

Tamar Warren

From: Cullen Shiffrin <ajax50@me.com>
Sent: Friday, June 12, 2020 2:57 PM
To: Public Comment
Subject: Joint OSAC and PRC meeting 6/15/2020

Categories: Blue Category

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I am writing to express my concerns over the Interim Map depiction of OHV trails/routes in the Prison Hill OHV area, and lack of effective signage.

A quick background of my familiarity of this area:

Hiking and mountain biking(the entire property), and dirt-biking(the OHV portion) since 1997.
Attending many OSAC meetings regarding the acquisition of this property by CC.
Attending OSAC meetings where the future relationship with NOVHCC and CC was discussed.
Met personally with CC Staff multiple times to discuss management plan details.
Met personally with BLM staff to discuss same.

On to the issues:

My main concern, at present, is the numerous "Wheeler Trails Extreme" that are depicted on the west and southwest facing terrain. NOHVCC presented to CC, a plan to make sustainable trails that do not follow the fall line, practices that prevent erosion, and sensitivity to private property owners. Additionally, protection of scenic and visual gateways to the city are stated goals in several CC documents.

These trails do not follow the above guidelines. This designation means the most vulnerable areas(washes that see runoff from rain/snow, animal habitat full of erosion reducing flora with steep sides down to the wash drainage) will be travelled by the most impactful of all the vehicles allowed. Wheeler means rock crawler in NOHVCC-speak. Rock crawlers are specialty OHV vehicles that are highly modified OEM vehicles, or specialty built custom vehicles. They have the biggest tires, widest wheelbase, and highest horsepower. They seek out the challenges presented by the steepest terrain. Their use results in the highest level of impact in the OHV area. Travel in this area has also resulted in visual blight that is visible from the intersection of US50, and US395/I580, Topsy Lane, and Snyder Ave. NOHVCC, and CC by approving the plan, has put the most impactful vehicles, on the most vulnerable terrain, and put those routes closest to the highest density of private property owners adjacent to the OHV area.

My recommendations:

Reduce the number of Wheeler Routes that are on the west, and southwest portion of the OHV area.

More signage that indicates both open. i.e. designated, and closed areas and trails/routes. At present, users can travel freely in the washes and cross country, because there are not enough signs advising of closures. Also, the designated routes are not signed as such. The result is travel in areas that are not a part of the trail plan.

Take a more aggressive approach to the visual impact of travel in the area that is visible from the areas mentioned above. Ultimately this hillside may end up free of vegetation, and seen from a distance as a sand hill with rock outcroppings. This doesn't appear to be in-line with the CC Open Space goals.

Cullen Shiffrin

Patti Liebespeck

Public Comment

From: Robyn Orloff <robyn.orloff@icloud.com>
Sent: Friday, August 14, 2020 2:51 PM
To: Public Comment
Cc: Jennifer Budge; Patti Liebespeck
Subject: Open Space Manager Report, OSAC Meeting 8/17/20

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Please accept these as Public Comment for the meeting on Monday August 17. I understand that there will be no discussion to questions raised in public comment, during the meeting (per post sent to me 5/8/20). But perhaps at some point staff can respond by email? Thank you,
Robyn

Kodos: Love the artwork for Bee City and the Serenity Trail. Very special. Much appreciated certainly by those at the Cancer Center for treatment and support. Many thanks to the Chamber Leadership Group for their work!

And thank you to staff for your monitoring studies — and weed abatement/ reseeded/ and trash pick up projects. And for your creative responses to the COVID restrictions, encouraging the community to get out and responsibly enjoy all our lands: videos etc.

Thank you for the great new Kiosk signs for Clearview and Koontz THs.

Concerns: Relative to the Schulz Investment report: "Staff has provided comments on the proposals, including the desire to keep the hillside undeveloped and protect the scenic views between Carson City and Lake Tahoe."

I applaud Carson City's involvement and desire. Yes, let's support protection of the hillsides between Carson City and Lake Tahoe, along 50W. But, what about our very own hillsides, facing the base of 50W?

Consider re-evaluation of the density of designated **Wheeler/Crawler Trails (Extreme)** and **Open Areas** on this slope, per the new Interim Map, released 3/11/2020? Will not this invited use cause new impact in an already highly impacted area?

Does the Baseline Monitoring Report address this area, photos taken in the above trails and areas? Will the BLM start doing their annual field reports this year, as well?

Thank you,
Robyn Orloff
Carson City, NV