

CARSON CITY OPEN SPACE ADVISORY COMMITTEE

Minutes of the January 8, 2001 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, January 8, 2001 in the Cooperative Extension Conference Room, 2621 Northgate Lane, Suite 12, Carson City, Nevada.

PRESENT: Chairperson Steve Hartman
Michael Fischer
Dan Jacquet
Ron Pacheco
Bruce Scott

STAFF: Steve Kastens, Parks and Recreation Director
Juan Guzman, Open Space Manager
(OSAC 01/08/01; Tape 1-0001)

NOTE: Unless indicated otherwise, each item was introduced by Chairperson Hartman. A tape recording of these proceedings is on file in the Clerk-Recorder's Office and is available for review and inspection during regular business hours.

A. ROLL CALL AND DETERMINATION OF A QUORUM (1-0035) - Chairperson Hartman called the meeting to order. A quorum was present. Alternate Member Robinson was present. Chairperson Hartman noted for the record that Member Quilici has resigned.

B. APPROVAL OF MINUTES - OCTOBER 2, 2000 (1-0062) - Member Jacquet moved to approve the minutes. Member Fischer seconded the motion. Motion carried 5-0-2-0.

C. PUBLIC COMMENT (1-0078) - Laura Bird introduced herself and expressed an interest in serving on the Committee. She advised that she has submitted an application. Chairperson Hartman thanked her for her attendance. In response to a question, Alternate Member Robinson indicated that she will be submitting an application as well.

D. MODIFICATION OF AGENDA (1-0129) - None.

E. DISCLOSURES (1-0130) - Member Pacheco advised that he would be abstaining from discussion and action on item F-2 because of his affiliation with the Nevada Department of Transportation ("NDOT").

F. PUBLIC MEETING ITEMS

F-1. INTRODUCTION OF JUAN GUZMAN, THE NEW OPEN SPACE MANAGER (1-0157) - Chairperson Hartman congratulated Mr. Guzman on his appointment. Mr. Guzman thanked the Committee.

F-2. DISCUSSION AND ACTION REGARDING ADOPTION OF THE CARSON CITY TRANSPORTATION PLAN - BICYCLE ELEMENT AND BICYCLE SYSTEM PLAN (1-0187) - Mr. Guzman advised that this issue revolves around the understanding between Mayor Masayko and Governor Guinn wherein they agreed that there will not be a bicycle/pedestrian path adjacent to the

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southern section of the freeway from Highway 50 east to Highway 50 west. In exchange, the City will look for alternate routes that will still provide access and linkages off the freeway corridor, the main constraint being expense and right-of-way purchase. Mr. Guzman advised that, in their negotiations with NDOT, Lompa Family Trust representatives requested that an alignment for a future bicycle/pedestrian path not be placed along their land. Their request has been honored; however, the draft map indicates that a delineation will be made at the time of any future development of the Lompa land. Mr. Guzman noted that this is in keeping with the City's practice of exercising the right to use paths and rights-of-way at the time of development.

Mr. Guzman advised that public meetings have been conducted in four sections of the City. He commented on Mr. Kastens' discussions with property owners in the industrial sector. Mr. Guzman met with residents in the southeast area of the City, and other City staff met with residents in the southwest and northwest areas. Mr. Guzman indicated that the input received from those meetings was translated to the draft map which was displayed. Discussion took place regarding bicycle/pedestrian paths in the northeast section of town, and the reasons the industrial property owners are reluctant to agree to the paths.

Mr. Guzman advised that residents in the southern area of town expressed a desire to develop primarily north/south trails connecting all the way to the library, the Senior Citizens Center, places of employment, etc. These citizens expressed an interest in seeing the trails tied to development and the master plan in Douglas County. All three citizens who testified on the Costco side expressed an interest in a connection from Jacks Valley Road to Clear Creek Road. Mr. Guzman advised that the input was predicated upon the knowledge that the northern end of Douglas County is going to grow rapidly, and the residents emphasized the importance of connecting Carson City and Douglas County facilities.

Mr. Guzman discussed the priority placed on development of a bicycle facility on Curry Street. In response to a question, Mr. Kastens explained the differences between bike paths, bike lanes, and shared facilities. He acknowledged that everything indicated by a blue line on the draft map is already in existence and is designated as a shared facility. He explained that the premise of the plan is every street in Carson City is considered a shared facility. The blue lines depicted on the draft map delineate streets which will be shared thus prompting the need for the minimum 14' lane and appropriate signage. The yellow lines represent bike lanes which will require a 5' painted and striped lane on the roadway. The green lines represent the path which is a separate facility from any street or roadway. In response to a question, Mr. Kastens advised that there has not yet been any issue with the Bureau of Indian Affairs ("BIA") regarding a bike lane on Curry Street. He indicated that Streets Department staff has advised of a difficulty with accommodating the bike lane near the U.S. Forest Service office where it will connect with Stewart Street. Member Scott commented that most of Curry Street is on the edge of BIA land.

Mr. Guzman advised that the residents in the northern section of town indicated a priority to finalize projects such as the extension of Ormsby Boulevard, the continuation of Combs Canyon and Timberline, the trails within Silver Oak, etc. Ann Macquarrie has informed him of a trail between Timberline and Ash Canyon Road which has been blocked by an adjacent property owner. Member Scott suggested adding Mr. Meeson to the list of people the Committee may want to approach regarding open space acquisition.

Mr. Kastens indicated another reason for reviewing the bicycle plan at this time is that Carson City is soon to be a metropolitan planning organization ("MPO"). He provided background information on

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development of the original bike plan in 1994, and advised that once the City reaches MPO status, bike plans become fiscally driven or constrained. He reiterated that the plan starts out with the consideration that every street in the community is a shared roadway. The blue, yellow, and green line designations simply highlight major arterials and facilities. Any citizen can ride their bike on any public street or roadway. Mr. Kastens discussed the need to develop a map for bicyclists who are new to the area.

In response to a question, Mr. Kastens indicated that when Sav-On Drugs moves to the building on the corner of Fairview and Highway 395, the bike path will be developed in the landscaped area adjacent to Highway 395. He advised that staff is considering the possibility of reconfiguring the entire frontage from Fairview Drive to Carson City Toyota in order to accommodate the path. (This was indicated by a green dashed line on the draft map.) Mr. Kastens advised that enough width exists across the Eagle Station Shopping Center to accommodate a path down to Clearview Drive. Mr. Guzman advised that some funding has been secured from ISTEA and T-21, and that NDOT is in favor of the project.

In response to a further question, Mr. Kastens advised that traffic studies done on Saliman Road have indicated that it is more facility than is actually needed. When the idea of removing the path from the freeway came to light, he started considering an alternative. He proposed eliminating the southbound slow lane by installing curb and gutter along the white line that separates the slow and fast lanes on the west side of Saliman, thereby creating a bicycle/pedestrian path which would connect all the way from Colorado to Kingsley. A small stretch of path already exists between Kingsley and Koontz, and Hillview is a street right-of-way from Koontz to Valley View. He discussed the opposition of the residents in the area of Hillview Drive to an extension of Saliman Road. Mr. Kastens explained that a path could be created from Koontz to Valley View, and that Hillview is wide enough and the traffic volumes light enough that bike lanes could be accommodated. A bike path could also be accommodated along Hillview if parking was shifted from one side of the street. That would create a connection to Clearview. Mr. Kastens further explained that Clearview is being considered as a potential east/west freeway crossing, which would provide a connection to the Edmonds Sports Complex. Mr. Kastens acknowledged that the freeway is depressed from Fairview to just around the Edmonds Sports Complex. He further acknowledged that the issue seems to be an inadequate amount of right-of-way above the depressed portion of the freeway to create a bike lane on one side or the other. He has advised NDOT staff that the City is reluctant to remove the green line before reviewing the profile. Once he can review the profile to confirm the right-of-way is not available, he'll keep looking.

In response to a question, Mr. Kastens indicated that the discussions with NDOT are separate from any funding at this point. He advised that the north leg of the freeway from Highway 50 has been reasonably worked out in some type of joint funding program. With regard to the south leg, there hasn't been enough design completed to consider it just yet. Mr. Kastens advised that staff is aware of the fact that there will be drainage canals and channels throughout the Lompa property. In preliminary discussions with NDOT, City staff suggested sharing maintenance roads and facilities, and the indication was that this could be worked out. Mr. Kastens advised of major drainage issues from the linear park, which is designated as the large blue line coming across just north of Fifth Street all the way over to Highway 50. In response to a question, Mr. Kastens advised that most of the other drainage flows from Koontz and Clearview will be perpetuated from the east side of Edmonds Drive and carried to the River.

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In response to a question, Mr. Kastens advised of a joint meeting scheduled between the Parks and Recreation Commission and the Regional Transportation Commission on Tuesday, January 16th. Member Jacquet inquired as to whether the existence of a bike path along the southern leg of the freeway obligates NDOT to fund it. Mr. Kastens advised that some FHA requirements will be implemented. In response to a further question, Mr. Kastens indicated that the Committee's mission is to determine how the bicycle plan affects access or pertains to open space. Mr. Guzman commented that one of the goals in the master plan is to look for continuity and ways of safely integrating the external open space areas with the internal open space areas. He suggested determining if the plan helps the Committee to achieve that goal. Mr. Kastens advised that in some of the discussions and debates in which he has been involved, people have more than once suggested utilizing Question 18 open space funding to purchase more right-of-way to facilitate a bike lane along the southern leg of the freeway. He indicated that if the Committee considers this an appropriate use of available funds, that recommendation can be made. He advised that NDOT has already acquired most of the right-of-way at the southern end and he is not sure what is left. Mr. Kastens discussed an additional issue of Edmonds Drive running parallel with the southern leg of the freeway from Colorado to Clearview, and he was uncertain how the reconfiguration of Edmonds would affect this.

In response to a question, Mr. Kastens indicated that removing the bike path from the southern leg of the freeway is the most logical way to implement the north/south route. He was uncertain how the bike path would fit not having seen the roadway profile. He indicated a reluctance to agree to the proposal without having seen the profile at this point. In response to a further question, Mr. Kastens recommended that the path should remain until City staff can examine the roadway profile in the area. He acknowledged that he needs additional information to provide a recommendation on the proposal. Mr. Guzman commented that eliminating the path removes the most direct, logical way of connecting the northern and southern areas of town in terms of the Edmonds Sports Complex.

Discussion took place regarding the understanding between Mayor Masayko and the State of Nevada, and Member Fischer suggested that the Committee not take a position on removal of the bike path from the southern leg of the freeway. Chairperson Hartman reviewed the existing accesses to open space throughout town. He expressed a desire to create east/west linkages via the drainage culverts under the freeway. He pointed out the difficulty at the south end of town and to the west, and indicated that the Stewart connection and the light at Koontz Lane are presently the only accesses. He concurred with Member Fischer's comments and indicated that since Mr. Kastens has not yet reviewed the roadway profile, the Committee should not move forward at this point.

Discussion took place regarding the possibility of creating a path in the right-of-way at Edmonds Drive, and Mr. Guzman explained the requirements for drainage facilities to accommodate sheet flow from the east side of Edmonds Drive. Mr. Kastens acknowledged that NDOT is required to purchase enough right-of-way to handle the drainage. He advised that NDOT has been trying to solve the east side drainage problems with detention/retention areas; however, the problem with the east side and the prison hill area is that so much of the flow is not concentrated down canyons or gullies. Member Scott advised that there are now drainage facilities down Clearview Drive. He commented that there should be an equestrian crossing at Valley View Drive. In response to a question, Mr. Guzman advised that the State of Nevada owns the land to the west of Curry Street. Mr. Kastens commented that if there truly is not enough room from Fairview to the Edmonds Sports Complex for either Edmonds Drive and/or the freeway, then the Saliman alternative is worth exploring. Discussion ensued with regard to the same.

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Member Scott expressed a desire to see freeway crossings wide enough for bicycles and pedestrians at the end of Hillview and at Robinson. Discussion took place regarding drainage facilities at Robinson and at the high school, and the Committee's participation in establishing linkages to common open space areas. Chairperson Hartman acknowledged that the areas of concern are the southeast part of town and the Robinson Street area. He indicated that the Committee should not make recommendations until Mr. Kastens gets more information and better connections are established in the southern area of town. He commented that the matter is driven more by the Parks and Recreation Commission except to the degree that the Committee can help facilitate connections for open space. Member Scott suggested that the Committee consider possible acquisition assistance if linkages can be formed by open space. Chairperson Hartman concurred. Discussion took place regarding equestrian access from Hillview to the Mexican Ditch, and Mr. Kastens acknowledged that the path will be wide enough to accommodate equestrian use. Member Scott reiterated that a separate equestrian path is needed at Valley View Drive, and Mr. Kastens advised that because it is a path, there will be a physical separation from vehicular traffic.

Chairperson Hartman clarified the Committee's position to wait until Mr. Kastens reviews the final design, but that the Committee would consider, in those areas where open space is the primary driver, participation for the acquisition of right-of-way. Discussion took place regarding who will pay for the property.

F-3. DISCUSSION AND ACTION REGARDING THE ELECTION OF A CHAIRMAN AND VICE CHAIRMAN OF THE OPEN SPACE ADVISORY COMMITTEE FOR FY 01/02 (1-1755) - Chairperson Hartman suggested deferring discussion and action on this item until the Committee has a full complement of members. Member Scott commended Chairperson Hartman on his service, and commented that he represents the Committee well. **Member Scott nominated Chairperson Hartman for the position of chairman for FY 01/02. Member Pacheco seconded the nomination.** Member Fischer called for the question. Chairperson Hartman solicited further discussion and, when none was forthcoming, called for a vote on the pending nomination. **Nomination carried 5-0-2-0.** Chairperson Hartman called for nominations for vice chairperson. **Member Pacheco nominated Dan Jacquet for vice chairperson. Member Fischer seconded the nomination.** Chairperson Hartman called for additional nominations and when none were forthcoming, called for a vote on the pending nomination. **Nomination carried 5-0-2-0.**

F-4. DISCUSSION REGARDING FUTURE ITEMS FOR OPEN SPACE ADVISORY COMMITTEE (1-1825) - Chairperson Hartman requested staff to agendaize discussion and action regarding Rattlesnake Mountain. Member Scott requested that staff informally contact prison officials to discuss their concerns prior to the meeting. Member Pacheco suggested contacting the Division of State Lands as managers of the property. He described the process for acquiring access to state lands, and discussion took place regarding how to address the matter.

Mr. Guzman advised that he will agendaize the wetlands issue and a management plan for the property just acquired. Chairperson Hartman requested that the properties along the Carson River be agendaized for discussion. Vice Chairperson Jacquet requested a status report of the willing sellers along the Carson River. In response to a question, Mr. Kastens advised that staff would develop a budget and present it for the Committee's review. Discussion took place regarding possible property acquisitions, the evaluation matrix, the district attorney's position on alternate members, and the current composition of the Committee.

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Member Scott commented that he would like to make sure the Committee is on track with the U.S. Forest Service's planning process. He is intrigued with the possibility of exchanges or trades, particularly with some of the watershed lands, or consideration of multiple use concepts that might help with trails. Vice Chairperson Jacquet suggested agendaizing the Pine Nut Mountains plan amendment initiated this year by the Bureau of Land Management. He indicated that the plan amendment may present an opportunity for the Committee's involvement, and advised that Carson City will be invited to participate. Chairperson Hartman suggested agendaizing discussion regarding replacement of Fuji Park. In response to a question, Mr. Kastens indicated that staff is exploring options. Discussion took place regarding the 13-acre parcel at the end of Koontz Lane between Edmonds Drive and the water tank proposed by Janice Ayres to be used for construction of a multi-agency facility.

G. ADJOURNMENT (1-2407) - Member Fischer moved to adjourn the meeting. Member Pacheco seconded the motion. Motion carried 5-0-2-0.

The Minutes of the January 8, 2001 meeting of the Carson City Open Space Advisory Committee are so approved this _____ day of February, 2001.

STEVE HARTMAN, Chairperson