require upgrades in the downtown corridor include electric power, fire suppression, natural gas and communication.



Mixed-use pattern of development along a major transportation corridor



A band plays at a performing pavilion in downtown Chico, California

The Elko Redevelopment Agency Preliminary Plan includes a list of priority infrastructure projects. These include an upgrade of the Southwest Gas Corporation gas lines, the addition of underground electrical infrastructure in the parking corridor for events, and the burying of overhead utilities throughout the downtown.

Best Practice 2.3: Promote and encourage the programming and place making of downtown.

Place-making is a term that describes the provision/creation of open spaces like parks, plazas, squares, streets, and landscaping for the enjoyment and pleasure of people. Downtowns that have an underlying place-making objective are successful at attracting and retaining people.

While creating a tapestry of activities, sights, experiences and events these downtowns make room and offer spaces for the arts, culture, and entertainment. Some of these spaces include open areas for public gathering, plazas, amphitheaters, band stands, etc., which help to support and promote the hosting of events.

Events in these spaces are typically programmed and managed to appeal to all ages, interests and backgrounds. A downtown that can successfully host events and programs is able to attract residents and visitors, and the needed foot traffic to support restaurants, retail outlets, and businesses.

Continued efforts between the City of Elko, the Redevelopment Agency (RDA), the Downtown Business Association, relevant advisory boards and committees, and any other relevant stakeholders and organizations to program, organize, support and/or promote events in the downtown area is important to place making of the downtown. Elko should also explore opportunities for constructing and designating spaces for public gathering and events.

Other elements which help to make downtowns destinations, while boosting their place making characteristic and which Elko can continue to explore, include holiday decorations, banners on street lights, and downtown business promotions.

Objective 3: Strengthen, preserve, and promote the area around the City Park, City Hall, and Convention Center as the civic heart of the community.

Civic facilities are necessary in every sizable community. They tend to tie the community together because of the political, administrative and socio-cultural functions they envelope. They typically date back to the beginning of the community and are symbols and custodians of culture, heritage, local history, and identity.

Most cities have a recognizable civic heart or center, which may be separated from, or merged with, the commercial and retail hub of the downtown. The civic heart may contain buildings such as a City Hall, courthouse, library, museum, police station, convention center, park, cemetery, school, theater, etc. The civic heart of a city does not typically see intense redevelopment but rather piecemeal developments which may be necessary to sustain its function and use. In many communities this focuses on historic preservation and restoration.





A place making objective results in beautiful, functional, and economically lucrative community spaces

Elko's civic area is clearly identifiable, with most of the City's facilities generally straddling College Ave. and Cedar St./Country Club Dr.; and between Interstate 80 on the north and Idaho St. on the south. Important places within this area include Elko City Hall, Elko Convention Center, Elko Municipal Swimming Pool, Northeastern Nevada Museum, Elko County Fair Grounds and Great Basin College. The civic center of Elko is located very close to Interstate 80 on the east entrance to the City via Jennings Way.

A second civic center is found in the downtown core, with the focus there being on County and federal governmental functions. The downtown is home to the US Postal Service main office, the historic Elko County Courthouse, the Elko County Complex, a fire station and a few City offices and shops.

Best Practice 3.1: *Enhance a civic feeling and character for this area by protecting green spaces, preserving large setbacks, and sightlines terminating at key structures or monuments.*

Special buildings require special sites. Civic buildings are landmarks that have to be celebrated in the City. They require large setbacks, open spaces, shade trees, seating areas, fountains and monuments around them. These elements help to frame and celebrate the buildings and the area. The public is also able to utilize the grounds in the civic area while enjoying the use and aesthetics of the facilities.

Since the City of Elko's civic area is not linked directly to the downtown and serves as a center on its own, it will be important that the civic area develops a strong identity. Some strategies for improving Elko's civic area include:

- Introduce gateway features – such as monuments, lamps, bollards, large potted plants, flags, signs, etc.
- Create a unifying theme – use paving material, bricks, plant/tree species, street furnishing etc. to create a theme for the entire area.
- Restore, preserve, and improve existing facilities, especially those that are of historic significance.
- Protect green spaces, open space, and preserve large setbacks to celebrate key structures.
- Introduce fountains, statues, monuments, flag poles, and other such elements which are typically used to distinguish civic areas.

Best Practice 3.2: *Locate future civic facilities in this area to strengthen its role as a community center.*

Historically, and before the large-scale use of the automobile, American settlements and towns were centered on civic uses. This core usually had the courthouse, school, post office, train station and a park. The town's Main Street was home to most of the commercial development for the community. In most cases the Main Street came through the civic core.



A statue in a civic plaza



A civic district with a number of civic uses in close proximity to each other

This arrangement of uses enabled residents to conduct all daily activities within a walking distance. The concentration of activity also brought in a vibrancy and critical mass to support commercial uses.

A call for this type of development is going on nationwide, as downtowns are exploring strategies to be more walkable and pedestrian friendly. Concentrating complementary activities in centers and nodes goes a long way to promote this idea.

Elko's civic area can be further enhanced through the consolidation of governmental and civic services such as the Police and Fire Departments, which are currently headquartered at different parts of the City.

The civic area also presents a potential for the location of a new recreational center for the City. This facility will tie in with other facilities like the City Park, Municipal Swimming Pool, and the Convention Center.



A residential neighborhood with an identifiable center

Objective 4: Consider a mixed-use pattern of development for the downtown area, and for major centers and corridors, to ensure the area's adaptability, longevity and overall sustainability.

It is important to have zoning ordinances to control and monitor development in communities. Zoning contributes to the overall feel and form that a community or city takes. Most American towns and cities are zoned based on the Euclidean form of zoning. Euclidean zoning is typified by the separation of land uses into specified geographic districts, with dimensional standards, which dictate development activity within each type of zone/district. Over time, this type of zoning has become familiar to city officials, the legal field, planners and design professionals. It has been acclaimed for its relative effectiveness, ease of implementation, and long-established legal precedent. However, zoning has the potential to limit mixed use activity areas, especially in downtowns. For example, areas zoned commercial in downtowns could limit opportunities for residential development.



Neighborhoods and subdivisions can be designed to take advantage of natural open space and physical features. Good planning will ensure that communities protect sensitive lands

Mixed use development zones are centers, blocks or areas within cities that allow for the development of a mix of residential, commercial, office and technical uses, a variety of building types and densities, common open space variations, clustered development and recreational facilities. They provide for a mix of uses and block types to create local, walkable connections between jobs, housing, and retail.

Best Practice 4.1: Create mixed-use zones and explore the use of form-based zoning within the downtown, at centers, and along major corridors.

Elko's current zoning primarily designates the downtown as a commercial zone. This type of broad-brush commercial designation for a downtown area limits its potential for mixed use activity. In collaboration with the RDA's Plan/Vision for the downtown, and to spur revitalization, the City has adopted and should consider adopting additional zoning



Residential housing surrounding, and within the core, of a neighborhood center is that of a close-knit, mixed-density community

ordinances to provide for mixed use zones within the downtown, along major corridors, and in future neighborhood centers.

Mixed-use development can be accomplished by allowing mixed use projects, or simply allowing multiple types of developments to locate in the same area (i.e. an apartment building next to a restaurant). Mixed-use developments can be vertical (e.g., residential above retail) or horizontal (e.g., office next to retail).

These mixed-use zones should not be limited to commercial uses (for example office and retail), but should encourage a mix of residential and commercial units as well. This would result in a downtown that is active around the clock, and a critical mass of people to support downtown activity.

Mixing uses is more adaptable and a good long-term choice for development. Mixed-use development may benefit communities in the following ways:

- Spurs revitalization
- Encourages high quality design by providing both greater flexibility and more control
- Preserves and enhances traditional and historic centers
- Promotes a small town style mix of retail, restaurants, offices, civic uses and multi-family housing
- Provides more housing opportunities and choices
- Promotes pedestrian and bicycle travel
- Reduces auto dependency, roadway congestion, air pollution by co-locating multiple destinations
- Promotes a sense of community
- Encourages economic investment
- Promotes efficient use of land and infrastructure
- Guides development toward established areas, protecting outlying open space, rural lands and environmentally sensitive resources
- Increases revenues

Communities create mixed-use developments for a number of reasons including revitalization and economic development; a means to providing multiple housing and as an opportunity to be transit ready.

The City could consider the development of two new mixed-use zoning districts:

- One addressing downtown redevelopment that allows for taller, more intense mixed-use developments (2-4 stories), and
- Another that allows for more neighborhood scale and intensity developments (1-2 stories).

Eliminating inappropriate industrial zoning in the heart of the downtown would benefit redevelopment and revitalization of the area as well.

Objective 5: Encourage development that strengthens the core of the City, to include new annexations that are logical and orderly and do not promote sprawl.

Over time, cities often grow both in population and geographic area. In many communities, property tax is one of a city's primary revenue streams, and therefore, outward growth and expansion is critical to sustaining the city in the long term. Elko is no different, and throughout the City there is a general desire to see new development and growth occur.

There are several opportunities for infill development within the City's existing municipal boundaries and islands of unincorporated land that could ultimately be annexed. However, development will also occur in the areas on the edge of Elko, and annexation of these areas will be in the best interest for the City and the residents of these areas.

Best Practice 5.1: *Consider the impact of proposed development on, and capacity of, existing public infrastructure (water, sewer, roadways, etc.) prior to annexation and approval.*

The key to successful growth and annexation for any city is to balance new development with the city's ability to provide services to the area. Capital construction and the ongoing maintenance of infrastructure is one of a city's largest expenses. In many cases, a developer will take responsibility for many of the capital costs in installing new roads, storm drains, water and other utilities. However, the capital cost is only a portion of the total cost of providing service to these areas, and long-term maintenance can be significant.

The City of Elko should carefully examine the impact and costs of development (capital and ongoing) and determine whether it is in the best interest of the City to annex at a particular time. Delaying annexation may mean that developments are not built to Elko City standards, but rather to the County's standards. To avoid this, the City should utilize zoning and other regulatory tools to direct development to the areas that can most easily be served by City infrastructure.

When considering potential annexation of properties into the City, the following and other relevant factors should be examined:

- Adherence to the applicable requirements in the Nevada Revised Statutes
- Ability to provide or extend major municipal services to the area while maintaining adequate services to current residents. Such services may include, police, public safety services, parks and recreation, streets, storm water management, building safety, planning and zoning, code enforcement and other basic services.
- Ability of the City to protect undeveloped areas from premature or low-density development which limits logical growth and efficient provision of services.

- Ability to require and manage quality urban development and land uses in a manner consistent with the recommendations of the City's Master Plan.
- Ability to improve the valuation of the community at-large without creating a financial burden upon current residents.
- Ability to ensure quality development consistent with the existing or desired character of the City.
- Ability to help further any identified goals, objectives and best practices of the City (e.g. provide a broad range of housing options)

The City can review and update applicable City Code provisions to require large developments to provide an analysis of the impact their projects will have on all public services, facilities, and infrastructure (police, fire, roads, parks, water, sewer, storm drainage, emergency response, etc.) The City currently allows for planned unit developments (PUDs) and this PUD ordinance could be clarified to require that large, new developments provide all services needed to meet the demands of its residents, or pay a fee in lieu to allow the City to provide the services economically.

The City of Elko does not currently charge impact fees, but does charge connection fees for water and sewer. Nevada Revised Statutes (NRS 278B.010-.330) allow cities to collect impact fees for new developments. The applicable statute defines impact fees as: "a charge imposed by a local government on new development to finance the costs of a capital improvement or facility expansion necessitated by and attributable to the new development."

Impact fees may be collected in the State of Nevada for drainage, fire station, park, police station, sanitary sewer, storm sewer, street, and water projects. Impact fees collected are deposited in an interest-bearing account, and used to repay a bond, note, or other obligation issued on behalf of the local government to finance the capital improvements.

Before imposing an impact fee, the City Council must establish by resolution a capital improvements advisory committee. The City may designate the planning commission to serve as the capital improvements advisory committee under certain conditions.

The City and the new Capital Improvements Advisory Committee must review the land use assumptions (projections of changes in land uses, densities, intensities and population for a specified service area over a period of at least 10 years) and determine whether they are in conformance with the master plan of the local government. The City must also develop a capital improvements plan.

Additionally, NRS 278B.260 states in pertinent part that:

The local government shall, upon the request of an owner of real property for which an impact fee has been collected, refund the impact fee and any interest and income earned on the impact fee by the local government, if:

(a) After collecting the fee the local government did not begin construction of the capital improvement or facility expansion for which the fee was collected within 5 years after collecting the fee; or

(b) The fee, or any portion thereof, was not spent for the purpose for which it was collected within 10 years after the date on which it was collected.

Establishing a capital improvements plan and the Capital Improvements Advisory Committee will take time and resources. The City will need to determine if and when it becomes appropriate and necessary to start collecting impact fees. There are areas around Elko facing development pressure by very small subdivision projects. Providing services to these small subdivisions will in many cases require large-scale infrastructure projects, but the cost of such capital improvement projects cannot be fairly absorbed by these small subdivisions. An impact fee system has the potential to help address these challenges.

Resistance to impact fees typically comes from those being faced with fee payments, suggesting that it is unfair for a new development to pay the cost of services that have been provided at no charge to developments by the City in the past. A counter argument is that it is unfair for the rest of the residents of the City to subsidize the impacts of new development. Fairness is a key term in evaluating and imposing impact fees, and the US Supreme Court has ruled that impact fees must demonstrate a fair nexus (link or connection) between the fee and the impacts created by the new development.

Best Practice 5.2: *Utilize zoning and other regulatory tools to direct growth to areas that can most easily be served by infrastructure first.*

Zoning can be an effective tool to steer development to the areas where a City can most efficiently and economically serve new development to minimize the need to collect impact fees or for the other residents of the City to subsidize new development through their tax contributions.

The City has an AG zone -- which is a low-density zoning classification -- for areas that are currently unlikely to or less desirable for development. This “default zone” allows for limited development at rural densities. However, areas more easily served by infrastructure should be zoned for traditional residential development densities.

Another tool to direct growth to desirable areas is the use of flexible zoning or density bonuses. With these tools, the City could apply zoning to areas that are determined desirable for near-term development that offers options on density, lot size, or setbacks to allow developers to maximize their investments. A base density could be established, but if the developer meets certain criteria (open space set asides, park dedication, etc.) the developer could be granted increases in the allowed development density.

Another flexible zoning tool is to eliminate minimum lot sizes, in favor of maximum overall development density. This allows the developer to

create a variety of lot and home sizes, to match current market demand, while still maintaining an overall development density established by the City.

Similarly, development can be directed away from areas less suitable for near-term development through preservation zones such as the existing agricultural (AG) zone. Land with steep slopes, floodplains, fault lines, and areas prone to land sliding can be protected by sensitive lands overlay zones. These overlay zones minimize risk of the loss of life or property from a natural hazard, and can protect unique environments.

Best Practice 5.3: *Coordinate planning efforts with Elko County and implement an agreement for the consistent, orderly development within the fringe areas of the City.*

The City of Elko must balance the costs imposed by regulations with the value of land within and surrounding the City, and to this end a communication agreement has been established between the City and Elko County.

If development standards and regulations are too onerous or restrictive within the City, a developer may choose to purchase property within the unincorporated areas near or adjacent to the City. Development within the County will develop under the standards in the Elko County Code. This becomes a challenge when the residents of the development begin demanding City services, or to be annexed by the City and the development does not meet City standards. Examples include road cross-sections and water, sanitary sewer, and storm drainage systems.

The City of Elko has developed a proposed annexation map that identifies areas of unincorporated Elko County having annexation potential. The city should consider further refinement of the map delineating areas that fall into categories similar to the following:

Near-term Annexation Area – Areas in which the City should clarify service boundaries, improve logical jurisdiction boundaries or serve logical expansion for near-term growth.

Priority Annexation Area – Areas that are projected for urban or suburban density development consistent with development patterns in Elko. In some cases, this development may already exist. If these areas are to develop or redevelop in urban or suburban patterns, they should first be annexed.

Other Annexation Areas –Residents of these neighborhoods often identify with Elko and function as members of the Elko Community. However, many of these areas were not developed with infrastructure and utilities that meet modern City standards. These areas should be carefully evaluated for the financial impact of needed infrastructure maintenance and improvements and the impact to the citizens of greater Elko. If annexed, it is anticipated that development agreements and other tools may be necessary to adequately address identified infrastructure limitations where they exist.

Conservation Area – These are areas where annexation is not anticipated. They are not projected to develop in suburban and urban development patterns until well in the future as infrastructure and utilities are available. These areas are generally isolated from necessary services and should not be encouraged to develop in suburban or urban patterns as remote islands served by temporary or rural utility improvements. As utilities are made available to these areas, the City should reevaluate annexation.

Elko County/City of Elko Boundary Planning Area -- It is essential for the City and County to cooperatively carry out the long-term vision and ongoing planning for unincorporated land within the Elko planning area. Planning and development management in the Elko County/City of Elko Boundary Planning Area should occur in accordance with the recommendations of the City of Elko Master Plan, including land use, subarea planning recommendations, and transportation and infrastructure recommendations. The following implementation recommendations would help ensure proper planning in the unincorporated areas until such time as they are considered for possible annexation into the City of Elko:

- Adopt an intergovernmental agreement between the City of Elko and Elko County to manage land use and development decisions in the unincorporated land around Elko. The agreement and planning activities should ensure such areas are not prematurely developed with rural low density uses before logical annexation and higher intensity development can occur in the City of Elko.
- Adopt an intergovernmental agreement between the City of Elko and Elko County to require any development in the unincorporated area surrounding Elko to construct urban infrastructure (e.g., streets with curb and gutter, sidewalks, street lighting, storm water management and municipal water and sanitary sewer utilities to city standards), and include local and collector street connectivity between development areas.

Objective 6: Encourage multiple scales of commercial development to serve the needs of the region, the community, and individual neighborhoods.

Residents of Elko have a variety of needs for commercial areas. Some are looking to make major shopping trips for a variety of goods, while others simply need a quick convenience item, and still others are looking for a recreational experience. Providing a variety of shopping opportunities throughout the City is essential to the long-term success of the community, and its role as the commercial hub for the County. The City should plan for and encourage a variety of commercial districts within its boundaries, while balancing the impact of the new development on existing commercial areas.



Neighborhood commercial units

Best Practice 6.1: Encourage and promote the development of complete neighborhoods, including neighborhood-oriented commercial.

The neighborhood concept is a type of development that enhances the self-sufficiency of residential neighborhoods within a city by providing residents and visitors with multiple living choices. The neighborhoods will have an ideal density within them to support a mix of activities and land uses. Multiple residential-type uses will be available to accommodate people of different income levels. These neighborhoods also support multiple transportation modes, while encouraging walking and bicycling for short daily trips. Park strips are usually present in these neighborhoods to serve as a buffer between the pedestrian and the street. These neighborhoods will also contain a range of supportive commercial, institutional and public facilities and will also be stable, attractive and safe.

Stable neighborhoods have people aging in place and offer multiple choices for life-cycle housing. People are able to embrace the communities and find activities and services which appeal to them at all stages of life. These neighborhoods also become attractive to new residents who desire to benefit from the opportunities and services available. The neighborhood concept also promotes safety and security with the benefits of familiarity generated by a close-knit community.

Neighborhoods are primarily residential in nature with an increase in density and mixed activity towards the core or neighborhood center.

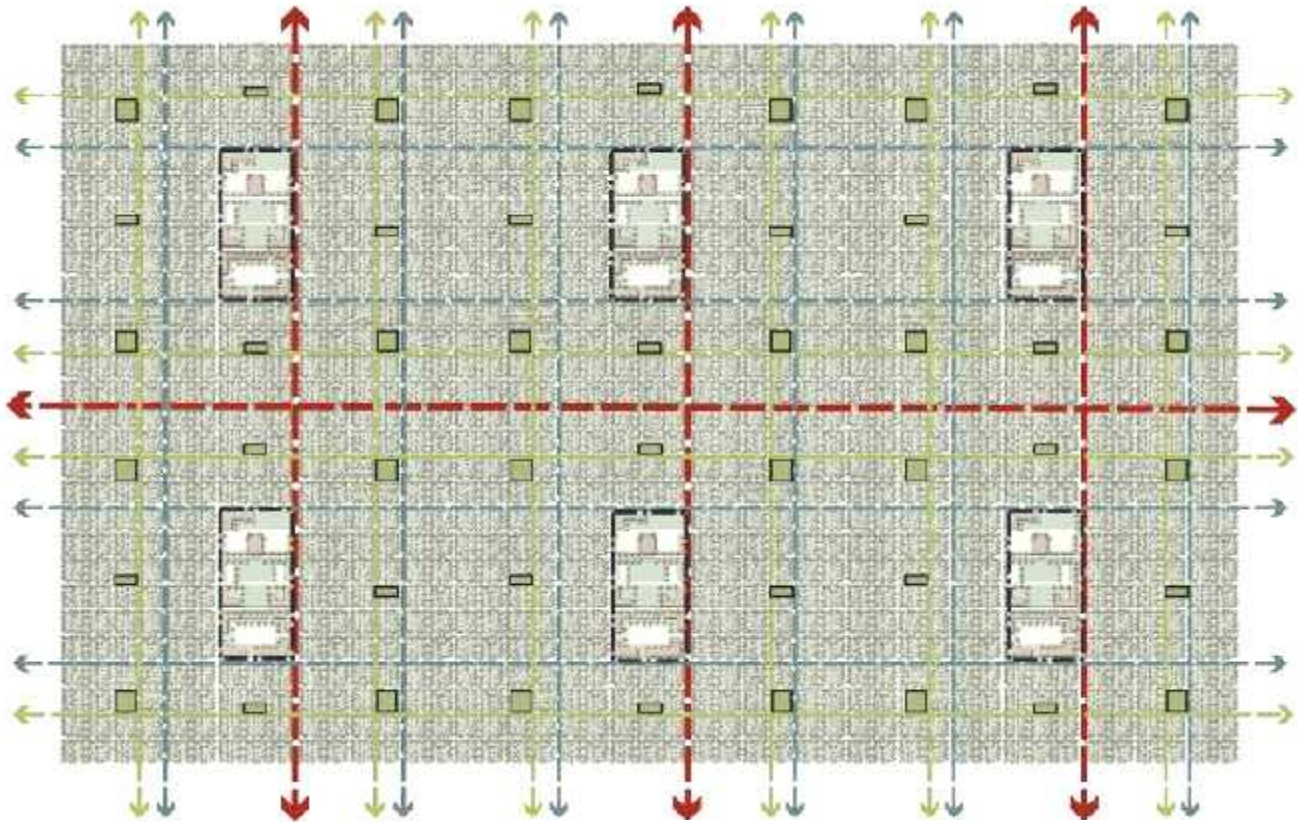
While Elko strives to develop high quality neighborhoods within new subdivisions, it will be important and necessary that certain codes and guidelines are put in place to prevent the construction of homes that destroy the fabric of the neighborhoods.

Neighborhood Centers

The neighborhood centers are typically focused on a community space, such as a school or community center, higher density housing, and or neighborhood-scaled commercial space. The centers are intended to bring elementary schools, local parks, and other civic amenities within walking distance of the vast majority of residents. The centers may abut minor arterials and collectors to create easy access and high visibility for commercial business, where available; however, they are not intended to straddle major intersections.



A diagram and rendering of a typical neighborhood center, which is home to a variety of regular destinations (church, school, park, library, shopping, etc.)



The diagram above shows a conceptual layout of a series of neighborhood centers. Each center is connected to other centers by a street network. Green spaces are also well distributed within the neighborhoods. The linked centers strategically position the City for a future transit system

Table 4 Primary Trade Area Guidelines NEIGHBORHOOD CENTERS		
Minimum Population Support Required	Service Radius	Driving Time Radius
3,000-40,000	1.5 miles	5-10 minutes
Source: Urban Land Institute, <u>Shopping Center Development Handbook</u> , 3 rd ed.		

Table 5 Characteristics of Shopping Centers NEIGHBORHOOD CENTERS			
Leading Tenant	Typical Gross Leasable Area (SF)	General Range in Gross Leasable Area	Site Area (acres)
Grocery Store	50,000	30,000 – 100,000	3 - 10
Source: Urban Land Institute, <u>Shopping Center Development Handbook</u> , 3 rd ed.			

Commercial land uses are one component of a neighborhood center. Not all centers will contain commercial land uses; rather, they may be exclusively civic and community facility oriented. For those that do contain commercial activities, the uses may include: grocery stores, bakeries, barber shops, beauty shops, pharmacies, florists, day care centers, dry cleaners, movie rentals, coffee shops, cafes, etc.

The character of residential housing surrounding and within the core of a neighborhood center is that of a close-knit, mixed-density community. Residents identify themselves with a particular neighborhood, and have close access to the community services located near the core service areas (e.g., schools, churches, parks, neighborhood commercial). Housing types may include small multi-family dwellings, duplexes townhouses, row homes, and smaller single-family homes.

It is important to note that even though these neighborhoods are intended to be self-sufficient, they will be part of a larger, hierarchical system/network of centers which will typically have a downtown core as its centerpiece. The composition and mix of a typical center will vary by neighborhood and will be influenced and fashioned by local factors.

The Neighborhood Concept in Elko

The neighborhood concept can be used as a component for future development of the City. Elko has a number of potential sites for new subdivisions (especially in the Northwest, North Central, and Southwest neighborhoods) and the neighborhood concept of development can be introduced in these new subdivisions. This will bring community services or neighborhood-scale commercial activities closer to residents and reduce/eliminate the need for trips to downtown Elko for simple everyday needs.

Both older and recently established neighborhoods and subdivisions can embrace the neighborhood concept by introducing community services that may create centers on vacant and underutilized lots or other potential and feasible areas that the community may identify. Reviewing zoning and development regulations to allow for neighborhood-oriented commercial in appropriate locations, as well as encouraging the clustering of neighborhood commercial with parks, churches, and schools can reinforce the development of complete neighborhoods.

Downtown Elko will still maintain its role as the commercial and cultural core of the City. The creation of neighborhood centers will not jeopardize the downtown's role, but rather complement it with an entirely different type of destination and role. The downtown will serve as a focal point of the City and the region at large, while the commercial components of neighborhood centers will provide convenient access to basic needs for residents (e.g., day care, dry cleaning, convenience grocery, coffee shops, etc.)

Potential locations for future neighborhood commercial include areas around intersections of existing and planned roadways. Examples include areas along the Lamoille Highway, 5th Street, East and West Jennings Way and along the future Errecart Drive or Cattle Drive roadways.

Best Practice 6.2: Support the development of community commercial centers in locations that serve the broader Elko community.

Elko has experienced most of its commercial development in the downtown core and along major transportation routes. The most active commercial area is along the Mountain City Highway. The City must balance the real benefits of this new commercial development with its impact on the downtown area, and work to promote the success of all commercial centers.

The City has zoned a considerable amount of land along these corridors for future commercial development, and these existing zoned areas are expected to be sufficient to meet the reasonably foreseeable future development needs.

Commercial businesses are most successful when they are clustered together in nodes or districts, where shoppers can visit a number of stores in a single visit. The City should work to preserve the strength of these clusters, rather than allowing new commercial development to continue to stretch outward along major corridors. Linear commercial districts often feel like strip malls and lose their attractiveness to shoppers in favor of commercial centers with a critical mass of activity.

Three community commercial centers have been identified for the City of Elko:

1. Historic Downtown

This center should continue to be an important commercial center for Elko and the surrounding region. The original center of Elko, the downtown area, is envisioned to be a revitalized destination for housing, boutique shopping, office, dining, and entertainment and culture. Historic preservation and upgrading of infrastructure and streetscape are key concerns for this area.

There are a number of vacant lots and buildings in this area, and the potential for infill and greater utilization of the downtown.

2. Mountain City Highway Commercial Center

This area, with easy freeway access, has become the location for big box shopping and new chain developments. These businesses bring greater variety to Elko and County residents, and offer employment opportunities. Elko is expected to see most of its future residential development occurring in the northwest and north central neighborhoods, and this area serves those areas well.

There are 270.87 acres of commercial land currently zoned in this area. Roughly 73 percent of that has been developed, leaving approximately 72 acres still open for future commercial development. This kind of commercial center has been tremendously successful over the past 30 years and it is likely that it will continue to be a draw for Elko County residents far beyond the City's municipal boundaries.

3. Jennings Way/Idaho Street Commercial Center

This freeway interchange area is the City's eastern gateway, and many visitors' first view of Elko. Most highway commercial development has occurred at the Mountain City Highway exit to the West, but there is potential for additional commercial development in this area.

The character of this center will be hotels and automobile-oriented businesses, and the area provides service to travelers on Interstate 80, as well as the Elko community. Several new hotels have been built at this gateway, as it is a convenient location off the freeway interchange. Typical businesses for this area may also include gas stations, restaurants, and some limited office and retail.

There are 202.7 acres of commercial land currently zoned in this area. Roughly 90 percent of that has been developed, leaving approximately 20 acres still open for future commercial development.

4. Hospital/Errecart Drive Commercial Center

The area around the hospital and the proposed Errecart Drive connection is an area of potential commercial development. Commercial development in this area may include restaurants and services for nearby employees, professional offices buildings near or adjacent to the hospital, medical laboratories, etc.

There are 252 acres of land zoned commercial currently in this area. Roughly 28 percent of that has been developed, leaving approximately 179 acres still open for future commercial development.

The diagram below illustrates the commercially zoned areas included in the acreage totals above.

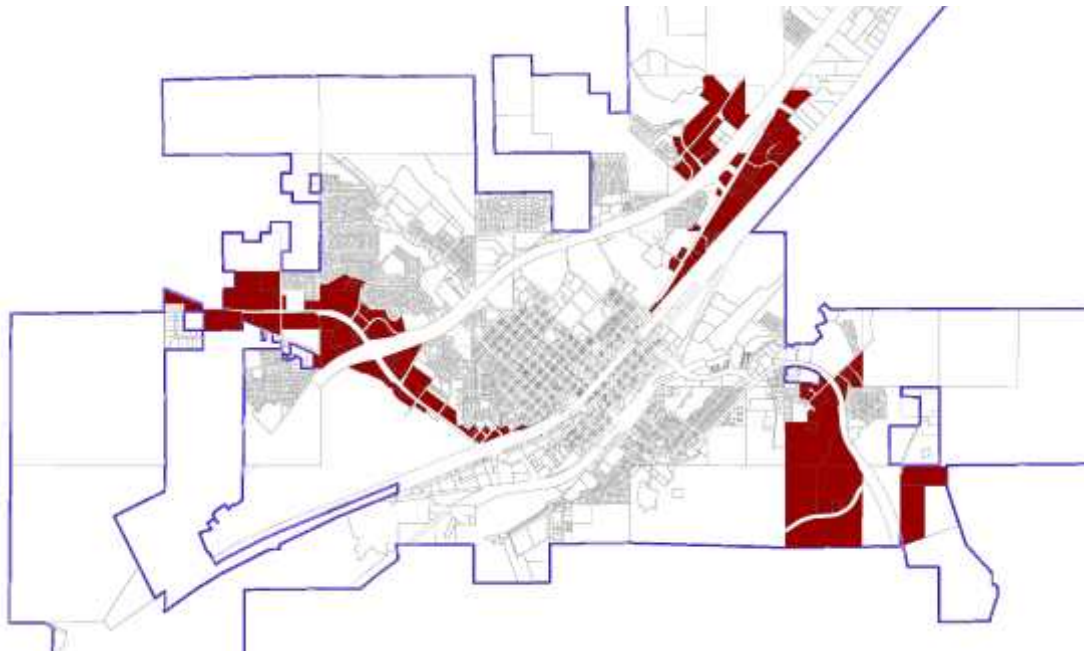


Table 6		
Primary Trade Area Guidelines COMMUNITY CENTERS		
Minimum Population Support Required	Service Radius	Driving Time Radius
40,000-150,000	3-5 miles	10-20 minutes
Source: Urban Land Institute, <u>Shopping Center Development Handbook</u> , 3 rd ed.		

Table 7			
Characteristics of Shopping Centers COMMUNITY CENTERS			
Leading Tenant	Typical Gross Leasable Area (SF)	General Range in Gross Leasable Area (SF)	Site Area (Acres)
Varies based on type: power, town, lifestyle, outlet, off-price centers	150,000	100,000 – 450,000	10 – 30
Source: Urban Land Institute, <u>Shopping Center Development Handbook</u> , 3 rd ed.			

Objective 7: Promote high quality and visually appealing industrial uses, where appropriate, to ensure economic sustainability, as well as strengthen the community’s image.

Elko, like many other communities, has the opportunity to provide for industrial uses on the edges of the City. These areas are critical to provide jobs and revenue into the Elko economy. Additional industrial acreage and sufficient infrastructure is necessary to provide space for new employers.

A related issue is the appearance of industrial areas, specifically from Interstate 80. These areas are often visitors’ first impression of Elko as they arrive by freeway and should represent Elko as a clean, well-maintained City.

Best Practice 7.1: *Identify appropriate locations for additional industrial property to support the Elko economy and provide jobs for residents.*

The amount of land needed in Elko for employment, business, and research and development centers will vary greatly depending on the type of development planned, as well as the community’s competitiveness with its economic infrastructure and its ability to utilize rail and highway for distribution purposes. In general, communities plan

for 50 to 70 square feet of industrial building space per household. If such calculation holds true in Elko, the following industrial areas would be needed in order to satisfy the demands of a growing population.

Table 8					
Industrial Land for Projected Population					
Households	Population	50 SF of Industry per Household		70 SF of Industry per Household	
5,000	13,300	250,000	5.7 acres	350,000	8 acres
7,500	19,950	375,000	8.6 acres	525,000	12 acres
10,000	26,600	500,000	11.5 acres	700,000	16 acres

Source: US Census, based on a household size of 2.66.
Lewis Young Robertson & Burningham, 2008

Industrial productions typically require large amounts of land for safety, security, buffering, and operations. The above figures refer to the production areas of an industrial operation, and actual area required will likely exceed this to accommodate for parking, offices, setbacks, and storage areas.

New industrial land should be located in close proximity to designated truck routes and infrastructure appropriate to serve the land use.

The Elko future land use plan map identifies additional industrial acreage at the eastern and western edges of town, capitalizing on the interstate, Union Pacific rail line, and the airport.

Best Practice 7.2: *Apply industrial and commercial design guidelines to maintain Elko’s appearance at primary City gateways.*

Design guidelines for industrial properties can be very simple and can avoid adding significant expense to a project. Minimum landscaping requirements, setbacks and standards for outside storage can have a dramatic impact on the appearance of industrial areas. Elko should review its industrial zoning ordinance to incorporate minimum standards for site plans and landscaping.

More regular maintenance of outdoor storage areas and screening of storage areas with landscaping can have a positive impact. The City may consider reducing the area allowed for outdoor storage.

Objective 8: **Ensure that new developments do not negatively impact County-wide natural systems, and public/federal lands, such as waterways, wetlands, drainages, floodplains etc., or pose a danger to human life.**

The Elko area is home to a variety of plants and animals and contains some unique natural resources, such as the Humboldt River and the Hot Hole thermal pools. Land use regulation should address these resources and prevent significant adverse impacts to the extent reasonable.

Similarly, there are a variety of natural hazards (such as floods) that have the potential to impact human health, safety and welfare, and the City should restrict development in areas where there is a potential risk of loss of life or property. ATLAS Map 10 illustrates delineated FEMA flood zones.

Best Practice 8.1: *Promote a pattern of zoning and development along the Humboldt River that is sensitive to and compatible with the natural riparian habitat and character of this area.*

The Humboldt River, an oasis in the desert, should be carefully protected to ensure this resource remains intact and viable for future generations. Development pressure along the river has come in the form of industrial development taking advantage of the relocated Union Pacific rail line, and new residential development.

To the extent practicable, the City should limit new industrial, residential and commercial development directly adjacent to the river corridor to minimize the risk of contamination or degradation. Low-density land uses, dedicated open space, or protection in the form of a sensitive lands overlay zone are recommended.

Where development does occur near the river, it should be of densities and intensities that are low enough to not put irresponsible pressure on this riparian corridor. When industrial land abuts the river corridor, a significant setback should be required to reduce the risk of contamination. Whenever possible, no new industrial, commercial or residential development should be permitted within the floodplain.

This river corridor is the prime location for future recreational facilities, and new trails, fishing, picnicking, wildlife watching, and other active recreational activities should be encouraged.

Best Practice 8.2: *Identify areas inappropriate for new development, and protect them through zoning, conservation easements, or other regulatory tools.*

There may be some areas of the City and surrounding areas that are not suitable for development. They may have very steep slopes, fall within a floodplain, or be located in other hazardous areas. They may also be critical habitat areas. Disruption of key habitat areas can have widespread effects and should be avoided.

There are a number of tools available to a city and to private landowners to protect sensitive areas. A sensitive lands overlay zone is a common tool and the ordinance language can range from being very prescriptive to a few basic standards. Site plans can be required to show the location of vegetation, slopes, floodplains, and unique topographic features and an environmental review can be part of the standard plat review process.

ELKO MASTER PLAN - TRANSPORTATION

INTRODUCTION
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IMPLEMENTATION
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APPENDIX

GOALS AND OBJECTIVES

Goal: *Provide a comprehensive transportation system that facilitates the safe, efficient movement of people, goods, and services and contributes to the City's quality of life.*

Objective 1: Provide a balanced transportation system that accommodates vehicles, bicycles, and pedestrians, while being sensitive to, and supporting the adjacent land uses.

Objective 2: Provide a backbone of arterial roadways to emphasize regional vehicle travel and provide adequate capacity to move large traffic volumes, including truck traffic, safely and efficiently.

Objective 3: Explore transit options consistent with demand and available resources.

Objective 4: Promote opportunities to use major transportation corridors to beautify the City, particularly at major entry points.

Objective 5: Implement and maintain a pavement management system and curb, gutter, and sidewalk construction/maintenance program to protect the investment in existing roads.

Objective 6: Coordinate with other local and regional jurisdictions to enhance transportation services/facilities for the region.

EXISTING CONDITIONS

The City of Elko depends heavily on motor vehicles to satisfy transportation needs. Consequently, the City's system of streets and highways is of paramount importance in terms of moving goods, services, visitors, and residents throughout the City safely, efficiently, and economically.

Elko is also strongly influenced by a [network of local streets and roadways](#). Presently, approximately 90% of the total transportation system is comprised of local streets and roadways. As a result of recent growth and expansion, more emphasis has been placed on the local street system to meet increased demands for local transportation services and needs.

Elko's streets are also influenced by the federal and state highway system. Elko is located on the Interstate 80 (I-80) corridor, which provides linkages to major urban centers to the west and east, including



Idaho Street alive at Night



Fifth Street, Elko

Reno and Salt Lake City. Elko is located approximately 50 miles west of U.S. Highway 93, a north-south route that provides connections to Twin Falls, Idaho and Interstate 84 to the north, and Las Vegas to the south.

A number of state routes provide access to outlying rural and recreational areas and suburban growth nodes such as Spring Creek. State Route 225 follows a northerly route through private and public BLM lands, and provides connection to the Boise, Idaho area and Interstate 84.

As the City of Elko continues to experience growth, and as population and the number of motor vehicles in use expand within the region, increased burdens will be placed on the transportation network. With increased use and demand, additions and modifications to the system will be necessary to create a modern and more efficient transportation network that will effectively serve the residents of the City, the business community, and the traveling public. Transportation planning can help fulfill such an objective by identifying key issues and needs, and by advancing and programming those needs from concept to implementation and construction.

Partner Entities

NDOT and FHWA: The Nevada Department of Transportation (NDOT) and Federal Highway Administration (FHWA) are responsible for the maintenance and improvement of I-80. NDOT has jurisdiction over the state highway system including State Routes (SR) 225 and 227. NDOT is also responsible for the coordination of federal and state funding for roadway improvements throughout the Elko planning area.

Elko County RTC: The Elko County Regional Transportation Commission (RTC), prepares and approves budgets for the regional street and highway fund, plans short-range and regional plans for transportation, and may dispense federal highway funds. The Commission consists of three members: two from the County at large and one from the City of Elko. The RTC meetings are held quarterly and open to the public.

Elko County School District: The Elko County School District provides bus service for students who live more than two miles (measured by air distance, not driving distance) from their school.

Metropolitan Planning Organization Status

The Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. This Act required states to use a portion of federal construction funds for the planning of transportation projects in urbanized areas of 50,000 or more in population. The U.S. Census Bureau defines an urban area as: "Core census block groups or blocks that have a population density of at least 1,000 people per square mile and surrounding census blocks that have an overall density of at least 500 people per square mile."

The formation of Metropolitan Planning Organizations (MPOs) came with the Federal Highway Act of 1973. This Act was, in part, a response to concerns over environmental and social issues in transportation planning, and established MPOs as the policy bodies for metropolitan transportation planning. The Federal Highway Act of 1973 was followed by three other acts of Congress that shaped the role of MPOs today: the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The outcome of each successive Act set forth the national policy that MPOs are responsible for:

- Development of a metropolitan transportation plan and a transportation improvement program (TIP)
- Encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight; including accessible pedestrian walkways and bicycle transportation facilities.
- Foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution.
- Strive to continually develop and improve the overall metropolitan transportation planning process.

According to the 2010 Census, the City of Elko had a population of 18,297 while Elko County had a population of 48,818. The population density within Elko County does not meet the definition of an *urbanized area*. The average population density for the City of Elko is approximately 1,250 people per square mile, while the average population density for the remainder of Elko County is 2 people per square mile. Spring Creek, which is the area with largest population in close proximity to the City of Elko, has a population density of approximately 200 people per square mile.

Roadway Network

The City of Elko's existing roadway network consists of approximately 100 miles of mostly improved streets and highways. Jurisdictional authority and responsibility of the transportation network lie with federal, state, and local agencies including the Federal Highway Administration (FHWA), Nevada Department of Transportation (NDOT), the County of Elko, and the City of Elko.

The County of Elko and the City of Elko are responsible for the maintenance and improvement of local roadways within the Elko planning area, with the County having authority of areas outside of the City of Elko boundaries, and the City having authority of areas within the City of Elko boundaries.

Roadway Classifications

Roadways within a transportation network are classified based on the characteristics and function of the facility. Roadways are generally classified as primary and secondary facilities. Primary facilities commonly include freeways and roadways that are part of the federal or state highway system. Secondary facilities include roadways that are managed by local jurisdictions, and typically include arterials, collectors and local or residential streets.

The [ATLAS Map 11](#). Roadway Classification Map shows the classifications of the roadways included in the Elko circulation system. The definition of each roadway classification category is described as follows:

Interstate

Interstate highways are high capacity facilities that are intended to accommodate regional traffic, traffic across un-urbanized areas, and traffic with origins and destinations in widely separated communities, areas, and regions.

Interstates include all components of interstate highways including divided roadway sections and interchanges. Full control of access is required, and interchanges with local arterials must be spaced at appropriate intervals to safely serve the community and outlying areas.

Right-of-Way Width: 400 feet or more
Typical Travel Lanes: 4 lanes or more

NDOT Facilities

NDOT's classification system includes Interstate Highways, Principal Arterials, Minor Arterials, Rural Major Collectors, and Urban or Rural Minor Collectors.

NDOT facilities in the City of Elko are classified as follows:

- SR 225 (Mountain City Highway): North of Idaho Street – NDOT Minor Arterial
- SR 225 (Mountain City Highway/Idaho Street): I-80 to 5th Street: NDOT Principal Arterial
- SR 227 (5th Street/Lamoille Highway): South of Idaho Street: NDOT Minor Arterial

Major Arterial

Major Arterials are similar to Principal Arterials, but are maintained and operated by the City of Elko or the County of Elko – not by NDOT. Major Arterials serve the major centers of activity within a community, and typically carry the highest traffic volumes in a community's transportation system. Major Arterials may provide direct access to adjacent properties; however, traffic flow and major traffic movements should be given priority. Development of new driveways on Major Arterials should be limited.



Major Arterial

Right-of-Way Width: 100 feet
 Typical Travel Lanes: 4 lanes or more

Minor Arterial Route

Minor Arterials connect with and augment the Principal/Major Arterial system. Minor Arterials are intended to gather and distribute traffic from Major Arterials to Collectors, and provide linkages between distinct land use districts and neighborhoods within the community. Areas served by Minor Arterials include community traffic generators, such as hospitals and high schools, and neighborhood and local traffic destinations, such as retail/commercial centers, elementary schools, churches, or concentrations of high density residential development. Partial control of access is desired, however providing direct service and access to destination-oriented property is important. Direct access to individual residential lots should be discouraged.

Right-of-Way Width: 80 feet
 Typical Travel Lanes: 2 lanes

Commercial/Industrial Collector Street

Commercial/industrial collector streets provide a connection for traffic between arterial roadways and local streets. Collectors primarily serve local destinations such as small retail or service centers, elementary schools, parks, industrial uses, and medical offices. Collector street traffic volumes are generally low to moderate.

Right-of-Way Width: 70 feet
 Typical Travel Lanes: 2 lanes

Residential Collector Street

Residential collector streets provide a connection for traffic between neighborhoods and commercial/industrial collector and arterial roads. Direct access to residential properties is discouraged, however when necessary, reverse frontage residential lots are preferred. Controlled access is important, particularly for a residential type collector. Collector street traffic volumes are generally low to moderate.

Right-of-Way Width: 60 feet
 Typical Travel Lanes: 2 lanes

Local Street

Local streets provide direct access to residential, commercial, industrial, and other properties, and provide connection to Collector streets. Local streets generally serve lower traffic volumes, and should be designed to minimize vehicle speeds, particularly through a residential neighborhood. In certain circumstances design features and traffic control devices such as cul-de-sacs, curvilinear street alignments, stop signs, traffic calming devices, and reduced speed limits can be utilized to help reduce speeds on local streets.

Right-of-Way Width: 50 feet
 Typical Travel Lanes: 2 lanes



Idaho Street is a Major Arterial and serves as a business loop for I-80



Local streets, especially the 'Tree Streets' in the older neighborhoods, create a unique character for the City

Rural Roadways

Rural Roadways provide direct access to residential properties located within the Residential Suburban (RS) zoning district. Rural Roadways typically serve lower traffic volumes under 600 vehicles per day, roadways with a traffic volume over 600 vehicles per day should be classified as a Collector Rural Road. Rural Roadways may be utilized in the RS district which are self-contained and having lots no less than ½ acre in size.

Right-of-Way Width: 60 feet Local Rural Residential Road
Typical Travel Lanes: 2 lanes

Right-of-Way Width: 70 feet Collector Rural Residential Road
Typical Travel Lanes: 2 lanes

Elko Roadway Classification

The following provides the functional classifications for roadways within the City of Elko based on existing street character and function:

Interstates and Interstate Interchanges

- Interstate 80 (I-80)
- Exit 298 (Idaho Street Interchange)
- Exit 301 (Mountain City Highway Interchange)
- Exit 303 (Jennings Way Interchange)

Principal Arterials/Other NDOT Roadways

- Lamoille Highway (State Route-SR 227)
- Mountain City Highway (SR 225)

Major Arterials

- 5th Street, between Idaho Street and Lamoille Highway (SR 227)
- 12th Street, between Idaho Street and Lamoille Highway (SR 227)
- Idaho Street
- Silver Street, Idaho Street to 5th Street

Minor Arterials

- 5th Street, north of Idaho Street
- 12th Street Extension (future)
- Cattle Drive, south of Mountain City Highway (SR 225) (future)
- College Avenue – 12th Street to Idaho Street
- Errecart Boulevard, between Silver Street and Bullion Road (classification is Major Arterial once roadway is connected)
- Errecart Boulevard, west of Lamoille Highway (SR 227) (classification is Major Arterial once roadway is connected)
- Jennings Way, northeast of Mountain City Highway (SR 225) (classification is Major Arterial once roadway is connected)
- Jennings Way, northwest of Idaho Street (classification is Major Arterial once roadway is connected)

- Powder House Road
- Powder House Road Extension (future)
- Ruby Vista Drive
- Silver Street, between 5th Street and 12th Street
- Spruce Road
- Spruce Road Extension (future)

Commercial/Industrial Collectors

- 8th Street, between Elm Street and Silver Street
- 9th Street
- 12th Street, between College Avenue and Idaho Street
- 13th Street
- 14th Street
- 30th Street
- Airport Road Extension (future)
- Aspen Way, between Mountain City Highway (SR 225) and Westwood Drive
- Chris Avenue
- Colt Drive
- College Avenue – 9th Street to 12th Street
- College Parkway
- Commercial Street
- D Street
- Elm Street
- Fairground Road
- Front Street
- Golf Course Drive
- Last Chance Road
- Manzanita Lane
- Kittridge Canyon Road, between Paradise Drive and Idaho Street
- Pinion Road
- Railroad Street
- Silver Street, east of 12th Street
- Stalice Street (Ruby Vista Drive to Delaware Street) Stitzel Road, between Colt Way and Last Chance
- Water Street
- West Sage Street
- Wildwood Way, between Lamoille Highway (SR 227) and Stitzel Road

Residential Collectors

- 1st Street, south of Silver Street
- 2nd Street
- 3rd Street
- Argent Avenue
- Bluffs Avenue
- Bullion Road – Wilson Avenue
- Cattle Drive, north of Mountain City Highway (SR 255) (future)
- Cedar Street, between Fir Street and 6th Street
- Cedar Street, Mountain City Highway to Fir Street and 6th Street to Idaho Street
- Clarkson Drive
- Connolly Drive
- Copper Street

- Cottonwood Drive
- Country Club Drive
- Court Street, Oak Street to 5th Street and 9th Street to 14th Street
- Delaware Street, between Statice Street and Paradise Drive
- El Armuth Drive
- Enfield Avenue
- Fairway Drive, between Skyline Drive and Keppler Drive
- Forest Lane, between Montrose Lane and Enfield Avenue
- Garcia Lane – South 11th Street
- Highland Drive
- Indian View Heights Drive
- Jennings Way, south of Mountain City Highway
- Keppler Drive
- La Nae Drive, between Bluffs Avenue and Cottonwood Drive
- Mittry Avenue (Chris Ave to College Parkway)
- Montrose Lane
- Opal Drive
- Rocky Road (future)
- Ruby View Drive
- Sagecrest Drive
- Sewell Drive
- Spruce Road, between 5th Street and -Jennings Way
- Stitzel Road, between Pinion Road and Liberty Drive
- Sundance Drive

Regional Roadways

Regional Roadways are those collector or arterial streets characterized by moderate to high traffic volumes with significant traffic origins or traffic destinations outside of the corporate boundaries of the City of Elko. The following are considered Regional Roadways:

- Jennings Way Loop
- 5th Street
- Ruby Vista Drive, east of Jennings Way
- Delaware Street
- Idaho Street
- Silver Street
- Manzanita Lane
- 12th Street, south of Idaho Street
- Last Chance Road
- Bullion Road, west of Errecart Boulevard
- Errecart Boulevard

* Note that the Elko City Council approved the above list of Regional Roads; however, at this time Manzanita Lane and Last Chance Road are not recognized by the RTC as regional roads.

Roadway Capacity

Level of service (LOS) is a term used to measure and describe the operational conditions of a roadway network. Letters A through F are used to measure the LOS of a roadway segment or intersection. The following definitions are given for each level of service letter.

Table 1	
Level of Service	Definition
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high-density, but stable flow.
E	Represents operating conditions at or near the capacity level.
F	Represents forced or breakdown flow.

The level of service thresholds for roadway segments in the City of Elko, based on the Average Daily Traffic (ADT) carried by the roadway segment, are identified in Table 2.

Table 2 Average Daily Traffic Level of Service Thresholds						
Facility	Number of Lanes	Level of Service (LOS)				
		A	B	C	D	E
Interstate		46,000	84,000	120,000	145,000	163,000
NDOT Facilities/ Major Arterial	2	2,500	5,000	9,700	15,000	18,700
	4	5,000	10,000	17,500	27,400	28,900
Minor Arterial	2	2,000	4,000	7,700	12,000	15,000
	4	4,000	8,000	14,000	22,000	23,100
Collector	2	1,500	3,000	7,300	8,500	9,100

Source: Fehr & Peers, 2010

Historical Traffic Volumes and Roadway Level of Service

Historical traffic volumes for the major roadways serving the City of Elko are shown in Table 3. The historical traffic volume data was obtained from NDOT’s 2008 Annual Traffic Report. Traffic volumes in the City of Elko have remained relatively steady over the last nine years, with some segments showing an increase in traffic volumes, and other segments showing a decrease in traffic volumes. College Parkway, in particular, has shown a substantial increase (15% to 20% per year) since 2000.

**TABLE 3
HISTORICAL TRAFFIC VOLUMES**

Roadway (NDOT Sta. No)	Location	Annual ADT					2007 to 2015 Annual Growth (% growth per year)
		2007	2009	2011	2013	2015	
I-80	Exit 301 to Exit 303	5,600	4,900	6,500	7,100	6,500	1.9%
Lamoille Highway (SR 227) (319)	South of 12 th Street	20,000	21,000	21,000	22,500	23,500	0.8%
Mountain City Highway (SR 225) (345)	North of Argent	3,700	3,300	3,500	4,400	5,200	4.3%
Mountain City Highway (SR 225) (188)	I-80 to Idaho Street	22,000	19,000	23,000	24,500	25,000	1.6%
Silver Street (359)	South of Idaho Street	14,000	14,000	13,500	15,000	15,500	1.3%
5 th Street (SR 227) (020)	Idaho Street to Lamoille Highway (SR 227)	9,600	8,700	8,300	8,500	8,200	-2.0%
12 th Street (245)	Idaho Street to Lamoille Highway (SR 227)	14,000	14,000	14,000	13,000	13,500	-0.5%
Idaho Street (017)	West of Mountain City Highway (SR 225)	4,000	3,500	4,300	3,600	3,700	-1.0%
Idaho Street (196)	Mountain City Highway (SR 225) to 5 th Street	9,700	8,900	9,200	9,500	8,200	-2.1%
Idaho Street (220)	5 th Street to 12 th Street	14,000	13,000	13,000	10,500	10,500	-3.5%
Idaho Street (5210)	12 th Street to Jennings Way	19,000	17,500	18,000	17,500	17,000	-1.4%
5 th Street (191)	Idaho Street to I-80	9,800	9,300	8,800	8,800	9,200	-0.8%
5 th Street (325)	North of I-80	5,300	4,500	4,900	4,800	4,900	-1.0%

**TABLE 3
HISTORICAL TRAFFIC VOLUMES**

College Avenue (214)	12 th Street to Idaho Street	2,900	2,100	2,100	1,900	2,000	-4.5%
College Parkway (332)	North of I-80	4,300	4,800	4,200	4,300	4,000	-0.9%
College Parkway (333)	South of I-80	2,650	2,600	2,500	2,100	2,200	-2.3%
Errecart Boulevard (375)	Silver Street to Bullion Road	3,900	3,700	4,400	4,800	4,800	2.6%
Golf Course Drive (217)	North of College Avenue	3,700	3,800	3,900	3,200	3,300	-1.4%
Silver Street (222)	5 th Street to 12 th Street	7,700	8,600	8,300	8,600	8,600	1.4%
Silver Street (223)	5 th Street to W. Main Street	13,000	13,000	14,000	13,500	12,000	-1.0%
12 th Street (219)	College Avenue to Idaho Street	4,000	4,000	4,000	3,600	3,700	-1.0%
13 th Street (218)	Elm Street to College Avenue	2,300	2,300	2,200	2,100	2,300	0%
Argent Avenue (322)	East of Mountain City Highway (SR 225)	6,000	5,600	5,500	5,500	4,700	-3.0%
Bullion Road – Wilson Avenue (338)	Errecart Boulevard to 9 th Street	3,200	3,100	3,500	3,500	3,600	1.5%
Bullion Road (339)	West of Errecart Boulevard	820	850	1,100	1,700	1,800	10.3%
Cedar Street – (206)	Mountain City Highway (SR 225) to 5 th Street	1,900	2,100	1,800	1,500	1,400	-3.7%

TABLE 3 HISTORICAL TRAFFIC VOLUMES							
Cedar Street (210)	5 th Street to Golf Course Road	3,100	2,900	3,600	2,500	2,500	-2.7
Elm Street (330)	5 th Street to College Parkway	2,100	1,900	2,100	1,700	2,100	0%
Sage Street (326)	Mountain City Highway (SR 225) to 5 th Street	3,500	3,400	3,800	3,400	3,100	-1.5%

Source: 2009 Annual Traffic Report, Nevada Department of Transportation; Fehr & Peers, 2010

The existing levels of service on regional roadways, based on the Average Daily Traffic Level of Service Thresholds, are shown in Table 4.

TABLE 4 EXISTING ROADWAY SEGMENT LEVEL OF SERVICE					
Roadway	Location	Classification	Number of Lanes	Daily Volume	Level of Service
I-80	Exit 298 to Exit 301	Interstate	4	6,500	A
Lamoille Highway (SR 227)	South of 5 th Street	Principal Arterial	4	23,500	D
Mountain City Highway (SR 225)	North of I-80	Principal Arterial	4	5,200	A
Mountain City Highway (SR 225)	I-80 to Idaho Street	Principal Arterial	4	25,000	D
Silver Street	South of Idaho Street	Principal Arterial	2	15,500	D
5 th Street (SR 227)	Idaho Street to Lamoille Highway (SR 227)	Major Arterial	2	8,200	B
12 th Street	Idaho Street to Lamoille Highway (SR 227)	Major Arterial	2	13,500	C
Idaho Street	West of Mountain City Highway (SR 225)	Major Arterial	2	3,700	B
Idaho Street	Mountain City Highway (SR 225) to 5 th Street	Major Arterial	2	8,200	B
Idaho Street	5 th Street to 12 th Street	Major Arterial	2	10,500	C

**TABLE 4
EXISTING ROADWAY SEGMENT LEVEL OF SERVICE**

Idaho Street	12 th Street to Jennings Way	Major Arterial	4	17,000	C
5 th Street	Idaho Street to I-80	Minor Arterial	2	9,200	C
5 th Street	North of I-80	Minor Arterial	2	4,900	B
College Avenue	12 th Street to Idaho Street	Minor Arterial	2	2,000	B
College Parkway	North of I-80	Minor Arterial	2	4000	C
College Parkway	South of I-80	Minor Arterial	2	2,200	B
Errecart Boulevard	Silver Street to Bullion Road	Minor Arterial	4	4,800	A
Golf Course Drive	North of College Avenue	Minor Arterial	2	3,300	B
Silver Street	5 th Street to 12 th Street	Minor Arterial	2	8,600	D
Silver Street	5 th Street to W. Main Street	Minor Arterial	2	12,000	D/E
12 th Street	College Avenue to Idaho Street	Collector	2	3,700	C
13 th Street	Elm Street to College Avenue	Collector	2	2,300	B
Argent Avenue	East of Mountain City Highway (SR 225)	Collector	2	4,700	C
Bullion Road – Wilson Avenue	Errecart Boulevard to 9 th Street	Collector	2	3,600	C
Bullion Road	West of Errecart Boulevard	Collector	2	1,800	B
Cedar Street	Mountain City Highway (SR 225) to 5 th Street	Collector	2	1,400	B
Cedar Street	5 th Street to Golf Course Road	Collector	2	2,500	B
Elm Street	Sage Street to 13 th Street	Collector	2	2,100	B
Sage Street	Mountain City Highway (SR 225) to College Parkway	Collector	2	3,100	C

Source: Fehr & Peers, 2010

Bicycle and Pedestrian Facilities

Currently, there is no functional non-motorized transportation system in Elko; however, the *City of Elko Bicycle and Pathway Plan* provides goals and objectives to develop an on and off-street, non-motorized transportation system for bicyclists, pedestrians, and similar users. Because of the nature and age of the street system in Elko, particularly



Downtown Elko does not currently have adequate infrastructure to support active pedestrian and bicycling activity. Downtown is primarily auto-oriented

in the core area of the City, planning and implementation of facilities for bicycles, pedestrians and other forms of non-motorized transportation has been difficult and has not been given a high priority relative to other community needs. As peripheral areas grow and develop, and as existing arterial roadways and collectors are upgraded, there will be opportunities for bicycle and pathway facilities to evolve systematically and augment the City's transportation system. It is probable that such a system will primarily serve a recreational function, but also provide alternative routes and connections between parks, schools, residential neighborhoods, and the downtown commercial area.

The bicycle and pathway system will include the following facility types:

Exclusive Shared Use Path

Exclusive Shared Use Path facilities are two-way pathways, eight to twelve feet in width that are separated from the vehicle travel lanes of the roadway and the pedestrian sidewalk. Shared use pathways are intended to serve multiple functions and accommodate a variety of non-motorized users, including but not limited to, bicyclists, walkers, hikers, and joggers.,

Delineated Bike Lane

Bike Lane facilities are one-way bike paths within and on both sides of the improved roadway section that are four to six feet in width. Bike Lanes are separated from the vehicle travel lanes of the roadway by a painted stripe, raised curb or other physical marking.

Bike Route, Shared Roadway

Shared Roadway facilities share use of the roadway in the vehicle travel lane or parking lane.

Sidewalks

Sidewalks are an important component of the street. By accommodating pedestrian traffic, sidewalks provide an alternative form of transportation and can effectively contribute to lower vehicle volumes and a reduction in traffic congestion. Sidewalks are also a necessary safety feature, particularly in residential neighborhoods where children walk to and from local schools and parks.

Transit

Elko County and the Regional Transportation Commission (RTC) manage the Greater Elko Transit (GET) my ride service.

Airport

The Elko Regional Airport is located at 975 Terminal Way, off Mountain City Highway and approximately 1 mile west of Downtown Elko. The airport has two runways: a commercial runway that is 150 feet by 7,211 feet and a general aviation runway that is 60 feet by 2,879 feet. The Air Carrier Passenger Terminal is 20,000 square-feet and provides several

amenities including dining, business center, vending/game area, rental car agencies, and access to the jet bridge. Commercial service is provided by SkyWest Airlines (Delta Connection) with two daily flights to Salt Lake City, UT. The Airport Master Plan provides additional information about the Elko Regional Airport and planned airport improvements.

Existing Transportation Deficiencies

The City of Elko is responsible for maintenance and improvement to other local streets and roadways within the corporate boundaries of the City. While 99% of these local roads are paved, a portion of the street system's infrastructure is in a serious to moderate state of disrepair and in need of improvement. A brief overview of the conditions of the City's local streets system, particularly in the older, core area of the community, is as follows:

- The paved sections of some local streets and roadways are in need of resurfacing and/or reconstruction.
- Sidewalk sections are either missing or in a state of disrepair, resulting in gaps in the pedestrian transportation system.
- Some intersections may not meet current Americans with Disabilities Act (ADA) standards but are improved to meet standards at the time of construction/improvement.
- Alleys and City-owned parking lots are in disrepair; they compete for the limited resources and are therefore not a priority to receive regular maintenance or rehabilitation.

BEST PRACTICES

This Best Practices section includes a detailed explanation of each of the Elko Master Plan objectives, and provides recommendations, identifies funding sources, and suggests regulatory tools available to help implement the Master Plan's stated objectives. The purpose of this section is to ensure City leaders and decision makers have the information necessary to make sound, educated decisions for the future of Elko. The Elko Master Plan Best Practices should be referred to as staff reports are developed and as transportation network, subdivision, site plan, and zoning decisions for the City are made.

Objective 1: Provide a balanced transportation system that accommodates vehicles, bicycles, and pedestrians, while being sensitive to, and supporting the adjacent land uses.



A balanced transportation system creates opportunities for residents to choose different modes of transport



Complete streets balance uses and accommodate multiple modes of transportation. Streets cease to be only vehicular conduits but rather become beautiful, comfortable and vibrant destinations



Before



After

Wells Avenue Road Diet Rehabilitation Project
Reno, NV

Elko’s transportation system should provide opportunities for residents to choose a variety of transportation modes including driving, bicycling, and walking. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences. Approximately one third of Americans do not drive; providing for all modes creates access for children, seniors who do not drive, individuals who have a disability that limits their ability to drive, and those who do not have access to a vehicle. In addition to providing access, providing safe and comfortable facilities for all modes creates active, livable streets and contributes to a high quality of life.

Adjacent land uses influence the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs, and the context that it serves. Complete streets apply equally to downtown main streets and high-capacity commercial corridors, and they consider the range of users, including children, the disabled, and seniors. For example, the roadways near a school should provide upgraded pedestrian facilities to enhance pedestrian visibility and comfort and encourage walking to school. Roadways near an industrial area need to meet different needs including accommodating tractor trailers. A balanced transportation system can revitalize areas and spur economic development/redevelopment.

Best Practice 1.1: Incorporate “Complete Streets” principles into existing and future roadways.

Complete Streets Components: Complete Streets include facilities and designs that enable safe access for all users of all ages and abilities. Characteristics of Complete Streets include:

- Comprehensive, integrated, and connected network.
- Balanced design to accommodate driving, walking, cycling, transit, parking, and deliveries.
 - Variety of uses and activities that create a varied streetscape.
 - Design that relates well to the street’s bordering uses and allows for continuous activity.
 - Pedestrian and biking facilities that promote safety and maximize access to bordering uses.
 - ADA-compliant accessibility.
 - Aesthetically designed street lights that provide sufficient illumination of sidewalks.
 - Consistent landscaping that includes street trees and landscaped medians and sidewalks.
 - Sustainable design that minimizes runoff, minimizes heat island effects, and responds to climatic demands and conserves scarce resources.
 - Well-maintained facilities.

Street Rehabilitation Projects: Explore opportunities to provide complete street features such as bicycle lanes, reduced vehicle travel lanes (i.e. road diets), and modified on-street parking (removing or adding based on



Hawk Pedestrian Signal



Sharrows Pavement Marking

street type and user demands) during re-striping as part of street rehabilitation projects.

Bicycle & Pedestrian Master Planning: The *City of Elko Bicycle and Pathway Plan* is intended to provide the basic framework for the development of a functional bicycle and pathway system for the community by providing connections to outlying areas. This Master Plan replaces the *Bicycle and Pathway Plan*. The Master Plan should be reviewed and updated every five years to identify the City's existing bicycle and pedestrian network, gaps, and plans for future bicycle and pedestrian facilities.

Consider innovative bicycle and pedestrian treatments as they are approved for use in the Manual for Uniform Traffic Control Devices. Two new treatments that could be considered include the "Hawk" (High Intensity Activated Crosswalk) pedestrian signal and the "Sharrow" shared lane pavement marking, as shown in the photos.

Hawk Pedestrian Signal: The HAWK uses traditional traffic and pedestrian signal heads but in a different configuration. It includes a sign instructing motorists to "stop on red" and a "pedestrians" overhead sign. There is also a sign informing pedestrians on how to cross the street safely.

When not activated, the signal is blanked out. The HAWK signal is activated by a pedestrian push button. The overhead signal begins flashing yellow and then solid yellow, advising drivers to prepare to stop. The signal then displays a solid red and shows the pedestrian a "Walk" indication. Finally, an alternating flashing red signal ["wig-wag"] indicates that motorists may proceed when safe, after coming to a full stop. The pedestrian is shown a flashing "Don't Walk" with a countdown indicating the time left to cross.

Sharrow: This pavement marking, used on shared use routes, indicates the legal and appropriate bicyclist line of travel, and cues motorists to pass with sufficient clearance. The purpose of this new marking is to reduce the number and severity of bicycle-vehicular crashes, particularly crashes involving bicycles colliding with suddenly opened doors of parked vehicles.

Best Practice 1.2: Promote context sensitive street design.

Roadway Functional Classification and Typology: Street typologies expand upon the roadway functional classification (found in the [Elko Community ATLAS](#)) to include street context and non-auto travel modes. Identifying a street's typology ensures that street standards are not uniformly applied based on functional classification, but also consider a street's relation to surrounding land uses, appropriate travel speeds, and need to accommodate multiple travel modes.

Most street "types" can be found in more than one functional class, and vice versa. Street design should consider both street function and street type. For example, a street that has an arterial function and a residential type will have different characteristics and design features than a residential street with a collector or local street function. Residential arterial streets serve longer distance trips than residential collector or

local streets. As such, maintaining the through capacity should be a higher priority on a residential arterial than on a residential collector or local street. Similarly, a mixed-use/main collector and an industrial collector have different characteristics. A mixed-use collector should accommodate several transportation modes, while an industrial collector primarily serves heavy trucks and automobiles. Definitions of the street typologies are:

- *Residential Streets:* Residential streets serve two major purposes. As arterials, Residential streets balance multimodal mobility with land access. As collector or local streets, Residential streets are designed to emphasize walking, bicycling, and property access. In both cases, Residential streets tend to be more pedestrian-oriented than Commercial Streets.
- *Mixed-Use/Main Streets:* Mixed-Use/Main Streets serve retail centers and mixed land-use areas such as downtown areas and neighborhood centers. Unlike Commercial Streets, Mixed-Use/Main Streets are designed to promote walking, bicycling, and transit with attractive streetscape and pedestrian-oriented design elements. Generally, activities are concentrated along a two- to eight-block area, but may extend further depending on the type of adjacent land uses and the area served. Narrower street widths can be used to reduce travel speeds on main street segments. An arterial main street segment will likely include additional travel lanes and turn pockets, wider sidewalks, and curb extensions to reduce crosswalk widths.
- *Commercial Streets:* The most common Commercial streets are the strip commercial arterials. Strip commercial arterials typically serve commercial areas containing numerous small retail strip centers with buildings set back behind fronting parking lots.
- *Industrial Streets:* Industrial streets are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles. Because these areas are relatively low-density, bicycle and pedestrian travel is more infrequent than in other areas, but still should be accommodated.
- *Regional Roadways:* Regional Roadways are arterial or collector streets characterized by moderate or high traffic volumes with significant origins or destinations outside the corporate boundaries of the City of Elko. They provide regional access and sometimes serve commercial or industrial land uses. Therefore, a roadway could be functionally classified as a Major Arterial, with both Commercial and Regional typologies. These streets promote movement of through traffic and include well-spaced signalized intersections and minimal access points. Since traffic volumes are generally higher, a buffer should be provided between the travel lane and sidewalk. Regional

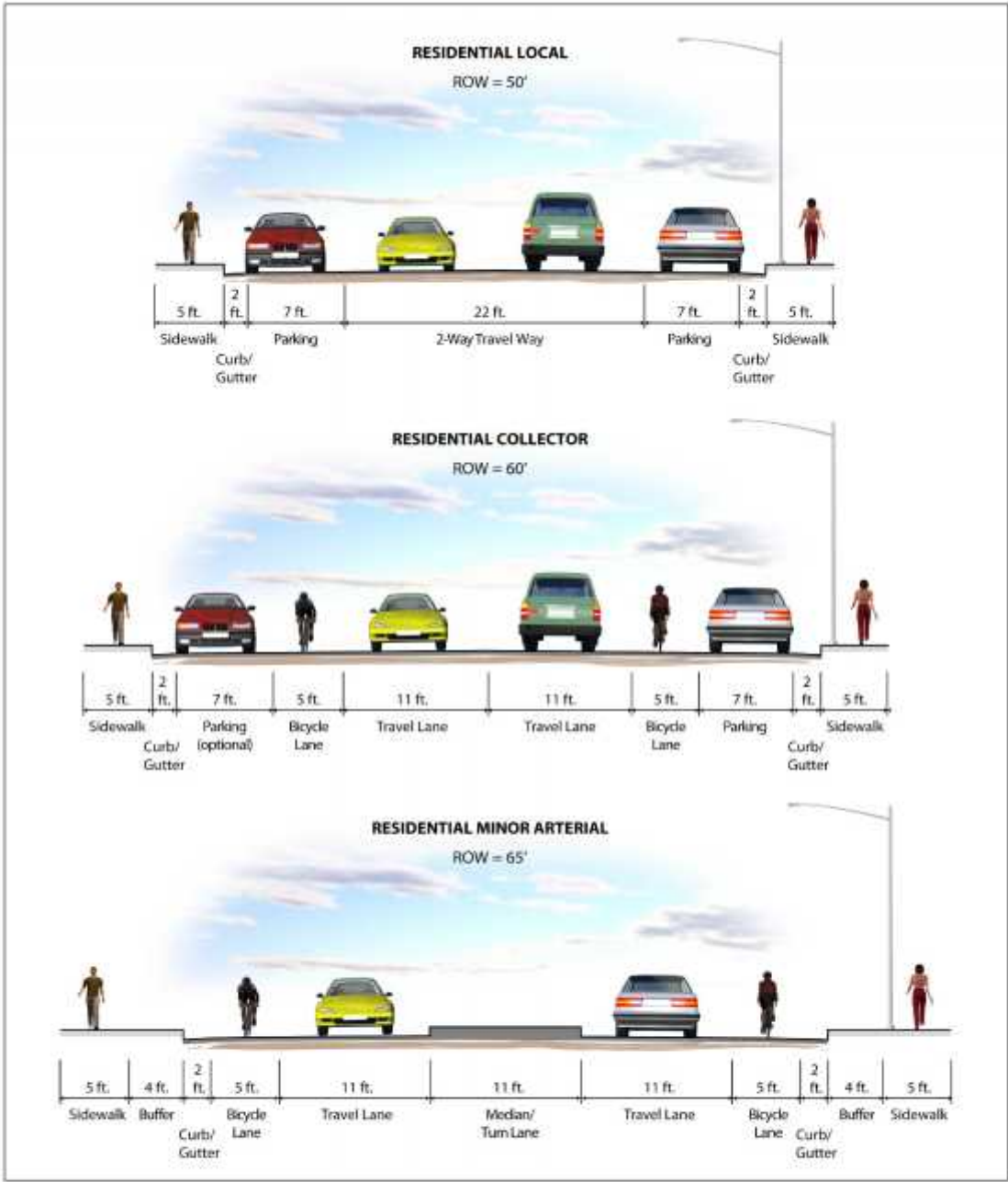
Roadways should include a parallel Class I or Class II bicycle facility.

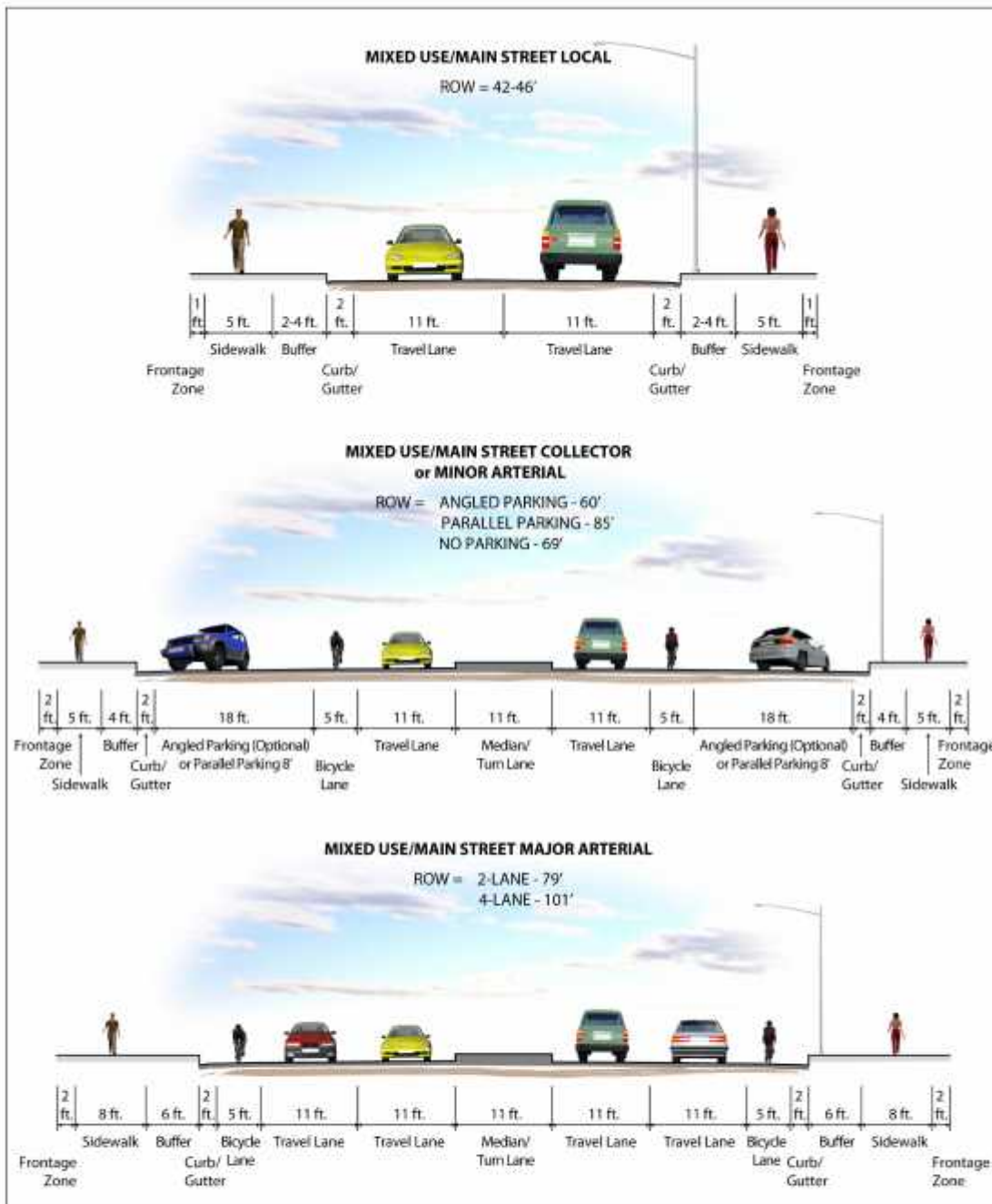
Table 5 provides a matrix of street typologies appropriate for each functional classification.

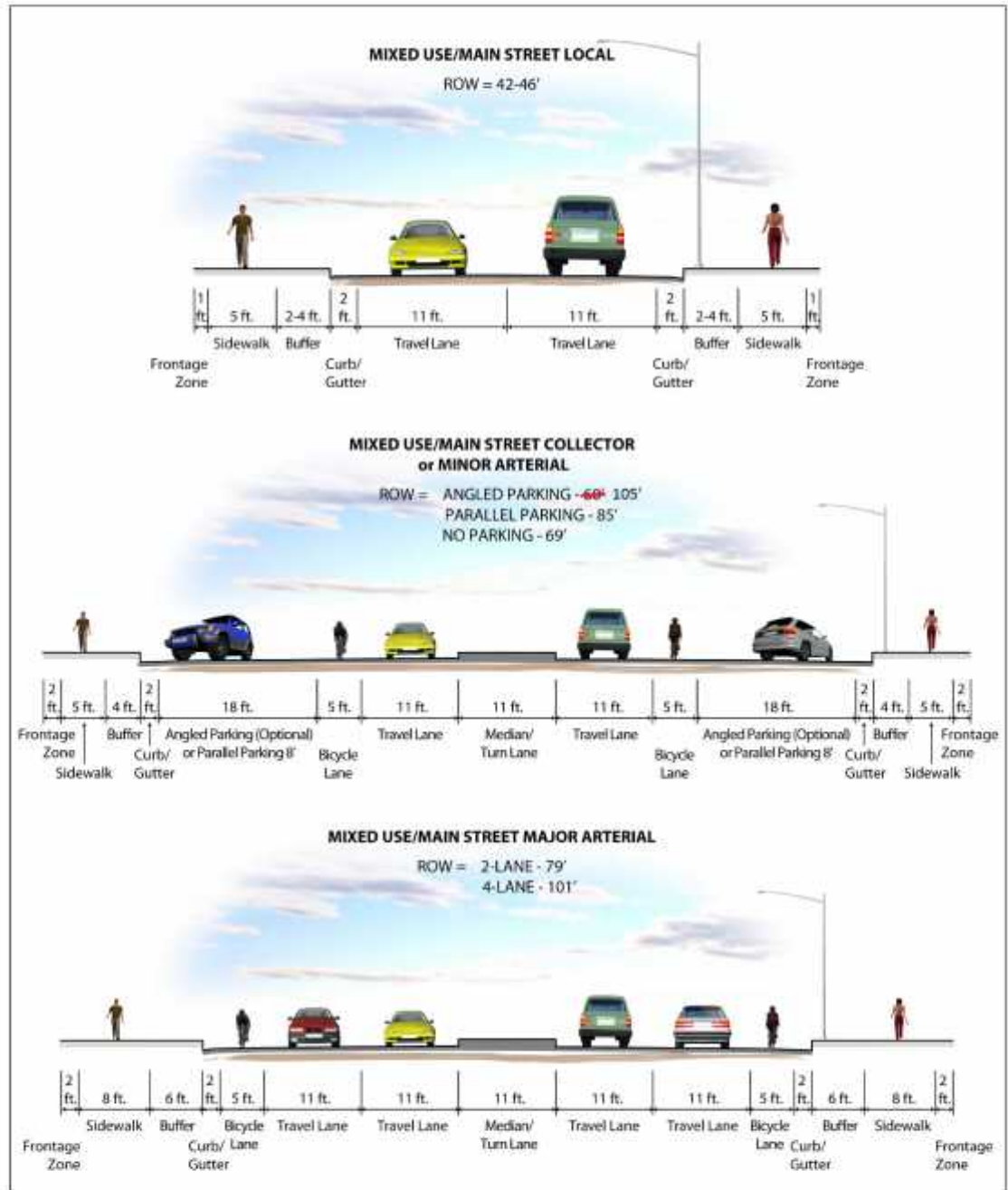
Table 5 Street Typology System Integrating Street Function and Type					
Functional Classification	Street Type				
	Residential Street	Mixed-Use/ Main Street	Commercial Street	Industrial Street	Regional Roadway
Interstate (NDOT)					◆
NDOT Roadways			◆	◆	◆
Major Arterial		◆	◆	◆	◆
Minor Arterial	◆	◆	◆	◆	◆
Collector	◆	◆	◆	◆	◆
Local	◆	◆			

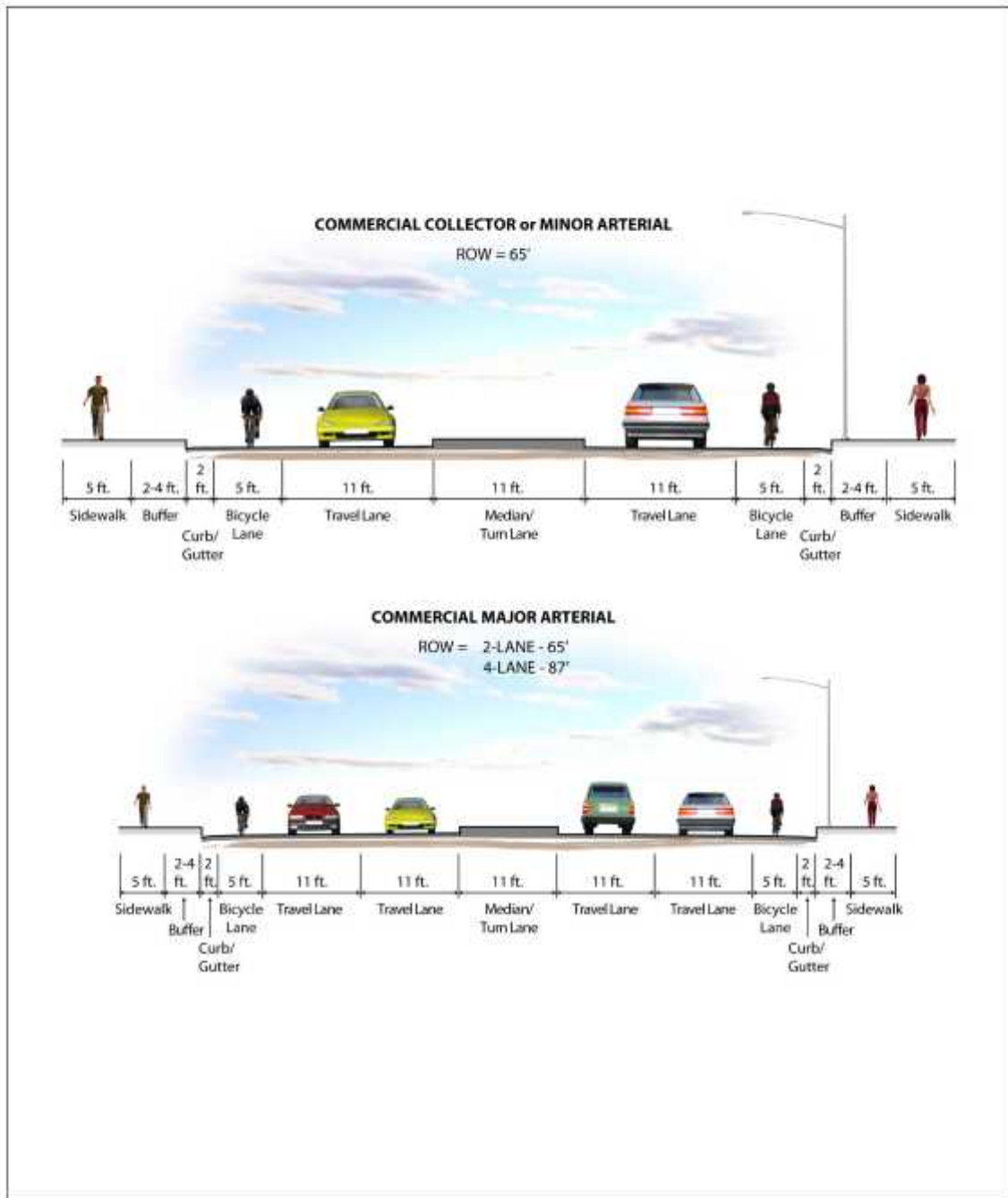
Source: Fehr & Peers, 2010

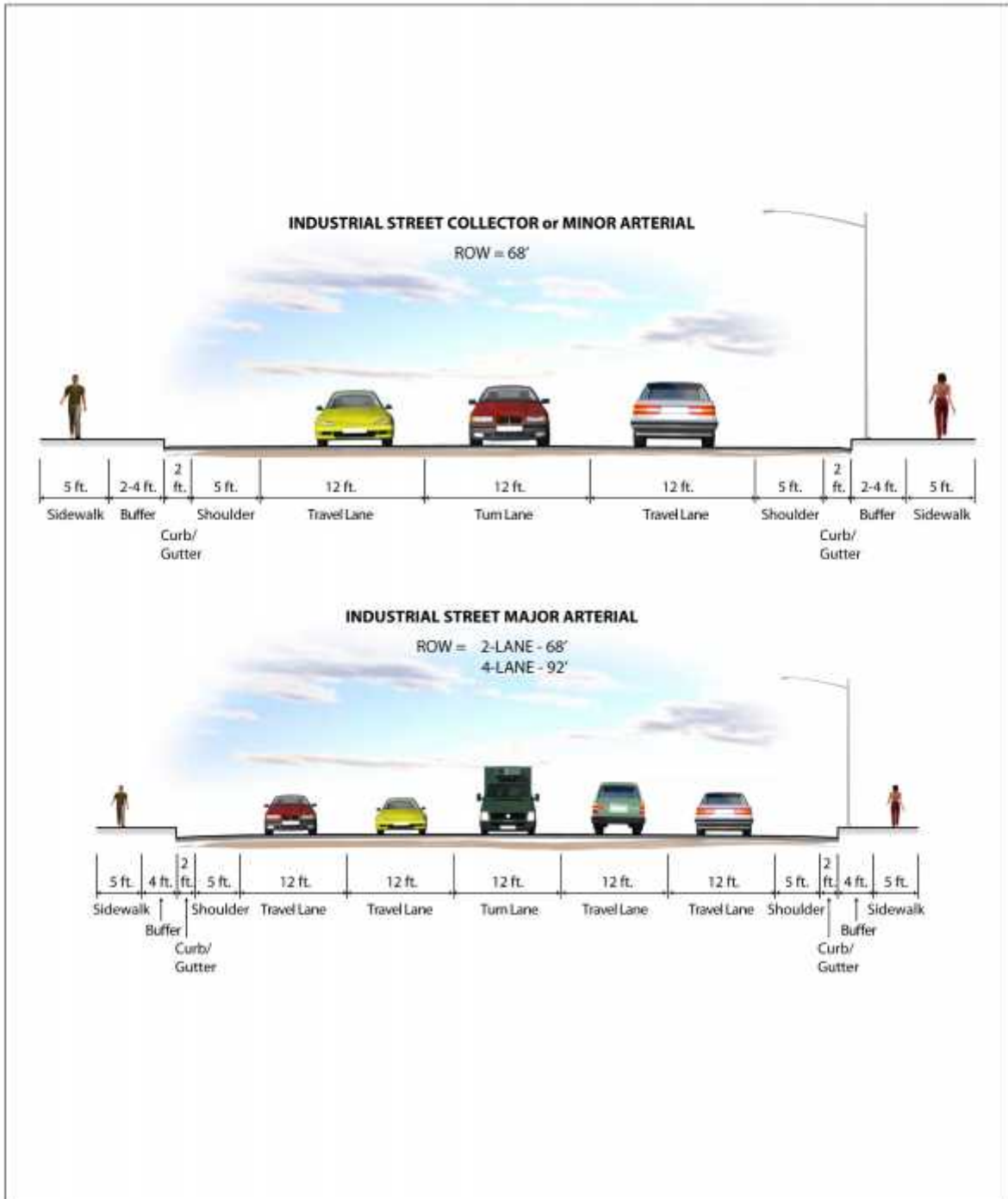
The following street cross-sections provide appropriate right-of-way, bicycle/pedestrian facilities, lane width, and turn lanes associated with each roadway typology and functional classification. The City intends to periodically review and update street profile and cross-section designs.











The Elko Zone Code sets standards for structural and building setbacks consistent with each land use and roadway typology/functional classification. The City intends to periodically re-evaluate these standards.

In addition, excess right-of-way on existing streets should be evaluated and vacated as appropriate.

Best Practice 1.3: Early Acquisition of Right-of-Way

When feasible, right-of-way should be acquired strategically and early in the process. A component of the initial project development process should determine if right-of-way needs to be acquired for the project. Identifying right-of-way needs and acquiring rights-of-way early reduces the cost and time associated with roadway improvements.

Best Practice 1.4: Employ General Parking Strategies

Parking is not an actual land use; it is a critical utility that supports many forms of land use. Well utilized and managed parking is important to commercial businesses. Parking can also serve as a travel demand management (TDM) technique. TDM is the application of strategies and policies to reduce traffic congestion, increase utilization of facilities, improve air quality, and improve transportation system performance. Balanced parking can save developers/employers money and can help reduce traffic congestion.

Shared parking is an effective method of reducing the number of required parking spaces for multiple land uses. Some combinations of land uses can effectively share the same parking, thereby reducing the amount of parking that has to be built (e.g., office and retail/restaurant). Shared parking is most effective if the following conditions are met:

- There are convenient pedestrian connections between land uses.
- The peak hours of the uses are not in substantial conflict with one another.
- Directional signs indicate the availability/location of parking.

The Urban Land Institute (ULI) shared parking process, or a modified ULI shared parking process, should be used to evaluate parking needs (particularly in Downtown or other mixed use developments).

Centralized parking facilities are an easy opportunity to share parking among land uses. A consolidation of parking makes it easier to provide identifiable, logical visitor/customer parking. When comparing centralized parking supplies versus dispersed parking supplies – large, centralized public parking serve visitor destinations within walking distance, while dispersed parking serves more geography, but is sometimes harder to identify for visitors.

The following strategies have been used to add parking supply:



Back-in angled parking has many benefits including: improved visibility for motorist existing space, increased parking capacity, better maneuverability, and ease of loading cargo.

Off-street

- New surface lots
- Consolidate parcels
- Tandem parking (particularly for residential units)

On-street

- Angle parking (versus parallel)
- Time limits (to encourage parking turnover)
- Metered Parking (to encourage parking turnover)
- Back-In Angled Parking

The Elko Zone Code establishes standards for off-street parking minimums and/or maximums for development. The City intends to periodically re-evaluate the Zone Code for possible revisions, to include allowing for shared parking (determined using the current edition of Shared Parking published by the Urban Land Institute) and allowing for waivers to the standard on-street parking requirements, potentially after a parking study that identifies the project's parking needs and locates the parking supply (off or on-street). Off-street parking standards ensure that the operational efficiency of the City's streets and roadway system is not impaired and that public safety is not jeopardized by inappropriate use of the public right-of-way for parking. In addition, it ensures that vehicles do not spill-over into adjacent properties or neighborhoods seeking parking.

Objective 2: Provide a backbone of arterial roadways to emphasize regional vehicle travel and provide adequate capacity to move large traffic volumes, including truck traffic, safely and efficiently.

Elko's transportation system should protect and enhance neighborhoods by reducing regional traffic traveling on local streets, and provide an interconnected local street network to allow direct connections to local destinations, reduce local traffic on regional streets, and provide more regional street capacity of longer distance and through traffic. The functional classification map (in [Elko Master Plan ATLAS](#)) provides a hierarchy of streets, with arterials emphasizing regional travel, moving large traffic volumes to local streets, which provide direct and frequent access to surrounding land uses. The roadway functional classification map should be updated systematically

Strategies to provide greater street connectivity and efficient movement by all modes include:

- Consideration of roundabouts as an alternative intersection control.
- Requiring bicycle and pedestrian connections from cul-de-sacs to adjacent streets.
- Requiring new residential communities on undeveloped land to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets in the development shall connect to these stubs.
- Encouraging a grid-based system with maximum residential street spacing of a quarter mile.

- Requiring development to evaluate and mitigate impacts to the roadway network.

Best Practice 2.1: Level of Service

Level of service (LOS) is a general measure of traffic operating conditions whereby a letter grade, from A (least congested) to F (over capacity), is assigned. These grades represent the perspective of drivers, and are an indication of the comfort and convenience associated with driving. Additional indicators include speed, travel time, traffic interruptions, and freedom to maneuver. LOS does not represent the perspective of other roadway users (bicyclists, pedestrians, transit, etc.) and; therefore, is not the only measure of roadway performance used in this element. The LOS grades are generally defined as follows:

- LOS A represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.
- LOS B has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
- LOS C has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
- LOS D represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- LOS E represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
- LOS F is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

These definitions are contained in the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000). The HCM methodology is the prevailing measurement standard used throughout the United States.

Table 6 provides the Highway Capacity Manual definitions of level of service at intersections. At signalized and all-way stop controlled intersections, LOS is measured in terms of the average vehicle delay for the overall intersection. At side-street stop controlled intersections, LOS is measured in terms of the average vehicle delay for worst case stop controlled approach.

TABLE 6 INTERSECTION LEVEL OF SERVICE DEFINITIONS		
Level of Service	Signalized Intersections (Average Control Delay) ¹	Unsignalized Intersections - (Average Control Delay) ²
A	0 to ≤ 10.0 sec/veh	0 to ≤ 10.0 sec/veh
B	>10.0 to ≤ 20.0 sec/veh	>10.0 to ≤ 15.0 sec/veh
C	>20.0 to ≤ 35.0 sec/veh	>15.0 to ≤ 25.0 sec/veh
D	>35.0 to ≤ 55.0 sec/veh	>25.0 to ≤ 35.0 sec/veh
E	>55.0 to ≤ 80.0 sec/veh	>35.0 to ≤ 50.0 sec/veh
F	> 80.0 sec/veh	> 50.0 sec/veh

Sources: ¹ HCM 2000, Chapter 16, Signalized Intersections.
² HCM 2000, Chapter 17, Unsignalized Intersections.

Table 7 provides daily roadway segment level of service by functional classification based on the Highway Capacity Manual.

Table 7 Average Daily Traffic Level of Service Thresholds						
Facility	Number of Lanes	Level of Service (LOS)				
		A	B	C	D	E
Interstate		46,000	84,000	120,000	145,000	163,000
NDOT Facilities/ Major Arterial	2	2,500	5,000	9,700	15,000	18,700
	4	5,000	10,000	17,500	27,400	28,900
Minor Arterial	2	2,000	4,000	7,700	12,000	15,000
	4	4,000	8,000	14,000	22,000	23,100
Collector	2	1,500	3,000	7,300	8,500	9,100

Source: Fehr & Peers, 2010; based on Highway Capacity Manual methodology.

Typical level of service policies set LOS D as the threshold for acceptable traffic operations. As such, LOS A, B, C, and D are acceptable and LOS E and F are unacceptable and require capacity enhancements to improve the level of service to acceptable conditions. It is also common for vehicle level of service policies to not be applied to downtown/main street environments because there is greater emphasis on other travel modes, and increasing vehicle capacity can oftentimes have a negative effect on accessibility and comfort of other travel modes. For example, if the vehicle level of service on a downtown roadway is LOS E, and the road is widened to provide more travel lanes, pedestrians now have to cross a greater distance to reach the other side of the road.

The best practice level of service policy for Elko is: Develop and manage the roadway system to obtain Level of Service (LOS) D or better for all roadways (based on daily traffic volumes) and intersections (based on AM and PM peak hour volumes). Exceptions to the LOS D policy may be allowed by the Planning Commission in cases where allowing a lower LOS would result in clear public benefit, such as the following.

- Preserving downtown community environments
- Accommodating alternative modes of transportation
- Preserving the rural character of the City
- Preserving scenic or aesthetic roadways
- Preserving open space land
- Exempting infeasible improvements due to lack of right-of-way or financing

Best Practice 2.2: Access Management

Access management involves managing the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway in a manner that preserves the safety and efficiency of the transportation system. The functional classification of the roadway network determines the access management on that roadway. Typically, arterial roadways have the highest access management standards, with the most driveway restrictions, while local streets have very limited access management and no driveway restrictions.

Access management can increase the capacity of a roadway, as well as provide additional safety benefits for vehicles, pedestrians, and bicyclists. The majority of collisions involving pedestrians and bicyclists happen at crossing locations. By managing vehicle access along a roadway and spacing intersections and driveways at appropriate intervals and frequencies, it reduces the number of crossing locations that a bicycle or pedestrian encounters on a roadway.

Individual residential lots should be designed in such a manner to preclude direct access onto an arterial roadway and to discourage direct access onto a collector roadway in order that arterials and collectors can efficiently perform their function of moving vehicular, bicycle, and pedestrian traffic without jeopardizing the safety of the residential neighborhood.

Table 8 provides Best Practices access management standards by functional classification.

Best Practice 2.3: Roadway Improvements and New Development

**Table 8
ACCESS MANAGEMENT STANDARDS**

Roadway Functional Classification	Signal Spacing	Driveway Spacing	Left-Turns from Roadways and Driveways	Median Treatment	Other
Mixed Use/Main Street Major Arterial	1/2 Mile desired 1/3 Mile minimum	350 ft. (right in/out only with deceleration lane)	Only at Signal or Major Unsignalized Intersection/ Driveway	Raised Median or TWLTL	- No more than one driveway per property; joint driveways are recommended - Left turn in at major driveways/unsignalized roadways okay
Industrial Major Arterial	1/2 Mile desired 1/3 Mile minimum	350 ft. (right in/out only with deceleration lane)	Only at Signal or Major Unsignalized Intersection/ Driveway	TWLTL	- No more than one driveway per property; joint driveways are recommended - Left turn in at major driveways/unsignalized roadways okay
Commercial Major Arterial	1/2 Mile desired 1/3 Mile minimum	350 feet (right in/out only with deceleration lane)	Only at Signal or Major Unsignalized Intersection/ Driveway	Raised Median or TWLTL	- No more than one driveway per property; joint driveways are recommended - Left turn in at major driveways/unsignalized roadways okay
Mixed Use/Main Street Minor Arterial	1/2 Mile desired 1/3 Mile minimum	250 feet	As Determined by Staff	Raised Median or TWLTL	- Do not offset driveways - A maximum of one full access driveway per property

Industrial Minor Arterial	1/2 Mile desired 1/3 Mile minimum	250 feet	As Determined by Staff	TWLTL	- Do not offset driveways - A maximum of one full access driveway per property
Commercial Minor Arterial	1/2 Mile desired 1/3 Mile minimum	250 feet	As Determined by Staff	Raised Median or TWLTL	- Do not offset driveways - A maximum of one full access driveway per property
Residential Minor Arterial	1/2 Mile desired 1/3 Mile minimum	250 feet	As Determined by Staff	Raised Median or TWLTL	- Do not offset driveways - A maximum of one full access driveway per property
Mixed Use/Main Street Collector	1/4 Mile desired 1/5 Mile minimum	150 feet	Yes	Raised Median or TWLTL	- Do not offset driveways - A maximum of one full access driveway per property
Industrial Collector	1/4 Mile desired 1/5 Mile minimum	150 feet	Yes	None Required	- Do not offset driveways - A maximum of one full access driveway per property
Commercial Collector	1/4 Mile desired 1/5 Mile minimum	150 feet	Yes	Raised Median or TWLTL	- Do not offset driveways - A maximum of one full access driveway per property
Residential Collector	1/4 Mile desired 1/5 Mile minimum	75 feet	Yes	None Required	None

Notes: TWLTL = Two way left turn lane
Sources: Fehr & Peers, 2010

New developments should be required to extend, construct, and improve streets and roadways in accordance with standards set forth in the Elko City Code.

The City may implement requirements for developers to prepare a traffic impact study if:

- The development is large. A large development is defined as a project that generates more than 1,000 daily trips, calculated using the current version of the Institute of Transportation Engineers (ITE) Trip Generation manual.
- The development is located on a roadway segment that is operating below level of service standards or is at level of service (LOS D) but within 15% of LOS E standards based on daily traffic volumes.
- The development is deemed to have impacts related to intersection capacity, safety, neighborhood, or other concerns as identified by the City of Elko or NDOT.

A traffic impact study identifies the extent of any impact on the City's network of streets and roadways, as well as identifies improvements necessary to maintain smooth flow of traffic and public safety. Table 9 displays common land uses, their daily trip generation rates (per ITE Trip Generation 8th Edition), and the approximate size of the land use to reach 1,000 daily trips.

TABLE 9 DAILY TRIP GENERATION OF COMMON LAND USES		
Land Use	Daily Trip Generation Rate	Approximate Size to Reach 1,000 daily trips (Traffic Impact Study Threshold)
Single Family Home	9.57 trips/unit	105 units
Apartment	6.65 trips/unit	150 units
Condominium	5.81 trips/unit	170 units
Shopping Center	42.94 trips/ksf	23,300 square feet
Big Box Retail	57.24 trips/ksf	17,500 square feet
Fast Food Restaurant	496.12 trips/ksf	2,000 square feet
Sit-Down Restaurant	127.15 trips/ksf	7,860 square feet
Gas Station	162.78 trips/pump	6 pumps
Office	11.01 trips/ksf	90,800 square feet
Notes: ksf= 1,000 square feet Sources: ITE Trip Generation, 8 th Edition, Fehr & Peers, 2010		

A traffic impact study should be prepared and sealed by a Nevada Registered Professional Engineer with experience in transportation engineering and planning. At a minimum, the traffic impact study should include the following:

- Existing transportation setting and existing roadway and peak hour intersection level of service in the project vicinity (to be determined through coordination with City of Elko staff). The existing setting should describe bicycle/pedestrian facilities and transit service.
- Project conditions including estimated trip generation (for each project phase and project build-out), potential for truck traffic, project access and circulation (passenger car and trucks), and parking.
- Existing plus project conditions including projected roadway and intersection peak hour level of service in the project vicinity, identification of significant project impacts to level of service (i.e. project causes level of service to drop to LOS E or F, or increases delay at an intersection that is already at LOS E or F by more than 5 seconds), mitigation measures at locations where the project significantly impacts the roadway network, and qualitative discussion on the project's impact to bicycle and pedestrian facilities.



Landscaped Parkway Strip



Euclid Street, Cleveland, OH
www.clevelandpublicart.org

Additional elements may be required at the discretion of the City.

Best Practice 2.4: Designate Truck Routes

Designating truck routes ensures that heavy truck traffic travels on roadways that are designed to accommodate heavy loads. In addition, it reduces conflicts between heavy vehicles and other travel modes. Truck routes should be designed with large turning radii at intersections (40' minimum), adequate pavement to accommodate heavy loads, and appropriate buffers between the roadway and sidewalk to minimize conflicts with pedestrians. Truck routes should be limited to NDOT facilities or arterial roadways, and not travel through the Downtown Core or residential areas.



Street Light Banner on Idaho Street in Elko

Best Practice: 2.5: Locate Utilities where they will not hinder maintenance or improvements

Above grade utilities should not be placed within the road right of way. Utilities within the road right of way hinder maintenance and other roadway improvement efforts.

Objective 3: Explore transit options consistent with demand and available resources.

Transit is an important part of an overall transportation system. At a basic level, transit must provide service to users that do not have access to a private vehicle or are unable to operate a motor vehicle. At a



Sculpture in Wells Avenue Roundabout, Reno, NV

minimum, service should be demand responsive to provide seniors and individuals with disabilities transportation to fulfill basic needs such as grocery shopping and medical appointments. If funding is available beyond this basic level, fixed route service should be considered. Fixed route service provides transit access to the general public via a published fixed transit route with transit stops at regular intervals. A hybrid of demand responsive service and a fixed route service is deviated fixed route service, which allows riders to request a stop that is a small distance off the published transit route.

Best Practice 3.1: Plan for Transit

Agencies often prepare a short range (zero to five years) or long range (five or more years) transit plan that identifies current services and identifies future needs and services. Typically, the planning process includes public outreach to help identify community needs. In addition, the plan evaluates land use and transportation conditions to determine locations where transit service has the highest demand. For example, higher density neighborhoods, major employment centers, and shopping centers tend to have the most demand for transit service. The City of Elko should coordinate with the local transit authority to develop a plan for the City and surrounding communities. In addition, the City should work with the local transit authority to establish design and location standards for bus stops on public streets in Elko.

Best Practice 3.2: Identify a Location for a Transit Center

Transit centers can become hub locations for transit connections. A major transit center can serve as a common stop for several transit routes, with timed connections. In addition, it can provide access to other transportation modes/services such as Amtrak, regional bus service (e.g., Greyhound), and bicycle rentals. Typically transit centers are located in densely populated areas that are characterized as being major destination areas, such as a downtown, major shopping area, or major employment center. The City of Elko intends to coordinate with the local transit authority to identify an appropriate location for a transit center.

Best Practice 3.3: Access to Schools

School buses are typically provided by school districts to transport students to schools if they live more than a specified distance from their school (i.e. greater than two miles). Within the specified distance students are encouraged to walk or ride their bicycles to school. Safe Routes to School programs and federal funding are available to improve walking conditions from neighborhoods to schools. Safe Routes to Schools programs include elements such as route mapping, improving sidewalks/crossing locations and other roadway features, escort programs that recruit parent volunteers to walk/cycle with students (walking school bus), and walking/cycling education in the classroom. Providing safe routes for students to walk and bicycle to school reduces the need to provide bus service within these closer proximities to schools.

Objective 4: Promote opportunities to use major transportation corridors to beautify the City, particularly at major entry points.

Transportation corridors offer a great opportunity to enhance and beautify the City through public art, way-finding signage, and landscaping.

Best Practice 4.1: Use transportation corridors to enhance and beautify

Transportation corridors provide many opportunities to incorporate public art, banners, entry/welcome features, and landscaping. The following transportation facilities/elements provide beautification opportunities:

- Roundabouts: The center island of a roundabout provides a great space for landscaping or other art pieces. Many communities use roundabouts at entry locations and incorporate welcome features in the center island. An important consideration when using the center island for art or landscaping is to make sure the vehicle sight distance is maintained and that vehicles can see the entire circulating roadway.
- Center Medians: Center medians provide a good space for landscaping.
- Parkway Strip: A parkway strip is the area of land that is placed as a buffer between a sidewalk and roadway. Typically, parkway strips are between 2-6 feet wide and are a good space to place landscaping (specifically trees for shade), pedestrian furniture, newspaper racks, and street lights.
- Street Lights: Street lights can provide a place to display seasonal banners or other art elements.
- Sidewalks: Sidewalks can provide a space for art elements that are incorporated into the pavement such as the photo of the Euclid Corridor in Cleveland, OH shown on page 32.
- Pedestrian Furniture: Even the pedestrian furniture and fixtures (for example bicycle racks) can be public art and fit the feel or theme of the area.

Best Practice 4.2: Develop a Way-finding Signage Program

Way-finding signage directs visitors to various destinations including, but not limited to parking, government buildings, and tourist destinations. The key to a successful way-finding signage program is to use consistent labeling on signs throughout the area, make labels clear and concise, and locating signs appropriately depending on the intended user.

Two types of way-finding signage should be provided as part of a way-finding signage program: signage for use by motorists and signage for use by pedestrians. Signage for motorists should be located at the



Example of Pedestrian Way-finding Signage.



Example of Vehicle Way-finding Signage

gateways to the community and at major intersections. These signs should provide basic information directing motorists to parking and major destinations. Signage for pedestrians can provide more detailed information about various uses and may be provided on kiosks. In addition, the kiosk can also provide hard copies of maps and other information for pedestrians to take with them. Pedestrian level way-finding signage should be located throughout the downtown area and at entrances/exits to major destinations.

Objective 5: Implement and maintain a pavement management system and curb, gutter, and sidewalk construction/maintenance program to protect the investment in existing roads.

A pavement management system (PMS) is a tool used to estimate local roadway maintenance needs. Roadway rehabilitation projects are prioritized on a case-by-case basis utilizing factors such as pavement condition, traffic volumes, truck traffic volumes, and budget constraints. Pavement management systems often include both preventative maintenance and pavement reconstruction. Typically, a pavement management system involves rating roadways on pavement condition every 3-5 years and determining whether preventive maintenance or reconstruction is necessary.

Preventative maintenance targets streets in good condition and involves applying a slurry seal to seal small cracks, sealing wide cracks, and filling small pot holes. Roadways in good condition should receive preventative maintenance on a regular schedule (every 5-7 years) to maintain the pavement surface. This preventative maintenance keeps the pavement smooth and free of pot holes.

Pavement reconstruction is necessary when a roadway is severely damaged and can no longer hold the expected traffic loads. Rebuilding the roadway involves reconstructing both the pavement and soils beneath the pavement.

Sidewalk, curb, and gutter sections should also be maintained and replaced. Sidewalk sections that are displaced (heaved or depressed) more than 1 inch, have cracks in excess of 1 inch wide, have severely deteriorated concrete, or otherwise present a tripping hazard should be replaced. Sidewalk maintenance needs should be identified by Elko staff as well as citizen feedback.

Objective 6: Coordinate with other local and regional jurisdictions to enhance transportation services/facilities for the region.

Meet regularly (at least quarterly) with partner entities such as NDOT, Elko County, the local transit authority, the Elko County School District, and public utility companies to discuss transportation, funding sources, and transportation priorities.

In addition, coordinate with other similar communities to gain knowledge on their transportation policies, funding sources, and overall system.

Other communities to coordinate with could include the Cities of Fallon, Fernley, Winnemucca, Carson City, Ely, and other Nevada communities.

Specific coordination items include coordinating with NDOT to update the NDOT Functional Classification Map to reflect [ATLAS Map 12](#). Roadway Classification and the [ATLAS Map 13](#). Future Roadway Network

ELKO MASTER PLAN - PARKS, RECREATION, AND OPEN SPACE

INTRODUCTION
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The purpose of the Parks and Recreation element of the Master Plan is to assist the City of Elko in planning for and providing parks, recreation, open space and trails to meet the needs of the community.

GOALS AND OBJECTIVES

Goal: *Provide a range of high quality park spaces, recreational facilities, cemetery, golf course, and programs to meet the entire community's recreational and maintenance needs.*

Objective 1: Protect existing park spaces, and identify new park spaces, to ensure that residents have convenient access to high quality, outdoor green spaces and open spaces.

Objective 2: Utilize natural topographic and physical features in the community as opportunities for the creation of park and recreation space. This may include flood plains, storm water retention areas, creeks, ravines, and pocket parks.

Objective 3: Pursue partnerships to develop a regional facility to address underserved and indoor recreational needs in the region, and to serve as a community landmark and gathering place.

Objective 4: Enhance existing and develop additional year-round recreational programs for all ages to more completely meet the existing needs.

Objective 5: Develop new and improve existing trails and pathways to provide opportunities for alternative transportation and recreation, and to promote a healthy active community.

Objective 6: Highlight the Humboldt River corridor as a valuable resource to the City, and coordinate activity and land uses along it to ensure protection and restoration of the river's natural systems.

Objective 7: Coordinate planning with adjacent federal, state, county, school district, college, and tribal lands to ensure best use of open spaces, trailheads, access points, and visual resources.

Objective 8: Develop a short and long-term parks and recreation maintenance plan to ensure that the City's investment in these assets is preserved.

EXECUTIVE SUMMARY

The City of Elko places a high priority on recreation and has beautiful natural resources for recreation such as the Humboldt River Corridor which passes through the heart of the community. The City offers excellent recreational programs and maintains a variety of park spaces. As the community looks to the future, residents have a variety of concerns and priorities; however, four main themes were consistently expressed by participants in the master plan process. These priorities are:

- Development of a recreation center with expanded aquatic amenities
- Increased recreational opportunities for teens
- Need for additional fields for sports
- Expand existing trail network to include:
 - o Trails along the Humboldt River
 - o Connectivity between existing and future trails
 - o Development of a “walkable” community

A separate Recreation Center Feasibility Study was completed in January 2011 which recommends that the facility contain the following:

- Aquatics – leisure swimming pool and eight-lane pool
- 2-3 gyms that could serve a variety of purposes including basketball, volleyball and wrestling
- Indoor track
- Flexible programming space

A level of service analysis was used in order to assist the City in determining not only the number of gymnasiums for a recreation center, but also the number of ballfields and other recreation facilities that would be beneficial to the community. One of the major concerns reflected in this analysis, and also expressed by residents of the community, is that most athletic fields are at nearly full capacity just through scheduled game times alone, thereby leaving little, if any, field usage for practice times or for “drop-in” use.

A new ballfield complex is recommended as part of this plan. The southern portion of the City should be considered as a suitable location for the new ballfields. Future park locations in the City are included on the maps that are part of this Plan. No immediate expansion of the golf course is recommended.

Table 1

Summary of Needs	Existing LOS/ Population per Component	Desired LOS per Component	Existing Facilities	Additional Number Needed at 2011 to Reach Desired LOS	Additional Number Needed at 2020 to Reach Desired LOS
Baseball/Softball Fields	2,143	1,667	14	4	6
Football Fields	10,000	7,500	3	1	1
Soccer Fields	3,333	3,000	9	1	2
Outdoor Basketball	6,000	3,700	5	0	1
Indoor Basketball	10,000	5,000	3	3	4
Tennis Courts	3,750	3,750	8	0	1
Volleyball Courts	30,000	15,000	1	1	1

The cost of the above facilities is shown below. Gymnasium space for basketball and volleyball has been included in the costs for the recreation center, and is not included separately below.

Table 2

Amenities	Cost to Build/Acquire per unit	Maintenance & Operating Costs
Baseball/Softball Fields	\$550,000-\$580,000/field	\$17,385-\$18,525/field
Football Fields	\$360,000-\$390,000/field	\$11,285-\$12,025/field
Soccer Fields	\$360,000-\$390,000/field	\$11,285-\$12,025/field
Tennis Courts	\$60,000-\$90,000/court	\$6,000-\$7,000/court

The following table demonstrates the costs that would be involved in order to reach the desired levels of service for the following facilities.

Table 3

Building Cost	Totals	Baseball/ Softball Fields	Football Fields	Soccer Fields	Tennis Courts
Cost per Unit		\$550,000	\$360,000	\$360,000	\$60,000
Cost to Attain Desired Levels, 2011	\$2,920,000	\$2,200,000	\$360,000	\$360,000	\$0
Cost to Maintain Existing Levels, 2020	\$970,000	\$550,000	\$0	\$360,000	\$60,000
Cost to Attain Desired Levels, 2020	\$4,440,000	\$3,300,000	\$360,000	\$720,000	\$60,000
Recreation Center	\$28,000,000				

The cost of capital facilities required to maintain existing service levels for new development can be paid for through impact fees. However, impact fees cannot be used to pay for the costs of increased service levels. In order for the City to obtain its desired service levels, it is imperative that partnerships be formed with other entities including but not limited to Elko County, Elko School District, businesses, Great Basin College and that other resources such as grants and capital campaigns be utilized.

The City will also need to acquire parkland to serve the needs of future development. Currently the City has nearly 116 acres of parks. This parkland serves not only the City of Elko itself, but also surrounding areas. Therefore, depending on the area that is served, this is the

equivalent of approximately four to six park acres per 1,000 residents. With population growth projected at 2,000 – 3,000 persons over the next decade, the City will need to consider acquiring an additional 12 to 18 park acres. However, park development is also influenced by the location of development and if development occurs in areas without existing parks, then parkland will need to be acquired in these locations.

Specific park improvements identified as part of this process include:

Table 4	
Park	Improvements Needed
Main City Park	Restrooms Cleanliness Lighting and safety features
Johnny Appleseed Park	Cleanliness Picnic facilities
Angel Park	Lighting and safety features Restrooms
Mountain View Park	Measured walk/jog paths Picnic facilities Trees
5 th Street Park	Playground equipment Cleanliness Lighting and safety features Picnic facilities Trees
Greenbelt	Lighting and safety features Measured walk/jog paths Trees
Peace Park	Picnic facilities Trees
Southside Park	Cleanliness Trees

Best Practices are a critical component of this plan and provide guidelines to achieve overall community goals that include the preservation of natural resources, an equitable distribution of parks throughout the community, better connections and walkability through trail connections in the community and the establishment of partnerships with key players that will allow for shared use of resources and additional funding options for recreation development.

EXISTING CONDITIONS

Background and History

Throughout the years, Elko has developed many community parks. The oldest park in the city is Main Park, built in 1921. This park was originally an old Chinese Camp for the Chinese Ranch. Many additional parks have been created, the majority of which have been built since the 1980's.

Recreation is an important element of the quality of life found in Elko and is intended to meet the varying needs of all of the different demographic

segments of the population. The City Parks and Recreation Department states that:

The City of Elko takes great pride in being able to provide the community with such diverse recreation programs and facilities to meet the needs and interests of all. Community Parks are intended to serve a broader representation of the general public, centrally located and accessible by a variety of public transportation routes, and may consist of swimming pools, athletic fields, community recreational centers, and a complex of indoor and/or outdoor recreational facilities and activity areas that have community wide orientation.

In order to serve this wide variety of needs, the City utilizes the resources of several different recreation-related funds which are discussed in greater detail later in this section. These funds include the General Fund, Recreation Fund, and Golf Fund. These three funds form the basis of support for the parks department, recreation department, swimming pool operations, golf department and capital projects (parks and recreation related).

Approach

In order to evaluate the needs and desires of the community in regards to recreation, the following approach was taken:

Needs Assessment and Public Involvement:

- Review of previous planning efforts and City historical information;
- Consideration of the profile of the community and demographics, including anticipated population growth;
- Community involvement effort including focus groups, meetings with key stakeholders, a community-wide public meeting, meetings with the Planning Commission, and a statistically-valid community interest and opinion survey; and
- Research of trends related to national programming to help guide the efforts of programming staff.

Level of Service Analysis:

- Interviews with staff to provide information about parks and recreational facilities and services; and
- Interviews with staff of similar communities to provide comparable level of service analysis addressing parks, recreation, open space, trails, and related services.

Inventory:

- Inventory of parks and facilities using existing maps and staff interviews to verify and assess the condition of the amenities and surrounding areas.

Assessment and Analysis:

- Review and assess relevant plans;
- Measurement of the current delivery of service and allowing for a target level of service to be determined that is feasible and united with the desires of the City of Elko citizens; and

- Exploration of finance and funding mechanisms to support development and sustainability of the system.



Ernie Hall Field

Best Practices:

- Identification of and an explanation of each Master Plan objective;
- Development of recommendations including identifying funding sources and regulatory tools available to help implement the Master Plan's stated objectives; and
- Development of an action plan for recommendations and capital improvements including cost and timeframe to support the implementation of the plan.

Current Trends

Understanding trends in park and recreation use and preferences is an important element of making appropriate planning decisions for the future. Knowing what activities and facilities can expect increases in demand helps prioritize resource expenditures and focuses efforts on the services which offer the community the largest benefit.

Sports Participation Trends

According to the National Sporting Goods Association, the four sports that had the highest participation ranking in 2009 were exercise walking, exercising with equipment, camping and swimming. While participation in the first three sports (exercise walking, exercising with equipment, and camping) has continually increased throughout the years, participation in swimming, while still high, has slowly decreased since 2005.¹ The national trend toward exercise walking is apparent locally in the high level of interest for an indoor track and trails expressed by Elko residents in their response to the community survey conducted Summer 2010.

Details on current trends for various selected sports pertinent to the City of Elko are highlighted below:

- **Exercise Walking** – seems to be the most popular sport with 93.4 million participants in 2009, 60 percent of which were female. Participation in exercise walking increased 4 percent from 2008 to 2009 and has had an average increase of approximately 1.5 percent annually since 1999.
- **Exercising with Equipment** – is the next most popular sport at 57.2 million participants. Participation of individuals in exercising with equipment has increased at an average annual rate of approximately 2.4 since 1999, with an increase of four percent between 2008 and 2009. Exercising with equipment is most popular for men and women between the ages of 25 and 34.
- **Aerobic Exercising** – had approximately 33.1 million participants in 2009 with a participation rate increase of three percent from 2008 to 2009.
- **Baseball** – had approximately 11.5 million participants in 2009, 81 percent of which were male. Participation in baseball has

¹ National Sporting Goods Association
(<http://www.nsga.org/i4a/pages/index.cfm?pageid=3346>)

decreased at an average rate of approximately 3.4 percent annually since 1999. From 2008 to 2009 participation decreased 13.5 percent.

- **Basketball** – had approximately 24.4 million participants in 2009 but saw a decrease in participation of 5 percent from 2008 to 2009. Roughly 70 percent of all participants were male, with the highest percent between the ages of 12 and 17.
- **Bicycle Riding** – approximately 38.1 million people participated in bicycle riding in 2009. The number of participants in bicycle riding has decreased slightly from 42.4 million in 1999 to 38.1 million in 2009.
- **Football (tackle)** – had approximately 8.9 million participants in 2009. Participation in tackle football increased from 1999 to 2005 and then decreased from 2005 to 2009 with a 6.2 percent decrease from 2008 to 2009.
- **Golf** – had approximately 22.3 million participants in 2009. Participation in golf has slowly decreased at an average annual rate of approximately 1.9 percent since 1999. Golf is most popular for males between the ages of 25 and 54. 35 percent of all golf participants have a household income of \$100,000 or more.
- **Hiking** – had approximately 34 million participants in 2009 with a pretty equal participation rate for men and women. Participation in hiking has increased 2.8 percent from 2008 to 2009.
- **Running/Jogging** – had approximately 32.2 million participants in 2009 with an average annual increase in participation of 3.7 percent from 1999 to 2009. The age group with the highest participation is 25 to 34.
- **Soccer** – had approximately 13.6 million participants in 2009. Participation in soccer has fluctuated throughout the years, but currently has approximately the same number of participants as it did in 1999 (13.2 million). Children age seven to eleven account for the highest percent of participation.
- **Softball** – had approximately 11.8 million participants in 2009 with a decrease of 7.9 percent from 2008 to 2009. Participation in softball has slowly been decreasing since 1999.
- **Swimming** – had approximately 50.2 million participants and was the fourth most popular sport in 2009. Nevertheless, participation in swimming decreased 6.1 percent from 2008 to 2009 and has seen an overall decrease from 1999 to 2009 of 13.3 percent. All age groups between the ages of seven and 54 participate equally, though there is a slight drop in participation in the 18-24 age group.
- **Tennis** – had approximately 10.8 million participants in 2009 and has roughly the same number of participants as in 1999 (10.8 million). The largest percent of participants is made up of individuals between the ages of 25 and 44.

Parks and Recreation Trends

Top features currently included among parks and recreation facilities include:

1. Playgrounds
2. Park structures, such as shelters, restroom buildings, etc.
3. Open spaces, including gardens, natural areas, etc.
4. Outdoor sports courts, such as basketball, tennis, etc.
5. Trails
6. Bleachers and seating
7. Natural turf sports fields for baseball, soccer, etc.
8. Concession areas
9. Classrooms and meeting rooms
10. Community or multipurpose center

Top features parks and recreation managers plan to include in the near future include:

- Splash play areas
- Park structures
- Dog parks
- Trails
- Playgrounds
- Open spaces
- Natural turf sports fields
- Bleachers and seating
- Skate parks

Recreation Program Trends

According to *Recreation Management's* State of the Industry Report, top current recreation programs include:

- Holiday events and other special events

Top Ten Programs Planned for the Next Few Years Include:

1. Teen programs
2. Fitness programs
3. Environmental education
4. Educational programs
5. Active older adult programs
6. Mind-body/balance programs
7. Day camps and summer camps
8. Holiday events and other special events
9. Arts and crafts
10. Adult sports teams

- Youth sports teams
- Day camps and summer camps
- Adult sports teams
- Arts and crafts
- Educational programs
- Active older adult programs
- Sport training (such as golf instruction or tennis lessons)
- Sports tournaments or races
- Festivals and concerts
- Fitness programs
- Swimming programming
- Mind-body/balance programs like yoga, tai chi and pilates
- Teen programming

Many of the top ten programs planned for the future (found in the box to the left) have grown in popularity since last year's Recreation Management report. Desire for teen programming has moved from number five in last year's survey to number one, fitness programs are up from number seven last year, and active older adult programs have jumped from number ten to number five. Clearly, the desire for teen programming, fitness programs, and active older adult programs has grown significantly.

Community and Stakeholder Input

Community and stakeholder input were derived from three main sources:

1. Feedback from public meetings;
2. Survey results and highlights; and
3. Planning Commission & City Council Meetings.

Summary of Public Input

- Issue #1 – Walking paths/trails/track
 - Walking has highest participation ranking
 - Seniors need place to walk
 - Elko wants to become a “walkable” community – they will need paths
 - Potential to develop trails/paths along the river
- Issue #2 – Teen programs
 - Teens need more activity opportunities
 - Ideas include: rock wall, arcade, skate parks, BMX track, martial arts, skating rink, etc.
- Issue #3 – Recreation Center or aquatic needs
 - Need more indoor and family-friendly pools (i.e. lazy river, beach entry, slides)

What We Have Now – An Analysis of Public Programs and Spaces

The following includes useable and workable definitions for parks, recreational facilities, and open space followed by an analysis of these existing facilities and the programs that use the facilities. See ATLAS Map 14.

Special Purpose Parks

Special Purpose parks are intended to provide or commemorate a unique recreational, cultural or historic amenity within the community, and may consist of open spaces, passive park areas, public gathering spaces, greenways, or formal landscaped areas that interrupt and soften the continuous pattern of urban development.

- Location: Location can be widespread throughout the City depending upon purpose, need and special circumstance.
- Size: Normally, size can be up to three (3) acres depending on location and function.

There are four existing special purpose parks in Elko:

- Greenbelt Park (“Train Park”) (0.90 acres);
- Fir Street Pocket Park (0.26 acres);
- Skate Park; and
- Peace Park.

Neighborhood Parks

Neighborhood parks are intended to be the most localized features of the park system, convenient and accessible to residents within one of the City’s designated neighborhoods, and may consist of improved or grassed open space, tot lots, playground equipment, playfields, basketball courts, tennis courts, picnic areas and other recreation features determined to serve the needs of the local neighborhood.

- Location: Location central and convenient to the neighborhood and within one of the City’s designated neighborhoods.
- Size: Normally, size is between three (3) acres and ten (10) acres, depending on location and function.

There are three existing neighborhood parks in Elko:

- Angel Park (2.58 acres);
- Southside Park (7.40 acres); and
- 5th Street Park (2.53 acres).

Community Parks

Community Parks are intended to serve a broader representation of the general public, centrally located and accessible by a variety of public transportation routes, and may consist of swimming pools, athletic fields, community recreational centers, and a complex of indoor and/or outdoor recreational facilities and activity areas that have community wide orientation.

- Location: Location central and convenient to the community or accessed by a classified collector or arterial roadway.
- Size: Normally, minimum size is ten (10) acres, depending on location and function.

There are three existing community parks in Elko:

- Elko Main Park (21.21 acres); and
- Johnny Appleseed Park (4.89 acres).



Recreational Facilities

Recreational facilities are intended to accommodate a wide variety of recreational, athletic and educational pursuits and consist of swimming pools, golf courses, playfields, basketball and tennis courts and similar type facilities.

- Location: Location distributed throughout the entire City.
- Size: Size may vary depending upon the specifications of the recreation purpose or activity being provided.

The City's major recreational facilities include:

- Newton Field;
- Wornek Complex;
- Ernie Hall Fields;
- Herrera Sports Complex;
- Kump Fields (Upper and Lower);
- Skate Park;
- Aquatic Center; and
- Ruby View Golf Course.



Open Space

Open space areas are intended to set aside lands for preservation of natural resources, remnant landscapes and to preserve natural settings that are unsuitable for development such as steep slopes, unstable soils, floodways, wetlands or similar physical features for active and passive recreation opportunity. Such open space areas can provide passive recreational opportunity and contribute to the quality of life of the community by protecting views, vistas and panoramas; by protecting air, water, soil, plant and wildlife habitat; by protecting against natural hazards related to floodways and flooding, unstable soils or areas of geological instability; and by protecting airport approach and takeoff areas.

- Location: Widely distributed throughout the City.
- Size: Size may vary considerably depending upon purpose, function and physical characteristics.

Outdoor Facilities Analysis

Parks and Field Inventory

The City of Elko has numerous parks available for community use. Many of these parks include the following amenities: playgrounds, playing fields, basketball courts, tennis courts, volleyball nets, handball courts, and even a skate park. ATLAS Maps 14 and 15 show existing and future planned park spaces. The table on the following pages outlines existing park and facility inventory.

Natural Areas and Trails

Elko's current trail system consists of roadways signed as bike routes and roads with bike lanes. A number of the bike lanes lead to the area of Great Basin College, The City of Elko Cemetery, and Elko High School. The current system lacks a comprehensive method for connecting people and destinations throughout the city. The current system also provides limited recreation opportunities as there are no auto-separated shared use trails.

The City of Elko has a small section of improved trail along the Humboldt River. This trail runs approximately one mile. In addition to this trail, gravel walking paths, set to be surfaced this summer, are currently in construction at Peace Park. These paths meander through gardens and groves in an eight-acre parcel. Since few improved trails exist in the City of Elko, the one outdoor track located at Elko High School is used frequently as weather allows. See [ATLAS Map 13](#) for existing and future planned trails and bicycle routes.



Golf Course

The City of Elko currently operates Ruby View Golf Course. This golf course offers 18 holes and has previously been rated in the top 40 of 2000 public golf courses as surveyed by Golf Digest Magazine.²

Current fees are as follows:

Table 6	
Resident Weekend Green Fees (Sat-Sun and Holidays)	
9-hole (before 3pm)	\$20.00
9-hole (after 3pm)	\$17.00
18-Hole	\$33.00
Conversion 9 to 18 holes	\$16.00

Table 7	
Resident Weekday Green Fees (Mon-Fri)	
9-Holes	\$17.00
Conversion 9 to 18 Holes	\$13.00
9-Holes Senior (65+)	\$12.00
Conversion 9 to 18 Holes Senior	\$8.00
9 Hole Junior (5-18 yrs)	\$10.00
Conversion 9 to 18 Holes Junior	\$5.00
18 Holes	\$28.00
18 Holes Senior (65+)	\$17.00
18 Holes Junior (5-18 yrs)	\$13.00

² The City of Elko Parks and Recreation

Table 8	
Punch Card	
24- 9 hole rounds	\$304.00

Table 9	
Season Passes	
Adult Single	\$550.00
Senior Single (65 +)	\$425.00
Young Adult (19-20)	\$225.00
Junior (unrestricted)	\$125.00

Expenses and revenues for the Ruby View Golf Course can be found in the following table. Cost recovery is expected to be 116 percent in the 2010/2011 fiscal year.

Table 10				
	2008/2009 Actuals	2009/2010 Original Budget	2010/2011 Final Budget	Anticipated 2010/2011 Cost Recovery
Revenues	\$600,200.00	\$631,008.00	\$740,701.00	116%
Expenses	\$622,216.00	\$627,717.00	\$640,074.00	

Source: The City of Elko

According to the National Sporting Goods Association's recent survey on sports participation trends nationwide, golf had approximately 22.3 million participants in 2009. Participation in golf has slowly decreased at an average annual rate of approximately 1.9 percent since 1999. Typically, golf is most popular for males between the ages of 25 and 54 and approximately 35 percent of all golf participants have a household income of \$100,000 or more.

In 1994, the City of Elko commissioned a *Market and Financial Evaluation of the Ruby View Golf Course Expansion Potential* from Economics Research Associates (ERA). In 2005, the City of Elko retained ERA once more to conduct an update of market conditions and potential to expand the existing golf course. ERA concluded that the annual expenses at Ruby View would increase from \$426,000 annually at present with 18 holes to \$550,000 with 27 holes and \$670,000 with 36 holes. It was also found that additional revenue of approximately \$325,000 per year would be required to economically justify the expansion of the course. In order to generate \$325,000 more revenue per year, daily fee rounds would have to increase by 15,000. ERA concluded that this does not appear possible in the foreseeable future. However, ERA did recommend a number of ways to increase operating revenues including: increasing green fees, tournament fees, annual pass fees, pass holder greens fees, trail fees, and concessionaire rent.

Community Recreation Programs and Facilities Analysis

Special Events

The following table shows the special events hosted by the City of Elko Recreation Department. These events are held at different locations approximately one time each year. Since the events are only held once each year and at differing locations, there are currently no issues with capacity.



Fairgrounds

Table 11

Special Events	Location	Dates	Attendance/Participation
Indoor Garage Sale	Fairgrounds	July	600
Nevada Day Parade	Idaho Street	October	large percentage of population
Pumpkin Patch	Fairgrounds	October	1500-2000
Santa's Workshop	Folklife Center	December	1500-2000
Family Friday Night "Dive In"	Elko Pool	August	150

Source: The City of Elko Recreation Department

The table below shows revenues, expenses and cost recovery for special events.

Table 12

	# of Participants	Revenue	Expense	Cost Recovery
Special Events	Approximately 3,000	\$4,727	\$3,722	127%

Source: City of Elko Parks and Recreation Department

Aquatics

The City of Elko's swimming pool houses three separate pools with a total pool capacity of 450 to 500 individuals. The three pools include:

- An outdoor 25-meter six-lane pool complete with a diving tank and a water slide;
- An outdoor wading pool for children six and under; and
- An indoor six-lane 25-yard pool.

The municipal swimming pool is currently used for:

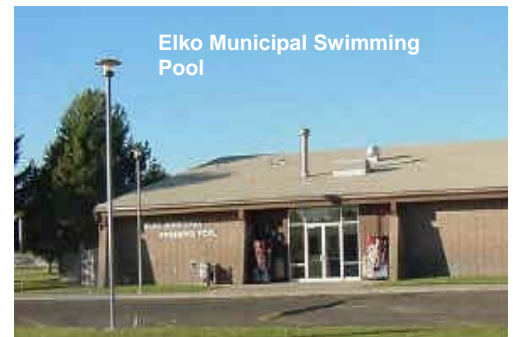
- Deep and shallow water exercise classes;
- Swimming lessons;
- Swim team practice;
- Lap swimming; and
- Open public swimming.

The total number of participants for the three primary programs at the municipal pools is shown below:

- Deep water exercise classes – 171 (Jan – Dec 2009);
- Shallow water exercise classes – 224 (Jan – Dec 2009); and
- Swimming lessons – 6,332 (Jan – Dec 2009).

Peak usage times include the summer months. Tuesdays and Thursday afternoons are particularly busy during the summer as Day Care, the Boys and Girls Club, and City Parks and Recreation Camp students visit during this time.

The pool is available in the summer for lap swimming and swim team practice in the early morning, followed by swimming lessons from 8:30 a.m. to 11:30 a.m. Some deep and shallow water exercise classes, as well as an additional hour of lap swimming, are available between morning swimming lessons and public swimming hours. Public swim



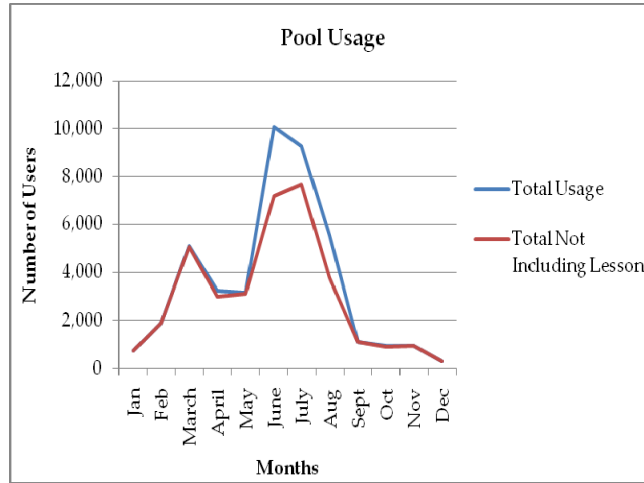
**Table 14
Spring/Fall Pool Hours**

	Mon	Tue	Wed	Thu	Fri	Sat
6:00						
7:00						
8:00						
9:00						
10:00						
11:00						
12:00						
1:00						
2:00						
3:00						
4:00						
5:00						
6:00						
7:00						
8:00						

	Open Swim
	Lap Swim
	Swim Team Use (Sept 7-Nov 24), (Jan 3-June 3)
	Shallow Water Classes



The graph below shows historic pool usage and illustrates that pool usage peaked in 2009 during the months of June and July.



The table below shows annual pool availability for each of the three municipal swimming pools. Currently the swimming pool is limited in programs that can be offered during the fall and winter months because the swim team occupies the only indoor lanes available during the afternoon and early evening hours (see "Swim Team Pool Use" tables).

Table 15

Average Peak Capacity during Summer	
6:00 a.m. - 10:00 a.m.	231
10:00 a.m. - 1:00 p.m.	248
1:00 p.m. - 4:00 p.m.	250
5:30 p.m. - 8:30 p.m.	80

Source: City of Elko Pool, LYRB

Table 16

Annual Pool Availability

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Indoor												
Outdoor												
Wading												

■	Open
■	Closed

	Mon	Tue	Wed	Thu	Fri	Sat
6:00						
7:00						
8:00						
9:00						
10:00						
11:00						
12:00						
1:00						
2:00						
3:00						
4:00		**		**		
5:00		**		**		
6:00						
7:00						
8:00						

	Outdoor Pool/Summer
	Indoor Pool/Spring and Fall
**	4:15-5:30 p.m. time used only during meet weeks in the summer

In addition to the lack of availability of the pool in the fall and winter months, the facility is also dated and in need of considerable repairs in the near future. The City must decide whether to invest additional funds in repairs of the older facility or in construction of a new pool. If a new facility is built, the City will not want the expenditures associated with two aquatic complexes. A new aquatic center would likely be constructed as part of a new Recreation Center. Potential sites for the Recreation Center are discussed in a separate study entitled *Recreation Center Feasibility Study*.

If a new aquatic center is built, as part of a new Recreation Center, the City must make a decision what to do with its existing 40-year-old aquatic center. One option is to bring in an excavating company to remove the existing pool structures and fill the original site. One community cut costs by advertising “Free Fill Wanted,” recognizing that

lots of building sites are looking for places to dump rocks and gravel when excavating. The site was then covered with topsoil.

Issues involved with an old pool site include:

- High cost of pool demolition, including hauling off concrete, removal of underground structures such as steel struts, etc.;
- Soil settling issues. The site may need additional soil within a few years, and may not be suitable for building any permanent structures for 10-20 years; and
- If the community desires to remodel the existing pools, the configuration must be such that the new pool, or configuration, is larger than the existing pool. A pool cannot safely be made smaller, and virgin ground must be used when excavating a new pool site.

Non-Sports Programming

Not including organized sports teams, the City of Elko offers approximately 90 programs and classes; 53 of which are only offered one day a year.

The tables below list all programs offered through the City of Elko. The first table lists all programs offered only one day each year and the second table lists programs or classes that last more than one day.

Table 18**Day Classes**

ABC and 123	Mad About Hats
Adopt a Butterfly	Manga Mania
Art Play	Messy Marvin Monday
Bat Chat Workshop	Mind Your Manners (4-6 yrs)
Be A Meteorologist for a Day #1	Mind Your Manners (7-12 yrs)
Beading Fun (4-6yrs)	Mosaic Tiles
Bug-A-Boo Inn	My First Art Class
Burst Your Bubble	Nature Nuts
Cartoon Class	Ooey-Gooney (4-7yrs)
Clowning Around w/ "Bubbles" the Clown	Ooey-Gooney (8-12yrs)
Color Me Special	Origami Fun
Create-A-Card	Paint It Fun (4-7yrs)
Critter Creations	Paint It Fun (8-12yrs)
Duct Tape Madness	Pin Beading
Edible Art	Recycled Fun (5-7yrs)
Fancy That	Recycled Fun (8-11yrs)
Foam Fun	Rhythm & Tune
Girls Rule	Super Sitters Workshop
Hip Hiking Sticks	Super Snacks
Home Alone	Teddy Bear Tea Party
Home Tweet Home	The Blanket Creation
Jewelry Making	The Great Puppet Caper (5-7yrs)
Junior Scrapbooking	The Great Puppet Caper (8-11yrs)
Learn to Draw (5-7yrs)	Tie-Dye Duds (5-7yrs)
Learn to Draw (8-11yrs)	Tie-Dye Duds (8-11yrs)
Leatherworks	Up, Up & Away/Kites
Lets Wiggle & Shake	

Table 19**Camps/Programs (1+ Day)**

Basic Aid Training (BAT)	Martial Arts for Children Session #1 & #2
Bumper Bowling	Martial Arts for Girls
Cheerleading Camp	Martial Arts Little Ninjas Session #1 & #2
Click! Beginning Photography	Mommy & Me Tumble Gym
Cowpoke Camp Session #1 & #2	Outdoor Exploration Camp
Crayon Crew & Natures Capers Day Camp	Paint, Glitter, & Glue
ElkoKids SnowBowl Jr. Ski Program	Paper Mache Piñatas
ElkoKids SnowBowl Jr. Snowboard	Pirate Adventure Camp
First Aid for Children Today (FACT)	Skateboarding - Basic Tricks
Fun Factory Summer all Day	Skateboarding - Getting Started
Gymnastics	Sports Tykes
Junior Bowling	Sunshine Play Camp
K-9 College	Tennis/Juniors #1 & #2
Kids In Motion Sports Camp	Tennis-Pee Wee #1 & #2
Ladybug Lane Play camp	The Big Dig
Leaders of the Future	Toddler Tumble Gym
Macrame Camp	

Currently very few programs are offered for teens due to lack of teen participation and the limited availability of teachers willing and available to teach. Availability of space for these programs is also an issue. Teen programs include classes in photography, skateboarding, babysitting, etc.

Currently there are no programs offered for active seniors through the City of Elko. However, the Elko Senior Citizen Center (The Terrace) offers many activities, clubs, groups, and exercise classes to senior citizens in the area. Some of these activities and classes include: gardening clubs, card groups, and aerobics and tai chi classes.

June, July and August are considered peak months for community programs because most of the classes are offered during these months. The City is currently limited in the number of programs that can be offered because many classes are held at Mt. View Elementary School in two modular classrooms that are only available during the summer months. However, Fun Factory/ Latchkey programs are held in the Auxiliary gym at Mt. View Elementary which is available for that specific program on a year-round basis.

The table below details the approximate number of program/class hours that are offered each month, the total possible (peak) attendance per class, and the equivalent number of classes that would be offered if each class was held one day for two hours. For example, in July, the City of Elko offers roughly 100 hours worth of community classes, equaling approximately 47 classes (assuming each class is two hours and is offered one day). Total possible attendance for any one class in the month of July could not exceed 38 people. These numbers do not include the Fun Factory Summer program that is offered Monday through Friday and has a student capacity of 75.

Peak Months	Total Program Hours per Month	Peak Attendance per Class	Class Equivalent (1 Day)
June	84	38	39
July	100	38	47
August	24	12	11



The facilities that are used to offer these community programs and classes are as follows:

- Mt. View Elementary School
- Main City Park
- Southside Park
- Private Facilities: Igloo, Weather Station, American Red Cross, Snowbowl Ski Resort, Telescope Lanes

Participant and cost recovery information on non-sports programming is found in the table below.

	# of Participants	Revenue	Expense	Cost Recovery
Summer Fun Factory (June-August)	83	\$15,889	\$14,990	106%
Summer Recreation Programs (June-August)	2,303	\$12,07	\$10,018	121%
Winter Fun Factory (Sept.-May)	58	\$43,352	\$41,911	103%
Winter Recreation Programs (Sept.-May)	62	\$11,707	\$6,360	184%

Source: City of Elko Parks and Recreation Department

Sports Programs and Field Usage

In addition to community classes and special events, the City of Elko offers a few organized community sports programs and also allows outside leagues to use the City’s public fields for additional sports programs. These sports programs include:

- Baseball
- Softball
- Soccer
- Football
- Basketball

The following section outlines the City of Elko’s field usage and capacity for many of these sports programs.

The City of Elko offers many opportunities to participate in team sports programs. The programs that are currently being offered on City fields include:

- Babe Ruth Baseball
- Elko Gold Baseball
- Elko Junior Football
- Little League Softball
- Little League Baseball
- AYSO Soccer
- Great Basin Soccer
- Adult Soccer
- Men’s’ Slow-pitch
- Women’s’ Slow-pitch
- Co-Ed Softball

The specific fields and parks being used for these programs are found in the following table.



Fields/Facilities	# Fields
Kump Fields	2 baseball (Babe Ruth)
Newton Field	1 baseball/softball
Herrera Complex	2 baseball/softball
Mountain View Park	4 long soccer, 2 short soccer
Wornek Field	2 football
Southside	1 softball, 2 soccer
5th Street Park	1 soccer
Johnny Appleseed Park and Ernie Hall Fields	1 football, 2 little league, 2 t-ball

Source: The City of Elko

Many programs use multiple fields for practices and game times. Table 23 shows the community programs that use each field.

Fields	Programs
Kump Fields	High School Baseball
	Babe Ruth Baseball
	Elko Gold Baseball
	Elko Junior Football
Newton Field	High School Softball
	Little League Softball
Herrera Complex	High School Softball
	Mens' Slowpitch
	Womens' Slowpitch
	Adult Softball
	Little League Softball
Mt. View Park	Ayso Soccer
	High School Soccer
	Great Basin Soccer
Wornek Field	Elko Junior Football
	Little League Baseball
	Little League Softball
Southside	Little League Softball
	AYSO Soccer
	Great Basin Soccer
	Adult Soccer
5th Street Park	AYSO Soccer
Johnny Appleseed Park Field & Ernie Hall Fields	Little League Baseball
	Little League Softball
	High school Band

The following table estimates the total number of hours available for each type of field, at each location, on a weekly basis. These figures (i.e., available supply) will then be compared to the number of teams and the estimated hours of usage per team (i.e., demand).

Field	# of Fields (baseball/ Babe Ruth)	# of Fields (baseball/ softball)	# of Fields (football / soccer)	Hrs Avlb Babe Ruth	Hrs Avlb (baseball/ softball)	Hrs Avlb (football/ soccer)
Kump	2			82		
Newton		1			41	
Herrera		2			82	
Mt View			6			246
Wornek			2			82
Southside		1	2		41	82
Johnny Appleseed & Ernie Hall*		4	1		164	41
5th Street			1			41
TOTAL	2	8	12	82	328	492

*Also has two t-ball fields

Hrs Available per Field per Week is estimated based on five hours per day on weekdays and eight hours per day on weekends, for a total of 41 hours.

Total teams, by type of sport, are shown in the following table:

	Total Teams
Elko Junior Football	26
High School Softball	2
High School Soccer	3
Little League Softball	30
Little League Baseball	28
High School Baseball	2
Adult Softball	62
Elko Gold Baseball	2
Adult Soccer	9
AYSO Soccer	70
Great Basin Soccer	4
TOTAL	238

The demand generated by the above 238 teams, in terms of the number of weekly field hours desired, is summarized in the following table:

Table 26

Teams	Baseball/Babe Ruth	Baseball/Softball	Football/Soccer
Elko Junior Football			26
High School Softball		2	
High School Soccer			3
Little League Softball		30	
Little League Baseball		28	
High School Baseball	2		
Adult Softball		62	
Elko Gold Baseball	2		
Adult Soccer			9
AYSO Soccer			70
Great Basin Soccer			4
TOTAL	4	122	112
Total Hours Desired	40	610	560

Assumes an "average" demand of five hours per week per team (practice and game time), with the exception of High School Baseball which was estimated at 15 hours per week.

Based on the analysis below, the City would need eight additional baseball/softball fields and four football/soccer fields. However, this analysis assumes that all fields are used to capacity while, in reality, the nature of practice times, and lack of official scheduling for them (in comparison to games), does not result in 100 percent utilization of facilities. On the other hand, the City has many other large grassy areas that can be used to offset some of the demand for practice times.

Table 27

Summary of Field Capacity	Hours Available	Hours Desired	Excess Capacity in Hours	Additional Fields Needed
Baseball/Babe Ruth	82	40	42	0
Baseball/Softball	328	610	-282	6
Football/Soccer	492	560	-68	2



There is some excess capacity on the Kump Fields (Babe Ruth Baseball) which possibly could be used by other baseball or softball teams. This could be done with skinned infields, temporary mounds, multiple base anchor locations, and temporary outfield fencing for little league teams. The mounds could then be easily removed for softball and the outfields would be large enough as well. This would also allow for the hosting of larger softball tournaments.

Practice areas, other than the fields, are difficult to quantify as they are conducted in available parks and open spaces. Both Boys and Girls Little League practice in the Main Park near the tennis courts, at Johnny Appleseed field, and at the Wornek Complex.

The open space park in Johnny Appleseed Park is also used by softball, soccer and football teams for practice, in addition to Little League Baseball. Wornek Complex fields are also used in the spring for

baseball and softball practices and by the Flagview Intermediate School for PE classes.

Most of the field needs occur during the same months of the year, with possibly the exception of adult co-ed softball, thus making peak demand periods (for which this analysis was designed) in the spring month and early summer months.



Table 28

Fields	Programs	Time of Use
Kump Fields	High School Baseball	March - May
	Babe Ruth Baseball	April - July
	Elko Gold Baseball	July - Oct
	Elko Junior Football	Aug - Oct
Newton Field	High School Softball	March - May
	Little League Softball	March - July
Herrera Complex	High School Softball	March - May
	Mens' Slowpitch	May - Aug
	Womens' Slowpitch	May - Aug
	Adult Softball	Aug - Oct
	Little League Softball	March-July
Mt. View Park	AYSO Soccer	March - June, Aug - Nov
	High School Soccer	Aug - Nov
	Great Basin Soccer	March - June, Aug - Nov
Wornek Field	Elko Junior Football	Aug - Oct
	Little League Baseball	March - July
	Little League Softball	March - July
Southside (Softball)	Little League Softball	March - July
Southside (Soccer)	AYSO Soccer	March - June, Aug - Nov
	Great Basin Soccer	March - June, Aug - Nov
	Adult Soccer	
Johnny Appleseed Park & Ernie Hall Fields	Little League Baseball	March - July
	Little League Softball	March-July
	High School Band	
5th St. Park	AYSO Soccer	March - June, Aug - Nov

In addition to the above-mentioned outdoor sports programs, the City of Elko offers an organized community basketball program at two facilities. These two facilities are Elko High School and Elko Indian Colony Gym. Both facilities are available three days a week. The City has the option of utilizing Elko Indian Colony Gym more than three days a week; however, the cost to do so is prohibitive. High school gyms are available for additional use on Sundays. Police Athletic League (PAL) basketball is run by the Elko Police Department and uses many school gymnasiums limiting public access to these gyms during the week. There are also several gyms in three LDS churches in Elko and two in Spring Creek.

Junior Wrestling programs also use a number of school gyms. The use of school facilities by these programs is the main reason that additional school facilities are not available for the basketball programs. There is

also an adult women's basketball league and an adult volleyball league competing for usage of the high school gyms and the Indian colony gym.

The following table shows the total hours that each facility is available for games and practice times each week. Assuming each game is two hours long and that each team plays one game a week, technically only three hours are available for teams to practice during the week. However, a fee is required by Elko Indian Colony Gym to practice and very rarely is the High School available for teams to practice.

	Total Gyms	Total Hours Available per Week	Total Hours Used for Games*	Hours Available for Practice
Elko High School	2	18		2
Northside Elementary	1			
Grammar Elementary #2	1			
Southside Elementary	2			
Adobe Middle School	2			
Mt. View Elementary	2			
Flagview Intermediate	2			
Spring Creek Elementary	2			
Spring Creek Middle School	2			
Sage Elementary	1			
Spring Creek High School	1			
Great Basin College	1			
Elko Indian Colony Gym	1	9	8	1

Source: *The City of Elko Recreation, LYRB*

*Assumes two hours per game and teams play each other.

Recreation Center Feasibility Study

A separate Recreation Center Feasibility Study was conducted during the summer and fall of 2010. That report, after reviewing public input, recreation facility usage, and program capacity, concludes that a recreation center is desired by many in the community and that it would benefit the community.

The Recreation Center would contain a swimming area. Amenities desired for the swimming pool include: a lazy river, zero entry pool, leisure pool and an eight-lane pool. Currently the municipal pool is limited in its program offerings during the school year as the swim team uses all six available swim lanes in the afternoon and early evening hours.³ If a recreation center were built to include two additional indoor lanes, additional swimming programs could be offered or the lanes could be used for other purposes, such as for physical therapy or rehabilitation.

To meet current basketball and additional program needs, the facility would need to contain at least two gyms, one classroom, and one multi-purpose room. Three gyms would allow for more drop-in basketball (a growing trend). The classroom space would allow for more programs to be offered because of the year-round availability of the classrooms. Currently, most programs are offered out of elementary school

³ See "Swim Team Pool Use" tables found on page 16.

classrooms which are only available during the summer. Surveys and other public input suggest that the public also wants an indoor track (especially for walking in the winter) and fitness rooms.

The Recreation Center would need to provide services for, and be supported by, a larger geographical area than just the City of Elko. After reviewing maps and driving distances, it is recommended that the market area for the Recreation Center include the same area as the Convention Center District. Partnerships with key players are also critical in enabling this project to move forward. Key partnerships may include, among others, the school district, Great Basin College, mining companies, and other key businesses in the area.

Other alternatives that may become available in the near future and would satisfy the need to provide space for additional classes and programs without the construction of a recreation center include the following:

- **Police Station:** The City is planning to construct a new Police Station. Design for the new facility has been completed and construction can proceed as soon as funding is secured. The current Police Department has multiple classrooms and a gymnasium. Should this facility become available, the Recreation Department could use this facility as a Recreation Center until or unless a new Recreation Center is constructed. However, this is an old building and the City's disposition decision for this building is uncertain.

The National Guard Armory: The National Guard Armory is another facility with gym space that is currently not available to City staff or to the general public. However, it does have gym space, kitchen and classroom facilities. The NNG is considering moving to the University of Nevada Fire Science Academy near Carlin. The property where the building sits is owned by the City of Elko and if the NNG vacates this building it becomes property of the City of Elko and could also be used for recreation purposes. The City's plan for this facility, should it become available, is uncertain, but would certainly meet many of the current needs of the Recreation Department until a more complete recreation center could be constructed. This facility is in much better condition than the Elko Police Station.

Alternative Recreation Providers

Alternative recreation providers in the City of Elko consist of Gold's Gym, Elko Indian Colony Gym, The Fitness Zone, Curves for Women, Boys and Girls Club of Elko, Great Basin College, Igloo Recreation Center, and Performance Athletic Club.

Gold's Gym offers:

- Treadmills
- Steppers
- Other fitness machines
- Free weights and body building machines
- Racquetball courts
- Steam rooms and saunas

- Group fitness classes such as yoga, Pilates, step, boot camp, etc.

Elko Indian Colony Gym offers:

- Free weights
- Treadmills
- Other exercise machines
- Full gym available for basketball

Limited programs for children such as a diabetes program, and an exercise and activity class offered two days a week.

The Fitness Zone offers:

- Treadmills
- Steppers
- Other fitness machines
- Free weights and body building machines
- Tanning beds
- Personal trainers
- Classes in Karate, Pilates and aerobics

Curves for Women offers:

- Cardio and strength training machines

Elko Boys & Girls Club offers:

- Youth clubs and programs teaching leadership, service, education, career exploration, and health and fitness
- Classes in arts, crafts, and photography
- Fitness activities including: Flag football, basketball, soccer, etc.

Great Basin College Fitness Center offers:

- Rock climbing wall
- Gymnasium
- Weight training classes
- These facilities can be accessed by the general public by paying a \$4 drop-in fee (<http://www.gbcnv.edu/fitness/>)

Igloo Recreation Center Provides:

- Indoor batting cage
- Indoor in-line hockey rink
- Gymnastics area

Elko Senior Citizens Center (The Terrace) offers:

- Groups and clubs for traveling, cards, gardening, etc.
- Exercise classes including: aerobics, tai chi, and resistance training
- Daily activities including: puzzles, games, etc.

Performance Athletic Club (opening February 2011):

- Computer controlled climbing wall
- Two endless wave pools
- Cardio equipment
- Strength training machines
- Indoor racquetball court
- Potential basketball court

Best Possible Provider for Above Programs and Services

Currently the City of Elko has extremely little duplication of recreation services with other public or private providers. Gold's Gym and Elko Indian Colony Gym both provide many services that the City of Elko is not currently able to provide, such as access to fitness machines, free weights, and group fitness classes. Colony Gym may duplicate the City's offering of children's programs by offering limited exercise classes for youth; however, this duplication appears to be very minimal. Performance Athletic Club may also duplicate some services with its fitness machines, endless wave pools, and potential basketball court. However, these small pools are expected to have little impact on the increasing demand for an updated aquatic facility.

Great Basin College offers a unique facility with a rock climbing wall, as does Igloo Recreation Center with its batting cages, indoor in-line hockey rink, and gymnastics area. The new Recreation Center could possibly duplicate space for gymnastics, but would not duplicate the other unique facilities offered by Great Basin and Igloo.

Two of the major facilities proposed for the Recreation Center – aquatics area and indoor track – have very limited duplication by any of the facilities offered by the private sector. The gymnasiums will have some overlap with school facilities, and the fitness center may duplicate some of the facilities offered by Gold's Gym, Indian Colony Gym, Fitness Zone, Curves for Women, and Performance Athletic Club. While it is the intent of the Recreation Center to provide unique facilities needed by the community, without duplicating the private sector, there will likely be a small amount of overlap in fitness and weight training facilities in order to offer the convenience of a well-rounded recreation and fitness experience at the Recreation Center.

Level of Service (LOS) Analysis

A Level of Service Analysis (LOS) for parks and recreation measures the number of recreation facilities per population, i.e., fields, tennis courts, indoor gyms, trail miles, park acres, etc. Current standards are compared to desired standards in order to project the number of facilities needed to: 1) reach desired standards; and 2) meet the demands of new growth.

Suggested standards in the Appendix are based on community input as well as benchmarking with other communities. The City of Elko may determine that it can accept and afford a lower level of service than is presented in the Appendix.

User Fee Analysis

Sports Program Rates

Day classes offered by the City of Elko are approximately \$10 to \$15 while camps and classes that run more than one day range from approximately \$25 to \$55.

The City of Elko does not run the youth sports leagues and does not collect a participation fee. The City does charge a \$5/player fee for field

use. Some adult fees are charged by the City of Elko and include a field use fee of \$15. For adult sports, the City also charges a sponsor fee for each team that varies from \$250 to \$450.

While the City of Elko does not currently operate a general fitness recreational facility, it does have a municipal swimming pool. Rates for the pool are as follows:

	Session	Monthly	3-Month	Season (Jan.-Nov.)	10 visit punch card	20 visit punch card
Preschool (0-6)	\$2.00	NA	NA	NA	NA	NA
Child (7-12)	\$2.50	\$35.00	\$75.00	\$145.00	\$25.00	\$50.00
Teen (13-17)	\$3.00	\$40.00	\$80.00	\$160.00	\$30.00	\$60.00
Adult	\$4.00	\$45.00	\$85.00	\$175.00	\$40.00	\$80.00
Senior Citizen	\$2.00	\$28.00	\$55.00	\$100.00	\$20.00	\$40.00
Family (4 people)	NA	\$80.00	\$170.00	\$375.00	NA	NA

Source: Elko Municipal Swimming Pool

Comparable Rates

Comparable program, sports, and recreation facility rates are found below. The City of Elko is distinct in that it offers more single-day programs than many other cities. Rates for camps, or programs lasting more than one day, range from \$17 to \$100 depending on the length of the program and type of activity. Rates to participate in youth and adult sports teams are found in Table 31. The City of Elko falls within these ranges of comparable rates, but charges a slightly lower rate than many cities for youth participation on sports teams.

Programs (single-day)	Limited single-day programs
Camps or 1+ day programs	Range from \$17-\$100 depending on length and type of activity
Adult Sports (teams)	Approx. \$30-\$55/person
Youth Sports (teams)	Approx. \$15-\$75 (majority between \$30-\$55)

Source: Lehi City (UT), South Jordan (UT), South Davis (UT), Henderson (NV), Mesquite (NV), Carson City (NV)

Table 32 gives comparable rate information on recreation facilities. All of the facilities incorporated in this analysis contain an aquatic center in addition to general fitness machines and facilities.

Table 32
Daily Drop-in Fee Range

Child (2/3 and under)	Free
Youth (4-11) or (4-17)	\$2 - \$4
Students	\$3 - \$3.50
Adult	\$3 - \$5.25
Seniors	Free - \$4

Source: LYRB, comparison of South Summit (UT), South Davis (UT), Wheat Ridge (CO), South Jordan (UT), Clearfield, (UT), Uintah (UT), Kearns (UT), Las Vegas (NV), and Reno (NV) fitness facilities.

Table 33
Annual Memberships

	Range		Average	
	Resident	Non-Resident	Resident	Non-Resident
Youth/Student	\$20 - \$250	\$145 - \$375	\$157.50	\$213.53
Adult	\$80 - \$350	\$234 - \$465	\$232.42	\$321.29
Adult Couple	\$250 - \$410	\$350 - \$495	\$296.57	\$410.58
Senior Single	Free - \$190	\$115 - \$250	\$153.10	\$200.63
Senior Couple	Free - \$310	\$160 - \$301	\$204.83	\$264.38
Family	\$195 - \$475	\$415 - \$600	\$367.75	\$484.21

Source: LYRB, comparison of South Summit (UT), South Davis (UT), Wheat Ridge (CO), South Jordan (UT), Clearfield, (UT), Uintah (UT), Kearns (UT), Las Vegas (NV), and Reno (NV) fitness facilities.

Administration, Management, and Organizational Development Overview

There are currently four divisions in the Parks and Recreation Department: Parks, Golf Course, Pool and Recreation.

Maintenance and Operations Analysis

The City of Elko Parks and Recreation Department does not currently have a separate maintenance division. Rather, the four divisions within the department manage their own maintenance personnel.

Parks Department

The Parks Department employs five full-time employees as well as several seasonal employees as needed. This department is supported by the General Fund for salaries/benefits and services and supplies. The Parks Department is responsible for the maintenance of the Senior Center Grounds (including the Community Garden), the Police Department grounds, City Hall grounds, the Girl Scout House grounds, the Chamber of Commerce grounds, and numerous athletic fields and parks throughout the community.

The parks maintenance department also oversees the maintenance of city tennis courts, city basketball courts, playgrounds and park structures such as picnic shelters, restrooms, announcer booths, and concession stands. Furthermore, the Department assists with special event set up and take down. All of these facilities and properties provide recreational opportunities for residents of the City and residents of the surrounding communities.

Cemetery maintenance is carried out by two (2) full-time employees and is funded by the General Fund.

A summary of the maintenance duties for the above facilities include:

- Turf care – sports fields
- Turf care – open turf areas
- Fertilization
- Irrigation inspection, maintenance, and repair
- Trash pickup
- Mosquito abatement
- Weed abatement
- Lighting replacement and repair
- Other surfaces (sweeping & cleaning)
- Inspection (play structures, buildings and surfaces)
- Repairs (play structures, buildings, fences and surfaces)
- Restroom upkeep
- Trail maintenance
- Special event set-up and clean-up
- Natural areas

Primarily turf and athletic field maintenance is done from March through October.

It is the Maintenance Department's desire to maintain all landscapes, parks and recreation facilities in good condition. There are a number of undeveloped areas in the City, but they only receive minor maintenance such as weed and litter control.

Athletic Fields and Capacity Issues

Athletic fields receive a higher level of maintenance through a higher frequency in mowing, fertilization and irrigation. Due to current athletic field inventories, many of the existing fields are used beyond capacity and are in a constant need of maintenance. Athletic field maintenance priorities are safety first, looks second. The City of Elko does not currently have a field closure policy that defines when fields are open for play and when they are closed (i.e., athletics fields will be open for use from March 31st to October 31st and closed for use from November 1st to March 30th). A field closure policy should also state under what conditions fields will be closed for use to prevent damage to fields (i.e. conditions such as drought, saturated turf, and safety issues).

Staffing Levels

Staffing levels have increased by one FTE since 2004, but remain below 1997 levels when the Parks Department was manned by seven FTEs. High expectations for the quality of parks maintenance makes it hard to keep up at times. As with many agencies around the U.S., keeping and retaining quality seasonal staff on a year-to-year basis is difficult.

It is also difficult to find any conclusive research on the number of maintenance employees necessary for parks maintenance due to the differences in reporting developed versus undeveloped park acreage and the number of competitive facilities (i.e., competitive ball fields require a much higher level of care than practice fields, etc.). A report prepared by a management analysis team in Pasadena, California, concluded that a ratio of one park maintenance employee for every 7 to 10 acres should

produce “A-Level” service. According to Municipal Benchmarks, by David N. Ammons, standards range from ten acres per field maintenance employee in San Jose, CA to over 82 acres in Overland Park, Kansas. Park officials estimate that the average acre/man ratio of maintenance work is currently approximately 23 acres/man, assuming maintenance of 116 acres.

Maintenance Scheduling

The Department does have a park maintenance program where there is a schedule for all maintenance tasks throughout the calendar year. However, this schedule can be altered due to workload.

Irrigation

Irrigation systems in many of the older parks are in need of renovation and repair. Most of the older systems utilize sprinkler heads that are no longer available for purchase. Most of the irrigation systems managed by the Department are controlled by a computerized irrigation system with the eventual goal of complete automated irrigation control.

The City of Elko recently completed a cross-connection control survey for the protection of the city’s water system. As a result of this study, many of the irrigation system’s backflow prevention devices will need to be updated to meet the newer requirements.

Life Cycle Costing Assessment (Maintenance Equipment and Park Amenities)

A life cycle costing assessment has not been developed for maintenance equipment or park amenities such as playground equipment, benches, etc. The Department should consider the development of this type of assessment in the near future.

Park Maintenance Primary Concerns

As stated, it is the Park Maintenance Department’s goal to maintain all facilities in good condition. Primary concerns expressed by the Department Superintendent are:

- Athletic fields used beyond capacity
- No formalized field use or closure policy
- No formalized level of service standard
- No concession agreements
- No field use agreements
- No joint-use agreement with ECSD
- Conflicting maintenance schedules with fields usage by residents
- Aging infrastructure (fencing, irrigation system, picnic tables, etc.)
- Maintenance understaffed

Ideally, the Parks Department would like the acre/man ratio of maintenance to be approximately 13 acres/man.⁴ However, this ratio should be approved by the council to determine if this is a reasonable ratio for the City at this time.

⁴ Parks Department

Park Improvements

The following are top priorities for improvements in order of the parks that are used most frequently.

Main City Park – Restrooms, improved maintenance/cleanliness, and add lighting and safety features

Johnny Appleseed Park – Improved maintenance/cleanliness and picnic facilities

Angel Park - Add lighting and safety features, and restrooms

Mountain View – Measured walk/job paths, picnic facilities, and trees

5th Street Park – Playground equipment, improved maintenance/cleanliness, add lighting and safety features, picnic facilities, and trees

Greenbelt – Added lighting and safety features, measured walk/jog paths, and trees

Peace Park – Picnic facilities and trees

Southside Park – Improved maintenance/cleanliness and trees

A more detailed list of park improvements is shown in the Appendix.

Benchmarking

Comparing a number of different cities on certain attributes of parks and recreation can be helpful for a City to recognize common standards and set goals for the future. The City of Elko was compared to cities of its same general size from Nevada and Utah on the following points:

- Population
- Median household income
- Total full time equivalencies (FTE)
- Managed indoor space
- Developed parks and open space acreage
- Total parks revenue
- Total recreation revenue
- Cost recovery

The tables below outline this comparison. All data was gathered for parks and recreation (not including cemetery, pools, golf courses, etc). Elko has the largest parks and recreation budget when compared to comparison cities, and also has the highest cost recovery ratio.

Table 34

Location	Population*	Median Household Income**	Total Parks and Recreation FTE's	Developed Parks (acres)	Developed Acres/1000
Elko, NV	18,428	\$48,608	6	110.47	5.99
Fernley, NV	18,929	\$44,695	4	148.62	7.85
Pahrump, NV	38,247	\$34,860	6	110	2.88
Brigham City, UT	20,055	\$42,335	7	120	5.98
Payson, UT	19,221	\$43,539	11	125	6.50

Source: The City of Elko (NV), Fernley (NV), Brigham City (UT), and Payson (UT)

*Population for NV: 2009 estimate from the Nevada State Demographers Office

*Population for UT: 2010 Governor's Office of Planning and Budget (GOPB)

** Census 2000

Table 35

Location	Total Parks Revenue	Total Recreation Revenue	Cost Recovery
Elko, NV	\$12,410	\$147,455	20%
Fernley, NV	\$55,000	\$0	12%
Brigham City, UT	\$0	\$156,800	18%
Payson, UT	\$4,000	\$112,000	23%

Source: The City of Elko (NV), Fernley (NV), Brigham City (UT), and Payson (UT)

* The \$2.5 million listed above for the City of Elko includes room tax revenues, of which only a small portion actually comes to the Elko Parks and Recreation Department. In addition the Recreation Fund coming from room tax is to be used only for capital projects and not the provision of youth recreation services.

Golf Department

The Golf Department is an enterprise fund and is intended to be completely self supporting. However, the Golf Course currently receives an annual subsidy from both the General and Recreation Fund. The total budget for the Golf Department for 2010/2011 is \$558,442, divided between salaries (\$233,475), employee benefits (\$85,715), and services/supplies (\$239,252).

Swimming Pool

The total budget for the Swimming Pool for 2010/2011 is \$415,315. Although predominately funded through the General Fund, the Swimming Pool receives a small annual subsidy from the Recreation Fund. The Swimming Pool budget is split between salaries (\$223,750), employee benefits (\$59,590), and services/supplies (\$131,975).

Recreation Department

The total budget for the Recreation Department for 2010/2011 is \$147,455. Although predominately funded through the Youth Recreation Fund, the Recreation Department receives a small annual subsidy from the Recreation Fund. The Recreation Department budget is split between salaries (\$74,685), employee benefits (\$17,570), and services/supplies (\$55,200).

Recreation Fund

The Recreation Fund reaches roughly \$2.5 million, but much of this revenue goes to supporting ECVA, Elko County Recreation Board, State

Tourism, Western Folklife Center, Elko County Fair Board, Elko Snow Bowl, and Special Events. Of the projected \$2.5 million for the 2010/2011 fiscal year, only \$350,000 was projected to be available for parks and recreation capital projects.

Planning and Design

The Parks and Recreation Department does not have a Planning Division, but works cooperatively with other City departments to plan and design park projects. Currently, the Engineering Department administers capital park development projects under the direction of Parks and Recreation. In general, design consultants are used for larger projects, while smaller projects are often designed in-house. There are no set design guidelines for park development.

Information Management and Technology

The City Information Technology (IT) Department provides computer and equipment technology support to the Parks and Recreation Department. The Department will begin using the Sportsman SQL recreation software for scheduling park reservations, online registration, point of sale tracking, and membership tracking. Ruby View Golf Course has been using ActiveNetworks software for the last year to provide similar services through the pro shop.

Cemetery

The City will need a second cemetery site as described in its land use plan.

BEST PRACTICES

This Best Practices section includes a detailed explanation of each of the Elko Master Plan objectives, and provides recommendations, identifies funding sources, and suggests regulatory tools available to help implement the Master Plan's stated objectives. The purpose of this section is to ensure City leaders and decision makers have the information necessary to make sound, and educated decisions for the future of Elko. The Elko Master Plan Best Practices should be referred to as staff reports are developed and as any parks, trails, and recreation decisions for the City are made.

Objective 1: Protect existing park spaces, and identify new park spaces, to ensure that residents have convenient access to high quality, outdoor green spaces and open spaces.

In establishing a parks and recreation plan for a community, it is important to provide a variety of recreation experiences through various sizes of parks intended for different types of use and users. It is also important to achieve equitable distribution of basic park lands, recreation facilities, and programs throughout the community by applying standards uniformly and consistently.

A well-planned system of local and regional parks and recreational facilities can provide a range of active and passive recreational activities for future residents. Active recreation encompasses a functional system

of developed sites, including organized, scheduled activities such as soccer and softball. Passive recreation is also important and includes activities such as informal play, picnicking, walking, horseback, riding, and jogging.

Amenities. All park amenities must meet standards for handicap accessibility, crime safety and playground safety. The ADA requires accessibility for people of all abilities, including standard ramp specifications, parking accessibility, and other design features. Crime Prevention Through Environmental Design (CPTED) standards ensures the physical design of the park encourages natural surveillance, access control, lighting, and activity support. American Association of State Highway and Transportation Officials (AASHTO) policies set the standards for transportation control and access for parks, and the National Playground Safety Institute (NPSI) sets standards for safety in playground construction and design. All of these standards should be met when planning for new park facilities.

Adequate lighting should be provided to meet CPTED safety requirements and all light fixtures and poles resistant to vandalism. All site lighting is designed and operated as an automatic dusk-to-dawn system. Light sources should be shielded to reduce glare to nearby properties. Site furniture such as benches, trash receptacles, and picnic tables should be durable, easy to maintain and be consistent with the theme of the park.

Levels of Service. National standards that prescribe park acreages, trail miles, or numbers of recreational facilities have been criticized because they fail to take into account the geographic differences from one community to another, the age profile of residents, economic conditions, culture, climate, population density, and myriad other factors that influence the need and desire for recreational amenities. A more reasonable assumption is that most communities will approximate the norm of “similar” communities but that appropriate modifications to the standards should be made for significant deviations in community characteristics.

Best Practice 1.1 ***Maintain a current and updated maintenance and capital improvement list for existing parks. Improvements to existing parks should take precedence over the development of new parks.***

Beginning with the suggested improvements for existing parks as shown in this document (based on input from city staff and the public, including community surveys), establish priorities for park maintenance and improvements in order to protect and enhance existing park spaces.

Best Practice 1.2 ***Develop new parks to ensure that parks are spread equitably throughout the community and to meet the needs of growth. New park space is most needed on the south side of town, and in the north part of town (east of Mountain View Park).***

Of the City's nine baseball/softball fields and nine soccer/football fields, only one baseball/softball field and two soccer/football fields are located

in the southern portion of the City. Development of a new baseball/softball complex should be in the southern part of the City.

Most of the population growth in Elko is occurring in the northern part of the City. Future parks are also needed in this area in order to maintain service levels for this portion of the community.

The City should explore other options of recreational opportunities up to and including a possible cemetery site, and a dog park(s).



Objective 2: Utilize natural topographic and physical features in the community as opportunities for the creation of park and recreation space. This may include flood plains, storm water retention areas, creeks, ravines, and pocket parks.

Every community is unique. Rivers, mountains and other topographic features enhance park and open spaces and help to define a community, as well as enabling a greater variety of recreation experiences. These features should be carefully integrated into the parks and recreation master plan.

By taking storm drain retention areas, and covering with sod, communities can effectively “double-use” public spaces in an efficient and effective manner and also save on land and other capital costs. A storm drain retention area could be part of a large regional park, or it could be a smaller pocket park tucked into a neighborhood – serving a dual purpose in both instances.

Best Practice 2.1 Highlight the Humboldt River corridor as a valuable resource to the City, and coordinate activity and land uses along it to ensure protection and restoration of the river’s natural systems.

The Humboldt River is one of the most distinctive and advantageous physical features located in Elko. Restoration and development of this area would also serve to enhance the trail capacity of the City and to develop a significant recreational amenity on the south side of town – an area currently lacking in parks and recreation space, and also an area that appears more rundown and dilapidated than the rest of City. This is an opportunity to improve a struggling area, as well as provide a significant amenity that could be used by residents citywide. Development of the corridor would also serve to tie the North and South sections of the City back together. Development of the corridor would also serve to tie the North and South sections of the City back together.

Best Practice 2.2 Utilize appropriately located existing retention basins for park and recreation space.

Retention basins can be used as opportunities for park and recreation opportunities. Examples include the use of the retention basin south of

Mt. View Park and Chris Ave. and the other retention basin at the 8-mile dam area.

Objective 3: Pursue partnerships to develop a regional facility to address underserved and indoor recreational needs in the region, and to serve as a community landmark and gathering place.

A community recreation center should serve the needs of all ages and demographic characteristics in the region. It should be built not only to serve existing needs, but also to provide for the future needs of a growing and developing community. Facilities should be developed to serve scheduled programs and teams, as well as to accommodate the drop-in needs of the community. Aquatic centers are a key focal point for recreation centers and are a key source of revenues for recreation centers.

Generally, recreation centers are not self-supporting, with most communities subsidizing a portion of the operating costs of such centers. The degree of public subsidy varies widely between communities and depends on the individual philosophy of a community as well as socio-demographic and economic factors. However, no matter the philosophy of a community, it is important for a community to track and monitor cost recovery ratios, evaluate trends over time, and establish goals in these areas.

Development of a recreation facility will create a central community gathering place. Current usage of numerous schools, with limited flexibility in scheduling, creates a fragmented recreation program, and one that does not encourage or allow for drop-in play or sufficient practice times. A central recreation center will reduce much of the fragmentation of the current programs.

Developing community partnerships are a critical factor in facilitating the construction of recreation centers. These partnerships can include school districts, colleges, businesses, etc.

Best Practice 3.1: *Develop partnerships with Great Basin College, Elko School District, Elko County, Boys and Girls Club, other organizations, cities and key businesses and employers in order to get commitments and maximize all revenue sources that will be necessary to finance the development of a recreation center.*

The cost of a recreation center will exceed the taxing ability (due to tax caps and overlapping districts) of the City of Elko or of a special recreation district, if such were to be formed. Through partnerships, capital costs can be shared and reduced through contributions by a wider variety of participants.

Best Practice 3.2 *Encourage the development of a recreation center to address regional demand that includes an aquatic center, indoor track and*

multiple gymnasiums and flexible classroom/programming space.

Based on community input, as well as a capacity analysis of currently used facilities, The City of Elko and the surrounding region would benefit from a recreation center, with a new updated aquatic center, indoor track, gymnasiums and classroom space. Approximate size of the facility would be 75,000 square feet.

Best Practice 3.3 Track all revenues and expenditures, by program, in order to evaluate cost recovery ratios for every program offered.

Indirect costs (such as administrative overhead, building usage, etc.) should be tracked separately from the direct costs associated with each program. This is because indirect costs are largely fixed in nature (i.e., building space, administrative personnel, etc.), whereas direct program costs are largely variable in nature and are associated with individual programs.

Objective 4: Enhance existing and develop additional year-round recreational programs for all ages to more completely meet the existing needs.

Best Practice 4.1 Offer additional recreation programs for teens and encourage participation.

The City currently offers few programs to teens due to current low teen participation in such programs and lack of teachers willing and available to teach teenagers. In order to increase and encourage teen participation in community programs many cities are involving teens in the planning process by creating teen councils. Workshops emphasizing resume creation and interviewing techniques may be well received by college bound students. Programs and activities should be advertised through social media websites or by the local radio DJ.

The City could also encourage teen participation by offering incentives such as stipends to older students willing to teach younger students, thus solving the problem of limited teachers. Some schools require “service learning” hours where students must show that they have contributed community service work in order to graduate. If Elko desired to enact this requirement, volunteer and teen program participation would most likely increase.

Best Practice 4.2 Develop additional community and recreational programs for Active Senior Adults.

The current aging adult population is looking for additional community, volunteer, and recreation opportunities. Programs focusing on this demographic are expected to grow significantly in the near future. Programs should focus on the ability and desire of these aging seniors to be actively involved.

Best Practice 4.3 ***Encourage the development of a regional recreation center that could offer year-round programs.***

Currently many programs are only offered on a seasonal basis. A recreation facility would allow the city to offer many additional classes, increasing the participation of residents of all age groups. The city could also consider the possibility of constructing a “bubble” over the tennis courts to allow year-round access.

Objective 5: **Develop new and improve existing trails and pathways to provide opportunities for alternative transportation and recreation, and to promote a healthy active community.**

Utilizing urban trails, the City would like to develop a network of trails that will connect the city’s green spaces, and connect residents with all types of destinations throughout the City. The trail system will use existing street rights-of-way and auto-separated shared use paths where feasible. Trails will be for use by non-motorized vehicles only and will provide health and recreation opportunities as well as an alternative means of community within the City.

Best Practice 5.1: ***Develop a Hierarchy of Trail Types***

Trails can be used for a variety of purposes such as hikers, cyclists, walkers, runners, joggers, etc. Trails, for the purposes of this document, are paths that connect two or more locations together. Pathways that loop around a single park are not typically included as a separate trail although they become a part of the overall trail network. Trails use for transportation/commuting purposes are primarily used by bicyclists. These may be Class I, II, or III as defined in the *Guide for the Development of Bicycle Facilities* by the American Association of State Highway and Transportation Officials (AASHTO). The Urban Trails Plan contains the following designations:

Class I: Shared Use Pathway:

A shared use pathway is typically a paved trail that is separate physically from roadways and other transportation facilities. Shared use pathways are designed for simultaneous use by cyclists, runners, walkers, etc. These trails typically meet specific standards for components such as trail width and accessibility.

Class II: Bike Lane:

A bike lane is typically a portion, such as a shoulder, of an existing roadway that has been marked for use by bicycles.

Class III: Signed Shared Roadway:

A signed shared roadway is a road that is signed as a bike route and is constructed to design standards that allows for the safe use of both motor vehicles and bicycles.

Pedestrian Only:

In addition to the AASHTO trail classifications; this plan also includes a number of Pedestrian Only trails. These trails are similar to a Class I trail in that they are separate physically from roadways; however, they may not be appropriate for cyclists and also may not meet typical standards for components such as trail width and accessibility.

Walking and running are activities that can be shared with bicyclists on Class I facilities. Class II and Class III facilities are not typically suitable for walking or running. Sidewalks should be constructed on Class II and III designated streets to allow for safe walking and running.

Best Practice 5.2 Develop an Urban Trails Plan

Comprehensive planning is essential for Elko to implement a successful trails system. Leadership by the City, with strong public involvement, will ensure that planned for trails are built in a steady fashion according to the trails plan. As a part of this master plan update, the existing trails have been inventoried and new trails recommended. The Parks and Open Space with City Trails and Public Facilities map shows existing trails, proposed trails, and trail classifications. The proposed trails were designed to achieve the following:

Connect gaps between existing trails. Not all trails in various parts of the city connect together. Connecting all of the existing trails will leverage the existing trail network to link more people with more destinations thus providing more opportunities for either alternative transportation or recreation.

Link more destinations within the city. Several of the proposed trails are Class II bike lanes. These are proposed at regular intervals within the city to provide consistent links between destinations. Abundant, consistent, and safe links between destinations will encourage more bicycle use. This will provide City residents another safe transportation option for going to the grocery store, library, a park, or work.

Increase shared use paths for recreational opportunities. The plan includes a number of connections and links between the parks and open spaces within the city. Many of these links are proposed as shared use paths. Once the plan is implemented, nearly every park and open space within the city could be reached via the trail system using a variety of modes: cycling, running, walking, etc.

Best Practice 5.3 Utilize a Phased Approach to Implementation

A phased approach is recommended for implementing the trails plan. Phasing allows for low-cost items to be implemented first while funds are obtained, over time, for implementation of larger items.

Phase I

This phase requires few resources as it simply requires providing signs for the Class III Signed Shared Roadways. However, this simple first phase is an important step in implementing the plan. It will provide residents a visible route for traveling throughout the City. Currently, there are roads designated by the City as Class III trails that do not have complete signage.

Phase II

This phase involves striping roadways for Class II Bike Lanes. The plan identifies a number of roadways for bike lanes. Most of the existing roadway rights-of-way are sufficiently wide enough to accommodate bike lanes without increasing the right-of-way width and thus incurring associated costs. While requiring more resources than Phase I, the resources required for this phase are still relatively low.

Phase III

This phase will be the most difficult to implement as it entails developing Class I shared use paths. New Class I paths do not have an existing roadway to “piggyback” onto. These paths may require strategies such as purchasing land, purchasing development rights, or enacting easements to acquire access to land. Use of public and/or civic property for trail alignments should take priority and trail alignments should not require the removal of housing units. Besides tax dollars to fund these trails, the City can also look to other funding sources such as grants, trail development funding sources, land use regulatory tools, and development agreements. A summary of trail development funding sources and programs is contained in the appendix. These paths will provide a large benefit to the public and the City should be diligent in exploring funding options and securing broad public support to develop them.

Objective 6: Highlight the Humboldt River corridor as a valuable resource to the City, and coordinate activity and land uses along it to ensure protection and restoration of the river’s natural systems.

Best Practice 6.1 Include the Humboldt River corridor in the Urban Trails Plan to provide increased accessibility and encouraged use of this natural resource.

The incorporation of the Humboldt River corridor into the Urban Trails plan will ensure the proper development of this natural resource. Trails that connect the river to additional open spaces throughout the community will make the river more accessible to Elko residents and will provide the city with additional safe recreation opportunities. While one trail along the river currently existing, additional trails along the Humboldt River would be implemented as part of Phase III of the Urban Trails Plan.

Best Practice 6.2 Coordinate land uses along the corridor to provide sufficient open space to ensure the protection of the river.

The City is currently in the process of planning open space and park areas surrounding the river. These areas include the Humboldt River Area River Project (HARP) and the West Bullion Road Park. The existence of additional open space and parks along the river will ensure the protection of and the efficient use of the Humboldt River corridor.

Objective 7: Coordinate planning with adjacent federal, state, county, school district, college, and tribal lands to

ensure best use of open spaces, trailheads, access points and visual resources.

Best Practice 7.1 Produce a map showing all public and tribal lands and identifying open spaces, trailheads, access points and visual resources.

By producing a map of key resources, the City can more easily prioritize key sites to integrate with City plans for parks, trails, open space, etc. Natural geographic features provide the unique features so critical to establishing community identity and their use and visibility should be maximized through careful planning.

Best Practice 7.2 Develop partnerships with all federal, state, county and tribal agencies to facilitate the use of these key resources.

Partnerships and communication are key factors in facilitating access and usage of key sites. Through partnerships, costs can be reduced or shared, and a common vision reached. Maintenance and preservation of these sites should also be a primary concern.

Best Practice 7.3 Integrate trails development to provide connections between key sites.

Trails development should be planned to connect key sites in order to facilitate access to these sites.

Objective 8: Develop a short and long-term parks and recreation maintenance plan to ensure that the City's investment in these assets is preserved.

Best Practice 8.1 Develop short-term parks and recreation maintenance plan.

The short-term maintenance plan could include the following:

- Formalization of a level of service standard for maintenance;
- Development of field use agreements;
- Creation of maintenance schedules to limit conflicts with residents' field usage;
- Create a timetable outlining the needs for aging infrastructure improvements;
- Create a list of additional park improvements desired by residents.

Best Practice 8.2 Develop long-term parks and recreation maintenance plan.

The long-term maintenance plan could include the following:

- Implementation plan for aging infrastructure improvements and additional park improvements;
- Development of Life Cycle Costing Assessment
- Identification and preservation of future park spaces and trail corridors.

Best Practice 8.3 ***Use current Level of Service (LOS) standards to set maintenance staffing levels according to population and park acres.***

Using the Level of Service standards recently outlined for the City, officials should determine the number of maintenance staff needed to appropriately maintain total park acres in the most efficient manner. Officials should take into account changing the seasonal demand of maintenance staff.

Table 5

Elko City Park Inventory																											
Parks	Total Acres	Developed Acres	Picnic Shelters	Land-scaping	Parking	Playground Equipment	Benches/tables	Grills	Basketball Courts	Tennis Courts	Open Play Field	Softball/Baseball Fields	Drinking Fountain	Horse-shoe Pits	Swimming Pool	Skating Facility	Volley-ball	Soccer Field	Restrooms	Ice Pond	Lighting	Tot Lots	Bleachers	Pathways/trails	Trees	Football Field	Handball Court
Community Parks																											
Elko Main Park	21.21	21.21	6	X	X	X/N	7B 11T	8	2	4	X	0	2N	8			X	0	2	0	X	X	3		225	0	1
Johnny Appleseed Park	12.2	12.2	2	X	X	X/N	10B 4T	2	0	0	X	4	1N	0	X			0	1	0		X	2		67	1	0
Neighborhood Parks																											
Angel Park	7.5	3.27	3	N	X	X/N	2B 6T	2	0	2 N	X	0	1N	0				0	1	0		X	0		33	0	0
Mountain View Park	24.29	14.82	1	N	X	X/N	10B 4T	1	0	0	X	0	2N	0				4L-2S	2	0		X	6		45	0	0
Southside Park	8.0	8.0	3	X	X	X/N	2B 8T	3	2	2	X	1	1N	0		X		2	1	1		X	2		33	0	0
5th Street Park	2.53	2.53	1	X	O	O	0B 2T	1	0	0	X	0	1N	0				1	1	0			1		30	0	0
Special Purpose Parks																											
Greenbelt Park	1.18	1.18	0	X	X		2B 2T	0	0	0	X	0	0	0				0	0	0			0		5	0	0
Fir St. Pocket Park	0.26	0.26	0	N/A	O	X/N	0B 0T	0	1	0		0	0	0				0	0	0		X	0		0	0	0
Skate Park	1.2	0.03	0	N	X		0	0	0	0	0	0	0	0		X		0	0	0			0		9	0	0
Peace Park	8.5	2.5	1	N	X		5B 6T	0	0	0	X	0	0	0				0	1	0			0	X	87	0	0
Recreation Facilities																											
*Newton Field	2.4	2.4	0	N	N		4B	0	0	0		1	1N	0				0	1S	0			4		7	0	0
Wornek Complex	5.0	3.8	0	N	O	O	2B	0	0	0		0	0	0				0	1S	0			3		11	2	0
Kump Fields	8.7	6.1	0	N	O			0	0	0		2	1N	0				0	0	0			4		31	0	0
**Ernie Hall Fields	4.6	4.6	0	N	X		4B	0	0	0		4	1N	0				0	1S	0			2		19	0	0
Herrera Softball Complex	9.9	5.9	0	N	N	X/N	4B 4T	0	0	0		2	1N	0				0	1S	0			4		8	0	0

Includes permanent tables only

Key	
S = shared	*located in the Main City Park
X = existing	**located in Johnny Appleseed Park
N = needs improvement	

ELKO MASTER PLAN - ARTS AND CULTURE

INTRODUCTION
MASTER PLAN
IMPLEMENTATION
ATLAS
APPENDIX

GOALS AND OBJECTIVES

Goal: *Expand artistic and cultural influence by strengthening the unique identity of Elko through heightened public awareness of the arts, collaborative partnerships, and developmental support of projects that celebrate the rich heritage and beauty of the City.*

Objective 1: Support collaboration between the Redevelopment Advisory Council, the Arts and Culture Advisory Board and other relevant agencies while facilitating a culturally diverse and attractive community within the City's identified redevelopment area.

Objective 2: Support a program for arts and cultural activities that identifies short and long term projects that appeal to different sectors of the population.

Objective 3: Support programs that educate and engage citizens and visitors about art and cultural opportunities and encourage community involvement in the arts.

Objective 4: Support the integration of art into new development and public infrastructure projects.

EXISTING CONDITIONS

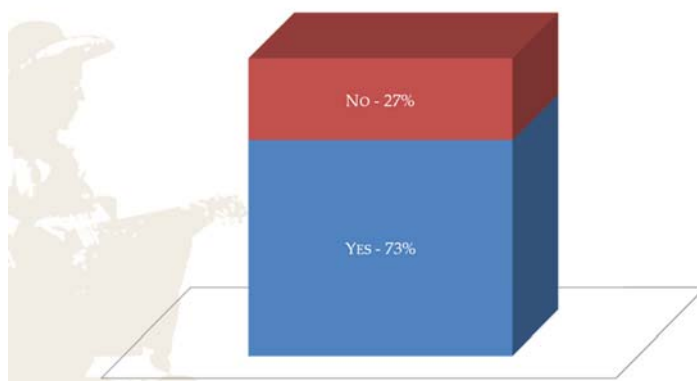
The City of Elko is a cultural melting pot in Northeastern Nevada. The City's proximity to major mining centers and its location along major transportation routes has attracted people from all walks of life during its existence. This has created a unique cultural identity for the City, which consists of the typical old western American culture, layered with other cultures such as the Basque, American Indian, Hispanic, and Asian. This mixture of culture has created a tapestry of lifestyles, events, art, assets, resources and experiences, some of which are described later in this chapter.

Elko residents expressed ideas for the future arts and culture climate of the City during the planning process. Some of the ideas included: the beautification of gateways and the downtown parking corridor; the creation of murals and public art and the creation and improvement of cultural venues.

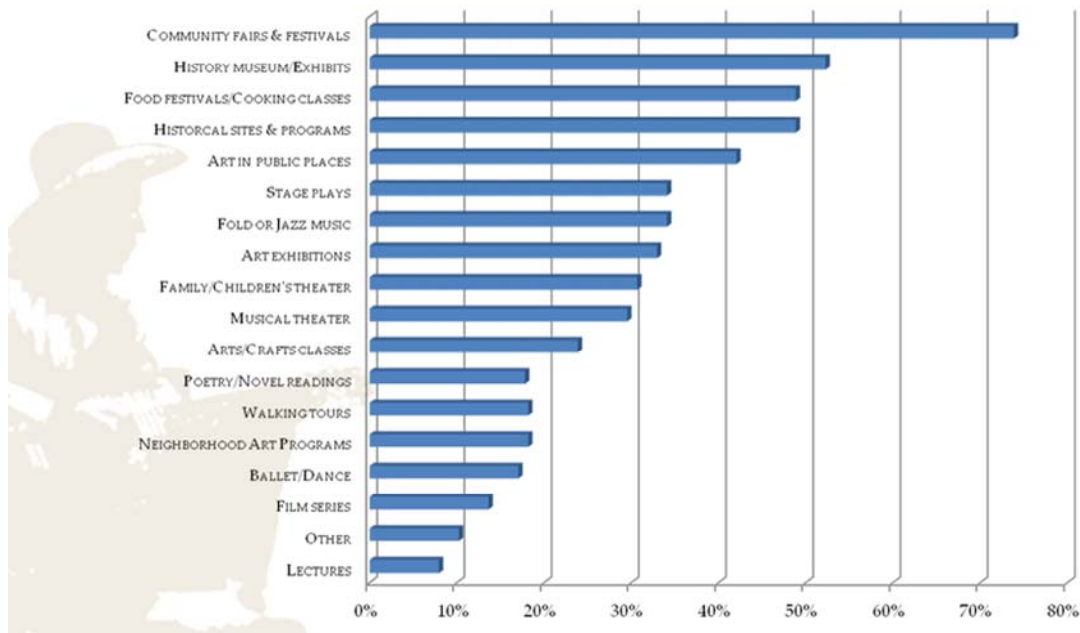
As part of this planning process, a survey was sent to a random sample of Elko residents. A ten percent response was received. Of these, seventy-three percent of respondents said they would support the creation of the arts council to coordinate arts and culture in Elko. The Elko City council created an Arts and Culture Advisory Board that meets monthly. An Arts Council would be a non-governmental organization to coordinate arts and cultural activities and to champion new arts projects.

Of the total, seventy-four percent of survey respondents said they were most interested in community fairs and events, and historical interpretation. Museum exhibits and food & cooking followed at around fifty percent.

ARTS & CULTURE Q4. WOULD YOU SUPPORT THE CREATION OF AN ARTS COUNCIL TO COORDINATE AND PROMOTE ARTS, CULTURE, FESTIVALS AND EVENTS IN ELKO?



ARTS & CULTURE Q2. WHICH OF THE FOLLOWING TYPES OF PROGRAMS ARE YOU MOST INTERESTED IN?



ELKO CULTURE

“There is a very simple vow, which is: “I won’t move. I’ll stay here, love here”. It doesn’t have to be in the country; it doesn’t have to be rural. It could be in a neighborhood in the suburbs, or a neighborhood in the inner city. If you take that vow, it doesn’t mean you can’t go on trips. It just means that you grow into the awareness that you are where you are and you’re going to take responsibility for living there. That’s where it all begins. That changes the politics around totally, if you have a rooted group of people who won’t retreat” – Gary Snyder

The City of Elko is a typical old western American town with evidence of the cowboy culture. Residents pride themselves in having a small town with a great Western heritage, which is self-sufficient, and largely independent of other towns and cities. People in Elko generally identify themselves as one big family and believe in informal interactions and relationships which help to get things done. There is also a strong belief in the strength that is gained from the diversity in the City. Residents of Elko are also very friendly and welcoming to visitors making the City a major destination in the region. Elko also boasts of having many things to see and do.

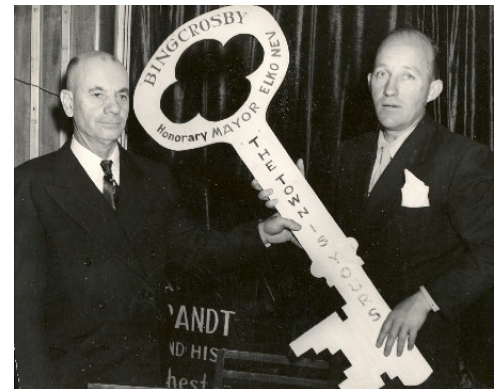
Elko has a lively arts culture that many enjoy. The following is an overview of existing arts and cultural events and resources in Elko.

Western Culture

Western culture manifests in the following ways in the City of Elko:

1. Pioneer Culture – The pioneer spirit that existed in the 19th century was born in part of a need to own land. Many saw the need to escape the congestion and pollution of eastern seaboard industrializing cities to claim a part of the ‘images’ that explorers and missionaries had painted of the West’s vast open landscapes, abundant game, pristine rivers and lakes and mining prospects. The City’s current location was in close proximity to major trails and sources of water making it an important sojourning place on the trails.
2. Railroad Culture – Elko served as the railhead for mines in the area and was the eastern terminus of the Central Pacific Railroad until 1869. This helped to establish the town of Elko and led to tremendous growth. The Western Pacific Railroad (Union Pacific) also reached Elko in 1907, reinforcing the town’s railroad culture. Chinese culture was introduced to Elko during the advent of the railroad in the Town. Union Pacific’s switching yard has been moved three miles to the eastern edge of the City, and the railroad and tracks were moved out of downtown to follow the Humboldt River in the 1980s as “project lifesaver”.

The old railroad corridor remains as a dominant feature in the City and serves as a great reminder of Elko’s railroad culture. A



Elko Mayor Dave Dotta presents the key to the City at a ceremony designating Bing Crosby (right) Honorary Mayor of Elko on February 7, 1948. Photo source: Northeastern Nevada Museum Collections

train engine and caboose sit on a section of the old tracks in the downtown's Greenbelt Express Park.



Ranching activity. Photo courtesy: Cynthia Delaney



Old Brass tokens. Photo Source: www.elkorose.com



Mexican rider. Photo courtesy: Cynthia Delaney

3. **Ranching Culture** - The vast expanses of land around the City saw the establishment of several cattle ranches and businesses in Elko that served the cowboy and his horse very well. The famous saddle maker, Garcia, arrived in Elko in 1896, and established a saddle shop on Railroad Street. The American Eagle saddle he produced became a nationally acclaimed treasure and won a number of awards for quality and originality. The shop was also known for its bits and spurs. Many of the local businesses and shops still sell Western cowboy apparel and accessories and the style has become part of Elko's culture.

Elko was made famous in the mid-20th century by American singer and actor Bing Crosby. He had contact with the City for 15 years, between 1943 and 1958, and was made an honorary Mayor until his death in 1977. In 1943, Crosby bought 3,500 acres of ranchland just east of Elko. He later sold this property and purchased the 25,000-acre Newt Crumley Ranch, 60 miles north of Elko. At both properties, Mr. Crosby ran several thousand head of cattle.

During his time there, Crosby developed a deep love for Elko which encouraged him to stage and attend a number of performances there. Notable among these was his attendance at the Elko Blue-Serge Day event in 1951, as well as the world premiere of his movie "Here Comes the Groom," also in 1951.

4. **Gaming Culture** - Elko, like several other towns in Nevada embraced the gaming industry in the early to mid 1900s. Major hotels and casinos sprung up to support this industry and culture. These included the Pioneer Hotel (now refurbished into the Western Folklife Center) and the Commercial Casino. The Commercial Hotel and Casino was the first to bring big name entertainment into the Nevada gaming culture including Bing Crosby. The Commercial and Stockmen's still remain as major casinos and regional attractions in the City. People from Elko also believe in winning and bragging rights. This tradition is showcased at the annual Elko County Fair, where winners of fair competitions can claim bragging rights for the entire year.
5. **Outdoor Culture** - The great outdoors have been a focus for Elko residents since the City's settlement. The surrounding Ruby Mountains, the availability of public lands, and the Humboldt River corridor etched Elko's name on the map as a destination for experiencing the outdoors and natural open spaces. Today, there are an abundance of outdoor activities available including ATVing, rock climbing, mountain biking, heli-skiing, fishing, hunting and backpacking. These activities are all available within minutes of downtown Elko. (source: <http://elko.travelnevada.com/>).

Outdoor festivals and events are also well attended and patronized in Elko. The Elko County Fair founded in 1920 is the most popular and well attended event of the year. Also popular is

the Silver State Stampede. Initiated in 1913, the Silver State Stampede is the longest running professional rodeo in the State of Nevada.

The Elko Convention and Visitors Authority currently brand the City as “Nevada with Altitude” and “Discover the Historic West.” These slogans emphasize and celebrate Elko’s environs and history.

6. Independent Culture - Elko is the largest city on Interstate 80 between Salt Lake City and Reno. A delay in railroad construction forced workers to set roots in Elko and was the primary reason the settlement exists in this location. For that reason, the City has remained somewhat isolated and has created an independent culture reinforced by the Western can-do attitude. Residents of Elko see themselves as one family and embrace their diversity, self-sufficiency, and unity. Elko’s relative isolation has strengthened its local identity, culture, and businesses. At the same time the City is connected to the greater region by the regional airport, I-80, and the new railport.

Elkoans take pride in entrepreneurship and exhibit a strong sense of pride in ownership. This is evident in efforts by local business owners to beautify their buildings, and to help maintain, update, and improve their community. This attitude will be an essential element of any future plans to make Elko an even more enjoyable and livable community in the future. Residents of Elko are also loyal to their home and believe in sweat equity and communal work that improves their local conditions.

Patriotic Culture

People in Elko have a deep love for their Country and are proud of their American heritage. American flags fly proudly at residences and businesses. The notable large American flag on the hill is replaced - several times a year. This flag was erected in 1976 by local civic leaders commemorating America’s bicentennial. This was known as “Project 76.” The Fourth of July fireworks event is also very well organized, attended, and a significant part of the local culture. The City also has an active Veterans of Foreign Wars (VFW) Hall, as well as Navy League, POW/MIA and American Legion groups.

Basque Culture

The Basques as an ethnic group primarily inhabit an area traditionally known as the Basque Country, a region that is located around the western end of the Pyrenees on the coast of the Bay of Biscay and straddles parts of north-eastern Spain and south-western France.

Basque immigration to the western United States, sparked by both poverty in the homeland and a reluctance to serve either France or Spain in their colonial wars, began around 1850, when gold was discovered in California. Many Basques soon learned, however, that gold was hard to find, and turned to working and owning livestock on ranches in California. By the early 1860s, many Basques had become established ranchers,



TS Brand. Photo courtesy: Cynthia Delaney



Large American Flag on the hill (Project 76)
Photo Courtesy Elko Daily Free Press



Elko residents exhibit a strong sense of patriotism

and they were so prominent in the western range sheep business that they were regarded as the industry's founders.



Basque dancers. Photo courtesy: Cynthia Delaney

By the 1870s, expanded agriculture and over crowded California rangelands pushed stockmen beyond the Sierra Mountains into the high desert of the Great Basin. Perhaps the first Basque to settle in the Elko area were Bernardo and Pedro Altube, both born in the Basque country. In the late 1800s they brought 3,000 head of cattle to Independence Valley in northwestern Elko County, Nevada. Their ranch, near Tuscarora, was roughly 20 miles long by 10 miles wide, with thousands of additional government-owned acres adjoining.

Range sheep didn't begin to arrive in earnest in the Elko County area until the early 1900s, when the Altube brothers began running large sheep bands. The Spanish Ranch, today operated by the Ellison Ranching Company, was part of the vast Altube domain and is still one of the largest ranches in Elko County.

Another Basque livestock family, John Baptiste and Garacianna Garat, originated the YP brand in California, which is believed to be the third-oldest brand in the country. The Garats were French Basque who came to Nevada in 1874, where they purchased 320 acres near the White Rock settlement in northeastern Elko County. This began a four-generation ranching tradition that grew into one of the largest ranching empires in the county.

The Garat family sold their ranch in 1939, shortly after John Garat II died, to the Petan Land and Livestock Company, owned by Pete and Ann Jackson. The Jackson family continues to run livestock in this same area today, and the YP iron is still used to brand their cattle. The original Garat family home is now the Petan YP Company headquarters.

(Source: <http://www.westernhorseman.com/index.php/featured-articles/article/251-basque-ranching-culture-thrives.html>)

Hispanic/Latino Culture

Many Latinos in the U.S. are descendants of Mexican people who lived in the Southwest when it was appropriated as spoils of war or purchased in a series of land sales. In many cases, their ancestors became Americans not by their own choice. Almost all other American Latinos or their ancestors migrated here from Latin America. As a group, Latinos represent a mixture of several ethnic backgrounds, including European, American Indian, and African.

In the Great Basin range cattle industry, the vaqueros came first—not Anglo or black cowboys, but Hispanic California horsemen. In the Spanish colonial days before the cattle business developed, vaqueros worked mostly for hide and tallow companies in California. Later, as Anglo ranches and herds were being built up, the European-American pioneers employed Mexican vaqueros, and the vaquero traditions of horsemanship, equipment, and language greatly influenced other working cowboys. By the time the open-range cattle business reached its heyday in the generation after the Civil War and family and corporate ranches were thriving in northern Nevada, *vaquero* was the word used



Mexican dancers. Photo courtesy: Cynthia Delaney

for cowboy.

Nevada's Hispanic and Latino communities have grown rapidly in the last twenty years, paralleling the influx of immigrants nationwide and especially in the West. There are significant Latino populations in Northern Nevada, where they continue unique rodeo traditions called *charreadas* and Peruvians work as sheep herders.

Hispanic immigrants have imported a wide variety of traditions. Natives of Mexico have brought ancestral celebrations with them, adapting to their environment. Probably the largest religious celebration is *Fiestas Guadalupanas*. Held in the early part of December, Catholic Mexicans and other Hispanics celebrate the day the Virgin Mary of Guadalupe appeared in Tepeyac, close to Mexico City, in 1531. As well as traditional music and food, one special ceremonial group is the *matachines*, or elaborately masked dancers.



Elko Cinco de Mayo festival

Cinco de Mayo is celebrated across the United States with parades, music, Mexican food, arts and crafts, and traditional and modern dancing. Many cities and towns have annual festivals to commemorate the day, which focus more on Mexican culture and pride in heritage than on the battle against the French. An annual Cinco de Mayo parade and celebration is held in downtown Elko.

Mining Culture

Mining is by far the largest contributor to Elko's economy, and many of the City's residents are employed directly or indirectly by the mining industry. Because of its importance in the community, a subtle mining culture has emerged, which celebrates the toughness and down-to-earth blue collar roots of the miners. Camaraderie exists within the entire city which circles around the mines and mining industry. The mining industry supports/sponsors a number of community events and has a great impact on the larger region by attracting potential mine workers/employees to the City.

Native American Culture

Western Shoshone Indians are the descendants of an ancient widespread people whose name is "Newe" meaning "The People." The traditional Western Shoshone territory covered southern Idaho, the central part of Nevada, portions of northwestern Utah, and the Death Valley region of southern California. This vast land of mountains, valleys, deserts, rivers, and lakes offered an abundance of wildlife and plants for the Shoshone to hunt, fish, and gather. The Newe were familiar with their lands and cared for its natural balance; for them it was a land of plenty.

The Elko Colony is one of the four separate colonies that comprise the Te-Moak Tribe of Western Shoshone Indians. Representatives of the Central Pacific Railroad founded the town of Elko, Nevada, in 1868. Many Shoshone families began camping nearby and working at mining and railroad jobs in the community. For almost half a century, they lived in a series of camps in the Elko area. In 1918 an Executive Order established a 160-acre reservation near the city of Elko. The 250 Shoshones of Elko were moved once more before receiving their present parcel of land in 1931. Since Elko remains the largest town in

northeastern Nevada, many Shoshones have continued to migrate there for railroad and mining work.

The tribe remains a very close-knit community, which is quite separate from the rest of the Elko community. The tribe works to retain its own culture and traditions, and is passing the Shoshone language on to younger generations. Members of the Colony do participate in regional decision making processes. (Source: <http://www.temoaktribe.com/elko>)

College Culture

The Great Basin College in Elko brings an academic culture to the City. It was established as the Elko Community College and held its first day of classes as a comprehensive, open-door, two year community college on September 15, 1969 with 262 students enrolled for classes. The College was later known as the Nevada Community College. Great Basin College has its main campus in Elko, in northeastern Nevada. Residence halls are available at the Elko campus.

Branch campuses also serve the communities of Battle Mountain, Ely, Pahrump and Winnemucca. Satellite centers are located in nearly 20 communities across rural Nevada. The main College campus is located close to Interstate 80 in Elko and serves as a significant landmark in the City.



Nevada Governor Paul Laxalt (right), headed the list of dignitaries when Elko Community College joined the University of Nevada system in August 1969. Courtesy alumni.gbcnv.edu

Events and Festivals

The City of Elko has a number of year round events and festivals. These events are local, as well as County-wide and regional attractions. Community input suggests that a single comprehensive calendar of Elko event could be a way to co-promote and coordinate community events. The Elko Chamber of Commerce maintains a comprehensive listing, which can be found at <http://www.elkonevada.com>. Similarly, the Elko Convention and Visitors Center (ECVA) keeps an events calendar for City residents and visitors. The calendar can be accessed online at www.elkocva.com.

Elko events and festivals include:

National Cowboy Poetry Gathering

The *National Cowboy Poetry Gathering* is a week-long celebration of life in the rural West, featuring the contemporary and traditional arts that arise from lives lived caring for land and livestock. Produced by the Western Folklife Center, the *National Cowboy Poetry Gathering* was started in 1985 by a small group of folklorists and poets, and has become an annual ritual for thousands of people who value and practice the artistic traditions of the region, and are concerned about the present and future of the West. Hundreds of cowboy poetry gatherings have since taken hold across the West and the nation over the last 25 years, as the Elko Gathering has reinvigorated a tradition that never ceased to be a part of the lives of cowboys, ranchers, and rural westerners.



Cowboy Poetry Gathering at the Western Folklife Center

In 2000, the U.S. Senate recognized the cultural value of this tradition and the event responsible for its renaissance, and passed a resolution naming the Elko Gathering the “*National*” *Cowboy Poetry Gathering*.

Elko Band Annual Pow Wow

A Pow Wow is the Native American people’s way of meeting together, to join in dancing, singing, visiting, renewing old friendships and make new ones. This is a time to renew the culture and preserve a rich heritage of American Indians. The Elko Band’s Annual Pow Wow occurs in October each year, and is heavily attended.

National Basque Festival

Elko is home to the National Basque Festival, which occurs on the Fourth of July weekend each year. The festival brings visitors from around the region and includes three days of dancing, food, parades, and art exhibits. Traditional sporting competitions like handball and weightlifting are also held during the festival. The festival of 2010 was celebrated as the 47th.

Elko Motorcycle Jamboree

Elko is home to an annual motorcycle festival, which draws attendance from throughout the West. The event features plenty of motorcycles, music, and merchants, and fills the Old Town corridor of Elko for three days in early June. Collector and showroom motorcycles are on display, and a free concert provides evening entertainment. Several free concerts are held during the festival and the City is populated by thousands of motorcyclists. There are burn out competitions and poker runs to nearby Lamoille, Jack Creek, and South Fork. Several streets are closed to create pedestrian malls for residents and visitors.

Elko County Fair and Livestock Show

The Elko County Fair is held each year on Labor Day weekend at the Fairgrounds located just minutes from downtown Elko. This has been a long standing tradition for the community and dates back to 1920. The event started in Starr Valley, moved to Lamoille and ultimately settled in Elko where it has been held every year since. The only cancellation of the Fair that is documented was due to World War II back in 1942 and 1943. The Fair features horse racing, show horse futurity, branding, team roping contests, livestock and produce judging, art and food, and stock horse competitions.

The last race of the Fair is the Black Jack Challenge, which is etched deep in the culture of Elko attracting thousands of people. It typically takes place on Labor Day. Several people pay to be members of syndicates and identify themselves with a particular horse. The fanfare around the event is unique to Elko and is characterized by singing of the State Song (Home Means Nevada), wearing of apparel that identifies with a syndicate and a drink of mint juleps. The winning syndicate paints their colors on the horse on top of the welcome sign of the Fair Grounds until the following year. The Black Jack Challenge is a very well attended event in the City and a great piece of the City’s Western culture.



National Basque Festival, photo source: *Northern Nevada Lifestyle, Spring 2010*



Horse racing at the Elko County Fair



Oktoberfest. Photo Courtesy Elko Daily Free Press

Wine Walks

The Elko Downtown Business Association hosts the annual Wine Walks throughout the summer and early fall in Elko. The event includes a stroll through the historic Downtown, while sampling wine at participating businesses.

Oktoberfest

Held at the Elko Convention Center, Oktoberfest is a fall season festival put on by the Ruby Mountain Symphony to celebrate German culture and promote the Symphony. Ethnic foods and beers are served at the festival with live music and entertainment provided by various bands and musicians.

Ruby Mountain Balloon Festival

The Ruby Mountain Balloon Festival is an annual event sponsored by Ruby Mountain Hot Air Inc., a non-profit, local organization whose mission is to come together as balloonists; pilots, crew and interested individuals, to educate and share the sport of Hot Air Ballooning. The Balloon Festival hosts a variety of vendors selling unique balloon items and festival attire. The festival's website is:

www.rubymountainballoonfestival.com



Ruby Mountain Balloon Festival

Art in the Park

This annual juried art and craft festival is typically held on a Saturday and Sunday in July in the Elko City Park. Proceeds from this event support the Elko County Art Club's activities and its monetary art and scholarship awards. Dozens of vendors come from Nevada and several other states to sell their artwork and handmade crafts. A variety of foods are also available to event attendees. Entertainers and events for children maintain the fun throughout the weekend.

Snowflake Festival

Hosted by the Downtown Business Association, this winter holiday event is held in downtown Elko in December each year. The streets in downtown are closed to cars, while a parade, shopping, food and music entertain the community. An ice sculpting event, called the 'Parade of Lights', is held during the festival.



Art in the Park

Photo source: *Elko Daily Free Press*

Elko Mining Expo

For the past 24 years, the Elko Convention & Visitors Authority has hosted the annual Elko Mining Expo. It is one of the oldest and most respected mining expos held in the United States and draws close to 8,000 people, nationally and internationally, to its mining industry exhibits and technical seminars.

Silver State Stampede

The Silver State Stampede is the oldest rodeo in Nevada and is held at the Elko County Fairgrounds in the heart of Elko, Nevada. The tradition



Silver State Stampede, Elko. Photo Courtesy www.silverstatestampede.com

of this annual rodeo started in 1913 when GS Garcia, the world-famous bit, spur, and saddle maker, decided that northern Nevada cowboys needed a rodeo, and the town needed the added entertainment and income. Today, the Stampede is extremely unique in that it is the only professional rodeo to offer Garcia spurs to event winners. The Silver State Stampede is held annually in mid-July and features real working cowboys from Nevada and the surrounding states. (www.exploreeelko.com)

Halleck Bar Party

This event is held every spring at the Northeastern Nevada Museum. This party was started when three local ranchers restored and donated an old bar to the museum. These ranchers were patrons at the bar and are celebrated each year by the museum, by bringing citizens together to celebrate Elko's rich history and culture. There is an annual toast to "The citizens of Elko County" with *Beefeater Gin* which was, apparently, the ranchers' drink of choice.



Halleck Bar Party. Photo Courtesy Elko Daily Free Press

Museum Film Festival

The Northeastern Nevada Museum hosts a classic film festival on several Saturdays each summer. Movies which were shown in Elko theaters 50 years ago, are projected onto the back wall of the museum in the City Park. Participants are encouraged to bring lawn chairs and picnics as they enjoy the movies.

Farmers Market

The Elko Downtown Business Association hosts seasonal farmers markets in the downtown area. This provides locals and visitors with the opportunity to come together and enjoy fresh produce and local products. The event supports the community, environment, the local economy, and healthy eating habits.

College Events

The Great Basin College (GBC) is greatly involved in arts and cultural activities in the City. It does this through the Intellectual and Cultural Enrichment Committee (ICE). ICE strives to enrich the academic experience for students and foster a spirit of inquiry on campuses and communities in rural Nevada. ICE achieves this through bringing speakers and arts presentations to rural Nevada.

ICE's programming has included:

- Billy Collins - former US Poet Laureate
- Sherman Alexie - best-selling poet, screen writer
- Repertory Dance Theatre (nationally acclaimed organization)
- Nevada Ballet Theatre
- John Bul Dau - Lost Boy of Sudan
- Barbara Martinez Jitner - film-maker (*Bordertown* w/Jennifer Lopez and Antonio Banderas), human rights activist
- Arun Gandhi - grandson of Mahatma Gandhi
- Sandra Day O'Connor - US Supreme Court Justice

- Shakespeare in American Communities - Vietnamese/American production of *A Mid-Summer Night's Dream*
- Great Basin College Film Festival - films from around the world; Indy films

ICE's programs are geared towards Great Basin College students, as well as Elko community members. Most of ICE's events have been free or offered at very low cost. Students usually get discounts on programs where admission is charged. Most programming occurs in Elko, although some events are shared with branch campuses and satellite centers via interactive video. GBC has a 250-seat theater and a 600 person capacity amphitheater.



Great Basin College amphitheater

ICE also works with other organizations within the City when more space is required for events, or when programming is specific to a group, such as high school kids. ICE often works with the Western Folklife Center, Perpetual Motion Dance Arts Academy, Northeastern Nevada Museum, Boys and Girls Club, Elko County School District, County Libraries, and local media (TV, radio, and the newspaper). The ICE Committee also works with different agencies that represent artists and speakers such as the Steven Barclay Agency and the Keppler Speakers, Inc.

ICE is currently funded from grants through the Nevada Arts Council, Nevada Humanities, donations from the GBC foundation, and from admission/tickets sales.

Other Events

Elko has several events that contribute to the year round vibrancy experienced in the City. Other notable events/festivals include: Ruby Mountain Symphony, Elko Community Concerts, Crèche Festival, Christmas in the Nighttime Sky (College), Ruby Mountain Film Festival, Festival of Trees (Convention Center), Morroders Car Show, Nurses Bazaar, Health and Fitness Fair, Home Show, Elko County Barn Tour, etc.

Visual Arts and Crafts

The City is very rich in the arts and has a number of valuable resources for those interested in visual arts. These include the Northeastern

Nevada Museum, which has an Ansel Adams and Edward Weston collection and a large collection of famous Western artist Will James.

The Western Folklife Center produces a year-round schedule of exhibitions of contemporary traditional arts in its Wiegand Gallery. These include exhibitions of handcrafted items, photography, paintings, and audio-visual arts representing the region.

JM Capriola, a historic saddle-making store in Elko, has a small museum on its upper level that features Garcia Silver and antique saddles. In addition, a visitor can watch the craftsmen work on leather tooling and saddle making.

Other opportunities include the California National Historic Trail Interpretive Center, Sherman Station, Duncan Little Creek Gallery, Sierra Java, Picture This, Rolling Rock Gallery, Elko County Courthouse, City Hall (hallways), Old Indian Trick Gallery, Henderson Bank Building Lobby, Airport Galleries, etc.

Groups involved in the visual arts include Elko County Art Club, Great Basin Camera Club, Wild Women etc.

Performing Arts

Elko has a strong background in performing arts, and has a number of venues available for theater, poetry, music, and dance. Performance groups include: Elko Sunrise Ringers, Silver Stage Players, Overland Stage Theater Company, Ruby Mountain Symphony, Elko Arinak Dancers, Tribe Drummers, Basque Dancers, Emil Matys' Jazz Fest, children's dance groups, etc.

A number of venues for arts performances are available in Elko. This includes the Convention Center, Elko County Fair Grounds, Museum Theater, Great Basin College Theater, Great Basin College Amphitheater, High School auditorium, etc. The Elko Arts Preschool has a small stage.

Perpetual Motion Academy of the Arts is located in downtown Elko. It currently houses dance, music, theatre, martial arts, and an arts preschool that currently utilizes the talents of local artists in our curriculum, with plans to incorporate artists in various genres. The Academy offers public and in house performances, events, and workshops throughout the year. Velocity Dance Theatre and Elko Arts Preschool, divisions of Perpetual Motion Academy of the Arts all offer performing arts opportunities for students of all ages

Literary Arts

"A place is just a place until a poet's been there." - *(Western writer Wallace Stegner)*.

The American West, including Elko, has been graced with an abundance of writers who have left, and continue to leave, a lasting legacy of stories, songs, verses, etc. Elko currently supports a range of noteworthy literary



Saddle-making at Capriola. Photo courtesy www.gonomad.com



Elko's Silver Stage Players. Photo Courtesy [Elko Daily Free Press](#)

activities produced by organizations such as the Elko County School District, Great Basin College, Western Folklife Center, Elko County Library, Duncan Little Creek and other venues. These literary activities have nurtured and featured the work of local writers of all ages as well as introduced the Elko community to regionally and nationally significant writers, such as Sherman Alexie, US Poet Laureate Billy Collins and Russian poet Yevgeny Yevtushenko. The Elko area has supported readings (i.e. Tumblewords literary series), literary festivals, writers' groups, open mikes, writing workshops, and online/video conferences and exchanges. The National Cowboy Poetry Gathering remains one of the largest literary events in the U.S. and features respected writers from throughout the region and world. The Western Folklife Center also features literary work as part of its dynamic website and through interactive displays in its exhibition gallery.

Literary events are organized through volunteer efforts and as part of the mission and everyday work of the presenting organizations with funding coming from various sources including the Nevada Arts Council, Nevada Humanities, National Endowment for the Arts, Western States Arts Federation, Ford Foundation, and other public and private funding entities. As with most cultural pursuits in Elko, there is a core dedicated audience for literary events and educational programs who believe that reading, writing and communication skills are critical to an individual and community's health.

Folklore

The term "American folklife" means the traditional expressive culture shared within the various groups in the United States: familial, ethnic, occupational, religious, regional; expressive culture includes a wide range of creative and symbolic forms such as custom, belief, technical skill, language, literature, art, architecture, music, play, dance, drama, ritual, pageantry, handicraft etc.

These expressions are mainly learned orally, by imitation, or in performance, and are generally maintained without benefit of formal instruction or institutional direction. This includes things like the traditional songs we sing, listen and dance to, or fairy tales, stories, ghost tales and personal histories. It can be riddles, proverbs, figures of speech, jokes and special ways of speaking e.g. our childhood games and rhymes.

It is the way we celebrate life, from birthing our babies to honoring our dead. It encompasses the entire range of our personal and collective beliefs, religious, medical, magical, and social. It might be our foodways, our handed-down recipes and everyday mealtime traditions or the way we decorate our world, from patchwork patterns on our quilts to plastic flamingoes in our yards, to tattoos on our bodies. The crafts we make by hand, from crocheted afghans to buckaroo saddles or Shoshone baskets. It is embedded in our patterns and traditions of work, from the gold mine to the classroom or the office cubicle. It is reflected in the many creative ways we express ourselves as members of our family, our community, our geographical region, our ethnic group, our religious congregation, or our occupational group. Folklife is part of everyone's



A performance by Doris Daley at the Western Folklife Center. Photo courtesy of Jessica Liffand

life. It is as constant as a ballad, as changeable as fashion trends. It is as intimate as a lullaby, and as public as a Basque 4th of July parade.

Elko is rich in traditional culture maintained by individuals, families and organizations within occupational communities (mining, ranching, gaming, railroad, etc.), tribal communities (Shoshone, Paiute and other), ethnic communities (Basque, Latino, Italian, Asian Indian, Chinese and other), and other familial, religious and western communities. These traditions are forever evolving and in some cases disappearing, succumbing to popular culture, globalization, and other pressures of a dramatically changing world.

Organizations such as the Elko Basque Club, Great Basin Native Basketweavers Association and Elko Mexican Folkloric Ballet are active in teaching, preserving and presenting various traditions despite fluctuating availability of human resources, facilities and other necessary resources. The documentation, nurturing and presentation of living traditional culture in the western states is a major part of the work of the Western Folklife Center, however, staff and funding resources currently available for this work is limited and must be allocated throughout the region.

The Western Folklife Center's has renovated its facility to professionally host folklife presentations in its theater, gallery and historic saloon, to sell folk art in its museum store, and to house fieldwork documentation and folk art in its archives. The Western Folklife Center partners with a wide range of organizations to produce local folklife events such as its *Be a Tourist in Your Own Town* series (Basque, Shoshone-Paiute, Asian Indian, Jewish, Mining, Hispanic, etc.)

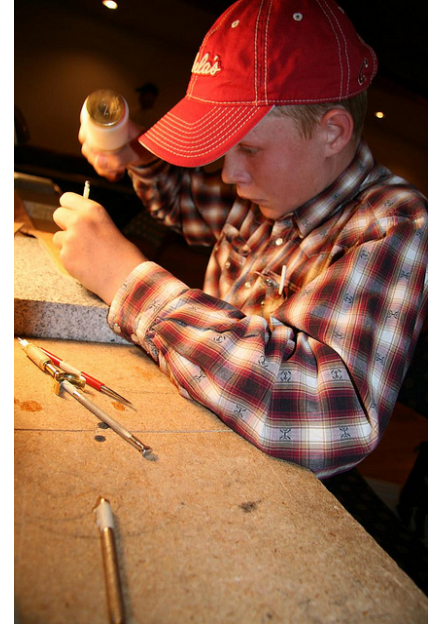
Fiber Arts

Wool has played an important part in Elko. In 1913 approximately 29,320 wool fleeces from the Ellison Ranching Company were sold to the Knight Woolen Mill in Provo, Utah, requiring an entire train for the haul. Over the years wool prices have fluctuated but sheep shearing still goes on, with the wool still bringing in a necessary income to the various ranchers.

Today crocheting, knitting, spinning and weaving are some of the methods used by area locals to show their passion for a large variety of fiber. With a bit of ingenious creativity, various fiber-related results can often be seen in many local projects such as apparel-making, home decor, and wall art. Many fiber artists in the area are willing to share their knowledge of their craft and skill.

Historical Landmarks

Elko's rich history is translated to a number of structures that have historical value. These are regional attractions as well as local community anchors.



Leather tooling workshop. These provide opportunities for residents to learn skills in the arts and crafts. *Photo courtesy of Meg Glaser*



Joanne Delafosse, an Elko resident, in a cooking workshop. *Photo courtesy of Jessica Lifland*



Eva Owsian, a crocheting and knitting expert, at work on an ocean-theme mural. *Courtesy Elko Daily Free Press*



Tree of Gernika Mural

Tree of Gernika Basque Mural

Gernikako Arbola ("the tree of Gernika" in Basque) is an oak tree that symbolizes traditional freedoms for the Biscayan people and by extension for the Basque people as a whole.

Pony Express Cabin

A replica of a Pony Express Cabin now sits in front of the Northeastern Nevada Museum. Original cabins were used by riders on the Pony Express between 1860 and 1861.

Other Historic landmarks include Map House, Main Post Office, The Courthouse, Pioneer Hotel, Henderson Bank Building, Baptist Church, 4th and 5th street retaining walls, original High School and Grammar #2, the Map House, and many historic houses throughout the City.

Sherman Station



Sherman Station

The Sherman Station Ranch House and five outbuildings are located at the corner of 14th and Idaho Streets. Built in 1903, the 100-year-old ranch house and former stagecoach stop is the newest of the buildings. The two-story structure is made of two-foot thick Limber Pine logs and at the time was the largest log cabin in Nevada. In 1998, Sherman Station and the other four wooden structures were relocated to Elko from a Huntington Valley ranch about 60 miles south of Elko. It is now the headquarters of the Elko Chamber of Commerce and is the Visitors and Information Center for the Elko area.

Greenbelt Express (Elko Railroad Park)



Greenbelt Express Park

Located between 7th & Commercial Streets in downtown Elko, the Greenbelt Express Park is the site of demonstrations, summer storytelling, music festivals and other activities commemorating the role Elko played in the rail history of the nation. An old train engine and caboose rests in the park as a reminder of the reason Elko exists.

Landmarks and Places of Interest

A number of sites in the City are major tourist attractions and contribute greatly to Elko's cultural identity. They range greatly in type, size and service and appeal to different age and population groups.

Some of Elko's great attractions are described below:

Western Folklife Center

The Western Folklife Center was founded in 1980 and is housed in the historic Pioneer Building, which was built in 1912. The center is a regional non-profit organization based in Elko and works to expand, promote, and celebrate the everyday traditions of people who lived, live and work in the American West.

The Center hosts the National Cowboy Poetry Gathering as well as other performances and presentations throughout the year. The Center also has permanent and temporary exhibits on American Western Culture.

Northeastern Nevada Museum

The museum is located on Idaho Street in Elko City and has permanent and temporary exhibits, which primarily interpret Elko's and the region's history, art, and wildlife. The Museum also reaches into the community and offers services including children's educational programs and art education.

Commercial Casino

Elko is known for being the site of the "White King", a 10-foot tall polar bear. The polar bear is housed in the Commercial Casino on Fourth (4th) Street, which is more than 100 years old, and the first casino to introduce live entertainment to Nevada.

Other places of interest in Elko include the California National Historic Trail Interpretive Center, Hot Hole, Fairgrounds, downtown murals, Lamoille Power Plant, etc.

California National Historic Trail Interpretive Center

The California National Historic Trail Interpretive Center is located about eight miles west of Elko and is operated by the Bureau of Land Management (BLM). The Center was built to celebrate the 19th Century western movement in the United States over the California National Historical Trail and for the interpretation of the history of development and use of the California Trail in the settling of the West. The movement over the California Trail was completed by over 300,000 settlers, many of whom left records or stories of their journeys.

Congressional legislation established the California National Historic Trail Interpretive Center —...to facilitate the interpretation of the history of development and use of trails in settling the western portion of the United States... As the Center's Interpretive Design Plan is implemented over the next several years, the 16,000 square foot structure, Interpretive Plaza, and 40 Acre site will blossom into a unique environment that will inspire visitors of all ages and backgrounds.

Visitors have the opportunity to experience multimedia exhibits, life size dioramas, and video productions. They can hike the trails, attend interpretive programs, and speak with knowledgeable staff. From this experience they gain an understanding of what is one the most formative events in American history; Westward Expansion. An understanding of how these emigrants contributed to the development of America, the American character, and the American identity will foster a sense of stewardship towards preserving historic and cultural resources for the inspiration of future generations.

The California National Historic Trail Interpretive Center was funded through a collaboration between the City of Elko, Elko county, the State of Nevada and the BLM. It is a world-class interpretive facility for the



Northeastern Nevada Museum, Elko



"White King" at Commercial Casino



The California Trail Interpretive Center

American people, a source of civic pride, an economic engine for the region, and a showcase for the BLM.

BEST PRACTICES

This Best Practices section includes a detailed explanation of each of the Elko Master Plan objectives, and provides recommendations, identifies funding sources, and suggests regulatory tools available to help implement the Master Plan's stated objectives. The purpose of this section is to ensure City leaders and decision makers have the information necessary to make sound, and educated decisions for the future of Elko. The Elko Master Plan Best Practices should be referred to as staff reports are developed and as any arts and culture decisions for the City are made.

Objective 1: Support collaboration between Redevelopment Advisory Council, Arts and Culture Advisory Board and other relevant agencies while facilitating a culturally diverse and attractive community within the City's identified redevelopment area.



Statue of Basque herder in Elko City Park

Arts and culture can play a central role in the revitalization of American Cities. Developing cultural identity in a community fabric goes beyond painting walls and adding art installations. Rather it is the strategy of using culture to revitalize the urban grass-roots, neighborhoods and residents' civic engagement.¹

Culture typically serves as an underlying framework or network by/through which a community functions. Culture may be inherent in a society to an extent that it may not be acknowledged as existent. Culture is also the right tool for urban revival (and revitalization) because it flourishes in the new urban reality of the 21st century. The arts have also ceased to be something one simply observes, but rather more active, accessible and engaging. They draw on a variety of the world's traditions as well as the distinctive and diverse rhythms of the contemporary City.²

Elko's cultural landscape presents a kaleidoscope of culture, arts, experiences, events and people. This creates a potential that can be harnessed for the physical, socio-cultural and economic well-being of the City.

Best Practice 1.1: Coordinate with relevant agencies and advisory boards to pursue cultural opportunities and to identify potential sites and activities for public art.

A culturally attractive and diverse downtown is one that appeals to all sectors of the population and offers opportunities for social interaction and economic activity. Culturally attractive downtowns serve as a canvas



A band plays at a performing pavilion in downtown Chico, California.

¹ Stern M and Seifert S. *Cultivating "Natural" Cultural Districts*

² Ibid

upon which different events and cultural activities take place. Activities typically include everything from live theater and comedy shows to seminars, exhibits and competitions.

Hosting of various activities can serve as a brand for the downtown and be marketed as such. This will make it a local and regional destination, bring in the needed foot traffic and augment economic development. To achieve this Elko should identify new opportunities to manage existing downtown cultural events, and the arts, and also to explore new opportunities for tying existing arts and cultural events to the revitalization of downtown.

Best Practice 1.2: ***Support agencies' collaboration efforts and plans for improving and beautifying gateways, corridors and the central business district.***

Beautification and improvement of the aesthetic quality of a city is an essential component of revitalization. A visitor's impression of the socio-economic health of a city is usually tied to its physical qualities. Streetscape improvements, landscaping, gateway articulation and the character of the street wall contribute to visual quality.

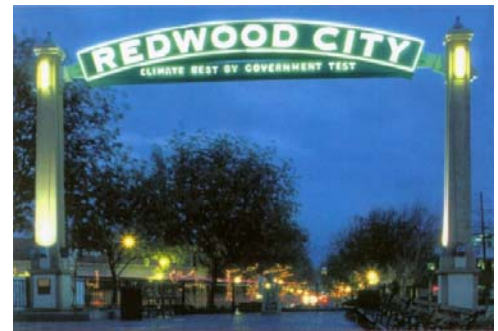
Elko's RDA was created to help revitalize the downtown area and the City. Beautification efforts for the City of Elko will demand a coordinated effort by the City, RDA, the Arts and Culture Advisory Board, and other relevant agencies and advisory boards.

The City should explore opportunities for including Elko's significant cultural elements in its gateway designs. The gateway features can be auto-oriented and/or pedestrian scaled. Three (3) major gateways into the City are easily identifiable on Interstate 80. These gateways are located on interstate 80 at exits 298, 301, and 303. Other major gateways may be located on Lamoille Hwy/5th Street.

Other smaller gateways can also be located at the entrance to the downtown and the civic core of the City. Probable locations may include the intersection of Mountain City Hwy & Idaho St., College Ave & Idaho St, Idaho St & 14th Street, 5th Street at I-80, etc. Other gateways can be identified based on geographic location, adjacent circulation patterns and adjacent land use. A gateway plan can be drawn for these gateways to include elements like character, design, landscaping, funding, maintenance etc. The gateway features may have a general holistic theme across the City and have site specific designs or elements as well.

Gateway feature types may include:

- Signs – large electronic or lit signs clearly visible from automobiles
- Sculptural pieces – metal, stone, wood, concrete, kinetic, etc.
- Landscaping – trees, xeriscape, turf, swales, berms, water bodies, rocks, colored stone, mulch, etc.
- Arches – traditional metal arches that straddle roadways
- Lighting – neon or other types of lighting



Different types of gateway and landmark features



Pedestrian amenities and landscaping can transform existing urban areas and contribute to placemaking – a necessary platform for the infusion of arts and culture

- Art – decorative art pieces; stand alone or integrated into roadway
- Wind Chimes



This image shows streetscape design that encourages pedestrian activity. Key elements include large storefront windows, streets trees, wide sidewalks and landscaping.

A corridor is a linear transportation route, including all parcels directly adjacent to it. Corridors may have diverse land uses and functions along the length. Corridors are vital links within all communities. Serving as important transportation links, corridors connect citizens not only to other areas of the community, but also to wider regional and national transportation networks.

Corridors however should not merely be viewed as conduits for automobile traffic, but multifunctional public space. As multifunctional public spaces, corridors need to be attractive and beautiful. Corridor beautification efforts present opportunities for the inclusion of local arts and culture.

Elko's major corridors are functional and efficient conduits for vehicular traffic. Some of these include 5th Street and Idaho St.

A corridor beautification plan drawn up by the City and other relevant agencies will ensure the streamlining of activities and uses along these corridors and a necessary inclusion of Elko's cultural identity along these corridors. The corridor beautification plan may include arts and culture in the following ways:

- Building Design – buildings along the corridors should interact with the street and be very transparent at the first floor level. Shops, businesses and restaurants should have a better connection (visual and physical) with the street and celebrate the local culture with the visitor/pedestrian. Buildings scale should also be comfortable to the pedestrian. The City should also work with the RDA to establish themes and specific architectural characteristics for the buildings along the corridors within the downtown.
- Land Uses – uses along these major corridors should be such as to make the streets attractive, walkable and functional. Mixed use land use patterns should be encouraged along the major corridors with a good mix of housing, retail, hospitality, professional businesses, and civic uses. A mix of land uses brings a necessary vibrancy throughout the day, and night, and creates a milieu within which arts and culture can thrive. It will be important to also encourage infill and redevelopment of corridor-adjacent properties.
- Streetscape Design – Elko's corridors should contain elements that speak to the culture of the City. Pedestrian amenities like seating, lighting, signage etc., while serving functional and aesthetic purposes, can also be used to as symbols of the arts and culture in the City. The streetscape along corridors should also have wide sidewalks, and spaces like plazas, and pocket parks, to allow people to dine, relax, and be entertained on the street, by local musicians, artists etc.
- Landscaping – Street trees and other landscape elements are key features in creating livable and walkable environments. They encourage people to linger on the street and mitigate the climate.

The corridor beautification plan should specify plant species and designs for entire or specific portions of corridors. Native/local plants should be used in a landscaping plan to exhibit the local natural vegetation.

Best Practice 1.3: Support efforts to provide a high quality annual arts festival in downtown Elko.

Major arts festivals help to put the name of a city or town on the regional map. Successfully organized festivals are an attraction to people from other cities and necessitate a visit to the host city. Apart from enriching and providing opportunities for the daylighting of local culture, these festivals can also help the city in the following ways:

- Festival preparation, duration, and clean up can provide temporary employment opportunities for local residents.
- Arts festivals bring in foot traffic and economic activity to support local businesses and restaurants. Festival logistics needs like seating, tents, public address systems, etc. can also be met by local businesses.
- An art festival will also add to the brand of a city and can make the city attractive to visitors at other times of the year.
- Preparation for the annual festival can lead to infrastructure improvements and beautification efforts on a city-wide scale.

Elko has a number of annual festivals, which are successful and organized by various organizations in the City. These have helped to put the City on the map and are great regional attractions.

However, it will be of great benefit to the City, if a well-organized, high quality annual arts festival is introduced to the downtown area. This festival could be only for the visual arts, or include all other arts forms such as music, culinary arts, literary arts etc. This annual celebration will be an all-in-one Elko festival which will include elements from all the subcultures in the City.

Elko is very well positioned to organize and host such an event and the City has a number of on-going activity in the arts to streamline and include in this festival. This festival will not erase nor compete with existing festivals but rather create more opportunities for exhibitions. The City can also brand the festival and market it to artists, visitors, potential developers, investors, and sponsoring organizations.

The energy that will develop around such a City-owned annual festival can spur the reinvigoration and redevelopment of the City's downtown.

Best Practice 1.4: Support efforts to preserve the City's historic buildings and encourage their adaptive reuse for artistic and cultural endeavors.

Elko can boast of high quality historic buildings that contribute to the aesthetic quality and visual character of the City. While a number of



The annual *Arts, Beats, and Eats* festival in Royal Oak, Michigan, brings the community together around local artists, musicians and culinary enthusiasts.



Elko Silver State Stampede. Photo courtesy: www.elcocva.com

these are restored and in excellent condition, others are dilapidated, run down and left vacant. Historic buildings are becoming major anchors to recent downtown revitalization efforts in cities around the country and generally express/dictate a welcoming character for downtowns.

It will be important for Elko City to support the preservation of historic buildings and encourage the adaptive reuse of some of these structures wherever feasible. An example could be the reuse of the old Lamoille power plant as an arts/community center or artists' atelier.

Objective 2: Support a program for arts and cultural activities that identifies short and long term projects that appeal to different sectors of the population.

The local community should be able to own the local culture and participate fully in the arts. The demographic cross-section of a typical community presents a range of age groups, income levels, educational attainments, and racial makeup. This inherently influences personal choices, interests, and tastes for cultural activity and the arts. Participation may also be influenced by skill sets and interest, physical abilities, and past experiences.

For this reason the supply of arts and cultural opportunities should be varied, and easily accessible, by all in the community.

Best Practice 2.1: Support an Arts Council that would be a non-governmental organization to coordinate arts and cultural activities and to champion new arts projects

The City of Elko currently has an Arts and Culture Advisory Board that works with the City on issues influencing and affecting arts and culture. The City also supports the creation of a non-profit Arts and Culture Advisory Council that can take a stronger role in developing and administering arts and cultural programs, projects, and events.

Typically an arts council/commission fosters an environment that encourages area artists and cultural organizations to achieve excellence while strengthening the awareness and involvement of all citizens in the community's cultural life, both in heritage and in contemporary expressions. The council/commission will also establish the priorities necessary to achieve the goals in concert with representatives from the public and private sectors.³

The formal decision-making body for an arts council is typically a 7-9 member body that meets regularly. Members should ideally include architects, artists, educators, etc. In order to be most effective, this non-profit should eventually include an executive director.



Historic building in downtown Elko



Old Lamoille Power Plant in Elko



Create opportunities for arts and cultural immersion for all segments of the population.

³ Reno Arts Commission, typical duties.

<http://www.reno.gov/Index.aspx?page=359>

Best Practice 2.2: Support the inclusion of diverse groups (both age and social) in art and cultural planning processes.

Public input and information gathering will help the City, and the Arts and Culture Advisory Council, to better understand the cultural needs and interests of different sectors of the Elko population. A program can be drawn to cater to a majority of these needs and interests. Interest groups can be identified by geographic locations, lifestyle, age, etc. and specific programs can be targeted at these audiences. Feedback will be critical in fashioning and fine tuning these programs to meet the needs of the groups. Larger-scale programs can also be designed to include and address the interests of these identified groups to ensure greater participation.

Ensure that venues for festivals and events are accessible by all in order not to exclude members of the population that may be physically impaired, and also put in place measures to ensure that public art installations can be accessed and enjoyed by all including the aged and the physically impaired.



Best Practice 2.3: Support City staff inclusion in encouraging the cultural development of Elko.

Elko City staff can play an integral role in the development of arts and culture. City staff can work closely with the Arts and Culture Advisory Council, and other agencies, to ensure that plans and strategies are in line with other City plans and processes. Staff can also provide necessary input, information, and physical resources to support the development of arts and culture in the City.



Best Practice 2.4: Support the creation of an ongoing inventory of art and cultural resources including physical avenues and current and future desired activities.

Some of the cultures in Elko include Native American, Western Cowboy, Basque, Hispanic etc. These cultures and their activities are evident in the City. They are also brought to light by the festivals and activities they conduct during a typical year. However these cultures do not translate clearly into cultural districts that can be celebrated in the City.

There is some natural grouping of cultural features in Elko, with the most notable being the section of downtown with three Basque restaurants. The Elko Indian Colony has also located in a cluster on the current tribal lands near the Ruby Vista Golf Course. These geographical patterns of cultural distributions in Elko reflect historical, socio-economic, and political patterns. They create 'natural' cultural districts. The term natural cultural districts is descriptive as well as analytical. Descriptively, a natural cultural district describes a neighborhood that has spawned a density of assets – organizations, businesses, participants and artists.

Public outreach strategies require creative ways of reaching the community. Public information can be sought and information disseminated by capitalizing on existing community events and activities

Analytically these districts are of interest because of the density and critical mass they possess. This results in clusters which economic developers embrace as critical for innovation and creativity – a spur to cultural production. A cluster of cultural assets also pushes a neighborhood to a regeneration tipping-point, attracting new services and residents.⁴



Te-Moak Band of Western Shoshone Powwow contestant dances



Western towns are embracing their culture and celebrating buildings with historic Western themes and elements

Elko can capitalize on the existence and growth of its cultures for community revitalization and economic development in the following ways:

- Consider all the cultures as one holistic asset – A first and important step is to embrace and brand Elko's cultural assets as one entity, celebrating the unity in its diversity. This change in the local mindset will allow for more City-wide identification with all present cultures. In so doing, the community will cease to see local cultural activity as 'that' or 'their' culture/festival/celebration and accept it as an Elko event.
- Create a program that geographically maps cultural enclaves in the City, and identify daily life patterns and socio-economic characteristics that run these enclaves. Also map out historic/traditional assets/sites, art locations and gathering places.
- In the above mentioned program, also document economic activity within the cultural districts that are a significant source of revenue to the cultural district. These could include art, crafts, apparel, musical instruments, accessories etc. Also identify local organizations, individuals, businesses and other outfits who are actively engaged in cultural production. Explore opportunities to fund and develop these local cultural industries to serve as conduits for economic development.
- Work with local cultural leaders and the local communities in identifying assets, needs, and opportunities for celebrating each unique culture in the Elko area.
- Celebrate geographically identifiable cultural districts by developing art, signage, building design standards/guidelines, landscaping, plant species etc. to create distinct ambiances that adds a layer of quality to the cultural landscape.

Objective 3: Support programs that educate and engage citizens and visitors about art and cultural opportunities and encourage community involvement in the arts.

Education is a vehicle by which arts and culture have been carried down throughout history. Oral and written history, music, folklore and the arts have been the fundamental elements of education in most societies. It is therefore import to include formal and informal educational opportunities in a new drive to engaging Elko's citizens and visitors on arts and cultural opportunities.

⁴ Ibid

Best Practice 3.1: Support the creation of a City-wide calendar to inform citizens of art and cultural events, workshops, and classes.

The City can work with other agencies and boards to create a City-wide calendar that will provide information on arts and cultural opportunities in the City. This event calendar can be made available through different media to ensure that it reaches all citizens as well as visitors to Elko. Opportunities may include:

- Signage – banners and signs
- Electronic media – Radio, television, City website, organization websites, etc.
- Brochures/print material and other media – City documents, newspapers, magazines, maps, flyers etc.

Best Practice 3.2: Support marketing Elko's culture and arts to the regional market and encourage investors to capitalize on the rich cultural landscape.

The efforts being discussed in the best practices section of this chapter if carefully implemented will create a unique brand and cultural identity for the City which can place Elko on the local, regional and national cultural map and bring to light its local heritage and history, geographic setting, historical landmarks, places and points of interest. Elko's financial and economic strengths can also be exposed to a larger audience.

To achieve this however will demand an aggressive marketing effort that should be supported by the City, and spearheaded by local organizations, (e.g. The new proposed Arts & Culture Council, Elko County Economic Diversification Authority, Chamber of Commerce, Downtown Business Association, Elko Convention and Visitors Authority etc.), businesses, schools, residents and media outlets. It will involve the creation of a holistic marketing brand, as well as sub-brands and the adoption of slogans, imagery and icons that will clearly represent the City.

Marketing efforts should also involve national and multi-national organizations, donor, and support groups and the advertizing of the City on national media outlets.

Objective 4: Support the integration of art into new development and public infrastructure projects.

Art is an integral part of society and opportunities for art should be sought in all spaces, buildings and public open areas. Great cities function as sites for exhibiting art and culture and attract visitors partly because of the art and cultural heritage they possess. Most of these works are absorbed by the public domain including public/civic buildings, plazas, parks and the streetscape.



Event calendar in Reno, Nevada



Elko has a number of notable art projects in the public domain. However there is great potential for including art in existing, and new developments in the City.

Best Practice 4.1: *Explore the adoption of local ordinances that encourage the inclusion of art in existing and new projects.*

The City should put in place ordinances and polices that will require and encourage new and existing developments to include art pieces, preferably those produced by local artists.

Possible methods by which to achieve this will include:

- Public Buildings – consider the use of lobby spaces and hallways in public and civic buildings in the City, such as City Hall, as places for the integration of public art. Determine where these can be placed in existing buildings and for new buildings, particularly require spaces in the lobby and meeting areas for art.
- Private Companies/Businesses – the City should adopt a strategy of working with private businesses like restaurants, casinos, hotels, financial institutions etc. to include art and cultural installations in their facilities. An incentive program could be drawn that can also involve the artists who produce the pieces.
- Blank walls, retaining walls, fences and facades – these surfaces present canvases for public art and can contribute to the placemaking quality of a place. These can include murals, kinetic sculptures, light art, digital art, etc. Elko’s notable Tree of Gernika Basque mural is an example of the impact a single art piece can make on the socio-cultural landscape of a community. In an effort to inject art into the Elko community it will be important to identify potential sites where blank walls or huge blank building facades are available for murals and art installations. The wall along the Humboldt River is one potential site for a community mural as well as the retaining wall and embankment on West Idaho Street at the western end of Court Street.
- Parks and Open Spaces – Art works should be installed in Elko’s existing parks and plazas and public civic areas should be created around these art pieces. Art pieces can be integrated with fountains, lamp posts, flower pots, benches and other amenities.
- Water and Ice features – Create opportunities for water features to be included in public open spaces and explore the possibilities of using these in the cold season as venues for ice and snow related activities, such as snowboarding, ice skating and as venues for ice sculpting.



Sculptural pieces at vantage points improve the street experience



Art installation in a public space and an example of water free landscaping

Best Practice 4.2: *Support the inclusion of arts and culture into City planning and redevelopment.*

The City of Elko is playing an important role in the development of arts and culture. The introduction of an arts and culture chapter in the 2011

Master Plan update of the City of Elko is a positive step in bringing public awareness and the attention of City officials to issues concerning arts and culture. The new RDA plan will also address arts and culture in the downtown.

Based on these plans and other input, the City may adopt ordinances, codes and policies to strengthen the arts and culture landscape in the City while introducing others to support new inclusions.

Best Practice 4.3: *Support the inclusion of art into design for creating a vibrant downtown cultural district.*

Elko could consider the update of zoning ordinances to encourage, or even require, the inclusion of art in new developments in the City. Development of art installations and pieces will help to create a vibrant cultural atmosphere, as earlier discussed.

Another strategy for the infusion of art and cultural activities in the City will be the introduction of artists' lofts or enclaves in the City. These can be housed in a reused building or in a new structure. It can be sited at a place in the City that will be easily accessible to residents and visitors. The lofts will be self sustaining and profitable after an initial capital infusion from a public/private initiative or from donor organizations.

Artist enclaves, villages, lofts, and studio complexes are spaces within communities where artists work, or congregate to conceive, collaborate and execute their works. Some of these are live-work units or may be work areas with minimal amenities for spending time. They may vary in type and can be as large as a whole community or as compact as a single room atelier. These facilities can house painters, sculptors, musicians, poets, dancers etc.

Some of these artists enclaves are made up of organized programs where artists have live-in programs with meals, private bedrooms, libraries, common areas, kitchens etc. Other systems work as subsidized lofts or condominiums where artists are able to own a unit.

The advantage to creating these enclaves is the economies of scale that the artists enjoy and the vibrancy created by the conglomeration of people with similar interests. Tourists and visitors are also able to get a complete and immersive experience of the arts and art production. Live-in programs can be organized for enthusiasts as they learn an art or craft.

There is interest in the Elko Arts community in developing a new performing arts venue with professional lighting and equipment, designed by those who would use it. The downtown would be an appropriate location for such a facility, and it could help activate the area and stimulate business for restaurants and downtown merchants.



Communal work studios can be a great boost to the local art industry

IMPLEMENTATION

INTRODUCTION
MASTER PLAN
IMPLEMENTATION
ATLAS
APPENDIX

- Projects Carried Over from Previous Master Plan or Newly Added
- Project Identified in HARP
- Project Identified in Downtown RDA Master Plan
- Projects Identified by Community
- Projects Identified in Planning Commission Work Program

Elko Master Plan: Land Use Projects

Location	Description	Cost Estimate (\$1,000)	Phasing	Purpose/Need					
				Downtown Revitalization	Housing	Transportation	Parks and Open Space	Economic Development	
Northwest neighborhood - Area around Exit 298, I-80	More utilities and infrastructure are needed to support industrial zoned property		near-term						X
Northwest neighborhood	Development of the 5600 zone for water		mid-term		X				X
Northwest neighborhood	Land exchange or acquisition for Section 18 Township 34 from BLM		mid-term		X				X
Northwest neighborhood - Near Ruby Vista Drive	Review Elko County School District long term plan for the Section 2 NE1/4.		near-term		X				X
Southwest neighborhood	Review land holdings adjacent to the proposed Errecart Blvd for annexation, zoning and Right-of-Way acquisition		near-term			X			
Southwest neighborhood	Investigate the possibility of relocating the airport fence providing for more land that could be developed that is not aviation oriented.								
Northwest neighborhood	Create a mixed use zone in downtown		long-term						X
Central neighborhood	Acquisition of Railroad property		near-term	X	X				X
Central neighborhood	Right-of-way acquisition for the remainder of Jennings Loop		mid-term	X					
Northwest neighborhood	Right-of-way acquisition for Cattle Drive to Exit 298		mid-term		X				
Northwest neighborhood	Evaluate and identify areas that are improperly zoned and implement a systematic program to reclassify such areas		long-term			X			X
City-wide, particularly the central neighborhood			near-term	X	X	X	X		X

Policy, Northcentral neighborhood	Explore and develop floodplain protection policies and tools for the northcentral neighborhood									X	
Policy	Explore and develop natural open space and sensitive areas protection policies and tools									X	
	Explore and secure funding for restoration and clean up projects along the Humboldt River corridor									X	

Central neighborhood	NDOT relocation to State ground on east side									X	
Policy	Annex County property on west end north of 298										X
Policy, Central neighborhood, in particular downtown	Promote relocation of overhead utilities undergroundthroughout the community					X					
Policy, City-wide	Acquire small BLM parcels throughout the incorporated boundaries. Examples are the property near Morse Lane and property near Wright Way										X
Policy	Review the R zone districts specific to allowed high density use within a R zone								X		

Projects Carried Over from Previous Master Plan or Newly Added

Regional Streets Capital Construction Projects

On Previous Master Plan & Regional Streets Capital Construction Projects

Projects Identified by Community

Elko Master Plan: Transportation Projects						
Location	Description	Phasing	System Preservation	Purpose/Need		
				Capacity Enhancement	Safety	Multi-Modal
INTERSECTIONS						
Mountain City Highway/Jennings Way	Install Traffic Signal* (with pedestrian controls) (Conduit Installed)	Near Term		x	x	
Pinion Road/Lamoille Highway	Install Traffic Signal* (with pedestrian controls) (Conduit Installed)	Near Term		x	x	
5th Street/Elm Street	Install Traffic Signal* (Conduit Installed)	Near Term		x	x	
5th Street/Spruce Road	Install Roundabout	Near Term		x	x	
5th Street/Chris Avenue	Lane Configuration Modification (Add Right Turn Lanes)	Near Term		x		
Mountain City Highway Intersections: Aspen Way to Walmart	Interconnect and Coordinate Signals	Near Term		x		
Last Chance Road/Lamoille Highway	Realign and Reconstruct Intersection (NDOT Approval and Right-of-Way Acquisition Required)	Near Term			x	
Mountain City Highway/Idaho Street/Silver Street	Intersection Modifications to Improve Safety	Near Term			x	
Mountain City Highway/Idaho Street/5th Street (Conceptual Location)	Construct Gateway/Welcome Features to Downtown Elko	Near Term				
Idaho Street/College Avenue (Conceptual Location)	Construct Gateway/Welcome Features to Downtown Elko	Near Term				
Errecart Boulevard/Silver Street	Install Traffic Signal* (Conduit Installed)	Mid Term		x	x	
Errecart Boulevard/Bullion Road	Install Traffic Signal* (Right-of-Way Acquisition Required)	Mid Term		x	x	

Location	Description	Phasing	Purpose/Need			
			System Preservation	Capacity Enhancement	Safety	Multi-Modal
5th Street/Wilson Avenue	Lane Configuration Modification (Add Dedicated Turn Lanes) (Right-of-Way Acquisition Required)	Mid Term		x		
5th Street/9th Street	Install Traffic Signal*	Mid Term		x		x
Mountain City Highway (SR 225)/West Sage Street	Add Right Turn Lanes on SR 225	Mid Term		x		x
Golf Course Drive/Ruby Vista Drive	Assess Intersection Operations	Mid Term	x			x
I-80/East Jennings Way Ramp Terminal Intersections	Install Traffic Signal*	Long Term		x		x
30th Street/Idaho Street	Install Traffic Signal*	Long Term		x		x
12th Street/Opal Drive	Install Traffic Signal* (Conduit and Bases Installed)	Long Term		x		x
5th Street/Jennings Way	Install Traffic Signal* or Roundabout	Long Term		x		x
Ruby Vista Drive/East Jennings Way	Install Traffic Signal*	Long Term		x		x
Errecart Boulevard	Install Signals* at Major Intersections	Long Term		x		x
* NOTE: The decision to install a traffic signal should be based on the Federal Highway Administration (FHWA) signal warrants, which should be evaluated using field-measured traffic data and a thorough study of traffic and roadway conditions by an experienced engineer.						
ROADWAY DEVELOPMENT/CONSTRUCTION						
Silver Street	Extension as a minor arterial from 12th Street to Manzanita Lane	Near Term		x		
12th Street	Widening from Idaho Street to Lamollie Highway	Near Term	x			
West Main Construction	Design Complete	Near Term	x			
Review Right-of-Way	Review existing City Right-of-Way in Tree Streets area (area bounded by I-80, Mountain City Highway, Idaho Street, and 9th Street) and residential area south of the Humbolt River. Revise based on roadway functional classification/typology	Near Term	x			
Errecart Boulevard	Extension as a major arterial from Bullion Road to Lamollie Highway	Mid Term		x		
12th Street	Extension to Errecart Boulevard	Mid Term	x			
Front Street	Extension from A Street to Errecart Boulevard	Mid Term		x		
Pinion Road	Extension to 12th Street	Mid Term		x		
Laurel Drive	Convert to two-way traffic flow (Requires 2/3 of Dotta Residents to Approve)	Mid Term		x		

Location	Description	Phasing	Purpose/Need			
			System Preservation	Capacity Enhancement	Safety	Multi-Modal
5th Street	Widen and improve intersections from Wilson Avenue to 12th Street (NDOT Lead)	Mid Term	x	x	x	
West Commercial Street	Reconstruction from 3rd Street to Silver Street Extension as a collector from College Avenue to Spruce Road (with assessment of the potential to affect the 5th Street/Spruce Street intersection)	Mid Term	x	x		
Ruby Vista Drive	Improvement to collector standards, Extension to from Mountain City Highway (SR 225) to I-80 and west to Sheep Creek Trail (Requires Right-of-Way Acquisition)	Long Term	x	x		
El Armuth Drive	Extension as a major arterial from Mountain City Highway to I-80, intersecting 5th Street and Ruby Vista Drive.	Long Term		x		
Jennings Way	Extension as a major arterial roadway from Idaho Street to Last Chance Road, Pinion Road, and Burner Basin (including a Humboldt River crossing)	Long Term		x		
East Jennings Way OR 30th Street	Extension to Jennings Way	Long Term		x		
5th Street	Extension from Statice Street to Nevada Youth Training Center access road	Long Term		x	x	
Ruby Vista Drive	Extension from Silver Street Extension to East Idaho Street	Long Term		x		
Manzanita Drive	Extension from City Limits to Proposed Interchange at Nevada Youth Training Center	Long Term		x		
Last Chance Road	Extension to Jennings Way	Long Term				
Chris Avenue OR Spruce Road	Extension from Lamolle Highway to Burner Basin	Long Term		x		
Powder House Road	Extension to Errecart Boulevard	Long Term		x		
9th Street	Extension from Jennings Way to Ruby Vista Drive	Long Term		x		
Statice Street	Extension as a minor arterial from Mountain City Highway to Exit 298. Extension as a collector from Mountain City Highway to 5th Street	Long Term		x		

Projects Carried Over from Previous Master Plan or Newly Added

Project Identified in HARP

Project Identified in Downtown RDA Master Plan

Projects Identified by Community

Elko Master Plan: Parks and Open Space Projects									
Location	Description	Cost Estimate (\$1,000)	Phasing	Purpose/Need				Maintenance and Operations	
				Parks	Open Space	Recreation			
northwest neighborhood	Jennings Loop trail/path improvement and completion		near-term			X			
northwest neighborhood	Develop additional park space in Northwest neighborhood		mid-term	X					
southwest neighborhood	Develop a plan and secure funding to improve the hot springs area along the Humboldt River		mid-term		X	X			
Southwest and Southeast neighborhoods	Explore identifying an area for an equestrian center along Humboldt River		mid-term			X			
Southwest and Southeast neighborhoods	Establish a dog park along river		mid-term	X		X			
Southwest neighborhood	Establish a park adjacent to Lamaille Highway		mid-term	X					
Policy	Continue to support the construction of a Recreation Center		near-term			X			
	Explore developing a new sports complex with multiple ball fields		mid-term	X		X			

Projects Carried Over from Previous Master Plan or Newly Added

Projects Identified by Community

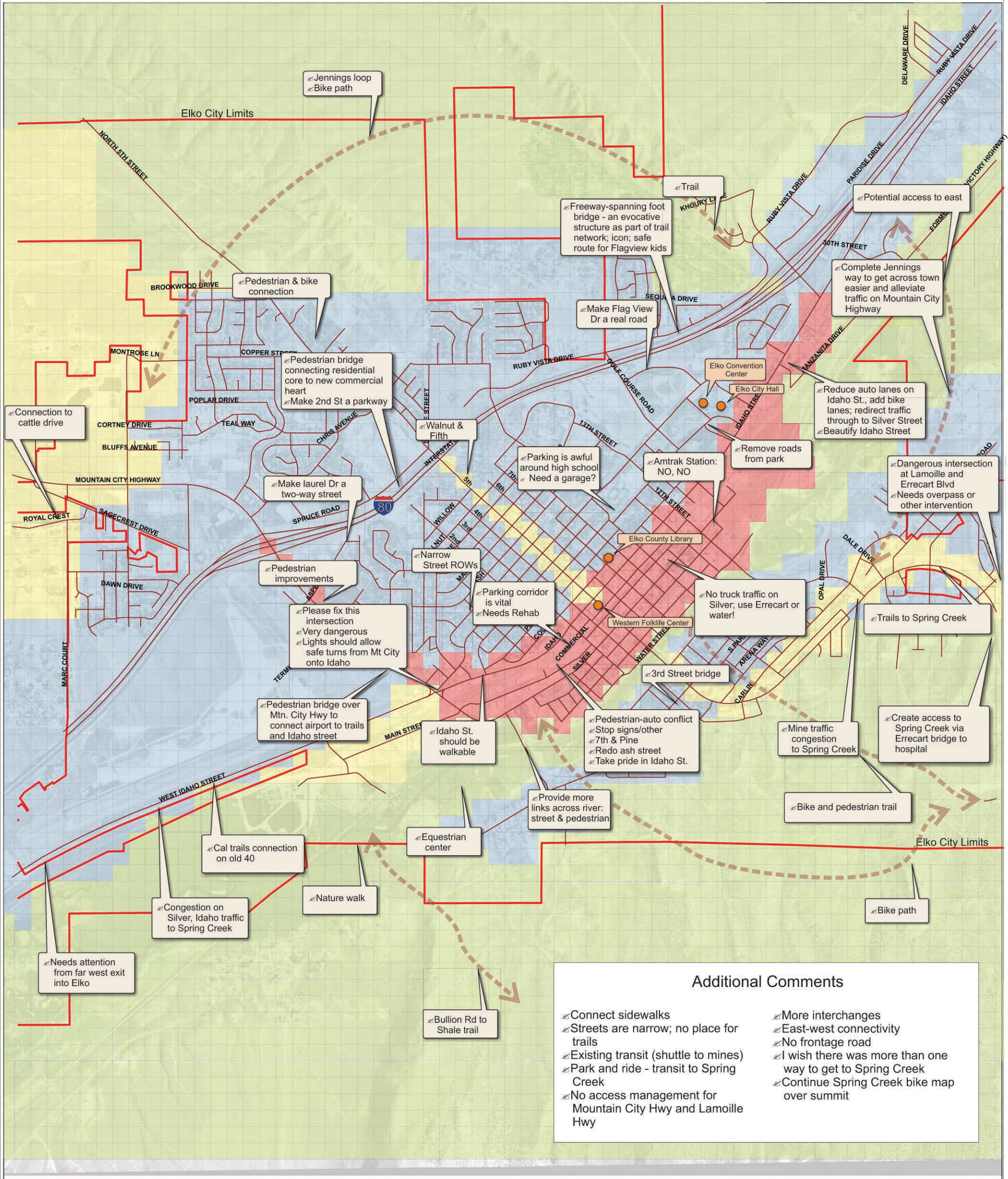
Elko Master Plan: Arts and Culture Projects									
Location	Description	Cost Estimate (\$1,000)	Phasing	Purpose/Need					
				Public Art	Education	Culture	Organization		
West Idaho Street	"Welcome to Elko mural on large retaining wall on West Idaho Street			X	X				
City-wide	Apply for and secure funding to paint murals on Basque and Native American history			X	X	X			
Jennings Way & I-80	Welcome/gateway sign for westbound traffic at Jennings Way exit on I-80			X	X				
Mountain City Highway & I-80	Gateway beautification at Mountain City Hwy exit, and the Jennings Way exit, off I-80			X	X				
Idaho Street & Mountain City Highway	Downtown welcome sign at intersection of Idaho & Mountain City Hwy			X	X				
Idaho Street & College Ave	Downtown gateway welcome sign in civic area to the east of downtown			X	X				
Idaho Street	Streetscape improvements on Idaho street			X					
Silver Street &	Old Lamoille power plant building restoration/reuse			X		X			
Policy	Develop a vision document for downtown that includes community gathering spaces and public art			X		X			
Pine and 5th	Tree streets rock retaining walls preservation			X		X			
Policy	Support the formation of an Elko Arts Council				X			X	
Policy	Consider refreshing presentation for the 1% for Art				X			X	
	Develop a single community calendar				X			X	

	Develop a monthly arts publication/newsletter					X		X
	Support the development of an official website for the Arts and Culture in Elko					X		X
Policy	Update zoning and subdivision ordinances to encourage the inclusion of art in new developments				X	X	X	
Policy	Develop a plan to secure additional funding for arts and culture.				X	X	X	
Policy	Update zoning to allow for live-work artist studio spaces in downtown					X	X	X
Policy	Explore options for funding a new street performing arts venue in Elko.				X	X	X	

ELKO COMMUNITY ATLAS

<i>INTRODUCTION</i>
<i>MASTER PLAN</i>
<i>IMPLEMENTATION</i>
ATLAS
<i>APPENDIX</i>

- Map 1. Community Comments - Transportation
- Map 2. Community Comments – Arts and Culture
- Map 3. Community Comments – Land Use
- Map 4. Community Comments – Activity Zones
- Map 5. Existing Zoning
- Map 6. Vacant Land Analysis
- Map 7. Existing RDA Area
- Map 8. 2011 Future Land Use Plan
- Map 9. Existing Water System
- Map 10. FEMA Flood Zones
- Map 11. Existing Transportation Roadway Classification
- Map 12. Future Roadway Network
- Map 13. Trails Map
- Map 14. Existing Park Facilities
- Map 15. Future Park Facilities
- Map 16. Existing Arts and Culture
- Map 17. Future Arts and Culture



- ### Additional Comments
- Connect sidewalks
 - Streets are narrow; no place for trails
 - Existing transit (shuttle to mines)
 - Park and ride - transit to Spring Creek
 - No access management for Mountain City Hwy and Lamoille Hwy
 - More interchanges
 - East-west connectivity
 - No frontage road
 - I wish there was more than one way to get to Spring Creek
 - Continue Spring Creek bike map over summit

Area of no Change

These areas have very limited to no potential for change, and are likely to remain almost exactly as they are today for the foreseeable future.

Area of Stability

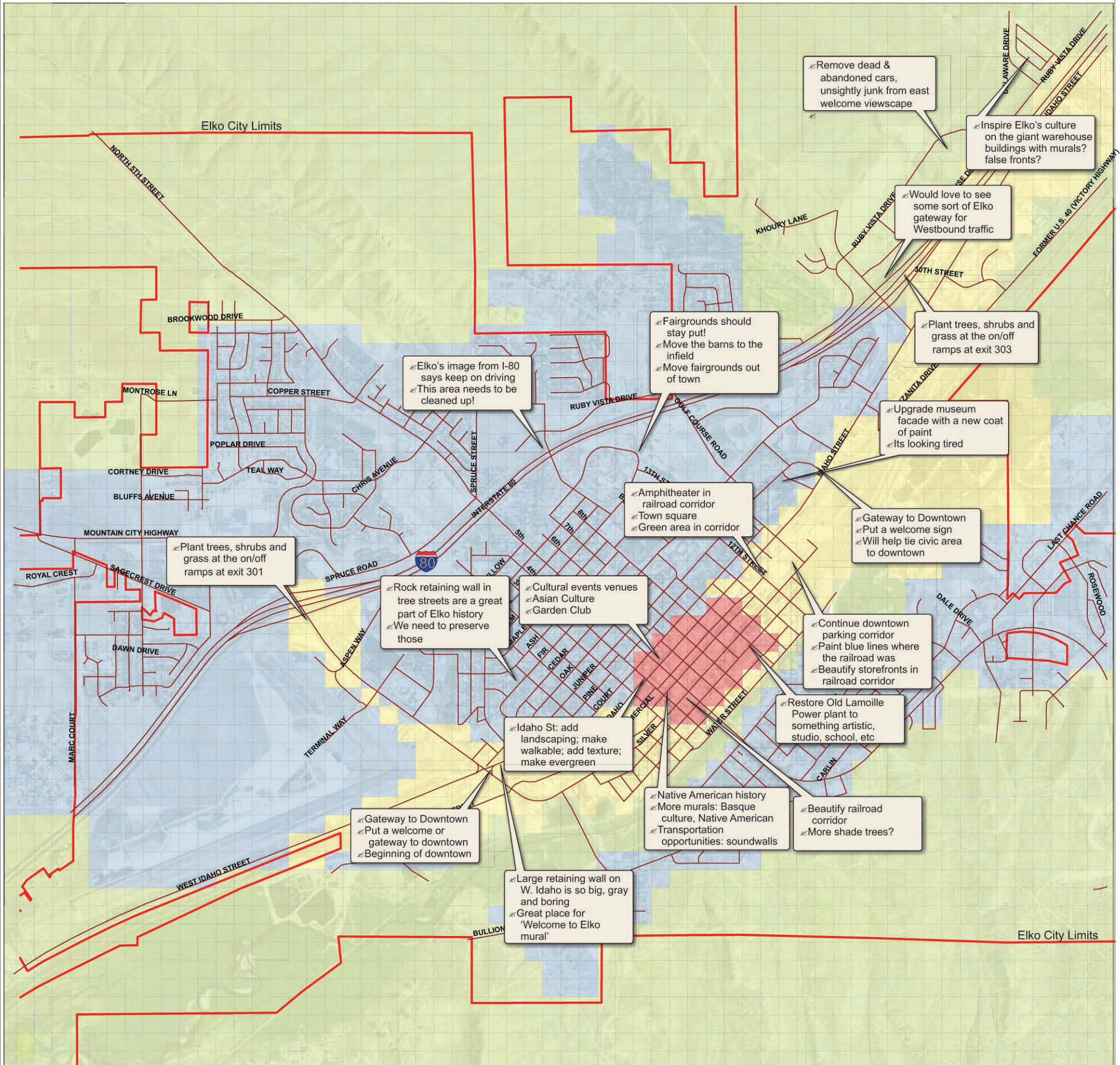
These areas have limited potential or need for change, and only minor changes are anticipated. Changes will occur in isolated areas, or on individual parcels.

Area of Transition

These areas are beginning, or anticipated to experience, moderate change or new investment, resulting in a subtle transition over time. Changes will occur in clusters, and may require some limited coordination.

Area of Change

These areas will experience or need major change or investment. Changes will occur in larger areas, and may require coordination among several parcels or agencies.



- ### Additional Comments
- ✎ Cowboy Poetry is an asset
 - ✎ Motor Cycle rally
 - ✎ People are unique
 - ✎ Great Sportsman community
 - ✎ We have the Western heritage
 - ✎ Can-do attitude
 - ✎ GBC summer concerts
 - ✎ Promote existing arts & culture spaces
 - ✎ Keep and restore historic buildings
 - ✎ Elko is #1 gold community in the US
 - ✎ Ruby Mtns (Nevada's 'Swiss Alps')
 - ✎ Shops since the 1930s
 - ✎ lights, sculpture
 - ✎ History & information kiosks
 - ✎ Guideline on storefronts tasteful
 - ✎ Historic Community Center?
 - ✎ Improve quality of life
 - ✎ Install old-fashioned lights
 - ✎ We could brand Elko: "A River Runs Through It."
 - ✎ Like small town living, Western heritage
 - ✎ Put Elko on map!
 - ✎ More education in the arts for kids
 - ✎ Preserve and beautify downtown corridor
 - ✎ Empty theater seats; activate arts
 - ✎ Embrace industrial grittiness by supplementing with art
 - ✎ Create spaces for the creative class

Area of no Change

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Area of Stability

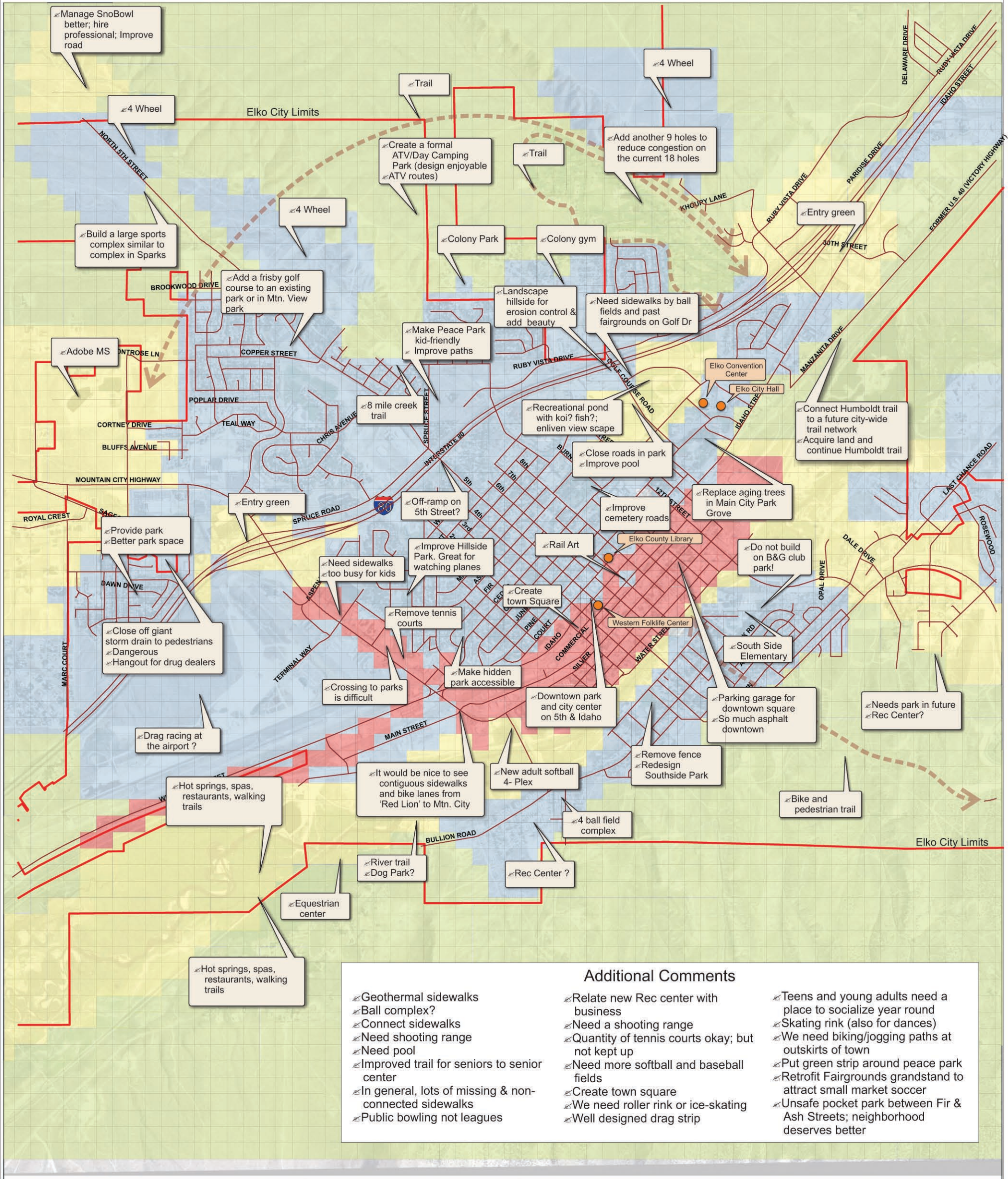
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- ### Additional Comments
- Geothermal sidewalks
 - Ball complex?
 - Connect sidewalks
 - Need shooting range
 - Need pool
 - Improved trail for seniors to senior center
 - In general, lots of missing & non-connected sidewalks
 - Public bowling not leagues
 - Relate new Rec center with business
 - Need a shooting range
 - Quantity of tennis courts okay; but not kept up
 - Need more softball and baseball fields
 - Create town square
 - We need roller rink or ice-skating
 - Well designed drag strip
 - Teens and young adults need a place to socialize year round
 - Skating rink (also for dances)
 - We need biking/jogging paths at outskirts of town
 - Put green strip around peace park
 - Retrofit Fairgrounds grandstand to attract small market soccer
 - Unsafe pocket park between Fir & Ash Streets; neighborhood deserves better

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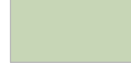




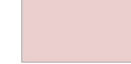











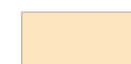
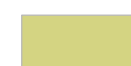
Area of Change

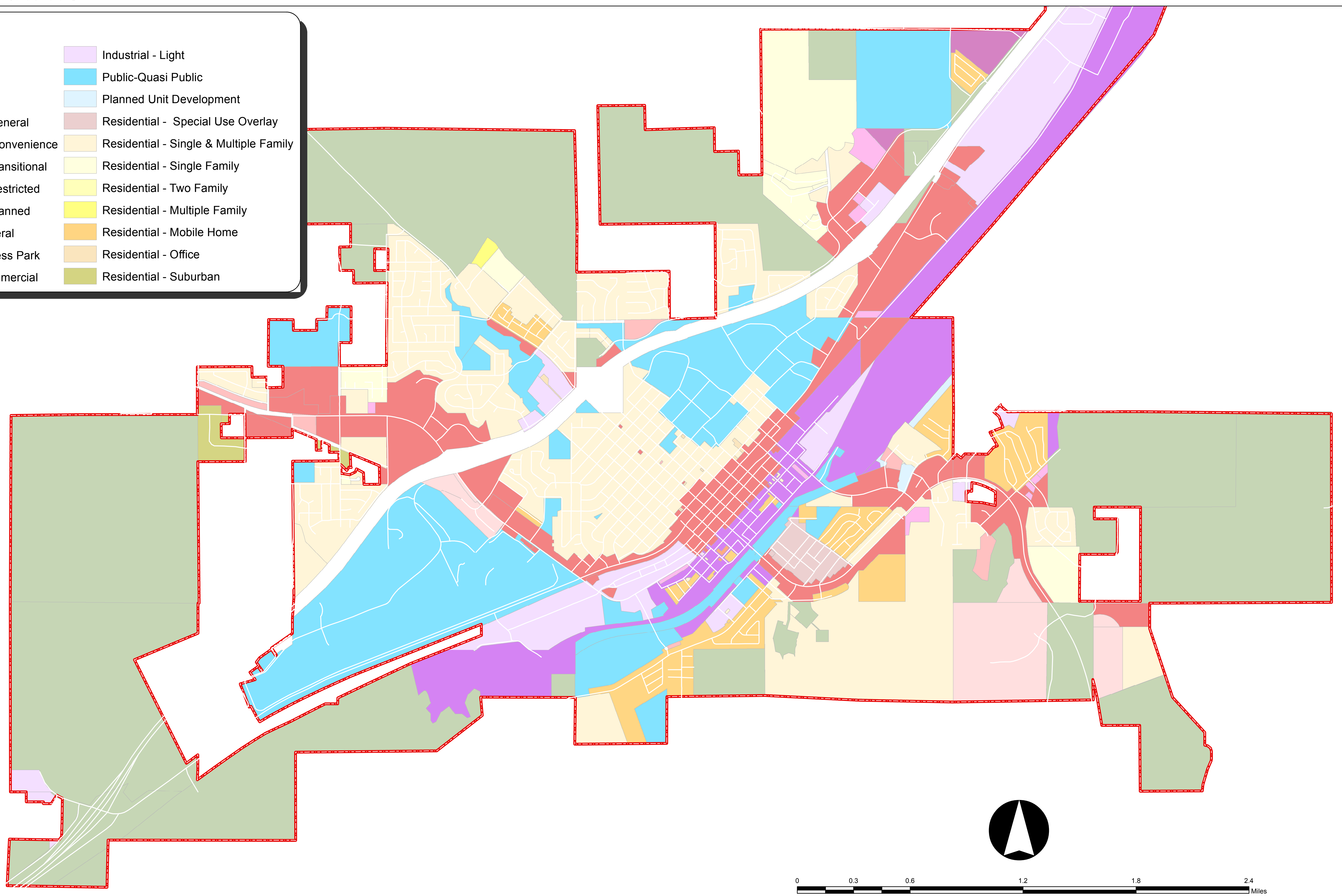
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Zoning Designations



City Limits  Elko

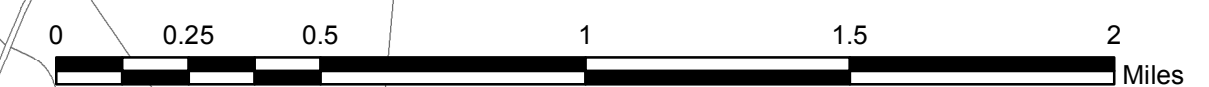
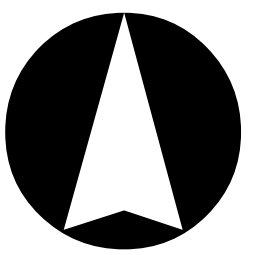
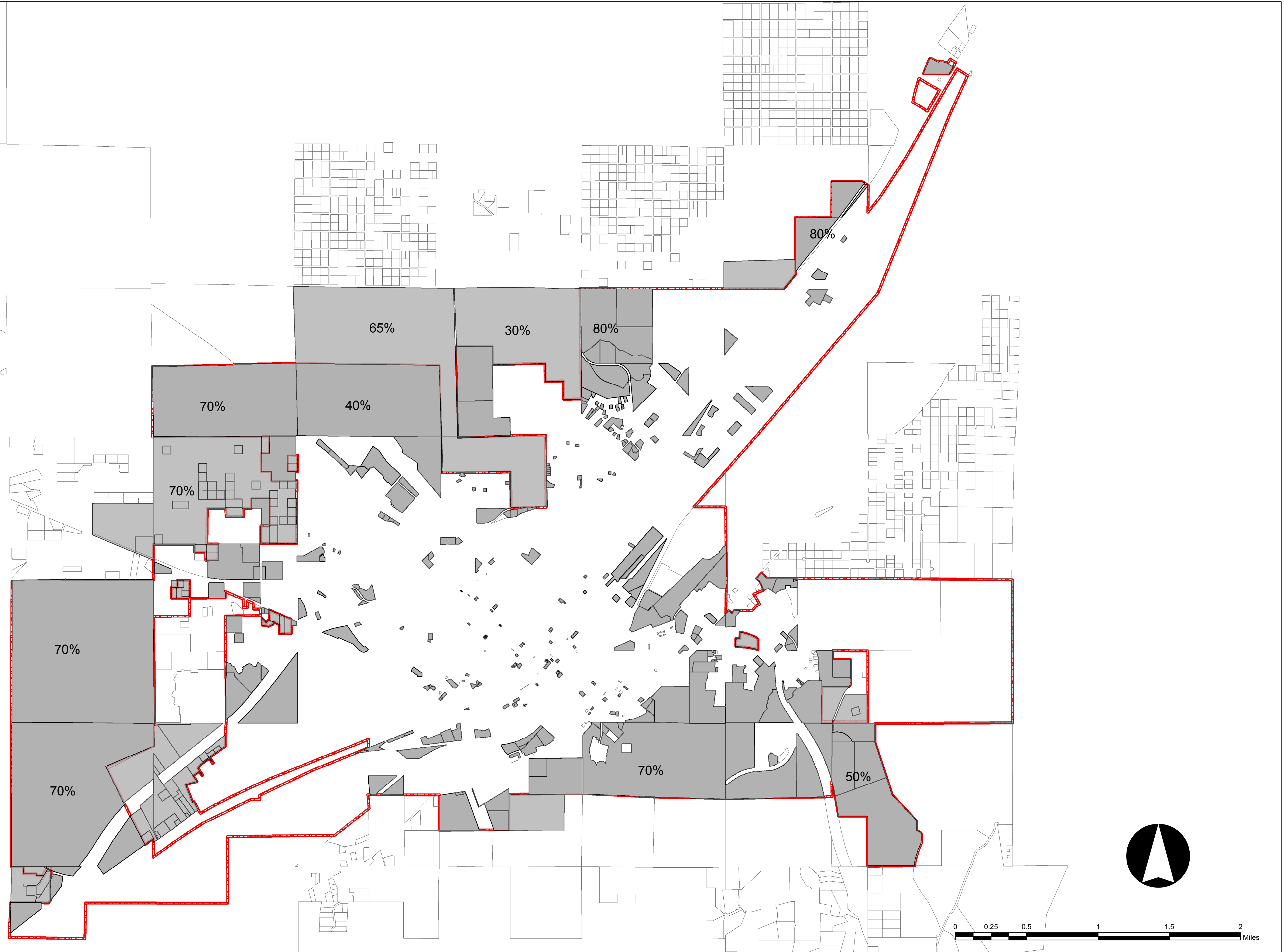
Existing Zoning

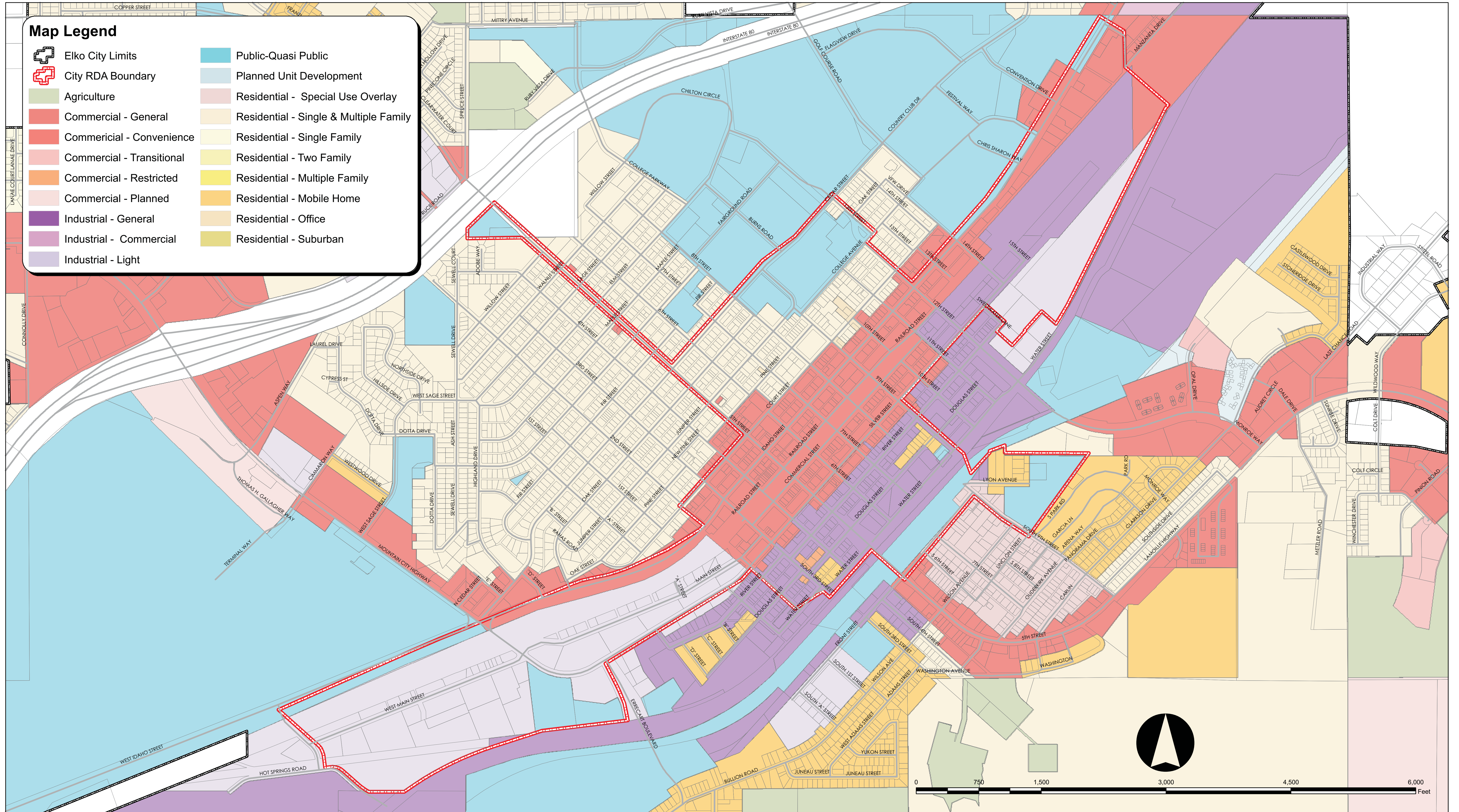
 Agriculture	 Industrial - Light
 Commercial - General	 Planned Unit Development
 Commercial - Convenience	 Residential - Special Use Overlay
 Commercial - Transitional	 Residential - Single & Multiple Family
 Commercial - Restricted	 Residential - Single Family
 Commercial - Planned	 Residential - Two Family
 Industrial - General	 Residential - Multiple Family
 Industrial Business Park	 Residential - Mobile Home
 Industrial - Commercial	 Residential - Office
	 Residential - Suburban

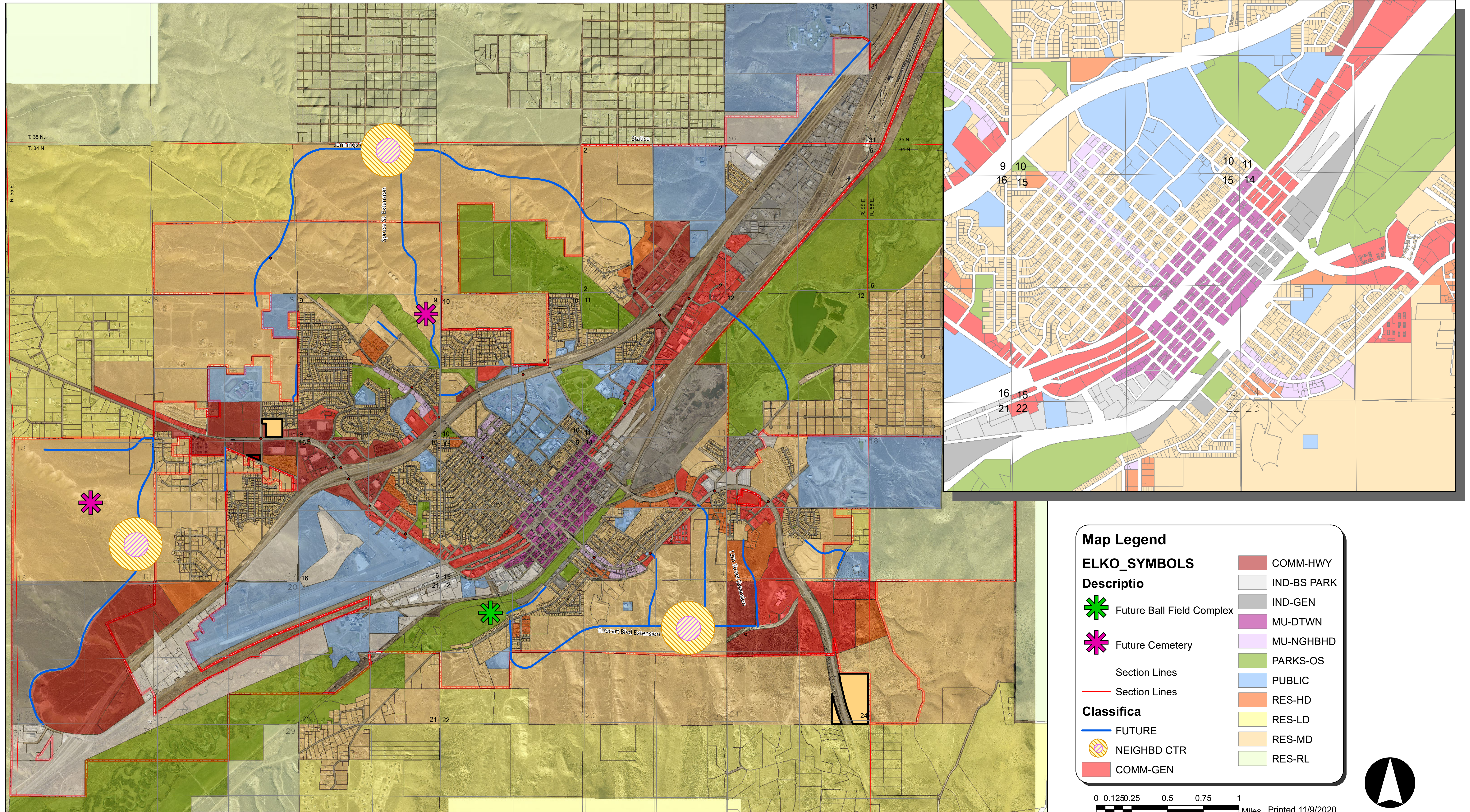


Legend

-  Vacant Parcels
- CityLimits**
-  Elko



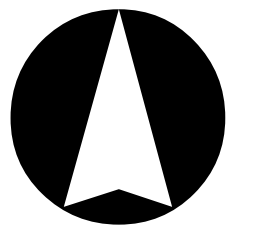




Map Legend

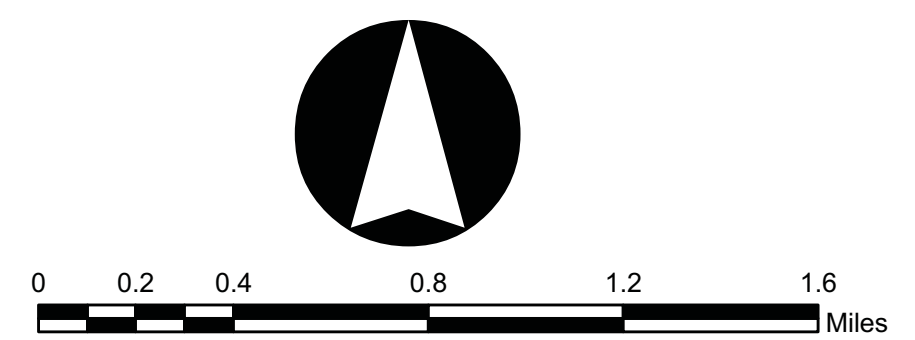
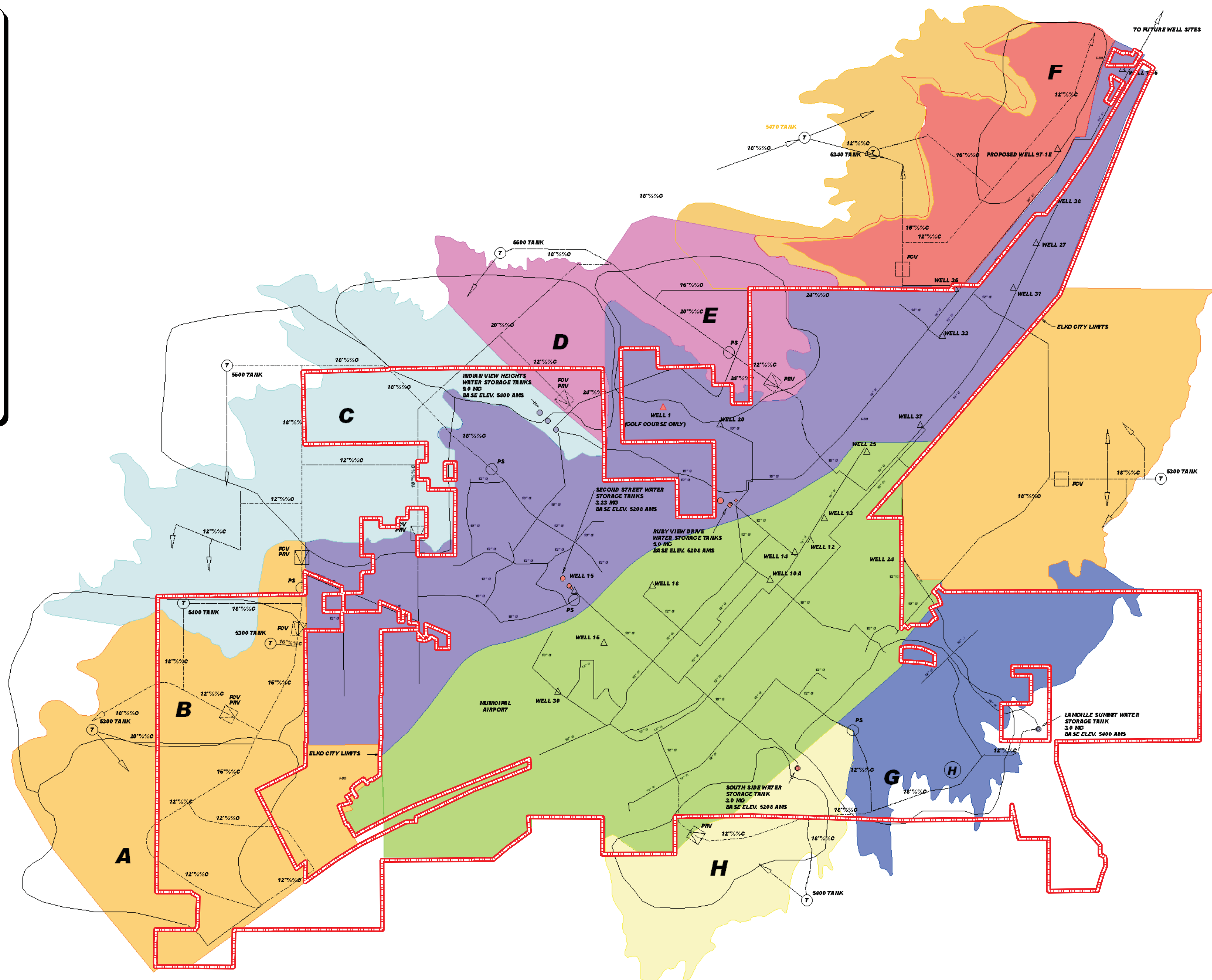
ELKO_SYMBOLS		
Descriptio		COMM-HWY
		IND-BS PARK
		IND-GEN
	Future Ball Field Complex	MU-DTWN
	Future Cemetery	MU-NGHBHD
	Section Lines	PARKS-OS
	Section Lines	PUBLIC
	FUTURE	RES-HD
	NEIGHBD CTR	RES-LD
	COMM-GEN	RES-MD
		RES-RL

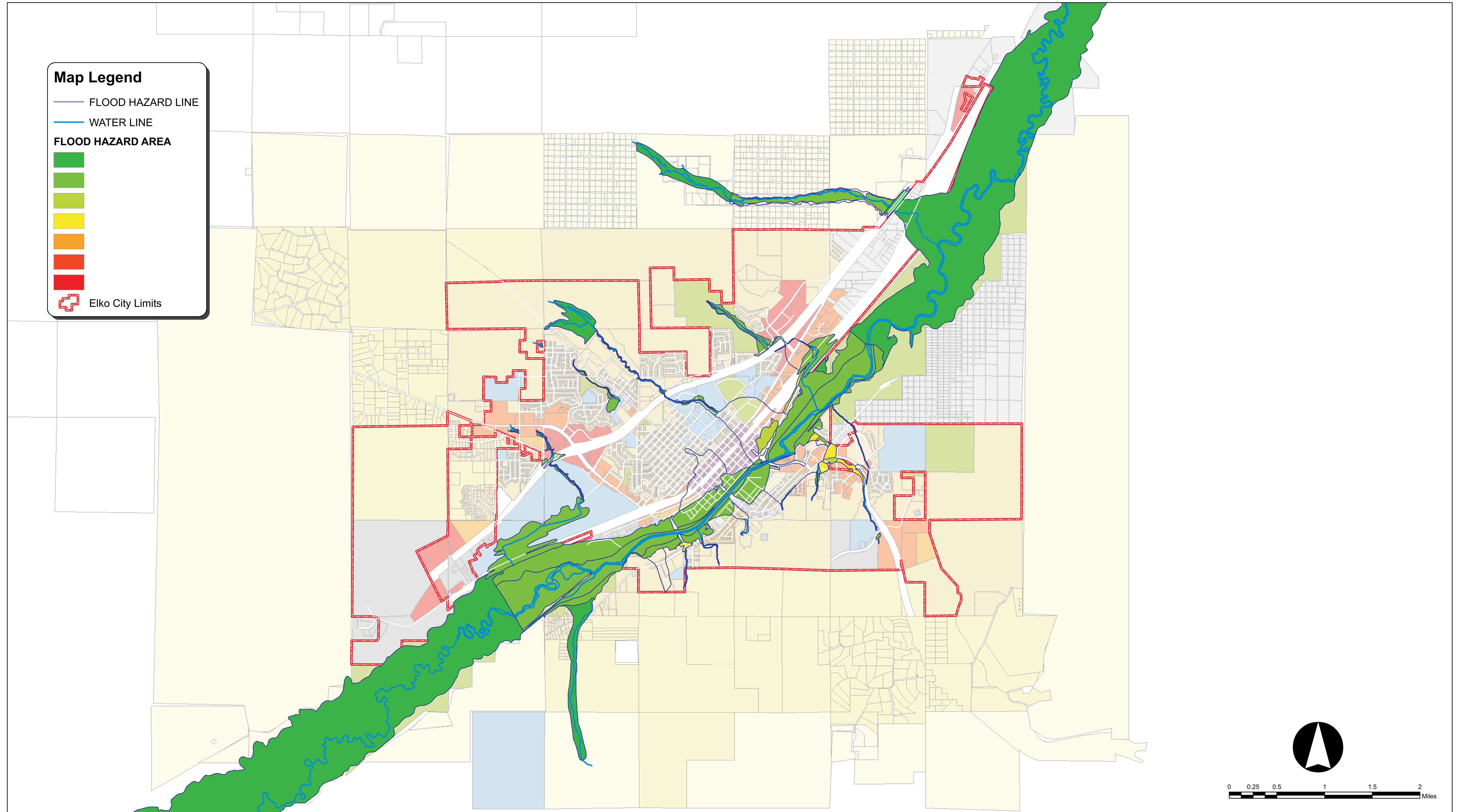
0 0.1250.25 0.5 0.75 1
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Legend






-  Elko City Limits
- Water Zones**
-  5208-TANKS
-  GC-ONLY
-  5300-FUTURE
-  5340-FUTURE
-  5400-FUTURE
-  5400-HATCH
-  5400-TANKS
-  5600-FUTURE-1
-  5600-FUTURE-2
-  WATER-ZONE-5208
-  WATER-ZONE-5400
-  5470-FUTURE






Map Legend

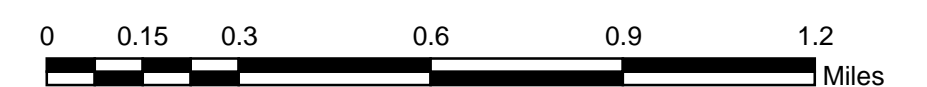
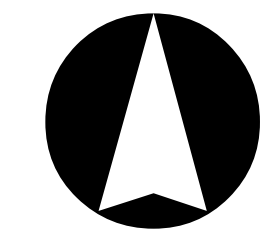
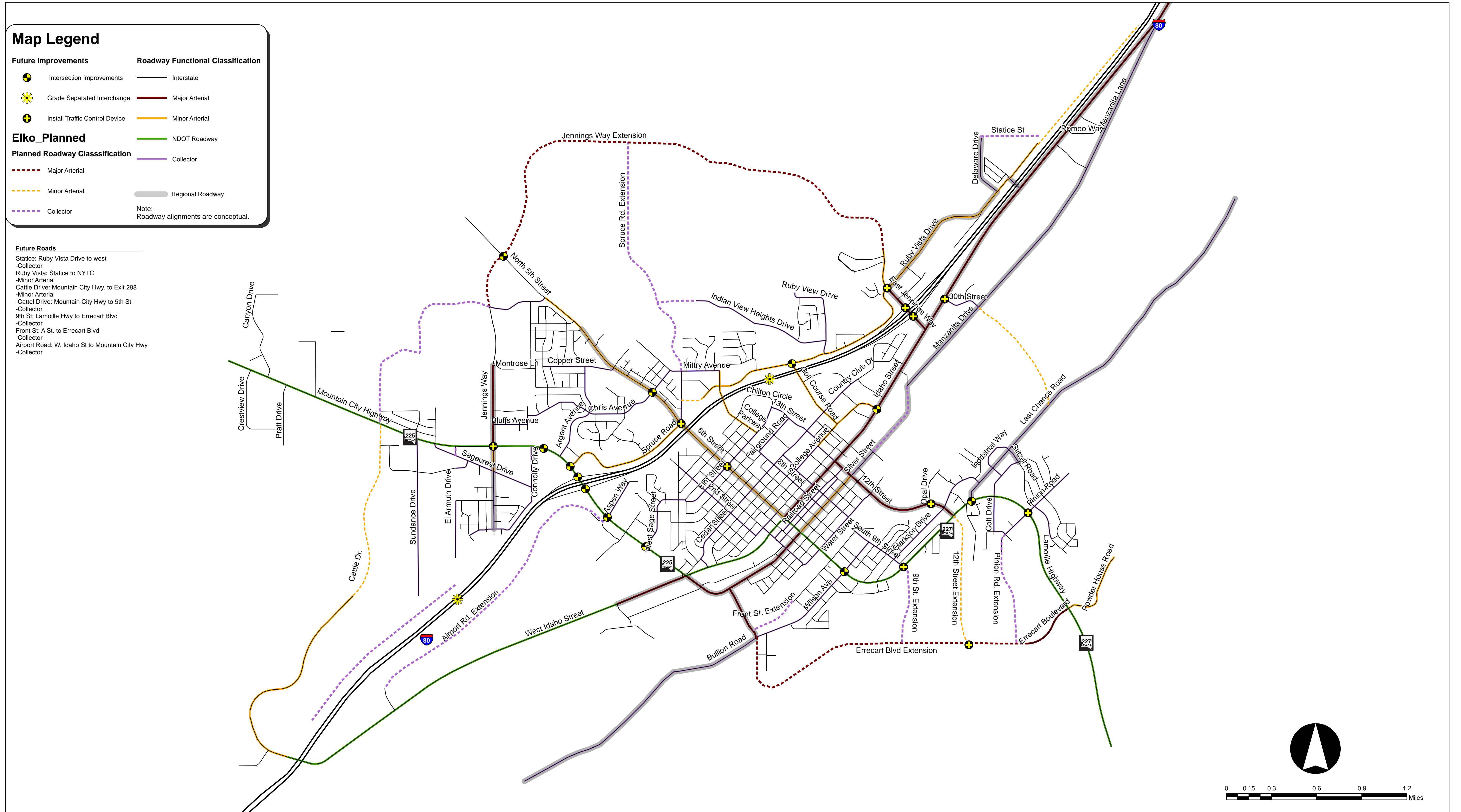
Roadway Functional Classification

-  Interstate
-  Major Arterial
-  Minor Arterial
-  NDOT Roadway
-  Collector

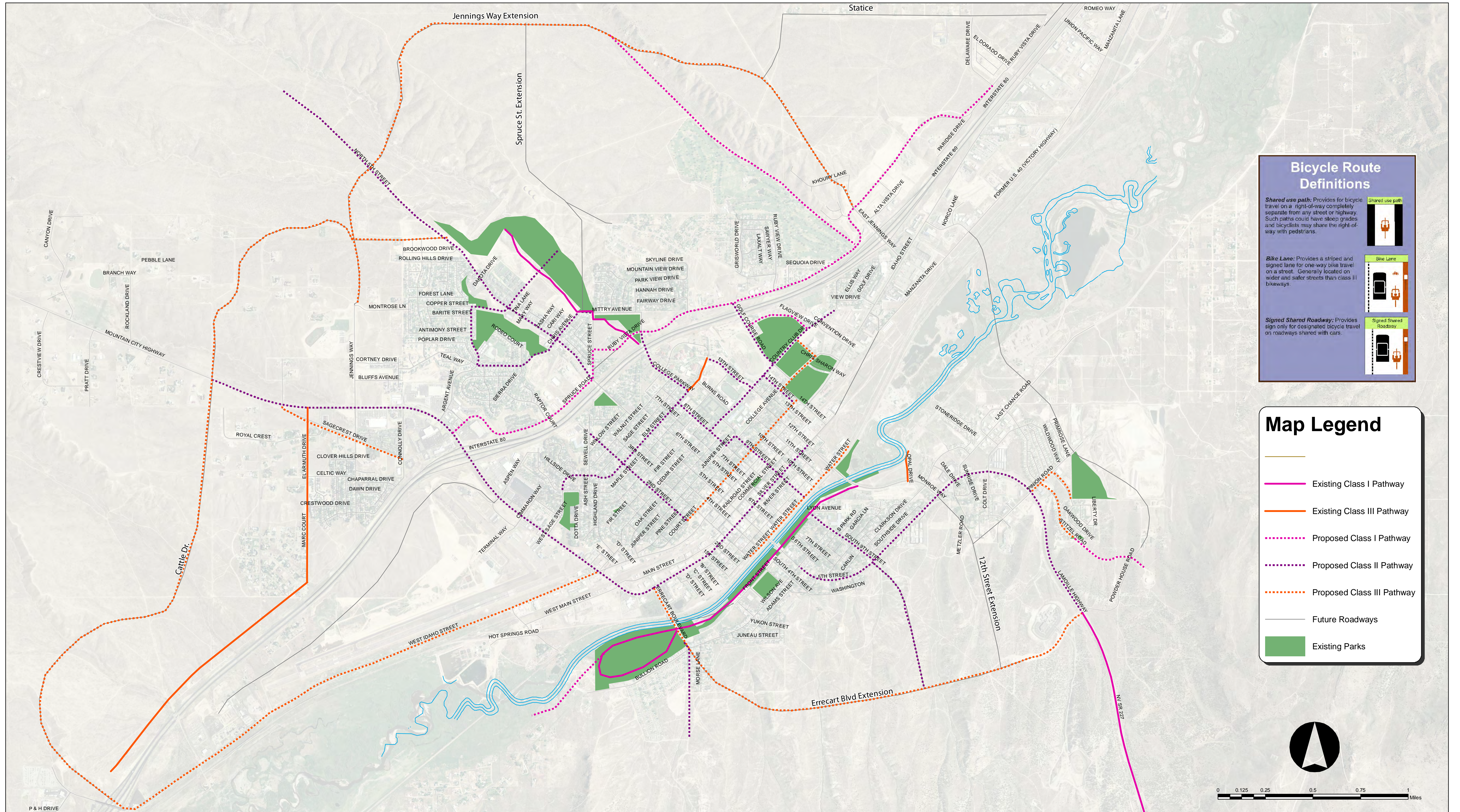
Regional

-  Regional Roadway





EXISTING AND FUTURE PATHWAYS Dedicated Trails, Bicycle Lanes, and Bicycle Routes



Bicycle Route Definitions

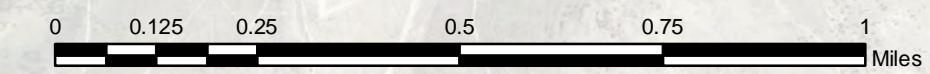
Shared use path: Provides for bicycle travel on a right-of-way completely separate from any street or highway. Such paths could have steep grades and bicyclists may share the right-of-way with pedestrians.

Bike Lane: Provides a striped and signed lane for one-way bike travel on a street. Generally located on wider and safer streets than class III bikeways.

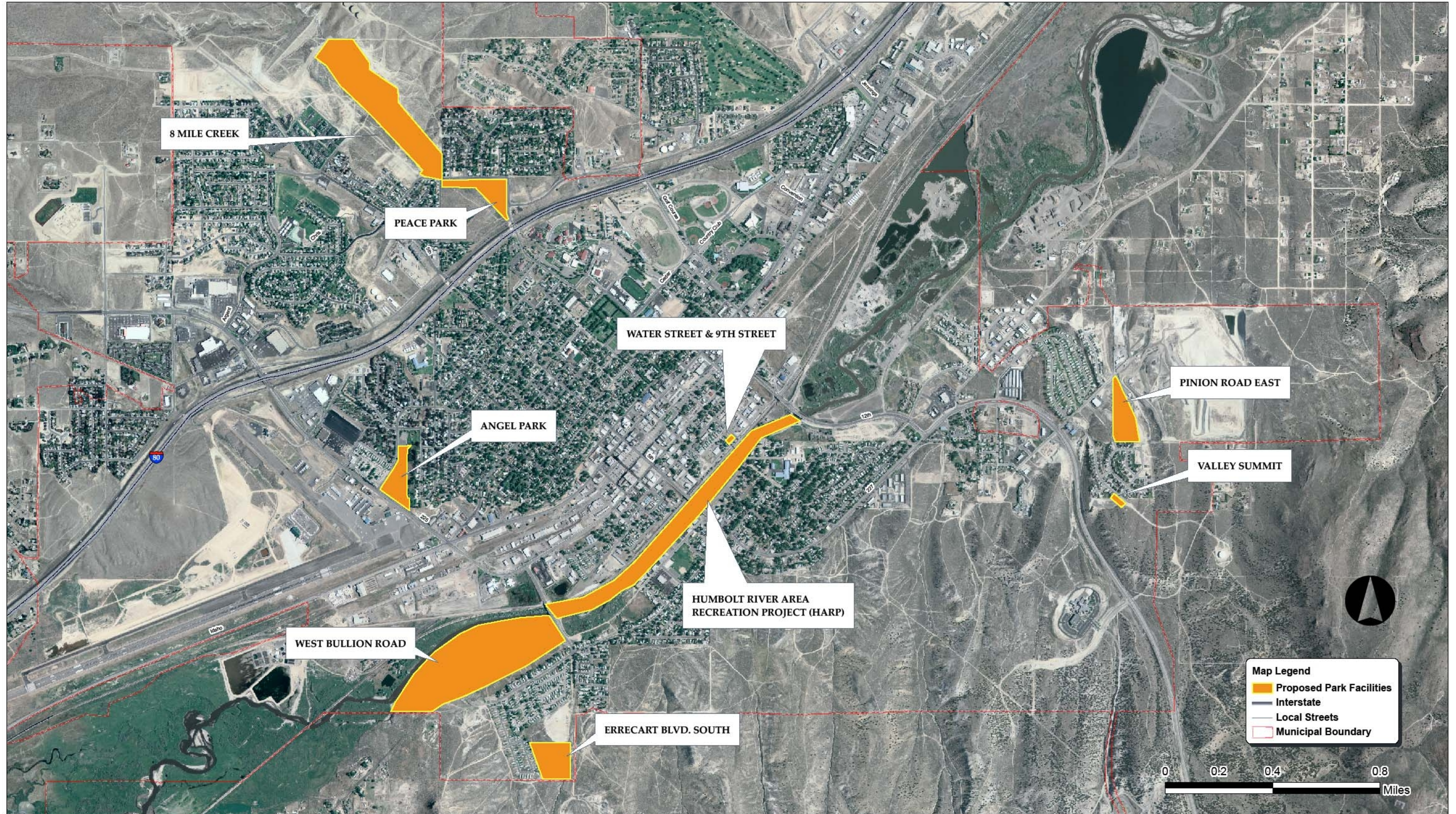
Signed Shared Roadway: Provides sign only for designated bicycle travel on roadways shared with cars.

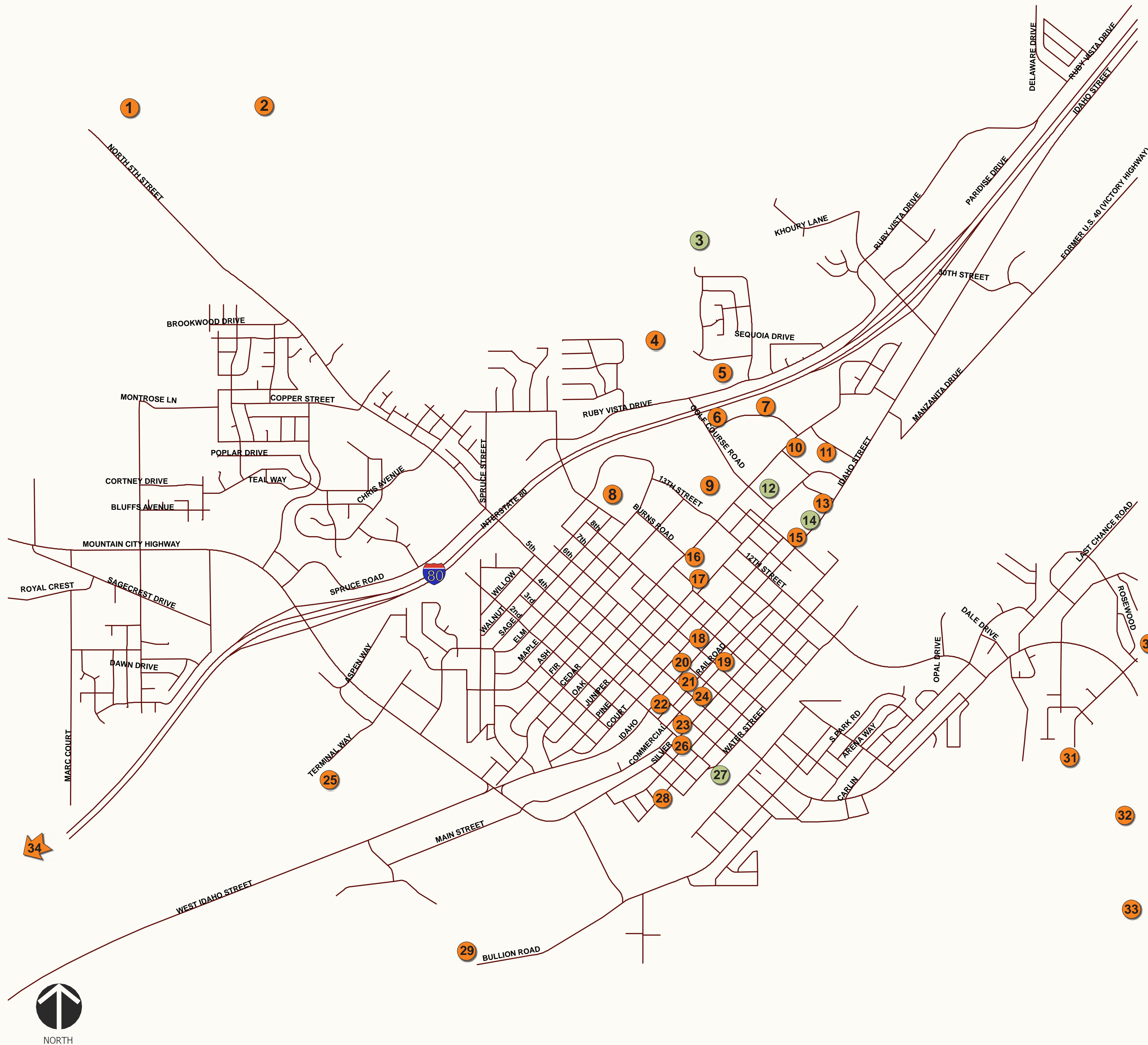
Map Legend

- Existing Class I Pathway
- Existing Class III Pathway
- Proposed Class I Pathway
- Proposed Class II Pathway
- Proposed Class III Pathway
- Future Roadways
- Existing Parks









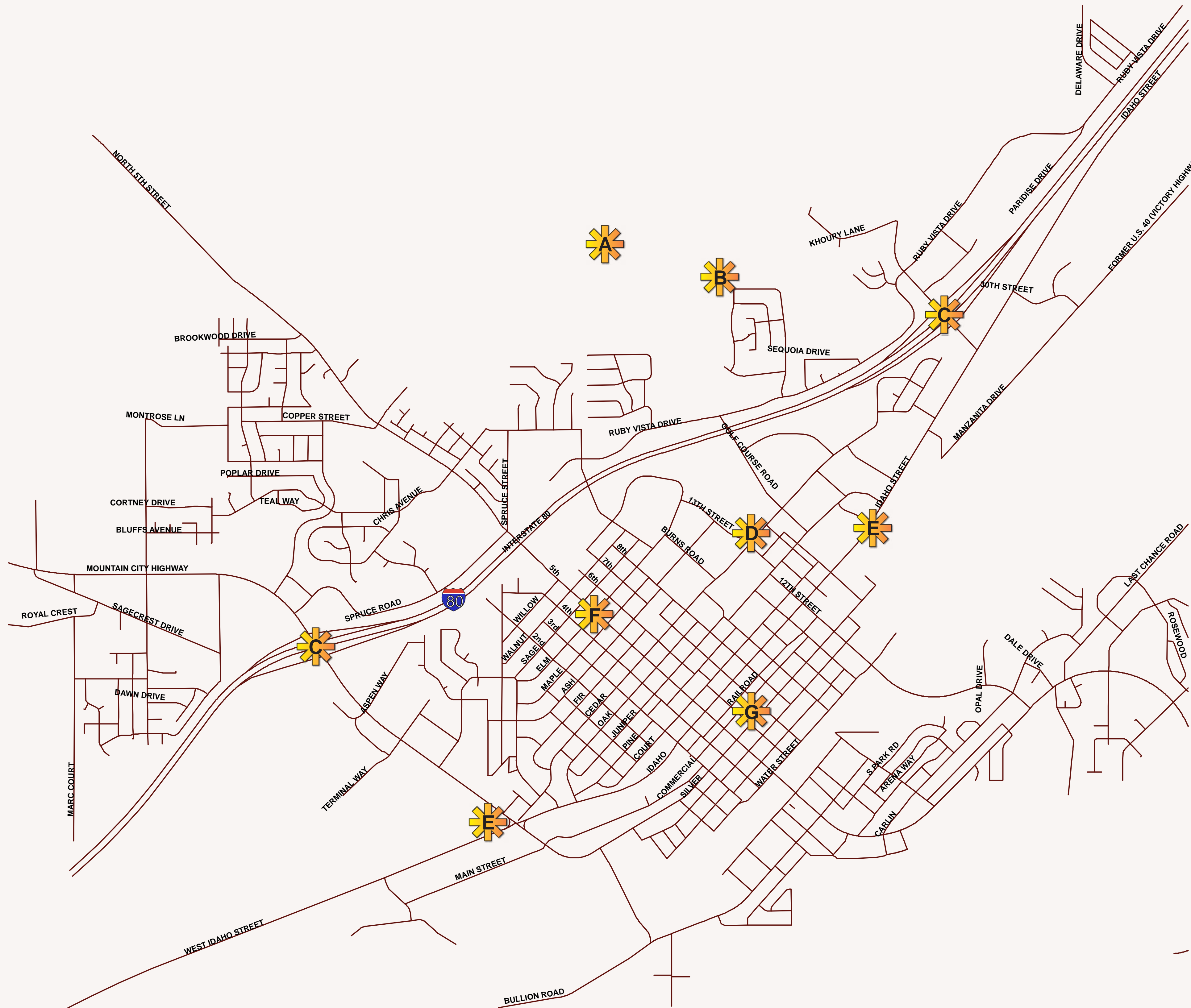
LEGEND

- 1 - Fossil Hill
- 2 - Snow Bowl
- 3 - Ruby View Golf Course
- 4 - Indian Colony
- 5 - Water Tank Mural
- 6 - Basque Club House
- 7 - US Flag
- 8 - GBC Sculpture Theater
- 9 - Fair Grounds
- 10 - Elko Convention Center
- 11 - Elko City Hall
- 12 - Johnny Appleseed Park
- 13 - Northeastern Nevada Museum
- 14 - Main City Park
 - ⌘ Basque Tree of Gernika Mural
 - ⌘ Rose Garden
 - ⌘ Basque Shepherd Statue
- 15 - Sherman Station
- 16 - East High School 'Eagle'
- 17 - Old Gym
- 18 - Elko County Library
- 19 - Greenbelt Express Park
- 20 - Elko County Courthouse
- 21 - Western Folklife Center
- 22 - 'White King' at Commercial Casino
- 23 - Stockmen's Hotel & Casino
- 24 - J. M. Capriola Co.
- 25 - Elko Regional Airport
- 26 - Star Basque Restaurant & Hotel
- 27 - Humboldt River and HARP Pathway & Park
- 28 - Red Light District
- 29 - Hot Hole & Immigration Trail
- 30 - Animal Shelter
- 31 - Northeastern Nevada Regional Hospital
- 32 - 'E' Mountain
- 33 - Summit Raceway
- 34 - California Trails Interpretive Center (8 miles west of Elko)



EXAMPLE PLACES WITH PUBLIC ART

- | | | |
|------------------------|-------------------------|--------------------|
| Greenbelt Express Park | Cemetery | Capriola's |
| Anacabes | Spring Creek Roundabout | Animal Shelter |
| Library | Matties Bar & Grill | HARP - River Walk |
| City Hall | Movie Theater | Firestations 1 & 2 |
| West End McDonald's | Courthouse | NDOT Office |
| Convention Center | Angel Park | Airport |



FUTURE ARTS & CULTURE CONCEPTS

A Cross-country skiing
Additional holes on golf course



B Grand entry feature to golf course

C Gateway features at freeway exits



D Possible mural wall at Fairgrounds

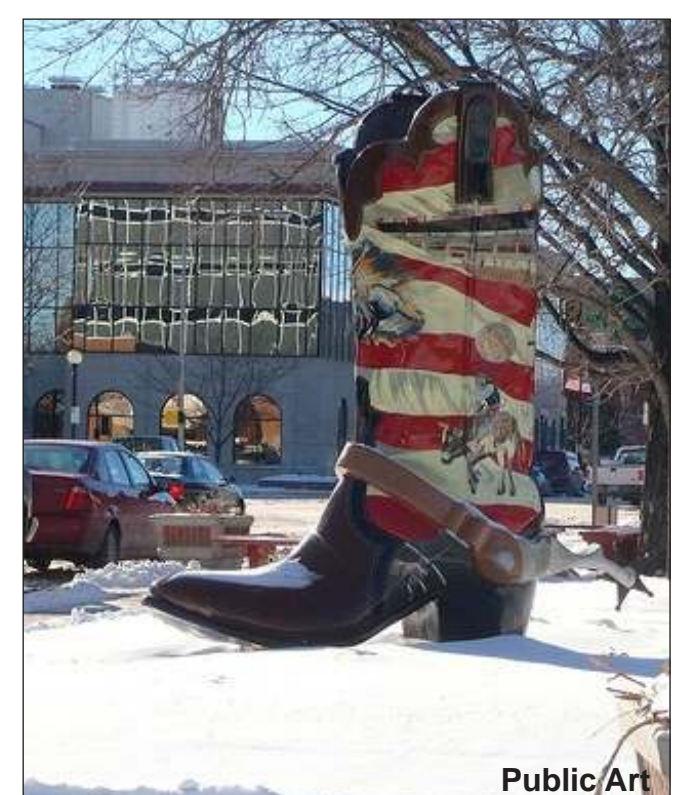
E Downtown entry feature
- Landscaped roundabout, with cultural feature, at intersection of Mountain City Hwy & Idaho St.
- Mural on large retaining wall on W Idaho St.
- Entry feature near Main City Park



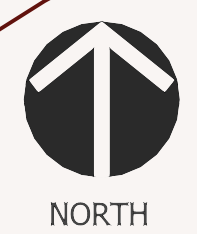
F Streetscape improvements on 5th St.



G Improvements to parking corridor
- Plaza space
- Amphitheater
- Public Art (interactive & passive)
- Winterscape design (ice rink, metal trees, etc.)
- Event/performance space/venue
- Historic walking tour
- Old Lamoille Power Plant building reuse



Other Arts & Culture development concepts are policy based and not place specific. A full list of these concepts can be found in the Implementation Chapter of the Master Plan



APPENDIX

1. List of City Planning & Policy Documents
2. List of Park and Recreation Grant Opportunities
3. Survey Responses
4. Parks and Recreation – Park Improvements Survey Detail
5. Parks and Recreation – Level of Service Analysis

<i>INTRODUCTION</i>
<i>MASTER PLAN</i>
<i>IMPLEMENTATION</i>
<i>ATLAS</i>
<i>APPENDIX</i>

1) List of City Planning & Policy Documents

Historical

Elko, Nevada, Railroad Relocation Demonstration Project
A Plan of Downtown Elko
Project Lifesaver
Rebirth of Downtown Elko
The Heart of Elko
An Urban Design Study for Downtown Elko
City of Elko Regional Traffic Master Plan
Elko by Design
City of Elko Regional Traffic Master Plan
Downtown Elko Redevelopment Plan
Elko, A City Divided
Elko Industrial Park Plan
Traffic Master Plan Alternative Analysis Report
Mountain City Highway Traffic Study
The Road to Redevelopment in the Elko Area
City of Elko Street Inventory

Current

CIP for Water/Sewer and WRF
Wellhead Protection Program
RDA Plan
Water Conservation Plan
Water/Sewer Extension Policy
Airport Master Plan

2) List of Park and Recreation Grant Opportunities

The following grant opportunities are available specifically to park and recreation programs and facilities, art and culture programs and facilities, trail development and open space preservation. The funds are obtainable through various sources, including Federal, State and private sources and public and volunteer charities.

Federal Government Opportunities

The opportunity to receive funding from the Federal government may change annually depending on budget allocations at the state or federal level. For this reason, it is important to verify the current status of funding through the local representatives and administering agencies.

The Land and Water Conservation Fund (LWCF)

Contact: (775) 684-2770 <http://www.parks.nv.gov/lwcf.htm>
 The Land and Water Conservation Fund (LWCF) provides grants on a 50/50 matching basis to states and through the states to local governments for the acquisition and development of public outdoor

recreation areas and facilities. All political subdivisions in Nevada are potentially eligible for the grants offered through this program. Applications are due April 1.

Grant guidelines and applications are available online at <http://www.parks.nv.gov/lwcf.htm> or from the mailing address below.

Nevada Division of State Parks
Dept. of Conservation and Natural Resources
901 S. Stewart Street, Suite 5005
Carson City, NV 89701

ENVIRONMENTAL PROTECTION AGENCY

Technical Assistance Grant

Contact: www.epa.gov/superfund/community/tag/index.htm

A Technical Assistant Grant allows communities to host activities which help involve community members in the decision making at eligible Superfund sites. An initial grant of up to \$50,000 is available to qualified community groups so they can contract with independent technical advisors to interpret and help the community understand technical information about their site. The TAG Regional Contact for Nevada is:

Jackie Lane
U.S. EPA Region 9 (SFD-3)
75 Hawthorne Street
San Francisco, CA 94105
Phone: 415-972-3236 or 800-231-3075 (msg)

Environmental Education Grant Program

Contact: www.epa.gov/enviroed/grants.html

The Environmental Education Division (EED) of the EPA supports environmental education projects that increase the public's awareness, knowledge, and skills to help make informed decisions that affect environmental quality. Most grants will range from \$15,000 to \$25,000. The EED Regional Contact for Nevada is:

Tom Ferriole
U.S. EPA, Region 9
75 Hawthorne Street (OPA-2)
San Francisco, CA 94105
Ferriole.Thomas@epa.gov

UNITED STATES DEPARTMENT OF EDUCATION

21st Century Community Learning Centers (21st CCLC)

Contact: www.ed.gov/21stcclc/

Grants awarded towards the creation of community learning centers that provide academic enrichment opportunities to children, particularly children attending high-poverty and low-performing schools. The centers provide students with a broad array of enrichment activities during non-school hours and helps students meet state and local student standards in core academic subjects. These centers also provide educational services to the families of participating children.

UNITED STATES DEPARTMENT OF TRANSPORTATION

Recreational Trails Program (RTP)

Contact: www.fhwa.dot.gov/environment/rectrails/index.htm

The Recreational Trails Program (RTP) is a grant program of the Department of Transportation's Federal Highway Administration (FHWA). This program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Nevada's FY 2010 apportionment is expected to meet or exceed 2009 apportionment of \$1,307,760.

Each State administers its own program. Nevada agencies that are interested in applying should contact for more information about State policies and project eligibility requirements:

Nevada State Parks

Attn. Jenny Scanland

Parks and Recreation Program Manager

901 S. Stewart Street, Suite 5005

Carson City, NV 89701

Tel: 775-684-2787

Fax: 775-684-2777

iscanland@parks.nv.gov

Nevada State Parks

Randy Moore

State Trails Coordinator

Tel: 775-684-2775

Fax: 775-684-2777

rmoore@parks.nv.gov

U.S. DEPARTMENT OF THE INTERIOR: NATIONAL PARK SERVICE

Contact: <http://www.nps.gov/history/grants.htm>

National Park Service grants help protect the nation's significant historic and cultural sites and preserve the diverse cultural heritage. More than \$1 billion has been awarded to Federal, State, and local governments, Native American Tribes, nonprofit organizations and educational institutions to support preservation projects.

State Opportunities

Nevada Arts Council: A Division of the Nevada Department of Cultural Affairs

716 North Carson Street, Suite A Carson City, NV 89701

Contact: (775)-687-6680

<http://www.nac.nevadaculture.org>.

Nevada's Arts Council is divided into five program areas: Artist Services, Arts in Education, Community Arts Development, Folklife and Grants.

NAC grants support nonprofit arts and community organizations, public institutions and individual artists to make cultural activities more available to the public.

Private Foundation Opportunities

Private funds will most likely be attracted to high-profile facilities such as a swimming complex or a cultural facility, and generally require aggressive promotion and management on behalf of the park and recreation department or city administration.

American Greenways

5055 W. Patrick, Suite 101-A Las Vegas, NV 89118

Contact: <http://www.conservationfund.org/?article=2106>.

The Eastman Kodak Company, The Conservation Fund and The National Geographic Society partnership provide the American Greenway Awards to encourage the planning, assisting and conservation of greenway projects. The program recognizes individuals and organizations that show exemplary leadership in enhancing the environment. Applications may be submitted from March 1 to June 1 of each year. Announcement of awards will be made in early fall. Most grant amounts range from \$500 to \$1,000, although awards may be given up to \$2,500.

The Captain Planet Foundation

Contact: <http://www.turner.com/cpf>.

The Captain Planet Foundation funds and supports hands-on environmental projects for children and youth. The foundation's objective is to encourage innovative programs that empower children and youth to solve environmental problems in their neighborhoods and communities. Most awards are between \$250 and \$2,500. Deadlines for submitting grant applications are March 31, June 30, September 30 and December 31. All applicants will be informed on their proposal status within four months of the application deadline.

Louis Calder Foundation

230 Park Avenue, Suite 1525, New York, NY 10169

Contact: (203) 966-8925 <http://www.louiscalderfdn.org>.

The Louis Calder Foundation promotes the educational and scholastic development of children and youth by improving academic content at schools and community based organizations. The LCF provides support to schools and community based organizations that plan to improve or initiate programs and projects designed to deliver classical education in areas of literacy, history, ethics, mathematics and the sciences. The Foundation does not accept unsolicited proposals. Organizations that are unfamiliar to the Foundation or that are not current grantees may submit a Letter Inquiry. For more information, visit the online address.

Merek Family Fund

95 Eliot Street, Suite 2, Milton, MA 02186

Contact: (617) 696-3580 <http://www.merckff.org>

The Merek Family Fund has two main goals: To restore and protect the natural environment and ensure a healthy planet for generations to come; and to strengthen the social fabric and the physical landscape of the urban community. New requests for support to the Merck Family Fund should be made by a letter of inquiry rather than with a full proposal or a request for a personal meeting.

JP Morgan Chase Foundation

Attn. Brian Stewart 811 SW 6th Ave Floor 2, Portland, OR 97204

Contact: (212) 332-4100

<http://jpmorganchase.com/corporate/Corporate-Responsibility/corporate-philanthropy.htm>, also brian.stewart@jpmchase.com, charlie.corrigan@jpmchase.com.

Offers grants in three areas: Community Development, Pre-Colligate Education and Arts& Culture. Grant consideration is available statewide for the state of Nevada.

National Gardening Association

1100 Dorset Street, South Burlington, VT 05043

Contact: (800) 538-7476 amandaw@garden.org,

<http://www.kidsgardening.com/grants.asp>.

The National Gardening Association, beginning with 50 Youth Garden Grants, has delivered 9,310 grants and awards worth approximately \$3.7 million. The NGA believes that gardening programs have a powerful impact on the mental, physical, and psychological health of individuals.

Youth Garden Grant

Contact: <http://www.kidsgardening.com/YGG.asp>, or donnab@garden.org.

The National Garden Association awards Youth Garden Grants to schools and community organizations with child-centered garden programs. Eligible participants include: schools, youth groups, community centers, camps, clubs, treatment facilities, and intergenerational groups. Applicants must plan to garden with at least 15 children between the ages of 3 and 18 years old. The Home Depot will sponsor the 2011 Youth Garden Grants.

Charles Stewart Mott Foundation

Mott Foundation Building
503 S. Saginaw Street, Suite 1200,
Flint, Michigan 48502

Contact: (810) 233-5651 www.mot.org.

Established in 1926, the Mott Foundation provides grants in four programs: civil society, the environment, philanthropy in Flint, MI, and poverty. The Foundation seeks to strengthen, in people and their organizations, the “capacity for accomplishment.” In addition to the four programs as listed previously, the Foundation also funds Exploratory and Special Projects (XSP) which support unusual or unique opportunities to address significant national and international problems.

Prospect Hill Foundation

99 Park Avenue, Suite 2220,
New York, NY 10016-1601

Contact: (212) 370-1165

www.foundationcenter.org/grantmaker/prospecthill/grants/enviro.html

The mission of Prospect Hill Foundation is to advance the human experience while ensuring the well-being of the earth. To pursue this

mission, the Foundation offers grants in four areas, one of which being Environmental Conservation. Unsolicited requests are not considered.

Rockefeller Brothers Fund

475 Riverside Drive, Suite 900, New York, New York 10115

Contact: Benjamin R. Shute, Jr.,
(212)812-4200 <http://www.rbf.org>

The Rockefeller Brothers Fund provides grants to charitable projects that seek to expand knowledge, clarify values and critical choices, nurture creative expression and shape public policy. The average grant given in 2008 was for \$86,056 over a 17 month period.

Corporate Opportunities

Ben & Jerry's Foundation

30 Community Drive, South Burlington, VT 05403-6828 Contact: (802) 846-1500, <http://www.benandjerrysfoundation.org/>

The Ben and Jerry Foundation supports non-profit organizations across the country concerned about issues such as social justice, environmental protection and sustainable food systems.

Canon U.S.A. Inc.

Contact:

http://www.usa.canon.com/cusa/about_canon/community_environment

Canon U.S.A. Inc., through the Clean Earth Campaign supports a variety of environmental conservation, and education efforts and community enhancement programs. Under the Clean Earth Campaign, the Canon Envirothon is a competition for high schools and youth organizations, sponsored in partnership with the National Association of Conservation Districts, the U.S. Forest Service and other conservation agencies, along with provincial Forestry Associations in Canada. The competition awards more than \$125,000 in scholarships annually.

The Goodyear Tire & Rubber Company

Contact: www.goodyear.com.

Based in Akron, Ohio, the Goodyear Tire & Rubber Company "seeks to be a socially aware and responsive global citizen, wherever it operates or does business." Goodyear participates in organizations that seek to elevate the aspirations of and provide opportunities for the young and disadvantaged, through summer work-study programs, scholarships, recreational offerings, and employment opportunities. Grant proposals with a SAFETY focus are given highest priority. Supported categories include: Civic and Community; Culture and the Arts; Education; and Health and Human Services.

Bridgestone Americas Trust Fund

Contact: www.bfusa.com/trustfund.asp or email bftrustfund@bfusa.com

Founded in 1952, The Bridgestone Americas Trust Fund sponsors organizations with missions supporting: education, environment and conservation, and children's programs including national and local charities. The Trust Fund has donated more than \$20 million in the past 5 years.

Recreational Equipment, Inc.

Contact: www.rei.com/aboutrei/grants02.html.

Recreational Equipment, Inc. (REI) is committed to helping build a lasting legacy of trails, rivers and wild lands for generations to come. REI employees nominate organizations, projects

Windhover Foundation

Quad/ Graphics N63 W23075 State Hwy. 74, Sussex, WI 53089-2827

Contact: Eileen T. Graves (414) 566-2721

<http://www.qg.com/aboutus/community/windhover.asp>.

Founded in 1983, The Windhover Foundation funds organizations that focus on meeting a pressing, unfulfilled social need. The Foundation supports a variety of ventures including: hospices, women's programs, art centers, libraries, playgrounds, parks and arenas. To apply for a foundation gift, applicants should provide the following information with the proposal summarized in a concise letter: a brief description of the organization, including its purpose, goals and objectives; the amount of funding requested and its proposed use; the duration of any project/program and the date by which the funds are needed; and confirmation of the organization IRS federal tax exemption status.

Grantmaking Public Charities

International Youth Federation

Contact: www.iyfn.org

The International Youth Foundation believes that every young person deserves the opportunity to realize his or her full potential. The programs supported by IYF are catalysts for change that help youth learn, work and lead. In all, IYF has provided grants to 332 organizations and in 86 countries.

ENVIRONMENTAL PROTECTION AGENCY

Brownfields Pilots and Demonstrations

Contact: http://www.epa.gov/swerosps/bf/grant_info/index.htm

Competitive project grants awarded for brownfield assessment, cleanup, revolving loans, and environmental job training. EPA's Brownfields Program works with other EPA programs, other federal partners, and state agencies to identify and make available resources that can be used for brownfields activities. Area-wide planning grant funding and technical assistance will be directed to brownfields-impacted areas, such as a neighborhood, district, city block or corridor. The grant funding and direct assistance will result in an area-wide plan which will inform the assessment, cleanup and reuse of brownfields properties and promote

area-wide revitalization. EPA plans to fund 20 pilot projects. The deadline is June 1.

NATIONAL ENDOWMENT FOR THE ARTS

Organizational Capacity

1100 Pennsylvania Avenue, NW, Washington, D.C. 20506-001

Contact: (202)-682-5400, www.arts.gov/grants/apply/index.html

The National Endowment for the Arts focuses on identifying and supporting programs and projects that provide in-depth knowledge, skills and understanding of the arts to children and youth in schools and communities.

Access to Artistic Excellence

Contact: www.nea.gov/Grants/apply

Access to Artistic Excellence encompasses a wide variety of projects that encourage and support artistic creativity. Access projects provide funding to preserve diverse cultural heritage and make the arts more widely available. Such a variety of projects includes:

[Artist Communities](#), [Arts Education](#), [Dance](#), [Design](#), [Folk & Traditional Arts](#), [Literature](#), [Local Arts Agencies](#), [Media Arts](#), [Museums](#), [Music](#), [Musical Theater](#), [Opera](#), [Presenting](#), [State and Regional](#), [Theater](#), [Visual Arts](#)

Federal Partnerships

Contact: www.nea.gov/partner/federal/index.html

The NEA works with more than 20 other federal agencies on projects that provide opportunities for thousands of Americans to experience quality arts programming throughout the country. Partnerships have included the U.S. Department of Agriculture, Department of State, Bureau of Educational and Cultural Affairs, Federal Council on the Arts and the Humanities, Institute of Museum and Library Services, the U.S. Department of Education and the Office of Juvenile Justice and Delinquency Prevention (OJJDP) of the U.S. Department of Justice.

NATIONAL ENDOWMENT OF THE HUMANITIES

Office of Challenge Grants

Office of Challenge Grants National Endowment for the Humanities, Room 420, 1100 Pennsylvania Avenue, NW, Washington, DC 20506

Contact: (202)606-8309,

<http://www.neh.gov/grants/guidelines/challenge.html>,
challenge@neh.gov

NEH challenge grants are matching grants intended to help institutions and organizations secure long-term improvements in and support for their humanities programs and resources. Requested funds may be as high as \$1 million, although most requests over \$500,000 are unlikely to be funded at the requested level. Recipients must raise three times the amount of federal funds offered, except for Historically Black Colleges and Universities (HBCUs), Tribal Colleges and Universities, and two-year colleges, which must raise two times the amount of federal funds offered.

Prior to submitting a proposal, applicants are encouraged to contact program officers who can offer advice about preparing the proposal, supply samples of funded applications, and review draft proposals. The comments made are not part of the formal review process and have no bearing on the final outcome of the proposal. Program staff recommends that draft proposals be submitted at least four to six weeks before the application deadline, if not earlier. For more information see above web site link.

Office of Federal/State Partnership

Contact:

<http://www.neh.gov/whoweare/divisions/FedState/WhatWeDo.html>

NEH funds are given annually to the state humanities councils to support locally initiated programs on a competitive basis. Councils also design and conduct initiatives to bring excellent humanities programs and services throughout each state and territory. The councils themselves make grants to nonprofit organizations and individual scholars for the producing of humanities and cultural programs.

Nevada entities that are interested in receiving such funding may contact:

Nevada Humanities Committee

Barbara Cloud, Chairman

Judith L. Winzeler, Executive Director

1034 North Sierra Street Reno, NV 89507

Tel. (775)784-6587

UNITED STATES DEPARTMENT OF EDUCATION

Arts in Education

Contact: <http://www2.ed.gov/programs/artsed/index.html>

The Arts in Education provides noncompetitive awards to the Kennedy Center for the Performing Arts Education Program and the VSA Art Program which support programs that encourage the importance of art in education and the involvement of art programs for persons with disabilities.

Education Program Strategies

Contact:

<http://www2.ed.gov/about/offices/list/oese/programsbysubject.html>

Education programs encompass a list of competitive funding to organizations, agencies, and individuals.

Corporate Opportunities in the Arts

AT&T Foundation

Contact: <http://www.att.com/gen/corporate-citizenship?pid=17884>

The AT&T Foundation focuses its support on education by supporting schools, research, non-profit organizations and other organizations with a goal of helping students stay in school and progress.

Bank of America Foundation

Contact: <http://www.bankofamerica.com/foundation/>

Bank of America is committed to creating meaningful change in the communities through philanthropic efforts, associate volunteerism, community development activities and investing, support of arts and culture programming and environmental initiatives. For more information on applying, see above listed web site.

Exxon Mobil Foundation

ExxonMobil Matching Gift Programs P.O. Box 7288 Princeton, NJ 08543
Contact: (877) 807-0204 <https://www.easymatch.com/exxonmobil/>

The Exxon Mobil Foundation features the Educational Matching Gift Program and Cultural Matching Gift Program. The Educational Matching Gift Program provide that each year, an employee, retiree or surviving spouse donor may have up to \$7,500 in gifts to U.S. colleges and universities matched by the ExxonMobil Foundation. The matching ratio is \$3 for every \$1 contributed by the individual. Each gift must be a minimum of \$20. The Cultural Matching Gift Program provides that individuals may have up to \$2,000 in gifts to cultural institutions matched by the ExxonMobil Foundation. The matching ratio is \$1 for every \$1 contributed by the individual.

MetLife Foundation

Contact: <http://www.metlife.com/about/corporate-profile/citizenship/metlife-foundation/index.html>

The MetLife Foundation was created in 1976 with the goal of strengthening communities and empowering people to lead healthy, productive lives. The focus of the programs is to increase access and opportunity through education. The Foundation makes grants in health, education, civic affairs and culture. Americans for the Arts MetLife's National YouthARTS Resource Initiative, funded in part by the MetLife Foundation, supports arts education programs to serve at-risk youth. For more information in regards to YouthARTS, visit: http://www.artsusa.org/get_involved/advocacy/funding_resources/default_001.asp.

More Federal Government Opportunities**UNITED STATES FOREST SERVICE****Economic Action Programs**

Contact: <http://www.fs.fed.us/spf/coop/programs/eap/index.shtml>

Economic Action Programs are established to help rural communities and businesses dependent on natural resources become sustainable and self-reliant.

Rural Community Assistance Programs

Contact: www.fs.fed.us/srs/

The goal of the Rural Community Assistance Program is to provide and promote sustainable community development. These efforts are focused around the themes of healthy communities, appropriately diverse economies, and sustainable ecosystems. These goals are fulfilled by working in partnership with others in the public sector (at all levels -- Federal, tribal, state, and local governments) and private sector (profit and non-profit organizations).

UNITED STATES DEPARTMENT OF AGRICULTURE

Community Facilities Guaranteed Loan Program

Contact: http://www.rurdev.usda.gov/HAD-CF_Guaranteed_Loans.html

Community Programs can make and guarantee loans to develop and enlarge or improve essential community facilities for health care, public safety and public services in rural areas and towns of up to 20,000 in population. Loans and guarantees are available to public entities such as municipalities, counties, and special-purpose districts, as well as to non-profit corporations and tribal governments.

Community Facilities Grant Program

Contact: http://www.rurdev.usda.gov/rhs/cf/brief_cp_grant.htm

Competitive grants provided to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population.

For more information, contact:

Sarah Jose Mersereau-Adler, State Director

1390 South Curry Street

Carson City, NV 89703-9910

Te: (775) 887-1222

Fax: (775) 885-0841

www.rurdev.usda.gov/nv/

UNITED STATES DEPARTMENT OF COMMERCE

Public Works Development Facilities Program

Contact: <http://www.eda.gov/AboutEDA/Programs.xml>

Public Works grants provided to help distressed communities revitalize, expand and upgrade their physical infrastructure to attract new industry and investment, encourage business expansion, diversify local economies, and generate long-term, private sector job opportunities.

This can include business incubator facilities, technology projects and sustainable development activities.

Planning Grants

Contact: www.eda.gov/AboutEDA/Programs.xml

Planning grants to planning organizations to assist economic development planning and implementation activities such as the analysis of local economies, definition of economic development goals, determination of project opportunities and the formulation and implementation of economic development programs that include

systematic efforts to create and retain better employment opportunities, reduce unemployment and increase incomes.

Local Technical Assistance

Contact: www.eda.gov/AboutEDA/Programs.xml

Grants to assist in solving specific economic development problems, respond to developmental opportunities, and build and expand local organizational capacity in distressed areas.

For more information for Nevada, contact regional office:

- A. Leonard Smith, Regional Director
- B. Jackson Federal Building, Room 1890
915 Second Avenue
Seattle, WA 98174-1001
Te: (206)220-7660
Fax: (206)220-7669

lsmith7@eda.doc.gov

UNITED STATES DEPARTMENT OF HEALTH AND HUMAN SERVICES

Head Start: Early Head Start

Administration for Children and Families Office of Head Start
1250 Maryland Avenue SW, 8th Floor
Washington, DC 20024 Contact: (202) 205-8573

<http://eclkc.ohs.acf.hhs.gov/hslc/About%20Head%20Start>

Competitive project grants awarded through regional offices for local public and private non-profit and for-profit agencies, Indian Tribes and school systems by ACF Regional Offices, the Office of Head Start's American Indian-Alaska Native, and Migrant and Seasonal Program Branches for the purpose of operating Head Start programs at the community level. Programs are focused to provide child development services to economically disadvantaged children and families, with a special focus on helping preschoolers develop the early reading and math skills.

UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Rural House and Economic Development

Contact:

<http://www.hud.gov/offices/cpd/economicdevelopment/programs/rhed/>

The Rural Housing and Economic Development (RHED) Program grants awards on a competitive basis for capacity building and support at the state and local level for rural and innovative housing and economic development activities in rural areas.

Volunteer Grant Opportunities

CORPORATION FOR NATIONAL AND COMMUNITY SERVICE***AmeriCorps***

Contact: www.americorps.gov/for_organizations/overview/index.asp
<http://www.americorps.gov/about/programs/state.asp>

Formula grants awarded to states to provide one year full-time employment for individuals 17 years or older to help solve and address critical community needs in education, public safety, health and the environment.

AmeriCorps VISTA (Volunteers in Service to America)

Contact: www.nationalservice.gov/about/programs/ameri-corps_vista.asp
Formula grants awarded to states for programs that provide full-time one year service to individuals 18 and older preferably with a Bachelors degree or at least three years of work experience. Individuals serve through private organizations and public nonprofit agencies that address issues related to poverty. All projects focus on building permanent infrastructure in organizations to help them more effectively bring individuals and communities out of poverty.

For more information, contact Nevada representative:

Craig Warner
400 S. Virginia Street - Suite 548
Reno, NV 89501
Tel: (775) 784-7474
Fax: (775) 784-7476
nv@cns.gov

2010 City of Elko Master Plan Update Public Comment Record

1) Public Comments from Online Map

Welcome to Elko Gateway for east bound traffic.

The current home of Porter Roofing is an eyesore and needs to be cleaned up! I think this is the old rail depot and would make a great art studio collaborative if it were restored

We should have local drag racing in Elko, in the 'off' weeks that they run in Wendover, so we could build a regional series. Arm drop starts / nostalgia drags, and with a tree so we can run brackets and/or heads up. The sport originally started on air strips - why not here? Local run what ya brung action could lead to a motor sports park - in Ryndon or ??? Who wants to play?

This intersection seems like a natural place to put a 'gateway' 'welcome' to downtown. This could be the beginning of downtown.

I love someone else's idea for a city center on 5th and Idaho. Could be a great downtown park and city center.

Elko's image from the freeway in this area says keep on driving, this area needs to be cleaned up!

What a bad use of downtown real-estate. NV Energy's yard takes up 3 blocks of precious downtown. Let's give them incentive to move their lay-down yards to a more industrial area and change that land into something with higher density. 2nd story loft apartments with retail below... maybe!

Roll-up garage doors over business store fronts during closed hours makes Idaho Street look like a scary dangerous place... very un-inviting

Great idea for a town square on north east corner of fifth and Idaho! Would eminent domain be justified?

The large retaining wall on west Idaho is so big and gray and boring... what a great place for a 'welcome to Elko mural'

The park doesn't need so many through streets, we could close those and turn them into much needed parking, free up more park space and keep kids a lot safer when they play.

I love court street with its tree lined sidewalks, what a great place to take a stroll! That's the way to get people to walk more is to make it a pretty place to walk.

The parking corridor is vital to keep downtown alive, it needs to be re-habed and made into a more attractive place but to take it away would kill downtown business... and downtown!

This intersection seems like it might be a nice place to put a 'gateway' 'welcome' to downtown. Would help tie the city park/convention center/city hall area to downtown. Might help to make the center of the city a unified whole!

Cheers to Great Basin College, their campus looks great! I hate the idea of them trying to expand to where the Fair Grounds is. When it comes time to expand what if they bought the empty land on the other side of the freeway... a pedestrian tunnel under the freeway could link them to that as well as the peace park!

This is a very dangerous intersection especially in the winter coming down the hill into town. This needs an overpass or some way to make traffic flow better.

The Fair Grounds are a unique aspect of our city center and part of what makes Elko, Elko! If they are moved they would never be the same!!! Move the barns to the infield and put them sub-grade. Frees up land for the college and keeps the Fair Grounds in tact.

The rock retaining wall in the tree streets are a great part of Elko's history we need to help preserve those.

We need to have more ballfields for adult softball. We have 41 teams this year on 2 fields.

We need a new sports complex with at least 4 fields.

Soften, inspire Elko's culture on the GIANT warehouse buildings with Murals? False fronts?

a small recreational pond with koi? fish? Enliven the park's view scape

Elko county needs to enforce laws for abandoned cars, unsightly junk, etc. to help the 'Welcome' viewscape coming from the East.

From Jennings, under the Home Depot parking lot and ending behind Great Basin Bank there is an open storm drain that is walkable. Kids, strangers, drug dealers, transients, and graffiti makers make frequent contacts in this drain. We need to close it off to pedestrian use. It is a direct walkway for many AMS students. Cathy McAdoo at P.A.C.E.said funding could be possible.

Replanting plan to replace aging trees in Main City Park Grove

If the Fair Grounds is to stay where it is the grounds need to be cleaned up and buildings updated so it does not look so blighted from interstate traffic and to citizens alike.

Fields look great but the hill side the fields lead up to under flag view dr. need to be landscaped to keep erosion under control and add beauty to the area

Would love to see the roads through the cemetery redone. The Cemetery is such a well kept place in Elko but the poorly maintained roads through the property take away from the landscape.

An addition of another 9 holes to Ruby View Golf Course would be great to reduce congestion on the current 18.

Buy the hotel on the Corner of 5th and Idaho and transform the area into a 'town square'. The beautiful addition on the courthouse would compliment this project beautifully. The Square would be ideal for parade gatherings, winter festival gatherings, political rallies, wine walk start/end and just a great place to enjoy the downtown area next to our beautiful courthouse.

'Topped Trees' on court street need to be removed and new trees added to replace them. As mentioned court Street is a beautiful street with tree line side walks but the aesthetic value is taken away with the topped trees. Especially in front of Bair Distribution.

This road is heavily traveled by students being dropped off for school and needs to be made into a real road rather than repairing it yearly

Frisby golf course should be added to an existing park or in one of the open spaces near Mountain view park. A great recreational opportunity.

The new County building is a beautiful addition to downtown but now the traffic around 5th, 6th and Court

Steets is even worse! When they first started building that so many people thought that was going to be a parking garage for the Court House and were glad about that.

How about another interstate off-ramp onto 5th Street or somewhere closer to the middle of town/downtown?

City does or will soon own land to use and bargaining chip and redirect commercial focus toward where it all began.

The river could be such a great part of Elko if it was to be cleaned up and a park of some sort made out of it.

3rd St. Pedestrian Bridge - Connecting cultures and ecologies between downtown, Southside, and the Humboldt Trail.

Rec Center on Corridor between 9th and 11th Streets - Go all out, build a architecturally magnificent structure with underground parking that anchors one end of the corridor and makes that space more human friendly.

The corridor is such a neat shopping/business area. business owners should comply with a standard of mandatory upkeep. It can look historic and yet clean and kept. fresh paint and clean walls could do wonders!

Develop Hot Hole - Take a look at Miracle or Nat Soo Pah hot springs near Twin Falls; Lava Hot Springs in Idaho, or Crystal Hot Springs in Utah.

The peace Park is a great place for an evening or morning walk all though i can not take a baby stroller down the paths. I hope to see a SMOOTH surface replace the existing road base paths.

Relocate Fair Grounds to Osino or Spring Creek - Invest in real affordable housing options for studens and young families who will ensure future economic diversification in the area. Retrofit grandstand to attract small market soccer(USL-Premier Development League) or minor league baseball team(Pioneer League). Create a new residential and retail community and add freeway access- The new center would blend nicely with surrounding neighborhoods and amenities.

Estabilish education center with sensitive pathways and other interactive features that explore some of the rich habitat that is in our city.

Freeway-spanning foot bridge - As part of greater trail network, an evocative structure would demonstrate our Cities' intellect in addition to improving pedestian flow between other iconic landmarks in our town. Also, the useful structure would serve as a safer route for a significant number of Flagview Intermediate School students.

Embrace industrial grittiness by supplementing with art - Create a zone that would leave existing business in place and encourage galleries, studios, and even filing cabinet-like habitat for the creative class. Add tidy infrastructure that responds to the personality of the site and be creative with zoning.

Create a formal ATV/Day Camping Park - Restore scars on hillside and design ATV routes that are enjoyable but do not create such an aesthetic and ecological mess.

Relocate City and County Shops to allow for Residential Development - This gesture would provide the revitalization of downtown, the river corridor, and Southside in one fell swoop.

Build a large Sports Complex similar to Complex in Sparks

Daylight 8-Mile Creek and run through City Park - Could compensate for infrequent flows with a system similar to what the college has in place. Build a ped/cycle path alongside it until it ties into the Humboldt.

please fix this intersection. It is very dangerous. The traffic lights should allow cars to safely turn left from mt city hwy onto idaho st

More kid-friendly Peace Park - The grass hills are pretty cool, but why no playground or big rocks to climb on? There are quite a few kids in the neighborhood and they're not really looking for a place to contemplate life.

Improve playground and accessibility of hidden park - Pave alleys, create parking, clarify wayfinding from surrounding streets.

Ped Bridge Connecting Residential Core to New Commercial Heart - Such a constructed thoroughfare would also allow pedestrians and cyclists a better connection between the Tree streets and Mountain View Park and neighborhood. Moreover, by making 2nd St. into a parkway with a wide path on either side or as part of a median, One could walk from Walmart to the Commercial Casino faster than driving. The structure would also serve as an iconic monument to our history and our future.

New City Hall to Anchor one end of the Corridor - A new tasteful structure that complements the old post office and nearby buildings in lending vitality to the historic center of town. The center would buttress an active mall between it and a rec center at the other end.

Connect Humboldt Trail to City Park - Encourage appropriate development that will enhance ped/cycling circulation between the Humboldt Trail and a future citywide network that connects the downtown corridor to parks and other important spaces throughout the city.

Franzoia Park - One of the Mayor's abandoned lots to become playground for the underserved residential core

Cedar Street Parkway with bike lanes and a tree median - Cedar Street/Country Club has a wide right-of-way and could sacrifice a broad swath in the middle for vegetation. It would be nice to see a contiguous sidewalks and bike lanes from the near the Red Lion to Mtn. City Highway

Tie Silver St. to Idaho St. at Manzanita Lane - Reduce auto lanes on Idaho Street, add bike lanes, redirect through traffic to Silver Street. Beautify Idaho St. with vegetated medians and tree lawns.

Invest in better library facilities that will meet current and future needs.

Continue Humboldt Trail - Acquire land or easement as far as possible, cross river with ped bridge at warm springs road.

Old Lamoille Power Plant - I would love to see this building restored and utilized by something artistic, studio, school, etc. Always thought it would make a fantastic glass factory!

Remove Fence, Redesign Southside Park - Poll neighbors, ask them what they want. I'm guessing better playgrounds, less decrepit roller hockey rinks, bigger picnic pavillions, etc. I like the idea of making a bridge for pedestrians that connects third street to downtown and the surrounding neighborhoods.

Trailhead to Hillside/Angel Park - There's already a cool social trail that goes along the hillside to the park. Great place for watching airplanes. Pave it and add benches and there would be people on it around the clock.

Small Playground at Court and A Street - Not much room and there's a steep slope to Idaho

Street, but this gem of a neighborhood deserves more than the unsafe pocket park between Fir and Ash. Get a custom slide to hug the hillside to Idaho St. and make it worthwhile to go to the downtown corridor and Main St.

Make Laurel Drive a Two-Way Street - Eliminate the parking lanes and allow two directions on the street that would make it much easier for many in the tree streets to get to the grocery stores.

Relocate NDOT, Develop Residential Neighborhood - By expanding the small pocket of housing behind the Red Lion, the current barrier is mitigated in connecting the neighborhood to the park and the rest of the community.

Modernize Landfill - Make the facility look less like a garbage dump in developing countries and more like the profitable operations around this country. Get recycling, composting, and chemical disposal programs in place and enjoy your robust profits.

Ped Bridge over Mtn. City Hwy - Connect potential trails from hillside and possibly along Idaho Street by the airport to an extended Humboldt River Trail.

Manage SnoBowl Better - Hire a trained professional to operate and develop the SnoBowl into a better year-round destination. Improve road.

Fair Grounds Move Out of Town - Use grandstand for new Soccer/Events stadium. Possibly construct pockets of townhomes and apartments mixed with a few retail or restaurant opportunities. Restore and utilize home arts and other old buildings. Donate a portion of the land to GBC.

Get a Mayor and City Manager with Vision - Neither is doing that good of a job overseeing the budget or leading us into the future. One more year before our term-limited mayor can get back to being a slumlord full-time. During that time, we should sack the City Manager and start a nationwide search for one with appropriate credentials.

upgrade the museum - would like to see the museum facade upgraded with a new coat of paint - starting to look 'tired' and paint trim is flaking.

Skatepark not built with skaters in mind - Needs drastic improvement or replacement. Wouldn't hurt to place smaller skateboarding features around town either. Not all of us play team sports and tennis.

5th Street Park Expansion - Expand onto adjacent lot and add safer parking, playground, and other features that would make it like a real park, instead of just a bunch of grass.

Move Red-Light District to Spring Creek - Give those cowboys one less thing to complain about having to drive into Elko for.

The fairground area is rundown, old, inefficient and a source of blight. A new fairgrounds facility at a new location could be a great source of new revenue for the county/city. Build a new venue that will draw events and people.

Corridor Park - Downtown parks and aesthetic locations are key components to revitalization. Close 7th or 8th between Railroad and Commercial to create a continuous park with an amphitheater that can be used for musical and social gatherings. Give people a reason to come downtown. The city of Elko has been given a unique gift of open space and community property - do not waste this space with inefficient and under-used parking lots.

Need parks west of Mt. City Highway - there are no parks on this side of Mt. City Hwy for kids on this side to play in.

This would be a great location for a mountain bike complex. From easy beginner to advanced trails that

meander through the low foothills.

Would love to see some sort of welcome to Elko gateway established for West bound Traffic.

2) Public Comments from Website

1. Angel Park Tennis court needs to be completely rebuilt from the ground up or removed, thus allowing the space to be used for other activities such as a larger covered picnic area.
2. Why do we need to pay for consultants to do the work of our department heads? I know a few of the department heads and they have the expertise, and a better understanding of the needs of the citizens. The money they save can be used to benefit the community. "The lack of leadership is expressed by the excess use of consultants to justify one's actions. "

Well well well, looks like another city kid moved to the country. I myself like to shop, but you know what? I also like the looks and feel of the small town. The more relaxed atmosphere and not the hustle and bustle and traffic of a big city. Those kind of stores go into areas that are supported by the population, which comes with crime, traffic and rude self centered people who forget that it is OK to wave at the person you are driving by just because. That not everyone owes them a place to shop and go.. get out and find it! There is lots to do here if you make the attempt.

What vision do I have for the future of the City of Elko?

I would like to see the running/bike trail along the Humbolt River extended.

Hi, my name is Sam and I live in Spring Creek. I read over all the possibilities for Elko, and a lot of them are needed here, especially a bus system like other cities have, more entertainment and more large chain stores like Best Buy, Target, Costco, etc. It would be quite nice to have more opportunities here which would also create jobs, which Elko needs, not just mining.

Why isn't there a Target or Burlington or last but not least, CostCo???? This is a massively growing town that should cater to all of us, not just almost retired citizens. There needs to be fun, not a strip club near down town. And a bowling alley that is opened during the daytime as well as the night. Just a few considerations. All these small shops need to realize this and expand their opinions as well!!! This town's 'mall' shouldn't be Wal-mart & K-mart!!!

Although Elko is rich with history, the community needs to get "young" Elkoans more involved to adapt with the change in times!

You guys have done a great job compiling the work we did at the Town Meeting. I was there the whole time, spoke for a table and you have done a beautiful job.

I have some pictures of ideas to integrate in the brainstorm session. City Park with a small pond, False front ideas for the warehouse entry we have on the east side, etc. Where and how to I post that?

I don't know what the Amtrak NO NO means. I have three college kids in the Bay Area and the Amtrak is a wonderful asset. It would be fabulous to have a high speed train that crosses from Cali. to SLC.

I like the independent spirit of the community, unique shops and restaurants, how people care for their kids, pets and being outdoors.

I do find it frustrating that some local leaders and elected officials find it necessary to adopt "anti-government" stances, rejecting funding, planning and even envisioning as intrusive.

My future Elko is a community of shared vision and possibility where viewpoints are respected and elected officials accountable to a broad scope of citizens.

Hello! My name is Lucy He'bert & my passion is helping teens! I taught Art at SC High School for 12 yrs. & resigned to work full time for Young Life- an outreach for teens. This is an exceptional program that works, & I would love for us to work together. Please let me know who I could contact to talk about reaching our youth?

I have lived in Elko county for 20 years. I love the mountains, easy fishing access, cool winters and the wildlife. Most of the people in this area are friendly. I love how Elko/Spring Creek is growing in population so we can incorporate more things for our youth to do so they might stay out of trouble. I wish there was more than one way to get to Spring Creek as to help alleviate heavy traffic. I wish the bigger bowling alley in town was open more to public bowling than just to leagues. I wish we had a roller rink or ice skating rink. I wish we had an Olive Garden or Applebee's here. Overall, it is an awesome place to live and raise a family.

I would like to see a beautification project of planting trees, shrubs and grass at the on/off ramps at Exits #301 and 303 for a more welcoming appeal to Elko. Perhaps the Nevada Division of Forestry Honor Camp Crews could maintain these projects.

How about additional restaurants (not fast food) and shopping for the Elko region?

I just noticed that this page is called "Getting to know you" and a different page is "What is your vision for Elko?"

I am a Parks and Recreation professional currently living in Las Vegas. We have property in Spring Creek and my father has lived there for many years. We are building a new home and moving to the area in the near future.

I have loved Elko, Spring Creek, Lamoille, and the Ruby Mountains since I was a child and am excited about the city developing a vision for preservation and revitalization of a unique and beautiful area.

I think it's very important that Elko keep and promote its image of western heritage. Celebrate who we are rather than becoming typical or forgettable. The preservation of historic buildings and spaces and the revitalization of the downtown area would create places for people to come together.

The development of a walkable community that includes park areas and gathering places would create a stronger sense of civic pride and involvement.

A multi-generational community center would be a welcome addition to the area near the regional hospital that would serve both Elko and Spring Creek.

Fantastic way for the public to participate in this process! Just a reminder about the City of Elko's hazard mitigation plan and its goals and objectives.....this is a great opportunity to integrate the plans.

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A multi-generational community center would be a welcome addition to the area near the regional hospital that would serve both Elko and Spring Creek.

I love living in Elko. The most important thing I think it needs is more or easier access to Spring Creek via Errcart bridge to hospital and Jennings way completed so that you can get across town easier, alleviate traffic on Mt. City hwy.

I am a native of Elko. I teach at GBC. I, among many others, feel VERY strongly that you not co-opt the park area for Boys And Girls Club or other venue. Our park area is the only visual and recreational amenity we have! Build buildings elsewhere, please.

I think that the key to any city revitalization is improving the downtown area, i.e. Court, Idaho, Railroad, Commercial and Silver Streets from 3rd Street to 12th Street. This would include re-doing sidewalks where necessary, putting in more plants and trees. I would also NOT build on any of the open area

between Railroad and Commercial, as this is part of what makes Elko unique.

I would also keep and restore historical buildings wherever possible.

Lastly, I would install old-fashioned street lights wherever possible (still keeping the taller lights on the main thoroughfares).

Thank you.

3) Public Comments from Facebook

Interesting data. Can't wait to see how that information will be used to move forward. There were more people that don't walk in their neighborhoods because they "Don't feel safe" than I expected. Is it because so many street lights do not work properly? Lack of sidewalks? Crime?? I was not at the meeting and am just curious about that.

I think we need to get people together to get rid of the weeds and sagebrush around some of the businesses. It costs nothing and I'm tired of seeing weeds. I'm tired of sneezing because of them. Put some of our bored or unemployed kids and adults to work. Where is the pride in our town? I'm also wondering why so many throw trash everywhere. I walked from the car wash to the post office (anex) and could not believe the amount of garbage I saw in that short distance. What's up with that?

The master plan was very interesting, I hope Elko gets busy with the new and most needed plans. I live in Spring Creek.

Does anyone know if there's going to be a Jakers built right next to Wingers? That sign has been up for a year or so now and no improvement!!!! Are there any other stores or restaurants coming to our town???? Would like to hear some feedback!

o I like this website, but here's an idea for Elko. How about more diversity in restaurants? I like Mexican food, but having one damn near everywhere you go, is a bit much. Some variety would be nice.

I second that!!

Italian! Olive Garden!!

Things to have in this town to make us stay here: 1) Part-time to drop-off daycare 2) Target or Costco or Best Buy or Burlington, etc. Because most stay at home mommies would love to receive discounts as well as work. 3) Family fun activities, festivals! I know a lot of members on the board don't want anything new because a lot own businesses here, but if their business is 'so great' it'll flourish with this growing town. Who cares if this town is in the 'wild west', the TRUE FACT is it's a growing, trying to strive town with lots of potential and lots of land! So do something about it already! Please! Thanks for reading!

#1 pedestrian sidewalks for family's with children and bikers, friendly cross walks.

#2 a greenbelt along the "BEAUTIFUL" Humboldt River (why is this space unobtainable for public use?)

ait you said this on what elko doesnt need more of.... i think you need to check yourself#1 before you wreck yorself...#2 which part of the "beautiful" Humboldt are you referring to?....

hat we don't need is more people who aren't from here, who have no appreciation or respect for OUR home! If You don't like it, go back to wherever you came from and be poor...

lko should look like Las Vegas, with glittering casino hotels,some real shopping malls, and all the eye-sores all around town torn down and re-beautified. If only the idiots on the city council would get up off their lazy butts, this could be done, and this would be great! Elko would be such a better place to live.

#1 pedestrian sidewalks for family's with children and bikers, friendly cross walks.

#2 a greenbelt along the "BEAUTIFUL" Humboldt River (why is this space unobtainable for public use?)

Definitely NOT LV. A walkable community - gathering spaces - a western town. Preservation of the history of the area. Community events, culture, recreation. I like the idea of a walk/trail along the river too.

Excellent!

@Therese I think the Humboldt River area is unobtainable because if the river rises and floods, business could get flooded if put there.

Ann is right, there is much more to that area than most people know and it would be a crime to touch it.

I posted a message on the envision Elko site, I hope a lot of the proposals will happen, Elko needs so much improvement which could bring more jobs to the area.

It think we should consider more opportunities for physical links of the north and south side of the river. Another pedestrian bridge or two and perhaps an additional street bridge. There's interesting real estate at the river's edge that could be developed in a variety of ways. However, it needs to be made more accessible.

Reno's had great success in their river walk and activities. I love our Humboldt River running through town. Hey! We could call it "A River Runs Through it" or has that been taken? If you build it, "they" will come.

Economic Development

Affordable housing for all, activity center for our youth, arts center for all of the different art groups in Elko and a wider selection of shopping and eating.

A Recreation Center would take care of your visions of wanting activity. As far as shopping and eating you need to talk to owners of places you would to see to come here. As far as affordable housing, that is such a huge complaint all over the United States, it would be nice for someone to come up with a solution. But you're right in this.

But ALL of this takes cash flowing in the system - gotta have the economic development to bring people & companies, keep them here, and support the community

Stephanie, this is very true! We need the money coming in that allows Elko to grow and modernize! It is very exciting to think about it though!

That's what I'm saying you need to go to these corporation and owners. Explain to them how positive it would be for them to be here and us to have them. They need to make that the decision when presented or asked to become part of our community.

The problem with that is that statistically, Nevada has been one of the hardest hit in this recession... Maybe not Elko so much, but the state as a whole! Unemployment rate is still high, foreclosures in this state is still high, though leveled out and I'm not sure if businesses are willing to take a risk or chance just yet. The good news is that we now have a good rail system here and there has been some new businesses and remodels that have come in and are taking place. My main concern at this time is Education. I love that Elko has so many sports activites for our youth and adults alike! During the summer months, there is something going on every weekend! That is very positive! I also believe that we should be more tourist friendly... Maybe having more concerts and arts programs will allow us to do that. I don't know... These are just my humble opinions!

Andrea this would be such a good conversation to spend an afternoon on. You have good ideas.

Thanks, Rose!! We should get together sometime for sure! Maybe at the coffee shop or something...

1. Preservation and beautification of the downtown corridor.

Planned growth and a walkable community. Create spaces for people to gather.

To quit doubling up on restaurants. Why do we have 2 McDondalds, 2 Burger Kings, and 2 Subways....yet we do not have hundreds of other food chains that could have went in their place???

Very good workshop. It was nice to see what the majority want to see here. Can't wait to see the combined vision/plan...

I'm sorry I missed the workshop... will there be more?

Biking/jogging paths somewhere on outskirts of town would be wonderful!! Maybe something that could start from that new park that is going in?

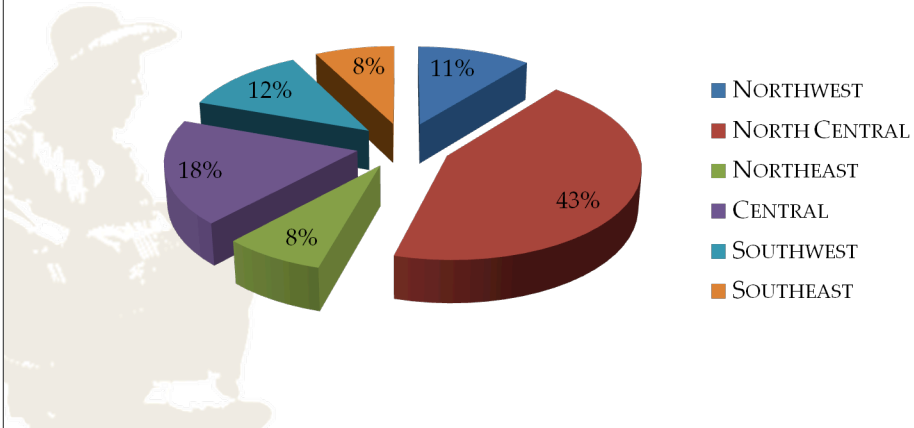
We need to design and build something for our youth / young adults that is creative and fun.

My only envision for Elko would be for it to have a Target department store, and a REAL shopping mall!

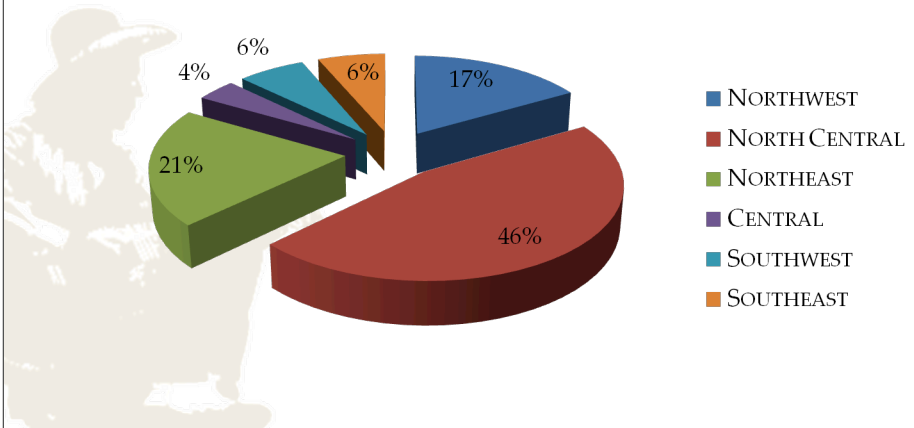
4) Survey Results



Q1. WHICH PART OF ELKO DO YOU LIVE IN?
(BY NEIGHBORHOOD)



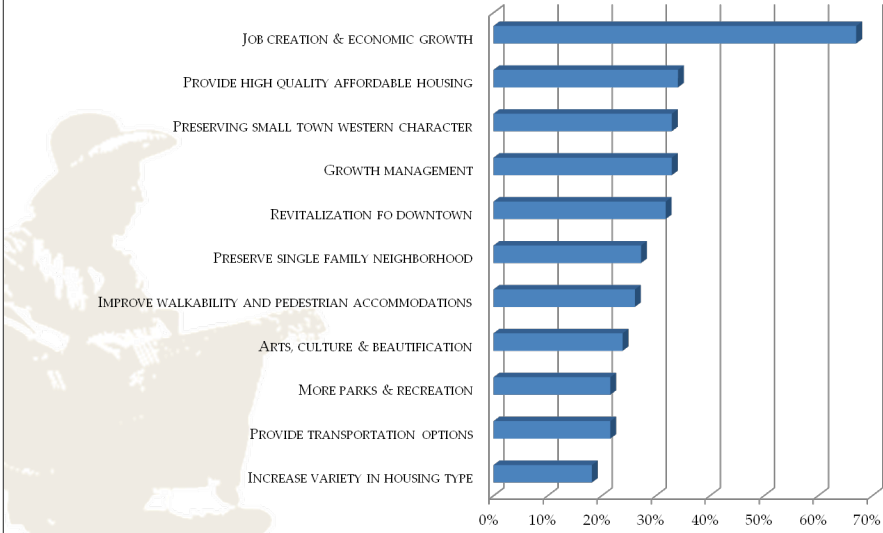
Q2. WHERE, IN YOUR OPINION, SHOULD MOST NEW
GROWTH OCCUR IN ELKO?
(BY NEIGHBORHOOD)





ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

Q4. WHAT SHOULD BE THE MOST IMPORTANT FOCUS FOR ELKO AS THE CITY GROWS?

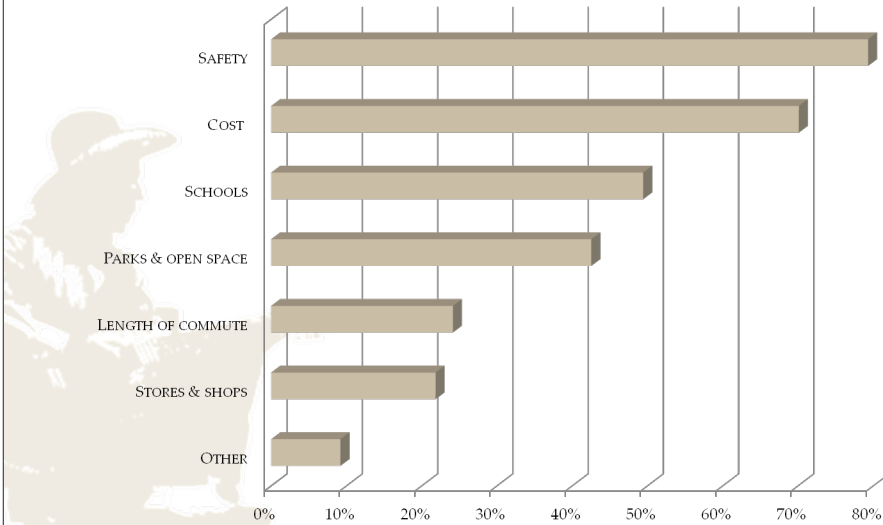


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ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

Q5. WHAT MATTERS MOST IN CHOOSING A HOUSE/NEIGHBORHOOD IN ELKO?

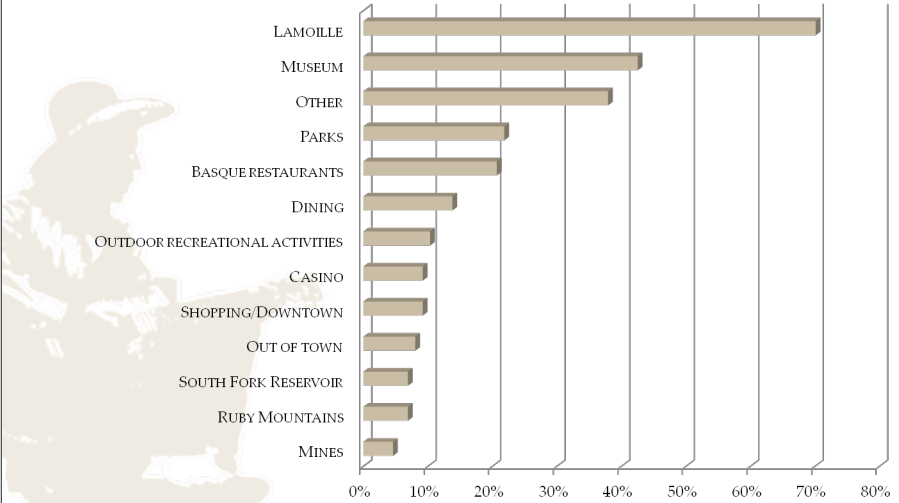


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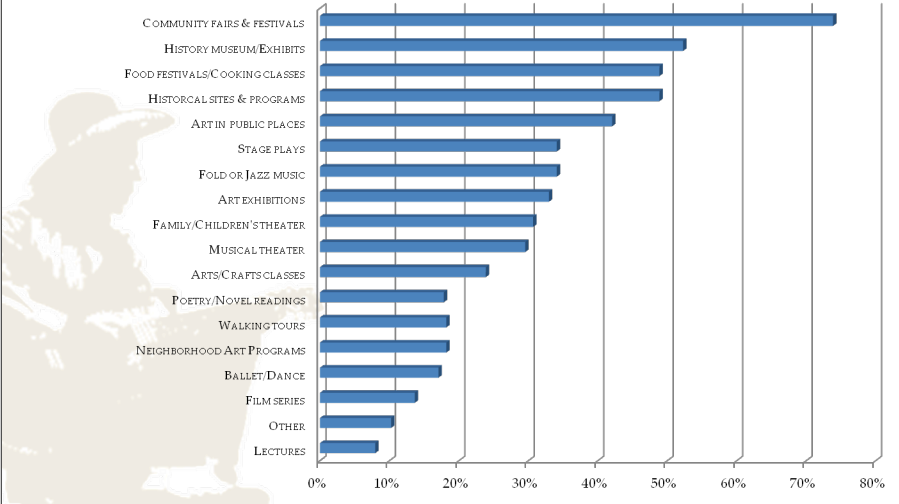
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

ARTS & CULTURE Q1. WHERE DO YOU/WILL YOU TAKE FRIENDS OR FAMILY WHEN THEY VISIT ELKO?



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

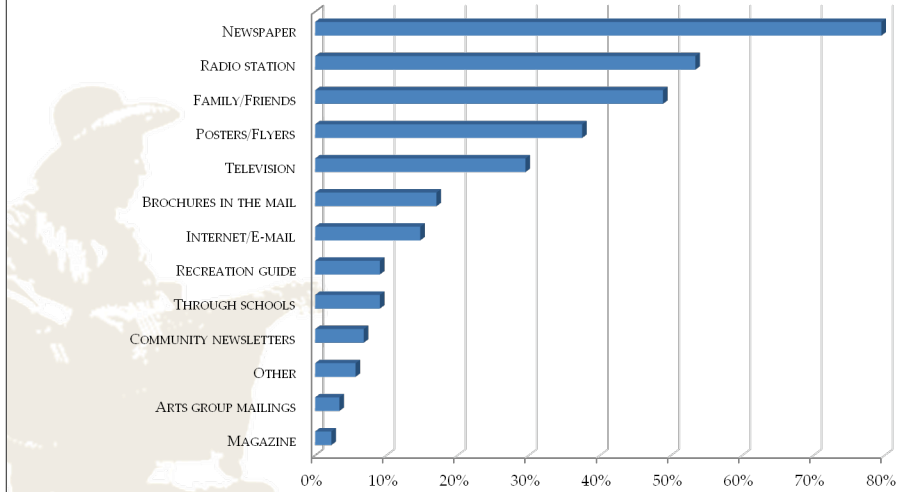
ARTS & CULTURE Q2. WHICH OF THE FOLLOWING TYPES OF PROGRAMS ARE YOU MOST INTERESTED IN?





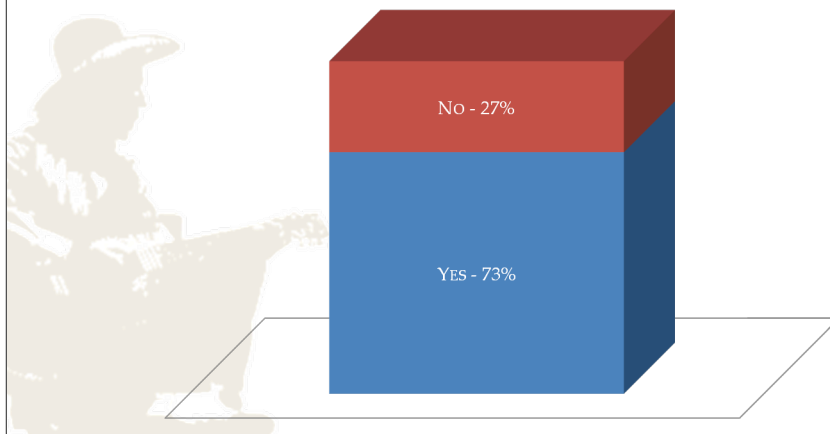
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

ARTS & CULTURE Q3. WHERE DO YOU GET MOST OF YOUR INFORMATION ON ARTS AND CULTURAL EVENTS IN ELKO?



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

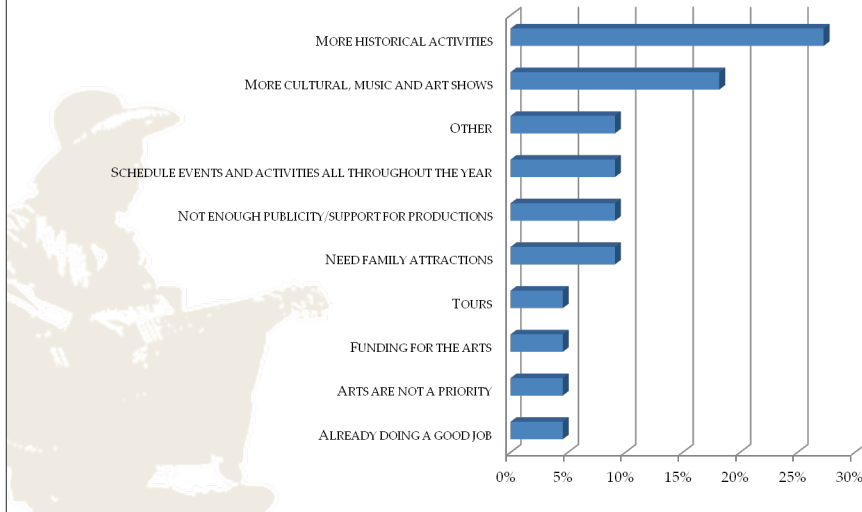
ARTS & CULTURE Q4. WOULD YOU SUPPORT THE CREATION OF AN ARTS COUNCIL TO COORDINATE AND PROMOTE ARTS, CULTURE, FESTIVALS AND EVENTS IN ELKO?





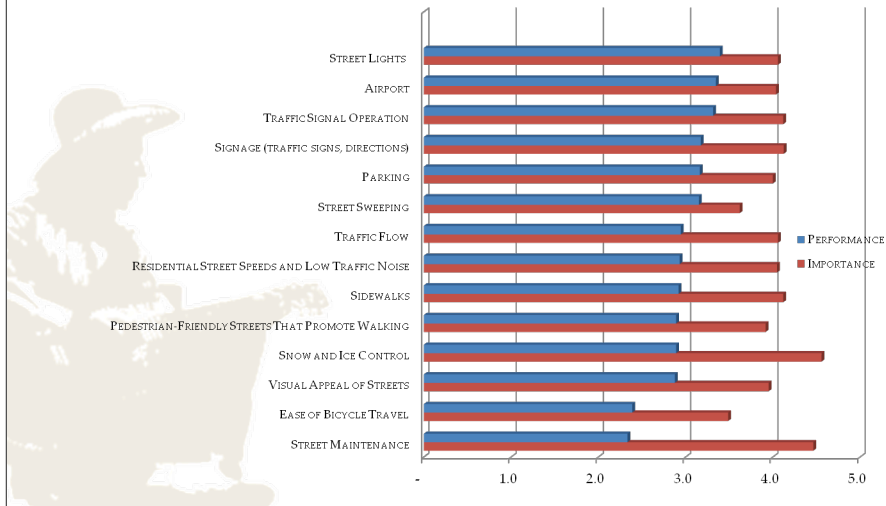
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

ARTS & CULTURE Q5. DO YOU HAVE ADDITIONAL COMMENTS REGARDING ARTS, CULTURE OR HERITAGE IN ELKO?



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

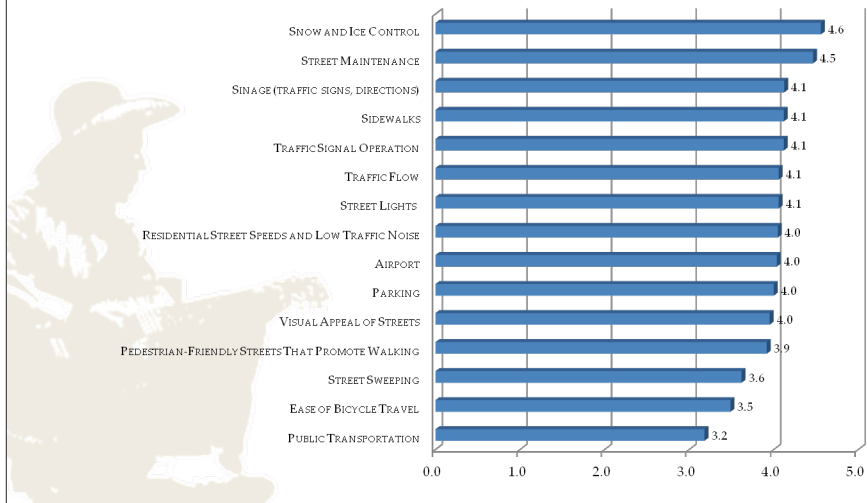
TRANSPORTATION Q1 (PART 1). RATE THE CITY'S INFRASTRUCTURE IN TERMS OF ITS PERFORMANCE & QUALITY





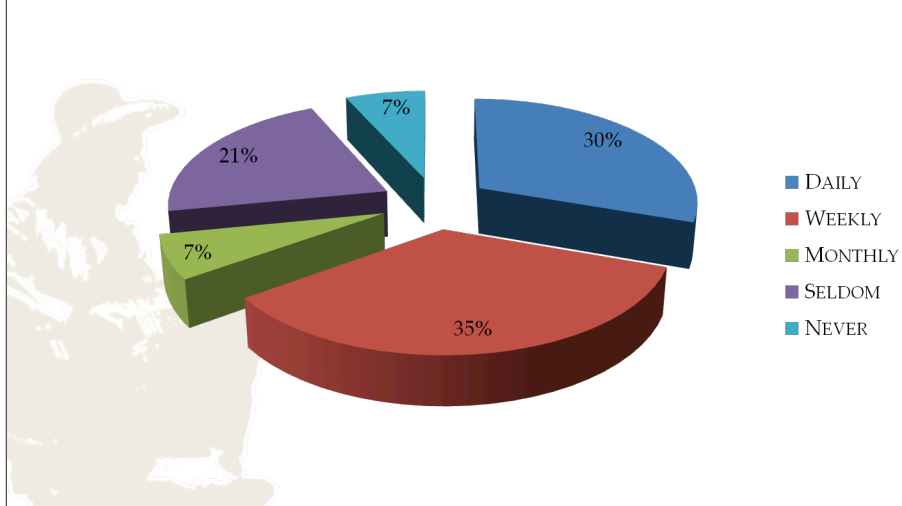
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

TRANSPORTATION Q1 (PART 2). RATE THE CITY'S INFRASTRUCTURE IN TERMS OF ITS PERFORMANCE & QUALITY
SCALE OF 1 (POOR) TO 5 (EXCELLENT)



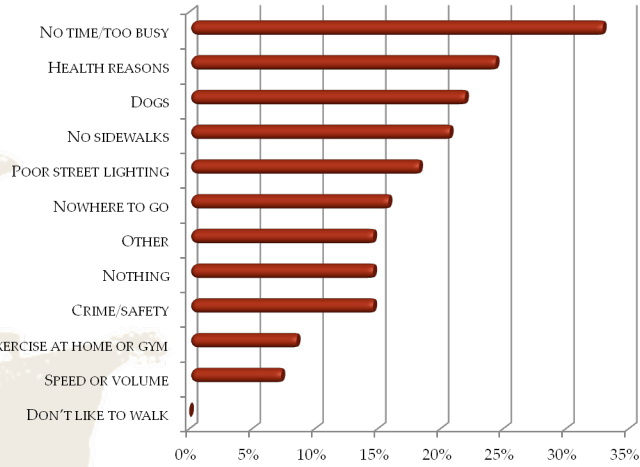
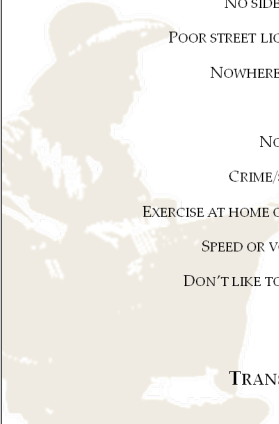
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

TRANSPORTATION Q3. HOW FREQUENTLY DO YOU WALK IN YOUR NEIGHBORHOOD?





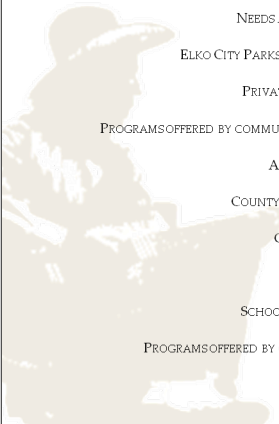
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS



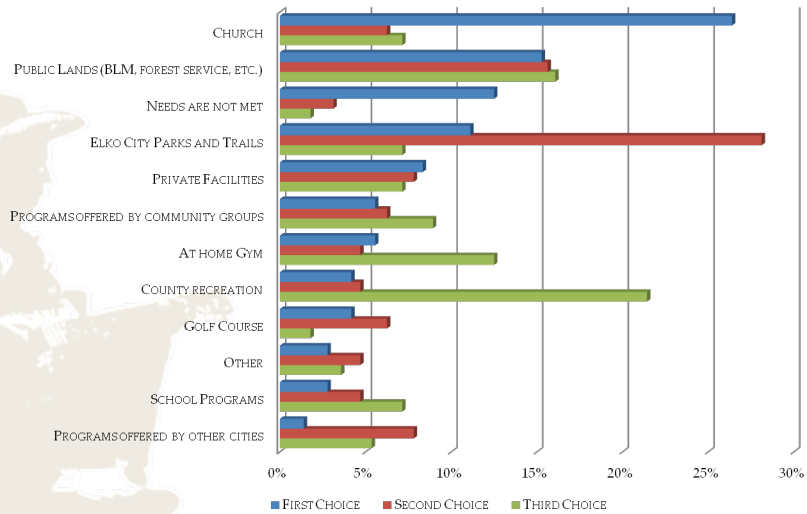
TRANSPORTATION Q.4 WHAT STOPS YOU FROM WALKING MORE IN YOUR NEIGHBORHOOD?



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS



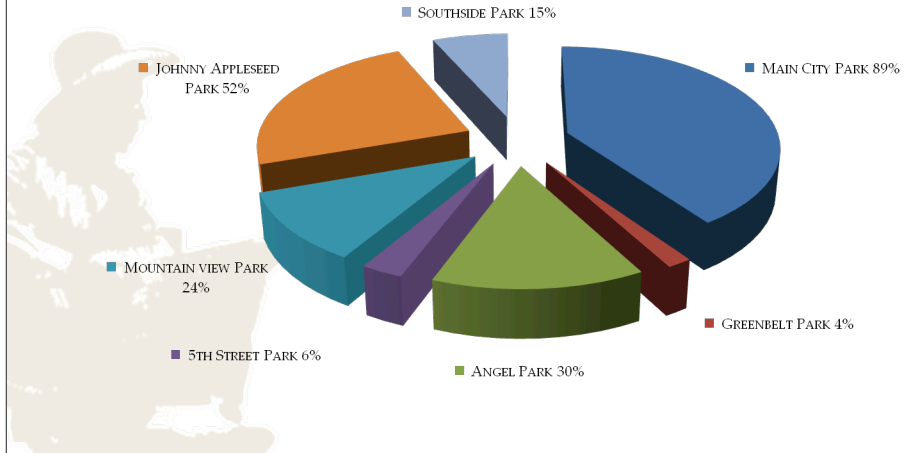
PARKS & RECREATION Q.1. PLEASE RANK, IN ORDER OF IMPORTANCE, HOW YOUR HOUSEHOLD LEISURE AND RECREATIONAL NEEDS ARE CURRENTLY MET





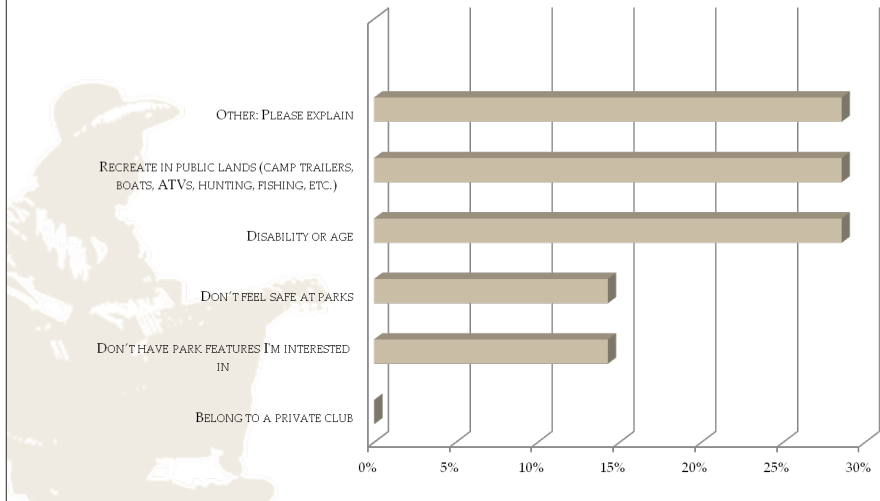
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q2. WHICH OF THE FOLLOWING PARKS ARE USED BY YOUR HOUSEHOLD?



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

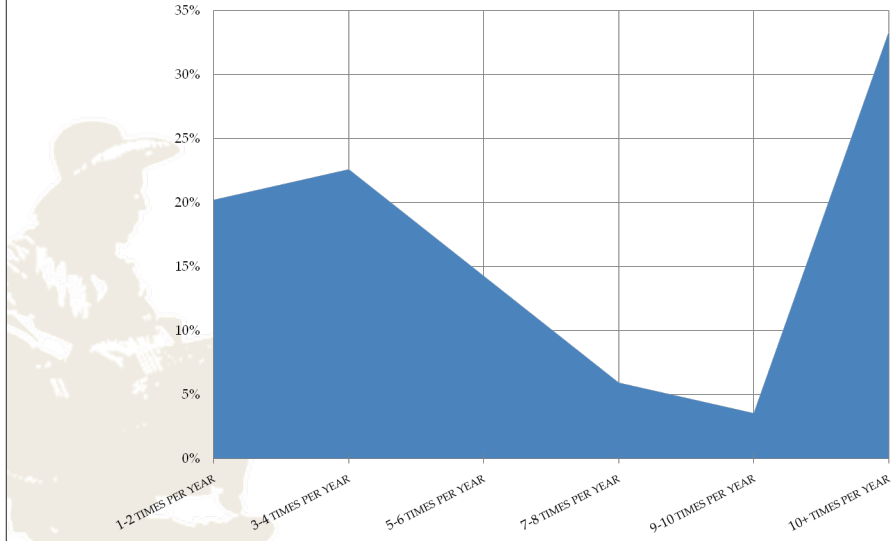
PARKS AND RECREATION Q3. IF YOU DO NOT USE ANY OF THE ABOVE PARKS, PLEASE TELL US WHY:





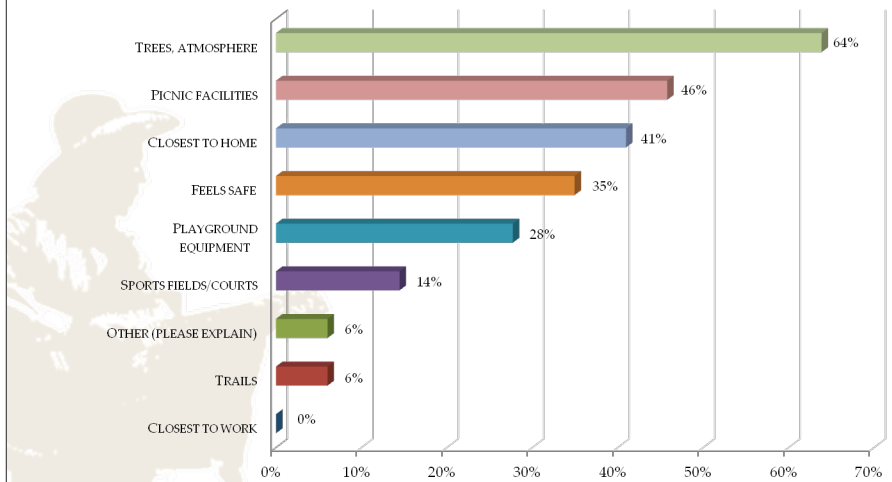
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q4. HOW OFTEN DO YOU USE CITY PARKS?



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

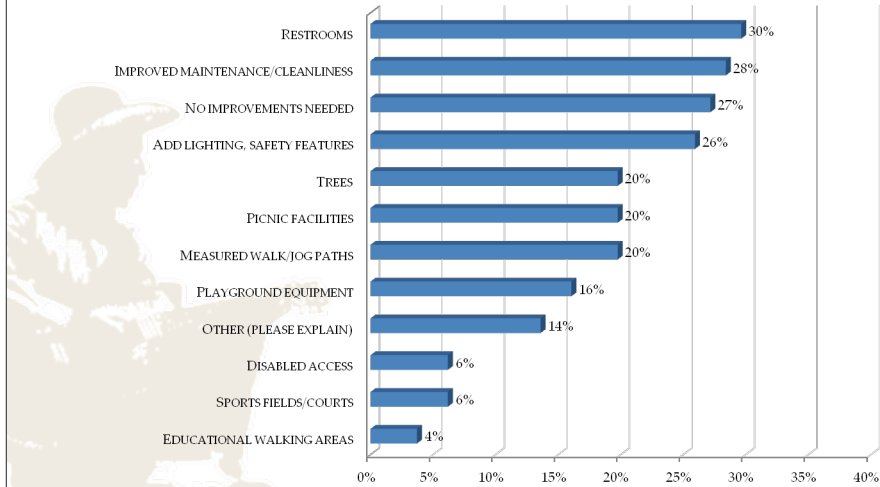
PARKS AND RECREATION Q5A. WHY DO YOU USE THIS PARK MOST OFTEN?





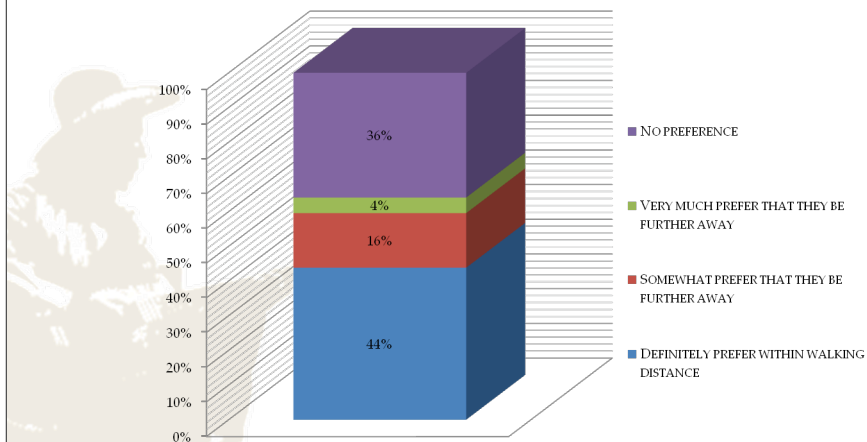
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q6. WHAT IMPROVEMENTS SHOULD BE MADE TO THE PARK YOU USE MOST OFTEN?



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

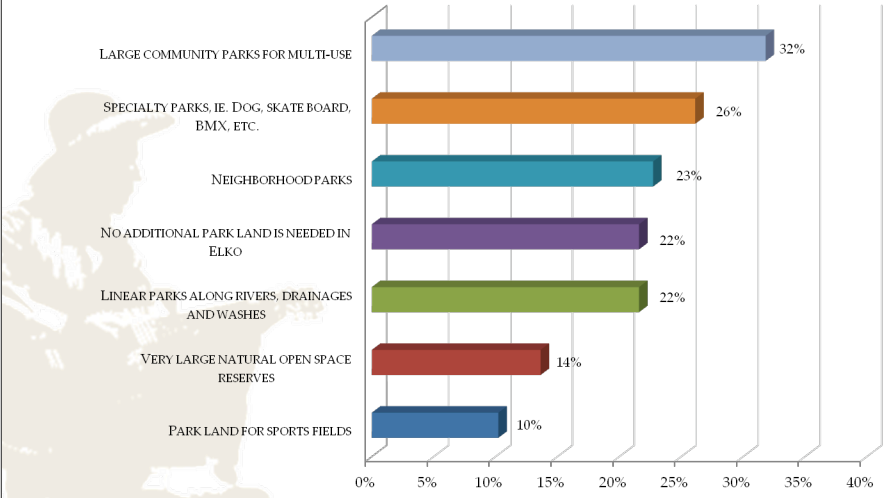
Q7. DO YOU PREFER THAT PUBLIC PARKS BE WITHIN WALKING DISTANCE OF YOUR NEIGHBORHOOD (WITHIN 1/2 MILE OR ABOUT 10 MINUTES), OR THAT THEY BE LOCATED FAR FROM YOUR NEIGHBORHOOD?





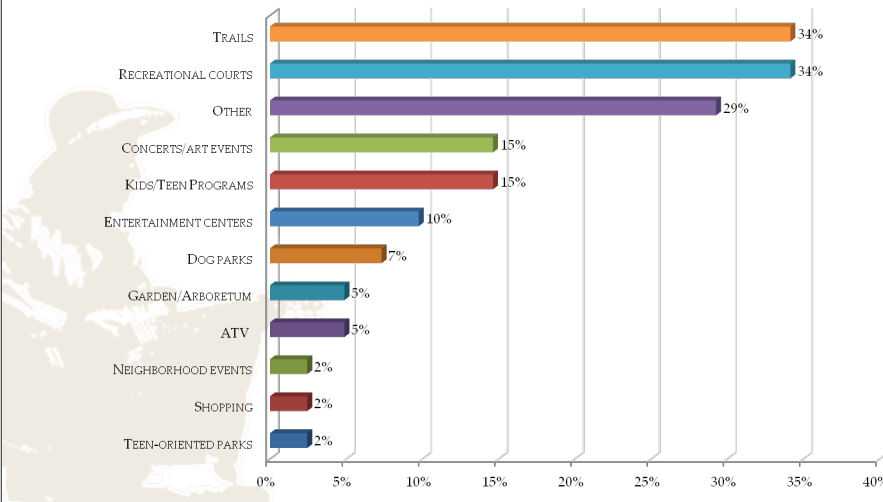
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q8. WHAT TYPE OF PARK LAND IS MOST NEEDED IN ELKO?



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

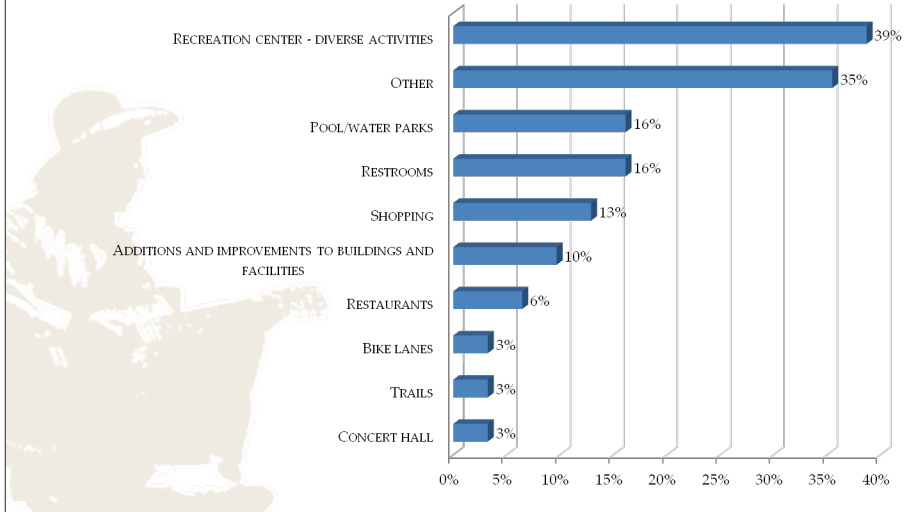
PARKS AND RECREATION Q9. PLEASE SUGGEST UP TO 3 ACTIVITIES NOT CURRENTLY OFFERED BY THE CITY THAT YOU FEEL ARE MOST NEEDED IN ELKO.





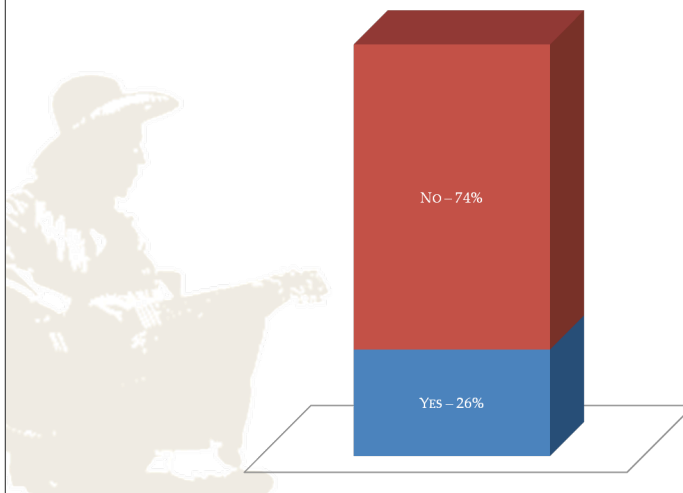
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q9. PLEASE SUGGEST UP TO 3 FACILITIES NOT CURRENTLY OFFERED BY THE CITY THAT YOU FEEL ARE MOST NEEDED IN ELKO.



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

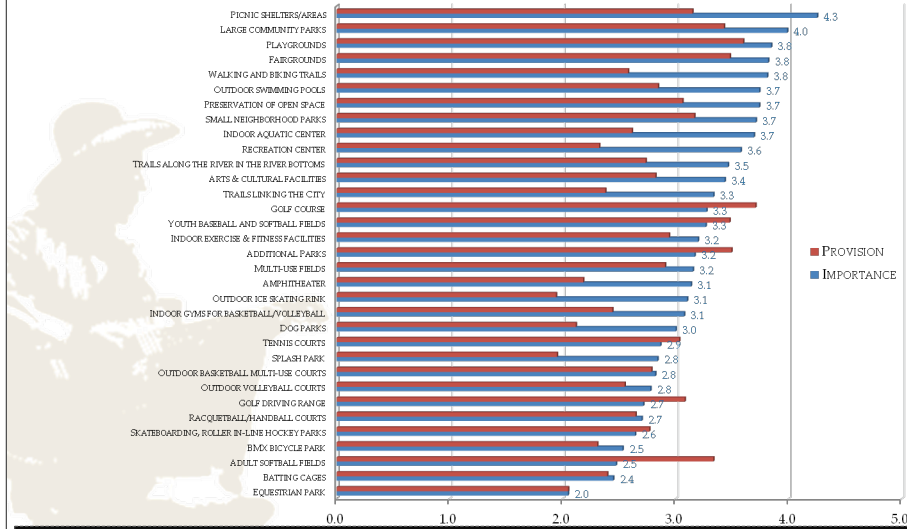
PARKS AND RECREATION Q10. DO YOU OR YOUR FAMILY USE THE CITY'S TRAILS SYSTEM?





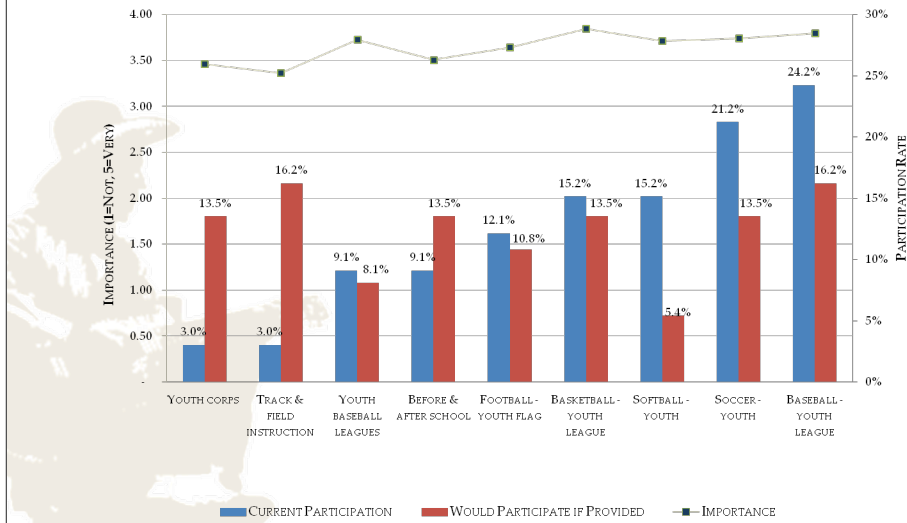
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q11. PLEASE TELL US THE RELATIVE IMPORTANCE OF PROVIDING FACILITIES AND HOW WELL WE ARE CURRENTLY PROVIDING SERVICES



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

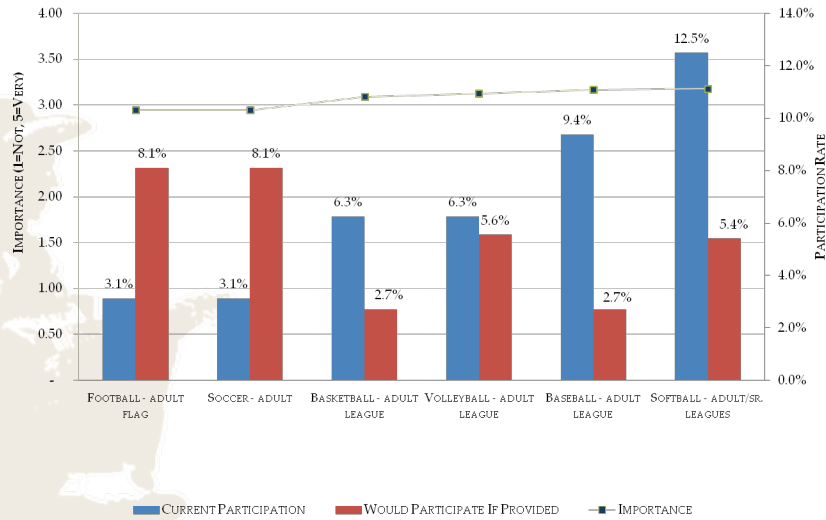
PARKS AND RECREATION Q12. PARTICIPATION IN - YOUTH ACTIVITIES





ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

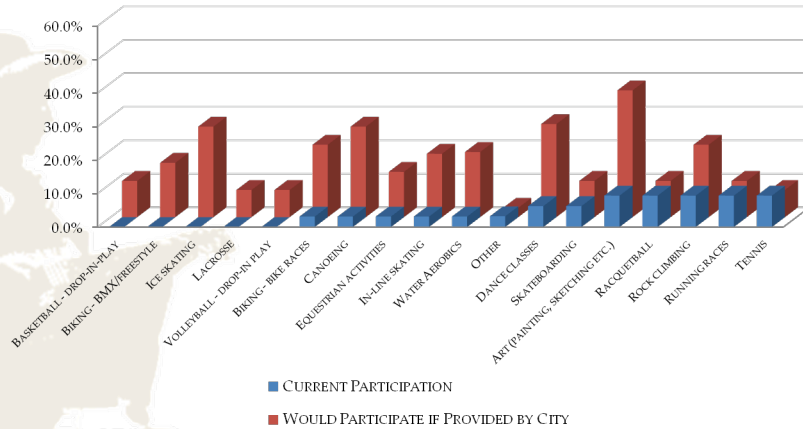
PARKS AND RECREATION Q12. PARTICIPATION IN - ADULT ACTIVITIES



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q12. PARTICIPATION IN OTHER ACTIVITIES

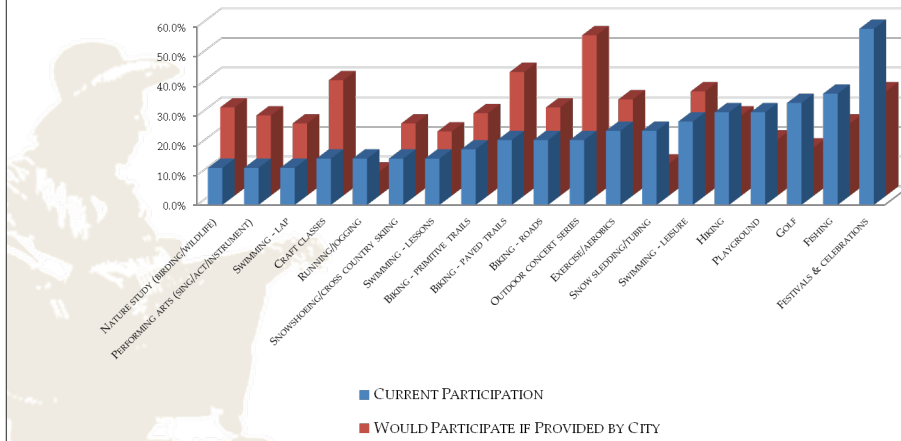
CURRENT PARTICIPATION = 0%-10%





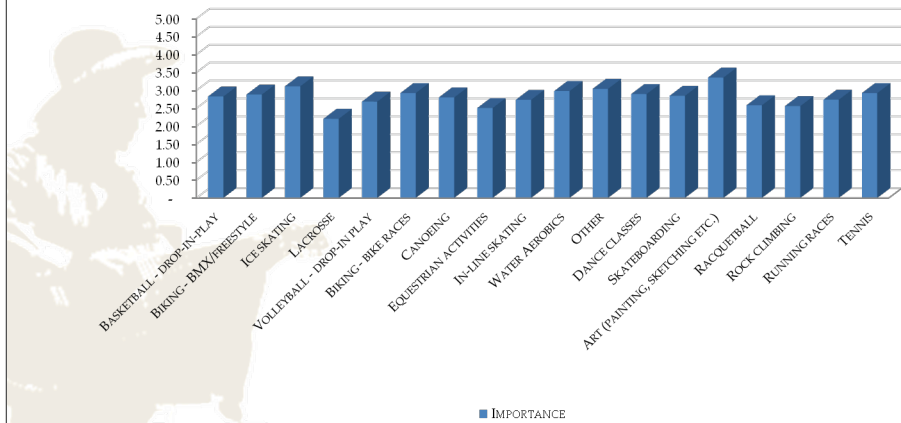
ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q12. PARTICIPATION IN - OTHER ACTIVITIES
CURRENT PARTICIPATION = 10% +



ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

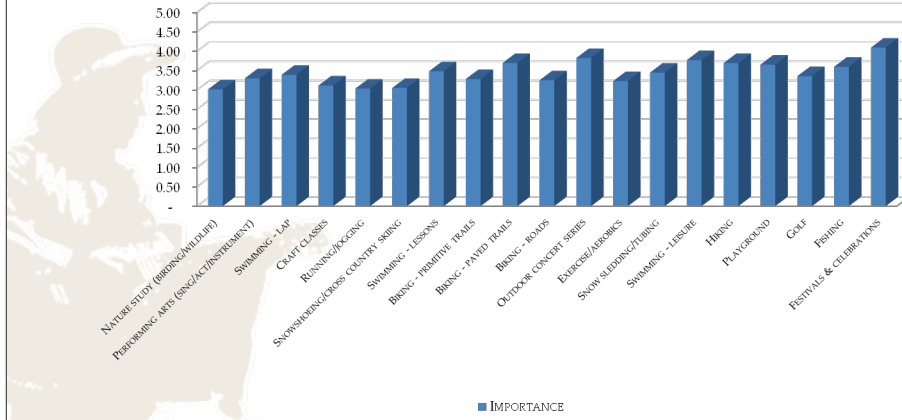
PARKS AND RECREATION Q12. PARTICIPATION IN - OTHER ACTIVITIES
CURRENT PARTICIPATION = 0%-10%





ELKO MASTER PLAN UPDATE: CITIZEN SURVEY RESULTS

PARKS AND RECREATION Q12. PARTICIPATION IN - OTHER ACTIVITIES
CURRENT PARTICIPATION = 10% +



APPENDIX: PARK IMPROVEMENTS (Survey question #6)

Q6. What improvements should be made to the park you use most often?

Percent of All Surveys (i.e. "Of all survey respondents, x percentage feel the stated improvement should be made")

Park	Playground equipment	Sports fields/courts	Improved maintenance/cleanliness	Add lighting, safety features	Measured walk/jog paths	Picnic facilities	Educational walking areas	Disabled access	Restrooms	Trees	No improvements needed	Other
5th Street Park	1%	0%	1%	1%	1%	1%	0%	0%	0%	1%	0%	1%
Angel Park	1%	1%	1%	4%	1%	1%	0%	0%	2%	1%	1%	1%
Greenbelt	0%	0%	0%	1%	1%	0%	0%	0%	0%	1%	0%	1%
Johnny Appleseed	0%	0%	4%	0%	0%	4%	0%	0%	2%	0%	4%	1%
Main City Park	10%	4%	15%	14%	11%	8%	3%	5%	18%	9%	16%	3%
Mountain View Park	1%	0%	0%	1%	2%	2%	0%	0%	0%	2%	1%	1%
Peace Park	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%
Southside Park	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	1%
(blank)	1%	0%	2%	1%	1%	0%	0%	0%	3%	1%	1%	2%

Q6. What improvements should be made to the park you use most often?

Percent of Category Total (i.e. "Of those who visit x park, x percentage feel the stated improvement should be made")

Park	Number of Respondents	Playground equipment	Sports fields/courts	Improved maintenance/cleanliness	Add lighting, safety features	Measured walk/jog paths	Picnic facilities	Educational walking areas	Disabled access	Restrooms	Trees	No improvements needed	Other
5th Street Park	1	100%	0%	100%	100%	100%	100%	0%	0%	0%	100%	0%	100%
Angel Park	6	17%	17%	17%	67%	17%	17%	0%	0%	33%	17%	17%	17%
Greenbelt	1	0%	0%	0%	100%	100%	0%	0%	0%	0%	100%	0%	100%
Johnny Appleseed	11	0%	0%	36%	0%	0%	36%	0%	0%	18%	0%	36%	9%
Main City Park	49	18%	8%	29%	27%	20%	14%	6%	10%	35%	16%	31%	6%
Mountain View Park	6	17%	0%	0%	17%	33%	33%	0%	0%	0%	33%	17%	17%
Peace Park	1	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%
Southside Park	1	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	100%
(blank)	16	6%	0%	13%	6%	6%	0%	0%	0%	19%	6%	6%	13%

ELKO MASTER PLAN UPDATE – 2017
CROSS-REFERENCING TABLE

CURRENT MASTER PLAN	MASTER PLAN UPDATE 2017
ACKNOWLEDGMENTS	
Pg 1 No additional references	Updated to include the Airport Master Plan and Development Report
LAND USE DOCUMENT	
Pg. 2 & 3 City of Elko existing zoned acreage	Updated to allow for new valued determined by GIS and population
Pg. 4 Residential as a percentage of city's total land use	Updated to allow for new value determined by GIS
Pg. 4 Lowlands, Upper and Lower Foothills	Updated to reflect current development
Pg. 6 Commercial use as a percentage of city's total land use	Updated to allow for new value determined by GIS
Pg. 7 Police Station location on College Avenue	Updated to new location on Silver Street
Pg. 9 Industrial as a percentage of city's total land use	Updated to allow for new value determined by GIS, reflect new development, added exit 298
Pg. 9 Northeastern Nevada Rail port	Removed the reference as new, reference to jobs and economy
Pg. 9 Airport	Added paragraph to reflect new Airport Master Plan
Pg. 10 Vacant Land	Updated to reflect current development
Pg. 11 Total acres within boundary	Updated to allow for new value determined by GIS
Pg. 11 Railroad acquisition	Updated to state the city continues to work with UP on the property
Pg. 12, 13 & 14 Water and Sewer	Updated by Utility Director
Pg. 14 Neighborhood map to be revised	Updated with new map
Pg. 15 Indian Colony expansion	Updated with current data
Pg. 15 Northeast Neighborhood	Updated with current data
Pg. 18 Southwest Neighborhood	Updated with current data
Pg. 18 Land Use corresponding districts	Updated to state must conform with NRS and Master Plan
Pg. 19-23 Land Use corresponding districts	Added conformance with ECC and master plan
Pg. 19 Low Density	Changed to less than 4 units per acre
Pg. 19 Medium Density	Updated to add RO, RB, RMH-2 and RMH-3
Pg. 19 Medium Density	Changed to 4-8 units per acres
Pg. 20 High Density	Removed Proposed New Multifamily zoning district
Pg. 20-21 General Commercial & Highway Commercial	Added IC Industrial Commercial
Pg. 21 Downtown Mixed Use	Removed proposed new downtown mixed use district
Pg. 22 Business Park Industrial	Added IC Industrial Commercial

CURRENT MASTER PLAN	MASTER PLAN UPDATE 2017
Pg. 21-22 Neighborhood Mixed Use	Removed proposed new Neighborhood mixed use district
Pg. 25 Best Practice 1.1	Updated to reflect development and city code
Pg. 27 Best Practice 1.3 Coordination of Land Use	Updated to maintain hierarchy of City's roadways
Pg. 28 Best Practice 1.3	Traffic along major arterials
Pg. 30 Downtown Elko	Updated to reflect redevelopment efforts
Pg. 34 Public Art	Added Centennial boot project paragraph and Centennial Park
Pg. 35 Downtown Corridor Plan	Update with the 30% approved plan
Pg 36 Utilities and Public infrastructure	Updated with recent information
Pg. 37 Best Practice 4.2	Remove reference to multi-family zoning district that doesn't exist
Pg. 44 Annexation map	Updated with current data
Pg. 49 Neighborhood Commercial Areas	Added East and West Jennings Way
Pg. 50 Mountain City Highway Area	Updated with data determined by GIS
Pg. 51 Jennings Way. Idaho Street Commercial Area	Updated with current data
Pg. 51 Hospital area	Updated with current data
Pg. 53 Best practice 7.2	Updated with current data
Pg. 55 TDR and PDR program	Removed all references
TRANSPORTATION DOCUMENT	
Pg 4-Interstate Right of Way 100 ft	400 ft
Pg 6	Description of Rural Roadway paragraph added
Pg. 6 Major arterials	Added Silver Street, Idaho Street to 5 th Street
Pg 7, Industrial/Commercial Collector	Statice St. Ruby Vista to Delaware
Pg 8. Residential Collector	Mittry Ave (Chris Ave to College Parkway)
Pg 8 Spruce Road between 5 th St and Mittry Ave	Spruce Road between 5 th St and Jennings Way
Table 3 Historic Traffic Volumes, 2000-2008	Update to be 2007-2015
Table 4 Roadway LOS	Updated based on new AADT values
Pg. 15, Elko Area Transit	Greater Elko Transit (GET) my ride service
Pg. 24 Mixed use/Main street cross section	Minor Arterial angled parking to 105'
Pg. 27 Setback in code	Eliminated example
Pg. 28 Best Practice 1.4	Updated for parking requirements
Pg. 32 Best Practice 2.3	Updated with current requirements
EXISTING ZONING MAP ATLAS 5	
	Updated to current zoning
EXISTING VACANT LAND ATLAS 6	
	Update to reflect current vacant land

CURRENT MASTER PLAN	MASTER PLAN UPDATE 2017
PROPOSED FUTURE LAND USE PLAN ATLAS 8	
Last Chance road NW corner of SEC. 13 T34N R55E	Change to Industrial General
City of Elko Parcel 006-09E-019 Powder House Road	Change to Public
Southeast ¼ of SEC. 13 T34N R55E Powder House Road	Existing residences, parcels 006-09E-003, 006, 007, 009, 014, 017, & 018 change to LD
Southeast ¼ of SEC. 13 T34N R55E Powder House Road	Parcel 006-09E-015 change to Med-Res
Corner of Sagecrest Dr. & Connolly Drive	Changed to Commercial
El Armuth and I-80	Added Medium Density
City of Elko Property Hot Springs Road	Changed from IND-GEN to Public
Section 18 Parks Designation	Changed to MED-RES
ECSD Parcel off Celtic	Changed from HD to MD
West Idaho Street Highway Commercial parcels	Changed to Industrial General like surrounding area
TRANSPORTATION PLANINNG ATLAS 12	
Silver Street 5 th to 12 th Collector	Minor Arterial
Silver Street 12 th to Manzanita Minor Arterial	Collector and Regional Roadway
Cattle Drive and Errecart	Updated for approved alignments

— THE CITY OF —
ELKO
NEVADA
—
2011 MASTER PLAN UPDATE

