A regular meeting of the Carson City Open Space Advisory Committee was scheduled for 6:00 p.m. on Monday, April 19, 2010 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Steve Hartman

Vice Chairperson Dan Jacquet Member Terri Green-Preston Member Tricia Lincoln Member Howard Riedl

Member Bruce Scott

STAFF: Juan Guzman, Open Space / Property Manager

Kristin Luis, Senior Deputy District Attorney

Kathleen King, Recording Secretary

NOTE: A recording of these proceedings, the committee's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are part of the public record. These materials are available for review during regular business hours.

CALL TO ORDER AND DETERMINATION OF QUORUM (6:00:00) - Chairperson Hartman called the meeting to order at 6:00 p.m. A quorum of the committee was present. Member Fischer was absent. Member Lincoln arrived at 6:03 p.m. Member Green-Preston arrived at 6:05 p.m.

CITIZEN COMMENTS ON NON-AGENDIZED ITEMS (6:00:35) - None.

- 1. ACTION ON APPROVAL OF MINUTES None.
- **2. MODIFICATIONS TO THE AGENDA** (6:00:48) At Mr. Guzman's suggestion, Chairperson Hartman modified the agenda to address item 3-D following item 3-A, and then to address items 3-C and 3-B.

3. AGENDA ITEMS:

3-A. DISCUSSION AND ACTION REGARDING THE QUESTION #18 OPEN SPACE BUDGET REPORT SUMMARIZING THE STATUS OF THE OPEN SPACE PROGRAM FINANCES (6:01:54) - Mr. Guzman introduced this item, and reviewed the agenda report in conjunction with the supporting materials. He advised of a current Open Space Program budget balance of \$3.2 million. As soon as the Horse Creek Ranch transaction is completed, \$1.5 million will be reimbursed, thereby adding to the balance. Mr. Guzman further advised that completion of the Jarrard transaction will cost the Open Space Program approximately \$1 million, "and Q-1 will be spending \$3 [million]. The plan is that they will advance what we need in order to be able to close that project." He acknowledged an approximate balance of \$3.7 million in the Open Space Program budget after close of the Jarrard transaction. He responded to questions of clarification regarding time lines associated with the Fulstone / Lompa Wetlands project and the Jarrard transaction.

Chairperson Hartman noted that the sales tax revenues were estimated, and inquired as to the availability of a reasonably accurate figure. Mr. Guzman explained that the City Finance Department is required to

work with figures provided by the State Department of Taxation. He suggested the committee members continue to voice their opinions relative the appropriateness of more conservative figures. Chairperson Hartman expressed concern with regard to "real-world numbers." He entertained additional questions or comments and, when none were forthcoming, the committee members thanked Mr. Guzman. Consensus of the committee was to accept the budget report, with a caution to staff regarding revenue projections.

3-B. ACTION TO ENDORSE AN EAGLE SCOUT PROJECT BY CODY SHELTON AT THE KINGS CANYON WATERFALL (7:28:42) - Chairperson Hartman recessed the meeting at 7:28 p.m. and reconvened at 7:31 p.m. Mr. Guzman introduced this item, welcomed Mr. Shelton, and reviewed the agenda report. Mr. Shelton narrated a PowerPoint presentation, copies of which were distributed by Mr. Guzman prior to the start of the meeting.

Mr. Shelton acknowledged that he was in the process of considering trail relocation rather than the possibility of a railing system. He further acknowledged that the project would then "focus on ... the steepness / rocky ledge issue as well as covering the graffiti with something ... better than just grey paint." Member Scott expressed appreciation for Mr. Shelton's concept, and concern over sufficient assistance to avoid getting "caught in the middle." He noted that the graffiti is offensive to everyone, and expressed the hope the committee could have something to do with enforcement or monitoring. Mr. Guzman acknowledged the subject property is owned by Carson City. Member Scott expressed concern over potential liabilities associated with railing or rope system improvements. Mr. Guzman advised of having recently attended a class on liability relative to remote sites. "If people are already using the area that you're supposed to have control over, you might as well ... try to address the problem the best you can." Building an unsafe facility would incur liabilities. "However, if you do the best you can through signage ... you are doing the best you can to bring order to an area." Mr. Guzman expressed the opinion "that the alternative of going with a higher route is much better. That will result in a much safer trail." He anticipates, however, that most people will continue to use the short route, "particularly coming back down." He expressed the further opinion that the Open Space Program is "best suited to address this problem," noting that the Open Space ordinance allows allocation of time and funding to protect resources.

Member Riedl expressed appreciation for Mr. Shelton taking on the subject project, and encouraged him to consider a manageable portion to accomplish "that will give Juan some direction on where he should be going." Mr. Shelton and Mr. Guzman responded to questions of clarification with regard to project details. In consideration of prioritization, Vice Chairperson Jacquet suggested considering "the big issues." He inquired as to whether the graffiti is more of a priority than safe access. Chairperson Hartman suggested being very careful with regard to attempting to fix the existing trail, and further that the graffiti should be considered the priority. Discussion followed, and Member Scott suggested developing the trail relocation concept as a project element without attempting to initiate it. He agreed with addressing the graffiti problem, and suggested that an organization, such as Muscle Powered, could address the trail issue as a separate project using Mr. Shelton's concept. Member Lincoln requested Mr. Guzman to ensure that any other scout or senior projects to address the graffiti issue are coordinated. Member Scott and Chairperson Hartman thanked Mr. Shelton for his presentation.

Chairperson Hartman entertained public comment and, when none was forthcoming, a motion. Member Riedl moved to endorse an Eagle Scout project by Cody Shelton at the Kings Canyon Waterfall, and to work with Mr. Guzman. Member Riedl commended Mr. Shelton. Vice Chairperson Jacquet seconded the motion. In response to a suggestion, Member Riedl agreed to amend his motion to

include incidental costs associated with the project. Vice Chairperson Jacquet continued his second. **Motion carried 6-0.** Chairperson Hartman and the committee members thanked Mr. Shelton.

3-C. DISCUSSION AND ACTION REGARDING THE MUSCLE POWERED ORGANIZATION'S TRAIL CONSTRUCTION AND MAINTENANCE EFFORTS ON THE CARSON RANGE (7:02:59) - Mr. Guzman introduced this item, and introduced Muscle Powered representatives Chas Macquarie and Jeff Potter, who distributed to the committee members and staff a topographic map. Mr. Guzman reviewed the agenda report.

(7:04:58) Mr. Macquarie acknowledged several Muscle Powered members, including President Jeff Moser, and several members of the "local running community" who were present in the meeting room. He advised that the Regional Transportation Commission had taken action, at their April 14th meeting, to recommend to the Board of Supervisors support of the City's application for a bicycle friendly community designation. He advised that Carson City would be the first community in Nevada to have the designation. Mr. Macquarie provided background information on the subject trail construction and maintenance efforts. He advised that Muscle Powered and Parks and Recreation Department representatives are discussing an arrangement whereby Muscle Powered members would take responsibility for trail maintenance in Ash Canyon. He reviewed the proposed trail alignment in conjunction with the previously-distributed topographic map. In response to a question, Mr. Macquarie advised that the topographic map reflected current ownership. He pointed out parcels which will be transferred, between the City and the U.S. Forest Service ("USFS"), as part of the federal lands bill implementation. He provided additional background information on the USFS requirements for trail construction. He explained that progress with the USFS has since stalled, "but the interest is still there ... both in the mountain biking community and in the City." He discussed the tourism benefits of the single-track trail, and noted that such trails are also used extensively by hikers and, occasionally, by equestrians.

Mr. Macquarie discussed pursuing a "two-pronged approach: ... start building at the north end, the quarter that's on the City property; and ... re-engage with the Forest Service and get on their trails program and start the environmental assessment process." He requested the committee's support to extend the trail system, in accordance with the City's unified pathways master plan, and to contribute toward funding the environmental assessment. He discussed the USFS requirements for the environmental assessment, and noted associated costs. "We don't know what an EA would cost at this point until we sit down with [the USFS] and actually map out exactly what they're going to require." Mr. Macquarie noted the USFS is also paid to review the environmental assessment, and estimated the costs in the \$60,000 to \$75,000 range "plus whatever it would cost the Forest Service to review it." He advised of having discussed with Parks and Recreation Department staff the possibility of other funding sources for trail construction and the environmental assessment. He noted that Muscle Powered will provide volunteer labor for trail construction.

In response to a question, Mr. Macquarie advised that the trail would be approximately five miles long. Member Scott expressed appreciation for Muscle Powered's efforts, and the opinion that "five miles of trail for \$75,000 [is] doing pretty well." He expressed appreciation for the offer and the opportunity. Mr. Macquarie responded to questions of clarification regarding the trail route. Member Green-Preston expressed concern over trails being "shut down to jeeps and motorcycles and four-wheel drives." Chairperson Hartman explained that the proposed trail goes off of Kings Canyon Road and doesn't shut it down. "It takes off and goes cross country clear across the face of the hill." In response to a comment,

Mr. Macquarie advised that the trail will not affect any existing access "because it will just link Kings Canyon and Ash Canyon with a narrow, roughly two-foot wide trail that people can hike on or ride mountain bikes or ... maybe take horses on." "You can't drive where we plan to put the trail right now."

Mr. Macquarie responded to additional questions of clarification regarding the proposed trail route, and property ownership following implementation of the lands bill. Member Riedl discussed the significant timing of the subject item relative to the recreational trails grant process.

Chairperson Hartman commended Muscle Powered representatives "on an incredible job. … It's a great way to see Carson City and the open space of Carson City." He suggested considering forest restoration as part of the grant application. He commended the proposed trail as a great opportunity to attract recreational tourism. Mr. Macquarie responded to questions regarding trail design. Member Scott requested staff to agendize an item for action on the funding request. He noted that the committee has previously funded structural amenities associated with trails, and expressed a willingness to consider costs associated with trail construction.

Chairperson Hartman entertained public comment and, when none was forthcoming, a motion. Member Riedl moved to approve and support the efforts of the Muscle Powered organization in respect to trail construction and maintenance efforts on the Carson Range and, further, to request staff to agendize an item to consider associated funding requests. Member Scott seconded the motion. Motion carried 6-0. The committee members, City staff, and the citizens present applauded. Member Scott requested Mr. Guzman to agendize the future agenda item in such a way as to comply with USFS requirements.

3-D. DISCUSSION AND ACTION REGARDING THE PURCHASE OF THE SERPA AND BENTLY PROPERTIES AND COORDINATING EFFORTS WITH THE V&T COMMISSION TOWARD ACQUISITION ON THE CARSON RIVER CANYON (6:14:23) - Mr. Guzman introduced this item and invited V&T Railway Commission Chairman Dwight Millard and Attorney Michael "Smiley" Rowe to the meeting table. Mr. Guzman acknowledged Chuck Pope, of the Nevada Land Conservancy, who was present in the meeting room. Mr. Guzman reviewed the agenda report.

(6:19:03) Mr. Millard acknowledged the accuracy of Mr. Guzman's report, and expressed appreciation for the opportunity to address the committee. Mr. Millard acknowledged Mr. Bently's agreement to sell his property, and advised "right now is an opportune time." Mr. Millard explained that the V&T Railway reconstruction "tend[s] to have more damages because when we go through the canyon, we have to have more slope areas ... that leaves a lot of extenuating damages after the fact." Mr. Millard expressed an interest in the V&T Railway Commission participating with the Open Space Program to purchase the Bently property. He advised of a letter of intent to purchase, which has been prepared pending the committee's action on this item, "giving [the V&T Railway Commission] an offer to buy the remainder after we're through with the construction in the canyon." He further advised that American Recovery and Reinvestment Act funding "has gotten us to the very edge of the Bently property." Purchase of the Bently property will allow the V&T Railway Commission to continue construction into the Carson River Canyon. Mr. Millard explained "by us not buying all of the right-of-way that is required; that if we gave Mr. Bently the remainder or the damages due, we feel that we can step up to the plate a little more on the Serpa property." He clarified the V&T Railway Commission's concern "to get the Bently project off the books and get your approval ... and move forward, because John [Serpa] is a little bit higher." He advised of

having heard from Mr. Serpa an intent "to do something and if you guys want to do it, here it is. And he says, 'I'm willing to take terms." Mr. Millard suggested the possibility of considering terms such as "a commitment to John [Serpa] for five years and, in five years if we couldn't pay him off, ... Carson City could be in a position to raise room tax." Mr. Millard expressed confidence "there's a way to do this and we need to do it." He advised that once the V&T Railway construction progresses through the Bently and Serpa properties, "we are down to the Yerington mine and that's a good place to have a turnaround or a run by where we can actually terminate the train for a few years and ... operate out of the Carson City east gate depot." He discussed the importance of "get[ting] down the canyon sooner than later because that's really the gold star ... in the railroad run ..." He requested the committee's consideration "to get on board with us and buy this project and then we'll see what we can do with the Serpa property sooner than later ..." He advised that Mr. Serpa has agreed to "knock off approximately \$2.5 million as a donation" from the purchase price, and "he's also agreed that if we left him the remainder of 34 acres ..., he'd knock off another million which starts to bring it into the realm of 'we can do it.'"

Mr. Rowe advised of an "unequivocal acceptance of our appraisal from [Attorney] Scott Brooke" who has "indicated as soon as we're ready, they're ready." Mr. Rowe referenced a letter of intent to Mr. Brooke, drafted after a meeting between the two attorneys, Mr. Guzman, and "several others to go over this." He acknowledged the committee's interest in the Serpa property, but advised "we wouldn't if we can't get across the Bently parcel."

In response to a question, Mr. Guzman discussed the importance of using the Question #1 funding as soon as possible. He explained "the next logical step in the Serpa process" is to hire another appraiser to review Mr. Serpa's appraisal, and advised that he is in the process of identifying such an appraiser. Member Scott expressed appreciation for the V&T Railway Commission representatives' attendance and participation, and looked forward to the opportunity to partner "in something we can move forward in." Mr. Guzman acknowledged the 2007 appraisal of the Bently property at \$1.6 million. He further acknowledged the Open Space Program would "be working as a partner in a portion of that." In response to a further question, Mr. Millard advised, "We would like to get the \$300,000 as a donation off the \$1.6 [million]. Our portion is \$210,000, so your obligation would be either \$1,090,000 or \$1,390,000." Mr. Rowe advised that the appraisal accepted by Mr. Bently is in value of \$1,488,376.00. Mr. Guzman acknowledged a request for a 40-percent grant has been submitted but not yet approved. He anticipates obtaining approval "sometime around July / September from the Secretary of the Interior." He acknowledged that once the Secretary of the Interior approves the grant, the funding could be used to reimburse expenditures. He further acknowledged the intent to convey to the V&T Railway Commission "to hold on for three or four months until we find out if we can get the 40 percent grant." In response to a question, Mr. Rowe stated, "It's a little bit long, but we can maybe have a 120-day escrow." In reference to the letter of intent, he advised that the offer is contingent upon approval and working together. In response to a question, Mr. Millard advised of "no real urgency" on the part of the V&T Railway Commission "other than we don't want it to go away ..." In response to a further question, Mr. Guzman expressed reasonable confidence that the grant request will be funded. Chairperson Hartman suggested, "It's a question of in what order it occurs."

Vice Chairperson Jacquet inquired as to the rights to be reserved by the V&T Railway Commission in the subject transaction. "Is it just going to be a right-of-way for the railroad or is it going to be more than that?" Mr. Millard advised of the need for "mitigating damages. Our right-of-way is not that big." Vice Chairperson Jacquet inquired as to the future land uses associated with the rights retained by the V&T

Railway Commission. Mr. Rowe stated, "Probably none just because of the terrain and how steep it is there in the canyon. This is on a side hill. The railroad right-of-way itself is 50 feet and that's the area that would be improved, not only with track and the structure of the track, but also because of the ... grading ... that's necessary. The bulk of what needs to be retained are slope and drainage easements that are just there in case there needs to be a drainage improvement ... to stabilize the slope. ... once the initial work is constructed to stabilize the slope or effect the drainage, there wouldn't be any other improvement to it and not so noticeable. The track would be, obviously, noticeable." In response to a further question, Mr. Rowe advised of no intention to develop the land around the "turnaround spot." Mr. Rowe clarified, "We have to get across the Bently land. The topography is such that the balloon track could not be constructed there and maintain the grade that is needed for the locomotives. That would be down on the Serpa property where, in essence, a balloon track is being proposed and right now they're going through the environmental hearings ... on that. It would basically allow the engine to run around in a circle and back up hill." Vice Chairperson Jacquet noted the Open Space Program purpose to purchase undeveloped land which is generally used for passive recreation. He expressed concern over "go[ing] too far down the road in buying land adjacent to something that's going to be developed." Mr. Millard advised of no commercial plans, "other than possibly where you would go down and have tree logs as seats and possibly where you could do an outdoor barbecue. It would strictly be generic and it would be on the train's right-of-way property at that round-about. It would be no commercial, no water, nothing like that." He discussed the possibility of temporary restrooms in conjunction with events. He assured the committee of "no commercial endeavors of any sort."

Member Green-Preston expressed the understanding that the railroad bed is "the whole access into ... and out of the canyon." In consideration of a 50-foot wide easement, she expressed concern over "how passive recreation could happen." Mr. Millard advised that the Bently property is "already blocked ... from the upper side. ... We've already come around on the east gate depot and we have now joined back up with the original V&T right-of-way and that is now closed to public access." Mr. Millard advised of access to the canyon via "those junkyards. ... From the Serpa side, you really don't start blocking it out until you get down to ... Bertagnolli." Mr. Millard advised that if the V&T Railway Commission takes "that part" of the Bertagnolli property, "that'll start to cut off ... access into the canyon." Member Green-Preston expressed concern that the V&T is "taking the access," and discussed concerns with regard to emergency and recreational access. Mr. Millard noted that the wild horses have not "found it any problem." He acknowledged that equestrians would likely not ride on the original V&T right-of-way, but noted the rightof-way is 50-feet wide "and we generally have quite a bit of an area to the side of it." He acknowledged the possible incompatibility of trains and horses. He suggested the committee's responsibility over "how to make access and make it multi-use." He expressed the belief "there's nothing that would prohibit multiuse in that area other than just the compatibility of the horse and the train." Mr. Rowe advised that the V&T Railway Commission is developing a safety plan "because we've had issues with first responders before." He explained the appraisal report recommendation for "a complete take ... because of the fact that the railroad is on the road and that's generally the only way you get through the canyon ..."

Member Riedl expressed appreciation for the opportunity to share resources "to get the V&T railroad ... closer to Carson." He expressed understanding for restricting public access to open space "when we don't buy some of the rights to the property, such as ranching." He expressed concern over paying \$1.4 million and restricting public access from much of this open space. He expressed support for the purchase, "but we need to find a way to get public access to this open space whether it's paid through the V&T Railroad or their portion." He recalled part of the environmental assessment including multi-modal passage. He

acknowledged that railroads and pedestrians "are not a good mix," but reiterated concern over the Open Space Program purchasing "a big chunk of this property and not hav[ing] public access to most of it."

Member Scott suggested considering "what we are acquiring." He expressed the understanding that "a big element was basically the riverine side of this and the open space from the river." He suggested it was probably blocked when the V&T was there "on a much narrower improvement." He further suggested anticipating open space access "in a different alignment than what ... in recent history we've all thought about as the road you could drive ..." He requested Mr. Guzman to describe the proposed Open Space Program acquisition. Mr. Guzman reminded the committee of discussion regarding potential access to the Bently property when it was first presented for consideration. Using a displayed aerial photograph, he oriented the committee members and the public to the Bently and Serpa properties, and pointed out present and future motorized access to a certain point and "a crossing coming off from the firing range." In addition to the legal crossing, he pointed out motorized access to a certain section of the Bently property "which is also a riverine environment, wetlands ... through Kit Kat Ranch and the extension of those roads from Lyon County." He pointed out the aquatic trail, and explained that the River itself will function as a way of traversing these lands. "Buying these properties is essential for the implementation of this plan and being able to have public access legalized." Mr. Guzman further reminded the committee of a presentation relative to planning for a bicycle / pedestrian trail "all the way from the bridge down." Committee direction, at that time, emphasized the importance of owning the property or a right-of-way easement to guarantee use prior to proceeding with any associated study. Mr. Guzman expressed the hope that motorized access will be heavily regulated "to make sure that the abuses that are in there right now, primarily dumping, ... do not continue."

In consideration of a potential partnership between the Open Space Program and the V&T Railway Commission, Member Riedl expressed concern that the V&T Railway Commission allows adequate public access. He suggested that "with good planning," crossings could be identified for hikers and bikers to get around the area. Mr. Guzman advised that V&T Railway Commission staff and City staff have been discussing the possibility of a legal crossing.

Member Lincoln noted that the property is presently privately owned. Purchasing the property "would be bringing it into public access." Member Lincoln expressed the understanding that once the transaction is complete, the partnership between the Open Space Program and the V&T Railway Commission would be dissolved. "They'll have their right-of-way. We have the other land, so we won't be in constant negotiation with the V&T Commission on the day-to-day operation." Member Lincoln suggested that the V&T right-of-way will eliminate a lot of the undesirable activity in the canyon.

Member Scott considered the Bently and Serpa properties as important open space, "but hopefully not overly developed open space in terms of the ... aquatic trail." He expressed support for a future trail along the River, and the opinion "that's ... particularly useful and would be a great addition with what we're beginning to put together with the Jarrard purchase ... and some of the other ones." Mr. Millard acknowledged no intent to fence the railroad right-of-way. Member Scott suggested that pedestrians and "more adventurous mountain bikers may find ways to get there." He expressed concern over continued motor vehicle access to the River area in consideration of existing problems. Mr. Millard advised that the V&T Railway Commission "would be a good partner and put in crossings where you want them and gates

where you want them and try to help you control traffic." He further advised that the "only impact ... would be where we actually put the railroad tracks ... and the ties. ... the only thing that we're obtrusive about is the whistle." He offered to consider taking care of the litter.

In response to a question, Mr. Millard advised "anything that we put in can be used by anybody because we're not going to ... control it." He reiterated the intent to place temporary restroom facilities in association with events. "We would have no permanent facilities anywhere in this program." In response to a further question, Mr. Rowe advised that the V&T Railway Commission carries liability insurance through the public agency pool. Assuming that the draft letter of intent is accepted in its entirety, Mr. Rowe advised that the north parcel, as described by Appraiser Lyn Norberg, is 192.6 acres; the southern parcel is 305. Of that, the commission's total use area, even with drainage and slope, is 25.6 acres. Mr. Rowe explained, "If it goes through, as we've discussed tonight, then [the Open Space Program] would wind up with ... the ownership of everything subject simply to the easements that we put in place before you take ownership and that's 25.6 acres." To the extent of working together on the Bently acquisition, Mr. Millard reiterated the offer to "step to the table ... in helping you acquire the Serpa property."

Chairperson Hartman reminded everyone of the Open Space Program's enabling legislation which emphasizes viewshed and historic and cultural resources as part of the open space. He noted the benefit of the aquatic trail to provide "a great way to see our open space." Member Scott reviewed the "numbers." Mr. Rowe acknowledged the appraisal is \$1.488 million and the V&T right-of-way is \$210,000. In response to a question, Mr. Rowe advised of having discussed the possibility of a donation with Mr. Bently. "It wasn't rejected. Basically, he said, 'Make the offer." Member Scott suggested considering the "high-low parameters ... in terms of ... obligation" on the part of the Open Space Program, and reviewed the figures. Mr. Millard stated, "We're going to try to come to the table with \$1.5 million if we can justify that," and he reviewed the figures. He noted the importance of expending the available Question #1 funding, and expressed the opinion that if the Open Space Program intends to acquire the Serpa property "at any time, you need to do it now ..."

In response to a question, Mr. Guzman advised that the previously-discussed grant request represents 40 percent of the estimated value of \$1.5 million, or \$600,000. In response to a further question, he advised that grant funding opportunities are continually sought after. Member Lincoln noted that the V&T railway has experienced success thus far. She suggested "that should be bringing more sales tax dollars ..." Mr. Millard advised of discussions relative to transporting rafters to and from the aquatic trail.

Chairperson Hartman entertained public comment and, when none was forthcoming, a motion. Vice Chairperson Jacquet moved to recommend to the Board of Supervisors that Carson City, through the Open Space Program, join forces with the V&T Railway Commission towards the potential acquisition of the Bently property located within the Carson River Canyon. Member Scott seconded the motion. Member Scott expressed appreciation for the opportunity to work together with the V&T Railway Commission, and noted the benefit of the acquisition to both entities. He requested Mr. Millard and Mr. Rowe to convey to Mr. Bently, in the most appropriate way, the importance of the acquisition to the Carson City Open Space Program. Chairperson Hartman called for a vote on the pending motion. Motion carried 6-0. Chairperson Hartman thanked Mr. Millard and Mr. Rowe for their attendance and participation. Member Scott noted that Mr. Serpa's appraisal "conveniently ignores the Superfund site." A brief discussion followed.

4. NON-ACTION ITEMS:

STATUS REPORTS AND ANNOUNCEMENTS FROM STAFF - None.

MEMBERS' ANNOUNCEMENTS AND REQUESTS FOR INFORMATION - None.

- 4-A. DISCUSSION AND POSSIBLE ACTION REGARDING THE OPEN SPACE PROGRAM BUDGET ACCOUNTS None.
- **5. FUTURE AGENDA ITEMS** None.
- **6. ACTION ON ADJOURNMENT** (7:53:15) Vice Chairperson Jacquet moved to adjourn the meeting at 7:53 p.m. Member Lincoln seconded the motion. Motion carried 6-0.

The Minutes of the April 19, 2010 Carson City Open Space Advisory Committee meeting are so approved this 26th day of July, 2010.

STEPHEN D. HARTMAN, Chair