

CARSON CITY OPEN SPACE ADVISORY COMMITTEE

Minutes of the March 29, 2004 Meeting

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A regular meeting of the Carson City Open Space Advisory Committee was scheduled for 6:00 p.m. on Monday, March 29, 2004 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Vice Chairperson Dan Jacquet
Michael Fischer
Howard Riedl
Margaret Robinson
Bruce Scott

STAFF: Scott Fahrenbruch, Acting Parks and Recreation Director
Juan Guzman, Open Space Manager
Robb Fellows, Senior Engineer
Vern Krahn, Park Planner
Kathleen King, Recording Secretary

NOTE: A tape recording of these proceedings is on file in the Clerk-Recorder's Office and is available for review during regular business hours.

CALL TO ORDER AND ROLL CALL (1-0007) - Vice Chairperson Jacquet called the meeting to order at 6:00 p.m. A quorum was present. Chairperson Hartman and Member Bird were absent.

CITIZEN COMMENTS ON NON-AGENDIZED ITEMS (1-0011) - None.

1. ACTION ON APPROVAL OF MINUTES - February 24 ,2004 (1-0014) - Member Fischer moved to approve the minutes. Member Riedl seconded the motion. Motion carried 5-0.

2. CHANGES TO THE AGENDA (1-0028; 1398) - At Mr. Guzman's request, Vice Chairperson Jacquet modified the agenda to address item 3-G following item 3-C. (1-2960) Vice Chairperson Jacquet further modified the agenda to address item 3-F following item 3-G.

3. AGENDA ITEMS:

3-A. ACTION TO RECOMMEND TO THE BOARD OF SUPERVISORS THAT THREE (3) LOTS OWNED BY STANTON PARK DEVELOPMENT AND JIM BAWDEN, CONSISTING OF APPROXIMATELY 35 ACRES LOCATED NORTH OF NORTHRIDGE DRIVE AND WEST OF LOMPA LANE (APNs 2-101-54, -55, and -73) BE THE SUBJECT OF AN OFF-SITE COMPENSATORY MITIGATION ACTIVITY BY MR. CHUCK RAFFETY AND THEN DEEDED TO THE CARSON CITY OPEN SPACE PROGRAM TO BE MANAGED AND ENHANCED AS A WETLAND AND NATURE PARK IN ACCORDANCE WITH THE NORTHRIDGE DEVELOPMENT AGREEMENT (1-0032) - Mr. Guzman provided background information on this item, and reviewed the staff report. He pointed out the subject properties on a displayed aerial photograph, and reviewed the proposal to develop the land by piping the portion of Hot Creek which runs through Mr. Raffety's property to the proposed wetlands/nature park area. Mr. Guzman responded to questions regarding the appraised value of the land, and advised that the Northridge Development Agreement provides for purchase of the subject properties.

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In response to a question, Mr. Guzman advised of having discussed with the City Engineer measures to enhance the flow of water into the wetlands. He noted that the recent repair of a dike has already improved the water flow. He discussed soil problems which impede vegetation growth and advised that once the land is purchased, studies can be conducted with regard to enhancing the wetlands. Steve Walker, the City's wetlands management consultant, has advised that the main problem is insufficient water. Purchasing the subject property will secure a water source running through the open space property. Mr. Guzman expressed the opinion that entering into the agreement will benefit the Open Space Program. Mr. Guzman acknowledged that the location of the wetlands will be determined at a later time. The proposal involving Mr. Raffety only has to do with purchasing the land. The Army Corps of Engineers is satisfied that the land is available to add to the City's wetlands inventory. Mr. Guzman pointed out a pond on the aerial photograph and advised that it is permitted. He acknowledged that the pond needs to be improved.

Member Scott inquired as to whether Mr. Raffety would be willing to support or ensure that any water which presently rises on his property would be routed to the existing open space property and the proposed acquisition. Mr. Guzman invited Mr. Raffety to the meeting table, and advised that they have discussed with Leslie Burnside, Mr. Raffety's consultant, designing the project in such a way as to capture as much of the drainage as possible from Mr. Raffety's parcel and the surrounding area and route it to the wetland. In response to a further question, Mr. Guzman advised that the process by which the City would be able to bank the land as a wetlands mitigation area takes approximately two years to complete and is very complicated. Staff will assess the feasibility of this option; however, Mr. Guzman suggested the subject property may not be the best location because of insufficient water. Member Scott expressed a concern that the parcel west of the freeway will have no water once the freeway drainage system is constructed. Mr. Guzman advised that at the time Blackwells Pond Park was constructed, streams were tapped which have continued to flow year-round from the edge of the park into a pipe and southward. He expressed the opinion that the freeway construction will not interfere with the flow, and that a water source will be available for the parcel. With regard to the Lompa Lane wetland, Member Scott expressed a concern that the Open Space Program will end up with 35 acres of dust and salt issues. He suggested ensuring that the relative responsibilities of operation and maintenance of the subject parcel are known prior to entering into the agreement. Mr. Guzman advised that he and Mr. Walker have spent time on the site and discussing the issues with Ms. Burnside. Mr. Walker believes that if compatible vegetation is made available for the alkaline soil, the wetlands will function more efficiently. Mr. Raffety had offered to move the wetland grasses on his property to the open space property; however, Mr. Guzman noted that this was not part of the deal. Army Corps of Engineers representatives have suggested a possible design element for enhancement of the wetland at Mr. Raffety's expense which Mr. Guzman believes will benefit the Open Space Program. In response to a question regarding the Army Corps of Engineers' requirements, Mr. Guzman advised that purchase of the land would enhance the existing 17-acre wetland and may potentially be used in the future to accommodate additional enhancement projects. In response to a further question, Mr. Guzman advised that there is no guarantee the City will develop wetlands to mitigate that which is being removed from Mr. Raffety's property.

In response to a question, Mr. Raffety was unsure as to water rights associated with his property. He advised that the stream is currently flowing fairly well because of runoff, but in the summer, there is only a trickle. Army Corps of Engineers representatives have suggested placing hay bales in Hot Creek to filter the run off and improve the water which flows to the wetlands. Mr. Raffety advised of receiving an offer to use one acre of the property for a car wash business, which would be required to treat the water used before discharging it. Mr. Raffety suggested that this would enhance the stream flow. In response to a

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question, Mr. Guzman advised that he had researched Mr. Raffety's property and found there are no associated water rights. Member Scott suggested having Mr. Raffety execute a quit claim deed transferring any water rights or interests to the City. This would eliminate a potential cloud on the title. Mr. Raffety expressed an interest in being able to use the warm water with the understanding that the same volume of water would be returned to the stream. Member Scott expressed the opinion that a non-consumptive use of the warm water would not be an issue. He anticipates that the City will be water short for the existing and acquired acreage, and commented on the importance of procuring and consolidating any water rights. Vice Chairperson Jacquet thanked Mr. Raffety, and called for public comment.

(1-0371) Dan Greytak expressed a concern with regard to more wetlands with less water. He commented that mitigation should include equal quality conditions for wildlife and recreation. If there are water rights to be secured for the parcel, there are several marginal wetlands which are under water that don't function as those areas destroyed in the development of wetlands properties. He expressed the opinion that even though it may be permissible through the Army Corps of Engineers, the City should be considering equal quality for wetlands as they are developed. He suggested considering dedication of effluent water as a means for irrigation, and expressed a preference for effluent water to be used in the subject area rather than along the River.

Member Scott agreed with Mr. Greytak's comments, but discussed the potential, as development occurs, to create more usable wetlands. He expressed support for Mr. Greytak's suggestion of using effluent water. Mr. Guzman pointed out the location of an effluent water line along College Parkway. Member Scott suggested advising Development Services Manager Andrew Burnham that the Open Space Program would be interested in an unmetered connection. Mr. Raffety commented that the available wetlands is not very appealing or functional, and suggested that using the water in open and shallow wetlands would be more efficient.

Member Scott supported the concept, and commented that approval of the proposal communicates the potential for a significant project. He discussed the importance of acknowledging that the project will take care and attention by the Committee. Vice Chairperson Jacquet inquired as to previous commitments from the developer to keep the land open and functioning as a wetlands. Mr. Guzman advised that the Development Agreement designates the area for use as a nature park. In addition, there are Army Corps of Engineers permits for the subject area, for Goni, and for the Catholic Church. He advised that the area will remain as a wetland for a while. Vice Chairperson Jacquet expressed a concern that the Open Space Program won't pay for the land twice through a subsequent agreement in the development of the Northridge subdivision. In wanting to make absolutely sure, Mr. Guzman advised that he had listened to the tape of the meeting in which the subdivision was approved. Both Mr. Kastens and Jay Meierdierk, a former Parks and Recreation Commissioner, explained to the Board of Supervisors, at the time the Development Agreement was presented, that the Parks and Recreation Commission intended to pay for the land.

In response to a question, Mr. Guzman expressed the hope that the appraised value is the same as that which was previously determined. He advised that the previously appraised value is that which has been incorporated into the proposal. **Member Scott moved to recommend to the Board of Supervisors that the three lots owned by Stanton Park Development and Jim Bawden, and consisting of approximately 35 acres north of Northridge and west of Lompa Lane, APNs 2-101-54, 55, and 73, be the subject of an off-site compensatory mitigation activity by Mr. Chuck Raffety and then deeded to the Carson City Open Space Program to be managed and enhanced as a wetland and nature park in accordance**

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with the Northridge Development Agreement, and in addition that Mr. Raffety provide a quit claim deed providing any water rights which he may have associated with that property to Carson City. Member Fischer seconded the motion. In response to a question, Member Scott clarified the motion in that if there are any associated water rights, they would remain with the property. In response to a question, Mr. Guzman reiterated that there are no water rights. Vice Chairperson Jacquet called for a vote on the pending motion; **motion carried 5-0.**

3-B. ACTION TO RECOMMEND TO THE BOARD OF SUPERVISORS THE USE OF A NORTHEAST PORTION OF THE MOFFAT PROPERTY AS A REGIONAL DRAINAGE FACILITY, AS PERMITTED BY CHAPTER 13.06 OF THE CARSON CITY MUNICIPAL CODE. THE MOFFAT PROPERTY IS LOCATED AT 4021 LEPIRE DRIVE (APN 10-032-31) (1-0551) - Mr. Guzman reviewed the staff report, and introduced Keith Shaffer, of Peak Consulting Engineers, and Senior Engineer Robb Fellows. Mr. Shaffer, representing the developer of the Sundance Ridge Subdivision, pointed out the proposed development in reference to the Moffat Property Master Plan which was displayed in the meeting room. He advised that the storm drainage is proposed to run from the Sundance Ridge development along Lepire Drive, to be discharged very near to an existing storm water discharge facility. He advised that there are other storm drainage discharges up Lepire Drive and around the corner to Letigo. In response to a question, Mr. Guzman described the storm water drainage route in reference to the Moffat Property Master Plan. In response to a further question, Mr. Guzman advised that an existing pipe which is not in compliance with the City's best management practices has to be repaired. He suggested that repairing the pipe presents the opportunity to do an enhancement. Member Scott referred to the master plan, and expressed the opinion that a significant regional facility will not visually enhance the property. In response to a further question, Mr. Guzman advised that the property could not be sold for the proposed use; however, the City can grant an easement to accommodate the drainage facility. The Carson City Municipal Code requires the drainage facility to be regional in nature.

Robb Fellows explained that when Lepire Drive was constructed in the mid 1970s, the existing drainage facility was installed half on the private property and half on the Moffat property. There is no way to maintain it and no treatment facilities exist. Allowing Development Services to shift the facility to the other wash and enhance it will provide for water quality improvements and maintenance access, which would double as a trail access. Member Scott inquired as to how many other drainage areas would be tributary to the Mexican Ditch; whether there is any potential to consider the Mexican Ditch as the treatment facility, simply piping water to it and handling it more as a ditch treatment system after it collects from several locations. Mr. Fellows advised that most of the pipes entering the Mexican Ditch north of the Moffat property are existing. He indicated that the City prefers, wherever possible, to combine systems and treat the water before it flows to the Mexican Ditch rather than relying on the ditch itself. In response to a question, Mr. Fellows advised that the storm drainage master plan is in the process of being developed. The intent is to maintain the natural course of drainage while providing opportunities to maintain facilities before the flows reach the River.

Member Riedl inquired as to what would be done with the pipe if development were not to go forward. Mr. Fellows advised that he was unsure as to how improvements to the pipe would be prioritized. He advised that the pipe does need attention. In response to a further question, he advised that the idea was to have a wetlands forebay for settling before piping the water to the Mexican Ditch. There are no other facilities, other than the catch basins, to separate out heavy sediment. Member Scott requested additional information on this item, and advised that he had reservations with regard to the proposal. He expressed

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an interest in reviewing the subregional area. He referred to the Moffat Property Master Plan and pointed out the potential location for an observation point as opposed to a detention area. Vice Chairperson Jacquet agreed, and requested the opportunity to review a map of the area north of the Moffat Property. He commented that using open space property for storm water detention is not necessarily an Open Space Program priority. **Member Riedl moved to request staff to provide the Committee with available options for addressing the drainage problem, particularly alternatives that do not include the open space land and then an alternative that does involve open space land, and try to better define the alternatives to make a better case for the project. Member Scott seconded the motion.** Member Robinson requested that a cost factor be included in the alternatives. **Member Riedl so amended his motion. Member Scott continued his second.** Vice Chairperson Jacquet called for a vote on the pending motion; **motion carried 5-0.**

3-C. ACTION TO RECOMMEND TO THE BOARD OF SUPERVISORS FOR THE OPEN SPACE PROGRAM TO APPLY FOR A WOOD IN TRANSPORTATION PROJECT U.S. FOREST SERVICE GRANT FOR A BRIDGE APPROXIMATELY 18 FEET IN WIDTH BY 60 FEET IN LENGTH TO BE LOCATED AT THE MEXICAN DITCH TRAIL AT CARSON RIVER ROAD IMMEDIATELY EAST OF APN 10-622-12 (1-0825) - Mr. Guzman reviewed the staff report and pointed out the proposed location of the bridge on a displayed map. He advised that the new developers consider the trail as an amenity into their subdivision. He described the location of the subdivision, and expressed the opinion that taking advantage of the grant is a good opportunity for the Open Space Program. In response to a question, Mr. Guzman advised that the developer is granting the land for the trail through an easement, and developing the trail at no cost to the City. The requirement for the bridge and development of the trail was part of the City's purchase. The difference is that some developers create parcel maps and some develop subdivisions. Subdivisions customarily require off site improvements. The five acres was designated as "not a part" and, therefore, not the responsibility of the developer.

In response to a question, Mr. Fellows advised that the bridge is part of the City's bicycle facilities map and, therefore, required to be constructed pursuant to ASHTO standards. In response to a question, Mr. Guzman advised that the request was for the Open Space Program to pay for the bridge. If the bridge is then used to satisfy the needs of other departments, their participation can be requested. In response to a further question, Mr. Guzman advised that former Parks and Recreation Director Steve Kastens expressed the opinion that the Open Space Program should pay for the bridge. In reviewing the requirements of the subdivision, Mr. Guzman confirmed this. He advised that another requirement was installation of a water tank; however, this has since been resolved in another way. He expressed the belief that the cost of the bridge is the proportional share of the Open Space Program.

In response to a question, Mr. Shaffer expressed the opinion that the \$120,000 to \$150,000 cost estimate represented the wider bridge. In response to a question, Mr. Guzman advised that the agreement was to construct a bridge; there was no width defined. Mr. Guzman acknowledged that City and ASHTO development standards can be met with a narrower bridge. Member Riedl expressed the opinion that the bridge dimensions are not important at this point. He advised that there are ASHTO standards for the width of multi-use passes. He suggested that there is no requirement for a long bridge to accommodate the angle; that approach work could be done which would make a shorter bridge more feasible. He expressed the opinion that it was not part of the Open Space Program mission to fund a wider bridge in order to accommodate utility trucks.

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In response to a question, Mr. Guzman advised that the request of the Open Space Program was to pay for half the total cost. The estimated cost is for an 18' foot bridge; discussion took place regarding the requirements of the grant. Vice Chairperson Jacquet agreed with Members Fischer and Riedl's earlier comments regarding the proportion of open space funding being requested. He expressed the opinion that a pedestrian/bike path could be accomplished with less cost and a route which is more perpendicular to the Mexican Ditch. He suggested working out an arrangement with the Parks or Utilities Departments to compile the total funding. Member Scott inquired as to the necessity of crossing the Mexican Ditch at the proposed location. Mr. Guzman advised that there are other areas, but noted that the proposed location is a function of the existing geometry of the lots. Mr. Fellows advised that a couple different scenarios on where to cross were considered. The proposal is accommodated within an 80' easement in which the Mexican Ditch is not centered. A large overburden exists on one side which goes outside the easement; however, the developer has agreed to grant an additional easement to accommodate the bridge at the proposed angle.

Vice Chairperson Jacquet commented that the proposed design does not conflict with the Open Space Program other than in the cost. Member Fischer agreed and suggested that if the proposed width is to accommodate the needs of other City departments, those departments should contribute to the construction costs. Mr. Fellows advised that ASHTO requirements never allow for bridges to be narrower than the associated pathway. The absolute minimum for a 12' path is 14' for bicycles, not vehicles. The proposed design includes utility vehicles for purposes of maintenance and emergency. Member Riedl reiterated that a pedestrian bike path would have less load requirement than what would be needed for driving over it with a vehicle. He advised that transportation funds are available for enhancements to bicycle paths, and suggested using open space funds as a match for federal grant funding.

Mr. Guzman recapped the previous discussion, as follows: try to minimize the length and width; try to pay for only the open space program's proportional share; and consider other funding sources. Vice Chairperson Jacquet reiterated that the Committee is only opposed to the design as it is related to the cost. He expressed the opinion that the City shouldn't become subject to the conditions of the previous Development Agreement. Mr. Guzman agreed, but noted that since the bridge was required as part of the property purchase, it should be followed through. He noted that a mandate of the Open Space Master Plan Element is to facilitate connectivity, and expressed the opinion that the proposed bridge meets this requirement. Member Fischer expressed understanding for Mr. Guzman's comments, and discussed the importance of the public having a good understanding of the reasons the Committee would be considering this proposal.

Member Scott commented that the Open Space Program is not responsible for bridges or trails. He expressed concern with regard to the reasons this proposal was submitted to the Committee for consideration. He acknowledged the need to foster trails and paths, and that this includes purchasing properties which provide for connectivity. He disagreed with doing capital improvements. Vice Chairperson Jacquet suggested that the assessment should evaluate cost sharing with other City departments. Member Robinson expressed opposition to the proposal because of the Open Space Program's role to purchase property and the Parks and Recreation Department's role to improve property.

(1-1250) Mr. Greytak inquired as to whether any current site work being done by the developer will accommodate the proposed bridge and, if so, whether it will change depending upon the action taken by the Committee. Mr. Guzman advised that the developer is accommodating construction of the trail and the

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anticipated location of the bridge abutments, and that he would forward the Committee's recommendation to the City Manager.

(1-1279) Mr. Shaffer reviewed the elements of the cost estimate which was included in the agenda materials. He expressed the opinion that structures lend aesthetics to open space, and explained that Mr. Guzman recognized the opportunity represented by the USDA Forest Service grant. In this region, the USDA Forest Service has not done a demonstration timber bridge, and is eager to allocate funding. Mr. Shaffer advised that the subject bridge to span 60' to carry a minimal truckload emergency vehicle, H-15 loading, will cost approximately \$62,000 delivered to the site. He expressed the opinion that the cost will not be significantly less to make it a pedestrian bridge when abutments and approach work are calculated. He expressed understanding for the concerns expressed by the Committee, but commented that when people begin to use the trail, the fact that the Open Space Program contributed to it will be a benefit.

Vice Chairperson Jacquet summarized the Committee's comments, as follows: the Committee agrees with the concept of a bridge at the site; that connecting the Mexican Ditch is important; and with pursuing a grant application. The Committee disagreed with the City's share of the cost being entirely allocated from the Open Space Program.

Member Scott agreed with Vice Chairperson Jacquet's summarization, and also with Mr. Shaffer's comments regarding the importance of aesthetics. He suggested that public facilities sometimes don't reflect the care of the City. He discussed the importance of considering aesthetics in development of facilities. He expressed the opinion that the bridge is not as much an open space function as it is a parks and recreation function. He had no objection to participating, but disagreed with the Open Space Program "carrying the ball." Vice Chairperson Jacquet suggested Mr. Guzman could assist in seeking the grant as an Open Space Program contribution. **Member Fischer moved to table action on this item until the next meeting at which time Mr. Guzman will have additional information in reference to the possibility of sharing funds on the concept of the bridge. Member Scott seconded the motion. Motion carried 5-0.**

3-D. ACTION TO RECOMMEND TO THE BOARD OF SUPERVISORS THE PURCHASE OF AN 80-ACRE PROPERTY OWNED BY THE STATE OF NEVADA AND LOCATED NORTH AND EAST OF COMBS CANYON ROAD AND WEST OF UNIVERSITY HEIGHTS (APN 7-091-17) IN PARTNERSHIP WITH THE CARSON CITY DEVELOPMENT SERVICES DEPARTMENT (1-2255) - Vice Chairperson Jacquet advised that he resides in the University Heights subdivision, and acknowledged that he had no financial interest in this item. Member Scott advised that his firm had worked for the City on flood control design, legal descriptions, and surveying in the subject area. Mr. Guzman reviewed the staff report, and responded to questions regarding that portion of the land available for purchase by the Open Space Program.

Member Fischer moved to recommend to the Board of Supervisors purchase of the 80-acre parcel owned by the State of Nevada located north and east of Combs Canyon Road and west of University Heights, APN 7-091-17, in partnership with the Carson City Development Services Department. Member Scott seconded the motion. Vice Chairperson Jacquet expressed a concern that, in consideration of the neighbors, Area 1 should be purchased as well in order to limit development. **Member Fischer so amended his motion. Member Scott continued his second,** and suggested that it might make sense for Area 1 to be incorporated as part of the University system. He noted an existing easement, and expressed

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concern with regard to where the role of the Committee stops and someone else's role, in terms of management, begins. He suggested that Area 3 is more in keeping with the Open Space Program, and expressed concern that Area 1 could be considered as the Open Space Program competing with potential private or other public development. Vice Chairperson Jacquet advised that the current zoning calls for 20-acre parcels. Purchasing only Area 3 will subdivide and create a "little triangle." Vice Chairperson Jacquet noted that the current plan calls for 20 acres, and suggested that the parcel should be kept intact and undeveloped principally for the purpose of flood control and for preserving open space. He pointed out other property which the University system currently owns and could develop.

Member Scott suggested acquiring Area 1 as part of Area 2, with the understanding that at some point in the future Area 1 could be lot line adjusted into the University parcel for development. He reiterated his concern that the Committee would be criticized for purchasing developable property with Open Space funds. Vice Chairperson Jacquet noted that area 2 has open space values in addition to the value attached by the Development Services Department for flood control purposes. Additional discussion ensued. Member Robinson expressed the opinion that the Committee should do everything possible not to create an illegal parcel. Member Riedl commented that Area 3 is a "fabulous piece of open space." He referred to the staff report and noted that Areas 1 and 2 would be the responsibility of the City's Development Services Department and the Planning Commission.

In response to a question, Mr. Guzman pointed out the subject parcels on a displayed map and provided background information on the proposal. Mr. Guzman acknowledged that purchasing Area 1 with Open Space funds precludes the future potential of the City to work with WNCC on development. Vice Chairperson Jacquet called for a vote on the pending motion; **motion carried 3-1-1, Member Scott abstaining.**

[Vice Chairperson Jacquet recessed the meeting at 8:31 p.m. and reconvened at 8:42 p.m.]

3-E. ACTION TO ENTER NEGOTIATIONS AND RESEARCH THE LAND CONSERVATION OPTIONS AVAILABLE FOR THREE (3) PARCELS TOTALING 58.65 ACRES, AND LOCATED AT THE CARSON RIVER IMMEDIATELY SOUTH OF THE MEXICAN DAM WEST BANK, KNOWN AS APNs 10-121-35 (BULIN-HOLLINGSWORTH), AND 10-121-39 AND -40 (STEIN) (1-3543) - Member Fischer moved to enter into negotiations. Member Scott seconded the motion. Motion carried 5-0.

3-F. ACTION TO SUPPORT A QUESTION #1 GRANT APPLICATION BY THE NORTHERN NEVADA RAILWAY FOUNDATION, A NON-PROFIT ORGANIZATION, TOWARDS THE CONSTRUCTION OF THE V&T RAILROAD PROJECT LOCATED IN THE VICINITY OF THE CARSON RIVER EAST OF THE DEER RUN ROAD BRIDGE (1-2969) - Mr. Guzman introduced Judie Fisher, representing the Northern Nevada Railway Foundation, and reviewed the staff report. He referred to the Question #1 Opportunities Map which was displayed in the meeting room. In response to a question, Ms. Fisher provided background information on the Northern Nevada Railway Foundation, and discussed her proposal to request Question #1 funding for reactivation of a portion of the V&T Railroad along the River. Mr. Guzman explained that requesting Question #1 funding for accessory activities, such as trails, parking lots which facilitate public access to the River, etc., associated with the V&T project would be appropriate. He explained that Ms. Fisher would be required to present her proposal

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to the Parks and Recreation Commission, the Carson River Advisory Committee, the Advisory Board to Manage Wildlife, and eventually the Board of Supervisors.

Mr. Guzman advised that he had discussed the proposal with Division of State Lands staff, who indicated that they will expect updated information. The current grant cycle is anticipated to be finalized by April 5th, and Mr. Guzman advised that Ms. Fisher's proposal would be included in the next grant cycle which will begin in the summer of 2004. Vice Chairperson Jacquet observed that connecting the V&T project with open space could be done "cleanly" if the request involved purchase of land or an easement. He noted the Open Space Program's commitment to the Carson River Corridor, and that the V&T project is consistent with the same. He expressed a concern that describing the project as constructing a railroad presents an issue with regard to finding a connection to open space. Ms. Fisher advised that most of the land for the railroad project is acquired or in the process of being acquired. She advised that the project has been approved in that it represents an improvement to the River corridor. She explained that construction funds are needed.

In response to a question, Mr. Guzman advised that approval of the request could theoretically reduce the funds available to the Open Space Program for property purchase. In response to a further question, he advised that approving the request would not result in the loss of funding allocation opportunities. Member Scott indicated his support for the concept of the Northern Nevada Railway Foundation being a grant applicant even though the request did not involve an open space project. Member Riedl agreed, and suggested that the application could stand on its own merits. He commented that the V&T Railroad project will be "wonderful" and an "awesome platform" for viewing the City's open space. **Member Scott moved to support a Question #1 grant application by the Northern Nevada Railway Foundation. Member Fischer seconded the motion. Motion carried 5-0.** Ms. Fisher invited the Committee members to her office to view a video entitled *Imagine*.

3-G. ACTION TO RECOMMEND TO THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION AND THE CARSON CITY BOARD OF SUPERVISORS AMENDMENT TO THE BICYCLE ELEMENT OF THE REGIONAL TRANSPORTATION PLAN (1-1401) - Mr. Fellows reviewed revisions to the bicycle element which was included in the agenda materials and also displayed in the meeting room. He responded to questions regarding the bicycle path along the southern leg of the freeway bypass. Mr. Krahn provided a brief overview of the revisions to the bicycle element which were made according to the Question #1 Opportunities Map. He advised that the Parks and Recreation Commission recommended adoption of the amendment with the inclusion of revisions to the language of Policy B-3h to delete the words "and/or development of the private lands." The Parks and Recreation Commissioners expressed support for stronger emphasis on planning the freeway corridor in conjunction with considering connectivity. Member Fischer advised of having had the opportunity to recently ride the V&T Trail, and commended the City on its development. Discussion took place with regard to development of the trail.

Member Riedl advised of having requested that this item be placed on the agenda to discuss trail connectivity. He advised of discussing the bicycle element earlier in the day with Deputy City Engineer John Flansberg. He discussed the importance of consistency between the Open Space Master Plan Element and the RTC Bicycle Element. He noted that there is no mention of the Bicycle Element in the Open Space Master Plan Element. He agreed with the Parks and Recreation Commission's recommended revision to Policy B-3h. He discussed the Committee's role in assisting to fulfill the bicycle element through purchase

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of easements, rights-of-way, etc. He expressed support for the proposed revisions. In response to a question, Mr. Fellows advised that the public meeting on the bicycle element will be scheduled during the week of April 19th. Mr. Riedl commented that bicycle elements are very important to the Federal Highway Administration and NDOT. In response to a question, Mr. Guzman advised that the bicycle element is an integral part of the connectivity map. Once it is adopted, staff will agendize it for incorporation into the Open Space Master Plan Element.

(1-1780) Charles Macquarrie, a member of Muscle Powered, recognized the time invested by staff in the bicycle element. He agreed with earlier comments by Member Riedl regarding the bicycle element being integral to the Open Space Master Plan Element. He suggested that it should also be incorporated into the Parks and Recreation Master Plan Element. He expressed the opinion that things have been done backwards in that the Committee was being asked to review the draft plan without the benefit of public input. He advised that the Parks and Recreation Commission was also asked to approve the plan prior to any public workshop being scheduled. He advised of having reviewed the draft plan over the past week, and pointed out that there was no implementation element, no priorities, and no budget. "It is very unclear what actually is on the ground and what is planned." Mr. Macquarrie expressed the opinion that these elements should be included in order to have clear direction on how to proceed. He advised that NDOT is in 30% design for phase 2 of the freeway, and that the City Board of Supervisors recently signed an agreement with NDOT to remove the path out of phase 2. The line on the map, prior to that, has been replaced by the arrows referred to earlier by Mr. Fellows and Mr. Krahn. He acknowledged that Mr. Flansberg has been working closely with NDOT Project Manager Jim Gallegos to find opportunities within the freeway corridor so that the path is not precluded. He encouraged the Committee to encourage City staff to continue these efforts. In considering the linkages and routes, Mr. Macquarrie pointed out a very large north/south gap between Highway 50 and Fifth Street, and between the Linear Path south of Fifth Street and the Edmonds Sports Complex. He expressed the opinion that this is the appropriate time in the freeway design process to "get those facilities done," and, at the same time, it is an opportunity that shouldn't be passed up.

(1-1865) Kelly Clark encouraged the Committee to develop as many connector paths as possible. She discussed the "wonderful feeling" of being out on an "open road on a bike and know that you can keep going for a long way." She expressed the opinion that the linear ditch path should continue southward. She described a trail which runs eight miles along the Spokane River in Washington. She suggested that the linear ditch path could be a tourist attraction for the City, and reiterated her encouragement for the Committee to continue purchasing properties for connectivity. She expressed appreciation for the work being done by City staff and the Committee members.

(1-1909) Penny Fairfield, a member of Muscle Powered, agreed with Mr. Macquarrie's comments regarding "getting the cart before the horse." She expressed concern with regard to the Committee approving the revisions without public comment. In response to a question, Mr. Guzman advised that any changes or comments received through the review process will be added to the plan. He noted that the Committee is advisory to the Board of Supervisors, which will receive the benefit of all the testimony provided throughout the review process. Ms. Fairfield expressed appreciation that a public meeting will be held during the week of April 19th.

Mr. Fellows advised that City staff is attempting to prioritize facilities and include them in the Transportation Improvement Plan, which considers facilities and funding over a three to five year period.

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Vice Chairperson Jacquet observed that the Committee's direct interest in the bicycle element is the method by which it will interface with the Open Space Master Plan Element. He expressed hesitancy in forwarding a recommendation for any other purpose. The focus of the Committee is how to facilitate acquisition of land and easements to implement the bicycle element. In response to a comment, Mr. Guzman advised that the Board of Supervisors relies on advisory committees to receive public input and then provide recommendations. Member Fischer discussed his involvement in development of the bicycle master plan element, and advised that he had never heard of anyone, other than elected officials, agreeing to "scrap the bicycle trail along the freeway." He provided background information on development of Question #18, and advised that the bicycle trail along the freeway, with shade trees and landscape, was always a goal. He expressed the opinion that there should still be a bike trail along the freeway. Member Scott expressed appreciation for the comments provided, and expressed the opinion that trails and bike paths are very close to the Open Space Program mission. He suggested sending a message that indicates the willingness of the Committee to be involved, and that more attention should be given to the detail depicted in the draft plan. **Member Riedl moved to acknowledge receipt of the proposed changes to the bicycle plan and encourage the Regional Transportation Commission, the Parks and Recreation Commission, and the Open Space Advisory Committee to work together to better define the bicycle plan in the future. Member Scott seconded the motion, and requested Member Riedl to define "future" more precisely. Member Riedl amended his motion to volunteer to attend the public workshop and to request staff to schedule a comprehensive workshop between the Regional Transportation Commission, the Parks and Recreation Commission, and the Open Space Advisory Committee. Member Scott continued his second.** Vice Chairperson Jacquet called for a vote on the pending motion; **motion carried 5-0.** Discussion took place with regard to forming a working group from the three advisory committees.

3-H. ACTION TO AUTHORIZE THE CHAIRMAN OF THE OPEN SPACE ADVISORY COMMITTEE TO SIGN A LETTER OF APPRECIATION DIRECTED TO MR. BOB VOIGHT, SUPERINTENDENT OF THE HUMBOLDT/TOIYABE NATIONAL FOREST, FOR THE PROMPT ATTENTION AND REMOVAL OF AN ABANDONED AUTOMOBILE FROM THE LOWER KINGS CANYON MEADOW (1-3599) - Member Riedl provided background information on this item. **Member Scott moved to approve with the proper spelling of Mr. Vaught's name. Member Fischer seconded the motion. Motion carried 5-0.**

3-I. ACTION TO COMMENCE DISCUSSIONS TOWARDS THE DEVELOPMENT OF A POSITION PAPER TO BE TRANSMITTED TO THE BOARD OF SUPERVISORS REGARDING THE POSITIVE/NEGATIVE FINANCIAL IMPACTS TO THE CITY RELATED TO THE PURCHASE OF OPEN SPACE LAND (1-3650) - Member Fischer provided background information on this item, and **moved to commence discussions toward development of a position paper to be transmitted to the Board of Supervisors regarding the positive/negative financial impacts to the City related to the purchase of open space land. Member Scott seconded the motion.** Vice Chairperson Jacquet advised of having discussed with Mr. Guzman the involvement of the Sierra Business Council in providing background information for the position paper. He expressed the opinion that evidence will show the value open space brings to the community. He called for a vote on the pending motion; **motion carried 5-0.**

4. NON-ACTION ITEMS:

STATUS REPORTS AND COMMENTS FROM COMMITTEE MEMBERS (2-0112) - None.

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STATUS REPORTS AND COMMENTS FROM STAFF (2-0006) - Mr. Guzman referred to his activity reports which had been previously forwarded to the Committee members, and reviewed the same. In response to a question, he reviewed the February 20, 2004 letter from City Manager Linda Ritter to Michael Fagen, which was included in the agenda materials. He reviewed the other "FYI" items included in the agenda materials. He advised that Mr. Kastens agreed to be available for the May Committee meeting.

FUTURE AGENDA ITEMS FROM COMMITTEE MEMBERS - Previously covered.

5. ACTION ON ADJOURNMENT (2-0113) - Member Fischer moved to adjourn the meeting at 9:14 p.m. Member Scott seconded the motion. Motion carried 5-0.

The Minutes of the March 29, 2004 meeting of the Carson City Open Space Advisory Committee are so approved this 26th day of April, 2004.

STEPHEN D. HARTMAN, Chair