

SECTION 2: Implementation Plan

Preparation of an implementation plan for the parking district and program considers the scope of improvements, how parking will be managed, program costs, how it can be financed, and related actions by the Town and County.

- Parking Improvements Assumptions
 - Parking Management Program
 - Program Costs
 - Financing
 - Implementation Actions
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Parking Improvements Assumptions

The construction of the proposed additional on-street parking spaces and off-street surface parking lots could be accomplished in phases over time as discussed in Section 1. For the purposes of formatting the implementation plan, the following improvements are assumed.

Phase 1 would include 260 existing on-street spaces and 26 existing off-street spaces (Town Office Site).

Phase 2 would include allocation of 108 on-street spaces and 240 net new off-street spaces through the following:

- Expansion/improvement of the Town Office Site (1.54 acres) from 26 to 103 spaces;
- Expansion/improvement of the East Fork Site (1.35 acres) from 42 to 100 spaces; and
- Expansion/improvement of the Sharkey's Lot Site (1.58 acres) from 30 to 135 spaces.

Later phases would include construction of 221 net new on-street spaces (along US Highway 395) and construction of an initial parking structure (approximately 348 spaces) on a site to be determined by the Town of Gardnerville, the County and participating property owners.

Parking Management Program

The proposed solution for parking in downtown commercial district of Gardnerville includes a comprehensive parking management program based on maintaining free parking with enforcement of time restrictions. Some of the components of such a program can be implemented with minimal initial costs (e.g. installation of signage for time restrictions) while others might require developing capital improvements and associated financing for improvements (e.g. acquisition of property and construction of additional on-site surface parking lots).

Meeting existing and projected future parking needs in downtown Gardnerville will continue to be an ongoing process. While certain recommendations could be implemented earlier than others, the recommendations need to be viewed as part of a comprehensive, coordinated program.

Time-Restricted Parking

The objective of a time-restricted parking management program would be to maximize utilization of existing parking (on-street and surface parking lots) supply through centralized management and enforcement, and provide additional short-term parking in the Town's downtown commercial district. Such a program would impose time restrictions on both on-street parking spaces and surface parking lots. The program would include centralization of the management effort, enforcement and designation of parking time limits (e.g. short-term, etc.).

The primary need in the downtown commercial district of Gardnerville appears to be for short-term (e.g. 2-hour) parking. This type of parking best serves commercial, retail, service and restaurant uses that make up

the majority of existing downtown businesses. Using the parking supply for short-term use when combined with enforcement of time-restrictions could provide for high turnover rates for space usage and increased number of vehicles accessing the area.

Under the proposed program, on-street parking and off-street surface parking lots in certain designated areas of the downtown commercial district would be covered under a 2-hour time restriction. Within such designated areas however, certain spaces should be designated for commercial loading zones, passenger drop-off/pick-up zones (e.g. 15- minute), physically disabled/handicapped parking, no- parking zones (e.g. adjacent to fire hydrants). In addition there would be certain exceptions to the permitted 2-hour parking such as for street cleaning and/or snow removal purposes on designated days and hours.

Structured Parking

As indicated previously the potential development of a parking garage would be a later phase of implementation of the Town's comprehensive parking program for the downtown commercial district. In the context of any policy decision to proceed with development of an initial parking garage the Town could consider the policy issue of establishing a paid-parking management program. At that point the Town would have two basic options:

- 1) Use a time-restricted parking program for the parking garage with the appropriate signage and enforcement related to the parking activities within the garage (e.g. short-term (2-hour) parking, long-term parking, monthly employee parking and/or hotel guest parking (if applicable); or
- 2) Establish a paid-parking program to create revenue to help offset the development and ongoing operational costs of the parking garage(s). This later option would require that the Town undertake an analysis to determine the appropriate parking rates for use of the parking garage spaces (short-term, long-term, monthly permits, etc.)

Enforcement

With a time-restricted parking management program, the Town would need to consider establishing a program for parking fines through issuance and collection of parking citations. The specific citation amount should be evaluated annually in the context of the Town's operating budget in relation to actual cost of administering the time-restricted parking management program.

Parking citations provide for a source of revenue that can help offset the ongoing administration costs of operating a time-restricted parking management program, and related capital costs. Parking citations could be established and issued for the types of violations listed below.

- Overtime parking
- Parking in no parking zones
- Illegal parking in handicapped parking zones/spaces
- Obstructing street cleaning activity and/or snow removal activity
- Blocking fire hydrants
- Penalties for non-payment of parking fines

Parking enforcement is important for a successful and effective time-restricted parking management program, and helps establish and maintain desired parking characteristics. Enforcement would also help the Town closely monitor the impacts of the parking management program and make adjustments over time e.g. changing time restrictions. The benefits of strict enforcement are:

- Maintaining and promoting desired parking utilization, including turn-over rates;
- Providing revenues that can be used for implementing other parking improvements;
- Protecting the public including keeping areas open for emergency vehicle access; and
- Maintaining special use parking such as drop-off and loading zones.

Enforcement activities could be implemented in phases over time beginning with a minimal effort reflecting the current financial resources of the Town. As the demand for parking increases and/or there is non-compliance/complaints, the Town can increase enforcement as financial resources become available. This approach would allow the Town to undertake enforcement activities consistent with its need and available financial resources based on the Town’s annual operating budget.

Residential Permit Parking

The implementation of a time-restricted parking management program could create the situation where people look for available non-restricted on-street parking in residential neighborhoods adjacent to the downtown commercial district. Therefore, consideration for establishment of a residential permit program by the Town and County may be necessary in order to address potential spillover parking problems. Residential areas adjacent to the downtown commercial district should be monitored by the Town to determine if spillover parking is occurring and if it is necessary to consider establishment of a residential permit program.

A number of issues should be addressed in the context of any consideration for establishment and implementation of a residential permit-parking program, including but not limited to:

- Number of permits per property
- Accommodation for visitors
- Renewal periods for permits (e.g. annual, bi-annual, etc.)
- Application process and resident verification
- Accommodation for special events
- Accommodation for service visitors (e.g. repairman, household help, etc.)
- Imposition of a charge (fee) for a permit

Improvements and Program Costs

Understanding potential costs of implementing a parking district is necessary to establish the in-lieu fee program and identify other potential funding strategies. This section identifies potential costs for implementing the parking program and necessary improvements. Structured parking and administrative costs have been broken out separately.

Parking Improvements

Capital costs related to implementation of the proposed Phase 1 improvements include purchase and installation of parking enforcement signage for the existing 260 on-street parking spaces and 26 existing off-street surface parking spaces (Town Center lot). The estimated cost assumes that all of the signage would be on poles and be installed in pavement. The indirect costs include permits and design/construction administration based on 3.0% and 15.0%, respectively, of the estimated direct construction cost.

**Table 1:
Summary of Estimated Capital Cost – Phase 1 (in 2006 dollars)**

	<u>On-street</u>	<u>Off-street</u>	<u>Total</u>
No. of Spaces	260	26	266
Land	NA	NA	NA
Construction (Signage)	\$ 45,000	\$ 4,500	\$ 49,500
Indirect	<u>8,100</u>	<u>800</u>	<u>8,900</u>
Total	\$ 53,100	\$ 5,300	\$ 58,400
Cost per Space	\$ 204	\$ 204	\$ 204

Capital costs related to implementation of the proposed Phase 2 improvements include purchase and installation of parking enforcement signage for an additional 108 on-street parking spaces (existing), and additional net new 240 off-street parking spaces (surface parking lots). The estimated costs for development of the net new off-street parking spaces (surface parking lots) are presented in the table below. The estimated cost to construct the proposed net new 240 off-street parking spaces described as part of Phase 2 above is approximately \$4,090,700 (or \$17,045 per space) in 2006 dollars.

**Table 2:
Summary of Estimated Capital Cost – Phase 2 (Surface Parking Lots)**

No. of Spaces	338	
Land	\$ 1,620,500	\$12.00 per square feet of land area to be acquired (3.1 acres)
Construction		
Demolition/Site Preparation	222,000	\$5.00 per square foot of site area
Off-site Improvements	327,500	\$200 per lineal foot of public street right-of-way frontage
Parking Spaces	1,421,600	\$4,156 per space
Contingency	<u>137,900</u>	7.0% of direct construction cost
Subtotal	\$ 2,109,000	
Indirect		
Permits	\$ 60,200	3.0% of the estimated direct construction
Design/Construction Administration	<u>301,000</u>	15.0% of the estimated construction cost
Subtotal	\$ 361,200	
Total	\$ 4,090,700	
Cost per Space (240 net new spaces)	\$ 17,045	
Cost per Space (total of 338 with existing spaces)	\$ 12,103	

A summary of the estimated capital costs for implementation of both Phases 1 and 2 is presented below in Table 3 in 2006 dollars.

**Table 3:
Summary of Estimated Capital Cost – Phases 1 and 2 (in 2006 dollars)**

	<u>Phase 1</u>	<u>Phase 2</u>
No. of Spaces		
On-street	260	108
Surface	<u>26</u>	<u>338</u> (240 net new)
Total	286	446 (348 net new)
Land	NA	\$ 1,620,500
Construction	\$49,500	2,127,700

Indirect	<u>8,900</u>	<u>364,500</u>
Total	\$58,400	\$ 4,113,700
Cost per Space (net new spaces)	\$ 204	\$ 11,821
Cost per Space (with existing spaces)	\$ 204	\$ 9,224

Structured Parking

The estimated total development cost of the proposed structured parking (348 spaces) that would occur as a later phase(s) is presented below in 2006 dollars. As indicated above the site of such parking garage(s) is subject to the determination of the Town of Gardnerville and Douglas County. For the purposes of this report, it is assumed the 348 spaces would be developed in a single parking garage in the mid-area of downtown Gardnerville.

The total estimated total development cost for a 348-space parking garage is approximately \$9,407,400 or \$27,033 per space (in 2006 dollars) as summarized in the table below.

**Table 4:
Summary Estimated Development Cost – Structured Parking (in 2006 dollars)**

No. of Spaces	348	
Land	\$ 661,700	\$12.00 per square foot of site area
Construction	6,909,900	Site preparation - \$2.00 per square foot of site Off-site public improvements - \$200.00 per lineal foot of public right-of-way frontage On-site improvements - \$10.00 per square foot of area to be improved Construction cost - \$50.00 per square foot of building area (131,640 square feet) Contingency - 7.0% of direct construction cost area
Indirect	<u>1,835,800</u>	Indirect cost (including financing) - 27.0% of estimated direct construction cost (not including land).
Total	\$ 9,407,400	
Cost per Space	\$ 27,033	
Cost per Square Foot (Building)	\$ 71.46	

Program Administration Costs

Annual operating costs related to implementation of the recommended time-restricted parking management program include program administration, enforcement, snow removal and general maintenance. The estimated costs presented below (in 2006 dollars) are based on full implementation of both Phases 1 and 2 resulting in a total of 368 on-street parking spaces and 338 off-street parking spaces (surface parking lot). These costs would be incurred by the Town as implementation of Phase 1 and then Phase 2 are undertaken/completed by the Town.

The estimated cost for program administration and general maintenance costs are based on general industry standards for the number of proposed surface parking lot spaces (338) for communities similar in size to Gardnerville. The estimated enforcement cost is based on one-half time patrol officer at eight hours per day, seven days a week at a rate of approximately \$30.00 per hour. The estimated cost for snow removal is based on \$1.00 per six square feet of surface parking area (surface parking lots) including hauling snow from the area. It is assumed that the general maintenance of the on-street parking spaces would be addressed through the Town's street maintenance program.

Annual operating cost of a time-restricted parking management program would have to be financed with a combination of sources including but not limited to parking enforcement revenue, in-lieu parking fees, and other funding sources including potentially the establishment of a parking assessment district.

**Table 5:
Summary of Annual Operating Costs – Time Restricted Parking Program (Phases 1 and 2) in 2006
Dollars**

Program Administration	\$ 40,000
Enforcement	35,000
Snow Removal	30,000
General Maintenance	<u>30,000</u>
Total	\$ 135,000
 Cost per Space	 \$ 400

Financing

The following is a brief summary of the potential funding sources or mechanisms for the Town of Gardnerville to pursue regarding construction and installation of the proposed parking improvements and management program. These other potential funding sources and mechanisms include, but are not limited to the following:

In-lieu Parking Fee Program

An in-lieu parking fee program could be used in locations within the downtown commercial district where parking demand is being created but there might be physical and/or financial reasons that a proposed development is not able to provide parking consistent with the parking code requirements. An in-lieu fee program could be used as an economic development tool in that it could provide a means for a proposed private development project to provide for required parking without encumbering the total cost burden of constructing either on-site surface parking or structured parking. Currently the Town does not have such an in-lieu fee program and the County would potentially have to update the development ordinance that allows and guides the creation of parking districts.

The Town should consider establishing an in-lieu parking fee program as part of an effort to recapture the cost of constructing, operating and maintaining parking improvements and facilities such as on-street parking, off-street surface parking lots and eventually structured parking. An in-lieu fee should cover the development cost of the subject parking spaces – either surface or structured parking. However in the early years of an in-lieu fee program, it might be necessary to: 1) implement the program initially on a voluntary basis; and 2) gradually phase the fee structure in over time as a means to help acceptability of the program and to not create an economic burden for a proposed private development project.

Under an in-lieu parking fee program, a fee would be charged on a per-space basis for new non-residential development (net new square footage). Residential projects, or mixed-use projects with a residential component, would generally be required to provide parking on-site for the residential portion of the project

consistent with adopted parking standards. New non-residential development would only pay for the construction of those public parking facilities where there is a reasonable relationship between the facilities funded and the demands/needs generated by the new development.

Revenues collected from imposition of an in-lieu parking fee program should be placed in a separate account and be solely used for the purposes of:

1. Acquisition of land and the cost of construction (including planning, administration, design, building and inspection) of new public parking facilities or sites;
2. Reimbursement to the Town, County or its agencies for funds advanced from other sources to acquire land or construct new public parking facilities; and
3. Reimburse a developer who assists in the acquisition and development of new public parking facilities through advancement of funding for such facilities.

Another consideration is the timing for collection of an in-lieu parking fee. One option would be for an in-lieu parking fee to be collected at the time of issuance of certificate of occupancy instead of upon issuance of a building permit for a project for two reasons: 1) new parking demand would not be generated until the project is complete and ready for occupancy; and 2) collection of the fee would help make a project financing more favorable.

An in-lieu fee parking program could play an important role in providing new parking facilities, but only if the amount of the fee (and collected revenue) is sufficient to meet estimated development costs of such parking, and if the parking supplied through the in-lieu fee addresses the needs of the parking impacted areas of downtown Gardnerville. An in-lieu parking fee structure should be reviewed annually by the Town Council in regard to the adequacy of the fee in relation to actual cost for construction (or installation) of the subject public parking facilities.

Phasing of In-lieu Fee Program

In Phase 1 the Town should consider establishing an in-lieu parking fee program, including designation of certain designated areas within downtown commercial district and related program guidelines. The program should begin with a fee structure that at least equates to the estimated direct construction cost of off-street surface parking spaces (approximately \$4,500 in 2006 dollars). The recommended range for an initial in-lieu parking fee should be \$4,500 to \$6,000 per space.

In Phase 2 the in-lieu parking fee structure should be reviewed in relation to potential increases (at least a portion of other costs including land acquisition, site preparation, indirect (design/engineering management, financing, etc.) to reflect the then current market conditions and actual experience to date by the Town in constructing both on-street and surface parking spaces. Based on current (2006) values the extent of the in-lieu fee for Phase 2 implementation that might be considered by the Town could be in the range of approximately \$7,000 to \$9,000 per space.

In the longer term, subsequent phases the Town should consider reviewing the previously established in-lieu parking fee program in relation to the estimated costs to construct structured parking spaces versus surface parking spaces, and increases to reflect the then current market conditions and actual experience to date by the Town in constructing off-street surface parking spaces. Based on current (2006) values the extent of the in-lieu parking fee related to implementation of subsequent phases (initial parking garage) that might be considered by the Town could be in the range of \$10,000 to \$12,000.

Capital Improvements Program

Capital improvements can become part of annual and five-year programs for the Town and County.

Annual Program

As a separate district of Douglas County, the Town of Gardnerville maintains three separate funds: 1) General Administration (a special revenue fund); 2) Health and Sanitation (an enterprise fund); and 3) Ad Valorem

capital (a capital construction fund). Major revenues are derived from ad valorem property tax, sales tax, motor vehicle privilege tax and user fees.

The adopted Fiscal Year 2005/06 Douglas County Budget includes allocation of \$846,060 in funding for capital outlay from the three funding sources – General Administration (\$632,997), Health and Sanitation (\$160,000) and Ad Valorem Capital (\$53,063). This is intended to provide an example of the extent of annual capital outlay funding that potentially is available to the Town of Gardnerville – a portion of which might be available to fund future parking improvements consistent with the recommended comprehensive parking program.

Five-Year CIP

The Capital Improvements Plan (CIP) is a plan for capital expenditures to be incurred over a five-year period. The CIP identifies capital projects needed in the community, prioritizes projects, identifies project financing and provides an estimate of project construction period.

The Town of Gardnerville CIP, as approved by the Town Board, could potentially be a source of funding for construction of future public parking improvements and/or facilities. The current Five-Year CIP (2004/05 through 2008/09) identifies the following amounts of funding potentially available for transportation projects related to public safety, economic development, replacement/construction of roads, sidewalks, and parking facilities in the Town of Gardnerville for the next two fiscal years.

<u>Fiscal Year</u>	<u>Amount</u>	<u>Projects</u>
2007/08	\$ 499,500	Lampe Road to Highway 395 construction; Douglas Avenue overlay from Spruce to Mill
2008/09	<u>494,500</u>	Ezell widening and Cottonwood overlay
Total	\$ 994,000	

Depending on the established priorities of the Town through its Capital Improvements Program, the specific proposed improvements for fiscal years 2007/08 and 2008/09 could be revised to potentially include a portion of the available funding for proposed parking improvements consistent with the recommended comprehensive parking program, as long as such improvements meet the established criteria for the CIP.

Town CIP Funding (Capital Improvement Tax)

Based on enabling legislation passed by the Legislature in 1989, a county and its cities may increase its property taxes for capital improvements. Douglas County has enacted a \$0.05 property tax increase to fund facility projects.

Approximately 7.31% of the funding raised through this funding source is earmarked for allocation to the three towns within Douglas County, with the Town of Gardnerville receiving 3.66%. This provides Gardnerville with approximately \$45,000 to \$60,000 annually that could potentially be used to help fund parking facilities (on-street parking, surface lots, and/or structured public parking).

County CIP Funding Sources

Some of the potential County capital improvement funding sources for implementing proposed parking improvements consistent with the recommended comprehensive parking program include, but are not limited to the following:

Regional Transportation Fuel Tax–Levy of \$0.04 per gallon of gasoline sold in Douglas County. Funds are dedicated to larger road improvement projects (e.g. overlays). This funding source could potentially be used to help fund future on-street public parking improvements (e.g. along Highway 395).

Road Construction Tax—Derived from an assessment on new residential units constructed in Douglas County. The rate of tax is \$500 per residential dwelling unit. Funds are used to support the county’s chip and seal rehabilitation projects designed to extend the life of roadways. This funding source could potentially be used to help fund on-street parking improvements.

Non-residential Construction Tax—Derived from a fee per square foot of new non-residential development in Douglas County. The \$0.50 per square foot tax was approved by a ballot measure in November 2002. Funds are used to pay for road construction, rehabilitation and maintenance. This funding source could potentially be used to help fund on-street parking improvements.

Bonds—Issuance of tax-exempt bonds by Douglas County to finance capital construction. Repayment of the bonds could be through a variety of sources including property tax, sales tax and gas tax. This funding mechanism could potentially be used to help fund future surface lot or structured public parking facilities.

Assessment District

NRS 271.265 of Nevada State Law indicates that the governing body of a county, city or town, on behalf of the municipality and in its name, without election, may acquire, improve, equip, operate and maintain a variety of local improvements including those that potentially relate to the recommended comprehensive parking program. These local improvements include individually or collectively:

- Off-street parking projects
- Sidewalk projects
- Street projects
- Street beautification projects
- Drainage projects
- Sanitary sewer projects
- Storm sewer projects

NRS 271.270 indicates that the governing body of any municipality (county or city) for the purpose of defraying all or a portion of the cost of acquiring and/or improving any authorized local improvements has the power to: 1) levy and collect assessments against assessable property; 2) pledge the proceeds from any assessment for payment of special assessment bonds; 3) issue special assessment bonds; and 4) make all contracts and take all necessary actions to secure repayment of such bonds.

In addition NRS 271.295 permits the combination of more than one local improvement into an “improvement district” if the governing body determines that the improvements may be combined in an efficient and economical manner.

Development Impact Fees

NRS 278B.160 indicates that a local government may by ordinance impose an impact fee in a service area to pay the cost of constructing a capital improvement or facility expansion necessitated by and attributable to new development consistent with a capital improvements plan.

The contents of a capital improvements plan must include by service area a description and analysis of:

- Existing capital improvements including costs to upgrade, expand, improve or replace such existing improvements to meet projected demand attributable to new development;
- Specific capital improvements required to meet projected demands of new development; and
- Overall projected demand for capital improvements or facility expansion for required by new development projected over a period not to exceed 10 years.

The cost of such capital improvement may include:

- Estimated cost of actual construction
- Estimated fee for professional services
- Estimated cost for acquisition of land
- Fees related to preparation of a capital improvements plan

The guiding principle in regard to the use of impact fees is that such fees can only be used to offset the impacts of new development, and not meet the needs or to address deficiencies in service for existing development.

Implementation Actions

To implement the parking program, the Town and County will need to consider administrative and regulatory activities.

Administrative

Implementation of the recommended comprehensive parking program would require two types of responsibilities: 1) implementation responsibilities; and 2) management responsibilities. Implementation of a time-restricted parking program would require a significant increase in the amount of required administration/management effort by the Town.

Implementation responsibilities would include:

- Oversight for installation of improvements to existing/additional on-street parking and existing off-street
- Installation of signage related to parking enforcement
- Acquisition of land for future off-street surface parking lots
- Construction of future surface parking lots

Management responsibilities would include:

- Issuance and collection of parking citations related to time-restricted parking
- Maintenance/repair of on-street parking spaces, off-street surface parking spaces and signage

Phase 1 administrative activities should include management of the improvements to the existing on-street and off-street surface parking spaces, including installation of signage related to time-restricted parking and parking enforcement. Phase 2 administration activities would include: 1) the management of additional improvements to existing on-street parking spaces; 2) acquisition of land for future construction of off-street surface parking lots; 3) management of the construction of such parking lots; and 4) maintenance/repair activities related to existing parking supply and parking enforcement.

Subsequent phase administration activities would include: 1) management of site acquisition and development of an initial structured parking garage; and 2) improvement, maintenance and repair of existing on-street and off-street (surface parking lots) parking.

Costs related to the administration and operation of the time-restricted parking management program during Phases 1 and 2 of implementation could potentially be funded through use of parking citation revenue and in-lieu parking fees. In subsequent phases of implementation, such costs could potentially be funded through use of parking citation revenue, in-lieu parking fees, revenue from a paid-parking program (if implemented) and/or revenue from a parking assessment district (if implemented).

Regulatory

The implementation of the recommended comprehensive parking program described in this section would require various regulatory actions by the Town of Gardnerville, Douglas County and potentially even the State of Nevada.

Implementing Ordinances

The proposed in-lieu parking fee program would require establishment through approval of an ordinance by the Town of Gardnerville and/or Douglas County. An in-lieu parking fee ordinance would need to set forth the specific amount of the fee(s), method of calculation of such fees, description of the type of improvements to be funded with such fees, description of the estimated costs of such improvements, and the relationship of the fees and impacts of non-residential development in the designated downtown commercial district.

Acquisition, Improvement and Maintenance of Town Property

The recommended comprehensive parking program includes potential acquisition, improvement and maintenance of property for future off-street surface parking lots. Currently such proposed actions are required to be submitted by the Town Advisory Board to the Board of County Commissioners per Section 18.06.030.A.9. of the Douglas County Code. Therefore such actions related to implementation of the recommended parking program would continue be subject to review and approval of the Board of County Commissioners unless there is a revision to Section 18.06.030.A.9. that would permit such actions to be reviewed and approved by the Town Advisory Board consistent with the adopted Town annual operating budget and/or capital improvements program.

Parking Standards

The recommended comprehensive parking program is based, in part, on the Town establishing a designated downtown parking district whereby the parking standards for proposed non-residential development would be modified in relation to the recommended in-lieu parking fee program. This would require that the Town:

1. Designate a proposed downtown parking district that is intended to serve the downtown commercial district in Gardnerville
2. Conduct a review of the existing parking standards for non-residential development within the established downtown parking district to address:
 - The potential of either revising (reducing) the required on-site parking (ratio) taking into account the intended “downtown” environment of the commercial district; and
 - The potential for allowance of reducing or eliminating the amount of required on-site parking as long as a proposed non-residential development complies with the provisions of the recommended in-lieu fee program in relation to the otherwise required on-site parking spaces.

Enforcement

The recommended time-restricted parking management program would require establishment of an enforcement function within the town governance of Gardnerville. Section 18.06.030 of the Douglas County Code currently describes the specific services that the Town of Gardnerville shall provide to its residents. If the Town of Gardnerville intends to directly administer enforcement activities (including issuance of citations, collection of parking fines, etc.) related to the recommended time-restricted parking program, then the Town and Douglas County would need to reach agreement on either interpretation or modification to Section 18.06.030 that allows the Town to provide such services within the Town of Gardnerville.

State Enabling Legislation

Two of the identified potential funding mechanisms for funding of recommended parking improvements – Assessment Districts and Development Impact Fees – would probably require some clarification or modification of existing Nevada state legislation in relation to the authority of a town (e.g. Town of Gardnerville) to use such funding mechanisms in relation to the recommended parking improvements.

In regard to assessment districts, NRS 271.270 appears to provide the legal authority for a county or a city within the State of Nevada to levy and collect assessments for the purposes of implementing various local improvements (defined in NRS 271.265). The Town should in conjunction with Douglas County, address

clarification legislatively regarding the authority for a town to levy and collect assessments or whether such authority is only with a county or incorporated city within the State of Nevada; and whether such assessments could be used for funding of the construction of parking improvements.

In regard to development impact fees, NRS 278B.160 appears to provide the legal authority for a unit of local government within the State of Nevada to impose an impact fee to pay the cost of constructing a capital improvement necessary to serve new development. The Town should in conjunction with Douglas County, address clarification legislatively regarding the authority for a town to establish by ordinance such impact fees or whether such authority is only with a county or incorporated city within the State of Nevada, and whether such impact fees could be used to for funding of the construction of parking improvements.