



STAFF REPORT

Agenda Item: 3B

Report To: Open Space Advisory Committee
and Parks and Recreation Commission

Meeting Date: June 15, 2020

Staff Contact: Gregg Berggren, Trails Coordinator
Lyndsey Boyer, Open Space Manager
Jennifer Budge, Parks, Recreation & Open Space Department Director

Agenda Title: For Discussion and Possible Action: Discussion and possible recommendation to the Board of Supervisors approval of the draft Prison Hill Recreation Area Master Plan (*Includes topics requested by member Massad and OSAC*).

Staff Summary: This item is to review and provide comments on the "Draft Master Plan for Prison Hill"

Agenda Action: Other/Presentation

Time Requested: 30 minutes

Proposed Motion

N/A

Board's Strategic Goal

Quality of Life

Previous Action

N/A

Background/Issues & Analysis

The 2016 *Management Plan for Carson City Open Space and Parks in the Carson River Area* identified the need for a "future planning effort". Prison Hill has become an increasingly popular outdoor recreation destination in recent years, and since 2016 there have been a number of updates, changes, and developments to the area we collectively refer to as "Prison Hill". The purpose of the **Prison Hill Master Plan** (attached) is to:

1. Provide an update on activities at Prison Hill since the Management Plan was written.
2. Provide recommendations to guide future land use planning and management efforts, including trailheads, access points, and trails.
3. Incorporate current planning and management efforts for the OHV area on the south end of Prison Hill.
4. Provide recommendations for the 114-acre parcel in the vicinity of the Koontz Lane water tank.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Alternatives

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

DRAFT – June 1, 2020

Prison Hill Master Plan



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Abbreviations and Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
BLM	Bureau of Land Management
CCMC	Carson City Municipal Code
CE	Conservation Easement
CWSD	Carson River Subconservancy District
IMBA	International Mountain Bicycling Association
Management Plan	Management Plan for Open Space and Parks in the Carson River Area
NDSL	Nevada Division of State Lands
NHPA	National Historic Preservation Act
NNCC	Northern Nevada Correctional Center
NOHVCC	National Off-Highway Vehicle Conservation Council
NOHVP	Nevada Off-Highway Vehicle Program
NSP	Nevada State Prison
OHV	Off-Highway Vehicle
OPLMA	Omnibus Public Land Management Act of 2009
PA	Programmatic Agreement
PHMP	Prison Hill Master Plan
PHRA	Prison Hill Recreation Area
PNMTA	Pine Nut Mountain Trails Association
PROS	Parks, Recreation & Open Space Department
RTP	Recreational Trails Program
SHPO	State Historic Preservation Office
SNPLMA	Southern Nevada Public Lands Management Act
SSR	Silver Saddle Ranch
UPMP	Unified Pathways Master Plan
WUI	Wildland Urban Interface

1.0 Introduction

1.1 Project Area and Description

Prison Hill covers over 3,100 acres (about 4.9 square miles) of rugged terrain in east Carson City. It is bordered by Golden Eagle Lane to the south, Edmonds Drive to the west, 5th Street to the north, and Carson River Road, the Silver Saddle Ranch, and the Carson River to the east.

Typical upland vegetation includes sagebrush, bitterbrush, desert peach, ephedra, and rabbitbrush. Cottonwood and willow grow near the Mexican Ditch. The slopes on the southern half of Prison Hill are relatively gradual and the east, west, and north flanks are steep. Elevations range from 4,680 feet to the tallest of four distinct summits which stands at 5,724 feet and affords sweeping views of Carson City, surrounding valleys and mountains, and the Carson River.

Prison Hill offers many miles of popular recreational trails which are snow-free for most of the year. The trails are popular with dog-walkers, hikers, runners, mountain bikers, and equestrians. Trailheads and pedestrian access points are available on all sides of Prison Hill. The south end of Prison Hill provides opportunities for both motorized and non-motorized recreationists.

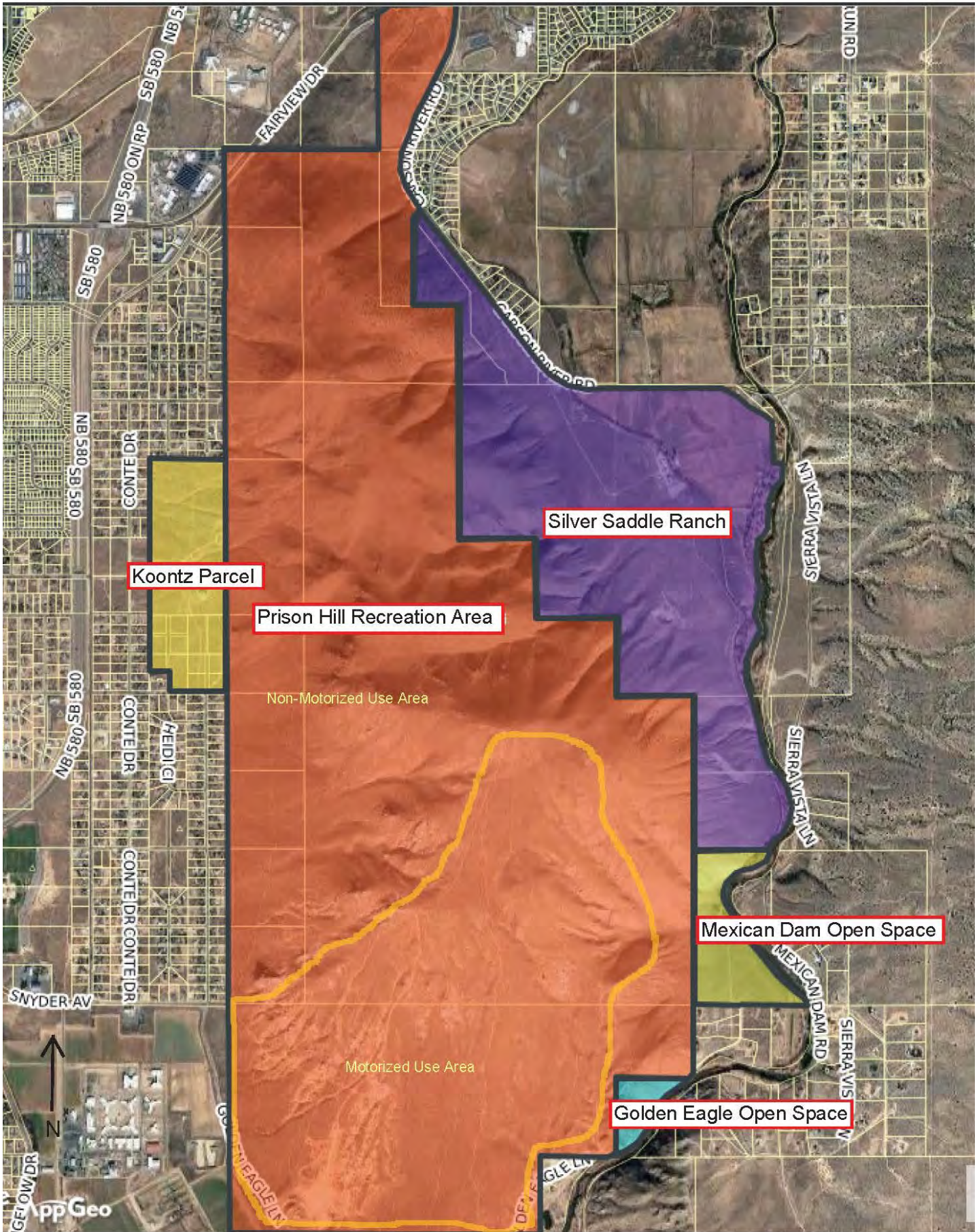
The Prison Hill area is separated via the underlying geology. The north-end parent material is a dark-colored meta-volcanic rock, while younger and lighter-colored granitic rocks dominate the southern end. In the middle, granitic intrusions into the meta-volcanic rock appear as curious contrasts on many rock faces. The existing management of the area is also based on this geological divide with the off-road vehicle use allowed on parts of the granitic portion to the south and non-motorized use on the meta-volcanic area to the north.

Prison Hill consists of several City-owned properties, each of which has individual management considerations:

- The Prison Hill Recreation Area (PHRA) – 2,515 acres.
- Golden Eagle Open Space – 19 acres.
- Mexican Dam Open Space – 64 acres.
- The property in the vicinity of the Koontz Lane water tank – 114 acres.
- Silver Saddle Ranch – 808.5 acres (about 335 acres is geographically part of Prison Hill).

Collectively, for the purposes of this Prison Hill Master Plan (PHMP), the above properties are referred to as “Prison Hill” (Figure 1).

Figure 1
Prison Hill



1.2 Purpose

The “*Management Plan for Carson City Open Space and Parks in the Carson River Area*” was completed in 2016 (Appendix A); hereafter referred to as the “Management Plan”). The Management Plan specifically identified the need for a “future planning effort” in section 1.3.3, and this Prison Hill Master Plan (PHMP) is a result of that directive. The PHMP is intended to complement and update portions of the Management Plan, but it does not replace it.

Carson City’s population is growing and so is the demand for outdoor recreation. Increasing numbers of visitors to Prison Hill reflect those trends. Further, this plan recognizes that not only are the numbers of visitors increasing, but that the types of recreational pursuits are also evolving. For example, mountain biking was once a relatively rare activity on Prison Hill, but advances in mountain bike technology have encouraged more people to purchase bikes which are now more easily adapted to the sandy soils and rocky terrain of Prison Hill. Prison Hill is now recognized as a popular mountain biking area, especially in winter months when trails on the west-side of town are covered with snow. Increasing demand and evolving recreational uses demonstrate the need for additional planning efforts.

The purpose of this Prison Hill Master Plan is to:

1. Provide an update on activities at Prison Hill since the Management Plan was written.
2. Provide recommendations to guide future land use planning and management efforts, including trailheads, access points, and trails.
3. Incorporate current planning and management efforts for the OHV area on the south end of Prison Hill.
4. Provide recommendations for the 114-acre parcel in the vicinity of the Koontz Lane water tank.



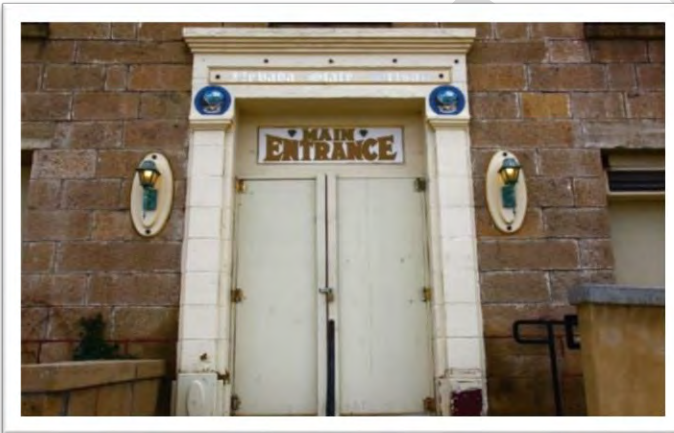
Prison Hill is a popular winter destination when the Carson Range is covered in snow

1.3 Vision

The goal of this Prison Hill Master Plan is to help meet the needs of a growing and changing population by providing high quality recreational opportunities for a variety of users, while at the same time protecting the natural resources, scenic beauty, and conservation values of the property.

1.4 History

Archaeological finds place the first humans in the Carson River area about 12,000 years ago (Gortner, 1984). The Washoe People have lived in the area for about 6,000 years (Pritzker, 2000). The first person of European descent to see Prison Hill was probably Christopher ‘Kit’ Carson in 1843 (NPS, 2010). Prison Hill was a landmark for early settlers and people traveling to the California gold country from 1848 through the 1850’s. One of the earliest references to Prison Hill is a journal entry made by Jotham Newton on September 5, 1853: *“We now leave the river again for 7 miles. The road passes to the right of a ridge (Prison Hill) and follows up a valley in a southerly direction, with high mountains at the foot of the Sierra to the right”* (Black, 2010).



Nevada State Prison

Prison Hill was named for the nearby Nevada State Prison, which was Nevada’s first prison and operated from 1862-2012. For many years the inmates worked the prison sandstone quarry which is tucked into the northwest corner of Prison Hill. Stones from the quarry were used to build early Carson City, including the Capital building in 1871 (NPS, 2010).



Prison Quarry



Shallow pit and tailings

Other than the quarry there were no mines on Prison Hill, but fortune seekers dug many exploratory pits. Depressions and tailings piles are still visible as evidence of this history.

The prominent Landmark letter, or 'S', on the west side of Prison Hill was created by students and faculty at the Stewart Indian School which was active from 1890-1980. Alumni and other individuals from the tribe continue to maintain the 'S' (Cruz, 2020).



Landmark letter

1.5 Planning, Management and Guidance Documents

This section summarizes the primary agreements, plans and laws that pertain to the various Prison Hill properties. Table 1 lists the existing documents and agreements and their relevance to this Prison Hill Master Plan. Entries in **bold** are new or updated since the 2016 Management Plan.

Table 1. Primary Planning, Management and Guidance Documents

<i>Document Name</i>	<i>Year</i>	<i>Relevance</i>
Eagle Valley Trail System	1995	Made recommendations for trails in Eagle Valley, including Prison Hill.
Carson River Master Plan	1996	Established recreational goals for the Carson River area and made recommendations for trails and how they should be constructed.
Carson City Open Space Master Plan	2000	Management of natural resources in the river corridor.
Unified Pathways Master Plan (UPMP)	2006, rev.2007, 2018	Comprehensive plan for non-automobile travel routes around Carson City.
Carson City Municipal Code, Title 13	NA	Codes related to management of parks, recreation, and open space.
Carson City Parks and Recreation Master Plan	2006	Directs development and management of Carson City parks and recreation facilities.
Creating a Community Vision: Silver Saddle Ranch and the Carson River	2008	Planning vision for public recreation and open space opportunities on the Silver Saddle Ranch, Prison Hill, and along the Carson River.
Omnibus Public Land Management Act of 2009 (OPLMA)	2009	Authorized the conveyance of certain lands from the BLM to Carson City.
Conservation Easement	2010	A restrictive covenant that establishes management practices and outlines both permitted and prohibited uses of certain lands conveyed through OPLMA.
Programmatic Agreement	2012	Agreement between Carson City, BLM, and SHPO. Establishes procedures to protect cultural resources on lands conveyed through OPLMA.
Management Plan for Carson City Open Space and Parks in the Carson River Area	2016	Management plan for several properties in the Carson River area.
Eagle Valley Trails Committee: Community Trail Inventory, Review, Evaluation and User Needs Assessment Report	2017	Grassroots volunteer effort involved extensive public input to make recommendations for trails within Eagle Valley.
Signage Master Plan for Parks, Recreation & Open Space	2018	Signage guidelines for all Parks, Recreation & Open Space Department properties.
Prison Hill Recreation Area OHV Management Plan	2018	Management plan for the southern portion of Prison Hill.
Prison Hill Recreation Area Master Plan Survey	2019	Public online survey -- 190 respondents.
Prison Hill Recreation Area Open House	2020	Open house to discuss ideas for the PHRA with primary focus on the Koontz Lane parcel (Appendix I). About 100 people attended.

1.6 Management Guidelines and Regulations

The three documents below significantly influence how the lands in this Master Plan are managed.

1.6.1 Carson City Municipal Code, Title 13

Title 13 of the Carson City Municipal Code applies to Parks and Recreation. Section 13.06 is for Open Space. The first paragraph of section 13.06 reads:

“In the broadest sense, the objective of the open space program is to promote quality of life for citizens of Carson City through the preservation and protection of the quality of the natural environment which has given Carson City much of its character. This natural environment includes many spectacular views of the mountains, Carson River, and Eagle Valley. The natural streams, wetlands and open lands, with their water and related plant and animal life complement the scenic vistas and remind us of the area's early history. These natural areas, water bodies, vistas and panoramas, natural landmarks, and native flora and fauna are intended to be preserved and protected for the enjoyment of this and future generations by the judicious use of funding for open space.”

1.6.2 Omnibus Public Land Management Act of 2009

The Omnibus Public Land Management Act of 2009 (OPLMA) conveyed certain lands from the Bureau of Land Management (BLM) to Carson City. Included in the conveyance was the Prison Hill Recreation Area (PHRA), Silver Saddle Ranch, and a 114-acre parcel of land on the west side of the PHRA. OPLMA included language to define use of these lands (Appendix B).

1.6.3 Conservation Easement

Subsequent to the Omnibus Public Land Management Act of 2009 (OPLMA), a conservation easement (CE) was established between the Bureau of Land Management (BLM) and Carson City in 2010. In this Master Plan the CE applies to the Prison Hill Recreation Area and Silver Saddle Ranch. The purpose of the CE is to protect, preserve, and enhance the conservation values of the property in perpetuity and prevent uses or development of the property that would conflict, impair, or interfere with those values. The CE recognizes that it is in the mutual interest of the BLM and Carson City to manage the property for undeveloped open space, passive recreation, and wildlife protection, and it identifies specific activities that are either “permitted” or “prohibited”. The CE allows motorized vehicles on designated roads, trails and areas in the south end of Prison Hill. The Management Plan explains the CE in more detail, and it is referenced in Appendix C.

1.6.4 Programmatic Agreement

A Programmatic Agreement (PA) between the BLM, Carson City, and the State Historic Preservation Office (SHPO), with concurrence from the Washoe Tribe of Nevada and California was executed in 2012 for the cultural resources on all lands conveyed under OPLMA. For this Master Plan the PA applies to the Prison Hill Recreation Area, Silver Saddle Ranch, and the Koontz Parcel. The PA provides details regarding Carson City’s responsibilities for the care and treatment of cultural resources and requires compliance with Section 106 of the National

Historic Preservation Act (NHPA) prior to undertaking ground-disturbing activity on the property (Appendix D).

1.7 Current Planning Efforts

There have been several planning efforts since the Management Plan of 2016 which influenced the development of this Prison Hill Master Plan.

1.7.1 Eagle Valley Trails Committee Report

The Eagle Valley Trails Committee was a local grassroots organization that undertook a multi-year project, involving extensive public input, to make recommendations for trails within Eagle Valley. Their comprehensive “Community Trail Inventory, Review, Evaluation and User Needs Assessment Report” was finished in 2017 (Appendix E).

1.7.2 Unified Pathways Master Plan, revised 2018

The 2018 revision of the Unified Pathways Master Plan incorporated the recommendations of the Eagle Valley Trails Committee Report for off-street trails, including Prison Hill (Appendix F).

1.7.3 Signage Master Plan for Carson City Parks, Recreation & Open Space Department

The Signage Master Plan created standards for all Parks, Recreation & Open Space Department signage. It includes standards and details for trailhead kiosk signs, interpretive signs, and trail wayfinding signs (Appendix G).

1.7.4 Prison Hill Recreation Area OHV Management Plan

Funded by a grant from the Nevada Off-Highway Vehicle Program, this plan was produced to provide a framework to proactively manage the OHV area on the south end of Prison Hill (Chapter 5). An important component in developing this plan included public participation, which is described in greater detail in the plan itself. The plan was approved by the Open Space Advisory Committee on October 15, 2018.

1.7.5 Prison Hill Recreation Area Master Plan Survey

This public online survey was conducted in 2019 and received 190 responses. It asked questions about trailheads and access points on Prison Hill and asked some focused questions about the 114-acre Koontz Lane property on the west side of Prison Hill (Appendix H).

1.7.6 Prison Hill Recreation Area Open House

About 100 people attended this open house to review and discuss ideas for Prison Hill, with a primary focus on the 114-acre Koontz Lane property (Appendix I).

2.0 Property Descriptions

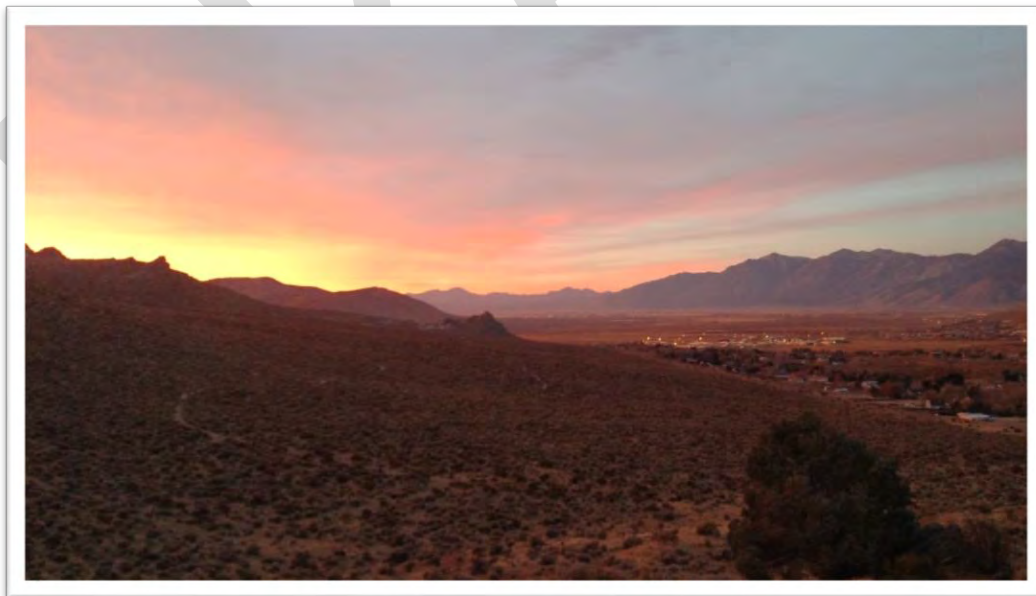
2.1 Prison Hill Recreation Area

For many decades the Bureau of Land Management (BLM) oversaw most of the land that makes up Prison Hill, later named the Prison Hill Recreation Area (PHRA). The PHRA is about 2,500 acres and is located west of Silver Saddle Ranch (Figure 1). In 2015, as part of the Omnibus Public Lands Management Act of 2009 (OPLMA), the PHRA was officially conveyed to Carson City and is managed by the Open Space Division.

A Conservation Easement (CE), described in Chapter 1, governs how this area is managed. Essentially, the property is maintained for undeveloped open space, passive recreation, and wildlife protection, and the CE identifies specific activities that are either “permitted” or “prohibited”. The CE allows motorized vehicles on designated roads, trails and areas in the south end of Prison Hill.

A Programmatic Agreement, described in Chapter 1, requires compliance with Section 106 of the National Historic Preservation Act (NHPA) prior to undertaking ground-disturbing activity on the property.

There are many trails, trailheads, and access points within PHRA. These are described chapters three and four, along with recommended actions for each.



Sunrise over the Prison Hill Recreation Area

2.2 Prison Hill Recreation Area – Koontz Lane Parcel

The 114-acre parcel on the west side of Prison Hill in the vicinity of the Koontz Lane water tank, and on the west side of the post rail fence, was conveyed to Carson City in 2015 as part of the Omnibus Public Lands Management Act of 2009 (OPLMA) (Figure 1). This property was designated by the BLM for “Parks and Public Purpose” and it is not subject to the Conservation Easement, but it is subject to the Programmatic Agreement. It should be noted that this is a correction to the Management Plan which does not indicate that this parcel is subject to the Programmatic Agreement.

Due to its adjacent location, the Management Plan recommends that this area be managed in a similar manner to the Prison Hill Conservation Easement lands, but some site development and improvements may be possible. Examples of typical uses under the Act are historic monument sites, campgrounds, schools, fire houses, law enforcement facilities, municipal facilities, hospitals, parks, and fairgrounds. The Recreation and Public Purposes Act Information Sheet from the BLM is attached in Appendix M.

This parcel is popular with dog-walkers and hikers. The Open Space Division has an interest in managing this area because two popular trailheads on this property provide access to the PHRA. The Public Works Department also has an interest in this property because they maintain a municipal water tank, water lines, and pump station on the property, which is critical infrastructure for the community’s safe drinking water. The Public Works Department has identified a location on this parcel for a future retention basin to alleviate runoff issues.

About seven miles of dirt roads were inventoried on this property in 2019. Many of the roads were user-created, are in poor condition and contribute to sediment runoff. Some neighbors have expressed concern about the effects of noise and dust from motorized users on roads near their homes.

Water bars were installed on Koontz Lane to manage water flows, but have made travel impossible for some vehicles, and many drivers navigate around the water bars, resulting in significant widening of the road, disturbing native vegetation. Additionally, the road from Koontz Lane to the Koontz Lane trailhead is rutted and in poor condition.



Koontz Lane below the water tank

In 2019 the Prison Hill Master Plan Survey (Appendix H) specifically asked for opinions about the Koontz Lane Parcel and received 190 responses. In January 2020 an open house to review and discuss planning for Prison Hill was attended by about 100 people (Appendix I). Recommendations are based on the survey results and open house comments (Figure 2).

An important consideration related to the Koontz Lane Parcel is the adjacent undeveloped property which is bounded by the Koontz Lane Parcel to the east, South Edmonds Drive to the west, Valley View Drive to the south, and Sinbad Street to the north. This property is managed by the BLM and consists of six parcels totaling about 28.5 acres. A portion of Koontz Lane crosses the BLM parcels, and the City holds a non-exclusive easement on these parcels for the water utility infrastructure on Koontz Lane and on a north-south alignment with Conte Drive. The City also holds an easement for a future retention basin at the corner of Edmonds Drive and Valley View Drive where runoff issues exist. These parcels are included in a pending Federal Lands Bill as being designated for disposal. If approved, the BLM will fulfill any requirements under the National Environmental Policy Act, then dispose of the six parcels for economic development. As part of future development, it is recommended that Koontz Lane be improved to City standards upon development, which would help address runoff, erosion, and other management issues on this portion of the road that leads to the trailhead. It is also recommended, based on comments from residents, that the current SF1A zoning for this area not be changed and that existing pedestrian access points to Prison Hill be retained (Figure 2).

Recommended Actions:

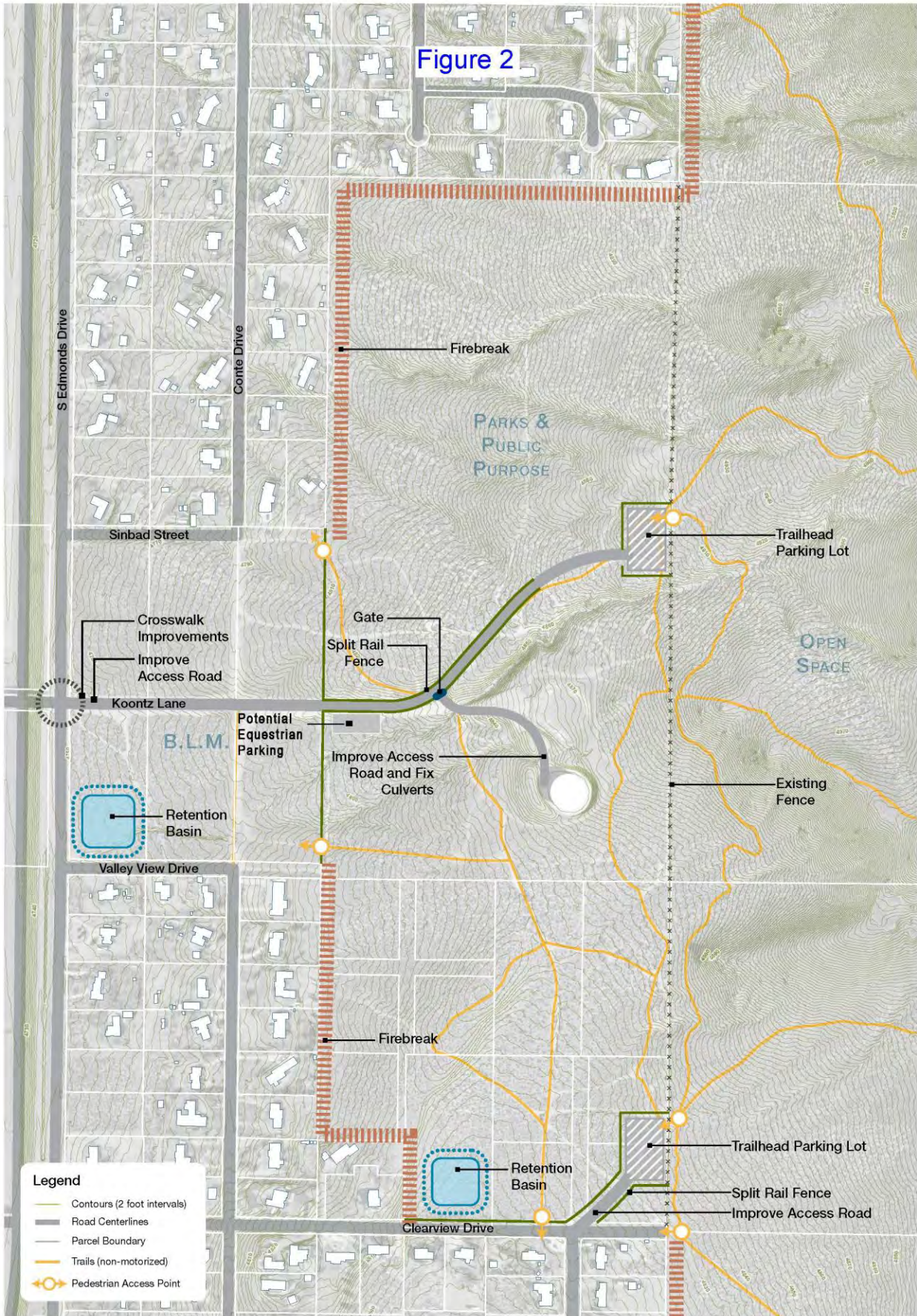
- ✓ Regrade and improve drainage on the roads leading to trailheads.
- ✓ Place signage and install fencing or other barriers to restrict motorized use off trailhead access roads.
- ✓ Develop a sustainable network of non-motorized trails within the property, using road-to-trail conversion where possible.
- ✓ Develop a plan to decommission unnecessary or erosive roads and perform rehabilitation.
- ✓ Improve the Koontz Lane trailhead parking and expand to accommodate 20-30 vehicles. Include parking for about four equestrian trailers, possibly located below the vehicle parking area.
- ✓ Add a vault toilet at the Koontz Lane trailhead.
- ✓ Improve the Clearview Drive trailhead and expand to accommodate 10-15 vehicles.
- ✓ Use fencing to delineate both parking areas.
- ✓ Maintain a fire break adjacent to housing.
- ✓ Consider adding a crosswalk across Edmonds Drive at Koontz Lane.
- ✓ Coordinate with Public Works for road maintenance on Koontz Lane.
- ✓ Support Public Works plan for detention basins on this property.
- ✓ Encourage BLM to fast-track disposal of their adjacent parcels if the Lands Bill is approved.

- ✓ Future development of the BLM parcels should include improving Koontz Lane to City standards.
- ✓ Future development of the BLM parcels should retain existing pedestrian access points.

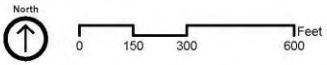


Looking north across the Koontz Lane parcel

Figure 2



Prison Hill Recreation Area - Koontz Parcel
Concept Plan



2.3 Golden Eagle Open Space

The Golden Eagle Open Space is a 19.3-acre parcel near the southeast corner of Prison Hill (Figure 1). It was purchased in part by the City for Open Space utilizing Quality of Life Sales and Use Tax Funds, and in part by the Nevada Conservation and Resource Protection Grant Program / Question 1 funding (Management Plan, Appendix A). The property can be accessed from Golden Eagle Lane, about 2.2 miles from the intersection with Snyder Avenue. A monument sign located on a small turnout on Golden Eagle Lane identifies the property which lies uphill, or east/northeast of the sign. Motorized travel on Golden Eagle Lane to this location is discouraged because the road crosses private property, so it is encouraged that access be achieved through non-motorized means.



Golden Eagle Open Space Monument Sign

The property is dominated by a sagebrush steppe plant community, but there is a small riparian corridor between Golden Eagle Lane and the Carson River. Golden eagles are frequently sighted on or near the property, and bald eagles are occasional visitors. Elevations range from 4,625' at the river to 4,970' at the high point where a scenic lookout provides views of the river and the Carson Valley. An erosion control project on the Prison Hill Recreation Area, including check dams and a detention basin, was completed in 2017 to control sediment runoff into the Carson River. The detention basin is adjacent to the Golden Eagle Open Space monument sign and the project addresses runoff that originates in part from the property.

The property is adjacent to the Prison Hill OHV area and there are a few roads on the property which have been used by OHV's. The steep, erodible slopes and the necessity of protecting the erosion control project make this property unsuitable for motorized use. The property should be managed for non-motorized, dispersed recreation per CCMC Section 13.06, and for the purposes outlined in the funding agreements which places emphasis on *"...enhancing and restoring the Carson River corridor"*. In 2019 all entry roads into the Golden Eagle Open Space from the west (Prison Hill OHV area) were closed to motorized travel using signage, bollards, and some fencing. A gate and fencing were installed at the Golden Eagle Lane entrance to allow only non-motorized entry. Some OHV users continue to breach the closures and so it will require diligence to replace signs, and repair gates and fencing, educate users, and enforce the closures.

Recommended Actions:

- ✓ Manage the property for non-motorized, dispersed recreation with an emphasis on protection of the Carson River corridor.
- ✓ Decommission trails and roads on steep slopes and erodible soils, including scarification, vertical mulching and re-seeding.
- ✓ Realign or construct a new sustainable single-track trail to connect Golden Eagle Lane to the scenic lookout point and then to the Mexican Ditch Trail.
- ✓ Consider environmental education opportunities associated with golden and bald eagles and other wildlife on the property.

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2.4 Mexican Dam Open Space

The Mexican Dam Open Space is a 64.3-acre parcel on the east side of Prison Hill, south of Silver Saddle Ranch, and adjacent to the Carson River (Figure 1). It was purchased solely by the City for use as Open Space, utilizing Quality of Life Sales and Use Tax Funds and is subject to the provisions of the CCMC Section 13.06.

A monument sign identifying this Open Space is located on the southern border of the property near the northern terminus of Golden Eagle Lane. Golden Eagle Lane is private in this area, and it is gated and posted as such. A grant of easement recorded in 2000 states that the road is “not for general public use” (file number 250143). The private property owners remain somewhat agreeable to non-motorized recreational use of the road. Hence, access to this property is achieved only by non-motorized means. Most visitors park at either Silver Saddle Ranch or Carson River Park and walk or bicycle south to the property on the Mexican Ditch Trail. A future Prison Hill Loop Trail will improve access from the southeast.



Mexican Dam Open Space Monument Sign

The uplands are dominated by a sagebrush steppe plant community, and the river corridor on the east side of the property is riparian. Elevations range from 4,640’ at the river to 5,040’ at the northwest corner. The Mexican Ditch begins near the north end of the property, adjacent to the Mexican Dam. Both the dam and the ditch were constructed in 1860 to divert water from



Carson River from Mexican Dam Open Space

the Carson River for two ore reduction mills downstream in the former town of Empire – the Mexican Mill and the Meade Mill. The ditch is a historic resource related to the turbulent history of water distribution and water rights in the State. Currently the ditch is operated by the Mexican Dam and Ditch Company, and it provides a water source for several properties including Silver Saddle Ranch, Old Buzzy’s Ranch, Riverview Park, and private properties along Hells Bells Road.

The Mexican Dam creates a challenging portage for boating recreationists and the existing ditch crossing at the intake is old and inadequate. The Management Plan recommends development of an improved portage around the dam and across the ditch. In 2020 a new crossing will be completed which will enable hikers, bicyclers, equestrians, and recreationists with small boats to easily and safely cross the ditch. This crossing is an important component of a planned loop pathway around Prison Hill as well as for future expansion of the Carson River Aquatic Trail.

There are a couple of roads that enter the Mexican Dam Open Space from the Prison Hill OHV area on the west side of the property. These roads are steep, unsafe, contribute to erosion of fine sand onto the floodplain, and have triggered private property trespass issues. To prevent motorized entry into the Mexican Dam Open Space, the Prison Hill OHV area boundary was relocated further west in 2019, effectively closing these roads. Nearby residents have stated that dirt bikes occasionally enter the Mexican Dam Open Space, and then the private properties to the south, by crossing the dam when water is low.

Recommended Actions:

- ✓ Decommission and rehabilitate erosive roads and trails.
- ✓ Manage the property for non-motorized, passive recreational uses and for protection of the Carson River corridor.
- ✓ Improve trail conditions south of the Mexican Ditch crossing.
- ✓ Create a 'take-out' for boating recreationists upstream of the dam on the west side of the Carson River.
- ✓ Take steps to prevent dirt bike access from across the dam. Start with signage and consider structures such as V-gates.
- ✓ Survey the southern boundary to determine the correct location and/or right-of way of the existing road.
- ✓ Coordinate with the Mexican Dam and Ditch Company regarding dam maintenance.

2.5 Silver Saddle Ranch

Silver Saddle Ranch is 808.5 acres and consists of a riparian corridor, irrigated pasture, and sagebrush steppe uplands (Figure 1). A Silver Saddle Ranch Master Plan is being developed as a separate stand-alone document; however, the property is referenced here because the uplands make up about 335 acres of Prison Hill's east side. Several parking areas at Silver Saddle Ranch serve as trailhead access for Prison Hill trails. Trailheads and trails are addressed in more detail in chapters 3 and 4, along with recommended actions.



Prison Hill as seen from Silver Saddle Ranch

2.6 State of Nevada Lands

There are two properties located within the boundary of the Conservation Easement around Prison Hill that are managed by State of Nevada entities: The Army National Guard and the Northern Nevada Correctional Center (NNCC). According to the Management Plan, both properties are subject to prior agreements with the BLM, and neither property is subject to the terms of the Conservation Easement between the BLM and Carson City. Carson City has discussed the possibility of future federal legislation to formally exclude these properties from Carson City ownership altogether.

The Army National Guard occupies approximately 1.5 acres near the northwest corner of Prison Hill, on the northwest side of Fairview Drive. The land is presently used for parking and a solar panel array.

The Northern Nevada Correctional Center occupies approximately 18 acres near the southwest corner of Prison Hill, on the west side of Golden Eagle Lane. The land is used as irrigated pasture.

There are two State of Nevada properties adjacent to the PHRA that are logically an extension of the PHRA. The Nevada State Prison (NSP) manages about 65 acres on the northwest corner of Prison Hill on the east side of Fairview Drive, and the Northern Nevada Correctional Center owns about 10 acres near the southwest corner of Prison Hill on the east side of Golden Eagle Lane. If an opportunity arose, it may be in Carson City's interest to consider acquisition of these parcels.

In 2019, utilizing a temporary Right of Entry Permit from the Nevada Division of State Lands (NDSL), Carson City conducted work on the Nevada State Prison property which included the decommissioning of old fall-line roads and construction of a segment of the 5th Street Loop Trails. This work was funded by a Recreational Trails Program grant. In 2020 the NDSL issued a license to the City for the portion of the trail that crosses State Owned Lands, for which the City pays a nominal annual fee.

Additionally, the entrance to the Prison Hill OHV staging area crosses about 160 feet of NDSL lands that are managed by the NNCC. This road has been in public use for many decades; however, Carson City should work with NDSL and NNCC to formalize legal access through an easement or other method.

These lands are illustrated in Figure 3.

Recommended Actions:

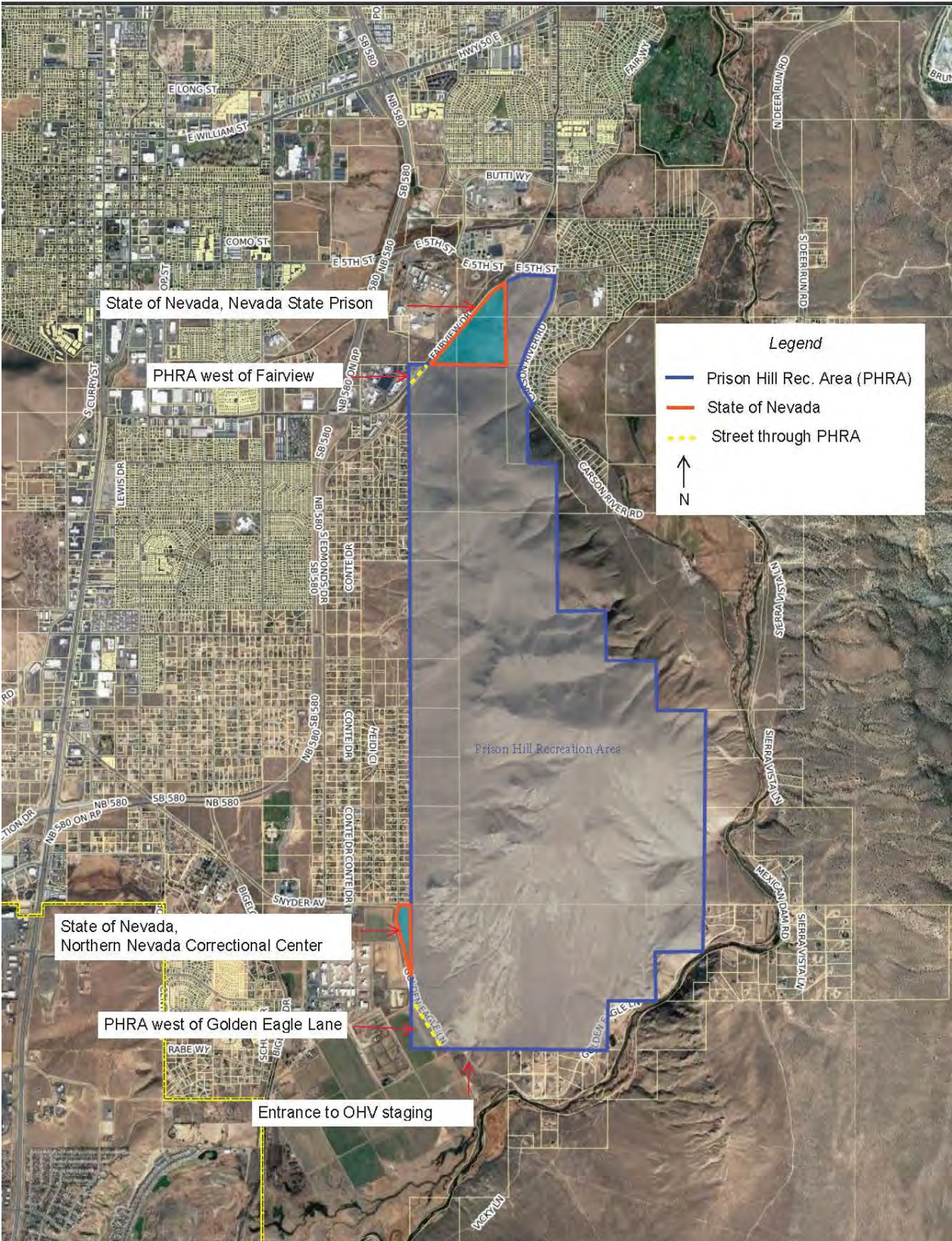
- ✓ Because the City and NDSL have adjoining properties on Prison Hill, the City should continue to be a cooperative partner with NDSL in order to manage the properties in a way that best meets the goals and objectives of both landowners.

Figure 3

PHRA and State of Nevada Lands

Carson City Parks, Recreation & Open Space Dept.

3/31/2020



3.0 Trailheads and Access Points

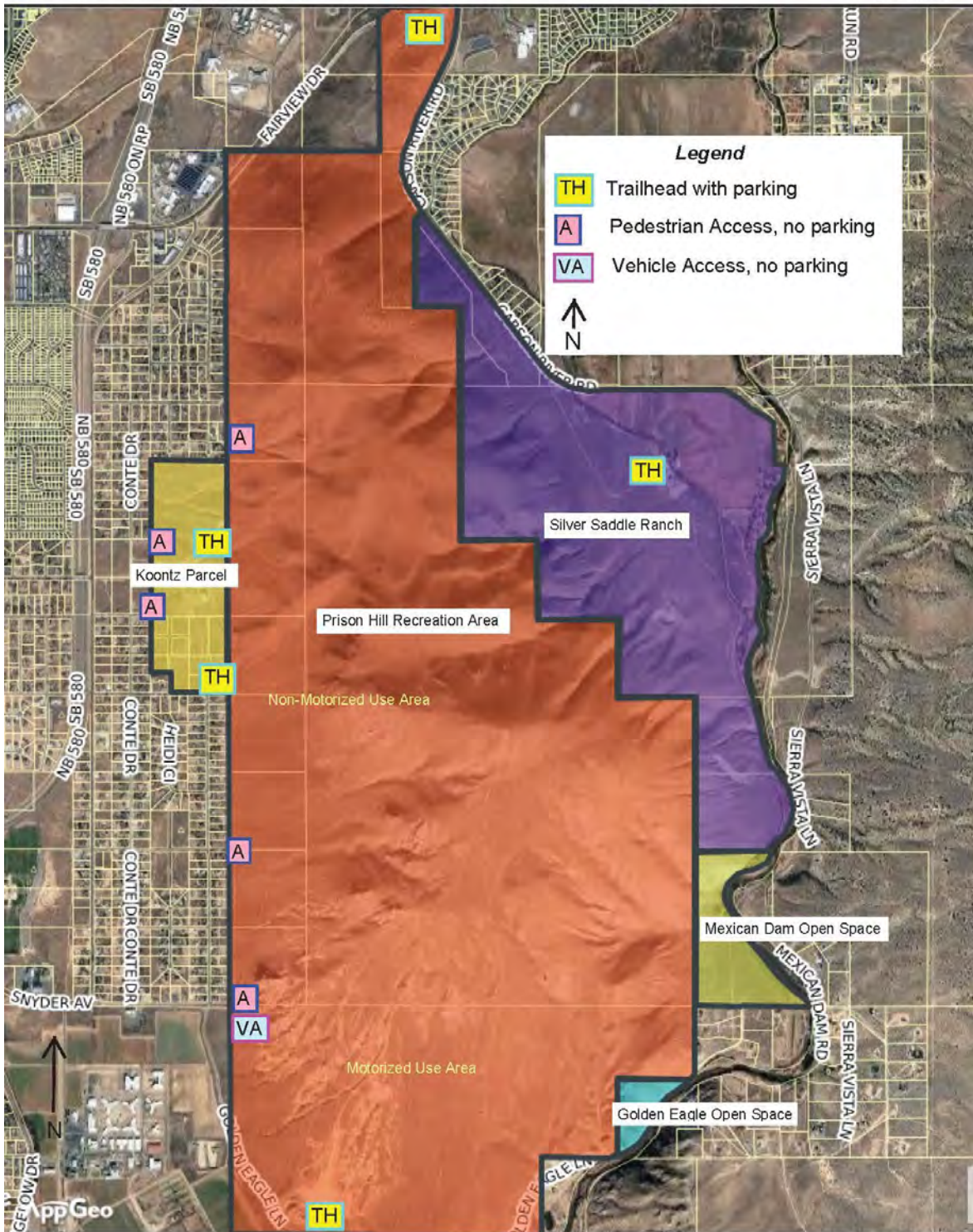
3.1 Trailheads

There are five existing trailheads on Prison Hill (Figure 4).

Figure 4 Prison Hill Trailheads and Access Points

Carson City Parks, Recreation & Open Space Department

3/16/2020



3.1.1 5th Street Trailhead

The 5th Street trailhead is located on the north end of Prison Hill near the intersection of Fairview Drive, 5th Street, and Carson River Road. The 2016 Management Plan notes that this area has been impacted by many years of OHV use. The Conservation Easement prohibits motorized use in this area and the Management Plan recommended trailhead improvements to manage both motorized and non-motorized use.



5th Street trailhead entrance.

To meet the objectives of the Management Plan, fencing was installed to restrict motorized use. In 2019-2020, a project funded by a grant from the Federal Highways Administration Recreational Trails Program (RTP) made significant improvements to the parking lot, created two ADA parking spaces, fixed drainage problems that were eroding the parking lot, added a vault toilet, a covered picnic table, and informational signage. A trash can and dog waste disposal station were added. The parking lot accommodates an estimated 20-30 vehicles and 2-4 trailers.

The RTP grant also funded the construction of three short loop trails totaling 1.6 miles. Referred to as the 5th Street Loop Trails, each loop is named for a common local plant: Sagebrush, Rabbitbrush, and Bitterbrush. These trails were constructed to an average width of four feet in order to accommodate an adaptive mountain bike. The trails portion of the project included scarification or decommissioning and re-seeding of several miles of old roads and some drainage improvements to reduce erosion.

There are two viewpoints that are easily reached from the 5th Street trailhead -- Ranch Overlook and Boy Scout Viewpoint. A short single-track trail to Boy Scout Viewpoint was constructed by Boy Scout Troop 341 as part of an Eagle Scout project. That project also included installation of benches at both viewpoints. The trail wayfinding signs were placed as part of another Eagle Scout project from Troop 44.

The Carson River Trail System, slated for construction in 2020, will provide a link from this trailhead to Silver Saddle Ranch on a multi-use pathway. The North Loop may also be accessed from this trailhead via a connector trail at the top of the Bitterbrush Loop.

Recommended Actions:

- ✓ No recommendations for additional facilities. The current parking lot and facilities should meet demand for many years.
- ✓ The parking lot and easy loop trails are a perfect location for interpretive programs. Interpretive signage at the viewpoints is suggested, especially at Ranch Overlook because of the sweeping views of Silver Saddle Ranch, Old Buzzy' s Ranch, and the Carson River.

DRAFT

3.1.2 Silver Saddle Ranch Trailheads

Located on Carson River Road on the east side of Prison Hill, Silver Saddle Ranch can accommodate parking for about 25 vehicles. In addition to the official parking at the ranch complex, the entrance on Carson River Road accommodates 4-5 vehicles just outside the gate, and there is room for 3-4 vehicles at the south end of the entrance road. During special events, the corral can be opened to provide parking for additional vehicles.

There are two single-vault toilets at Silver Saddle Ranch, along with trash cans. Silver Saddle Ranch provides access to the Mexican Ditch Trail, the Dead Truck Canyon Trail, and the Carson River Trail System.



Parking at entrance gate



A few spaces on entrance road



Event parking in the corral



Main parking area

Recommended Actions:

- ✓ Designate two ADA parking spaces.
- ✓ Install Kiosk sign with trail map.
- ✓ Install dog waste disposal station.
- ✓ No recommendations for additional parking. The existing available parking should meet demand for many years.

3.1.3 Golden Eagle Lane Staging Area

This large OHV staging area is located off Golden Eagle Lane, 0.9 miles south of the intersection with Snyder Avenue, and can accommodate many vehicles and trailers. It provides access to the motorized portion of Prison Hill but is also used by non-motorized recreationists. Currently there is an ADA compliant portable toilet and a double Kiosk sign with a map showing the motorized portion of Prison Hill.

Recommended Actions:

- ✓ Provide a permanent shelter for the portable restroom.
- ✓ Provide a trash can and consider a dog waste disposal station.
- ✓ Add a map showing all of Prison Hill.
- ✓ Add additional informational sign panels to the Kiosk sign.



Golden Eagle Lane Staging Area as seen during a winter “Love Can Be Cold” running race

3.1.4 Clearview Drive Trailhead

Located at the east end of Clearview Drive, this parking lot was constructed many years ago by the BLM and it accommodates 6-8 vehicles. There is a trash can and an old trail map that was installed by Carson City. The Clearview Drive trailhead provides access to non-motorized trails on the west side of Prison Hill.

Recommended Actions:

- ✓ Re-grade and reshape the parking lot to accommodate 10-15 vehicles and improve drainage.
- ✓ Install fencing to delineate the parking area and prevent impacts to vegetation outside of the parking area.
- ✓ Install a Kiosk sign with updated trail map. Remove old trail map.
- ✓ Install dog waste disposal station.



Clearview Drive trailhead

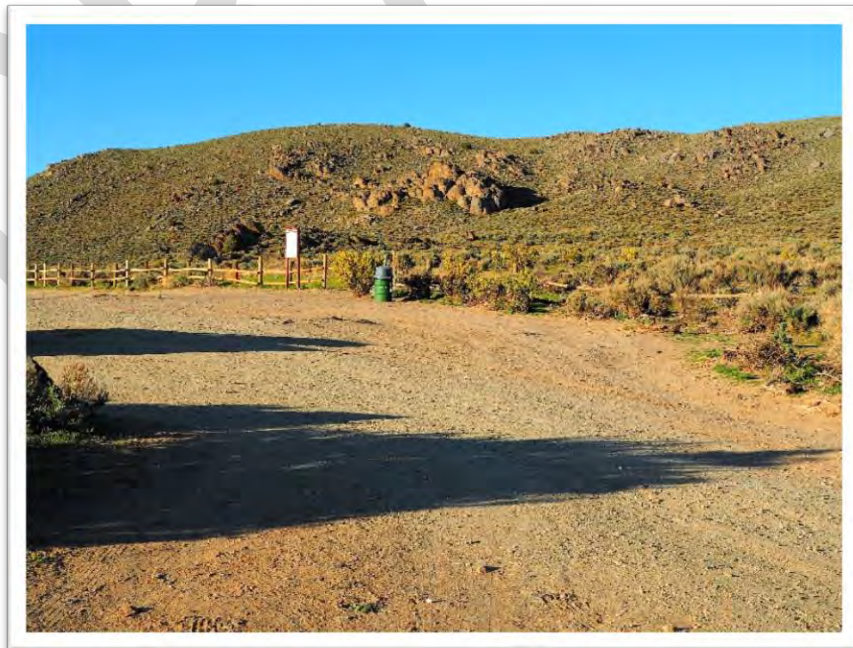
3.1.4 Koontz Lane Trailhead

This parking lot is located at the east end of Koontz Lane, just north of the large municipal water tank. It was constructed many years ago by the BLM and accommodates 8-10 vehicles. There is a trash can and an old trail map that was installed by Carson City.

The Koontz Lane Trailhead provides access to trails on the west side of Prison Hill. Results of the 2019 Prison Hill Master Plan Survey indicated that this is the most popular trailhead at Prison Hill. Survey respondents indicated that they would like to see improvements made to the access road. Equestrians are often seen parking their trailers below the parking lot on a north-south waterline easement between existing segments of Conte Drive.

Recommended Actions:

- ✓ Re-grade the access road and improve drainage.
- ✓ Re-grade and reshape the parking lot to improve drainage and accommodate 20-30 vehicles.
- ✓ Install a Kiosk sign with an updated trail map. Remove the old trail map.
- ✓ Add a dog waste disposal station.
- ✓ Add a vault toilet.
- ✓ Install fencing to delineate the parking area and prevent impacts to vegetation outside of the parking area.
- ✓ Add parking for about four equestrian trailers. This parking should probably be located somewhere below the main parking lot and below the steep approach to the parking lot. A good location might be along the dirt portion of Koontz Lane.



Koontz Lane trailhead

3.2 Pedestrian Access Points

There are five pedestrian access points on Prison Hill. These might also be referred to as “neighborhood access points” because they are typically used by nearby residents. These access points do not have any vehicle parking (Figure 4).

- Snyder Avenue
- Bennett Avenue
- Valley View Road
- Sinbad Street
- Damon Road

Recommended Actions:

- ✓ Install small trail sign.
- ✓ Install travel management sign indicating non-motorized use only.
- ✓ Install “V” gate, if needed, to discourage motorcycles.
- ✓ No additional improvements and no allowance for parking.

3.3 Vehicle Access Point

There is one existing vehicle access point at the corner of Snyder Avenue and Golden Eagle Lane (Figure 4). It is a fall line road that is eroded, visually displeasing, under-sized, and non-functional in its current condition. This road has been in public use for many decades; however, it crosses about 290 feet of Nevada Division of State Lands (NDSL) property which is managed by the Northern Nevada Correctional Center (NNCC).

Carson City should work with NDSL and NNCC to formalize legal access through an easement or other method so that improvements could be made to the road. If legal access is not formalized, it may become necessary in the future to disallow motorized access. Non-motorized access can be retained by constructing a trail through the Snyder Avenue right-of-way.



Snyder Avenue access point

Recommended Actions:

- ✓ Work with NDSL and NNCC to formalize legal access, and then realign and improve the road for sustainability.
- ✓ If legal access is not formalized, it may be necessary in the future to disallow motorized access here and to construct a trail through the Snyder Avenue right-of-way for non-motorized users.

4.0 Trails (non-motorized)

4.1 Existing Trails

There are many miles of existing trails on Prison Hill. A few of them were built in the early 1990's by the BLM, but many more were unauthorized "user-built", and others are following the alignments of old roads. These older trails are sometimes referred to as "legacy trails", and often they may be steep, erosive, and unsustainable. Many of the legacy trails can be incorporated into a planned trail system, others can be fixed or realigned, and some should be decommissioned.

4.2 Trail Planning

More recently, trails are being planned, designed, and built to standards so that they are fun, interesting, and sustainable. An example of this is the 5th Street Loop Trails. Muscle Powered, a local non-profit organization, has a Memorandum of Understanding with Carson City to help plan, design, build and maintain trails in Carson City. They have been actively involved with trails on Prison Hill for several years, and in January 2020 they completed a realignment of the popular North Loop trail, making it sustainable and more enjoyable.

The trails on Prison Hill have become dramatically more popular in recent years. Many people find this area especially attractive in winter and spring when trails on the west side of town are snow-bound or muddy. New trails should be built to accommodate these increasing numbers of recreationists who come to walk dogs, hike, run, mountain bike, and ride horses. When practical, trails should be designed for accessibility. The Fairview Drive trail is ADA compliant, as will be the new trail from the 5th Street Trailhead to Silver Saddle Ranch. The new 5th Street Loop trails, while not ADA compliant, were constructed to a minimum width of 3-feet in order to accommodate an adaptive mountain bike.

Trail Guidelines

The following guidelines for Prison Hill trails are derived from the UPMP, the EVTC Report, the Charrette, the Carson River Master Plan, and recommendations from Muscle Powered:

- Provide a continuous network of recreational pathways.

- Where possible, trails should be designed in loops.
- Trails should be designed for multiple uses unless constrained by available land (steepness, right-of-way, and width), incompatible adjacent land uses, the comfort and safety of users, or environmental considerations.
- Construct new pathways for sustainability, according to industry standards, and when possible, for accessibility. Resources include: The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities for bicycle transportation facilities; Trail Solutions: International Mountain Bicycling Association's (IMBA) Guide to Building Sweet Singletrack for trails open to mountain bike use; the USFS's Accessibility Guidebook for Outdoor Recreation and Trails; and the USFS Trail Construction and Maintenance Notebook. Many other resources are also available.
- Utilize existing trails where possible, improve or realign them where practical, decommission them when necessary.
- Trails should be built with the intent of making them fun, desirable, and attractive in order to discourage the establishment of new social trails:
 - Seek locations that afford opportunities for outstanding views, including views of Carson City, the Sierra, the Carson River, Carson Valley, Silver Saddle Ranch, the Pine Nut Mountains, and the peaks/canyons/geologic formations of Prison Hill.
 - Utilize interesting features like geological formations, pinyon/juniper groves, and patches of desert peach.
 - Apply interesting/historic/informative names to trails.
- Utilize trailhead kiosks and wayfinding signs to inform visitors about proper uses and etiquette, stewardship, and cultural and natural history.
- *Environmental and cultural considerations:*
 - Trails should not be built in or near known critical wildlife habitat. For example, areas known to be used by wintering mule deer and nesting areas for raptors.
 - Some drainages and areas should be identified to be left un-altered for wildlife.
 - Existing erosional issues should be identified and mitigated to reduce run-off into residential areas and roads.
 - For the protection of wildlife, it is recommended that a 150-foot buffer zone be established along the river. This buffer zone would be measured from the ordinary and permanent high-water mark. There may be conditions such as topography, vegetation density, cultural sites, private land holdings, wetlands, and so forth that would not allow the full 150-foot buffer from the river.
 - On lands identified in the Programmatic Agreement, Carson City must ensure compliance with Section 106 of the National Historic Preservation Act before undertaking new trail construction.

Recommended Actions:

- ✓ Evaluate and manage existing trails according to the UPMP and various trail standards. Trails not meeting standards should be improved, modified, realigned, or decommissioned and rehabilitated.
- ✓ Plan and construct new trails according to the listed trail guidelines and the UPMP, with special attention to creating a connected network of sustainable trails.

Specific Trail Priorities:

- ✓ Construct a new connector trail from the 5th Street Loop Trails to the North Loop. This trail has been designed but needs cultural clearances.
- ✓ Construct a new connector from the Koontz Lane TH to the saddle. This trail has been designed but needs cultural clearances.
- ✓ Construct a new trail from the saddle, south to the Dead Truck Canyon Trail. This trail has been designed but needs cultural clearances. The old road should be decommissioned.
- ✓ Construct a new trail from the top of the Dead Truck Canyon Trail, south to the summit saddle, and then south and west to the Clearview Trailhead. The old road should be decommissioned.
- ✓ Evaluate a trail alignment from the summit to the pedestrian access at Snyder Avenue, within the non-motorized area.
- ✓ Improve the trail south from the Mexican Ditch Intake, and then extend this trail around the south end of Prison Hill to connect with existing trails on the west side of Prison Hill.
- ✓ Construct a boater's take-out on the west bank of the river and just upstream of the Mexican Dam. This will improve options for extension of the Carson River Aquatic Trail.

Figures 5 and 6 shows prominent existing, planned, and conceptual trails on Prison Hill.

Views of the North Loop trail



Figure 5

Carson City Parks, Recreation & Open Space Department

Prison Hill - Northern Trails

3/16/2020

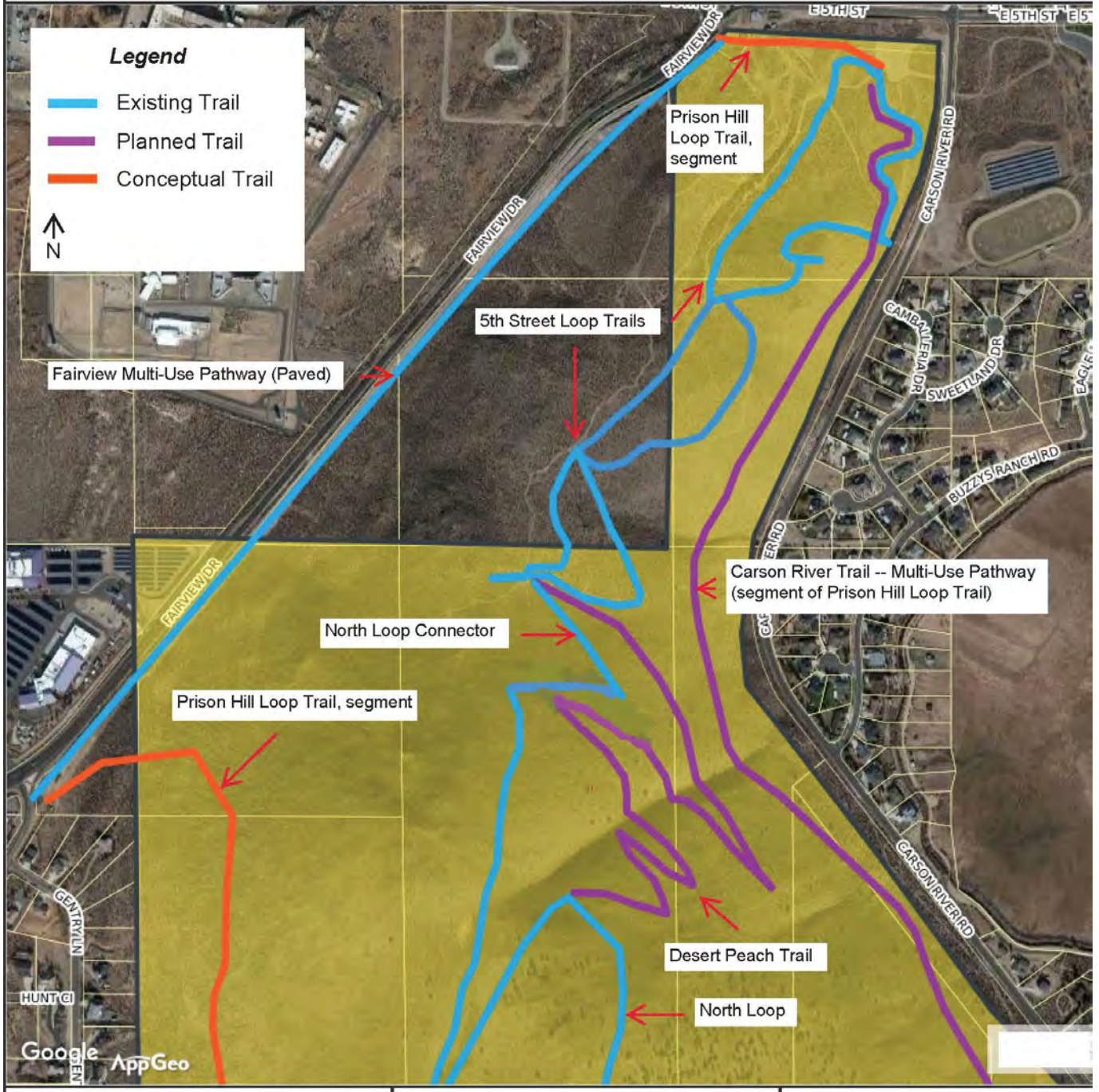
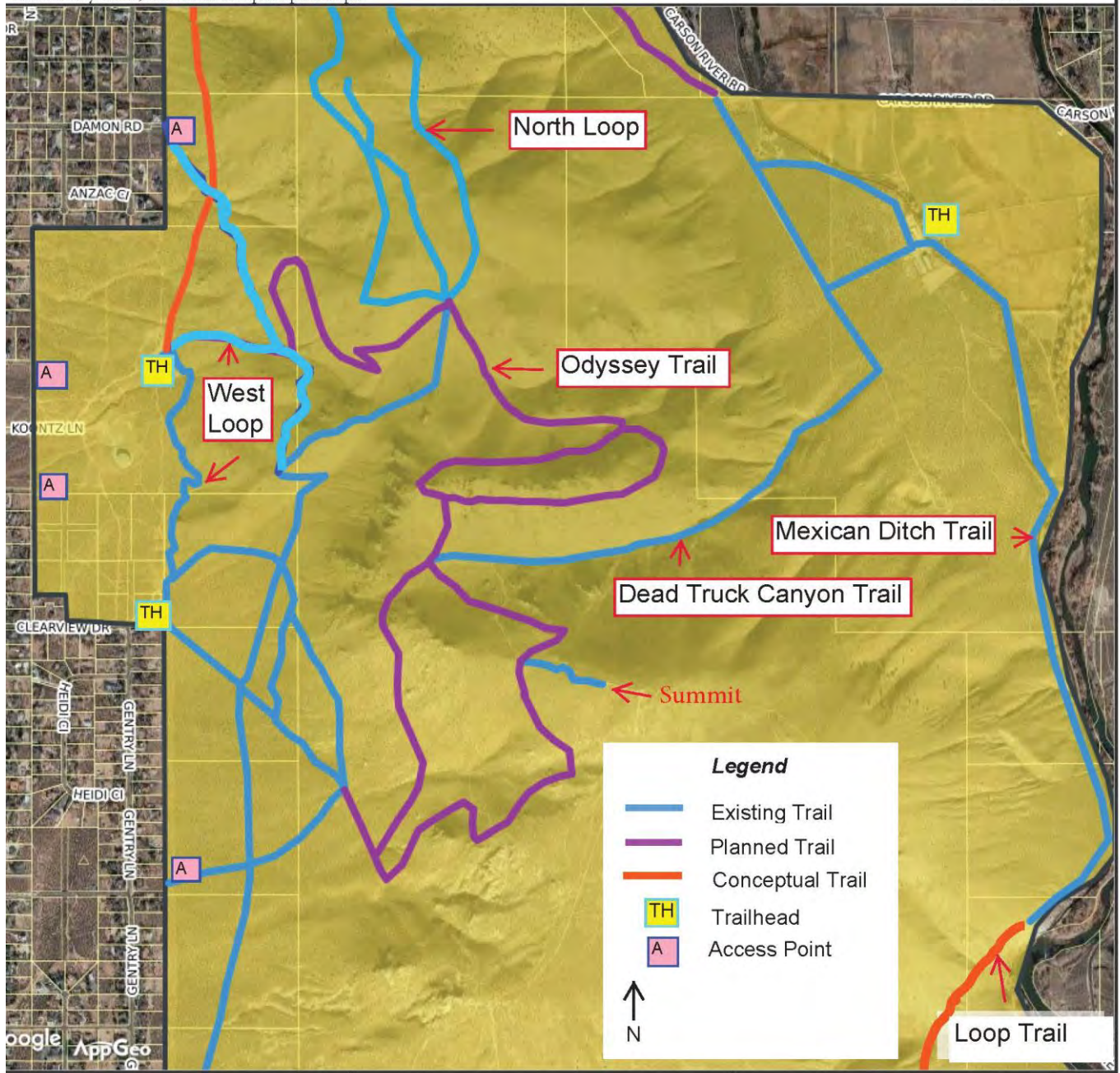


Figure 6

Prison Hill - Middle Trails

Carson City Parks, Recreation & Open Space Dept.

3-31-2020



4.3 Multi-Use Loop Trail

The vision for a multi-use loop trail around Prison Hill (Figure 7) dates back at least to 1995 when the Eagle Valley Trail Plan was developed. Since then, a Prison Hill loop trail has been identified in the Unified Pathways Master Plan (2006, revised 2008 and 2018), Creating a Community Vision: Silver Saddle Ranch and the Carson River (2008), and the Eagle Valley Trails Committee Community Trail Inventory, Review, Evaluation and User Needs Assessment Report (2017).

Two segments of the loop trail currently exist: Fairview Drive (Off-Street/Paved/Shared-Use Trail), and the Mexican Ditch Trail from Silver Saddle Ranch to the Mexican Dam (Off-Street/Unpaved/Double-Track Trail). A new non-motorized multi-use bridge is being constructed across the Mexican Ditch at the intake. This bridge is an important component in loop trail development in addition to facilitating portage of small watercraft around the dam.

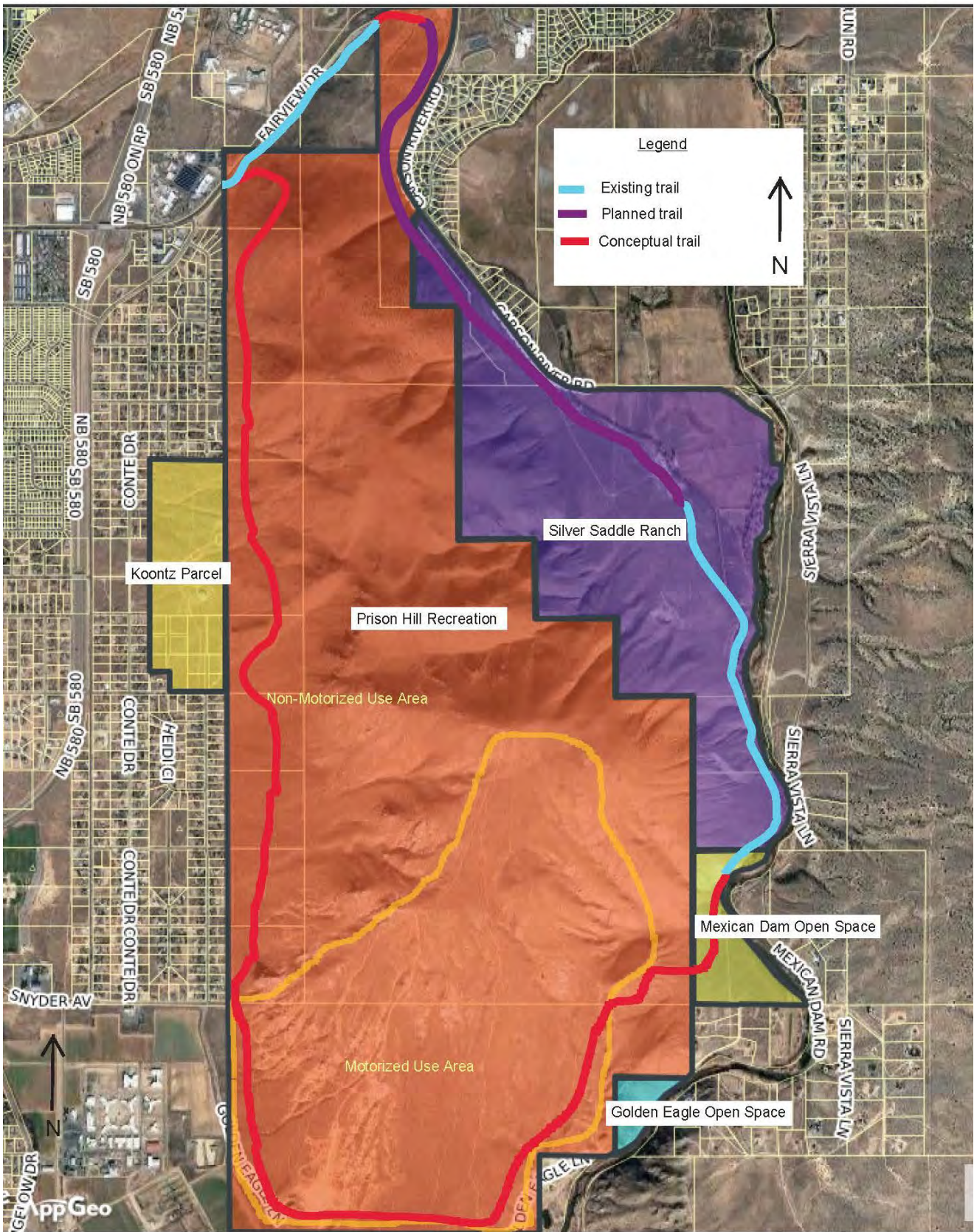
A new segment from the 5th Street Trailhead to Silver Saddle Ranch is planned to be constructed in 2020. This project, funded by a grant from the Southern Nevada Public Lands Management Act (SNPLMA), will be an Off-Street/Unpaved/Double-Track Trail.

Remaining to be designed and funded: a segment that will begin at the Mexican Dam Ditch Bridge, continue south around Prison Hill, then north along the west side of Prison Hill and connect with the Fairview Drive Trail, and a short segment that will connect the Fairview Drive Trail with the 5th Street Tailhead. The first of these segments will require planning efforts and public input as the trail will ascend some steep terrain to the south of the Mexican Dam, then pass through the OHV area, and finally cross steep side-slopes above some homes before it descends to connect with the existing Fairview Drive Trail on the northwest side of Prison Hill. An alternative for this northwest section may be to navigate through or below the homes along Edmonds Drive.

Recommended Action:

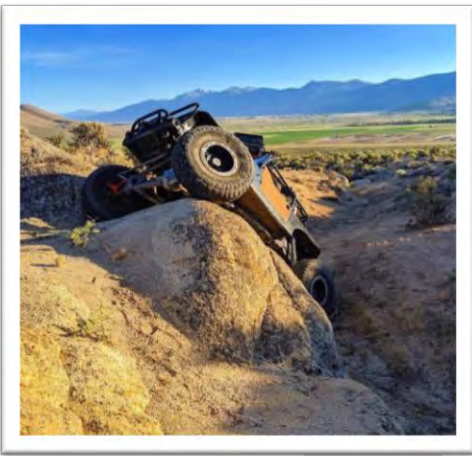
- ✓ Design and construct the remaining segments in order to complete a multi-use loop trail around Prison Hill.

Figure 7
Prison Hill Loop Trail



5.0 OHV Area

This chapter incorporates the Prison Hill OHV Management Plan that was developed in 2018 in partnership with the National Off-Highway Conservation Council (NOHVCC) using grant funding from the Nevada Off-Highway Vehicle Program. The plan was created through a collaborative public process that included input and guidance from the Open Space Advisory Committee and from stakeholders which included various user groups, interested residents, and nearby homeowners. References to a suggested ‘new’ staging area in the original plan have been removed because that idea was later deemed unnecessary by City staff.



Photos from the Prison Hill OHV Area

PRISON HILL RECREATION AREA

OHV Management Plan



October 16, 2018

Prepared for: Carson City Parks, Recreation & Open Space Department

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Attachments (all attachments are in Appendix K)

Attachment #1: Comment Form

Attachment #2: Comment Summary Form

Attachment #3: Visitor Use Template & Survey

Attachment #4: Examples of OHV Trail Signage

Attachment #5: Examples of Boundary Markers, Barriers & Signs

Attachment #6: Interagency Fire Condition Survey

Appendix Items

Appendix B: Omnibus Public Land Management Act of 2009

Appendix C: Conservation Easement

Appendix G: Carson City Signage Master Plan

Appendix J: Prison Hill Recreation Area Site assessment, South Half (Motorized)

This plan was funded by the Nevada Off-Highway Vehicles Grant Program.

Purpose

The purpose of the Prison Hill Recreation Area Off-Highway Vehicle (OHV) Management Plan is to provide the framework to proactively manage the approximately 900 acres of the Prison Hill Recreation Area that are open to OHV use by outlining a prescribed set of management activities. The plan will be implemented through a phased approach. The goals of the plan include:

- Offer a variety of high-quality recreation experiences.
- Identify opportunities for sustainable trails and facilities.
- Provide recommendations for infrastructure: trailheads, kiosks, parking, toilets, access, etc.
- Establish guidelines for events and other activities.
- Enhance the integrity of the area and protect unique natural and cultural resources.
- Reduce user conflict and trespassing into the adjacent residential area.
- Equip Carson City, herein referred to as the City, and local enthusiasts with tools and resources to effectively operate and maintain the trail system.

The intent of this management plan is to provide the framework to successfully manage quality OHV recreational opportunities and will not override the guiding principles set forth in the Management Plan for Carson City Open Space and Parks in the Carson River Area or the Carson City Parks and Recreation Master Plan.

Vision

This multi-phased project will provide Carson City residents and visitors a wide variety of high-quality off-highway vehicle (OHV) recreational opportunities that are free to the public in a well-managed day-use setting. The look and feel of the site will represent professionalism and quality and offer an array of unique features to attract beginners, experts, competitors, families, and non-motorized enthusiasts. The sustainable network of designated trails and facilities within the Prison Hill Recreation Area is a genuine asset and a family-friendly OHV destination for Carson City and its residents.

Background

The Omnibus Public Land Management Act of 2009 (OPLMA)¹ authorized the conveyance of the Prison Hill Recreation Area from the Bureau of Land Management (BLM) to the Consolidated Municipality of Carson City (Carson City). This conveyance was completed in May 2015 and resulted in a transfer of public land from federal jurisdictional management to local management by Carson City. A Conservation Easement², previously agreed to by the BLM and Carson City in 2010, broadly governs the management practices for the area and defines both allowed and restricted uses, including "...the use of motorized vehicles on designated roads, trails and areas in the south end of Prison Hill". This essentially created opportunities for two recreation areas; approximately 1540 acres for non-motorized use, and approximately 960 acres which were historically open for both motorized and non-motorized use.

In 2012, Carson City worked with a contractor to perform an initial assessment of the motorized portion of the Prison Hill Recreation Area. As a result of this process, Carson City made several physical improvements to the Prison Hill Recreation Area. These improvements included the installation of a trail map, 'You are Here Sign,' site identifier monument, and a rules and regulations sign at Staging Area #1 (intersection of Golden Eagle Lane and Snyder Avenue); and a monument sign and a rules and regulations sign at Staging Area #2. In addition to the physical enhancements of Prison Hill, a map was created identifying a few of the primary routes for dirt bikes, ATV's, and 4WD vehicles. While a conceptual plan was initiated for consideration for future trail development, no physical on-the-ground trail intersections were marked with corresponding trail signs, and no new area boundary signs were placed.

Carson City still had no clear guidelines on how to manage this OHV area, and so in 2017 the City began a partnership with a professional team to create a framework to begin implementing proactive management strategies with the goal of providing enhanced recreational opportunities for motorized and non-motorized users, while respecting adjacent private properties and protecting natural resources. Members of this unique team represent the National Off-Highway Vehicle Conservation Council (NOHVCC), RecConnect LLC, and Lat + Long Resource Group, LLC with more than 50 years of combined professional experience in OHV program management, trail design, implementation and management of OHV trails and facilities, addressing national and state issues pertaining to motorized access, and OHV educational programs across the country. The development of the management plan is the first component of the multi-phased project and funded through the Nevada Commission on Off-Highway Vehicles OHV grant program. In November 2017, NOHVCC applied for grant funding through the Commission and was awarded funds for creating an OHV management plan for Carson City.

¹ Appendix B: Omnibus Public Land Management Act of 2009

² Appendix C: Conservation Easement

Phases of the Project

The Prison Hill Recreation Area OHV Management Plan is the first critical step in the multi-phased approach for the motorized area. Project specifics for Phase 1 include the research and reconnaissance of the Prison Hill Recreation Area during the spring months of 2018 through August 2018. Phase 2 of the project will delve into the essence of designing the trail system and the facilities in the area. Phase 3 of the project entails the construction of the trail system.

The following steps were accomplished in Phase 1 of the project:

- Conduct on-the-ground research to determine the current condition of the southern portion of Prison Hill Recreation Area.
- Meet with local stakeholders to gather feedback regarding the current condition and future recommendations for Prison Hill.
- Conduct onsite surveys and interview users recreating in the Prison Hill Area.
- Facilitate public workshops and listening sessions in Carson City by engaging the OHV community, residents, and enthusiasts in an open dialogue to gather feedback and participate in the direction of the planning process.
- Gather comments (online survey and meetings) and feedback from participants on types of OHVs used to participate in an activity, identify potential/new locations, and improvements to be made to enhance rider experience.
- Complete a comprehensive Site Assessment.
- Develop a Working Group where participants can provide detailed information on specific trails and areas within the Prison Hill Area and work with the Project Team.
- Compile all comments and develop a comprehensive OHV management plan for Prison Hill Recreation Area.

The following activities will take place during the final two phases of the project:

Phase 2: Area Planning and Design, 2019

- Develop sign plan and installation schedule for the motorized portion of the area.
- Outline maintenance plan and schedule.
- Create trail layout and design for the purpose of providing fun and sustainable trails for motorized and non-motorized enthusiasts.
- Develop trail and trailhead facility concept plan.
- Perform any required surveys.
- Conduct any required environmental evaluation.

Phase 3: Trail and Facility Construction, 2020

- Construct new trails and facilities based on the concept plan.
- Create high quality maps for the newly developed trail system.
- Perform trail closures, erosion control measures, and rehabilitation efforts.
- Initiate persistent education and awareness of new rules and trails.
- Establish a Trail Ambassador program.
- Begin monitoring and evaluation.

Description of Planning Area

The Prison Hill OHV Recreation Area is located on the southeast edge of Carson City, Nevada. The highly desirable and unique landscape is scattered with large colorful rock formations and a variety of topography, ranging from steep and challenging terrain to meandering sand washes and open sandy desert soils. The elevation change is substantial, increasing from 5,000' above sea level at the lowest point to 5,724' at the highest point. The sweeping views of the snow-capped Sierra Nevada, Carson Valley, and Carson City provide an incredible vista for anyone wanting to gain altitude by climbing the challenging summit. Most of the OHV recreation area is located on the south facing slope where enthusiasts can access trails and riding opportunities throughout the year; especially during the winter months where snow can become a limiting factor for some forms of recreation.

Located approximately seven miles from downtown Carson City, Prison Hill is an easy destination for residents to access with limited travel time and distance. The Prison Hill Area is adjacent to four subdivisions and a prison located on Snyder Avenue and Golden Eagle Lane. The Carson River borders a small section on the Southeast portion of the area where there is no motorized use. The natural inhabitants of the area include rabbits, coyotes, deer, songbirds, a variety of raptors, and rattlesnakes. The vegetation is primarily sagebrush steppe with sagebrush, bitterbrush and a small scattering of Pinyon Pine, juniper, and pockets of old-growth bitterbrush.

The phenomenal views and awestruck rocky landscape provide an experience like no other within a few miles of a major population center. Proximity allows enthusiasts to visit Prison Hill during weekends and in some cases, daily. Others are drawn to the area for the variety of terrain, technical challenges, interesting routes, and scenery. Enthusiasts also often visit Prison Hill because of its family-friendly nature³, and for the open riding areas. Though the area is referred to as "family-friendly," the trails are not because of inconsistent difficulty.

³Appendix K, Site Assessment.

Current Condition

RecConnect LLC conducted a comprehensive site assessment⁴ of the motorized portion of the Prison Hill Recreation Area from April 6-18, 2018. General observations included a variety of mixed motorized and non-motorized opportunities that have been utilized for more than 35 years in an unmanaged setting. Prison Hill is a highly desired destination that provides a broad spectrum of activities ranging from trail walking, hiking, and mountain biking to rock crawling, dirt biking, trials, and ATV riding. Approximately 45% of observed recreationists participate in some form of non-motorized activity for the enjoyment of the views, rock formations, and experience provided by the summit. The observed motorized recreationists expressed similar reasons for utilizing the area in addition to the rugged and beautiful terrain. The area offers an expansive experience for all participants from experts to the new rider and, with proper trails in place, is family friendly.

Applying the principles outlined in the Great Trails⁵, successful OHV recreation management plans effectively incorporate several important fundamentals, also known as the 4 Es: Engineering, Education, Enforcement, and Evaluation. The 4 Es are inter-related and must be applied in an effective and systematic manner. Failure to implement any one of the Es will jeopardize the primary objective of providing quality OHV recreation opportunities and managing OHV use. The following section provides a summary of the observations extracted from the site assessment in relation to the 4 E's:

Engineering:

- There are many fall line and wash trails resulting in significant erosion and vegetation loss. Many roads/trails have eroded to the point where they have become deep troughs trapping water and preventing natural flow into the drainage courses. Consequently, water continues to run down the fall line creating more erosion and vegetation loss. An example of this is the trail leading into the open/staging area. Water from above is trapped in the deeply eroded trail leading into the open area creating sedimentation in the main staging area instead of in the natural drainage courses off to the side.
- Access to the main staging area is limited and lacks important directional and informational signs. This creates a safety issue with flow and unregulated riding into the open area. The staging area requires a clear boundary and a level surface for parking trailers, unloading, and loading. The Snyder Avenue staging area is in a poor location and has limited space to accommodate large vehicles and trailers.

⁴Appendix K - Site Assessment

⁵Great Trails: Providing Quality OHV Trails and Experiences. A resource guide for the design, planning, construction, maintenance, and management of quality off-highway vehicle trail systems.

- Due to the current unmanaged setting, there is significant vegetation loss contributing to erosion and impacting the aesthetic value of the area.
- Lack of beginner trails and a designated place for children to enhance skill development.
- Limited access to the summit for the casual recreationist. The summit serves as a desirable destination point in the area and because of the current condition, very few recreationists have the ability to access to the incredible views from the top.

Education:

- The lack of trail signs creates confusion about permissible uses, current location, where to go, and access to other destination points in the area. The open area boundary needs to be identified to reduce user confusion, potential conflict, and increase user safety.
- Intrusion into private lands and the non-motorized area of Prison Hill creates an encroachment issue with the adjacent landowners in the area. While they support recreational use of the area, succinct signage is necessary to inform the enthusiast where they can and cannot ride. Boundary identification and signs between the non-motorized and motorized areas are non-existent and boundaries need to be clearly marked. Lack of marking has caused routes leading into the non-motorized area.
- Defacing of the area exists with graffiti on rock formations, some trash dumping, and bullet holes in signs.
- Regulatory and educational messaging is a critical aspect of compliance. Key messages should be prioritized and located in a visible place where riders can easily read them within a few seconds. Regulatory rules and requirements to ride in the area along with signage on Golden Eagle Lane are needed.
- Riders need to be able to match their skill level to the opportunities on the ground. The rugged terrain may be suitable for some users and not for others. By providing a trail rating system, riders can locate appropriate riding opportunities for their skill level. Trail ratings should be subjective to Prison Hill and should use terminology such as easiest, more difficult, and most difficult ratings.

Evaluation:

- Lack of effective management has led to a proliferation of poor-quality trails. The current route density is approximately 38 miles/square mile which is considerably high. Area maintenance has been non-existent resulting in the formation of trail moguls, widening, braiding, vegetation loss, and diminished rider experience. Trail and area closures implemented in the past have been ineffective.

- Motorized events are popular within the OHV Community and there have been numerous requests for motorized events at the Prison Hill OHV Area.

Enforcement:

- It is evident there is lack of enforcement in the area and interactions with the Park Ranger or Deputy Sheriff are rare. The State of Nevada requires OHVs to display a current OHV registration and many of the OHVs observed were not registered. Adequate signage will educate riders on the state requirements. Noise is also an issue, especially in the urban interface. On the weekends, the staging area can be a noisy place where many of the vehicles exceed the well-accepted standard of 96 decibels.

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Public Involvement

An essential component in developing the OHV Management Plan includes public participation and providing a platform for input and comment. Throughout the course of the planning process, a series of public meetings and an online survey were used to gather valuable feedback from enthusiasts, residents, and the public. Meeting attendees were invited to share feedback regarding the current and desired use, concerns, and special considerations specific to the Prison Hill Recreation Area. An outreach effort was coordinated through NOHVCC, Lat + Long, Carson City Parks, Recreation & Open Space Department, Carson City Culture and Tourism Authority, and the Nevada Commission on Off-Highway Vehicles. Meeting announcements were circulated through press releases, social media, mailed letters, and meeting notices in the local newspaper. The project team also attended regional OHV club meetings, met with stakeholders, and interviewed enthusiasts on site to garner support for the project and notify them of the public meetings and the process.

Three public meetings were held for informational and participatory purposes from May 14-22, 2018 and 69 participants engaged in the process.

Public Meeting Location	Date	Number of Participants	Participating Organizations and Representatives
Carson City Community Center	May 14, 2018	15	Adjacent Landowners
	May 21, 2018	34	Open to the Public
	May 22, 2018	20	Working Group

NOHVCC and Lat + Long facilitated three meetings regarding the three phases of the project and offered participants a platform to provide their vision of how the area should be managed.

Adjacent Landowners: The first meeting of the series was held with property owners who own land adjacent to the southern portion of the Prison Hill Recreation Area. The project team wanted to meet with this group to address questions and concerns without any influence from other stakeholders. Comments were considered and discussed; however, they were not recorded as part of the official comment process. While the general tone of the meeting was positive and supportive of the project some participants expressed concerns with containment, erosion, and the need for enforcement. Participants discussed boundary encroachment into the non- motorized part of the property should be addressed by keeping motorized use away from the non-motorized area. They also indicated a need for a solid trail signage plan for educating recreationists where they can ride and the allowable uses of the area. Examples such as "Entering Private Property and Not Part of Prison Hill OHV System" were a few ideas for consideration when developing the signage plan. The key points discussed were erosion control, a clear and marked boundary, and respect for private property around the area.

Public Process: The second and largest meeting of the series provided participants the opportunity to individually fill out the comment form followed by working together in groups of five. The first set of questions on the comment form:

- What type of recreation do you participate in (the southern part/OHV area) Prison Hill & Why?
 - Type of recreation (Dirt Bike, ATV, UTV or Side-by-Side, 4WD, Rock Crawler, Trials, Mountain Biking, Walking, Trail Running, Equestrian, Other (please indicate)).
 - Why do you recreate at Prison Hill?
- What are your favorite features of the Prison Hill OHV Recreation Area?
- What improvements/experiences are you looking for in the Prison Hill OHV Recreation Area?

Group Discussion & Questions: Top three priorities on improvements/experiences that you are looking for in the Prison Hill OHV Area? Meeting participants prioritized their top three improvements to the area and the entire group reconvened to discuss each of the priorities.

Working Group: The last meeting of the series entailed a small contingent of participants from the previous sessions. These participants will represent the various stakeholder groups and assist the Project Team by reviewing the management plan and aid with the remaining phases of the project. The purpose of the Working Group is to provide detailed feedback during the planning phase of the project and communicate pertinent information between the groups and the Project Team. The Working Group meeting emphasized participant involvement in the management plan review process before the plan is presented to the Open Space Advisory Committee. The participants also conveyed that the Working Group will be part of the ongoing clean up and maintenance efforts. There was a focus on developing strategic partnerships to ensure implementation of recommendations and action items in the management plan. This is one of the primary objectives for the Working Group.

Summary of Comments⁶: By utilizing an array of techniques for gathering and compiling comments and feedback during the process, the Project Team extracted key points from the participants. The first question addressed the type of trail improvements participants want to see at Prison Hill.

- 1) **Trail signs:** An overwhelming number of respondents would like to see more trail signs in the OHV area; including installation of kiosks at the staging area, regulatory signs outlining permissible usage, hours of operation, private access and/or private property, and retention of local trail names. Boundary markers and signage are essential in

⁶Attachment #2 in the Appendix for the detailed Comment Summary Report

distinguishing between the non-motorized, motorized areas, and private property adjacent to Prison Hill. Trespass into the non-motorized area continues to be an issue.

- 2) **The need for a trail difficulty rating system:** The diverse and challenging terrain of Prison Hill can provide a first-class riding experience, however there have been documented cases of vehicle abandonment and rollovers creating safety issues and an increase in risk management for the City.
- 3) **Designated routes/areas:** Specific routes for individual uses such as a bouldering field for rock crawling, single track for dirt bikes, some shared-use trails, and a skill development area for kids.
- 4) **Enforcement:** Respondents want to see more enforcement in the area. This visibility is not only useful for compliance and fewer incidents, it also serves as an excellent public relations tool for the City. Increased enforcement provides a sense of security for the urban interface.
- 5) **More family-friendly trails & skill development areas:** It is evident that Prison Hill draws families to the area. Participants want to see more family friendly trails and an area specific for kids to learn how to ride that is separated from other activities.
- 6) **Camping:** A designated primitive camping area near the staging area.
- 7) **Other:** There was less emphasis in these categories. Several participants want to leave the entire area alone, desire a level parking area to accommodate large trucks and trailers, and identified the need for more education and respect of private property.

The second question addressed the type of facility improvements participants would like to see at Prison Hill.

- 1) Toilets
- 2) Maps
- 3) Improved parking
- 4) Shade structures
- 5) Access roads
- 6) Kiosks
- 7) Road access to summit
- 8) More facilities
- 9) Trash receptacles
- 10) Overnight camping
- 11) BBQ & picnic benches

Group Discussion Prioritized List of Improvements/Experiences on Prison Hill

During the public meeting, participants worked in groups where they prioritized the types of improvements and facilities they would like to see.

3	Visible boundary markers
3	Staging area with bathroom, kiosk, and camping
2	Organized motorized events
2	Open trails - all levels and abilities
2	Map/guide of the area
2	Trail signage
2	Trail rating/difficulty designation
1	Spectator area for events
1	Preserve single track
1	Complete inventory of trails
1	Environmentally responsible trail design and construction
1	Permitted events
1	Long-term maintenance plan
1	Trash receptacles
1	Adoption of commonly known trail names
1	Free to the public
1	Designated boulder area for rock crawling
1	Respect for all uses (motorized & non-motorized)

The last question focused on OHV events and whether they should be allowed at Prison Hill. Approximately 53% want to see some type of motorized events, 30% want no motorized event, and 16% were undecided or didn't comment. Many of the respondents would like to see specific events such as rock crawling, motocross, trials, safety, and education training for kids and adults, and the Super Crawl Event take place at Prison Hill. Trail clean-up events to keep the area free of trash and to promote the responsible and respectful use of the land was another common answer.

Management Area Recommendations

Developing a sustainable trail system and more functional facilities in Prison Hill will require remedial actions to mitigate the issues outlined in the current conditions section. Through the professional and detailed assessment of the area, attentive consideration of public input, and implementation of the 4 Es; the objectives of the plan will be accomplished. Progressing from an unmanaged maze of eroded and poor-quality trails to creating a sustainable trail system where users have a high-quality recreational experience is the ultimate goal.

The public input process and observations from the Prison Hill Site Assessment identified some key opportunities for the area. These opportunities will yield a broad spectrum of benefits for the City, the enthusiasts, and the residents once the three phases of the project are completed. The following recommendations should be considered to accomplish the objectives of the plan:

1. Install interpretive signs; creative signs can serve as destinations for recreationists offering information, history, and unique features of the area.
2. Design destination points by highlighting unique features such as the summit and other key points in the area where picnic tables and shade structures are located.
3. Develop creative partnerships with stakeholders and their respective organizations. Recognizing the importance of partnerships and working with volunteers is critical to the success of creating and maintaining sustainable trails and facilities. Upon implementation of the action priorities, participation from these groups will provide ongoing support to the City, ensuring the area continues to thrive in the managed setting.
4. Consideration of low-impact, non-speed events. Events could be motorized, non-motorized, or appropriate community-type events. Suitable motorized events could include trials, rock crawl, 4WD runs, a dealer demo day, or a kid play day. There could also be motorcycle, ATV, or ROV safety training classes conducted by the Motorcycle Safety Foundation (MSF), the ATV Safety Institute (ASI), and the Recreational Off-Highway Vehicle Association (ROHVA).
5. Explore the opportunity to have a motocross (MX) track in Carson City or vicinity. Traditionally, MX bikes do not have spark arrestors or sound reduction because they are used on closed tracks rather than on public land. Currently, there is no MX track available; consequently, motocross riders are coming to Prison Hill to practice, which is contributing to noise and speed issues at the main staging/open area.
6. Provide a road/trail to the summit where the public has easy access with high-clearance vehicles. Access would include a scenic loop at the top offering outstanding

360-degree views. The route would be signed and mapped as a destination point and marked appropriately with a designated difficulty rating and special route identifier.

7. Consider connecting the Prison Hill OHV area with the Pine Nut Mountain OHV area. Currently, there is no access to the Carson River, and the two areas remain independent of each other. Connecting these two areas would expand riding opportunities by creating a more extensive network of trails.
8. Keep the Prison Hill OHV Recreation free for individual enthusiasts to enjoy. The Prison Hill Recreation Area project exists through the generous support and funding from the Nevada Commission on Off-Highway Vehicles, the OHV registration program, and the City. During the course of each phase, the development of strategic partnerships and support from stakeholders and the Working Group will help identify funding sources for the on-going maintenance of the area. Fees may be collected for events, per City policy.
9. Develop designated routes and consider retaining local trail names in Phase 2 of the project, which entails the planning and design of the trail system. Funding for this portion of this project may be requested from the Nevada Commission on Off-Highway Vehicles Grant Program.
10. Definition of open, closed, restricted trails (if needed), and open areas. Defining trails and areas will increase rider safety, minimize environmental impacts, reduce user conflict, and identify the appropriate use.
 - a. Open: No limitation on the type or use of motorized recreation
 - b. Restricted: Uses limited to existing or designated roads and trails
 - c. Closed: Areas that are closed to motorized recreation
 - d. Open Area: Cross country travel is permitted and OHVs are not restricted to designated routes
11. Review the current boundary between the non-motorized and motorized sections of the Prison Hill Recreation Area and propose new boundary locations based on further reconnaissance, input, and topographical analysis.
12. Some riders encountered in the main open area expressed a desire to rebuild and improve the track portion in the open area. The Project Team does not support this idea because it isn't an ideal location for a MX track due to noise, dust, congestion, speed, and safety issues.
13. Maintain City's current allowable uses within the Prison Hill OHV Area. Meeting participants expressed their desire for onsite camping opportunities near the staging area. Considering the mixed use already occurring within the OHV area boundary,

adding another activity would require more enforcement, monitoring, maintenance and cost. Consequently, camping is prohibited under the parameters of the conservation easement. The Project Team supports Prison Hill OHV Area as a Day Use Area Only.

- 14.** The Prison Hill OHV Area hours of operation shall remain open from dawn to dusk.
- 15.** This trail system will be open to and shared by all non-motorized recreation uses. All non-motorized uses (hiking, trail running, equestrian, and mountain biking) are allowed on existing trails or in designated open areas. Cross country travel is not permitted.
- 16.** Develop protocol for special trail and area closures during weather events such as flash flood warnings, wildfire danger, as well as consideration of closure for onsite events, trail construction, maintenance, and mitigation projects. Site specific closures of trails or portions thereof may occur to perform maintenance, minimize soil displacement, protect public safety, protect other resources, or other management needs which may arise.

The closures may be advertised through the City's website, social media, and communication network. Necessary wildfire closures shall be determined by consulting with local agencies/partners and reports from on-site observations. An example of an interagency fire condition survey can be found in Attachment #6 in the Appendix. For weather related closures, the USDA Forest Service⁷ recommends trail/area closure if there is more than 2 inches of rain within a 24-hour period. Closures shall remain in place if precipitation continues or if there is a greater than 70% chance of precipitation the following day.

⁷USDA Forest Service Rainfall Closure Guidelines

General Actions

The southern half of the Prison Hill Recreation Area provides a mix of motorized and non-motorized recreation activities. The combination of mixed-uses should continue in the present and future management planning for the area. The design and management of the trail system should emphasize and enhance the experience of all users in the area. The Project Team recommends the following considerations and actions for the implementation and completion of the three phases of the project. All actions are dependent on the availability of funding, personnel, and equipment.

Adjacent Landowners

- Determine access needs from residents and adjacent landowners through the Working Group and separate meetings. Identify designated access point(s) into the Recreation Area. Provide a protocol for landowners to follow in the event of an incident, issue, complaint, or offer feedback regarding motorized activity in the area. Provide fire and emergency escape routes for landowners.

Education and Ethics

- Develop educational programs and campaigns, such as a volunteer Trail Ambassador Program and public awareness campaign. A Volunteer Trail Ambassador Program is an effective method to communicate safety and education messaging. While Trail Ambassadors do not possess legal authority, they provide agency visibility and can share rules for riding in Prison Hill, rider etiquette, and report back to the City on an issue or matter that requires immediate attention.
- Develop consistent and succinct safety messaging for the broad spectrum of activities and diversity of users. An example of safety messages includes:
 - OHV legal requirements to ride in Nevada
 - Maximum sound limits
 - Spark Arrestors
 - Curfews (if applicable)
 - Respect for private property
 - Respect the rights of others
 - 'Stay on Trail' signs
 - Contact information in the event of an emergency
 - 'Become a Trail Ambassador' signs
 - Public awareness campaign aimed at eliminating vandalism of rock formations which may address and reduce defacing the area.
 - Adoption of Tread Lightly! signs, TREAD Principles

Enforcement

- The public scoping and comment process indicated a need for increased professional law enforcement. This can be accomplished through working with Carson City Park Ranger Staff and in cooperation with the Sheriff's department.

Events

- Events play an integral role in the OHV community. Events bring a diverse group of enthusiasts together for a common objective - whether competitive, commercial, or a group event. Many organizations hold events to connect their members by offering family-friendly activities. Speed and competitive events offer entertainment and a platform for racers to participate in a closed course. During the comment period, approximately two-thirds of the participants expressed their desire to have some type of motorized events on Prison Hill.
- The City intends that the Management Plan will address target capacities of events. It is recommended that until the draft trail concept plan is complete, it may be premature to address this issue. At this time, more information is required on the total mileage available to each vehicle type before the final recommendation is made.
- To assess the feasibility of events on Prison Hill, the project team will gather data to help make an informed decision on a conservative target capacity for each vehicle type; implement the numbers on a trial basis; monitor the results (both positive and negative); then make any adjustments as needed and start the process over again.

Maintenance

- The following entities are responsible for developing a plan that addresses the operational maintenance of the Area:
 - Carson City
 - Volunteer & Partner Organizations
- Prescribed maintenance schedule: Identify and prioritize annual maintenance work
 - Ongoing: Trail condition survey and evaluation, sign maintenance, facility maintenance, trail tread fixes, supply map boxes.
 - Annual: Map evaluation and printing, reroute and new trail consideration, grant applications for maintenance, trail construction, signage needs, and facility improvements, management plan updates, trail maintenance training for volunteers.
- Develop trail designations: Multiple-use, single-use: single track, double track/ATV, 4WD.

- Identify an easy route to access the summit with a 4WD/high-clearance vehicle. The purpose is to provide accessibility to enthusiasts who don't necessarily have a modified vehicle for more challenging terrain.
- Implementation of a trail difficulty rating system.
- Develop process for making changes to the system and/or the Plan after the Management plan is implemented. The City and the Working Group will develop guidelines and identify a process outlining the steps for changes and additions to the trail system and infrastructure.
 - An example of this process: Changes to the trail design, infrastructure, and boundaries of Prison Hill must be presented in writing to the Working Group or ad-hoc committee specifically identified by the City. Once approved at this level, the applicant shall submit a plan detailing the objective, the time frame, cost, necessary permits, timeframe and schedule of the work to be accomplished. The plan shall be presented and approved by the Carson City Open Space Advisory Committee before any changes are made.
- Once the trail plan is complete, identify event guidelines for type of events allowed and capacity.

Open Area

- Evaluate usage patterns every 3-5 years to inform future area planning and management. During the Phase 2 Planning Process, the location, number and size of the open areas will be evaluated.

Boundary and Staging Area

- The boundary of the area should follow topographic lines or roads/trails (once planned) rather than the current property line. Additional reconnaissance is needed for a final determination and location of boundaries.

Rules and Regulations

- Use rules should change from *Stay on Existing Routes* to Use is Allowed on Designated Routes/Areas Only. Pass City ordinances to require OHVs on Prison Hill to be equipped with spark arrestors, functional exhaust systems, and a sound limit of 96 decibels using the SAE J1287 sound test method.
- Secure sound testing equipment through grant programs managed by the Nevada Commission on Off-Highway Vehicles. Train local law enforcement and volunteer trail ambassadors how to correctly utilize this equipment.
- Emphasize current legal requirements to operate OHVs in Nevada.
- Emphasize respect for private property and consider installing signs on Golden Eagle Lane and other access points identifying that use is allowed on designated routes/areas only and respect private property. Informing users with this pertinent information will be an important part of the education plan and the respect for private landowners.

Trail Facilities

- A component of Phase 2, a trail facility concept plan will be designed to include installation of kiosks in key areas to display safety and contact information, rules of the area, and a detailed map of the trail system depicting open areas, color-coded designations and names of trails, and the boundary of the OHV Area. Consider placement and feasibility of onsite restroom facilities, trash receptacles, picnic tables and shade structures. As mentioned in the opportunities section, there are several locations for picnic tables and shade structures that can potentially serve as destination points for participants. These areas will be identified in the trail facility concept plan.

Trail Signs

- Work with the City to develop a trail signage plan. Consider utilizing national trail signage guidelines for consistency and natural recognition of key signs and information. This includes regulatory, warning and information signs. Review City's conceptual sign plan and revise as needed - aiming for consistency and following national guidelines for the placement and type of OHV trail signs.

Volunteer Engagement

- Conduct onsite field trip with stakeholders. Identify key areas for specific activities, such as rock crawling, designated single track, trials, and develop a plan for retaining local names of trails and areas. Have stakeholders' flag possible routes and boundaries for specific areas and trails.
- Develop a timeline and schedule for Prison Hill Working Group meetings.
- Form Volunteer Trail Patrol/Trail Ambassador Program.

Specific Actions

The Prison Hill Recreation Area OHV Project is divided into three phases, and implementation of the recommendations will span the course of several years. The Project Team identified a set of action priorities for consideration before and during Phase 2 of the project. These steps will assist in expediting the process and ensure the planning and design work is accomplished in Phase 2.

1. **Develop Trail Design and Location Plan:** Reduce or eliminate fall line trails and replace them with curvilinear trails on the contour. Develop and implement interim signage plan and mapping as desired. Plan a system to reduce user conflict and trespass into the adjacent residential area. Conduct complete trail inventory during Phase 2. Create maps during Phase 3 based on the work accomplished in Phase 2.
2. **Develop Facility Concept Plan:** Identify type and location of facilities. Consider installing restroom facilities, trash receptacles, picnic tables, shade structures, and kiosks.
3. **Develop Comprehensive Sign Plan:** Review and integrate the City's Signage Master Plan and create an interpretive plan. Incorporate national signage guidelines for OHV trails. Consider developing a unique logo for the Prison Hill Area for the motorized and non-motorized sections of the property.
4. **Develop a Rehabilitation Plan:** The Trail Concept Plan developed in Phase 2 will address the reduction and mitigation of vegetation and soil loss.
5. **Drainage:** Restore natural drainage patterns. Restore drainage in the open area. Install check dams and other hardening to help slow water flow and velocity.
6. **Boundary Location:** Determine if existing boundary will remain in place or relocate boundary based on input.
7. **Open Area:** Install interim boundary signs on the existing Open Area boundary.
8. **Staging Area:** Develop a plan for the main staging area that addresses access, kiosk location, sanitation, drainage, shaded picnic tables, delineation of parking/staging, and barriers to control and direct use. This area is part of a complex that provides parking and access for non-motorized users, parking, and access to a motorized youth training area; which include a "tot lot", and a beginner loop.
9. **Education:** Develop and distribute a brochure to distribute to enthusiasts in the area describing the project, the work to be accomplished within each phase, and anticipated timelines. Consider implementing a demonstration project during Phase 2 of the project; installing interim signs, a portable toilet at the staging area, effective barriers at the old staging area on the east side, drainage structures on main access trail out of the staging area. Upon completion of project, conduct a site visit with stakeholders to

review demonstration project. Educate field personnel in conducting tech checks and successful encounters.

10. Project Funding: Start seeking other funding sources through cooperative grants, partnerships, the Recreational Trails Program, and the Nevada Commission on Off-Highway Vehicles. Consider and seek Operations & Maintenance partnerships.
11. Collaboration with Stakeholders, Enthusiasts, and Working Group: Schedule onsite visits, conduct regular meetings with the Working Group, develop volunteer monitoring program, continue to work with stakeholders on addressing issues and concerns.
12. Marketing: Discuss opportunities to showcase the area with a ribbon cutting/grand opening celebration with the City, the Nevada Commission on Off-Highway Vehicles and the Carson City Culture and Tourism Authority.

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Project Team

The National Off-Highway Vehicle Conservation Council (NOHVCC), is a national body of OHV recreation enthusiasts, develops and provides a wide spectrum of programs, materials and information, or “tools”, to individuals, clubs, associations and agencies in order to further a positive future for responsible OHV recreation. NOHVCC is a 501(c)3 education non-profit organization. The organization is not a membership organization, but rather a partnership organization with volunteer State Partners in nearly every State. The organization partners with the Canadian Off-Highway Vehicle Distributors Council, the All-Terrain Quad Council of Canada, and the Motorcyclists Confederation of Canada. In addition to these enthusiast partnerships, NOHVCC has partnerships with government agencies such as the USDA Forest Service, the USDI Bureau of Land Management, the Federal Highway Administration, plus state and local agencies. NOHVCC’s goal is simply to provide 'A Positive Future for OHV Recreation.'

RecConnect, LLC was established in 2005 by Dick Dufourd and his wife and partner for over 40 years. An avid motorized recreationist for more than 40 years, Dick participates in every OHV segment from motorcycles to ATVs to snowmobiles to 4 wheel-drive vehicles. He has a strong recreation engineering background and spent 35 years with the USDA Forest Service where he gained extensive experience designing and building roads, trails, parking areas, and campgrounds. He became the Central Oregon Interagency OHV Program Manager where he was responsible for developing and managing summer OHV opportunities for the USDI Bureau of Land Management and the USDA Forest Service. This included implementing seven OHV trail systems with 640 miles of trail and eight designated play areas. He secured more than \$3 million in grants, developed volunteer programs and trail patrol programs, designed an OHV specific cattleguard, and developed trail grooming drags and other equipment.

Through RecConnect LLC, Dick has gained broad experience in feasibility studies, site assessments, safety assessments, signing, planning, trail and facility design, location, construction oversight and project management and has now implemented more than 1800 miles of OHV trails in the United States and Canada. That experience plus the ability to successfully identify and mitigate issues, work with multiple agencies, and work positively with stakeholders and the media has made Dick one of the top OHV authorities in North America.

Lat + Long Resource Group, LLC provides strategic and operational support to non-profit organizations and small businesses specializing in motorized recreation. Lat + Long’s unique approach helps organizations accomplish their goals without having to secure additional staff and resources. Lat + Long’s services include grant writing, strategic planning, meeting facilitation, and the coordination and implementation of specialized projects. Alexis Nelson, owner of Lat + Long, is a snowmobile, 4WD, and outdoor enthusiast and has served the motorized community for over twenty years. She has worked for the USDA Forest Service on a timber and recreation crew, managed the statewide snowmobile trails program, served as the Executive Director of a large non-profit snowmobile organization in Vermont, and has collaborated with recreational non-profits on trail policy and development across the country. Alexis has led several economic impact study projects, worked with NOHVCC to develop the

Motorized Recreation Report for the Bureau of Land Management in Nevada, and successfully secured grant funding for a multitude of OHV projects and programs. Alexis provides operational support to the Off- Road Business Association (ORBA) and co-founded One Voice, a national OHV organization dedicated to land access advocacy and the future of motorized recreation on public and private lands.

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References

Glossary of Terms and Acronyms:

ASI: ATV Safety Institute

ATV: All-Terrain Vehicle

BLM: Bureau of Land Management (United States Department of Interior) **INOHVAA:** International Off-Highway Vehicle Administrators Association **MSF:** Motorcycle Safety Foundation

MX: Motocross

OHV: Off-Highway Vehicle

ROV: Recreation Off-Highway Vehicle

ROVA: Recreation Off-Highway Vehicle Association

SAE J1287: Society of American Engineers Standard Stationary Motorcycle sound test. This SAE Standard establishes the test procedure, environment, and instrumentation for determining the sound levels of motorcycles under stationary conditions.

SxS: Side-by-Side

Tread Lightly!: A nonprofit organization responsible for leading a national initiative to protect and enhance recreation access and opportunities by promoting outdoor ethics to heighten individuals' sense of good stewardship.

UTV: Utility Vehicle

4WD: Four-Wheel Drive Vehicle

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Photo Credit: Dick Dufourd, RecConnect LLC.

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6.0 Environmental Considerations and Existing Impacts

6.1 Fuels Management

Fuels reduction treatments, specifically mastication, was originally conducted on 26 acres in 2002 and 2008 along the west side of Prison Hill adjacent to residential fences. Subsequent mastication treatments were also completed in 2015 and 2019 in this same area. The disturbance associated with past fuels reduction treatments resulted in increased cheatgrass and invasive annuals density, which constitutes an ignition point for fire. Fires starting in this vulnerable area could easily spread, via the prevailing southwest winds, to the northeast and into the native shrub communities. Future mastication treatments should be monitored and complimented by a Plateau (or other pre-emergent herbicide) treatment in the fall or winter following mastication to prevent the accumulation of fine fuels as an ignition source for fires in the wildland urban interface (WUI). Additionally, an overall fuels management plan for the WUI has been discussed with the Carson City Fire Department, and accessible portions of the WUI will be treated in a year-by-year rotation to ensure protection of the communities adjacent to Prison Hill from wildfire.

A Baseline Condition Report includes two photos of the masticated areas with comments to monitor the native shrub succession into the introduced annual grass community.

Recommended Actions:

- ✓ Maintain fuels reduction projects to provide defensible space near homes on the west side of Prison Hill and the Mexican Dam area.
- ✓ Continue collaboration with the Fire Department to identify the appropriate treatments and develop site specific plans.
- ✓ Monitor fuels reduction projects to evaluate the reestablishment of desirable grasses and shrubs and take appropriate actions to reduce establishment of cheatgrass and invasive annuals.
- ✓ When fires occur, the burned areas should be seeded in the first fall or winter after the fire to avoid weed invasion and soil erosion. The seed mix should contain native and adapted plant species suitable for the site.

6.2 Invasive Species Management

Prison Hill does not have a significant issue with noxious or invasive plants, and the majority of the vegetation growing on-site is intact and native. However, there are some isolated populations of the class C noxious weed, perennial pepperweed (*Lepidium latifolium*) located in drainages at the 5th Street Trailhead, as well as the Koontz Lane Trailhead. Both populations have been treated in the past and are monitored annually for changes in population size. Additionally, isolated populations of hoary cress (*Cardaria draba*) and perennial pepperweed have been identified adjacent to the Golden Eagle Lane drainage project. These populations have also been treated and are monitored annually for changes in population size.

The primary issues associated with invasive species throughout Prison Hill relate to invasive annuals such as tumble mustard and cheatgrass. These plants can be found in the understory of the existing native shrub communities and in areas where significant disturbance has taken place. Primarily these plants are prolific throughout the Great Basin and are easy to manage through mechanical or chemical means. Annual monitoring should be completed on existing infestations and appropriate treatment should occur as needed.

Recommended Actions:

- ✓ Conduct annual monitoring for changes in populations of noxious or invasive plants.
- ✓ Conduct annual monitoring of existing infestations of invasive annuals such as tumble mustard and cheatgrass and treat as needed.

6.3 Erosion and Sedimentation

Due to the highly erosive granitic soils that are present on-site, soil erosion and sedimentation are a common occurrence throughout the Prison Hill Recreation Area. Specifically, the western and southern portions of the property have seen impacts from runoff during storm events. In order to mitigate impacts from erosion and to prevent further topsoil loss, many drainage areas have been evaluated and mitigations have been implemented, including installation of rock and straw bale check dams, as well as installation of drainage retention basins. Monitoring and evaluation of drainage issues should continue, and mitigation measures should be implemented where appropriate.

The Golden Eagle Lane Erosion Control Project was completed in 2017 using funds from CWSD and Q1 in order to install check dams and a detention basin to mitigate flooding and sedimentation into the Carson River, as well as to reduce damage and impacts to the adjacent Golden Eagle Lane.

A planned project in the OHV area will address some of the issues on the south end of Prison Hill to include decommissioning of erosive roads and construction of rock-lined ditches and drainage basins.

The Public Works Department has conceptual designs for two retention basins on the west side of Prison Hill. One of the detention basins would be located on the Koontz Parcel near Clearview Drive and the other on BLM property at the corner of Edmonds Drive and Valley View Drive. The City has an easement for these future improvements on the BLM property.

Recommended Actions:

- ✓ Monitor and evaluate drainage issues and implement mitigation measures as needed.
- ✓ Continue with planned mitigation measures on the south end of Prison Hill.
- ✓ Support Public Works plans for detention basins on the west side of Prison Hill.

6.4 Flora and Fauna

Prison Hill hosts a wide variety life. Plants vary from Sagebrush Steppe in the uplands to riparian vegetation along the river corridor. Single-leaf pinyon pine and juniper dot the landscape throughout, and cottonwood trees line the river. A sizable number of insects, reptiles, birds, and mammals are either residents or frequent visitors.

6.4.1 Species List

<u>Common Name</u>	<u>Scientific Name</u>
PLANTS	
Shrubs	
Sagebrush	<i>Artemisia tridentata var. tridentata</i>
Antelope bitterbrush	<i>Purshia tridentata</i>
Desert peach	<i>Prunus andersonii</i>
Spiny hopsage	<i>Grayia spinosa</i>
Green rabbitbrush	<i>Chrysothamnus viscidiflorus</i>
Rubber rabbitbrush	<i>Ericameria nauseosa</i>
Green ephedra	<i>Ephedra viridis</i>
Smooth horsebrush	<i>Tetradymia glabrata</i>
Spineless horsebrush	<i>Tetradymia canescens</i>
Spiny hopsage	<i>Grayia spinosa</i>
Narrowleaf willow	<i>Salix exigua</i>
Trees	
Single-leaf pinyon pine	<i>Pinus monophylla</i>
Western juniper	<i>Juniperus occidentalis</i>
Utah juniper	<i>Juniperus utahensis</i>
Fremont cottonwood	<i>Populus fremontii</i>
Jeffrey pine	<i>Pinus jeffreyi</i>
Grasses	
Bottlebrush squirreltail	<i>Elymus elymoides</i>

Sandberg's Bluegrass	<i>Poa secunda</i>
Indian Ricegrass	<i>Achnatherum hymenoides</i>
Sixweeks' fescue	<i>Vulpia octoflora</i>
Great Basin wildrye	<i>Leymus cinereus</i>
Forbs	
Spiny phlox	<i>Phlox hoodii</i>
Carson Valley monkeyflower	<i>Erythranthe carsonensis</i>
Foothill deathcamus	<i>Toxicoscordion venenosum</i>
Prince's plume	<i>Stanleya pinnata</i>
Douglas' dustymaiden	<i>Chenactis douglasii</i>
Whitestem blazingstar	<i>Mentzelia albicaulis</i>
Small wirelettuce	<i>Stephanomeria exigua</i>
Small onion	<i>Allium parvum</i>
Silvery lupine	<i>Lupinus argenteus</i>
Hawksbeard	<i>Crepis sp.</i>
Slender popcornflower	<i>Plagiobothrys tenellus</i>
Ground nama	<i>Nama aretoides</i>
Sleeping combseed	<i>Pectocarya penicillata</i>
Shy gilia	<i>Gilia inconspicua</i>
Hoary rockcress	<i>Boechera puberula</i>
Sulphur buckwheat	<i>Eriogonum umbellatum</i>
Whitedaisy tidytips	<i>Layia glandulosa</i>
Western peony	<i>Paeonia brownii</i>
Steamboat monkeyflower	<i>Diplacus ovatus</i>
Mule's Ears	<i>Wyethia mollis</i>
Arrowleaf balsamroot	<i>Balsamorhiza sagittata</i>
Dune evening primrose	<i>Oenothera deltoides</i>
Spreading pygmyleaf	<i>Loeflingia squarrosa</i>
Woolly bonnets	<i>Eatonella nivea</i>
Miniature monkeyflower	<i>Erythranthe sukdorfii</i>
Scrub gilia	<i>Gilia malior</i>
Volcanic gilia	<i>Gilia ochroleuca</i>
Common whitlowgrass	<i>Draba verna</i>
Scale bud	<i>Anisocoma acaulis</i>
Plains evening primrose	<i>Camissonia contorta</i>
Red triangles	<i>Centrostegia thurberi</i>
Two-colored phacelia	<i>Phacelia bicolor</i>
Hoary aster	<i>Dieteria canescens</i>
Lance-leaved scurf-pea	<i>Ladeania lanceolata</i>
Inyo threadplant	<i>Nemacladus sigmoideus</i>
Washoe phacelia	<i>Phacelia curvipes</i>
Starcup	<i>Gymnosteris nudicaulis</i>

Nuisance Weeds	
Stork's bill	<i>Erodium cicutarium</i>
Tall tumble mustard	<i>Sysimbrium altissimum</i>
Flixweed	<i>Descurainia sophia</i>
Cheatgrass	<i>Bromus tectorum</i>
Burr buttercup	<i>Ceratocephala testiculata</i>
Bristly fiddleneck	<i>Amsinckia tessellata</i>
Purple mustard	<i>Chorispora tenella</i>
Noxious Weeds	
Perennial pepperweed	<i>Lepidium latifolium</i>
Hoary cress	<i>Cardaria draba</i>
INVERTEBRATES	
Butterflies and Moths	
Painted lady	<i>Vanessa cardui</i>
Western tiger swallow	<i>Papilio rutulus</i>
Monarch	<i>Danaus plexippus</i>
White satin moth	<i>Leucoma salicis</i>
Western tent caterpillar	<i>Malacosoma californicum</i>
Beetles, Ants, Flies, Wasps	
Hairy bear scarab	<i>Paracotalpa granicollis</i>
Hover flies	<i>Syrphidae</i>
Jerusalem crickets	<i>Stenoplematus sp.</i>
California harvest ant	<i>Pogonomyrmex californicus</i>
Darkling beetle	<i>Eleodes obscurus</i>
Cutworm wasps	<i>Podalonia sp.</i>
Black calosoma	<i>Calosoma semilaeve</i>
Say's stink bug	<i>Chlorochroa sayi</i>
Velvet ant	<i>Mutillidae</i>
Northern scorpion	<i>Paruroctonus boreus</i>
VERTEBRATES	
Mammals	
Mule deer	<i>Odocoileus hermionus</i>
Mountain cottontail	<i>Sylvilagus nuttallii</i>
Black-tailed jackrabbit	<i>Lepus californicus</i>
Kangaroo rats	<i>Dipodomys sp.</i>
Musktrat	<i>Ondatra zibethicus</i>
Beaver	<i>Castor canadensis</i>
Coyote	<i>Canis latrans</i>
Reptiles and Amphibians	
Desert horned lizard	<i>Phrynosoma platyhinus</i>
Gopher snake	<i>Pituophis catenifer</i>
Long nosed leopard lizard	<i>Gambelia wislizenii</i>

Western rattlesnake	<i>Crotalus oreganus</i>
Western fence lizard	<i>Sceloporus occidentalis</i>
Western whiptail	<i>Aspidoscelis tigris</i>
American bullfrog	<i>Lithobates catesbeianus</i>
Birds	
Great horned owl	<i>Bubo virginianus</i>
Canada goose	<i>Branta canadensis</i>
Red-tailed hawk	<i>Buteo jamaicensis</i>
Golden eagle	<i>Aquila chrysaetos</i>
California quail	<i>Callipepla californica</i>
Western meadowlark	<i>Sturnella neglecta</i>
Common raven	<i>Corvus corax</i>
Northern mockingbird	<i>Mimus polyglottos</i>
American crow	<i>Corvus brachyrhynchos</i>
American robin	<i>Turdus migratorius</i>
American kestrel	<i>Falco sparverius</i>
Eurasian magpie	<i>Pica</i>
Turkey vulture	<i>Cathartes aura</i>
Bald eagle	<i>Haliaeetus leucocephalus</i>



Sagebrush (Artemisia tridentata)



Ephedra (Ephedra viridis)



Antelope Bitterbrush (Purshia tridentata)



Desert Peach (Prunus andersonii)

6.4.2 Golden Eagle survey

As a component of the Prison Hill Recreation Area OHV Management Plan, Carson City has worked to address potential impacts to wildlife populations, specifically Golden Eagles. In 2019 Open Space staff worked with wildlife biologists from the Nevada Department of Wildlife (NDOW), as well as with conservation staff specialists with Nevada State Parks in order to monitor and evaluate current Golden Eagle habitat on both the north and south end of Prison Hill. Through this evaluation, agency staff provided Carson City recommendations on the best way to manage for Golden Eagle populations on Prison Hill, identified critical habitat that can be avoided, as well as identify other non-motorized portions of the site that can be protected and managed for Golden Eagle habitat. Additionally, agency staff helped to provide direction and content for developing a campaign to educate users on how to avoid disturbing wildlife and raptors in the area while recreating safely. Specific findings related to the monitoring and surveys completed is included in Appendix L.

6.4.3 Carson Valley Monkeyflower

The Carson Valley monkeyflower (*Erythranthe carsonensis*) is a small, annual herb in the Phrymaceae (lopseed) family that grows on sandy flats and gentle slopes in Carson, Eagle, and Washoe valleys of Carson City, Douglas, Lyon, and Washoe counties, Nevada. Carson Valley monkeyflower appears to be restricted to deep, sandy loam soils derived from alluvial, colluvial, or aeolian deposits of weathered granite. These soils are found on gentle slopes and rolling hills on all aspects in a band between 4,600 and 5,820 feet (1,400 and 1,775 meters) elevation. Most of the sites support a tall brush community dominated by a mix of antelope bitterbrush (*Purshia tridentata*), basin big sagebrush (*Artemisia tridentata* var. *tridentata*), and desert peach (*Prunus andersonii*) except in areas where the shrubby species have been removed by various disturbances. The species seems to be tolerant of light surface disturbance such as fire, brush removal, and trails as long as the disturbance is not accompanied by significant soil disturbance (more than 3-4 inches deep or removal or addition of soil) or weed infestation.

Based on these habitat requirements, monkeyflower populations are located throughout Prison Hill Recreation Area, but the west side has been identified as high priority in terms of habitat preservation. Urban and residential development is the single largest threat to the Carson Valley monkeyflower, so the populations are protected through Open Space designation. Additionally, with strategic planning of trails in this area impacts to these populations can be minimized. Specific findings related to the monitoring and surveys completed is included in an online report from the Nevada Natural Heritage Program: “Current Knowledge and Conservation Status of *Erythranthe carsonensis* Fraga (Phrymaceae), the Carson Valley monkeyflower.”

6.5 Visual Impacts

In the central area on the west side, trails originating from the public parking area on Koontz Lane by the Carson City water tank follow old roads that are steep and eroding, presenting negative visual impact from the urban area (Baseline Condition Report). As new sustainable trails are built these old roads should be evaluated for decommissioning and rehab.



Old road on west side of Prison Hill

There are visual impacts on the south end of Prison Hill resulting from decades of motorized usage. Some of these impacts will be addressed as the City implements the new OHV Management Plan which will include realignment of some of the erosive fall-line trails, and corresponding rehabilitation. However, it is expected that some of these impacts will likely be permanent since this area will continued to be managed for motorized recreation including double-track roads.



Prison Hill OHV area from south Carson City

Recommended Actions:

- ✓ As new sustainable trails are constructed, old roads should be evaluated for decommissioning and rehabilitation.
- ✓ Visual impacts should be considered when improvements are made to the OHV area, and visual impacts should be minimized and reduced where practical.

6.6 Monitoring

The Open Space program includes regular monitoring of all properties as part of long-term stewardship, and monitoring is identified as a recommended action in several sections of this document. Specific monitoring elements include:

- Effectiveness of fuels reduction projects.
- Effectiveness of invasive species management.
- Drainage and erosional issues.
- Visual impacts.
- User visitation numbers.
- Trail and trailhead condition.
- Effects from events.

A specific monitoring plan should be developed for the motorized portion of Prison Hill to include a bi-annual site visit featuring a repeat photo point study and a qualitative evaluation of changes to the landscape.

Recommended Actions:

- ✓ A specific monitoring plan should be developed for the motorized portion of Prison Hill. This information should be used to assist with maintenance planning, resource management, volunteer coordination, event planning, and facilities/amenity planning.

7.0 Event Guidelines

7.1 OHV Area

The following guidelines pertain only to the OHV area on the south end of Prison Hill, and only to events involving motorized vehicles. These guidelines may be revised as necessary by the Parks, Recreation & Open Space Department due to observed impacts on resources, facilities, or neighbors, change in department fee schedule, change in Carson City ordinances, staff limitations, or other reasons as determined by the Open Space Manager or department Director.

7.1.1 Competitive Off-Highway Vehicle (OHV) Events

Competitive off-highway vehicle (OHV) events may be allowed at Prison Hill Recreation Area if proper permits and approvals are received by the event sponsors at least 45 days in advance of the event. Carson City Parks, Recreation & Open Space Department shall determine if an event is to be considered for a permit.

- Rock crawling and 4WD events may be allowed.

- Moto-trials events may be allowed.
- NO speed events are to be held due to poor soil type and limited trail miles.
- NO poker runs are to be held due to poor soil types and limited trail miles.
- Other non-speed OHV events may be considered on a case-by-case basis.

7.1.2 Social OHV Events

Social OHV events such as fun runs, fundraisers, etc. may be allowed at Prison Hill Recreation Area if proper permits and approvals are received by the event sponsors at least 45 days in advance of the event. Carson City Parks, Recreation & Open Space Department shall determine if an event is to be considered for a permit.

7.1.3 OHV Event Capacity

OHV event capacity is not to exceed numbers provided in the applicants proposed parking plan. Total event capacity shall not exceed 100 people. The frequency of events shall not exceed one per month. The Open Space Division should evaluate the impacts of events and may increase or decrease capacity and/or frequency numbers in the future.

- Permit applicant must provide a parking plan for event participants, vendors and spectators.
- Parking plan shall not include any parking outside of the designated staging area including along the entrance road.
- No event parking or staging will be allowed on Golden Eagle Road.
- Event staff/volunteers or contracted parking control people shall be responsible for enforcement of the parking plan.
- Every entrant into the event must sign in with the event sponsor. Sign in records must be provided to Carson City, Parks, Recreation & Open Space Department after completion of the event.
- The parking plan will allow for the ingress and egress of emergency vehicles.

7.1.4 Requirements of Sponsors, Spectators, and Staff

Sponsors shall ensure that spectators are controlled, are not allowed on the course, are restrained an adequate distance from the course to protect spectator safety, and do not damage soil or vegetation.

- Spotters, guides, and event staff/volunteers are not considered spectators.
- Event sponsors are responsible for enforcing minimum spectator setback distances.

Event participants shall provide a cost recovery fee to provide for amenities, trail maintenance, resource impacts, and staff time. Event organizers are responsible for post-event facility cleaning and maintenance. Security deposits and other fees may be required.

- Fees to be determined by Carson City Parks, Recreation & Open Space Department based on current approved fee schedule.
- Event size is currently limited to 100 per Carson City Open Space Management Plan.
- These fees may be waived at the discretion of the Director of the Carson City Parks, Recreation & Open Space Department

After the event, Carson City staff will review site conditions. The security deposit and additional fees may be assessed as needed to cover site clean-up, trail maintenance/repair, or other

impacts caused by the event. Proper clean-up by the sponsors of the event may negate the need for these fees.

- Educational events may be exempt from the cost recovery fees upon the discretion of the Carson City Parks, Recreation, and Open Space Department.
- OHV clubs and organizations may choose to provide a supervised service project (in addition to the clean-up of their event) in the OHV area in lieu of paying the cost recover fee with approval from the Carson City Parks, Recreation & Open Space Department.
- All vehicles must comply with the current Ride Right guidelines.
- Events may only be conducted from dawn to dusk.
- Event frequency shall be determined by Carson City Parks, Recreation & Open Space Department. Allowable frequency shall be based on weather, trail conditions, fire danger, and staff availability.
- Crawler and 4WD events shall submit a spill plan and shall require spill kits if appropriate for the activity.
- The sponsor shall submit a plan for vehicle recovery that will not impact existing soil or vegetation.
- The sponsor will be responsible for repairing any damage to the existing trail tread.
- Unless previously approved, no use shall occur off designated routes or outside of designated open areas.
- The sponsor will be responsible for providing sanitation facilities according to NRS requirements
- The applicant shall remove all garbage, and event signs and markers.
- The sponsor shall provide an emergency communication and action plan.
- Sponsor may be required to submit a public communication and event advertisement plan to Carson City Parks, Recreation & Open Space Department.
- This plan shall include all ads (radio, tv, newspaper, etc.), website, and social media outreach. Noticing at site one week prior to event.
- Event sponsors shall comply with all other requirements set forth in the Carson City Event Application.

7.2 Non-Motorized Events

The Escape from Prison Hill running race has been a popular annual event at Prison Hill for many years. Parking and staging for this event is held at Silver Saddle Ranch. A more recent event, The Love Can Be Cold running race in February, begins and ends at the OHV staging area. Participant counts for both of these running events typically range between 100 and 150, and they have had minimal impacts on trails and associated staging areas.

As the demand for outdoor activities increases, it is expected that requests for various events will increase as well. This could include requests for mountain biking and equestrian events, which may have the potential for a greater impact than pedestrian events. Each request should be evaluated on its own merits and how it fits in with the Open Space vision and mission. It is recommended that permits be issued conservatively. Event size should be limited first by parking capacity, and second by potential impact. Careful evaluation and monitoring should be

conducted during and after each event, and that information should be used to guide future event planning.

Considerations:

- Event size: Numbers of participants and spectators, and the type of activity and its potential impact on resources, neighbors, and regular users.
- Frequency: Events should be infrequent enough that they do not significantly impact neighbors, regular users, or resources.
- Alignment with Open Space vision and mission.

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8.0 Sign Plan

As noted in the Management Plan, signage is important in order to improve and maintain public awareness, education, and regulations. In 2018 a Signage Master Plan was completed for the Parks, Recreation & Open Space Department (Appendix G). The plan details sign requirements for all areas managed by the Department.

Recommended Actions:

- ✓ Place MUTCD signs on streets as needed for general directions.
- ✓ Kiosk signs at each of the five trailheads.
- ✓ Small trail sign at each access point.
- ✓ Trail wayfinding signage as needed.
- ✓ Interpretive sign recommendations:
 - 5th Street Trails at the two viewpoints and on each of the three loop trails.
 - Silver Saddle Ranch – follow guidelines in future SSR Master Plan.
 - Interpretive panels can be added to the back of Kiosk signs at trailheads.
 - Other locations may be considered in the future but be cautious not to add signs that would impact with the “undeveloped” character of Prison Hill.



Kiosk sign at the 5th Street trailhead



Trail wayfinding signage

9.0 Bibliography

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NPS. (2010, April 9). *Three Historic Cities*. Retrieved from Travel Nevada.com.

Pritzker, B. M. (2000). *A Native American Encyclopedia: History, Culture, and Peoples*. Oxford University Press.

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10.0 Appendices

- Appendix A Management Plan for Carson City Open Space and Parks in the Carson River Area.
Available online at: <https://www.carson.org/government/departments-g-z/parks-recreation-open-space/brochures-maps-master-plans-and-reports>
- Appendix B Omnibus Public Land Management Act of 2009.
Available online at: <https://www.carson.org/government/departments-g-z/parks-recreation-open-space/brochures-maps-master-plans-and-reports>
- Appendix C Conservation Easement
Available online at: <https://www.carson.org/government/departments-g-z/parks-recreation-open-space/brochures-maps-master-plans-and-reports>
- Appendix D Programmatic Agreement
Available online at: <https://www.carson.org/government/departments-g-z/parks-recreation-open-space/brochures-maps-master-plans-and-reports>
- Appendix E Eagle Valley Trails Committee Report
Available online at: <https://www.carson.org/government/departments-g-z/parks-recreation-open-space/brochures-maps-master-plans-and-reports>
- Appendix F Unified Pathways Master Plan
Available online at: <https://www.carson.org/government/departments-g-z/parks-recreation-open-space/brochures-maps-master-plans-and-reports>
- Appendix G Signage Master Plan for the Parks, Recreation & Open Space Dept.
Available online at: <https://www.carson.org/government/departments-g-z/parks-recreation-open-space/brochures-maps-master-plans-and-reports>
- Appendix H Prison Hill Master Plan Survey
- Appendix I Prison Hill Master Plan Open House
- Appendix J Prison Hill Recreation Area Site Assessment, South End (Motorized)
- Appendix K Attachments to Prison Hill Recreation Area OHV Management Plan
- Appendix L Golden Eagle Survey

Prison Hill Recreation Area Master Plan Survey, Including Survey Summary

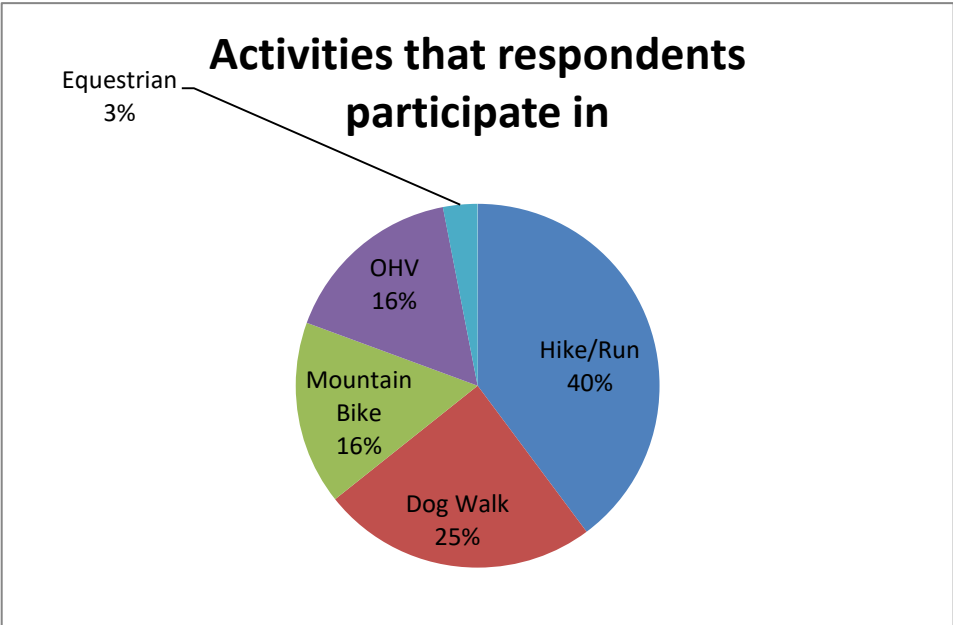
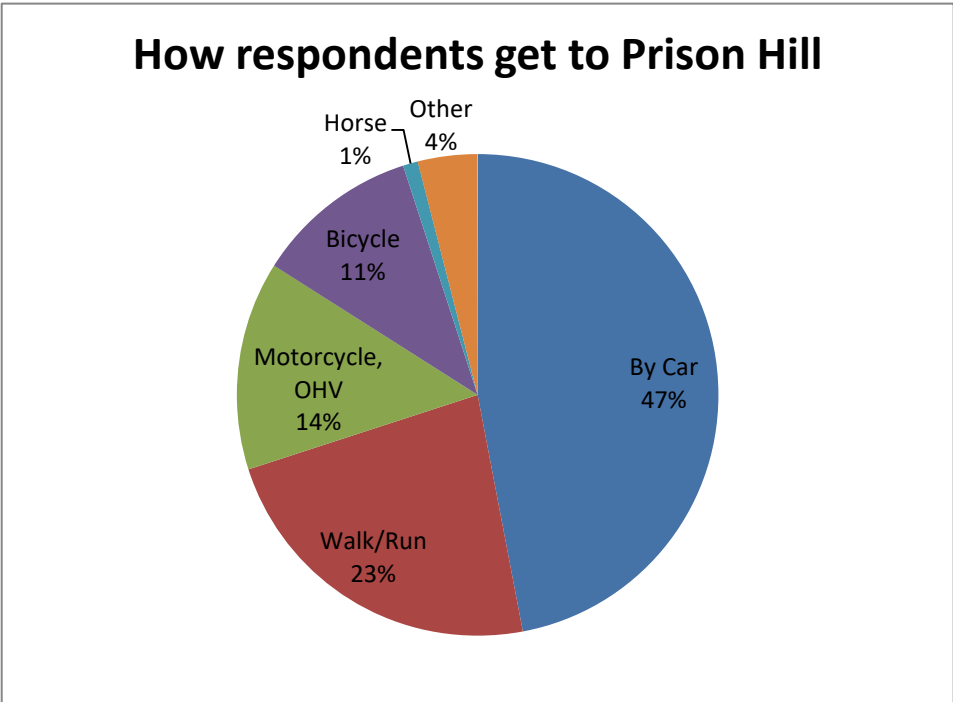
Contents:

- 1) Survey Summary
- 2) Survey questions and maps
- 3) Survey results
- 4) Comments (including those received via telephone)

July - August 2019

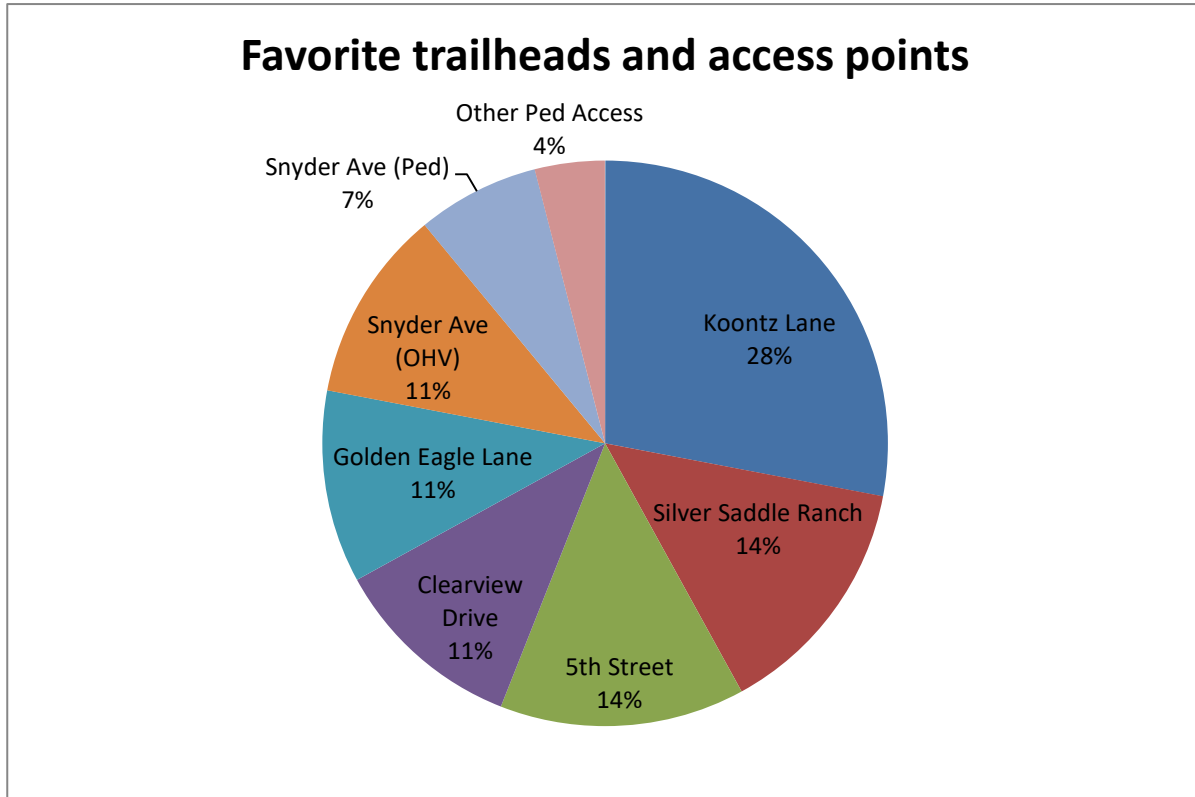
Summarized Results of the 2019 Prison Hill Master Plan Survey

There were 190 responses to the survey, and 99% of the respondents reported that they recreate on Prison Hill at least monthly.



Trailheads and access points:

Prison Hill has five trailheads with parking, one OHV access point with no parking, and five pedestrain access points with no parking. The pedestrain access points are most commonly used by nearby residents.



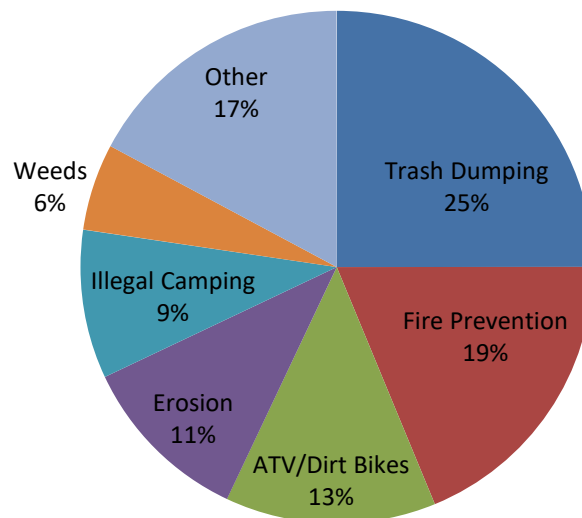
Trailhead amenities:

In general, respondents didn't want to see a lot of amenities at the trailheads other than parking, signage, trash can, mutt-mitt station, and in some cases a restroom and picnic shelter. Several respondents commented that they would like to have drinking water at trailheads.

Questions pertaining to the Koontz Lane property (designated as “Parks and Public Purpose”):

- 68% of respondents feel it is important for Carson City to pursue permanent recreational access through the BLM parcels and make improvements to the road leading to the Koontz Lane trailhead.
- What level of vehicle access is acceptable?
 - 37% of respondents would prefer no motor vehicle access (other than roads leading to trailheads).
 - 25% would like to see limited vehicle access.
 - 35% would allow unlimited vehicle access to continue.
- 61% of respondents would like to see physical barriers to reduce unauthorized motorized uses.
- 64% of respondents would like the City to reduce the number of roads and then revegetate these areas.
- A few respondents commented that they would like a cross-walk across Edmonds Drive at Koontz Lane.

Biggest issues/concerns reported by respondents





Carson City --
Parks and Public Purpose

Prison Hill Recreation Area
and Silver Saddle Ranch
(Approx.)

BLM

OHV Area
(Approx.)

TH = Trailhead with parking
A = Pedestrian access (no parking)
VA = Vehicle access (no parking)

PRISON HILL RECREATION AREA MASTER PLAN SURVEY QUESTIONS

July 8, 2019

The Prison Hill Recreation Area is located in east Carson City, adjacent to the Silver Saddle Ranch. As part of an effort to plan appropriate land uses and trail system connectivity on these 2,500 acres, the City is seeking your opinion in creating a Master Plan for this area. For this survey we are particularly interested in trailheads (including parking), access points, and your thoughts about the area on the west side of Prison Hill near Koontz Lane. Your input will guide future improvements, prioritize expenditures, and when completed the plan will be used as a means to seek funding for implementation. Two maps are provided to assist you. After the survey results are compiled, there will be a public meeting scheduled to discuss the planning area in more detail.

Please take a few minutes to fill out the below survey questions. Your participation is very much appreciated. Thank you.

- 1) How often do you recreate at the Prison Hill Recreation Area?
 - a. Daily
 - b. Weekly
 - c. Monthly
 - d. Never
 - e. Other
- 2) How do you most often get to the Prison Hill Recreation Area?
 - a. Car
 - b. Walk/Run
 - c. Bicycle
 - d. Horseback
 - e. Motorcycle / Off Highway Vehicle
 - f. Other
- 3) What outdoor recreation activities do you participate in at the Prison Hill Recreation Area?
 - a. Hiking / Running
 - b. Dog walking
 - c. Mountain Biking
 - d. Equestrian activities
 - e. Ride Off Highway Vehicle in the motorized area at the south end of Prison Hill
 - f. None
 - g. Other

For questions 4 - 10, please refer to Map A

- 4) What trailhead or access point do you most commonly use to access the Prison Hill Recreation Area?
 - a. Trailhead #1 (Carson River Road by 5th Street)
 - b. Trailhead #2 (East end Koontz Lane)

- c. Trailhead #3 (East end Clearview Drive)
 - d. Trailhead #4 (Golden Eagle Lane)
 - e. Trailhead #5 (Silver Saddle Ranch)
 - f. Pedestrian Access #1 (Damon Road)
 - g. Pedestrian Access #2 (Sinbad Street)
 - h. Pedestrian Access #3 (Valley View Road)
 - i. Pedestrian Access #4 (Bennett Avenue)
 - j. Pedestrian Access #5 (Snyder Avenue)
 - k. Motorized Access #1 (Snyder Avenue)
 - l. None of the above
- 5) After a construction project this summer, Trailhead #1 (Carson River Road by 5th Street) will have a gravel parking lot, restroom, covered picnic table, handicapped parking stalls, signage, trash cans, and a dog waste disposal station. What other amenities should the City provide at this trailhead?
- a. No other amenities or improvements are needed at this trailhead
 - b. Other amenities
- 6) Trailhead #2 (East end Koontz Lane); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities. What amenities or improvements should the City provide at this trailhead?
- a. No other amenities or improvements are needed at this trailhead
 - b. This is not a preferred location for a trailhead
 - c. Trash can
 - d. Other amenities
- 7) Trailhead #3 (East end Clearview Drive); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities. What amenities or improvements should the City provide at this trailhead?
- a. No other amenities or improvements are needed at this trailhead
 - b. This is not a preferred location for a trailhead
 - c. Trash can
 - d. Other amenities
- 8) Trailhead #4 (Golden Eagle Lane); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities. What amenities or improvements should the City provide at this trailhead?
- a. No other amenities or improvements are needed at this trailhead
 - b. This is not a preferred location for a trailhead
 - c. Trash can
 - d. Other amenities
- 9) Trailhead #5 (Silver Saddle Ranch); These three trailheads (collectively) have restrooms, signage, trash cans, and a dog waste disposal station. What amenities or improvements should the City provide at these trailheads?
- a. No other amenities or improvements are needed at these trailheads
 - b. Other amenities

- 10) How important are the various pedestrian neighborhood access areas at the Prison Hill Recreation Area?
- a. Very important
 - b. Important
 - c. Neutral
 - d. Not important
 - e. Comment

For questions 11 - 17, please refer to Map B

- 11) Koontz Lane east of Edmonds Drive is an access road to the City's water tank and is not maintained for recreational purposes. In addition, there is a utility easement on Koontz Lane through Bureau of Land Management parcels, but no easement for recreation access. How important is it for the City to pursue a public recreational access easement from the Bureau of Land Management (outlined in blue) and make improvements to Koontz Lane east of Edmonds Drive?
- a. Very important
 - b. Important
 - c. Neutral
 - d. Not important
 - e. Comment
- 12) In this planning area, what activity should the City be addressing as its top priority?
- a. Illegal trash dumping
 - b. Wildland fire prevention
 - c. Dirt bike and ATV use
 - d. Erosion and natural resource protection
 - e. Illegal camping
 - f. Weeds and invasive species
 - g. Other activities
- 13) What level of vehicle access is acceptable in this area (outlined in yellow)?
- a. No motorized access in this area (other than roads leading to trailheads)
 - b. Limited motorized access (restrict vehicles use to existing dirt roads)
 - c. Allow existing motorized access to continue in this area
 - d. Comment
- 14) Should physical barriers, such as fences, boulders be installed in this area (outlined in yellow) to reduce motorized uses in unauthorized areas?
- a. Yes
 - b. No
 - c. Comment
- 15) There are approximately seven miles of existing dirt roads on City property (outlined in yellow). To prevent further erosion and natural resource damage should the City reduce the number of roads being used by vehicles and revegetate these areas; while maintaining public access?

- a. Yes
- b. No
- c. Comment

16) What recreational uses would be acceptable in this area (outlined in yellow)?

- a. Dirt bikes
- b. All-terrain vehicles (ATV) / Utility task vehicles (UTV)
- c. Equestrian
- d. Hiking / Walking
- e. Mountain Bikes
- f. Other

17) Rank the below improvements in order of funding priority for the City to use in seeking grants and budgeting for the Prison Hill Recreation Area.

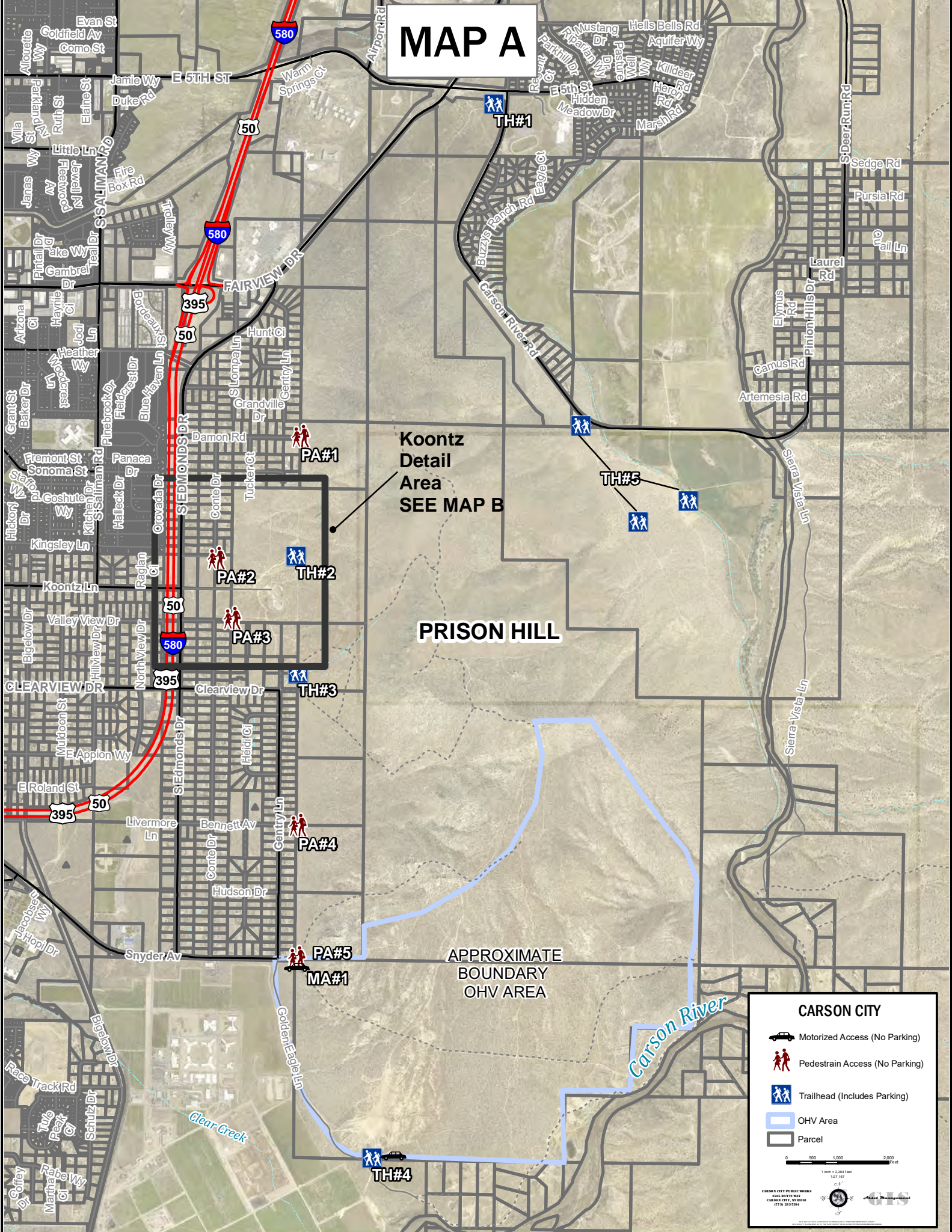
- a. ____ Signage
- b. ____ Fencing
- c. ____ Trailheads
- d. ____ Improving vehicle access to trailheads
- e. ____ Revegetation
- f. ____ Other / Fill in the blank _____

18) Do you have any final comments, related to this planning area and survey?

- a. Comment

If you would like to be updated on future meetings or updates related the Prison Hill Recreation Area, please provide your contact information. For questions or further comments, please contact Vern L. Krahn, Senior Park Planner at vkrahn@carson.org or (775) 283-7343.

MAP A



Koontz
Detail
Area
SEE MAP B

PRISON HILL

APPROXIMATE
BOUNDARY
OHV AREA

CARSON CITY

- Motorized Access (No Parking)
- Pedestrian Access (No Parking)
- Trailhead (Includes Parking)
- OHV Area
- Parcel

0 500 1,000 2,000 Feet

1 inch = 2,200 feet
1:25,000

CARSON CITY PUBLIC WORKS
3044 WEST WALK
CARSON CITY, NEVADA
(775) 243-7344

MAP B

CARSON CITY

BLM

PA#2

PA#3

TH#2

TH#3

SI EDMONDS DR

SI EDMONDS DR

SI EDMONDS DR

SI EDMONDS DR

Conte Dr

Sinbad St

Koontz Ln

Valley View Dr

Conte Dr

Clearview Dr

Clearview Dr

395

50

580

50

395

CLEARVIEW DR

CARSON CITY
PRISON HILL RECREATION AREA
KOONTZ DETAIL AREA

- Pedestrian Access (No Parking)
- Trailhead (Includes Parking)
- BLM (Bureau of Land Management)
- CARSON CITY
- PARCEL

0 100 200 400 Feet
1 inch = 418 feet
1:5,018

CARSON CITY PUBLIC WORKS
5000 BETTER WAY
CARSON CITY, NV 89403
(775) 383-7394

Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

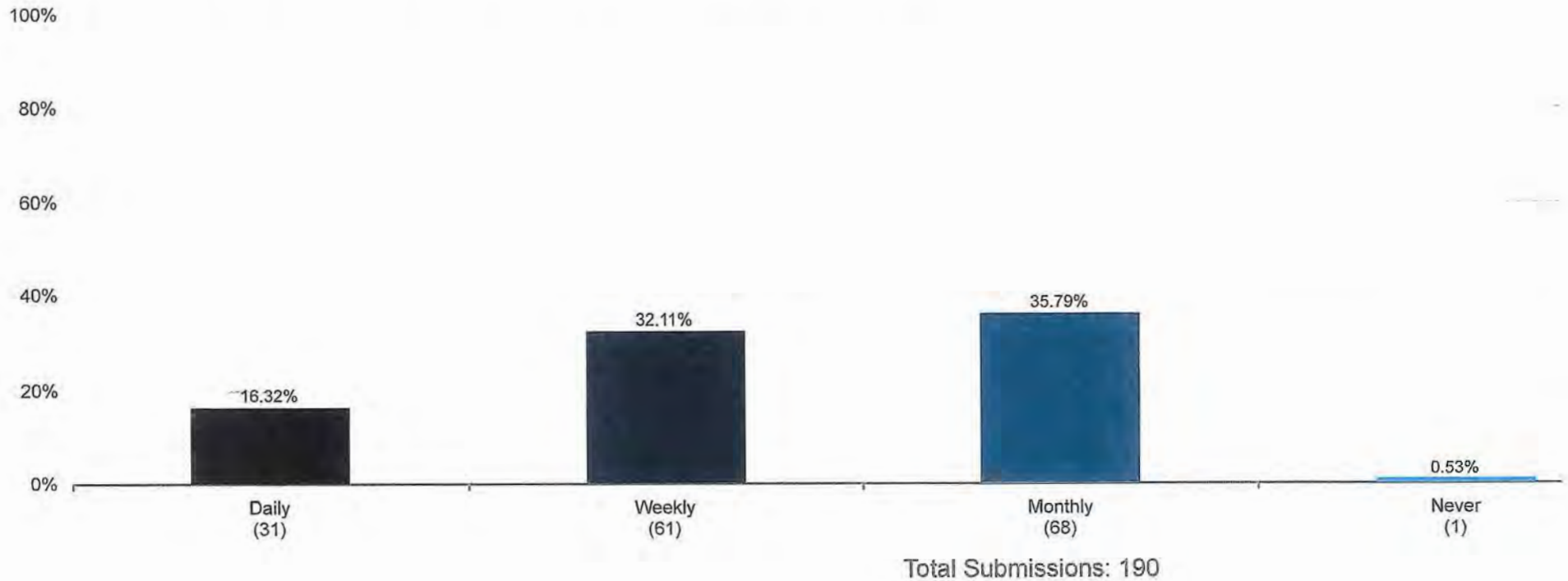
Question's results to display How often do you recreate at the Prison Hill Recreation Area? ...

Results layout Column Chart

Results order Answer Order

Date range To Apply Range

How often do you recreate at the Prison Hill Recreation Area?



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

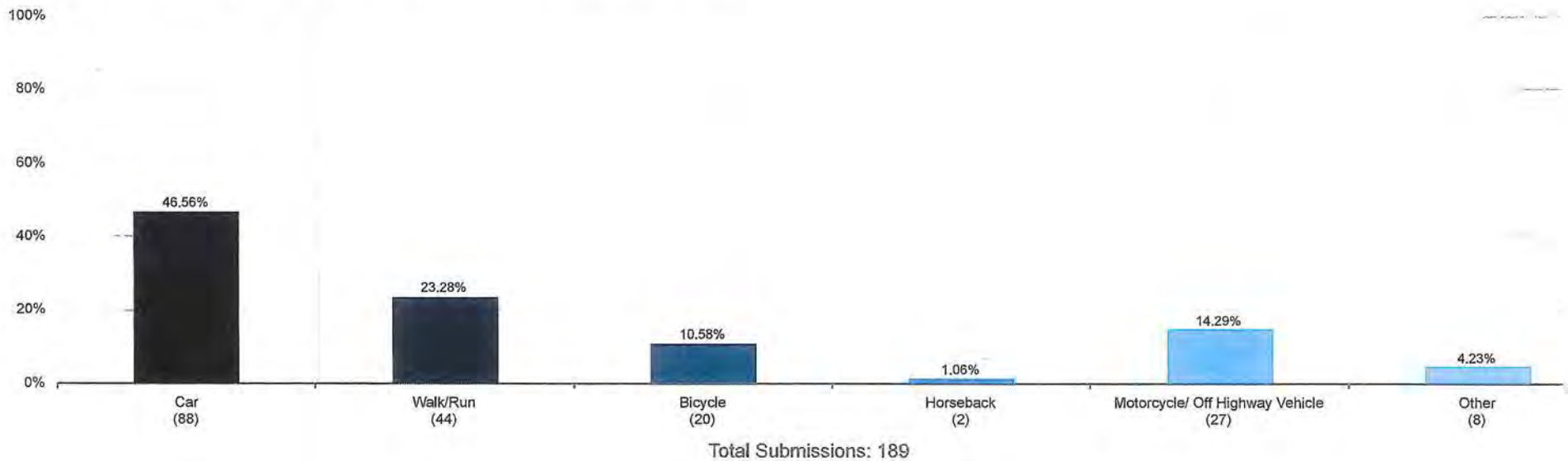
Question's results to display How do you most often get to the Prison Hill Recreation Area? ...

Results layout Column Chart

Results order Answer Order

Date range To [Apply Range](#)

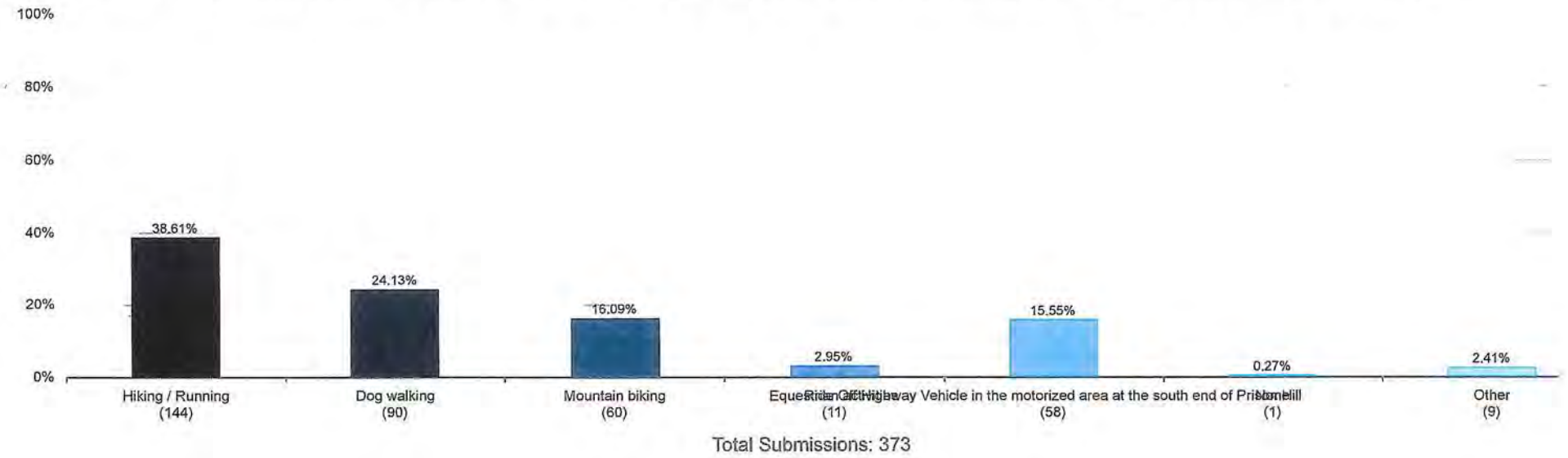
How do you most often get to the Prison Hill Recreation Area?



Survey Title Prison Hill Recreation Area Master Plan Survey
Start Date 07/18/2019

Question's results to display What outdoor recreation activities do you participate in at the Prison Hill Recreation Area? (Choose as many as appli...
Results layout Column Chart
Results order Answer Order
Date range To Apply Range

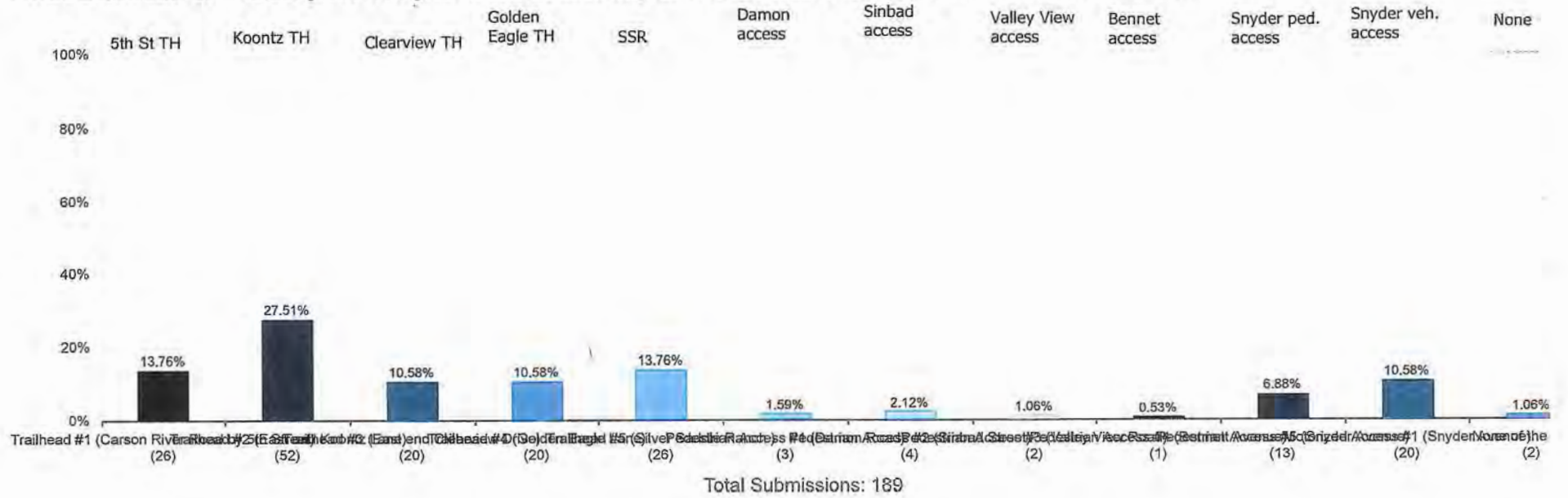
What outdoor recreation activities do you participate in at the Prison Hill Recreation Area? (Choose as many as applies).



Survey Title Prison Hill Recreation Area Master Plan Survey
 Start Date 07/18/2019

Question's results to display What trailhead or access point do you most commonly use to access the Prison Hill Recreation Area? ...
 Results layout Column Chart
 Results order Answer Order
 Date range To Apply Range

What trailhead or access point do you most commonly use to access the Prison Hill Recreation Area?



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

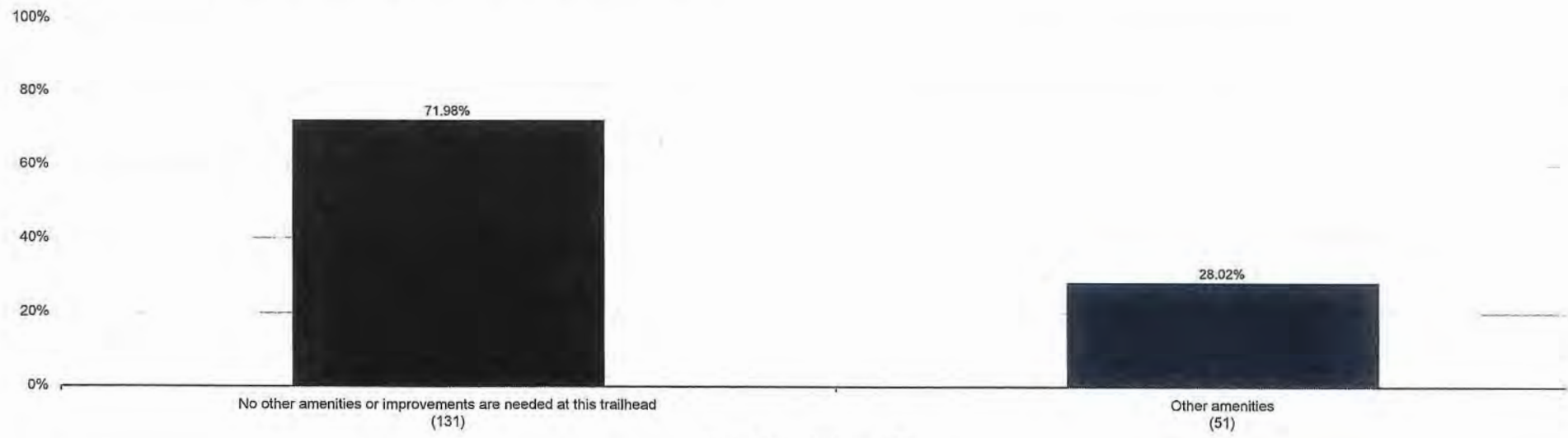
Question's results to display After a construction project this summer, Trailhead #1 (Carson River Road by 5th Street) will have a gravel parking lot. ▾

Results layout Column Chart ▾

Results order Answer Order ▾

Date range To Apply Range

After a construction project this summer, Trailhead #1 (Carson River Road by 5th Street) will have a gravel parking lot, restroom covered picnic table, handicapped parking stalls, signage, trash cans, and a dog waste disposal station. What other amenities should the City provide at this trailhead?

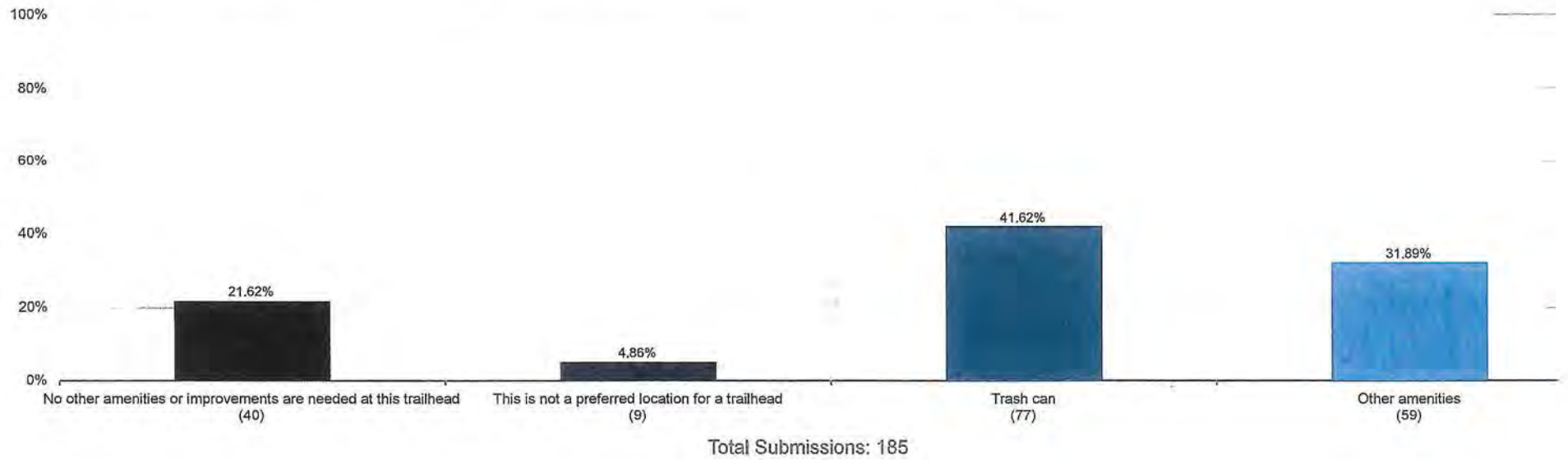


Total Submissions: 182

Survey Title Prison Hill Recreation Area Master Plan Survey
Start Date 07/18/2019

Question's results to display Trailhead #2 (East end Koontz Lane); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities
Results layout Column Chart
Results order Answer Order
Date range To Apply Range

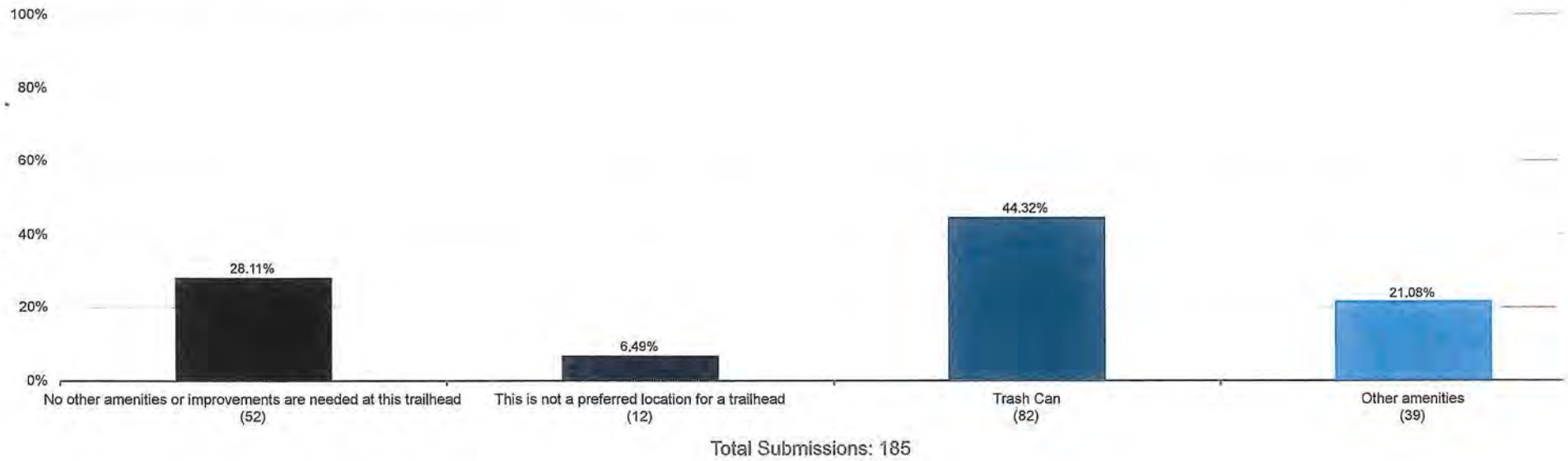
Trailhead #2 (East end Koontz Lane); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities. What amenities or improvements should the City provide at this trailhead?



Survey Title Prison Hill Recreation Area Master Plan Survey
Start Date 07/18/2019

Question's results to display Trailhead #3 (East end Clearview Drive); Other than a dirt parking lot and signage, the trailhead is undeveloped with
Results layout Column Chart
Results order Answer Order
Date range To [Apply Range](#)

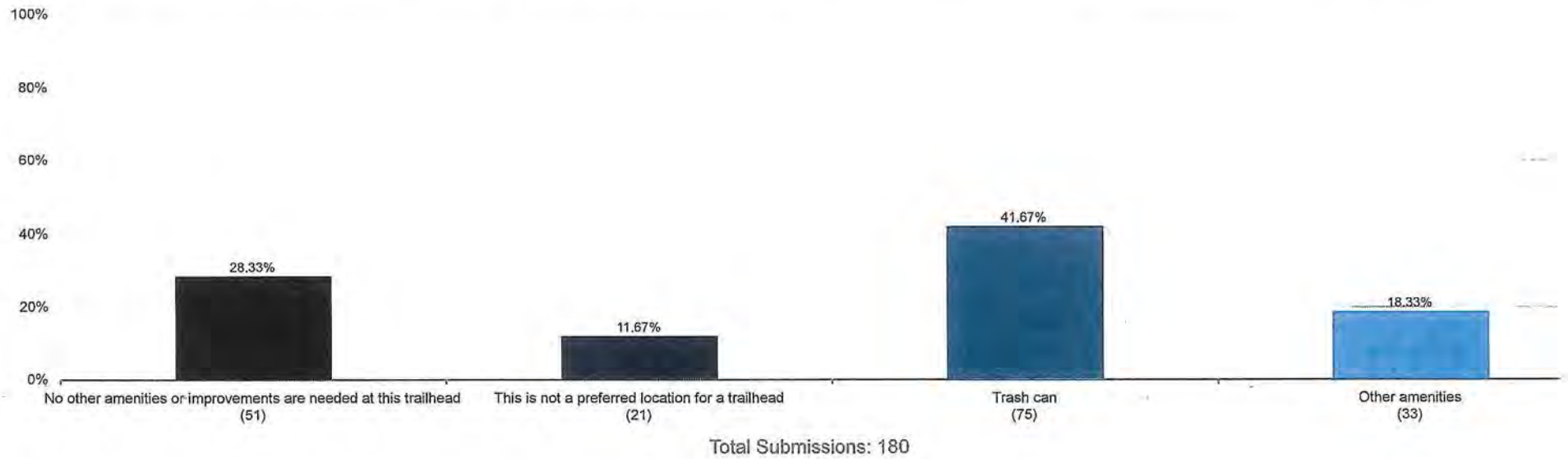
Trailhead #3 (East end Clearview Drive); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities: What amenities or improvements should the City provide at this trailhead?



Survey Title Prison Hill Recreation Area Master Plan Survey
Start Date 07/18/2019

Question's results to display Trailhead #4 (Golden Eagle Lane); Other than a dirt parking lot and signage, the trailhead is undeveloped with no an v
Results layout Column Chart v
Results order Answer Order v
Date range To Apply Range

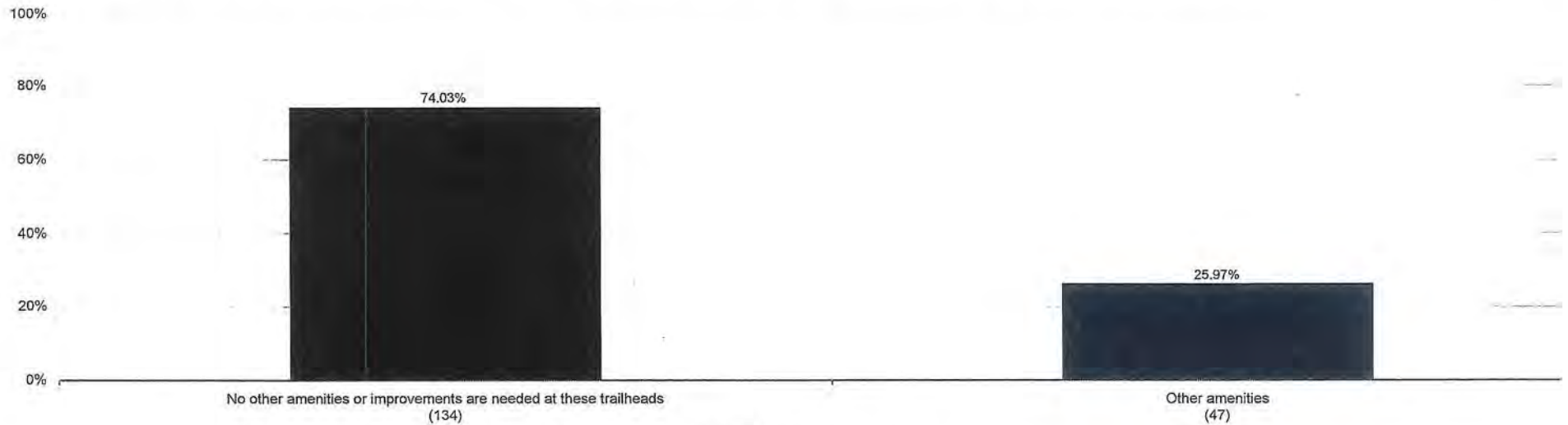
Trailhead #4 (Golden Eagle Lane); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities. What amenities or improvements should the City provide at this trailhead?



Survey Title Prison Hill Recreation Area Master Plan Survey
Start Date 07/18/2019

Question's results to display Trailhead #5 (Silver Saddle Ranch); These three trailheads (collectively) have restrooms, signage, trash cans, and a dog waste disposal station.
Results layout Column Chart
Results order Answer Order
Date range To Apply Range

Trailhead #5 (Silver Saddle Ranch); These three trailheads (collectively) have restrooms, signage, trash cans, and a dog waste disposal station. What amenities or improvements should the City provide at these trailheads?



Total Submissions: 181

Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

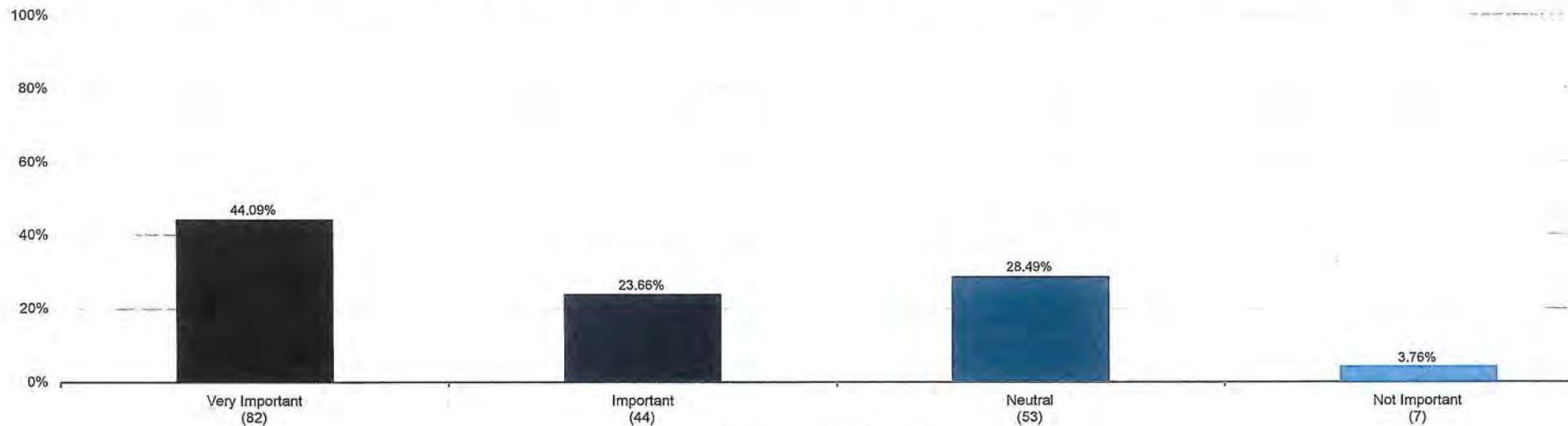
Question's results to display How important are the various pedestrian neighborhood access areas at the Prison Hill Recreation Area? ...

Results layout Column Chart

Results order Answer Order

Date range To Apply Range

How important are the various pedestrian neighborhood access areas at the Prison Hill Recreation Area?



Total Submissions: 186

Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

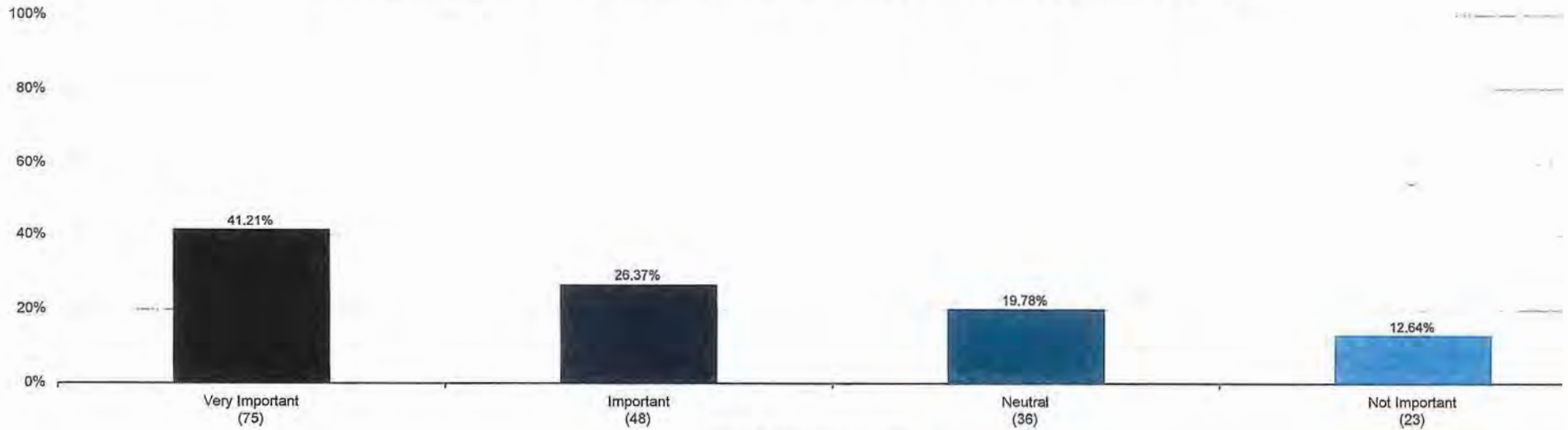
Question's results to display Koontz Lane east of Edmonds Drive is an access road to the City's water tank and is not maintained for recreational p

Results layout Column Chart

Results order Answer Order

Date range To Apply Range

Koontz Lane east of Edmonds Drive is an access road to the City's water tank and is not maintained for recreational purposes. In addition, there is a utility easement on Koontz Lane through Bureau of Land Management parcels (outlined in blue), but no easement for recreation access. How important is it for the City to pursue a public recreational access easement from the Bureau Land Management and make improvements to Koontz Lane east of Edmonds Drive?



Total Submissions: 182

Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

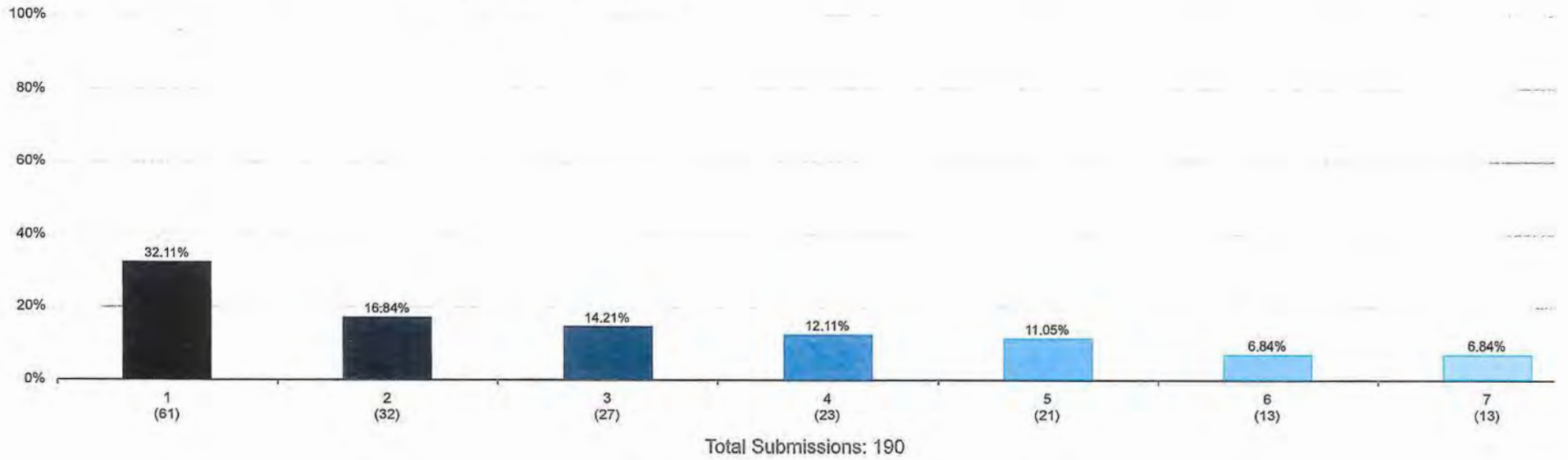
Question's results to display Illegal trash dumping

Results layout Column Chart

Results order Answer Order

Date range To Apply Range

Illegal trash dumping



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

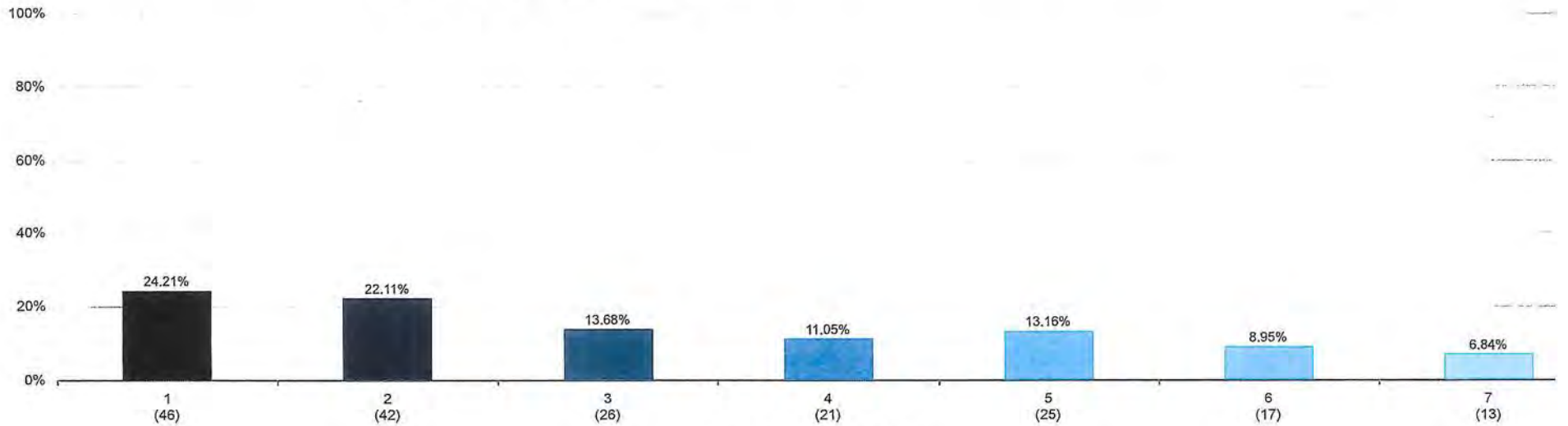
Question's results to display Wildland fire prevention

Results layout Column Chart

Results order Answer Order

Date range To Apply Range

Wildland fire prevention

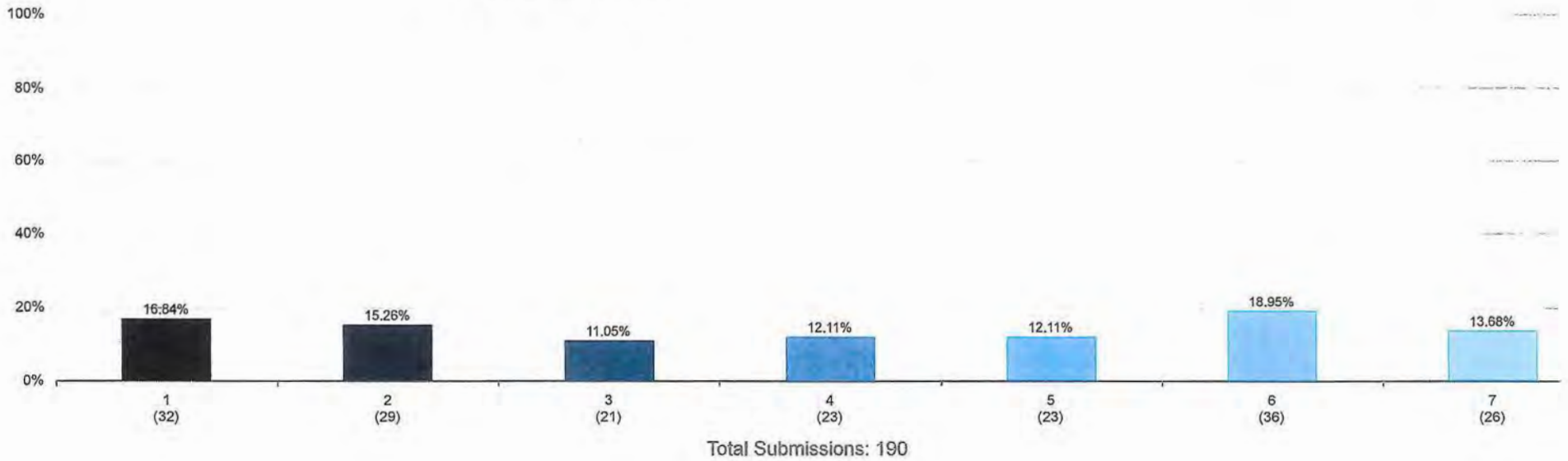


Total Submissions: 190

Survey Title Prison Hill Recreation Area Master Plan Survey
Start Date 07/18/2019

Question's results to display Dirt bike and ATV use
Results layout Column Chart
Results order Answer Order
Date range To Apply Range

Dirt bike and ATV use

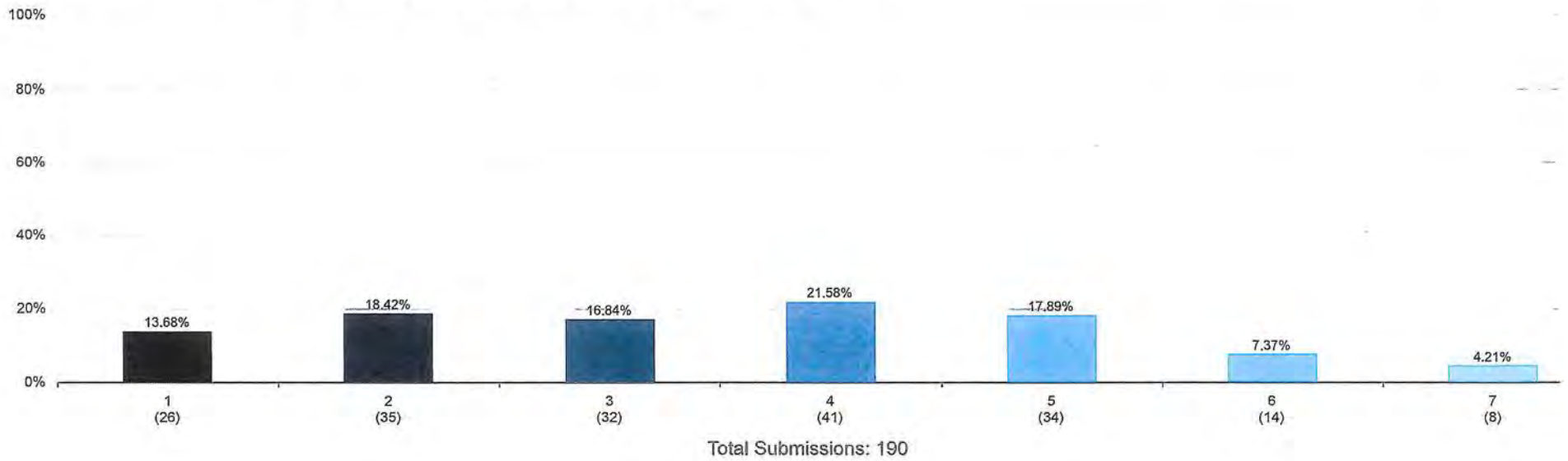


Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

Question's results to display Erosion and natural resource protection
Results layout Column Chart
Results order Answer Order
Date range To Apply Range

Erosion and natural resource protection



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

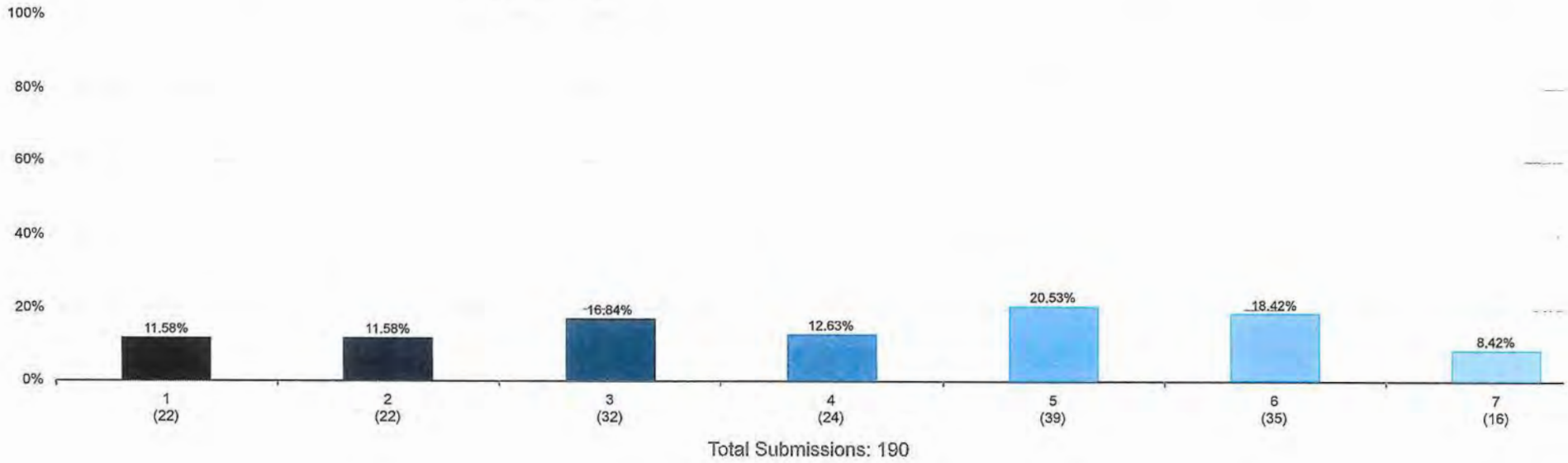
Question's results to display Illegal camping

Results layout Column Chart

Results order Answer Order

Date range To Apply Range

Illegal camping

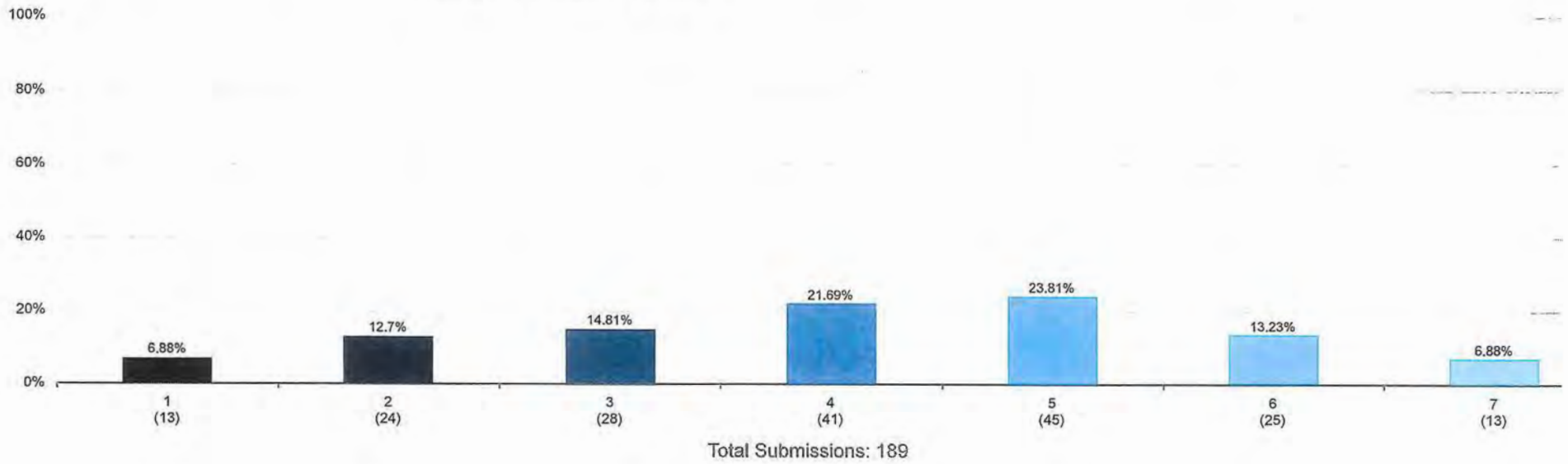


Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

Question's results to display Weeds and invasive species
Results layout Column Chart
Results order Answer Order
Date range To Apply Range

Weeds and invasive species



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

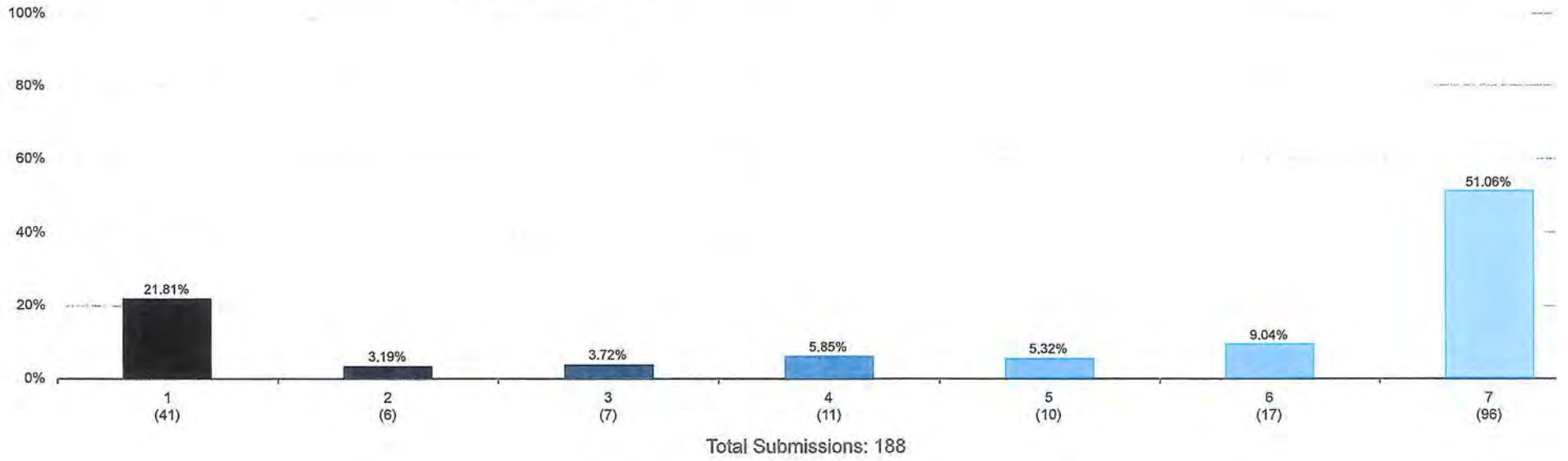
Question's results to display Other activities

Results layout Column Chart

Results order Answer Order

Date range To

Other activities



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

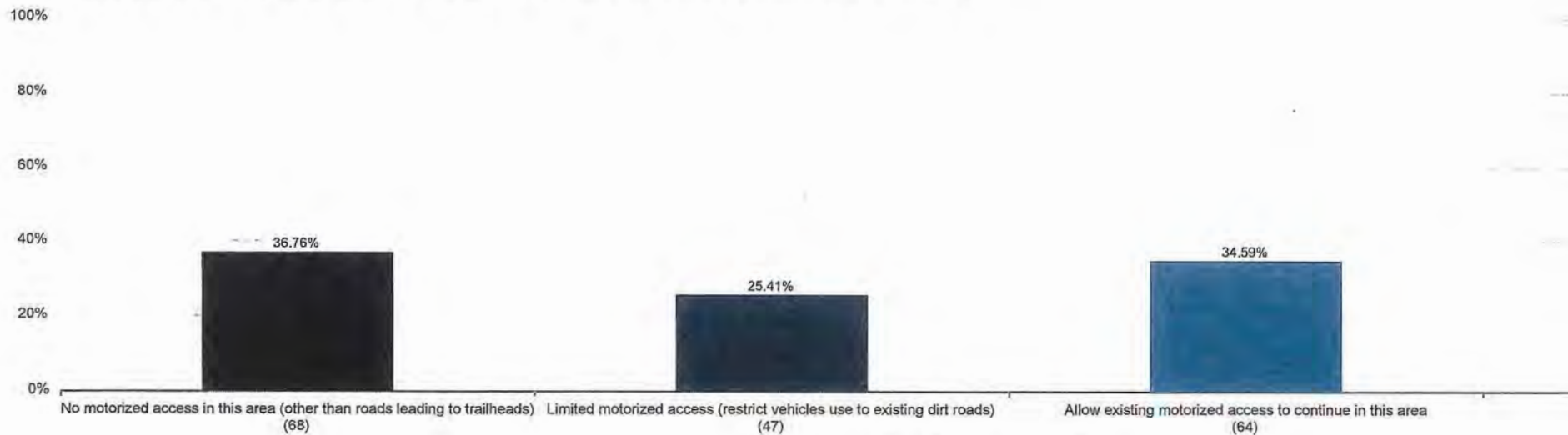
Question's results to display What level of vehicle access is acceptable in this area (outlined in yellow)?

Results layout Column Chart

Results order Answer Order

Date range To Apply Range

What level of vehicle access is acceptable in this area (outlined in yellow)?



Total Submissions: 185

Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

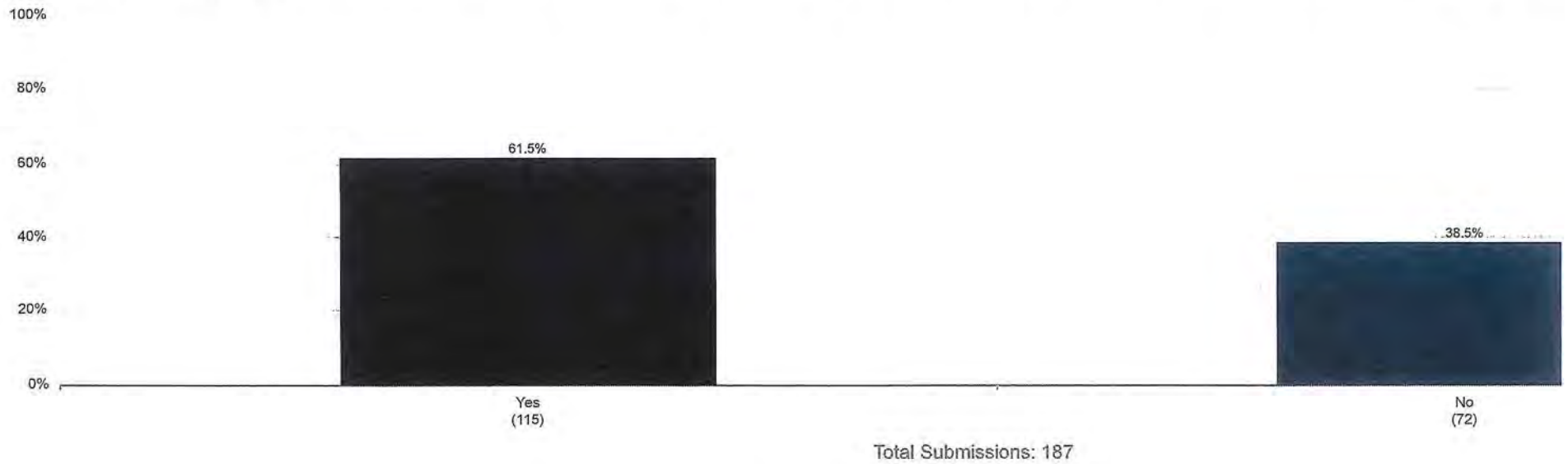
Question's results to display Should physical barriers, such as fences, boulders be installed in this area (outlined in yellow) to reduce motorize... ▾

Results layout Column Chart ▾

Results order Answer Order ▾

Date range To [Apply Range](#)

Should physical barriers, such as fences, boulders be installed in this area (outlined in yellow) to reduce motorized uses in unauthorized areas?



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

Question's results to display There are approximately seven miles of existing dirt roads on City property (outlined in yellow). To prevent furthe... ▾

Results layout Column Chart ▾

Results order Answer Order ▾

Date range To [Apply Range](#)

There are approximately seven miles of existing dirt roads on City property (outlined in yellow). To prevent further erosion and natural resource damage should the City reduce the number of roads being used by vehicles and revegetate these areas; while maintaining public access?



Total Submissions: 188

Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

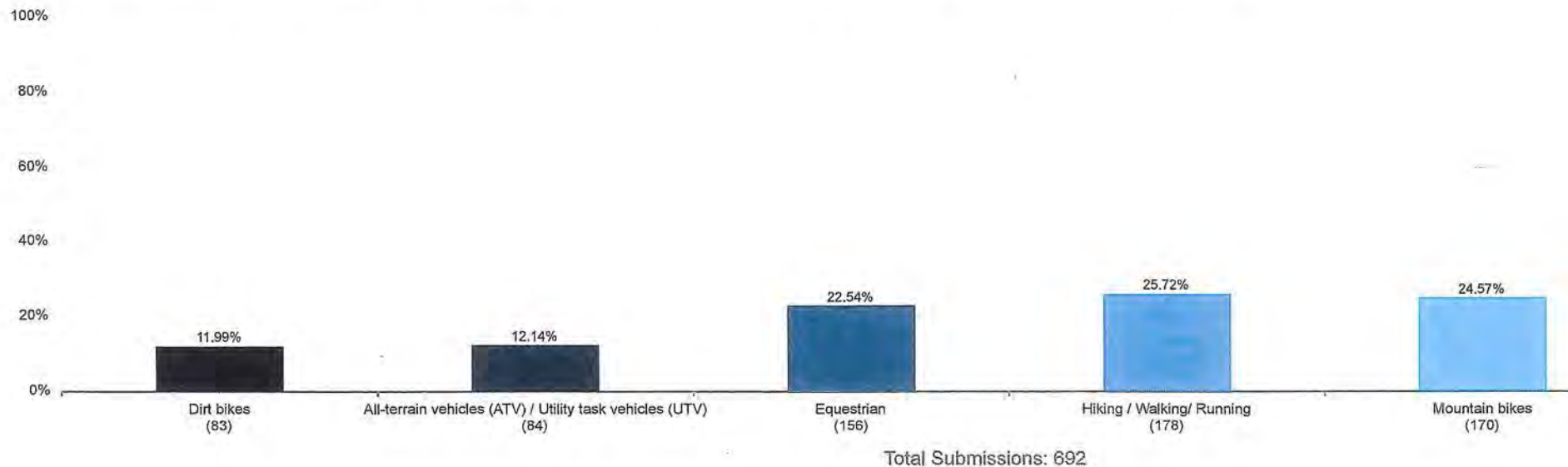
Question's results to display What recreational uses would be acceptable in this area (outlined in yellow)? (Choose as many as applies). ...

Results layout Column Chart

Results order Answer Order

Date range To Apply Range

What recreational uses would be acceptable in this area (outlined in yellow)? (Choose as many as applies).



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

Question's results to display Signage

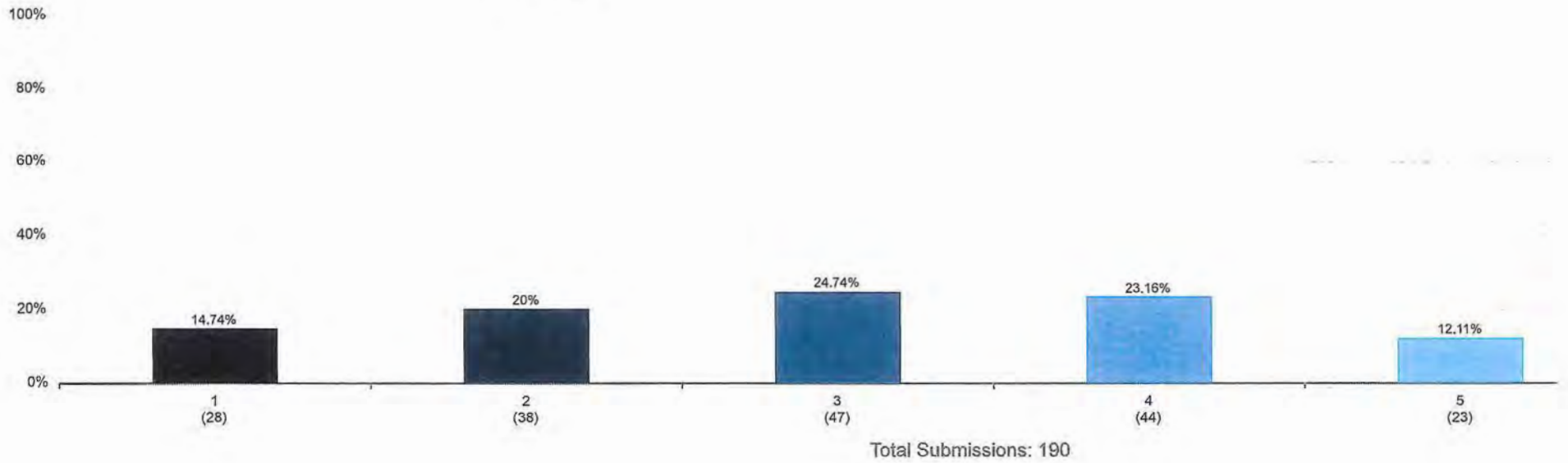
Results layout Column Chart

Results order Answer Order

Date range To

Apply Range

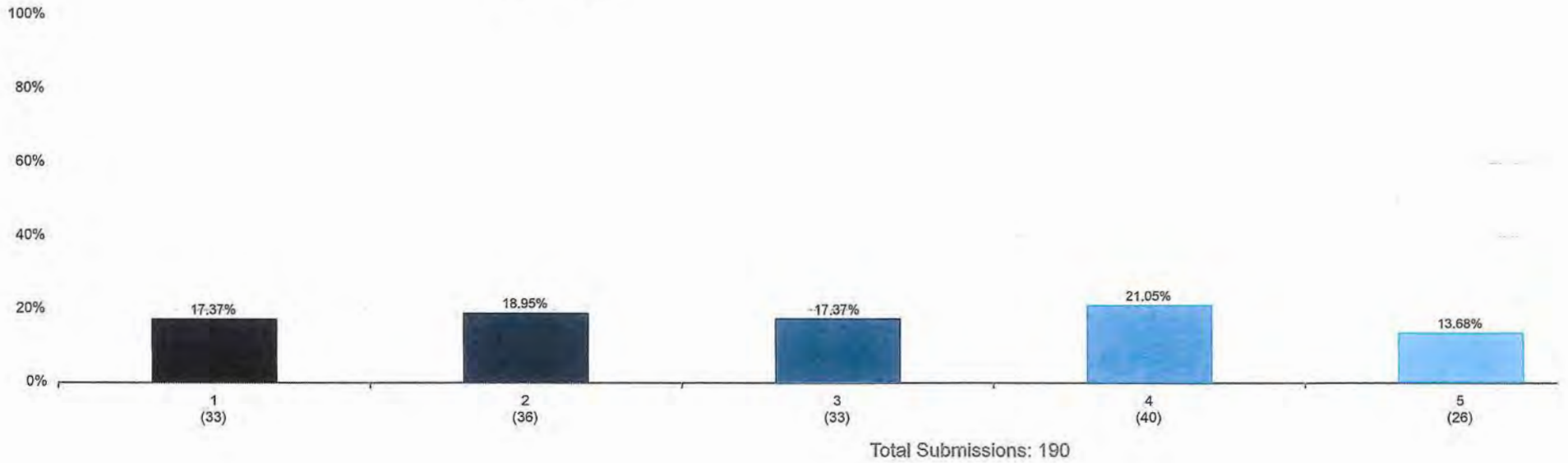
Signage



Survey Title Prison Hill Recreation Area Master Plan Survey
Start Date 07/18/2019

Question's results to display Fencing
Results layout Column Chart
Results order Answer Order
Date range To Apply Range

Fencing



Survey Title Prison Hill Recreation Area Master Plan Survey

Start Date 07/18/2019

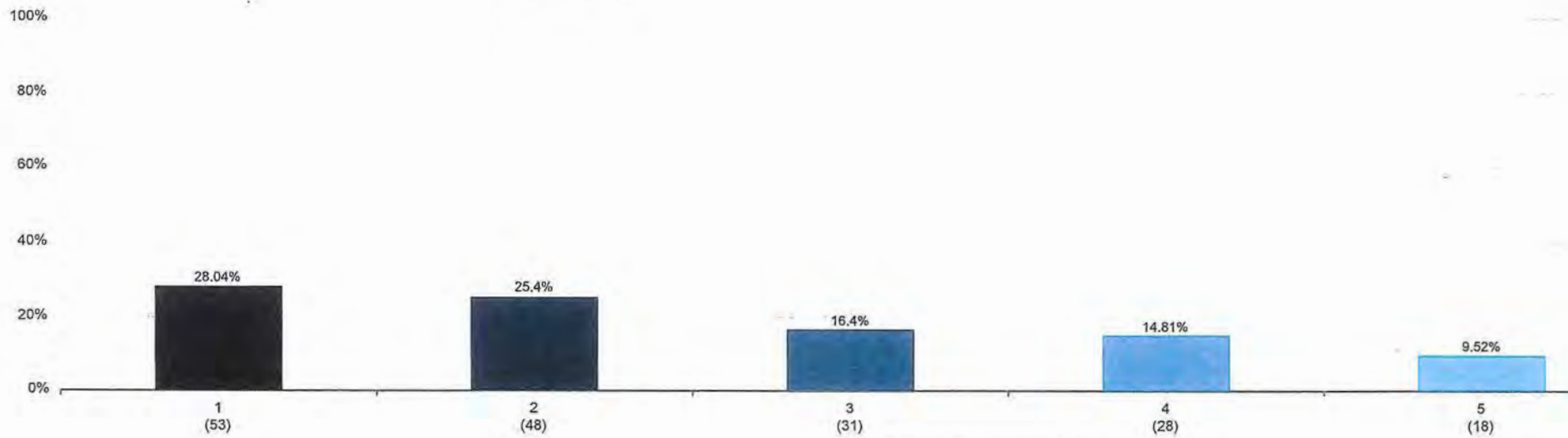
Question's results to display Trailheads

Results layout Column Chart

Results order Answer Order

Date range To [Apply Range](#)

Trailheads

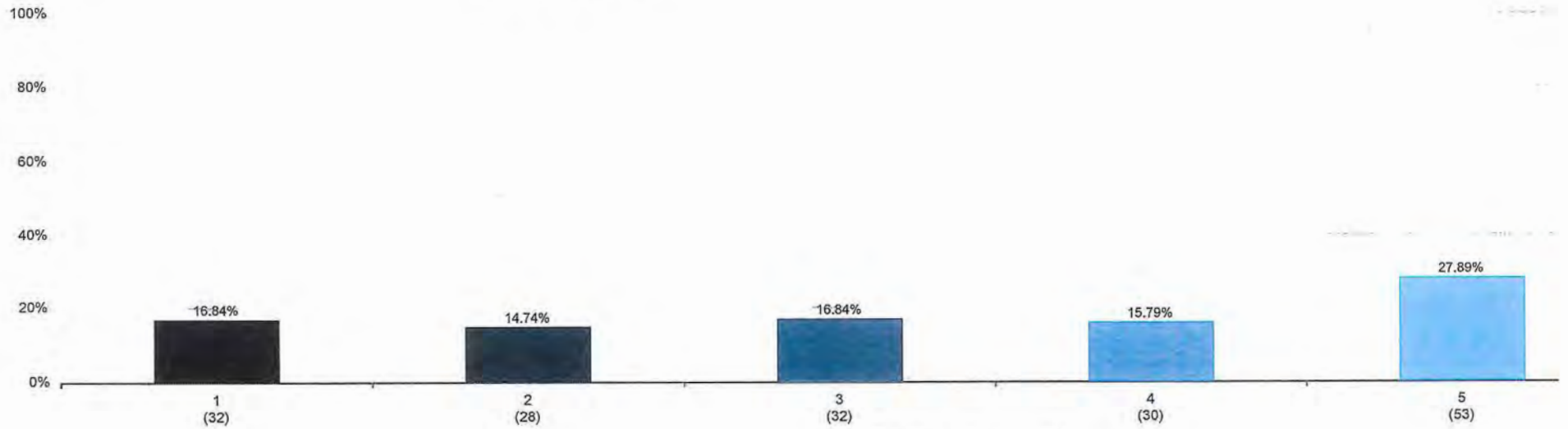


Total Submissions: 189

Survey Title Prison Hill Recreation Area Master Plan Survey
Start Date 07/18/2019

Question's results to display Revegetation
Results layout Column Chart
Results order Answer Order
Date range To [Apply Range](#)

Revegetation



Total Submissions: 190

Prison Hill Survey Comments Results

Other | How often do you recreate at the Prison Hill Recreation Area?

We would utilize it daily if their was OHV access to Brunswick Canyon.
Years ago
Seasonally, Spring and Fall mainly, otherwise temps/wind too extreme
few times a year
biweekly
Seasonally, visit here about every 2 weeks
A couple times a year
Once or twice every 3 months
few times a year
Occasionally
Several times a week during the winter and early spring
I probably average 3 times/month. However, I visit more often between October - May due to heat
About 4 times per year
Multiple times per week but not daily
a few times a year
Every couple of months
Quarterly
5x a week average, Sept -May. 2x a month in summer rattlesnake months.
occasionally
occasionally
mostly in winter
A few times a year
Friends and Off roading
once in awhile

A few times a year
Rarely
in spring and fall- several weekends each

Other | How do you most often get to the Prison Hill Recreation Area?

Seasonally, Spring and Fall mainly, otherwise temp/wind too extreme
walk, run, motorcycle, UTV, car
Truck
Jeep
Rock crawling
Walk/Run-I live adjacent to PHRA
4x4
Truck and trailer

Other | What outdoor recreation activities do you participate in at the Prison Hill Recreation Area? (Choose as many as applies).

I look for quartz crystals
Rc car driving
Orienteering
remote control cars
rock climbing
4x4
Rockcrawling
bird watching, critter sighting, get to gether with outdoor friends

Other amenities | After a construction project this summer, Trailhead #1 (Carson River Road by 5th Street) will have a gravel parking lot, restroom, covered picnic table, handicapped parking stalls, signage, trash cans, and a dog waste disposal station. What other amenities should the City provide at this trailhead?

Possibly paving at the entrance-haven't seen the final product yet
Trail improvements to access North Loop
more of everything and make it nice
Drinking water source
Horse tie ups
Bike Rack
Water if possible
Water fountain, Map with mileage and trail routes for guidance around the area for hikers and walkers
GRAVEL invites vandals/kids doing donuts are going to throw gravel into amenities YOU JUST KNOW IT
will the signage include mileages and routes?
water bottle filling station
Water fountain
Maps of trails, cigarette butt waste bins.
Water filling station.
water fountain
Water
Rest room, trash, parking lot, dog watering fountain, bicycle repair station
Shade structure; water fountain or hydrant
Porta Potty
Water fountain

spring - fall water refill station
Water
Bike rack
Drinking Fountain
Drinking Water fountain
A drinking fountain.
Bicycle racks
Orienteering course beginning
A faucet to fill up water bowls for the dogs
How about two covered picnic tables?
Hitching rail for horses
Signage directing users to the desired routes from the trailhead
sounds great
drinking water fountain
As a resident adjacent to the PHRA, a no smoking policy needs to be implemented with signs installed and strict enforcement. The area is in a WUI and I regularly see cigarette butts on the trails and my neighbor actually had to help put out a fire along the mexican ditch trail.
Drinking Fountain
Bathroom
water
Better map and trail signs that match
Security cameras
A dedicated bike park nearby.
dog water fountain
water
raised area to mount horses
Water fountain

maybe already planned=updated and easy to read trail maps

Other amenities | Trailhead #2 (East end Koontz Lane); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities. What amenities or improvements should the City provide at this trailhead?

improved road access
restroom, trash cans, signage, dog waste disposal station
Trash Can and Mutt Mit, improved parking
trash can, restroom facilities, dog waste disposal station, parking, fencing
Improved road access, ruts, bumps, and poor grading restrict vehicle movement. This really needs to be improved
road repair, gravel parking, restroom, covered picnic table, handicapped parking stalls, signage, trash cans and dog waste disposal station
I would make this like #1 being this is more centrally located and a more populous access point for the city.
Portable restroom
maybe a trail connecting to north loop that isn't so steep as the existing one?
Improved Parking, trail improvements, restroom
Trash can, dog disposal station, fenced parking area to curtail multiple roads.
dog poop stations, maps, information
You have to ask about a trash can? The whole area is littered and the city does nothing. How about removing dead Jeep? It could have been done 100 times if resources were employed
rest room, trash cans, dog waste disposal station, drinking water source
IMPROVE the access road. You have to commit to a DIRTY CAR using this TH/PA
A more maintained road so that there are n huge pot holes of dirt to avoid like an obstacle course. And a sign to have your dogs on leashes
Restroom

Same as trailhead 1
water bottle filling station, trash can
Dog waste disposal station, restroom
restroom, signage with maps, trashcan, water filling station
The most important improvement needs to be the dirt road starting from edmonds heading up towards the trails. Its just horrible for my car and its the only thing i hate about going up there
Crosswalk. Edmonds is busy and people are always trying to cross there. Along with garbage cans.
Water
Trash can and dog waste disposal station.
Rest room, trash, parking lot, dog watering fountain, bicycle repair station
Shaded trail map
Improve access road, porta potty, trash, erosion control, ORV access controlled to reduce pedestrian-ORV interactions
Fix the dirt road up and provide trash can and dog waste station.
Trash Can, Dog Disposal and Covered Picnic Area
A few benches
Graded parking lot, trash can, pet waste disposal.
restroom
FULL service like #1, easy access point for a lot of Carson
Orienteering course beginning
Dog waste bags and garbage
trash cans plus a restroom
gravel road and parking
All the amenities as trailhead #1 including hitching rail. This area gets heavy usage and should have hardened road access, parking lots, and good drainage structures designed into the road.

composting toilets
Better definition of parking so people use the space efficiently
There is an existing trash can at this trailhead, no other amenities needed.
Same as Trailhead #1
trash cans, dog waste disposal
? dog waste station? so often I find the full plastic bags on the side of the trail - obviously there for days, so I pack them out -- but perhaps still a good idea, in the hope that there will be more clean up? Not sure on this one. Wondering what the City's experience is ? Seems like there is much more dog poop in the first 1/4 mile -- maybe high concentration of people taking short potty break walks with their dogs???
Same as trailhead #1
As a resident adjacent to the PHRA, a no smoking policy needs to be implemented with signs installed and strict enforcement. The area is in a WUI and I regularly see cigarette butts on the trails and my neighbor actually had to help put out a fire along the mexican ditch trail. Trash Cans as well
trash can, dog waste disposal, pit toilet
dog waste disposal station
-
road improvements, solar pit toilet type restroom, trash can
Drainage and the road need to be better
Restroom and some trash cans
Trash Can, Bathrooms, Dog waste disposal
Parking area, restroom, Better access road
dog water fountain and human drinking fountain
Pave the road on the way up to the trailhead. People drive too fast and tear up the dirt.
Trash can and water source
outhouse

Other amenities | Trailhead #3 (East end Clearview Drive); Other than a dirt parking lot and signage, the trailhead is undeveloped with no amenities. What amenities or improvements should the City provide at this trailhead?

Trash Can Mutt Mit, Improved Parking
Improved road access, ruts, bumps, and poor grading restrict vehicle movement. This really needs to be improved
The same as #1.
Portable restroom
Please fix the broken fencing. Also, more ranger patrol would be beneficial. Syringes, booze bottles, and used condoms are frequently found...more ranger presence could deter these activities.
Restroom
Trash can, dog disposal station
dog poop stations, maps, information
IMPROVE the access road. Users have to commit to a dirty car when using.
Restroom
water bottle filling station, trash can
signage
Water
Rest room, trash, parking lot, dog watering fountain, bicycle repair station
Trash cans and dog waste disposal
Trash Can, Dog Disposal and Covered Picnic Area
Benches
Orienteering course beginning and same as TH1
Portapotty
Dog waste bags and garbage
parking lot, rest room, trash
gravel road and parking

All the amenities as trailhead #1 including hitching rail. This area gets heavy usage and should have hardened road access, parking lots, and good drainage structures designed into the road.
Better definition of parking so people use the space efficiently
dog waste disposal
Same as Trailhead #1
same, trash, and dog disposal
Trash can and restroom
Dog waste station? per above. Again, not sure if it contributes more 'litter' (the bags) or helps dog waste cleanup? Will defer to your experience.
As a resident adjacent to the PHRA, a no smoking policy needs to be implemented with signs installed and strict enforcement. The area is in a WUI and I regularly see cigarette butts on the trails and my neighbor actually had to help put out a fire along the mexican ditch trail. Trash Cans as well.
Better parking
Trash or recycle can, dog waste station, maybe a restroom
solar pit toilet type restroom, trash can
dog waste disposal, rest rooms
Trash Can, Bathrooms, Dog waste disposal
dog water fountain and human drinking fountain
Orienteering course for CHS NJROTC
Trash can and water source
outhouse

Other amenities | Trailhead #5 (Silver Saddle Ranch); These three trailheads (collectively) have restrooms, signage, trash cans, and a dog waste disposal stations. What amenities or improvements should the City provide at these trailheads?

water source
Trail improvements to access other trails
dog poop stations, maps, information
Get the Jeep
drinking water source
Horse tie ups
Bike Rack
more dog waste bag and bins at more locations
I have not seen any dog waste receptacles at Silver Saddle
water bottle filling station
-
Water fountains
water filling station
Water
Rest room, trash, parking lot, dog watering fountain, bicycle repair station
Water fountain
Water fountain
Water
Drinking Fountain
A few benches or picnic tables
pave access road
Bicycle racks / repair station
Orienteering course beginning
Faucet to fill up doggie water bowls
water
Is there potable water at the ranch house? If so then I suggest a water fountain/pump for water bottles
gravel road and parking

Public drinking water station at the Ranch
Better definition of parking so people use the space efficiently
tables & seating
water
Trailhead #5 at SSR does not have a dog waste disposal station. These stations should be added throughout SSR.
Direction signs to trail signs to restroom signs
Security cameras
A dedicated bike park nearby.
dog water fountain and human drinking fountain
water
raised area to mount horses
Water source

If you selected, "other activities, in question 12, please identify what are the activities.

Social Trails
yes
improved access
Lighting and cameras for illegal activities including drug use, dumping and vandalism.
Access point available for OHV's to ride over Carson River and into Brunswick Canyon.
Walking on dirt roads
I don't know
More motorized vehicle access
BB Stacking
hiking trail improvements
patrol motorized vehicle misuse
Mountain bike park

dog walking
Trails for running and bicycling.
Rc rock crawler
Silver Saddle should be open LONGER (LATER) -- consistent with Dush to Dawn of other parks. In Summer they lock the gate at 5:00. Part of the attraction is COOL shade cast by Prison Hill in late afternoon/dusk , and Sun glowing on Pinion Hills. LOST due to early closure.
illegal shooting
hiking/biking/trails
Hiking
None
environmental education related to the above activities on interpretative signs posted at the trailheads
loitering, noise nuisances, etc.
Horse useage
Vehicle access- meaning improve the koontz road by paving or at least covering and smoothing it out
None
Noise & speed from ATVs & dirt bikes
Put crosswalk at Koontz over Edmonds
Mountain Bike Access and Trails
Survey does not work unless I select one other option even if I have none.
Thought it jad to be selected
water

illegal activities
Stretch station with balance beams Etc
Under age drinking and drug use
dogs not on leash
Mountain bike trails!!
Orienteering course
dog walking, dog pooping
Road maintenance and parking if possible
Accidentally clicked it
My answers assume that 1 is highest priority
none
ADA trail construction needs to be considered.
1 being strongest priority, this was not explained well in question 12
Drainage needs engineered to stop runoff onto Edmonds and valley view Roads that vehicles can travel on
Dirt bags
Motorcycle access should be allowed
mountain biking
Cutting new trails/degradation of existing routes
City should remove split rail fences and yellow bollards. The city should allow vehicle access off north Conti and use large rocks and natural grubbing materials from lots being cleared to control traffic and protect the utility boxes. This would fit in better with the environment of Prison Hill.
Orienteering
Opps
Other law enforcement
wider V gates for horses

please lets keep the dirt bikes and ATV out of this area
None
n/a
Walking
Protect existing OHV use
protect existing OHV access
It made me anseer
Patrolling by law enforcement for partying at Koontz and Clearview parking areas,Erosion Control out from Clearview Culvert thru ditch into Bennett and properties downstream, detention/retention pond at Clearview City property?
Keep OHV access
protect existing OHV access
Protect ohv access
Off road access
none
Any other activity
If not in this study area, additional shooting range opportunities needs to be considered
Mountain Bike Trail Development
protect existing OHV access
protect existing OHV access
only selected because I had to
trucks acting like atvs and making new roads
None
I can't tell if this means ohv use is bad or good? I put. 7 as in ohv May need this place to ride and is my favorite rock crawling area in my 4x4
Off-roading
Rock Crawling

Keeping it open for OHV
none
Fireworks/ shooting
Recreational access, equestrian, mountain biking, off-road vehicles other than ATV/Dirt Bike
Police unauthorized ATV use on trails
Support for mountain biking activities, as they don't start fires like Dirt Bikes and ATVs, and mountain bikers bring money to Carson City.
firearm use
Signage
Biking
make it a park or houses
running
NA
Address shooting/illegal dumping
Drug use and fireworks.
Monitor wildlife habitat
This whole area should be accessible for OHV.s
Increased motorized access
ATVs are allowed on the South end of Prison Hill and should remain in that area.
NONE. Too close to residences
Need an ohv access trail to get to the motorized side
Roads and atv trails are synonymous for one another.

Comment | What level of vehicle access is acceptable in this area (outlined in yellow)?

This whole area should be accessible for OHV.s
Increased motorized access

ATVs are allowed on the South end of Prison Hill and should remain in that area.
NONE. Too close to residences
Need an ohv access trail to get to the motorized side
Roads and atv trails are synonymous for one another.

Other | What recreational uses would be acceptable in this area (outlined in yellow)? (Choose as many as applies).

wandering about
Keep full size vehicles out. They are the ones dumping. In all the years of use I've never seen a city park patrol anywhere on prison hill. Code enforcement has been unhelpful and useless
Off roading
Open space is important all motorized gas vehicles use should be removed from this area and other Carson City open space areas other than access to parking and Trail heads. There are so many other BLM OHV access points in the area and this particular location Prison Hill is essentially located in town should be more of a park rather than OHV play ground. Carson City should also look into doing land swaps with the BLM to remove islands of dead space as indicated in the blue zone PA#2.
All allowed, except that motorized MUST stay on roads
Orienteering
dog walking w/o leash
I've seen the destruction of areas when dirt bikes and ATV are used
Jeeps
Rock crawlers
Rock crawlers
Jeeps and trucks
Rock crawling
OHV

4x4 rock crawling and ohv access is badly needed to get to the motorized trails
Off-roading
Everything under the sun
All!
E-bikes
All motorized vehicles
Dog walking off leash

If you selected, "other," in question 18, please identify what the other funding priorities (or priority) are?

yes
Security cameras, lighting as above
With the rise of popularity in OHV, access point across the river and into Brunswick Canyon would be ideal for OHV enthusiasts.
Wildfire protection
Cleaning up trash at Trailhead
leave it alone
I don't know
Motorized vehicle access (
trail rebuilding
park rangers
Improvements to trails
Clean up and enforcement
dog waste mitigation
Adding trails
Pit toilet, trash bins, Dog waste bag/bin installment
ranger patrol

Restrooms
None
rehab work on the illegal (pioneered) user made vehicle/OHV trails
public education of trails.
Trail maintenance/ improvement
Patrolling areas
LESS vehicle access is better
Crosswalk at Koontz over Edmonds
Additional IMBA rated Mountain Bike trails
Again, this survey frees me to select some other even if I have none. You should fix this .
water
Water, shade
Trash Can, Dog Disposal and Covered Picnic Area
Benches
Maintenance
water or pit facility
restrooms
Mountin Bike Trails (including redesign signage)
Orienteering course beginning
whatever is not listed
Erosion/road repair
Assuming that priority is ranked with 1 the highest
keep all of Prison Hill more primitive
Harden access roads and parking areas with crushed rock or asphalt. Design drainage structures and catch basins to control erosian into the adjacent streets.
I think it should be left the way it is with the exception of trashcans at trailheads
Erosion control, there are dangerous washouts at this time that need filled for safety. Also drainage needs engineered to stop runoff onto Edmonds and valley view

Trash bin
Expanding motorcycle trails
mountain bike trails
Use brush masticater to keep a fire break between houses along norther perimeter. Leave small sections of unmasticated brush at both ends to deter OHV use.
Permanent orienteering course
Mountain bike trails
Dumped trash
garbage cans
n/a
Restroomd
Submit my survey
Protecting existing OHV access/use
protect existing OHV access
Regular cleanups
It made m answer
Erosion control Clearview, Koontz, Snyder and along Golden Eagle
protect existing OHV access
Protect ohv access
Na
none
tables and seating
If not in this study area, additional shooting range opportunities needs to be considered
New Trails
protect existing OHV access
only selected because I had to
N/A
I would like to see some funding towards the creation of a permanent orienteering course in the area
The trails themselves need work, drainage, layout, signage

Orienteering
No curfew
?
Trailhead #4 development to use the space as an OHV park
none
N/A
Access Roads
Building a bike park, to include a pump track and jump lines
water improvements
Clearing evasive weeds
At trailhead four the Parking lot should be paved with easier asses for truck and trailer and area for over night camping so that we have a new place to have events in Carson city NV to bring outside people from other states to see the beauty in Nevada.
keep the ohv area open.
NA
Better signage about no shooting, stay on trails, stop tearing up the roads and stop trashing and dumping in the area
Garbage cans.
Conservation programs

Do you have any final comments, related to this planning area and survey?

none
If you have security you will not have to fix the fences over and over from vandals. Thank you for asking for input!
As there used to be access across the river to Brunswick Canyon from Prison Hill, I just ask you to consider re-opening a way for OHV enthusiasts to have an access

point through the recreation area right on through. Thank you.
Frequent Park Ranger protrols
leave it how it is
Increase ohv access
I love PH - it's an amazing resource to have so close to town.
Trail Improvements and map of trails
Fence, use boulders to keep offroaders out
Just don't want to be embarrassed to live here anymore
Leave your offices and vehicles and view the garbage firsthand. The city manager has the city attorney respond to dumping complaints! You guys have bought or now manage great properties but it's clear you have zero intention of keeping them clean and managing them
With all of the trails being slowly closed off to cars and trucks, there will be no where left for people to go off roading. More and more trails are being taken away. As a woman, I like to visit certain areas (like the river and prison hill) but I don't feel comfortable walking alone to get there. Removing the ability to off road at every single trail in Carson effectively eliminates the ability for some demographics to visit the areas.
Need one motorized trail to link Koontz to the OHV area.
Love being able to dive my Jeep up the hill and enjoy a sunrise or sunset.
As I am through this area quite a lot as I live close, I don't see the problems you seem to be directing us towards. Is there something I am missing?
We will be looking forward to The final plan and improving of this area. Thanks
Clean the bushes that are overgrown on the trails and improve the water drainage
I always weigh, "Is going to the PA/TH worth the expense of having to wash my car?" before using Koontz. It seems that the dust is minimal at Silver Saddle -- can that road bed material be used at Koontz?
Smooth out the dirt road leading to the trailer heads once a year.
thank you for continuing to support and plan for open space access for hikers
We use this area almost daily to hike and walk our dogs.
I appreciate the survey!
Create a disc golf course in the park

Thank you for the opportunity to participate!
Prison Hill is a great resource for recreation and it's nice to see it getting the attention it deserves to make it a nice place for people to enjoy the outdoors.
I love using this area to run my dog, hike and use the off road area to go four wheeling. I feel like the whole area is very well maintained and separated well for pedestrians and off road vehicles.
Please help protect our vehicles by improving the access roads to the trailheads, especially on Koontz
The Carson High cross country team runs around prison Hill from Edmonds Field through the Carson River Canyon , to trail head one, about 7 1/2 miles each week During cross country season from August through October. This involves about 20 runners each week. Water and shade at the trail head one location would be greatly appreciated.
actively restrict all motorized vehicles for the entire area
Open space is important all motorized gas vehicles use should be removed from this area and other Carson City open space areas other than access to parking and Trail heads. There are so many other BLM OHV access points in the area and this particular location Prison Hill is essentially located in town should be more of a park rather than OHV play ground. Carson City should also look into doing land swaps with the BLM to remove islands of dead space as indicated in the blue zone PA#2.
This area could be WORLD CLASS mountain biking based on the geography and space. But current trails were designed for hiking which limits usefulness for MTB
Please build an Orienteering course. This is a low cost high reward project.
none at this time.
thanks for the opportunity to provide feedback . good luck!
The plan to build a new trail along the east side of Prison Hill from 5th St. To Silver Saddle Ranch is a waste of money and completely redundant given the existing Mexican Ditch trail right across the street!
I probably use the Silver Saddle trailhead #5 as often as Koontz Lane trailhead #2, but question 4 allowed only one choice. Thank you for making this survey!
Thank you for letting the public participate in the planning process!!!!
From what I have seen the trails and parking areas are best left the way they are
Rip rap drainage needs engineered to stop washouts off mountain toward Edmonds. A children's area at ohv area for learning to ride and provide a safer

zone for children.
Keep it wild
We very much value the motorcycle trails! What a very unique and amazing resource for our city.
This could be a jewel for locals and tourists alike if trails can be refined and connected
On any road improvements, use grade reversals and superelevation to remove water. Existing waterbars damage vehicles and are a maintenance money pit!
Could we please get a permanent orienteering course at prison Hill, and if not a permanent one, at least an orienteering map for the area (not just topographic)
Please don't over think the OHV area it works well the way it is! If erosion is the big problem just put catch Basins at the bottom of the washers
issues with motorized vehicles using blm land between clearview drive & trailhead on plan b. have observede many suspicious vehicle activity.
Perpetuate as open space including the BLM area if it ever becomes city-owned
allow dog walking w/o leashes
Again, I have seen where I used to live the destruction of trails, dirt roads, etc when dirt bikes and ATV are allowed, there are plenty of areas in northern NV for their use
If you provide garbage cans people won't be tempted to litter
This area has been open to use for all recreation, please leave it that way.
Keep motor vehicle access open to the public!
No
I am disabled and can't walk/bike/hike. I deserve to be able to enjoy public lands using my Jeep.
Vehicles are not the enemy, stop treating them as such
I really want to make sure crawler access at the south end is not over restricted. If it is overly restricted people will find ways around the rules to get s challenge.
.Thank you for all you are doing! Please keep the Conservation Easement area of Prison Hill wild and natural - both the nonOHV area and the OHV area (as much as practically possible). Given that the OHV area is in Conservation Easement land, (not sure how that is reconciled?), I would hope for a significant buffer zone along the nonOHV/OHV boundary, so that nonOHV folks have a visual/auditory 'no ride zone'. IMO that is the responsible and ethical approach, for the two areas to coexist compatibly. Any roads/trails in the OHV area could be 'inset' deeper into their area (away from the boundary), esp along the west-east (Snyder to Eagle Rock) and south/north (Eagle Rock to the Summit). The north boundary

has buffer zone, as is -- and the boundary to the east and the Golden Eagle neighborhoods has already been discussed I think (with buffer zones and fencing).
protect existing OHV access
Na
Please keep public lands open to the public. Do not restrict motorized travel any further.
Koontz is the best location for this since there are the least number of private housing that would be disturbed.
Wildland fire prevention should be a top priority. Living adjacent to the PHRA and along Carson River Rd., people don't have a respect. A no smoking policy needs to be implements and strictly enforced. The city should seek transfer of the BLM property on Koontz Lane to the City
I would like to see diverse trails that offer a more challenging mountain bike ride than can be found elsewhere in Carson City, Black Diamond Trails with features such as rock drops, berms and rock gardens. We lack this type of trail in town.
Don't limit OHV access
protect existing OHV access
Keep Prison Hill open to the public
The motorized side needs more access from silver saddle and golden eagle.
I do rock crawling/off-roading out there and would like to continue to do so, the group of people I go out with always clean up after ourselves and pick up trash that we see
Do not restrict access
Keep it open for all. People pay thousands of dollars into the economy to participate in OHV use. Limiting use would do my harm than good. City should look into capitalizing on events there like Wild West Motorsports park. Carson city can be the next Moab, UT and from Epic Rides to events at Prison Hill.
N/A
This area has been a go to for Offroad my whole life and I just hate to see change unless it's for the better blocking any of this land from the public to have fun and enjoyable time with there family is a joke. I understand you have received money to do things but blocking areas off and changing accessibility is not the right thing to do.
Keep the ohv are open. Develop the other places for hiking and biking.

It's great the way it is. Hoping it won't change

Please consider asking equestrians to clean up after their horses when using public trails! Even if it isn't considered harmful to the land, no body enjoys riding or running thru it!

True outdoor, wild and safe parks are important for the families in the area. ATV and motorized vehicle contribute to noise pollution- not conducive to a real nature experience.



Media RELEASE

For Immediate Release

Date: 07/18/2019
Contact: Gregg Berggren, Trails Coordinator
Phone: 775-283-7219
Email: gberggren@carson.org

Prison Hill Recreation Area Master Plan Survey

Carson City, Nevada – The Prison Hill Recreation Area is located in east Carson City, adjacent to Silver Saddle Ranch. As part of an effort to plan appropriate land uses and trail system connectivity on these 2,500 acres, the City would like the community's input in developing a Master Plan for this area. For this survey we are particularly interested in trailheads (including parking), access points, and your thoughts about the area on the west side of Prison Hill near Koontz Lane. The Master Plan will guide future improvements, prioritize expenditures, and will be used as a means to seek grants and donations for implementation of various site improvements.

To assist the City with this planning process, a short survey is available at this link: www.carson.org/prisonhillsurvey until Friday, August 9, 2019 at 5:00 PM.

After the survey results are compiled, there will be a public meeting scheduled to review the survey results and discuss the Prison Hill Recreation Area in more detail. For additional information or questions on the survey, please contact Gregg Berggren, Trails Coordinator at gberggren@carson.org or 775.283.7219

-- END --

Carson City asks for feedback on master plan for the Prison Hill Recreation Area

Carson City | July 22, 2019

Nevada Appeal staff report



Carson City is seeking public input on a master plan for the Prison Hill Recreation Area.

A survey focusing on trailheads, access points, and the area west of Koontz Lane is available at carson.org/prisonhillsurvey until 5 p.m., Aug. 9.

A public meeting will be held after the survey to discuss the results.

The master plan will "guide future improvements, prioritize expenditures, and be used as a means to seek grants and donations for implementation of various site improvements," according to Parks, Recreation and Open Space.

For information or questions, contact Gregg Berggren, trails coordinator at gberggren@carson.org or 775-283-7219.

* INTERVIEWS ON CHANNEL 2 AND 4.

* SIGNS POSTED AT TRAILHEADS ON PRISON HILL



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Home

Carson City seeks input with Prison Hill Recreation Area master plan survey

Submitted by Carson Now Reader on Wed, 07/24/2019 - 9:31am

Tweet



Gregg Berggren, Trails Coordinator

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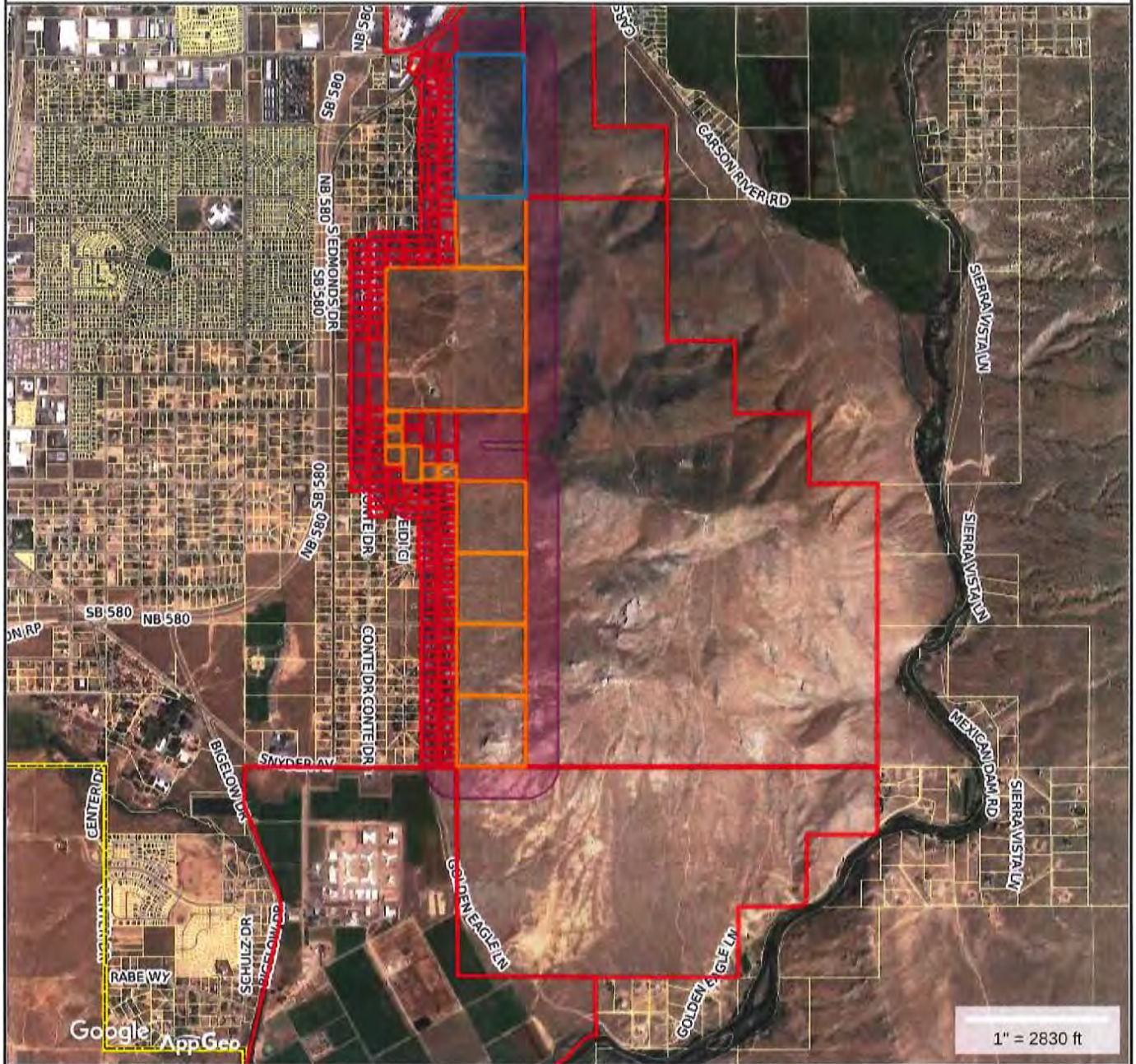
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Koontz abutters - 198



Property Information

Property ID	01006232
Location	SEC 21 15/20 E2 SE4
Owner	OPEN SPACE, CITY OF CARSON
Acres	80



CLICK LOGO FOR TUTORIAL

**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

Carson City, NV makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 11/17/2018
Data updated 11/17/2018

● Prison Hill Survey

Prison Hill Neighbors and Recreationists -
We want your opinion 😊

Carson City would like the community's input in developing a Master Plan for this area. For this survey we are particularly interested in trailheads, access points, and your thoughts about the area on the west side of Prison Hill near Koontz Lane. The Master Plan will guide future improvements, prioritize expenditures, and will be used as a means to seek grants and donations for implementation of various site improvements.

Please help us by taking a short survey at this link:

www.carson.org/prisonhillsurvey

The survey will be available until Friday, August 9, 2019 at 5:00 PM.

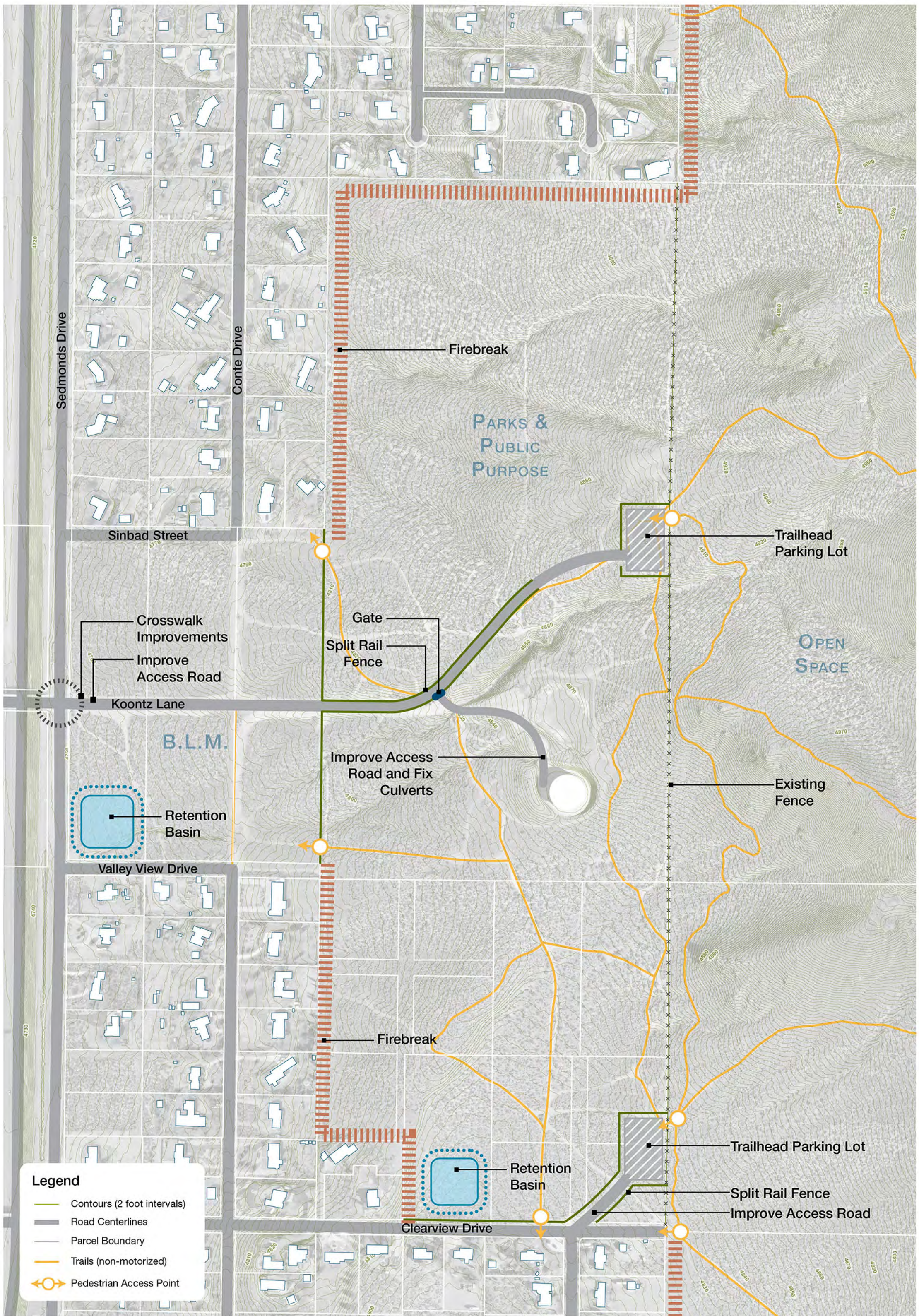
Prison Hill Recreation Area Open House - January 9, 2020

Written Comments

Note: Participants viewed two potential options for location of the Koontz Lane trailhead. Alternative 1 left the trailhead in its current location, and Alternative 2 would have closed the current trailhead and relocated it to a lower location on Koontz Lane. They also viewed an overall map of Prison Hill and adjacent properties. All visuals are shown below.

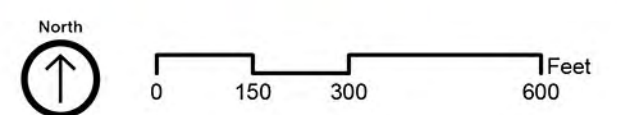
- Complements on improvements to 5th Street TH -- Improved parking, erosion control, toilet, picnic table, loop trails, etc. Looking forward to upgrade at Koontz trailhead. Prefer Alternative 1.
- Would like ordinances and signage that prohibits use of area outside of dawn-to-dusk. Would like Park Ranger phone numbers posted. More ordinances: No camping or overnight parking, animals on leash, no nighttime use ever, no destroying sage or harming animals.
- Would like restroom at Koontz TH.
- Prefer alternative 1. Would like toilet at Koontz TH. Do not extend OHV footprint.
- Prefer alternative 1. Remove barrier on Conte/Sinbad.
- Prefer alternative 1.
- Prefer alternative 1.
- Prefer alternative 1. Would like City to acquire the BLM land by Koontz/Edmonds.
- Prefer alternative 1. Would like retention basins. Keep area natural, no amenities other than dog poo bags. No motorized vehicles, except on south end of Prison Hill. Invasive weeds a problem, as well as dog poop.
- Good plans.
- Love idea of improving trails and parking areas. Popular with older folks. No picnic/overnight areas. Concerned about trash, fires, campers, cost to taxpayers, flash flood/runoff near Koontz/Sinbad/Conte. Looking forward to trail improvements.
- Prefer alternative 1 -- wonderful viewpoint, gets you closer to trails. Want restricted vehicle access -- people are driving all over the place and ripping up the desert and causing erosion.
- Prefer alternative 2. Install barriers to prevent off-road vehicle use in the Koontz area. Improve access road.
- Plan for flood issues -- flooding comes from Koontz. Less development is better. Prefer alternative 1. No ATV's or dirt bikes in Koontz area.
- Prefer alternative 2, but fine with both. Looking forward to improved access road.
- Consider emergency response station at each trailhead (like on college campuses). Prefer alternative 1.
- Dog and horse droppings are littering paths.
- Prefer alternative 2. Limit vehicle access to parking areas. Existing vehicle access has negative consequences -- litter, illegal activity, overnight use, etc.
- Prefer alternative 2 because more cost effective.

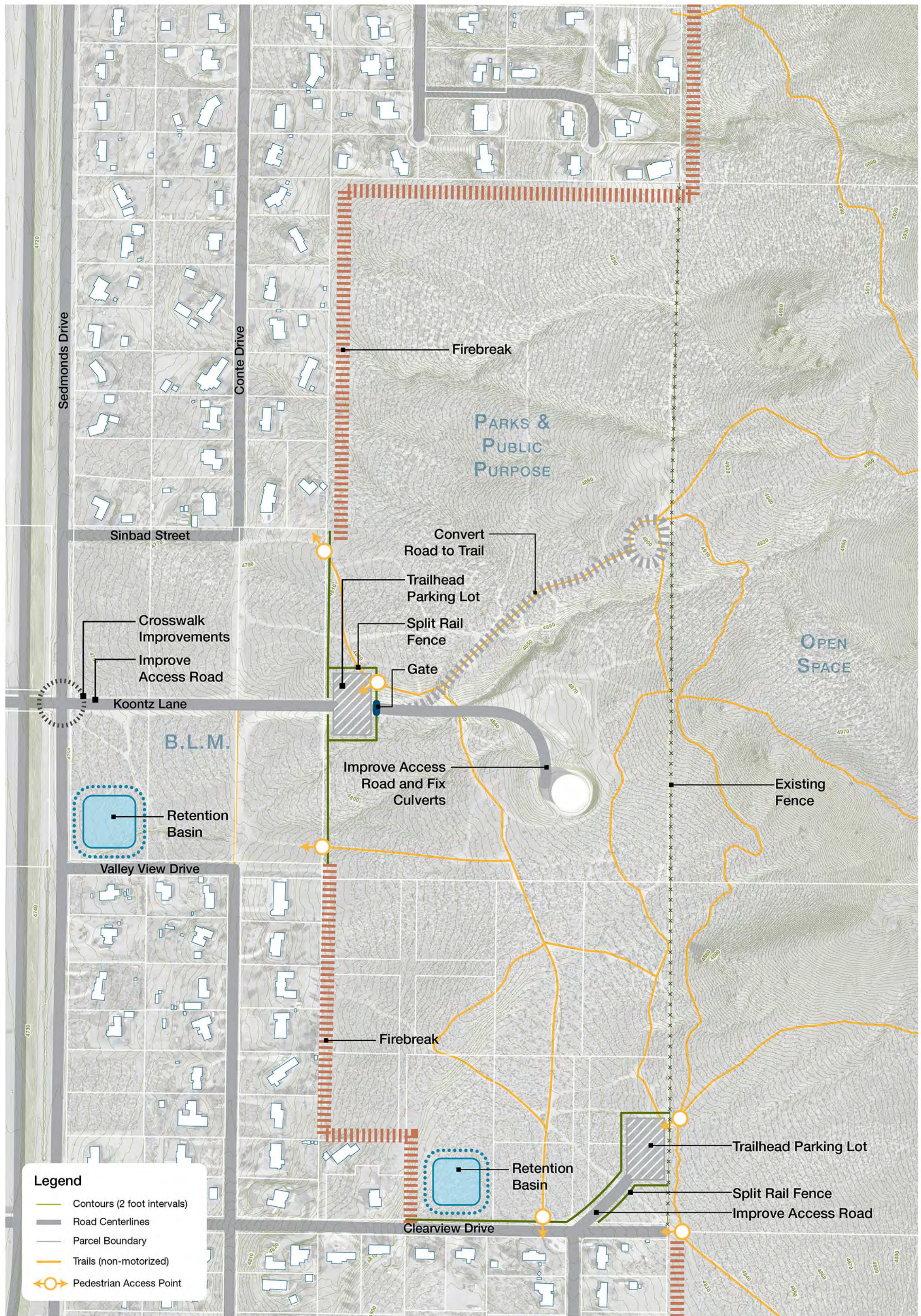
- Prefer alternative 1 – gets people closer to trails. OK with OHV's using Koontz area because they were there before homes. Fire break should be masticated. Take out the ridiculous trenches across Koontz – small cars cannot cross, and drivers are going around them.
- Prefer alternative 1 – closer access to Prison Hill and trails. Want fencing to eliminate vehicle traffic except for road to parking area. Rehab old roads.
- Prefer alternative 1 – closer to opportunity.
- Want parking in both locations (Alt. 1 and Alt. 2) – reduce overcrowding. Younger folks up high, older folks down below.
- Definitely prefer alternative 1. Restroom would be nice.
- Definitely like alternative 1. Restroom and picnic table would be great; water not necessary. Would like OHV access restricted as much as possible. Fencing to restrict access. Want trash cans.
- Make Koontz area non-motorized. Expand parking areas. Close current roads, except for access to parking areas. More signage for parking areas.
- Want pit toilet at Koontz TH.
- Want retention basins on Koontz parcel.
- Refer alternative 1. Reduce roads. Pit toilets.
- Would love to see driving access between Koontz TH and Clearview TH blocked. Too many horrors – drugs, crime, alcohol use, trash.
- Prefer alternative 1. Looks forward to amenities at trailheads.
- Prefer alternative 1. Use fencing to restrict motor vehicle use in Koontz area.
- Concerned about increased traffic on Edmonds Dr. Don't want OHV usage on Koontz parcel. OK with SF1A zoning on BLM parcels, if they are sold off, but no zoning change.
- Want to leave motorized access to Koontz parcel.
- Prefer alternative 1 – easier for seniors to get closer to trails. Please keep area natural (unmotorized) – quieter, less dust.
- Prefer alternative 2. Suggest mountain bike park for Koontz parcel.



Prison Hill Recreation Area

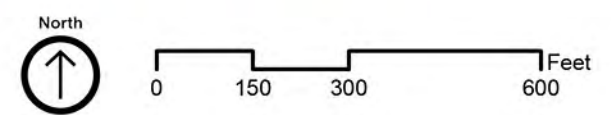
Alternative 1

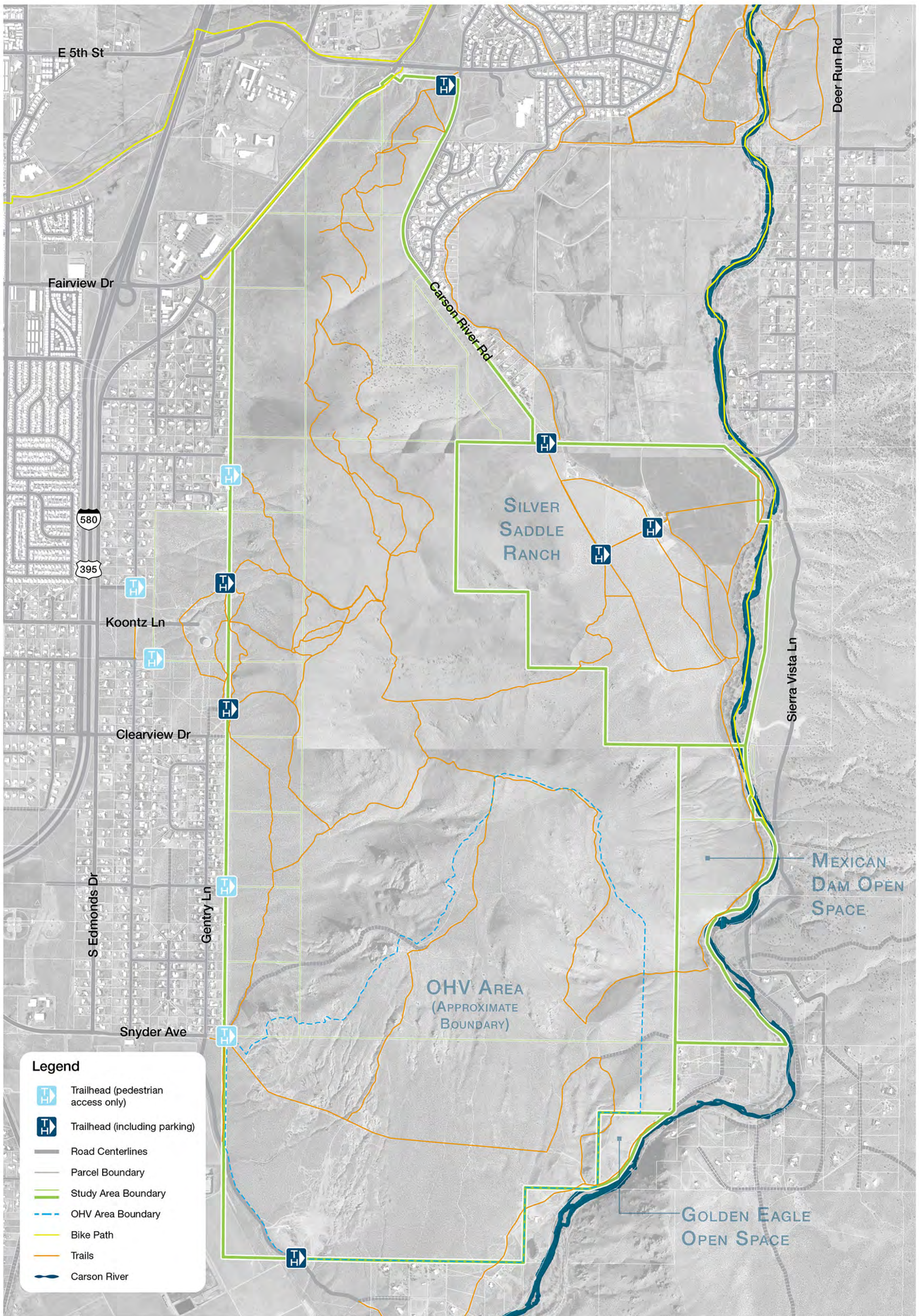




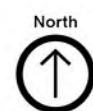
Prison Hill Recreation Area

Alternative 2





Prison Hill Recreation Area Including Adjacent Parcels



0 700 1,400 2,800 Feet



Prison Hill Recreation Area Site Assessment South Half (Motorized Area)



SECTION ONE: INTRODUCTION

RecConnect is recognized as one of the leading Off-Highway Vehicle (OHV) authorities in North America with extensive experience in planning, design, implementation, and management of OHV trails and facilities. As such, the national leaders of the OHV community asked me to write a guidebook that is focused solely on providing sustainable, quality OHV recreation opportunities. That book, Great Trails

(<http://gt.nohvcc.org/>), is being recognized as the state-of-the-art standard for OHV planning, design, construction, maintenance, and management. I have since developed training modules based on Great Trails and contract with the National Off-Highway Vehicle Conservation Council (NOHVCC) to conduct Great Trails training workshops across the U.S. and Canada. ten of those have been conducted to date with four more scheduled so far for 2018. My role is to conduct training at these workshops, but they are also opportunities for me to observe OHV trails, facilities, use patterns, and issues in a wide variety of settings, so each of these 3-day workshops serve to broaden my background and the scope of my expertise.

In addition to conducting Great Trails Workshops, I do a variety of OHV projects throughout the United States and Canada. Two of my projects, the Great Trails guidebook and the Gypsum City OHV Park in Iowa, received awards from the Coalition of Recreation Trails in 2016. I was inducted into the NOHVCC Hall of Fame in 2015, and I have been a longstanding member of the Professional TrailBuilders Association (www.trailbuilders.org).

SECTION TWO: BACKGROUND

As a result of the Omnibus Public Lands Act of 2009, the entire Prison Hill Recreation Area was transferred from the Bureau of Land Management (BLM) jurisdiction to Carson City through a programmatic agreement which was signed in 2012. While under BLM jurisdiction, little active management occurred except for the installation of some boundary signing. In 2013, the Carson City Parks, Recreation & Open Space Department (herein called the City) hired a contractor to map existing routes and define some primary loops for motorcycles, ATVs, and 4-wheel drive vehicles. The City put that information on some nice You Are Here signs, but no maps were ever produced and no signing was done to identify those routes on the ground, so that effort was largely ineffective. At that time also, Welcome signs were installed which displayed rules, ethics, and other educational material. From an OHV perspective, two of the most important messages are that riders stay on Existing Routes and to Always Use spark arrestors.

In 2017, NOHVCC, in partnership with the City, secured a grant from the Nevada OHV Commission to prepare a management plan for the South Half of the Prison Hill Recreation Area (motorized area). Part of that planning process is to conduct a site assessment and RecConnect was contracted to perform that work.

I visited Carson City from April 6 to April 18, 2018. During that 13-day period, I was on the South Half of the Prison Hill Recreation Area for all, or portions of, nine days, and of those nine days, four were weekend days. The focus was to meet with the City and key stakeholders; become familiar with the landscape, trails and facilities; observe the variety of uses that are occurring there; and talk to as many of the recreationists as possible. All encounters and site observations were recorded on a visitor use monitoring sheet.

SECTION THREE: GENERAL OBSERVATIONS

In a word: WOW. The Prison Hill Recreation Area is a gem. It is highly used and highly valued by a wide variety of recreationists with a wide variety of interests and modalities. The proximity to the population base provides a highly-desired, but rarely seen “backyard” recreation opportunity. The area has some great topography and cool rock features with colorful striations that could provide some world-class OHV opportunities and scenic diversity. The varied topography provides the opportunity for a full range of difficulty levels and experiences. In addition, the viewsheds from Prison Hill are nothing but awesome. There is no doubt that the South Half of Prison Hill has the potential for some outstanding, high-quality trails and recreation experiences.

1. A variety of recreation uses have been occurring here for 35 years or more in basically an unmanaged setting. The result of that is classic: a proliferation of user-created trails; fall line trails that lead to erosion; reduction of vegetative cover; widened trails and braided trails due to mogulling and a lack of maintenance; and social conflicts with neighboring subdivisions. That being said, the degree of those impacts is not as bad as I have seen in other places and certainly less than I expected to see here.
2. Observed recreation uses were: hikers, joggers, dog-walkers, mountain bikers, paint-ballers, motorcyclists (dirt bikes), ATVs, Side-by-Sides (SxS), 4-wheel drive vehicles (4WD), rock crawlers, recreational driving (stock vehicles), trials bikes, and an extended family having a birthday party. This is an impressive list of uses, however what is more impressive is that most of the users encountered used the term “respectful.” For the most part, users are respectful of the other users. This is not typical behavior in the urban interface and it should aid in the development and acceptance of a management plan. Another common term was “family-friendly.” People like Prison Hill because it offers a place for families to recreate together. A professional trail and facility design can certainly enhance this. Many appreciated the fact that there are no “Use Fees”. Another term was “love.” People love it to the point of being passionate about it. This love and respect are what contribute to the fact that Prison Hill is not a typical urban recreation area- see below.
3. The South Half of Prison Hill is bounded on the east, west, and south sides by four subdivisions, and a prison. This can and has resulted in IMBYism (I like the backyard access and activity) and NIMBYism (I don’t like or want that activity in my backyard). The management plan will need to address both of those sentiments.
4. The proximity to the subdivisions and Carson City puts Prison Hill square in the middle of the urban interface. Typically, the issues associated with that are: dumping, vandalism, shooting, parties, drug-dealings, and other activities that are generally considered undesirable. To my surprise, there is an amazing lack of those activities. I did not hear any shooting except at the prison gun range; there is little garbage; and I did not see any piles of burned pallets indicating parties. The City has installed some very nice monument entry signs and not one of them has any bullet holes- nice to see. I talked to individuals and groups, both motorized and non-motorized, who said that they regularly pick up trash- they care. This relates back to the love, respect, and passion comments above. An ethic like this is unusual in the urban interface and the fact that it

exists gives the City has a huge jump-start on the task of developing and implementing a management plan.

5. Almost 45% of the recreationists observed/encountered were non-motorized. When asked why they chose to be on the motorized side rather than the non-motorized side, most said that they like the rocks and that the trails are more defined.
6. The soils are decomposed granite (DG) and sand which are generally considered poor for OHV trails. DG has no clay and is non-cohesive which means that it displaces easily and moguls can develop. This can be mitigated by designing trails that are curvilinear to reduce speeds and performing maintenance with the proper maintenance equipment.
7. The vegetation is mostly sagebrush steppe with sagebrush and bitterbrush with a small scattering of Pinyon Pine and Juniper. There are some very nice pockets of old-growth bitterbrush.
8. The area has a southern aspect which is warmer and drier than a northern exposure. This can accentuate the mogulling of non-cohesive soils. On the other hand, it also results in the area being snow-free and open to recreation activities much of the winter.
9. As to wildlife, there is an abundance of rabbits, coyotes (but not enough to curb the rabbit population), deer, song birds, a variety of raptors, and rattlesnakes. To my knowledge at this point, there are no nest sites or den sites of sensitive or endangered species.



SECTION FOUR: SPECIFIC OBSERVATIONS (ISSUES)

My observations focus on four areas: design, signing/mapping/education, management, and enforcement. All of these actually come under the broad umbrella of what is referred to as the 4Es.

The 4Es. Certainly, the overriding principle of successful OHV/recreation management is to effectively incorporate the 4Es: **E**ngineering, **E**ducation, **E**nforcement, and **E**valuation. The 4Es are inter-related and co-dependent and all must be applied effectively and equally. The failure to implement any one of the Es can risk failure in providing quality OHV recreation opportunities and failure in successfully managing OHV use.

1. **Engineering.** We use good engineering principles to provide quality trails and facilities and to help direct and manage the use. This includes proper trail location and design, facility design, good signing, good mapping, barriers to control and direct the use, and engineering structures to prevent or mitigate resource impacts.
2. **Education.** With education, we set the expectations of the riders, inform them where to ride, the rules for riding there, and riding etiquette. Tools to accomplish these are mapping,

signing, user encounters (patrolling), websites and other media. The vast majority of the riders want to be legal and to do the right thing, but if we don't effectively tell them what we want, we will fail.

3. **Enforcement.** With OHV recreation, there must be an agency/management presence. If we have rules, they must be enforced and we need to educate and show the public that they will be enforced. Most people want enforcement because it helps protect their riding area and gives them a sense of security. Also, some people don't listen well and need some additional incentive to conform to the rules or leave the premises. Some level of enforcement is necessary to deal with that group of people.
4. **Evaluation.** How are we doing? Are we providing for the user's needs? Are we providing resource protection? Are we getting compliance with the rules and regulations? Are we managing our risk? Are we managing the public's risk? If not, why not, and how can we fix it?

The effective application of the 4Es is a process of implementing, monitoring, assessing, and re-implementing as necessary, and it's a process that should never stop. What is going on? Why is it going on? How can I fix it? It is adaptive management, and it's a necessary process to manage your risk, protect public safety, and to effectively manage your customers and the experience they derive from your facility.

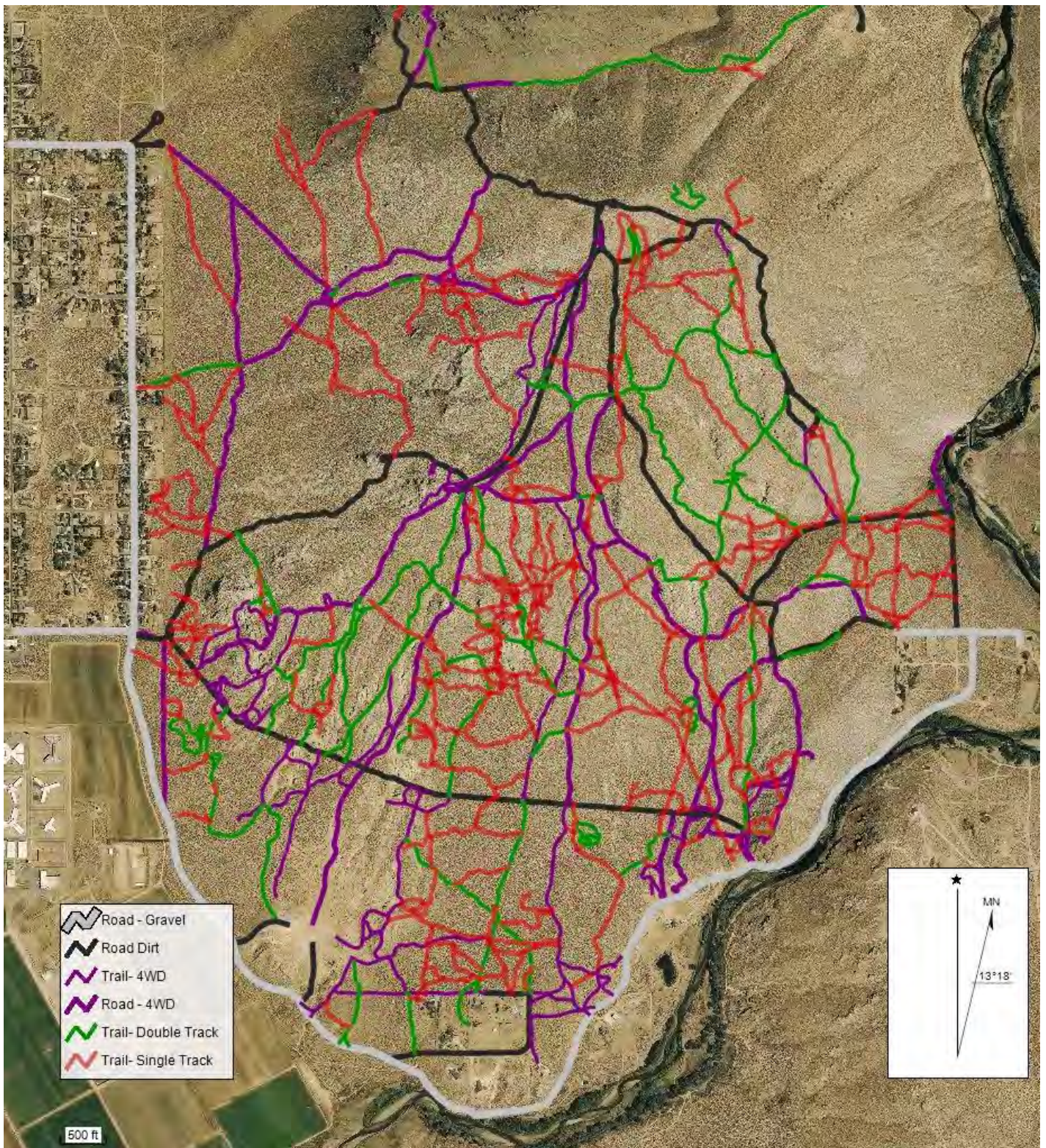
The discussion of the items below will all refer back to the application, or lack of application, of the 4Es and like the 4Es, all four are really inter-related. (Note: none of the items are listed by priority.)

A. DESIGN

These are issues relating to the current location or design (or lack thereof) of trail and facilities.

1. **Fall Line Trails:** User-created trails and unmanaged use usually results in the creation of fall line trails since they offer the path of least resistance. These are non-sustainable and contribute to erosion and a poor riding experience.
2. **Wash Trails:** Washes also provide a path of least resistance and they are commonly used as trails in the West. However, the utilization of washes must be done carefully or valuable vegetation can be lost. Braiding in the wash can increase sedimentation, water volume, and water velocity which increases erosion. Unmanaged ingresses and egresses also contribute sedimentation and water volume.

Prison Hill has a dense maze of trails.
Vertical trails are fall line and non-sustainable. Horizontal trails are contour and may be sustainable.



3. Significant Erosion: Many of the roads and trails are impassable due to deep ruts caused by erosion.

4. Natural drainage courses are by-passed: Some roads/trails have eroded to the point where they are deep troughs which trap water and prevent it from entering the natural drainage courses. Instead, the water continues to run down the fall line often for considerable distances. This also increases the water volume and velocity and the



potential for severe erosion. A perfect example of this is the Play Area and the trail leading into it. Water from far up on the hill is trapped in the deep eroded cup of the trail and play area so all the water and sediment drains into the main staging area instead of off to the sides in the natural drainage courses.

5. Vegetation Loss: Uncontrolled/unmanaged use has resulted in vegetation loss which contributes to erosion and aesthetic impacts.

6. Poor access to the main staging area: The current access is steep, rocky, and splits into three routes which is confusing. Bigger rig or those with trailers often choose to park at the bottom or

midway up. The western access route may be a better alternative if it can be improved.

- 7. Safety issues in the main staging area:** The lack of controls in the staging area allows haphazard parking. Kids ride, usually fast, from their vehicles past other vehicles and people to get to the play area. This not only creates a safety concern, but also generates noise and dust for others in the staging area, some of whom are trying to eat.



This unregulated riding in the staging area is a concern because of the mix of ages and abilities—youngsters with small bikes to teenagers with big bikes, beginners to advanced riders. Beginners can easily be intimidated by the faster, bigger vehicles. Also, the soils in the staging area are too cobbly for inexperienced kids on small bikes.

At one time, a MX (motocross) “track” was constructed in the play area. Portions of this have since disappeared, however, bigger kids (or MXers who are practicing) ride this at a high rate of speed and can create safety issues with other riders in the play area. It also interferes with the drainage of the play area and heightens the level of noise and dust.

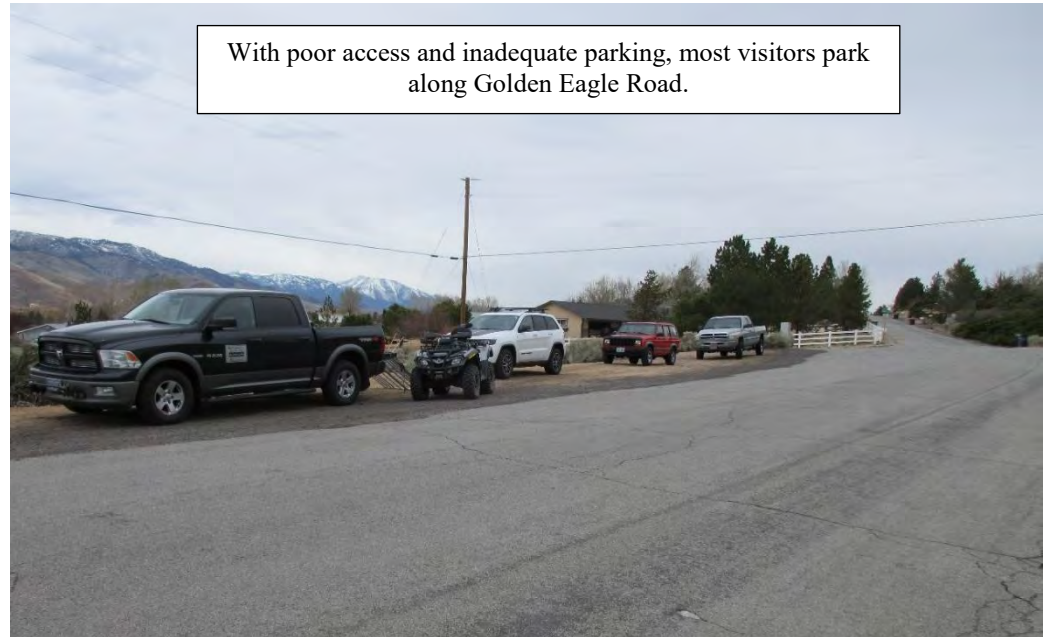
- 8. Lack of a designated place for beginners/children:** Beginners need a place away from the hubbub of the main staging area to learn how to ride. There are three facilities that can provide this: a Tot Lot for the brand new rider; a Youth Training Area which has a variety of mounds and obstacles; and a Learner’s Loop. All three are fenced in, have controlled access, and have signing with rules and regulations. Sometimes there are age limits or cc limits. If there is space, all three of these facilities are desirable.

9. **The location and design of the Snyder Road Staging Area (SA1) is undesirable:** The size is inadequate; it's location contributes to erosion; it is visually intrusive; and it gives a visitor a poor first impression of the Prison Hill Recreation Area.



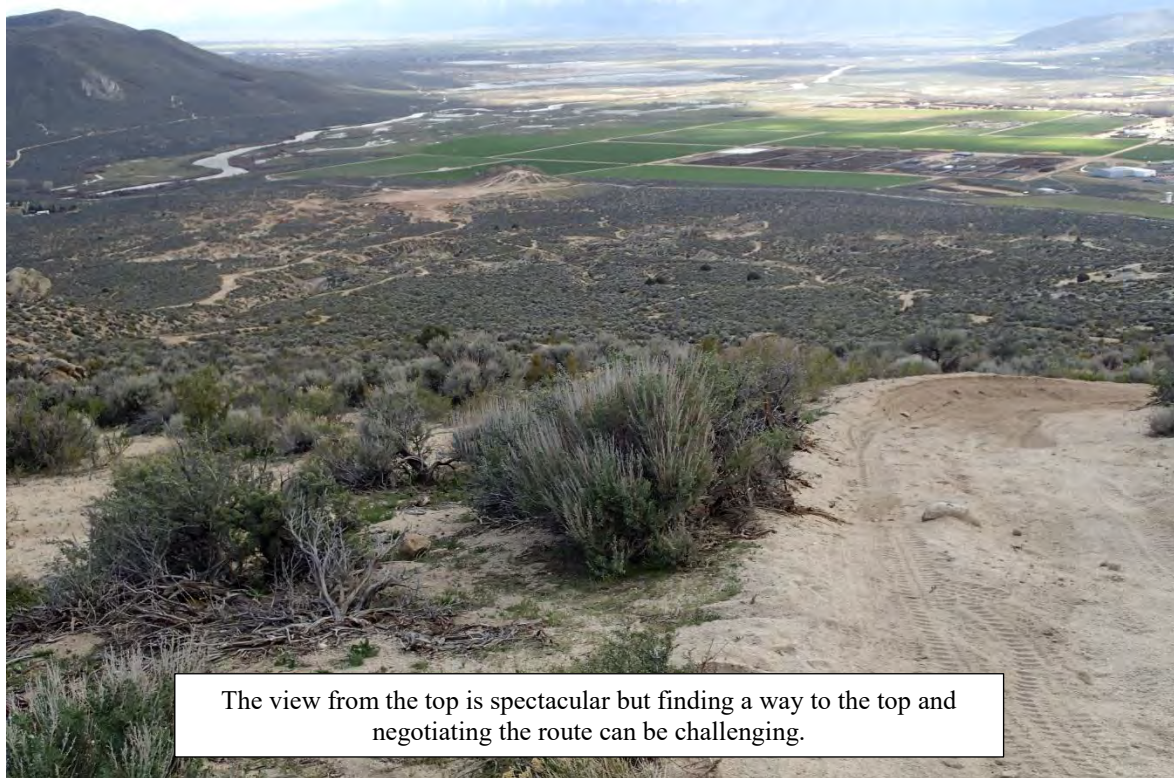
The approach to the Snyder Staging Area is not very pretty: steep grades, ruts, erosion, and an unprofessional, unmanaged impression.

With poor access and inadequate parking, most visitors park along Golden Eagle Road.



10. **Lack of family-friendly trails:** For a place known as family-friendly, the trails are not. Steep fall line grades, ruts from erosion, exposed rocks, and uneven trail treads are not characteristics of an Easiest or beginner-level trail.

- 11. Poor access to the top:** It is human nature to get to the top and see the view, but currently finding the correct access route is difficult and traversing that route is difficult. There is not a way for the casual recreationist to access the top of Prison Hill.



B. SIGNING/MAPPING/EDUCATION

Signing and mapping are the two most effective ways that management has to communicate with its customers, and obviously, these tools come under the **E**ducation component of the 4Es. A key point is that **Educated Riders are Responsible Riders**. When management doesn't effectively tell its customers where they should be riding and how they should be acting, they can't complain when riders go where they shouldn't go or do what they shouldn't do. How can anyone be blamed for riding irresponsibly when no one has told them to behave otherwise?

- 1. Lack of signing/mapping:** Currently, someone new to the area does not know where to go, how to get there, or the difficulty of the route to get there.

- 2. Intrusion into private lands:** Currently, there are trails that lead directly to private property, yet there are no signs to inform the rider that the trail dead-ends on private.



- 3. Intrusion into the non-motorized area:** Boundary signing is poor and may not be in a logical location. Routes leading into the non-motorized area either have not been closed or have been closed with ineffective methods.

4. Lack of effective rider ethic/education messages: There are some good messages, but the print is too small and there are too many messages on one sign. The average recreationist only spends seconds looking at a kiosk, so key messages need to be prioritized and prominent.

5. Lack of regulatory messages: What is required to ride here? NV OHV sticker, spark arrestor, sound at 96dbA, helmets, kids certification? A sign that I really like to convey these messages is called the Required to Ride sign. It is placed at the entrance to the facility and/or certainly at the trailhead or access point to the trails. It clearly outlines the main equipment requirements and/or rules for riding there and it is large enough it can't be ignored by the riders.



There are some good messages here, but too many of them. Few people will take the time to read and comprehend all of this.

6. Lack of regulatory signing on Golden Eagle Road: Where Golden Eagle joins Snyder Road, there should be signs to indicated whether or not OHVs can legally ride on Golden Eagle since

riders from the Snyder subdivision and others sometimes use Golden Eagle as a shortcut to get to the Play Area.

7. **Inadequate risk management:** The lack of trail difficulty ratings can quickly get recreationists into trouble as what starts out looking like an easy trail can turn into a very



This is a great education sign that clearly spells out the basic rules.

difficult trail. This increases the rider’s risk and the City’s risk. There is an average of one vehicle rollover per year.

8. **Lack of defined Play Area boundary:** There are no boundary markers to identify the limits of the main Play Area. This is resulting in rider confusion, expansion of the Play Area, additional vegetation loss, and an increased potential for additional erosion.

C. MANAGEMENT

1. **Proliferation of trails:** Lack of management and the lack of quality trails has led to the proliferation of trails which also contributes to erosion and aesthetic impacts. There is a maze of routes that only serves to confuse the rider. The current route density is approximately 38miles/square mile which is very high. For comparison, another project we’re working on in Nevada is about 3.5 mi/sq.mi. The current guidance to “Stay on Existing Routes” is not effective to stop the proliferation of new trails.
2. **Lack of sanitation:** Customer service and providing for basic human needs should be our highest priority. Just about every person encountered commented on the need for sanitation facilities. Toilets can also be used as a means to control/direct use since they can become a destination feature.
3. **Lack of trail maintenance:** A lack of maintenance has resulted in trails that are mogulled out. This creates widening, braiding, vegetation loss, visual impacts, and a diminished rider experience.

Maintenance has six main objectives: a) Provide on-going evaluation; b) Perpetuate the intended design; c) Ensure continued resource protection; d) Provide quality customer service;

e) Manage agency or company risk; f) Protect public safety. All of these are essential for the effective operation of an OHV facility or for a facility that allows OHV use.

4. **Lack of a well-defined boundary:** This issue could also fit in the categories of Design, Signing/Mapping/Education, and Enforcement. The lack of adequate signing is causing confusion and intrusion.
5. **Lack of effective closure techniques:** The City and/or County has performed some trail and area closures on the East side. While the effort and intent are good, the methods used were largely ineffective. Training needs to be conducted on effective techniques.
6. **Lack of motorized events:** Currently, the only event conducted on the South Half of Prison Hill is the Escape from Prison Hill half marathon and trail races. In spite of requests for motorized events, the City has refrained from authorizing any. Given the maze of trails, the number of issues, and uncertain management direction, I think that is a smart call, at least until we get a true trail system in place.

D. ENFORCEMENT

Just like **Educated Riders are Responsible Riders**, responsible riders **Want Enforcement**. In most places, actually everywhere, there isn't enough enforcement personnel to cover the land base and officer's priorities are often geared for incidents far more serious than a rider not having an OHV registration. However, one nice thing about the 4Es is that if we've done a really good job with our Education and Engineering, the need for Enforcement is greatly diminished. It doesn't go away, but it's at a manageable level.

1. **Lack of enforcement.** Most respondents said that they rarely, if ever, see a Park Ranger or Deputy Sheriff on site. Those that have seen the Ranger in his vehicle have not been encountered by the Ranger. Conducting personal encounters is one of the most effective ways to educate your customers, so it's important that enforcement personnel be trained to effectively perform those encounters. Seeing an officer in uniform gives the agency (the City) visibility; shows recreationists that the agency cares; provides a sense of security in the urban interface; and can help deter unwanted activities.
2. **Lack of compliance with OHV regulations:** Nevada requires OHVs to display a current OHV registration, however most of the OHV observed were not registered. There is no signing to educate riders about this requirement and it also points to a lack of enforcement.

Buried in the verbiage on the kiosk is the regulation to "Always Use a Spark Arrestor." Unfortunately, most people don't read all of the information on the kiosk and the current signing is ineffective. Most of the motorcycles observed did not have spark arrestors and many had faulty exhaust systems.

3. **Lack of a sound regulation:** Noise is one of the primary enemies of OHV recreation, especially in the urban interface. On a busy weekend, the main staging area can be a very noisy place. Most of the motorcycles were loud- well over the accepted standard of 96 dbA. Sound doubles every three decibels (db), so a bike at 99 db is actually twice as loud as one at 96 db. With residents nearby, this is an issue. Complimentary “tech checks” can help educate riders and gain compliance.



SECTION FIVE: OPPORTUNITIES

1. Correcting/mitigating the issues in Section Four will: produce sustainable trails and facilities; move us from a maze of poor trails to a system of quality trails with logical loops and defined difficulty; provide high-quality recreation experiences; provide family-friendly opportunities; improve the look and feel of the area- it will look professional and appear managed; and reduce/eliminate conflicts with neighbors/subdivisions.
2. Having multiple and diverse user groups presents the opportunity for the City to form multiple and creative partnerships.
3. Explore the opportunity/desire to link an OHV route to the Pine Nut Mountains.
4. There are some great opportunities for some creative interpretation. Interpretive signs can serve as destinations for all recreationists.
5. Consider the opportunity to install some shaded picnic tables at “Rhino Rock,” the summit, or other key points in the area. These also can serve as destinations for recreationists.
6. The soils here are non-cohesive and will not withstand the impacts of a speed event which includes head-to-head events and timed events like an ISDE. There are, however, some outstanding opportunities for low impact, non-speed, high spectator appeal events like trials and rock crawl. Other events could be 4WD runs, a dealer demo day, or a kid’s play day. There could also be motorcycle, ATV, or SxS safety training classes like those conducted by the Motorcycle Safety Foundation (MSF), the ATV Safety Institute (ASI), the Recreational Off-Highway Vehicle Association (ROHVA). There are also opportunities to conduct non-motorized events for mountain bikes, fat-tire bikes, walking, or running. It would be good also for community or charitable events like a 5k or 10k for a worthy cause. The annual Escape from Prison Hill Half Marathon is a great event, though some of the routes utilized may change.
7. Explore the opportunity to have a MX (motocross) track in Carson City or vicinity. Traditionally, MX bikes do not have spark arrestors or sound reduction because they’re used on closed tracks rather than on public land. Currently, there is no MX track available, so those bikes are coming to

Prison Hill to practice which is contributing to the noise issues at the main staging/play area.

8. There is the opportunity to provide a road/trail to the summit that could easily be accessible for the general public with high-clearance vehicles. This access would include a scenic loop at the top that offers outstanding 360-degree views. This route would be signed and mapped with some type of special identifier.

SECTION SIX: RECOMMENDATIONS:

1. The South Half of the Prison Hill Recreation Area provides a mix of motorized and non-motorized recreation activities. That mix should continue in the future and the design and management of the area should be geared to enhance the experience of all the users. Please refer to the Vision Statement in the Management Plan.
2. Develop and implement a Trail, Facility, and Access Plan that will provide: sustainable routes; logical loops separated by difficulty level and/or use type; access to facilities and key features; access for all modalities; and a scenic, driveable loop route to the top. To the extent possible, the plan would incorporate existing feature names like Death Wall, Pablo's Ditch, Mailbox, Pablo's Crack, and Grafitti Rock.
3. Install sanitation facilities at trailheads or main access points.
4. Signing, mapping, and user education are key issues. Once the Trail and Facility Plan is done and the area boundary is finalized, a comprehensive sign plan needs to be developed that coordinates with the City Signage Master Plan. As the new trail system starts to take shape, an interim map needs to be developed which displays examples of signage and contains use rules, environmental, rider ethic, and other education information.
5. Rider use rules should change from Stay on Existing Routes to Use is Allowed on Designated Routes/Areas Only.
6. Pass City ordinances to require OHVs on Prison Hill to be equipped with spark arrestors, functional exhaust systems, and a sound limit of 96 decibles using the SAE J1287 sound test method. Then train agency personnel and/or volunteers on how to conduct tech checks.
7. Some comments were received requesting primitive camping opportunities. The area has been managed as day use only and that intent is reinforced in the Vision Statement. Though I can understand the desire and convenience to have camping available, I do not support it. Camping could lead to parties, increased night riding and noise, potentially more garbage issues, and increased fire risk.
8. There were also comments received that echoed the sentiment: "it's good the way it is, we don't need any more regulation, and don't fix what's not broken." I need to make it very clear that many of the issues in Section Four are serious. There are already many parts that are broken and if we

don't take action now, those will get worse and more parts will break. At that point, the cost of a "fix" can be prohibitive which could lead to more restrictions or closures. That's not where we want to be. There's a need for action and there's a need for change, but I see those changes as enhancing the site, protecting resources, and enhancing everyone's recreation opportunities.

9. There are several trails that intercept runoff water but are so entrenched the water cannot drain into the natural drainage channels. This increases the water volume and velocity which accelerates erosion. The main trail running north out of the staging area is a prime example of this. It intercepts several drainage courses and all of the water runs down into the staging area. This is a high priority to fix, but it's also a speed run out of the staging area so the drainage will have to be carefully designed to be functional yet allow passage by riders in a way that minimizes their risk.

All of the water that drains onto this trail stays in the trail all the way down to the staging area.



10. The boundary of the area should follow topographic lines or roads/trails (once planned), not property lines. As such, most of the existing boundary is not practical except for the southern boundary and those lines that follow subdivision property boundaries. I do not support the Green Alternative Boundary since it leaves the ridge and follows trails that will be difficult to make

sustainable. The Purple Alternative Boundary may work, but more recon is needed for a final determination.

I've discussed the desire to move the Snyder Staging Area to a more suitable location, however, the dirt road leading south from the staging area to Golden Eagle Road follows the property line with the State. There is a trail that parallels the western edge of Golden Eagle Road from Snyder Road to the main staging/play area. It is whooped out and needs maintenance. It is handy because

it keeps OHVs off of Golden Eagle Road. Equestrians, hikers, and dog walkers also use this route. If feasible, I would propose moving the PH boundary west from the existing Snyder Staging Area down to the outside edge of this trail. This will allow the City to manage and maintain that trail. It will also allow access from Golden Eagle Road to the conceptual location for the new Snyder Staging Area and Youth Training Area complex.



The boundary lacks signs and fencing like this is ineffective and looks unprofessional.



This buck and pole fencing could be a good alternative. It is easy to install and will rust to aesthetically blend with the landscape.

11. Some of the riders encountered in the main play area expressed a desire to re-build and improve “the track” in the play area. I don’t support this notion because it really isn’t the place for an MX track- noise, dust, congestion, speed, safety issues. The existing banked turns are fun, but I wouldn’t try to improve them or connect them back together into a track. A couple of them collect water and provide a mudding experience until they dry up.
12. The City hopes that the Management Plan will address target capacities of events, however, until the draft trail concept plan is completed, it may be premature to address this issue since we don’t know what the total mileage by vehicle type will be. The issue of hard-number capacities is that it can be a slippery slope due to the number of variables involved. A run of 25 rock crawlers may be very manageable by the trail boss if they were all experienced crawlers, but that same run with inexperienced drivers could be a long, slow nightmare to manage. The weather is another important consideration. The potential for vehicles displacing wet soils is vastly different than that of dry soils. It takes lead time to organize an event and attract riders, but who can predict the weather on event day? It’s too late to cancel once riders have committed to attend.

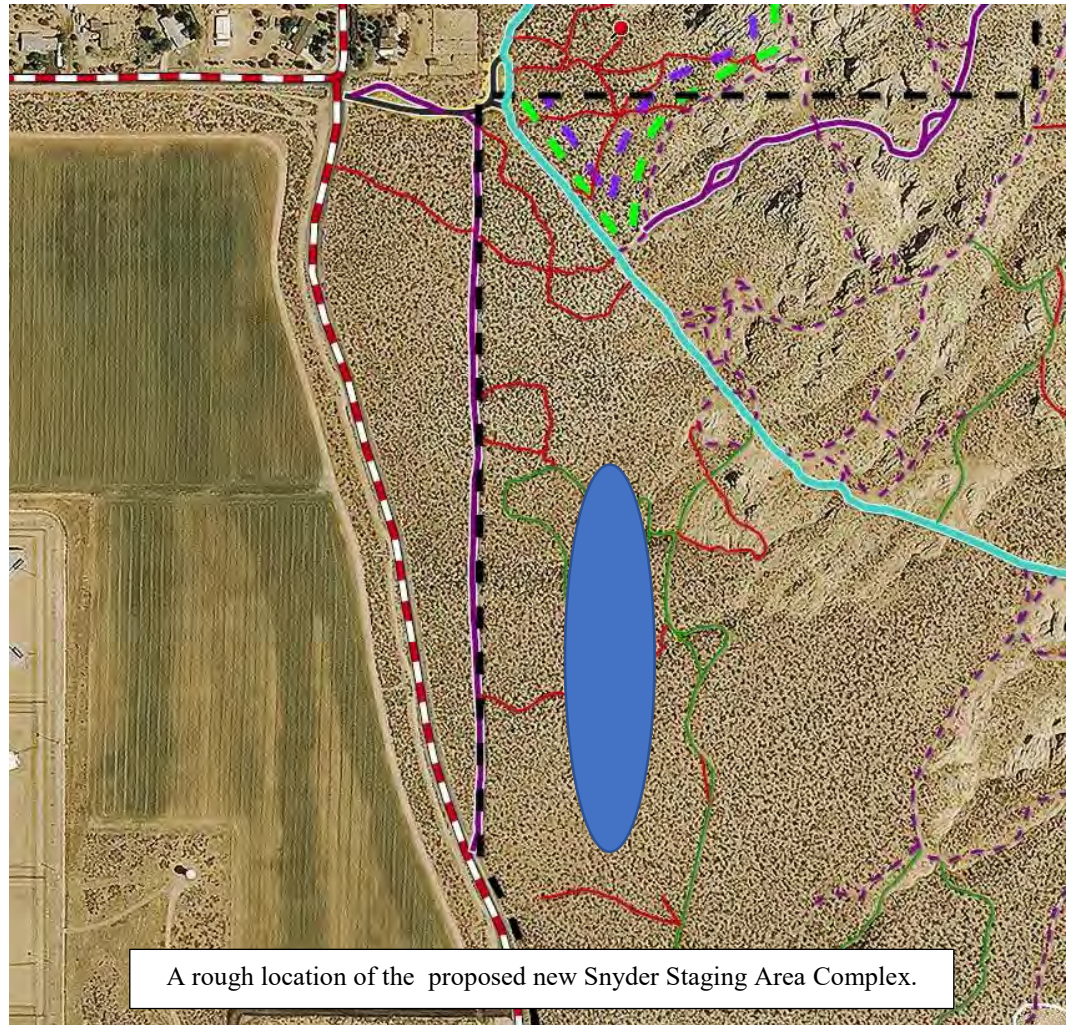
I would suggest using the 4Es: Gather data to help make an informed decision on a conservative target capacity for each vehicle type; implement those numbers on a trial basis; monitor the results (both positive and negative); then make any adjustments as needed and start the process over again.

13. Currently, there are two play areas shown on the map. The one adjacent to the main staging area is heavily used, but the other one above the Snyder staging area does not show much use. Based on current information, I would be inclined to eliminate this play area, but that may change after input from the stakeholders.

SECTION SEVEN: ACTION PRIORITIES

1. Reduce or eliminate fall line trails and replace them with curvilinear trails on the contour. This will improve drainage, reduce erosion, extend the length of the trails, and increase the experience that each trail offers.
2. To the extent possible, restore natural drainage patterns.
3. Restore drainage in the play area.
4. Agree on an area boundary and sign it.
5. Install at least interim boundary signing on the Play Area.
6. Develop a plan for the main staging area that deals with access, kiosk location, sanitation, drainage, shaded picnic tables, delineation of parking/staging, and barriers to control and direct use.

7. Install check dams and other hardening to help slow water flow and velocity.
8. Explore purchase options with the State and relocate the Snyder Road Staging Area. Install drainage on all water sources leading into the staging area. Close and rehabilitate the existing staging area.
9. Develop a plan for the new Snyder Road Staging Area which includes access, a kiosk, trailhead, shaded picnic tables, and sanitation. The current vision is that this be part of a complex that includes parking and access for non-motorized users, and parking and access to a youth training area which includes a tot lot, learner loop, and possibly a training area.



10. Develop and distribute a pre-education brochure.
11. Develop/implement interim signing/mapping as desired.

SECTION EIGHT: NEXT STEPS

The concept of the 4E's has already been discussed. Their effective application is critical to the successful implementation of any recreation project, but especially an OHV project. In addition, during the planning process, there are three tools for success: Provide for the User's Needs; Design for Sustainability; and Develop an Effective Operation & Maintenance Program. We can't be all things to all people but Providing for the User's Needs is a key management tool because when people find what they want ON the trail, they won't look for it OFF the trail.

1. Develop a management plan.
2. Implement a Demonstration Project. This project could include: interim signing; a porta-potti at the staging area; trail closures around a subdivision; effective closure and barriers at the old staging area on the east side; the installation of Required to Ride signs; the installation of drainage structures on the main access trail out of the staging area; or a joint trash cleanup day with all partners. When completed, conduct a field trip with stakeholders to review the Demonstration Project.
3. Seek funding for the next project phases.
4. Conduct pre-education on impending changes.
5. Educate field personnel on conducting tech checks and successful encounters. Purchase a sound meter.
6. Complete the trail inventory. If not 100%, then obtain enough data to verify the accuracy of the data we already have and fill in any obvious gaps.
7. Work with 4WD, rock crawlers, trials riders and other groups to determine where they would like to go and identify any names of places or routes currently in use. To the extent possible, incorporate this data into the Trail Concept Plan. Consider having user groups assist in the location of new routes.
8. Work with adjacent landowners and subdivisions to determine their access needs.
9. Develop a trail and facility concept plan. With the variety of modalities and activities to consider, this will be a complex process.
10. Develop a barrier plan, a comprehensive sign plan that incorporates the City's Signage Master Plan, and an interpretive plan.
11. It would be desirable to have a unique Prison Hill logo that could be used on signage for both the North and South halves of Prison Hill.
12. Develop a monitoring plan if not already done in the management plan.
13. Perform location and design.
14. Finalize trail and facility plans.
15. Obtain any necessary approvals.

16. Develop a volunteer trail patrol program, if desired.
17. Work with the City to develop an Operations & Maintenance (O&M) program.
18. Develop a procurement plan for maintenance equipment.
19. Seek implementation funding.
20. Construct/implement the project. This includes competent construction oversight.
21. Seek O&M partnerships.
22. Celebrate with a community grand opening including media coverage.



This is what Prison Hill is all about- smiles and family fun!



SECTION NINE: CONCLUSION

The South Half of Prison Hill offers some remarkable topography, challenge features, scenery, and a wide range of recreation opportunities for many modalities. It is a fun place to work. Why? Because it is a place of positive energy. Recreationists here are smiling; they're enjoying their families; and they're enjoying being out-of-doors regardless of their modality. This Site Assessment highlights a lot of issues, but none of them are unsurmountable, and for an area in the urban interface that has had little management in 35 years, the issues could be much worse than they are. I think this is in part due to the love and respect that the locals have for Prison Hill. All of this is good.

It is my hope that this assessment will be used as a platform to launch Prison Hill from an unmanaged setting into a managed setting. The trails will change from fall line to sustainable contour trails, and the look and feel of the site will change to one of professionalism and pride that can be shared by the community. The intent is to not only provide for existing uses (and maybe some new ones), but to enhance those recreation experiences while improving aesthetics, reducing erosion, and reducing vegetative loss. The landscape offers a multitude of opportunities, all we have to do is creatively capitalize on them.

Sincerely,

Dick Dufourd

Dick Dufourd
OHV Consultant
RecConnect, LLC
541-419-1979

www.reconnect.biz

Member: Professional TrailBuilders Association

Attachment 1: Comment Form (Utilized during Public Meeting)

What type of Recreation do you participate in (the southern part/OHV area) Prison Hill & Why?	
Type of recreation	Why do you recreate at Prison Hill?
<input type="checkbox"/> Dirt Bike	
<input type="checkbox"/> ATV	
<input type="checkbox"/> UTV or Side-by-Side	
<input type="checkbox"/> 4WD	
<input type="checkbox"/> Rock Crawler	
<input type="checkbox"/> Trials	
<input type="checkbox"/> Mountain Biking	
<input type="checkbox"/> Walking	
<input type="checkbox"/> Trail Running	
<input type="checkbox"/> Equestrian	
<input type="checkbox"/> Other (please indicate)	

What are your favorite features of the Prison Hill OHV Recreation Area?	

What improvements/experiences are you looking for in the Prison Hill OHV Recreation Area?

Other/Additional Comments:

Group Discussion: Top three priorities on improvements/experiences that you are looking for in the Prison Hill OHV Area? (**One form per group)

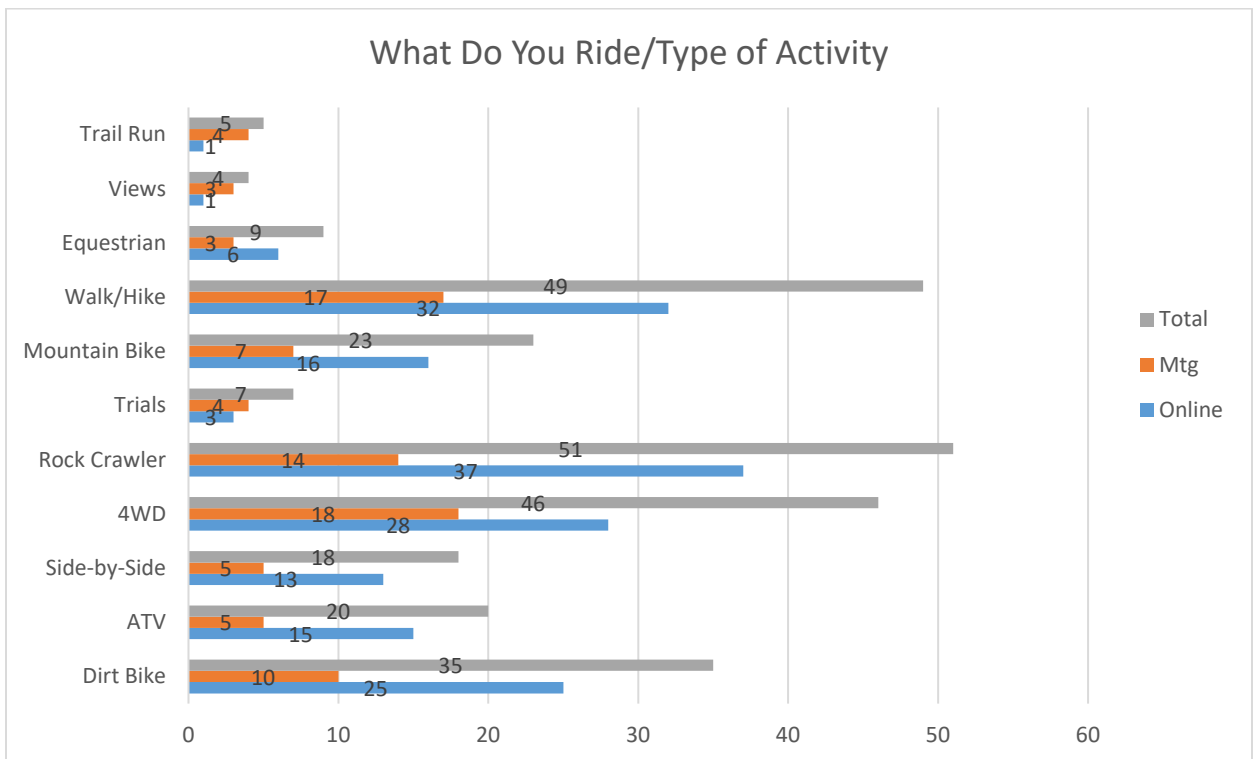
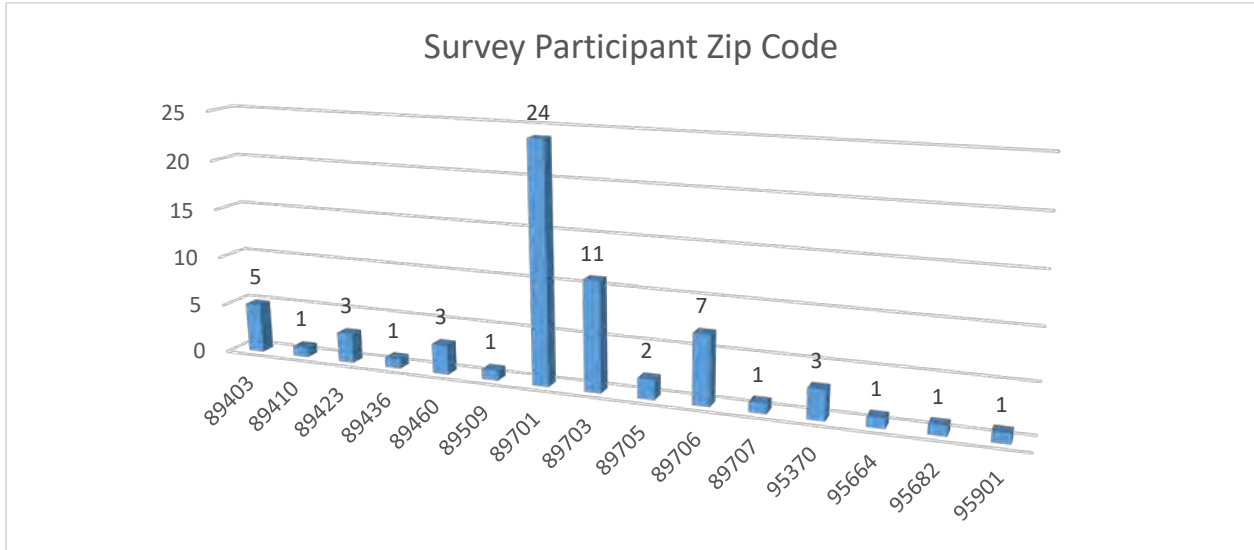
1.

2.

3.

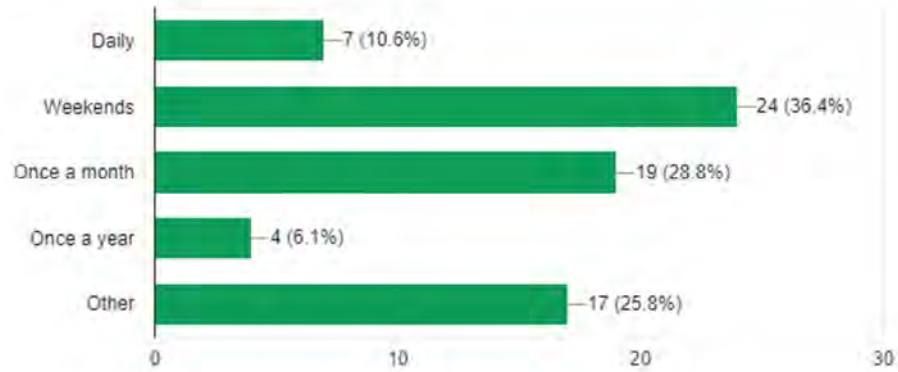
Attachment 2: Comment Summary Report

Comments Extrapolated from Online Survey & Public Meetings
 Compiled July 5th, 2018

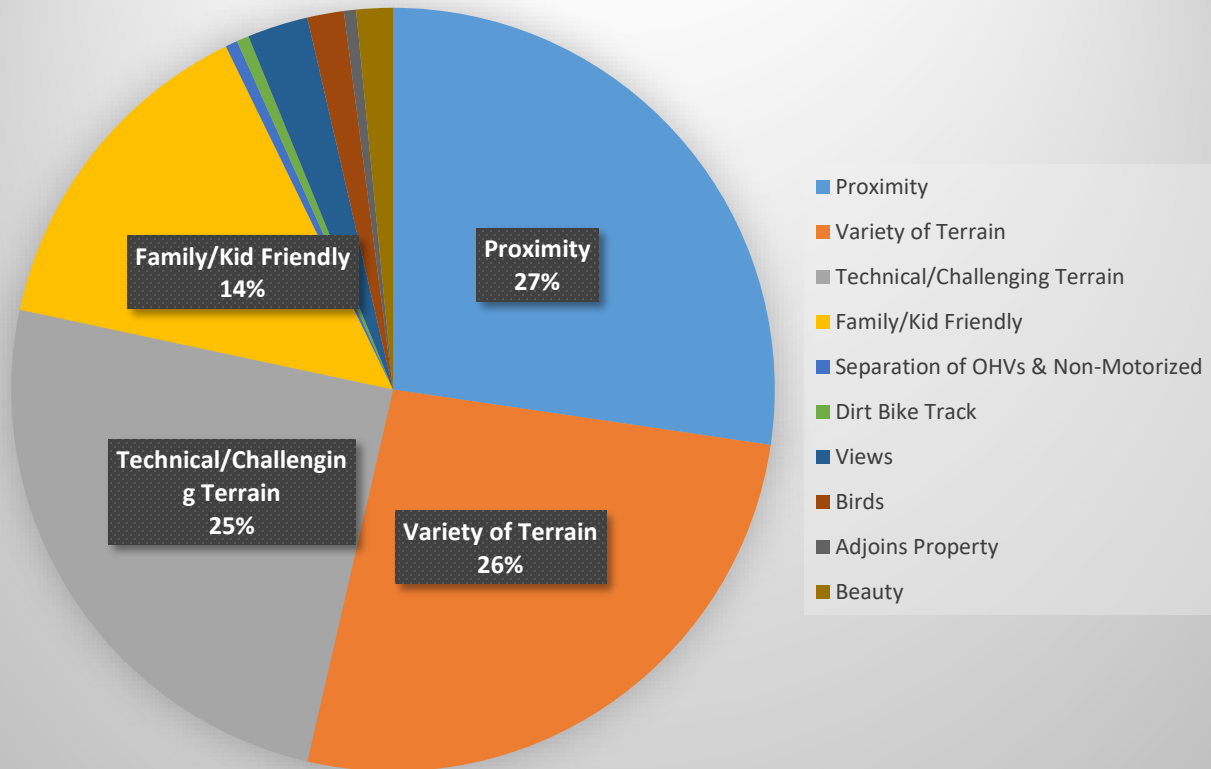


How often do you come to Prison Hill?

66 responses



Why do you recreate at Prison Hill?



What type(s) of trail improvements/additions would you like to see?

<u>Description</u>	<u>Online</u>	<u>Meeting</u>	<u>Total</u>
Trail Signing	30	4	34
Trail rating/difficulty levels	22	1	23
Access	19	1	22
Designated Routes	17	4	21
Enforcement	14	1	15
More family friendly trails	8	1	9
Play areas	7	1	8
Kids Learning Area	6	0	6
Leave Area Alone	6	1	7
Camping	5	5	10
Barriers/Boundary Markings	3	4	7
Hiking Only Trails	1	4	5
Level Parking Area	1	0	1
Respect Private Property	1	0	1

What type(s) of facility improvements would you like to see?

<u>Description</u>	<u>Online</u>	<u>Meeting</u>	<u>Total</u>
Toilets	33	8	41
Maps	22	3	25
Better Parking	18	2	20
Shade Structures	15	2	17
Access Roads	12	1	13
Kiosks	11	2	13
Road Access to Summit	7	0	7
Nothing	7	5	12
Trash Receptacles	3	3	6
Overnight Camping	2	0	2
BBQ & Picnic Benches	2	1	3
Graffiti Removed	1	1	2
No Road Access to Summit	1	0	1
No OHV Access	1	1	2

Would you like to see OHV events held at Prison Hill Recreation Area? If Yes, what kind?

Yes: 29

No: 20

Other: detail in comments

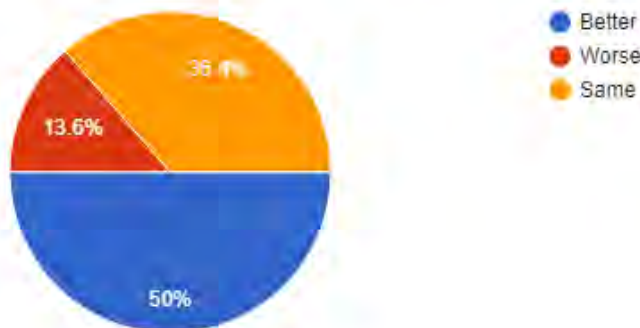
<u>Type of Events</u>	<u># of responses</u>
Rock Crawling	16
Clean up	2
Moto cross	2
Trials	4
Training for kids	3
Super Crawl	2

Comments

- Maybe, but only if the trails aren't damaged and are still usable by others.
- I am in favor of organized events by the responsible OHV groups like the ones present at the Tuesday working group and Monday night meeting. I think they would show a presence of responsible use -- and can promote and educate re responsible respectful use of the land, during their events. Set an example for other users. Also, cooperative/multi-user group clean up and graffiti eradication events would be great. Hikers/runners/OHVs can walk the area and fill bags and find dumpsites, and the driving OHVs can pick up and drive out the bags AND carry the big stuff out: tires, mattresses, appliances etc.
- Would be a great match of talent and machinery, to get the job done efficiently,
- Calrocs rock competition
- Off-road meet and greets. Trail runs and could hold an event like rock crawlers and brews. Cleanup runs.
- Trail rides to educate people on rock crawlers and off road safety

How would you compare your Prison Hill experience to other areas you ride?

66 responses



WHY?

<u>Description</u>	<u># of responses</u>
Wide Open	11
Proximity/local	10
Terrain	5
Variety	3
Great Trails	2

Comments:

- It's not locked up it's available all the time if its testing out a rig or a get together with friends.
- It's Nevada, there are lots of fun areas to ride.
- It's a great place to train for other races. The only reason I don't use Prison Hill year-round is due to the rattlesnake presence in the warmer months, but I doubt that CCPR can realistically do anything about that.
- Easy going, relaxed, easy access, close to home.
- Small area for adult riders. Please develop this area into something family friendly to promote our sport for future generations.
- Not better or worse, just different, short rides.
- I hike. The most beautiful views from Carson City. Prefer it to be more of a park like setting. I have not seen golden eagles on what is now called Graffiti Rock/5411 the last 3 years. Way point in decimal degrees 39.118 N, 39.728 W
- I hike and enjoy the best views from Carson City which are at the south end of Prison Hill. Love the raptors - they like the rock formations as do I.
- I am not a rider but had to check one of above for survey to SUBMIT. The south end of PH is one of the best trail running areas however --- length and diversity of trails, canyon running, ability to do point to point or loops, wide variety of routes, challenging (varying degrees to very difficult), great views in the distance (in all directions, of Great Basin, Carson River and its valley, Sierra and Carson Range) and also right there on the Hill. Mountain biking is good in the south end also, in the Winter and after rain/snow-when ground frozen.
- There are a lot of really good rock crawling around this area. The beautiful thing about Prison Hill is that it is right close to home.
- OHV users are often less environmentally friendly than other trail users and leave trash, drive off designated trails, leave graffiti, and disregard leave-no-trace principles, making the experience less than enjoyable for trail users that come after them.
- Beautiful riding, very quiet! You see no one out there!
- City wants to fix what's not broken.
- Sage brush and sand.
- It's away from people.
- All areas of Carson are nice, just a different experience.
- Not so special for hikers due to increased erosion and trail damage from OHV.
- You can wheel all day and not hit the same trail.
- It's just nice to a quick trip there.
- It's just somewhere teenagers make out and throw parties leave it alone.
- Proximity, for testing the vehicle I am 10 minutes from home not a couple hours.

- I like riding Prison Hill because there are very few rocks in the riding area. On the other hand... it's really sandy at the base. wish it could be watered somehow. I like going to Prison Hill because of the dirt bike track as well. Has a nice track at the base.
- It's beautiful, and natural.
- It is close to home with obstacles no other place has to offer.
- It is being commercialized, congested and controlled.
- It's not regulated and it allows for more use.
- It is about the same terrain as Moonrocks, but closer to me and there is still plenty of terrain there I haven't hit yet.
- Has great terrain, however most other areas are available for camping and night riding.
- Great area but inconvenient without camping especially for out of towners.
- Everywhere is unique.

Other Comments (meetings & written):

- More regulation is not a good thing, no-need for re-veg project, Warn riders of Mexican Dam (DD trail).
- Protect rock formations, mitigate erosion on roads.
- Special Events - accommodate ability to hold high volume capacity - safe place to accomplish this.
- Known off-limits areas, long term maintenance commitments from the city.
- Grant info should be public, accountability.
- Pablos Ditch/Canyon, Devils Bowl, Snatch, Death Wall. OHV Economic Impact Study.
- Access on East side of area. Congestion on weekends once area is improved and advertised
- Concerned about potential liabilities if someone gets injured on their private property (owns property on both sides of road).
- Carson City provide dumpsters, volunteer efforts to clean up - clean up days.
- Compare to Octotillo Wells - give trails names so they are easier to identify. Post rules.
- Keep local trail names.
- Trespass into the non-OHV area continues to be a big issue, especially all along from the top main road down into the non-OHV area — (down the several canyons as well as willy nilly through the sagebrush, where there had been NO trails). It used to be rampant along the north border of the OHV area (with obvious physical and visual damage along that border) — until the fence went in (which has not been breached except one cut (that I twisted back together) and, very recently at the lower end, two sections pushed down — which my husband and I put back in place and notified Parks).
- I still contend that the 'boundary' (along the top from Graffiti Rock to the Summit) is written in the Master Plan, as the 'main road' to the Summit. If you look at the land, from the Staging Area on Golden Eagle and/or from Graffiti Rock, up to the Summit — the meandering road to the far west could not be the Main Road — nor the one directly to its east. The Main(straight) Road appears to be a bit more to the east — IMO — and goes directly and straight, up to the Summit. That being said, the two roads to its west, are not in the OHV area.
- To back this up, if you look at satellite maps from 1996 and on, you can see that these (meandering and not as wide) roads to the west — are not seen or are very faint. They become wider and more visible over the years — whereas the 'main' road is visible from 1996. The

erosion along the 'secondary' road that is furthest to the west — that goes right up to the prominent rock outcropping north of Graffiti Rock — is obvious, where the OHVers make sharp turns at that rock. And, the 'trails' and destruction they have caused riding into the OHV area from that western road, are also evident.

Comments submitted regarding the Site Assessment

To my knowledge at this point, there are no nest sites or den sites of sensitive or endangered species.

The Golden-crowned Kinglets do perch and probably nest, on the various outcroppings in the south end of Prison Hill. My husband has taken photos of them throughout the area. They are often on Graffiti Rock and the outcroppings on the west slope — and the prominent outcropping at the north border of the OHV off Snyder (all of these places are impacted by the OHVs coming up to the base of the rocks). Also they perch on the outcropping just west of Graffiti Rock — which is OUTSIDE the OHV area but tracks and destruction of flora are evidence of frequent driving and riding to that outcropping (and over and through it). And the outcropping between Graffiti Rock and the Summit, where trails have been cut in up to/ all around/thru — more prolific and visible since 1996 maps --- and obviously OFF the MAIN trail that goes from Graffiti Rock to the Summit (which according to the Conservation Easement, is the border of the OHV/Non-OHV areas?).

Observed recreation uses were: hikers, joggers, dog-walkers, mountain bikers, paint-ballers, motorcyclists (dirt bikes), ATVs, Side-by-Sides (SxS), 4-wheel drive vehicles (4WD), rock crawlers, recreational driving (stock vehicles), trials bikes, and an extended family having a birthday party.

Yes, nice that there are multiple users, mostly compatibly! However, the Conservation Easement or Management Plan? states that Paint-balling is not allowed on the hill anywhere. But is frequent, per all the residue paintballs in the canyons, especially the main one to the east of the Staging Area. I have also seen the residue around many of the outcroppings in the OHV area. Rarely if ever in the non OHV area. Hard for me to pick up, so small — but aggravating to see them scattered all around.

Typically, the issues associated with that are: dumping, vandalism, shooting, parties, drug-dealings, and other activities that are generally considered undesirable. To my surprise, there is an amazing lack of those activities. I did not hear any shooting except at the prison gun range; there is little garbage; and I did not see any piles of burned pallets indicating parties.

I wonder, did Dick see all the trigger trash (especially shells) at all of the outcroppings? Especially all-around Graffiti Rock, and the outcropping midway from Staging Area to Graffiti, and the Summit — and in the canyons and Quartz Hill down by the Staging Area. Actually, I pick up trigger trash and clays all over — but a big problem at Graffiti Rock and Summit.

I regularly travel through the south end canyons and roads, several bags each time of the usual beer bottles/cans, wrappers, fast food bags/containers, cigarette packs and butts, liquor bottles — and occasional TVs, appliances, mattresses, tires). John Costello and Open Space Staff are always willing to help with the larger items as needed (John picked up a pile we had collected at the Summit). Not that difficult for us to just transport them directly to the dump. The canyons are particularly littered — and because I am passionate about their preservation, I spend much of my collection time in them. The canyon just east of the Staging Area has been littered with the above — and hazardous materials (anti coolant, oil, gas) — and Graffiti (that I was able to eradicate physically rock on rock or rock hammer technique!, from there and quite a bit at Graffiti Rock and off South Rock — the rock just above the Snyder area). I often find black marking and grating on the rocks of the canyons and the Open Riding Areas south of Snyder, from OHVs climbing them — but also oil and gas leaked behind. I would agree that the volume of trash might be less than other areas, HOWEVER it IS present — and markedly more in

the OHV area than the non-OHV area (I pick up a bag or two a month there maybe, and it is often the OHV trash at the boundary areas — or from their trips into the OHV area — some is thrown out with intent, some is an accidental drop (especially the water bottles or power wrappers dropped by runners/hikers, probably inadvertently — or off the OHVs unknowingly).

Re shooting: I often hear and see shooting during my runs. Very often at Graffiti — shooting across the roads up there (and sometimes aiming in my direction, just north of there, in the outcroppings in the non-OHV area). Two dads with their two sons were shooting in the non-OHV area above the neighborhoods on Gentry, across the trails, years ago — when I nicely asked them to stop, explained it was not allowed, they argued with me — until I called Juan Guzman who explained the ‘rules’ to them.

And LOTS of shattered glass (and disturbing to me because hard to pick up — I have tried various rakes, sifters, but unsuccessfully): notably off Graffiti Rock especially to the west side of it between the two outcroppings (Graffiti Rock and its sister to the west and the separate outcropping west of there in the non-OHV area). All around Graffiti Rock flats and the Summit (all around, and into the non-OHV area) — and all over the Snyder parking area and Staging area and canyons adjacent and up on Quartz Hill (staging area). And in the various canyons throughout the OHV area. And in the non-OHV area below the big rock at Snyder.

The location and design of the Snyder Road Staging Area (SA1) is undesirable: The size is inadequate; it's location contributes to erosion; it is visually intrusive; and it gives a visitor a poor first impression of the Prison Hill Recreation Area.

THANK YOU! We in the neighborhood would welcome restoration of Snyder. It has seen devastation over the years, from driving through/parking etc., noise. I pick up garbage there several times a week — and have found hypodermic needles and bong pipes — (turned into Sheriff's office).

Poor access to the top: It is human nature to get to the top and see the view, but currently finding the correct access route is difficult and traversing that route is difficult. There is not a way for the casual recreationist to access the top of Prison Hill.

Interesting. I run up to the Summit from all directions, on all kinds of trails, at least once a week. Take friends who don't run, on hikes up the various trails/roads/canyons to access the top.

Staff has driven up to the top, in 4 WD trucks, when retrieving garbage along the way — or exploring the area, investigating problem areas. Not easy, but negotiable, slow — and once at Graffiti Rock the ‘main’ road is pretty tame — compared to the other roads/trails that have been cut in (not designated, and not ‘existing’ until ? 1996 and recently). I would hope the road would not be ‘buffed out’ to the extent that just anyone could ride up in any vehicle — that defeats the purpose of keeping the area natural and pristine, IMO. The Conservation Easement does not advocate ease of access like being in town, does it????

The goal is for preservation/conservation/protection of the area? IMO allowing and encouraging all forms of OHV to maneuver in it, will just ruin it. Isn't Conservation Easement land a separate and distinct entity, with specific uses and protections? Vs other publicly used lands? The Easement document does state that OHV is allowed — but inherent in the Easement are protections that, IMO, have to be addressed and honored — and perhaps use has to be restricted in some ways, to satisfy the

Easement requirements. Exploring, rock crawling, etc seem consistent when done responsibly — but easy driving of anyone and everyone to the Summit?

They can drive up Goni Road for views? Or up the BLM roads all around the area? Areas that have less restriction, are not Conservation Easement defined and protected.

Lack of enforcement. Most respondents said that they rarely, if ever, see a Park Ranger or Deputy Sheriff on site. Those that have seen the Ranger in his vehicle have not been encountered by the Ranger. Conducting personal encounters is one of the most effective ways to educate your customers, so it's important that enforcement personnel be trained to effectively perform those encounters.

I work with John Costello, Ranger - often. I see him on the hill often. He has a huge territory to monitor. He is available whenever I call on him to help with a garbage pickup or look at a problem area. He picked up burned pallets above the Staging Area that I could not pull out myself. He offered to help with the ? 25 bag removal (garbage my husband and I collected, x 3, at homeless camps in one of the canyons — and dragged out, wheeled out, to Golden Eagle Road) — but we were able to load it all up in my husband's truck and bring to the dump. If we can do it, we do — we know he has a lot to manage/monitor. BTW, we also 'normalized' the three homeless sites — no trace! John went looking for the homeless person, when we told him the location. He often interacts with users on the hill, educating and guiding (people I met hiking later - OHVers and non-OHVers) — has a great way with people, 'educating' while establishing a rapport and encouraging respect for the area. I wish we could clone him! His presence on The Hill has made a huge difference in compliance and respect, I think. And, I agree, that with more Rangers and Law Enforcement, the area will be safer and more respected (and with adequate signage and fencing).

The buck and pole fencing could be a good alternative. It is easy to install and will rust to aesthetically blend with the landscape.

I do like that fencing! And would like to see it along the entire north and west boundaries!! I agree that some of the trespass into non-OHV area is because of lack of adequate signage and thus awareness, of the boundary. But of course, some is BLATANT — like at the Summit, and road going west from Graffiti Rock, and heads of many of the canyons, where stakes are obvious (and are often removed run over shot at, broken) — and tracks run through them/over them!!!! I find the kiosk signs easy to read and understand. Perhaps they could be improved (I liked Dick's example - bright brief OHV regulations) — however, if people read thru the existing signs they would know the rules. The signs are obvious at the access points and Staging Areas but are blatantly ignored in many instances. That is where education and monitoring will assist!

The boundary lacks signs and fencing like this in ineffective and looks unprofessional.

This particular section was run over by OHVs I believe — right above (east of) the outcropping at Snyder. My husband and I repaired it as best we could (after this shot was taken I believe).

We reported it and offered to fix it. Thank you to the Hot Shots and ? (Local Fire Dept, BLM?), many years ago, that fence was put up on the north boundary — after many complaints by us non-OHVers re trespass of OHVers into the non-OHV area (along with destroying the flora, littering garbage — along the entire border — repeatedly — and being a nuisance to hikers, dogwalkers/etc.).

The Hot Shots et al donated their time (and materials - or BLM paid?) to get it done — and did it very quickly (within a few days). The fence immediately and effectively stopped OHV trespass!!! And in the several years, there was only this one breach (in the photo) and one cut up higher (that we also fixed). It was the best that could be done, without campaigning for money for fencing and labor — and we non-OHVs are very very grateful to that group for doing it - and for the Open Space staff/Juan Guzman advocacy and work with BLM to make it happen!!!!

Explore purchase options with the State and relocate the Snyder Road Staging Area. Install drainage on all water sources leading into the staging area. Close and rehabilitate the existing staging area.

My concern re this area is that it is at the base of several canyons/drainages — lovely sandy DG with progressively more granite outcroppings as one travels up canyon! I worry about the impact on these canyons, if OHVs stage right at the base. Much more use and impact. All these canyons drain water during the winter season. Animals obviously travel them, per the many prints in the canyons all times of the year. I think these canyons are among the gems of Prison Hill — and should be protected, not ridden MORE. While I agree that the Snyder 'staging area' (never designated as such, and defiled and defoliated over the past years) needs to be closed/revegetated, I don't see this other area as healthy for the area. Why not just enhance and improve the existing Staging Area at Golden Eagle, per Dick's recommendations (grading, designation of activity by signage etc.). It is huge, and certainly can accommodate any and all OHV needs? Why denude yet another area?

Attachment 3: Visitor Use Survey Template & Summary

Prison Hill Visitor Use Data Compilation												
Date	# of People	Zip Code	# MC	# Quad	# 4x4	#SxS	# Other	x/year here	Patroller	Reason(s) for visit? What do you like about area?	Where did you go?	Improvements to Area/Trail/Infrastructure?
4/7/2018	3	Local				1		7	DD	Close, Variety, Fun, Access, views	PA & Top	Toilet, Better Entry, Need better road for rigs, and access at SA2
					4-5				DD			SA1 not usable, needs sanitation, non-motorized trails have same experience & sustainability issues, erosion is a huge issue
4/8/2018	2		2					300	DD	Lives in Subdivision/Trials Rider Ultimate Trials Area!		More Signs at SA1
	5	Local	4					100+	DD	Close, free, kids can play	All over	Nimbyism, Signing, Trash cans,
	1						1		DD	Don't close anything	Walker River	
	1	Local	1						DD	Rode from house		
	2	Local	2						DD	Racers need staging area		Link to Pine Nuts if can cross river
	2						2		DD	Clean & no shooting		
	2				1				DD	No parties		
	1						1		DD			
									DD			
4/8/2018	4	89423	3						AN	Close Proximity	Play Area	More Maintenance
	2				2				AN			
	1					1			AN			
	2	89557			2				AN	Wanted to go somewhere different other than Moon Rocks. Great place to learn to rock crawl	All Over	Trail Signing, Porta Potty, No trash receptacles, Play area needs more organization and signing (Chaos)
	1						1		AN			
	4		4						AN			
	1			1					AN			
4/18/2018	2						2		AN			
	1						1		AN			
	2						2		AN			
Totals:	39		16	1	5	2	10					

Attachment 4: Examples of OHV Trail Signage

Effective trail signage is critical for enthusiast safety and provides useful and detailed information. This information includes point of reference and location on the ground, travel and distance (in miles), points of interest (historical, scenic, services, and facilities), and intersection markers. Proper signage also provides notification of allowable uses and level of difficulty/terrain, warning of potential hazards, reduces risk for the managing agency, and increases the enjoyment for OHV enthusiasts on the trail and within designated riding areas. Trail signs are also important in identifying areas and trails that are closed to OHV use as well as identifying changes in ownership. This can reduce trespass onto private property. The examples below depict a variety of trail signage utilized across the US in OHV Areas and Trail Systems.



Attachment 4: Examples of OHV Trail Signage Continued

The International Off-Highway Vehicle Administrators Association (INOHVVA) released the [Guidelines for Trail Signing and Placement for Off-Highway Vehicles](#) in August 2018. The purpose of the document is to provide guidelines for the best practice of sign placement on recreational OHV trails and as a process to improve OHV trail development in a safe and cost-effective manner¹

The complete document: Link will be provided when document is available

¹ 2.0 Purpose of this Document, Guidelines for Trail Signing and Placement for Off-Highway Vehicles, INOHVAA, August 2018

Attachment 5: Examples of Boundary Markers, Barriers, and Signs

Delineating and marking the OHV Area boundary is an important component of the Management Plan. Once the boundary lines are identified, an effective and aesthetically pleasing structure should be installed to clearly define the boundary area. The structure should correspond with the natural surroundings and adapt to the area. The following examples below have been highly effective and implemented in Nevada and other Western States.



Attachment 6: Interagency Fire Condition Survey

Southwest Area Fire Restrictions and Closures Coordination Form SECTION 1:

1. What is the predicted fire potential for the next several weeks?

Is the Southwest Area 7 Day Significant Fire Potential Outlook showing consistently 'Very Dry' fuels (brown color) or more than one 'High Risk' day (orange or red color) per week? YES NO

1. Is the Southwest Area Monthly Outlook showing 'Above Normal' Significant Fire Potential (red color) over or near the unit(s) under consideration? YES NO <http://gacc.nifc.gov/swcc/predictive/outlooks/outlooks.htm>

2. Is there an increase in number of fire starts within the Zone? # of Human Starts [H] : _____ Major Cause Category: _____ # of Natural Starts [N] : _____

3. What is the daily fire occurrence situation?

- Are there multiple starts? YES NO
- Are fire occurrences and associated control problems increasing or decreasing? INCREASING DECREASING

4. Are adequate fire resources available by Agency/Zone? YES NO If no, what are the resource needs:

5. Are severity resources or funds requested and/or approved for local/zone agencies? YES NO

6. Is an increase/decrease in recreational visitor days, i.e., holidays and special events, expected? YES NO If yes, example: _____

7. Are social, political or economic impacts expected? YES NO If yes, example: _____

8. Are there preparations for the next phase, whether that would be a higher level of restrictions, closures, or rescissions of an order? YES NO If yes, explain:

Notes or Remarks:

Have the following individuals been contacted concerning area fire restrictions? Agency Administrators:

_____ Public Affairs/Public Information

Officers: _____ Law Enforcement/Special

Agents: _____ Fire Prevention

Officers: _____ Adjoining Zone(s) Board

Chairs: _____

Other: _____



**NEVADA DEPARTMENT OF WILDLIFE
NEVADA TAHOE RESOURCE TEAM**

901 South Stewart Street, Suite # 5003
Carson City, Nevada 89701-5246

Phone: (775) 684-2742 • Fax: (775) 684-2721

Date: April 5, 2019

From: Mark S. Enders

Re: Prison Hill golden eagle habitat evaluation

On April 1, 2019, NDOW visited the Prison Hill Recreation Area (PHRA) with Gregg Berggren and Lyndsey Boyer from Carson City Parks, Recreation & Open Space Department and Zachary Ormsby from Nevada Division of State Parks to evaluate the area for golden eagle use and habitat suitability. Approximately six hours were spent driving and hiking to several potential golden eagle nesting and roosting sites (Figure 1), as well as observing a golden eagle pair that occupied Prison Hill for much of our visit (Figure 2).

Three major rock outcrops were inspected up close by hiking around the base of each feature: "Graffiti Rock" (264174E, 4333447N), a large rock outcrop to the west of the main summit (264163E, 4334504N), and the major spine north of "Dead Truck Canyon" (264372E, 4335002N). Additionally, all major rock outcrops that were visible from these three locations, as well as outcrops visible from the main summit (264643E, 4334390N) and a prominent southern viewpoint (264227E, 4333078N), were also inspected by observing them from a distance with a spotting scope. The only active nest that was found during the visit was a mourning dove nest located within a cavity on the east side of graffiti rock. Two large dilapidated stick nests were found in an M-shaped rock outcrop on the south slope of "Dead Truck Canyon" (264639E, 4334675N), but they were in an advanced state of decay, suggesting that they had not been used in a very long time (Figure 3). There was no evidence of recent or current golden eagle nesting within the boundaries of PHRA; however, large amounts of whitewash were seen on the top of several prominent rock outcrops, suggesting that the area provides suitable perching and hunting habitat for raptors.

Several raptor species were observed during our visit, including red-tailed hawks, turkey vultures, one Cooper's hawk, two northern harriers, and a pair of golden eagles. The golden eagles were first observed perching on the prominent rock outcrop immediately west of the main summit (264163E, 4334504N) as we hiked up the south slope of "Dead Truck Canyon." We got within 200 m of the eagles on foot before they flushed, which might indicate some level of habituation to human presence. We closely monitored their activity for approximately 2 ½ hours. They exhibited undulating flight displays several times during our observations, which is indicative of a mated pair. In addition to the rock outcrop where they were first seen, the eagle pair also perched on other prominent rock outcrops within the boundaries of PHRA, including "Graffiti Rock" (264174E, 4333447N), a small rock outcrop north of "Graffiti Rock" (264236E, 4333685N), and large boulders along the major spine north of "Dead Truck Canyon" (264153E, 4335030N).

The eagle pair reached altitudes greater than 500 m twice during our observations and flew far beyond the boundaries of PHRA on three occasions: once to the north, once to the east (approximately to the tree line in the foothills of the Pine Nut Mountains), and once to the west (past Indian Hills). The eagles did not reveal a nest location, but the large movements that they made during our visit revealed a large territory, with PHRA likely situated in the middle of the territory. While we did not discover any recently- or currently-active eagle nests within PHRA, its numerous rock features and abundant shrub cover provide excellent hunting grounds for golden eagles, and they likely spend ample time there during the nesting season. There have also been golden eagle observations there in the winter, further highlighting its productivity as a foraging area for raptors of all species.

Our observations did not reveal an immediate need to exclude any portions of PHRA from recreational activity in order to protect or promote golden eagle nesting. As mentioned previously, we did not find any recent evidence of golden eagles nesting there. Instead, our observations indicated that golden eagles likely use PHRA primarily for foraging and that it makes up only a small portion of their territory. While heavy recreational pressure could preclude future nesting there, prolonged golden eagle activity during our visit suggests that existing levels of recreation are not having a negative impact on the golden eagle territory that encompasses PHRA. Golden eagles are typically intolerant of any type of human encroachment, and since motorized and non-motorized recreation have occurred at PHRA for decades, the area might have become unsuitable for eagle nesting long ago. It is also possible that raptors inhabiting PHRA have become habituated to human activity there. As we drove past “Graffiti Rock” on our way back to Snyder Avenue, our vehicle drove within 75 m of the golden eagle pair. One of the eagles flushed from the rock, but the other stayed perched as we drove by, indicating a level of tolerance that is not typical of golden eagles that inhabit remote places elsewhere in Nevada. There was no indication that PHRA’s suitability as a foraging area has been reduced by recreational activity. However, there were obvious impacts to vegetation and soils in the motorized portion of PHRA due to frequent cross-country travel, which could result in indirect impacts to golden eagles through reduced prey availability. Restricting motorized travel to designated routes will be important for maintaining high-quality cover, nesting sites, and forage for prey species that golden eagles and other raptors depend on.

Several rock features at PHRA were large enough to support golden eagle nesting, but there were three specific areas that appeared to be most suitable based on the height and verticality of cliffs, no motorized recreational activity, lack of access for predators, and availability of large platforms: (1) Large rock outcrop just north of “Graffiti Rock” (264288E, 4333830N), (2) The many rock outcrops along the major spine north of “Dead Truck Canyon” (264372E, 4335002N; Figure 4) and (3) the rock outcrops on the south slope of “Dead Truck Canyon,” where old dilapidated stick nests were found (264639E, 4334675N; Figure 3). “Graffiti Rock” also appeared physically suitable for eagle nesting, but its status as a popular destination and the extensive amount of vehicle and foot traffic there will preclude nesting activity. At the very least, these locations all represent great perching habitat for golden eagles. Additional visits should be made before any final conclusions are drawn. Therefore, NDOW will make at least two additional visits to PHRA during the 2019 nesting season in order to confirm that golden eagle nesting is not occurring there, and to locate any active eagle nests outside of the PHRA boundaries. If high-quality nest sites occur elsewhere within the territory, and high-quality foraging habitat can be maintained at PHRA, then recreational activities there are not likely to cause this golden eagle pair to abandon their territory.



Figure 1. Map showing the route traveled during our survey on April 1, 2019 (blue line), and four rock outcrops used by a pair of golden eagles for perching during our visit (green dots).

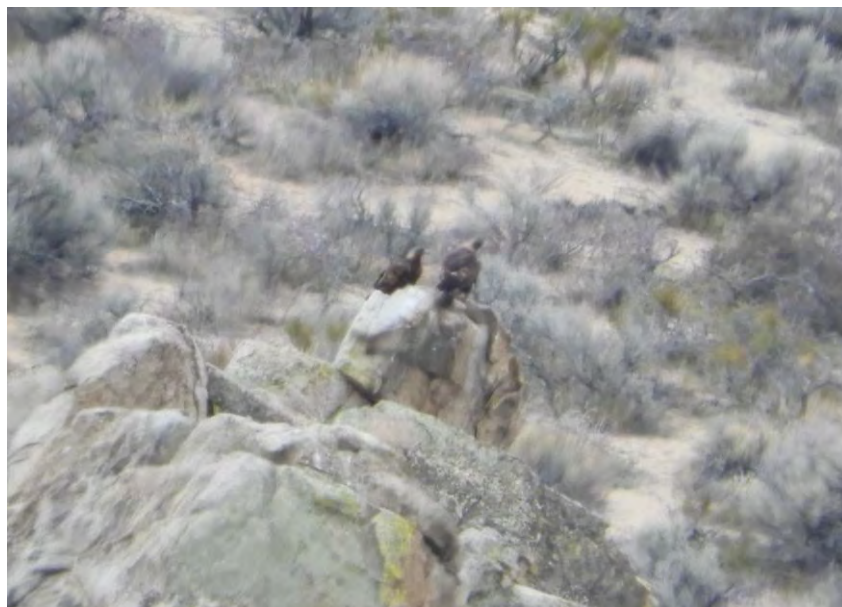


Figure 2. Golden eagle pair perched on rock outcrop at Prison Hill Recreation Area on April 1, 2019.



Figure 3. Two dilapidated stick nests (circled) found in an M-shaped rock outcrop on the south slope of “Dead Truck Canyon.”



Figure 4. Some of the rock outcrops along the major spine north of “Dead Truck Canyon.” This ridge contains many cliffs that could be suitable for golden eagle nesting.

Recreation and Public Purposes Act Information Sheet



Fire Station, Las Vegas Nevada

Department of the Interior regulations for the Recreation and Public Purposes Act are found in Title 43 of the Code of Federal Regulations (43 CFR), Parts 2740 (Sales) and 2912 (Leases). The Act authorizes the sale or lease of public lands for recreational or public purposes to State and local governments and to qualified nonprofit organizations. Examples of typical uses under the Act are historic monument sites, campgrounds, schools, fire houses, law enforcement facilities, municipal facilities, hospitals, parks, and fairgrounds.

What Lands Are Covered By the Act?

The act applies to all public lands identified for disposal within existing land use plans. Excepted lands are those within national forests, national parks and monuments, national wildlife refuges, Indian lands, and acquired lands.

Under special authority, the BLM administers about 2 million acres of revested Oregon and California Railroad and Coos Bay Wagon Road grant lands in western Oregon. These lands may only be leased by public agencies and municipal corporations under the Act.

How Much Land May Be Purchased?

The amount of land an applicant can purchase is set by law. Whether the land is to be purchased or leased, the BLM will classify for purposes of the act **only the amount of land required for efficient operation of the projects described in an applicant's development plan**. Applicants should limit the land requested to a reasonable amount. Applicants will be required to first accept a lease, or lease with option to purchase, to ensure approved development takes place before a sale is made and a patent (Government deed) is issued. However, projects that include the disposal, placement, or release of hazardous materials (i.e., sanitary landfills) must go directly to patent.

State Agencies and Other Political Subdivisions:

Any State, State agency or political subdivision of a state may purchase for recreation purposes up to 6,400 acres annually, and as many small roadside parks and rest sites, up to 10 acres each, as may be needed. In addition, any State, State agency, or political subdivision of a state may acquire 640 acres annually for each public purpose program other than recreation. These lands must be

within the political boundaries of the agency or within the area of jurisdiction of the organization or, in the case of cities, they must lie within convenient access to the municipality and within the same State.

Nonprofit Organizations:

Nonprofit organizations may purchase up to 640 acres a year for recreation purposes, and an additional 640 acres for other public purposes.

How Much Land May Be Leased?

The Act sets no limitation on the amount of land that may be leased.

The Cost

A. State and Local Governments

1. Recreation or Historic Monument Purposes. Permanent conveyances of land for recreation or historical monument purposes are made without charge. Governments may lease lands for recreational use at no charge, but lands leased for historic monument purposes are subject to special pricing as described below.

2. Other Public Uses. Public agencies may purchase or lease land by two alternative pricing methods.

B. Special Pricing

Under special pricing schedules, purchases may be made for \$10 an acre, with a minimum price per transfer of \$50, or land may be leased for \$2 per acre per year with a minimum annual rental of \$25. Special pricing applies to land that will be government-controlled, used for government purposes, and serves the general public. Examples include parks, educational facilities, public health-related facilities, fire and law enforcement structures, courthouses, and State, county and community administrative service facilities, social services, storage and maintenance, extension services, and public works.

C. Regular Pricing

The rental or purchase price of land for uses that do not qualify for special pricing will be one-half of fair market value. The price will be 90 percent of fair market value if the use is restricted to members of a particular or limited group. Uses subject to regular pricing generally are those that are publicly supported and operated, but not essential or customary to government administration and services. They include museums, community centers, tourist information facilities, and fairgrounds.

D. Nonprofit Organizations

Nonprofit organizations may lease or purchase land for uses consistent with their articles of incorporation or creating authority. The lease or purchase price is one-half of the fair market value or 90 percent if the use is not open to the public.



Centennial High School, Las Vegas Nevada

Commitments:

To obtain a lease, applicants must obligate themselves to the following commitments:

- A. **Nondiscrimination.** Nondiscrimination as to access to the land and facilities based on race, color, religion, sex, age, or national origin in accordance with Title VI of the Civil Rights Act of 1964 (78 Stat. 241).
- B. **Development and Management Plan.** To develop and manage the lands in accordance with an approved program of utilization that must include a plan of development and plan of management.
- C. **Use Charges.** To make no more than reasonable charge for the use of facilities on the land (whether by concession or otherwise) and to charge no more for entrance to a use area than is charged at other comparable installations managed by State and local agencies, all charges to be subject to review and modification by the Secretary of the Interior under due process procedures.

Note: A facility may be operated by a concessionaire, who is entitled to a reasonable profit in return for work done.

Terms and Conditions:

- A. **Patents:** Patents issued under the Recreation and Public Purposes Act convey a restricted title since they contain certain provisions or clauses which, if not complied with, may result in reversion of the title to the United States. These provisions are:
 - 1. Certain nondiscrimination clauses providing that the patentee may not restrict or permit restriction of the use of any of the lands conveyed or facilities thereon because of race, creed, color, sex, age, or national origin.
 - 2. If the patentee or its successor in interest attempts to transfer title or control over the land to another, or the land is devoted to a use other than that for which it was conveyed without the consent of the Bureau of Land Management, title will revert to the United States.
 - 3. Each corner point of the lands desired will be monumented and described in an official

survey before patent is issued and the land described in the patent must be specifically shown upon the official survey plat.

4. A stipulation that the lands will be used in perpetuity for the purposes for that they are acquired. The lease or patent may stipulate that certain provisions of the development program, including the management plan, may be subject to review by the Secretary of the Interior or his delegate.

Note: The purpose and plan may be modified upon approval by the BLM.

5. All minerals will be reserved to the United States.

B. Lease Periods. Lease periods may vary, but shall not exceed 20 years for nonprofit entities and 25 years for governmental entities.

C. Lease Terms and Conditions. Leases are issued subject to appropriate environmental and legal stipulations and contain provisions for compliance with:

1. Nondiscrimination based on race, creed, color, sex, age or national origin.
2. The approved plan of management and development upon that the lease was considered and issued. In addition, leases may be canceled for nonuse or a use other than that for which the lease was issued without prior consent of the BLM.
3. Under certain circumstances, the Federal Government may reserve the standing timber, use of water, or place other limitations on the use of natural resources.
4. Other reasonable stipulations as may be required as part of the consideration for the moderate charge being made for the land.
5. Subleasing to another entity for profit is not allowed.

How Interested Parties Should Proceed:

Anyone intending to submit an application must have a consultation with the local BLM office that manages the proposed lands prior to submitting the application. The consultation will cover such items as land status, application filing requirements, application processing steps, BLM policies and objectives, management responsibilities of the lessee or patentee, and terms and conditions that may be required in a lease or patent, pricing policy, land use planning, and time frames for application processing.

The time of year an application is made may affect the processing time. Applications received late in the field season or during the winter months may be held up where field examinations cannot be made until the following spring. Delay also may result from the presence of unpatented mining claims since it is necessary to determine the validity of these claims or mineral potential of the area before acting on the applications. Similarly, when lands are sought that have been withdrawn (legally set aside) for power or other particular purposes, considerable time may be required to secure the necessary approvals.

With the advice and help of the local BLM office, prospective applicants should complete the following steps:

1. Determine that they are qualified to be an applicant under the Act and secure evidence that they are legally empowered to lease or hold title to land.
2. Ensure that all the lands to be applied for are needed to accommodate a definite project that serves an actual need and that the project meets the established criteria for such a project. Land included in applications for patents or leases must be shown to be part of a **definite, well-planned project**. A development and management plan and construction schedule are required to ensure proper programming for the future use of the land.
3. Ensure that there is sufficient funding to develop the proposed project (see 4(b) below).
4. Refer to BLM land records for legal descriptions, acreage and status of lands desired, their availability, and nature of any conflicts of record. Unpatented mining claim conflicts can be determined by researching county records, on-the-ground inspection, and the BLM automated mining claim recordation system.



First Baptist Church of the Lakes, Las Vegas Nevada

Application Requirements:

Applications are made on BLM Form 2740-1 (See [Illustration 1](#)). In addition, the application should be accompanied by:

1. A \$100.00 nonrefundable filing fee.
2. Certified copies of the Charter, Articles of Incorporation or Association, or other creating authority, if the applicant is a nongovernmental corporation or association.
3. A certified copy of a resolution or other evidence authorizing the filing of the application and further authorizing the signing officer to execute the application.

4. A draft development plan (including a site plan), and a management plan, to include:
 - (a) A statement of the proposed use of lands, a detailed description of the proposed project and a statement describing administration of the tract (See [Illustration 2](#)).
 - (b) The anticipated expenditure for development (including source of funds to be used for development). (See [Illustration 2](#)).
 - (c) A map showing the nature and location of facilities, land ownership of the entire project, and access routes. A professionally prepared site plan by a planner or architect is not usually required, but is encouraged and recommended as a means to ensure feasibility of the proposal, both functionally and economically (See [Illustrations 3](#) and [4](#)). In some cases, it may be desirable, for budgetary reasons, to submit these items after the tract has been classified.
 - (d) Timetable for development.
 - (e) Explanation of proposed maintenance responsibilities and procedures should be provided. If all or portions of the area are to be preserved in a natural state, the protective measures should be explained. The R&PP application process is not intended for acquisition of open space or buffers to previously designated lands.

The extent of the development plan will depend on the character of the land and its acreage, the purpose of the acquisition, the public demand to be served, and other variable factors. It need not be elaborate, but it must include as complete information as can be provided. **The plan should anticipate the development required during the first 5 years**, with general goals after that period. A principal cause of delay in processing applications has been submission of inadequate plans that require extensive revisions. If the tract is to be incorporated into a larger park or recreation area already established, the program for development of the overall area should be provided, with such modifications as the additional land entails. Completed applications should be submitted to the BLM office that manages the applied for tract.

BLM Procedures after Receipt of an Application:

After receiving an application, the BLM will:

1. Determine if the proposal is in conformance with land use planning, review land status to determine if the lands are subject to application, and determine if the application meets all requirements of the law and regulations.
2. Review the development and management plans to determine their adequacy and effectiveness and evaluate the construction schedule and estimated financing to ensure they are realistic and practicable.
3. Secure the views of other agencies that may have an interest in the lands, including State and local planning and zoning departments.

4. Check for the presence of unpatented mining claims. R&PP leases and patents cannot be issued where mining claims are present. If it is necessary to determine the validity of a mining claim in order to allow the lease, the cost of the determination will be the responsibility of the applicant.
5. Cadastral Survey will conduct research/investigation (Standards of Boundary Evidence (SBE) Certificate) to ascertain a correct legal description and location of the land. The information gathered will determine if each corner point for the desired Federal land is monumented. If it is determined an official survey is needed, apprise the applicant the options and best method for procuring the survey and provide an estimate of the cost. The gathering of other information and data on the environment considerations, certainty of location, and proper classification of the lands will be completed by appropriate BLM staff.
6. Publish a notice in the Federal Register as well as in a local newspaper to solicit views and comments from the public concerning the proposal.

Based on its review and evaluation, Bureau officials may approve or disapprove any application in whole or in part, or require its revision.



Exploration Peak Park, Mountains Edge, Las Vegas Nevada

Responsibilities after Lease or Patent is Issued:

The BLM periodically reviews areas leased or sold under the Act to ensure continued compliance with the terms.

The authorized use and character of the land must conform to the approved plan of development and management plan. Reasonable charges may be made to the public for use of facilities provided that fees are no more than those charged at comparable publicly owned installations. The schedule of charges is subject to review and approval by the Secretary of the Interior.

Title to land acquired under this Act may be transferred to other parties only with the consent of the BLM (no consent is required if the patent does not contain a reverter provision). If the transfer includes additional uses or changes of use, the uses must be approved by the BLM. The recipient must also meet the qualifications of an applicant under the act. For example, a State agency may

transfer title to a county park commission which will manage the tract. Most patents contain a reverter clause that returns title to the United States if the tract is used for purposes not provided for in the patent and not allowable under the Act or a change in ownership occurs without consent from the BLM. A sale of the reversionary interest may be considered, but the interest may only be sold at fair market value.

Each lease contains a termination clause which provides that, if the land has not been used for the purposes specified in the lease, or is being used for another purpose, the lease will be canceled. The lease may also be canceled if the terms of the development and management plans are not fulfilled, unless modifications of the plans are approved.

A lease may be assigned to another agency or organization with the consent of the BLM, if the assignee meets the qualifications of an applicant under the act. The lessee may surrender the lease or any part of it by filing a relinquishment with the BLM. If so, the lessee may be required to restore or otherwise clean up with site.

Additional information regarding the Act may be obtained by contacting any BLM Office.

Glossary of Terms Used

Classification of Lands: An action taken, after examination and analysis through the land use planning process, that identifies a tract of public land as being suitable for a specific type of lease or disposal and opened to applications under applicable authorities.

Land Use Plan: A local BLM planning document designed to guide and control future management actions and the development of subsequent, more detailed and limited scope plans for resources and uses.

Nonprofit Association or Corporation: Any institutions, organizations, or associations that have been established according to local law and are held by the Internal Revenue Service to be tax-exempt.

Patent: A government deed; a document that conveys legal title of public lands to whom the patent is issued.

Plan of Development / Development Plan: An outline of how a definitely proposed and authorized project is to be implemented. The plan includes design drawings, surveys if needed, sketches, cost estimates, and construction schedules.

Plan of Management/ Management Plan: A plan showing how lands are to be managed after development has progressed to the point where the project is in operation.

Public Lands: Any lands or interest in lands owned by the United States and administered by the Secretary of the Interior through the Bureau of Land Management, except lands located on the Outer Continental Shelf and lands held for the benefit of Indians, Aleuts and Eskimos.

Public Purpose: The purpose of providing facilities or services for the benefit of the public in connection with, but not limited to, public health, safety or welfare. Use of lands or facilities

for habitation, cultivation, trade or manufacturing is permissible only when necessary for and integral to the public purpose use.

Special Pricing Program: A schedule of special prices established by the Secretary of the Interior, based upon the fair market value of the property, with a reduction based on the proposal or proposed purpose or protected use.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
**APPLICATION FOR LAND FOR
RECREATION OR PUBLIC PURPOSES**
(Act of June 14, 1926, as amended; 43 U.S.C. 869; 869-4)

Illustration 1

FORM APPROVED
OMB No. 1004-0012
Expires: September 30, 2006

Date	Serial Number (BLM use only)
01/16/2009	N 87-303
Home phone (include area code)	
(702) 455-5289	

Ia. Applicant's name Clark County	b. Address (include zip code) 500 S. Grand Central Parkway, Las Vegas, NV	Business phone (include area code)
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2. Give legal description of lands applied for (include metes and bounds description, if necessary)

SUBDIVISION	SECTION	TOWNSHIP	RANGE	MERIDIAN
	34	14S	66E	M.D.B.&M

County of Clark	State of Nevada	Containing (acres) IS
-----------------	-----------------	-----------------------

3a. This application is for: Lease Purchase (If lease, indicate year)

b. Proposed use is Public Recreation Other Public Purposes

4. Describe the proposed use of the land. The description must specifically identify an established or definitely proposed project. Attach a detailed plan and schedule for development, a management plan which includes a description of how any revenues will be used, and any known environmental or cultural concerns specific to the land.

See Attached Plan of Development and Maintenance.

5. If applicant is State or Political subdivision thereof, cite your statutory or other authority to hold land for these purposes.
NRS 244.275 Authority is given to the Board of County Commissioners to lease and/or purchase land for the use of the Country.

6. Attach a copy of your authority for filing this application and to perform all acts incident thereto.

7. If land described in this application has not been classified for recreation and/or public purposes pursuant to the Recreation and Public Purposes Act, consider this application as a petition for such classification.

(Continued on page 2)

8. Are all activities, facilities, services, financial aid, or other benefits as a result of your proposed development provided without regard to race, color, religion, national origin, sex age? Yes No (If "no," describe the situation or activity and your plans for achieving compliance.)

9. Are all activities, facilities, and services constructed or provided as a result of your proposed development accessible to and usable by persons in disabilities? Yes No (If "no," describe the situation or activity and the reasons for no accessibility).

Applicant's Signature



Date 3/10/09

Title 18 U.S.C. Section 1001 and Title 43 U.S.C. Section 1212, make it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representation as to any matter within its jurisdiction.

GENERAL INSTRUCTIONS

I. Type or print plainly in ink.

2. Submit application and related plans to the BLM District or Resource Area Office in which the land is located.

3. Study controlling regulations in 43 CFR 2740 (Sales) and 43 CFR 2912 (Leases).

4. If applicant is non-governmental association or corporation, attach a copy of your charter, articles of incorporation or other creating authority. If this information has been previously filed with any BLM office, refer to previous filing by date, place, and case serial number.

5. If applicant is non-governmental association or corporation, attach a copy of your authority to operate in the State where the lands applied for are located. If previously filed with any BLM office, refer to previous filing by date, place, and case serial number.

2. If land is surveyed, give complete legal description. If land is unsurveyed, description should be by metes and bounds connected, if feasible, by course and distance with a corner of public land survey. If possible, approximate legal subdivisions of unsurveyed lands should be stated. Acreage applied for must not exceed that specified by regulations.
- 3a. Generally, title to lands will not be granted upon initial approval of an application. In order to assure proper development or use plans, the general practice will be to issue a lease or lease with option to purchase after development is essentially completed. In any case, term of lease may not exceed 20 years for non-profit organizations or 25 years for governmental agencies, instrumentalities or political subdivisions.
4. Leases and patents under this act are conditioned upon continuing public enjoyment of the purposes for which the land is classified. The plan of development, use, and maintenance must show, at a minimum:
 - a. A need for proposed development by citing population trends, shortage of facilities in area, etc.
 - b. That the land will benefit an existing or definitely proposed public project authorized by proper authority.
 - c. Type and general location of all proposed improvements, including public access (roads, trails, etc.). This showing may take the form of inventory lists, maps, plats, drawings, or

blueprints in any combination available and necessary to describe the finished project. Site designs should be provided for intensive use sites and general information about improvements existing or planned on lands within the overall project.

d. An estimate of the construction costs, how the proposed project will be financed, including a list of financial sources, and an estimated timetable for actual construction of all improvements and facilities.

e. A plan of management to include operating rules, proposed source and disposition of revenues arising from the proposed operation, personnel requirements, etc.

f. A specific maintenance plan to include, for example, sewage and garbage disposal, road maintenance, upkeep and repair of grounds and physical facilities, etc.

g. Applications for solid waste disposal sites must comply with guidelines established by the Environmental Protection Agency (40 CFR 258) and must include a detailed physical description of the site including a map, description of ground water situation, soil characteristics and management plan.

6. This may consist of a copy of a delegation of authority, resolution or other evidence of authority from the governing board of the applicant's organization, copy of the by-laws of the organization, or the like.

PARK #031-34-101-001

PROPOSED 15-ACRE RURAL PARK SITE

DEVELOPMENT & IMPROVEMENT PLAN:

I. Description

The proposed addition to the existing Ron Lewis rural park is made up of 15 acres located within Section 34, T14S, R66E, within the Unincorporated Town of Moapa. The proposed site is basically sloping from the west to the east, covered with sparse Mojave Desert vegetation and has natural drainage patterns from the west to the east through the property (see Exhibit 1).

2. Statement of Need

In keeping with current planning policies, this 15 acre park expansion will help to fulfill the future expanding recreational needs in the northeast part of Clark County. Based on a recent rural park assessment, the demand for programmable park space in rural Clark County is six (6) acres per 1,000 residents. This park addition will provide services for a future population increase of 2,350 people within Moapa. This 15 acre site adjoins an existing school and is located in a rural community that may experience growth in the near future. A demand exists for more sports fields in the rural community. A recent rural park survey indicates a need for two (2) soccer fields in northeast Clark County, which may hold County sponsored or Co-sponsored events.

Clark County has been one of the fastest growing areas in the United States with the rural areas participating in this growth. To keep up with population growth and meet park acreage standards, an average of 36 acres per year in the urban community and 3 acres per year in the rural community is needed over the next 25 years. The above figures alone demonstrate the need for the additional park sites within Clark County. To meet future demand for park and recreation facilities it is imperative to secure park land ahead of development.

The proposed rural park addition will be developed in a phase sequence with the following facilities: off-sites (boundary streets, utilities, street lighting, and sidewalks),

boundary fences, access barriers, parking facilities, two soccer fields, restrooms, concession, landscaping, lighting, utilities and ancillary equipment.

3. Location

The land embraced by the proposed rural park is to be leased and ultimately purchased by Clark County and is described as follows (see Exhibit 2):

Township 14 South, Range 66 East, Section 34 (15 acres) N
1/2, NW1/4, NW1/4, SE1/4 and NE1/4, NE1/4, SE1/4

4. Agency Support

Concurrence and approval of this application have been given by the Clark County Board of Commissioners and the agenda item of March 3, 2009 as item number 31.

5. Description of Proposed Improvement for Development of the Proposed Neighborhood Park

A. Phase I: Year 1

Improvements: Design, survey, engineering, plans and specifications for construction of a fifteen (15) acre park including clearing, grading, off-site improvements, on-site parking and utilities, finish grading, irrigation, walkways, lighted soccer fields, restrooms, concession, lighting, landscaping and ancillary improvements

B. Phase II: Year 2

Improvements: Construction for a fifteen(15) acre park, including clearing, grading, off-site improvements, on-site parking and utilities.

C. Phase III: Year 3

Improvements: Construction for a fifteen (15) acre park, including finish grading, irrigation, walkways, lighted soccer fields, restrooms, concession, lighting, landscaping and ancillary improvements.

The above-described improvements represent the development over a period of three (3) years and complete utilization of the fifteen (15) acre site, including buffer zones for proper separation of uses. It is intended that the Project Master Plan will be reevaluated with public hearings prior to construction and changed as necessary to best fulfill the needs of the community.

6. Timetable for Development and Cost Estimate for the Proposed Rural Park

The plan is to develop the park in three (3) construction phases over a three (3) year period for the fifteen (15) acre site, if all funding is secured. The first phase will commence within three (3) years to five (5) years after the lease is issued or sooner depending upon available funding. Sufficient capital improvements will be constructed to justify a request for purchase prior to the end of the initial twenty five (25) year lease. The proposed timetable for development will be approximately as follows:

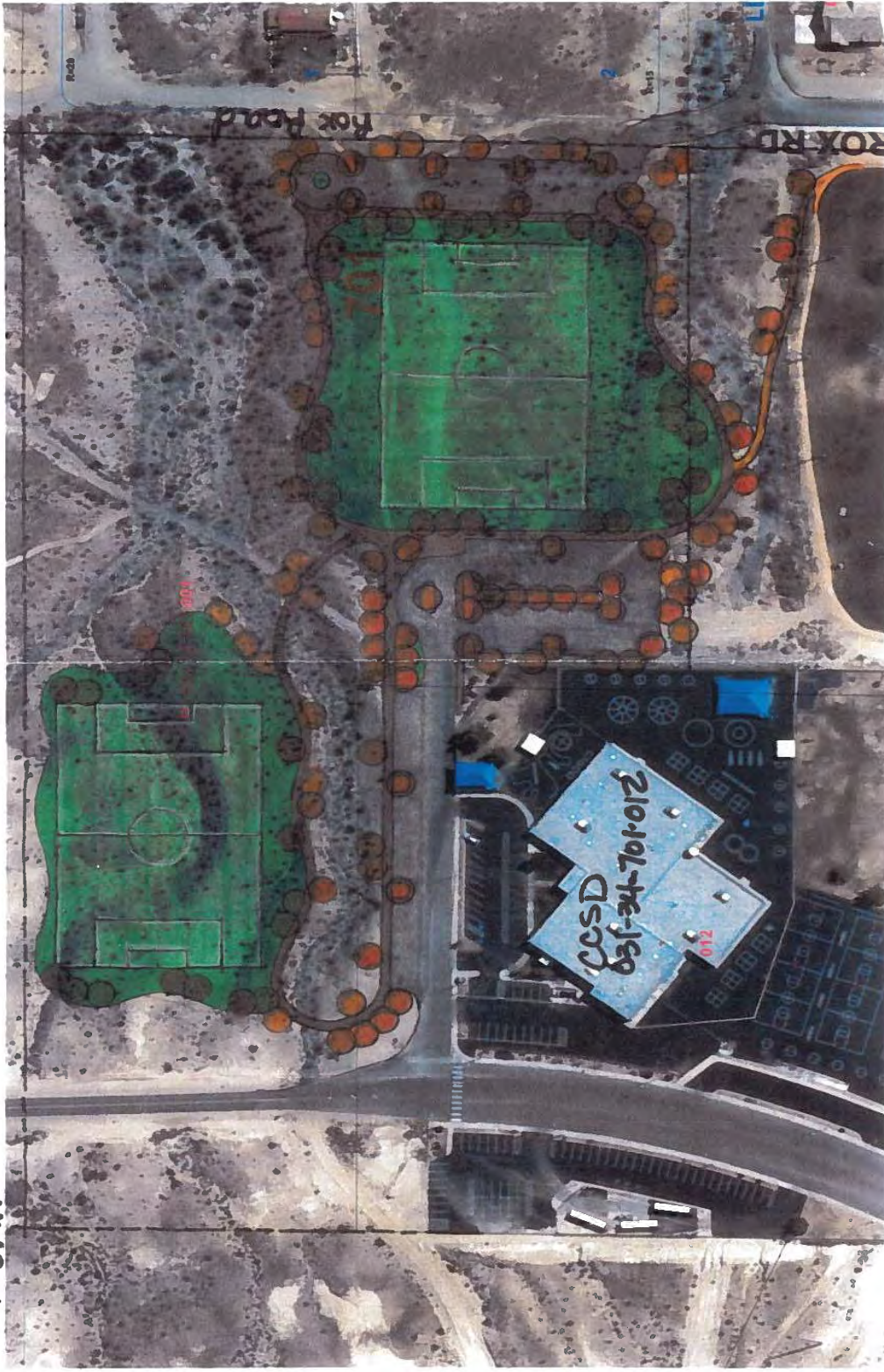
Schedule and Cost Estimate

		<u>ESTIMATED SCHEDULE</u>
<u>PHASE I</u>	<u>YEAR 1</u>	<u>2014</u>
Annual Rental - BLM land		\$ ____0
Design of facilities as described in the Phase I Improvements in Paragraph 5A		\$ <u>1,170,425</u>
<u>PHASE II</u>	<u>YEAR 2</u>	<u>2015</u>
Annual Rental – BLM land		\$ _____0

Construction of facilities as described in Phase II

Improvements in Paragraph 5B	\$ 535,000
<u>PHASE III</u>	<u>YEAR 3</u>
	<u>2016</u>
Apply for Purchase- BLM land	\$ <u> 0</u>
Construction of facilities as described in Phase III improvements in Paragraph 5C	<u>\$ 12,272,500</u>
<u>Three (3) Year Development Schedule Grand Total</u>	<u>\$ 13,977,925</u>

MOAPA SOCCER COMPLEX CONCEPT



1" = 100'

12/02/06 8:31:00 AM This information is for informational purposes only. No liability is assumed as to the accuracy of the data delineated hereon.
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Prison Hill Master Plan



Location Map

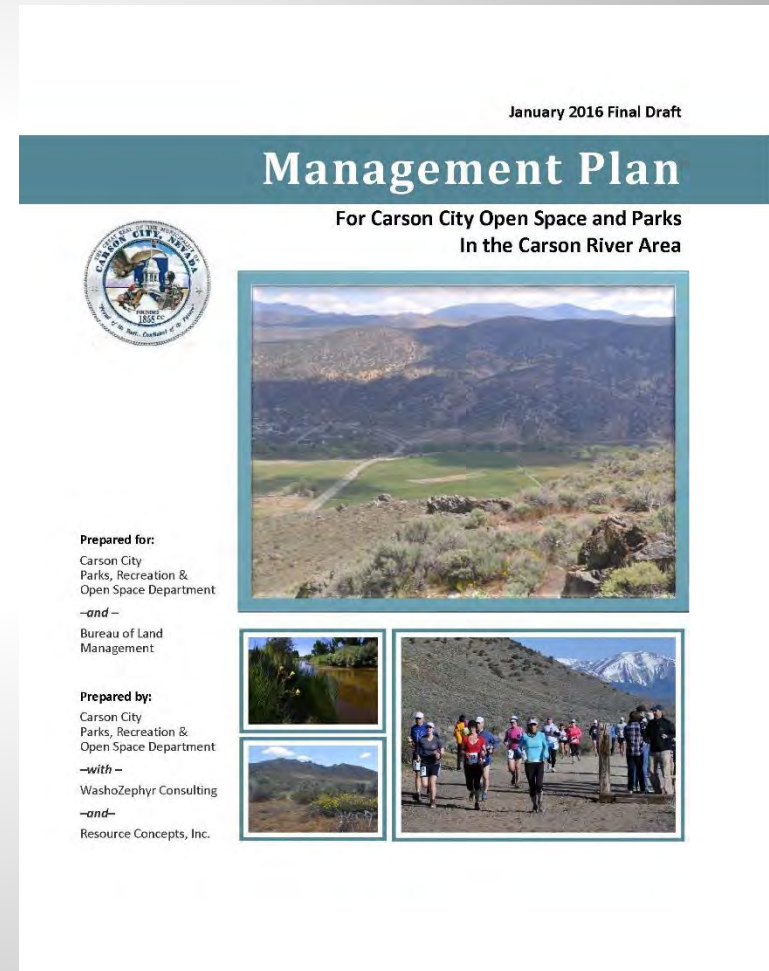
- Prison Hill covers 3,100 acres.
- Rocky profile visible from throughout the City.
- Summit is 5,724' and stands over 1,000' above the valley floor.
- Offers many miles of popular trails that are snow-free for most of the year.
- OHV area on south end.
- Prison Hill has become an increasingly popular outdoor recreation destination in recent years



2016 Management Plan



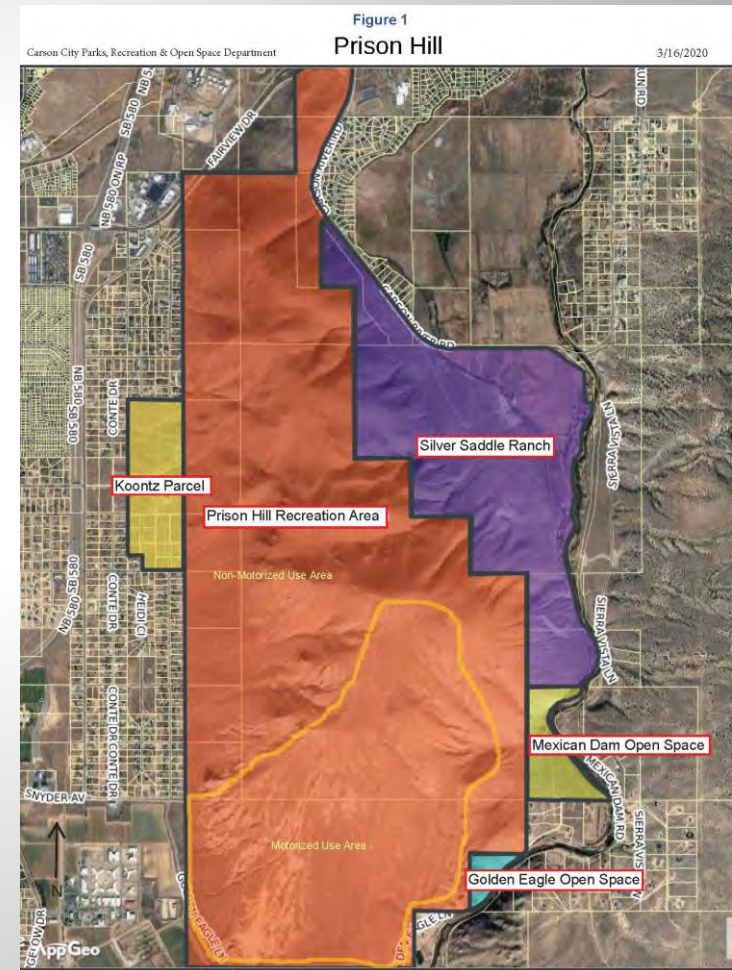
- The 2016 *Management Plan for Carson City Open Space and Parks in the Carson River Area* identified the need for a “future planning effort”.
- Since 2016 there have been a number of updates, changes, and developments to the area we collectively refer to as “Prison Hill”.



“Prison Hill”

➤ “Prison Hill” consists of:

- ✓ Prison Hill Recreation Area - 2,515 acres
- ✓ Golden Eagle Open Space - 19 acres
- ✓ Mexican Dam Open Space - 64 acres
- ✓ Koontz Lane parcel - 114 acres
- ✓ Silver Saddle Ranch – 808 acres (about 335 acres is geographically part of Prison Hill).



Prison Hill Master Plan

Purpose and Vision



Purpose:

1. Provide an update on activities at Prison Hill since the Management Plan was written.
2. Provide recommendations to guide future land use planning and management efforts, including trailheads, access points, and trails.
3. Incorporate current planning and management efforts for the OHV area on the south end of Prison Hill.
4. Provide recommendations for the 114-acre Koontz Lane parcel.

Vision:

"...to help meet the needs of a growing and changing population by providing high quality recreational opportunities for a variety of users, while at the same time protecting the natural resources, scenic beauty, and conservation values of the property."

Prison Hill Master Plan

Management Guidelines and Regulations



- ✓ Carson City Municipal Code, Title 13

- ✓ Omnibus Public Land Management Act of 2009 (OPLMA)
 - Conveyed certain parcels to Carson City from BLM in 2015:
 - Prison Hill Recreation Area
 - Silver Saddle Ranch
 - Koontz Lane parcel

- ✓ Conservation Easement
 - Prison Hill Recreation Area
 - Silver Saddle Ranch

- ✓ Programmatic Agreement
 - Prison Hill Recreation Area
 - Silver Saddle Ranch
 - Koontz Lane parcel

Prison Hill Master Plan

Planning Efforts Since 2016



- Eagle Valley Trails Committee Report.
- Unified Pathways Master Plan, revised 2018.
- Signage Master Plan for Carson City Parks, Recreation & Open Space Department.
- Prison Hill Recreation Area OHV Master Plan.
- Prison Hill Recreation Area Master Plan Survey.
- Prison Hill Recreation Area Open House.

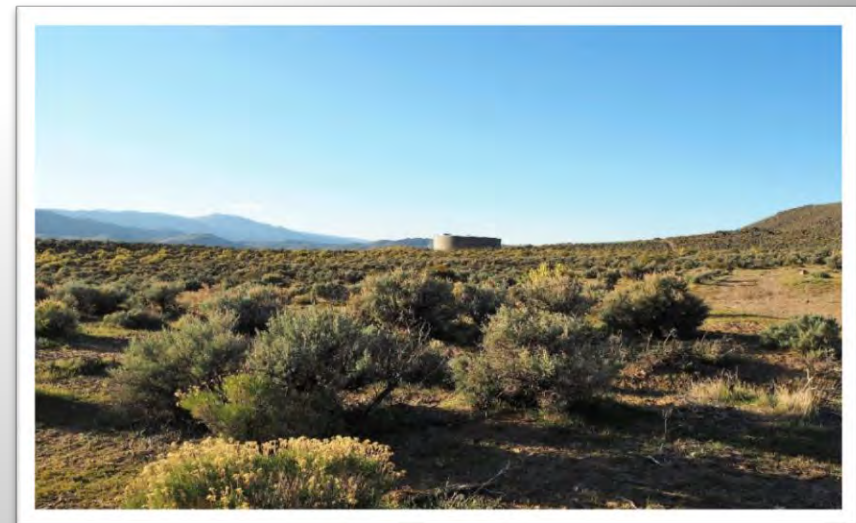


Prison Hill Master Plan

Koontz Parcel



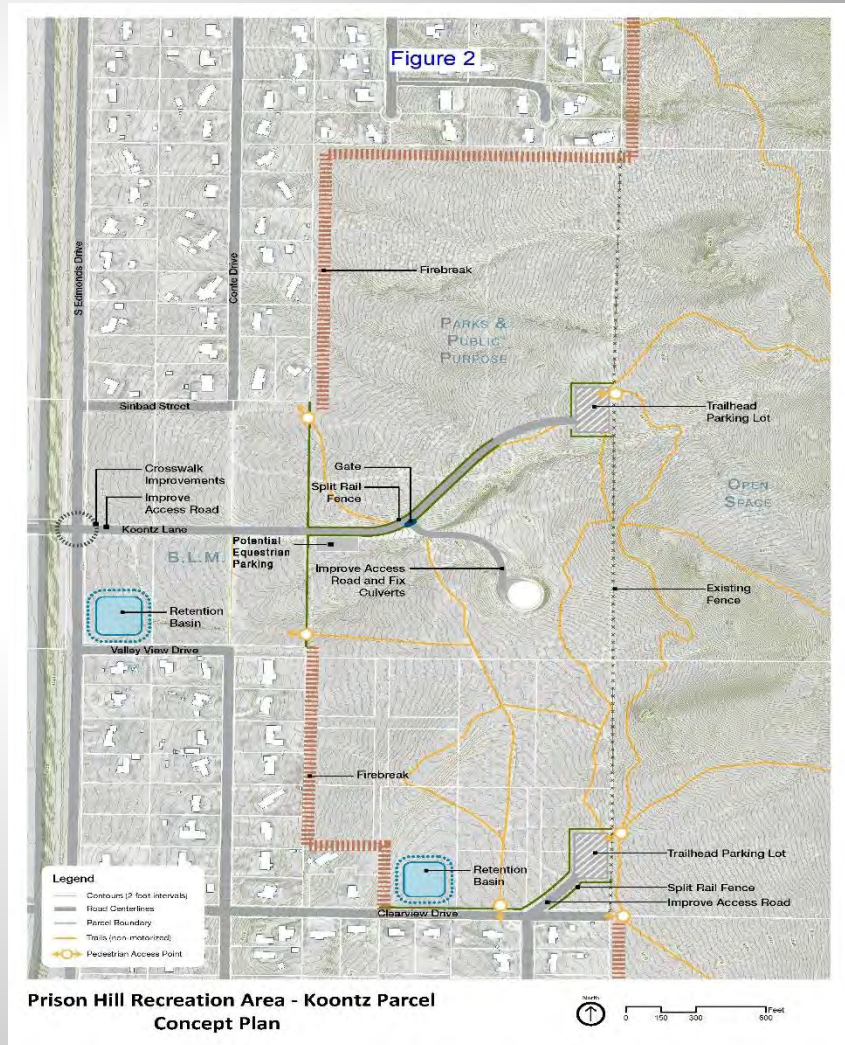
- Designated by BLM for “Parks and Public Purpose” when conveyed by OPLMA.
- Recommend management similar to Prison Hill Conservation Easement properties, but with some exceptions like municipal water infrastructure.
- Due to proximity to PHRA, recommend management by the Open Space Division in cooperation with Public Works.



Prison Hill Master Plan

Koontz Parcel Concept Plan

- Improve access roads to trailheads.
- Make improvements to both trailheads and include equestrian parking at Koontz.
- Place signage/fencing/barriers to restrict motorized use off of trailhead access roads.
- Develop sustainable trail network.
- Decommission unnecessary or erosive roads.
- Maintain fire break next to homes.
- Coordinate with Public Works on road maintenance.
- Support Public Works plan for detention basins.
- Consider crosswalk across Koontz Lane at Edmonds Drive (Public Works).
- Future development of the BLM parcels should retain existing pedestrian access points, and should include upgrade of Koontz Lane to City standards.



Prison Hill Master Plan

Golden Eagle Open Space

- Purchased using Q18 funds and a Nevada Conservation and Resource Protection Grant.

- Recommendations:
 - ✓ Manage for non-motorized, dispersed recreation per CCMC 13.06 and funding agreement, with emphasis on protection of Carson River corridor.
 - ✓ Decommission roads and trails on steep, erodible soils.
 - ✓ Realign or construct a new sustainable single-track non-motorized trail to connect Golden Eagle Lane with scenic overlook, and then to Mexican Ditch Trail.



Prison Hill Master Plan

Mexican Dam Open Space



- Purchased by Q18 funds.
- Decommission and rehabilitate erosive roads and trails.
- Manage property for non-motorized, passive recreation and for protection of the Carson River corridor.
- Improve trail south of Mexican Ditch crossing at the dam.
- Create a “take-out” upstream of the dam for boating recreationists.
- Take steps to prevent dirt bike access from across the dam.



Prison Hill Master Plan

State of Nevada Lands

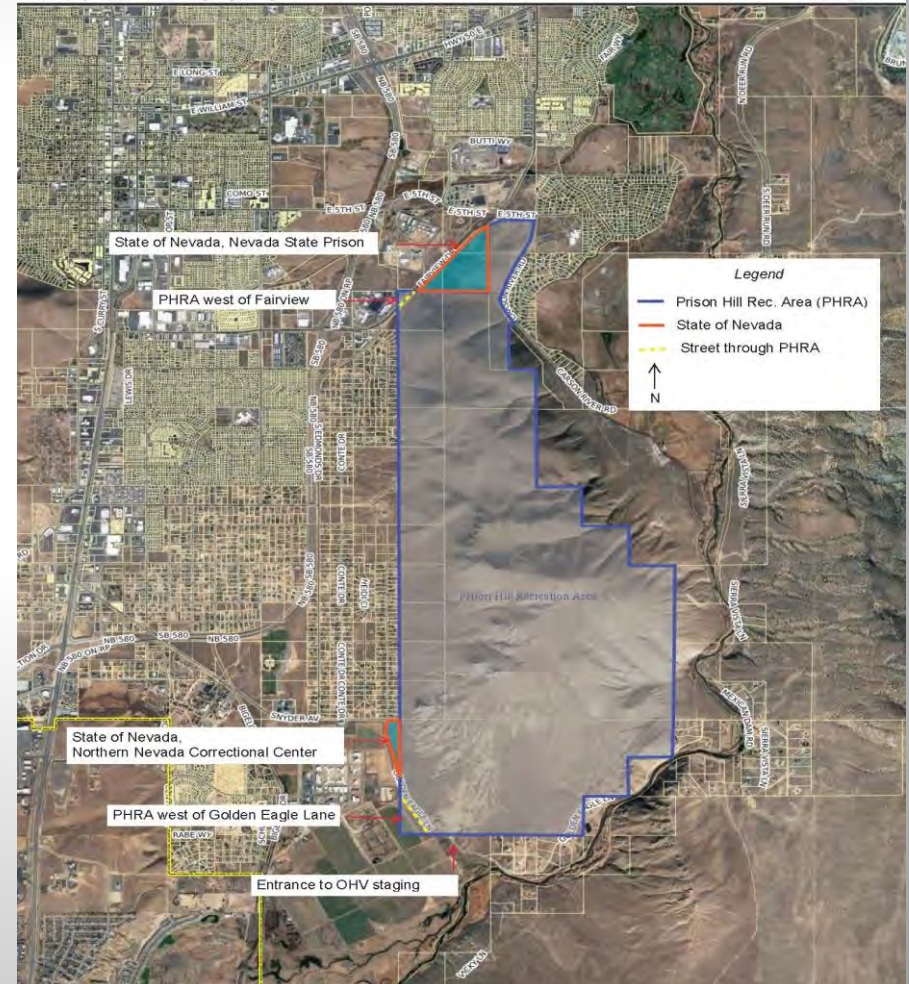
- Continue to be a cooperative partner with the Nevada Division of State Lands for adjacent properties.

Figure 3

PHRA and State of Nevada Lands

Carson City Parks, Recreation & Open Space Dept.

3/31/2020



Prison Hill Master Plan

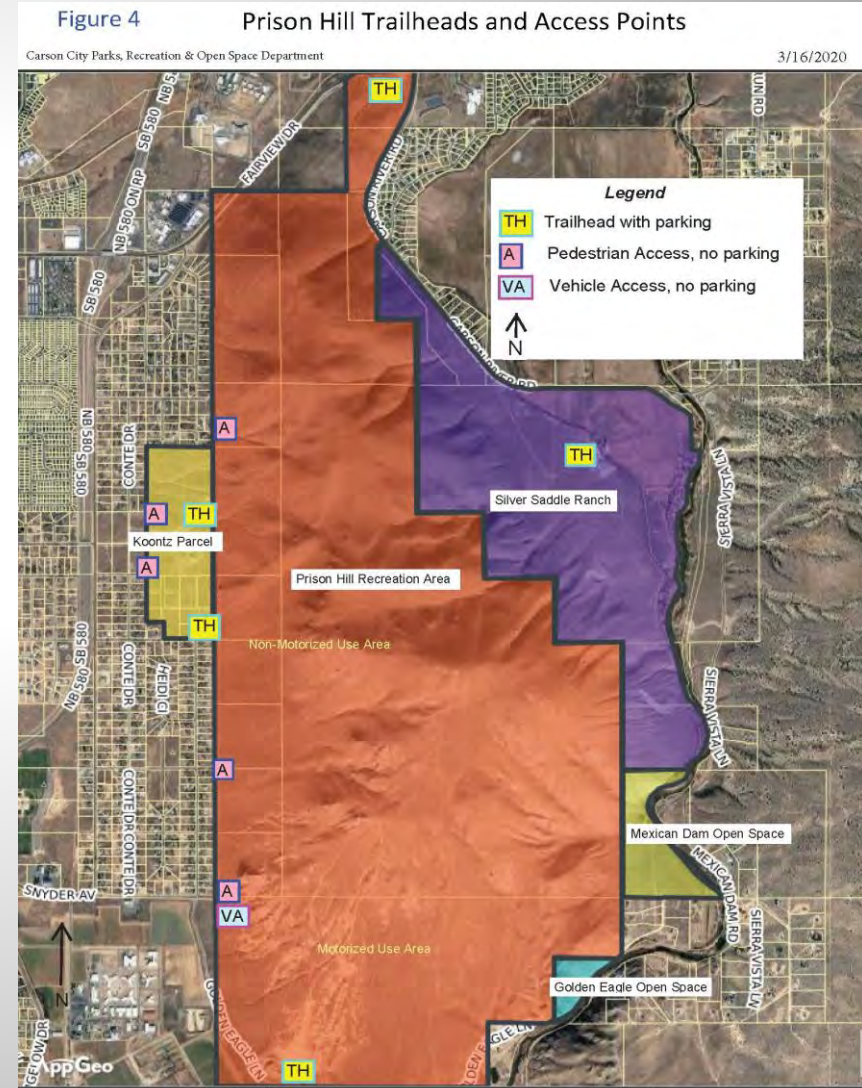
Trailheads and Access Points

- Five trailheads:
 - ✓ 5th Street trailhead.
 - ✓ Silver Saddle Ranch.
 - ✓ Golden Eagle Lane Staging Area (OHV area).
 - ✓ Clearview Drive trailhead.
 - ✓ Koontz Lane trailhead.

- Minimal improvements as noted in plan – mostly includes improved access roads and re-graded parking and a few amenities.

- Pedestrian Access Points (neighborhood access, no parking):
 - ✓ Snyder Ave.
 - ✓ Bennett Ave.
 - ✓ Valley View Dr.
 - ✓ Sinbad St.
 - ✓ Damon Rd.

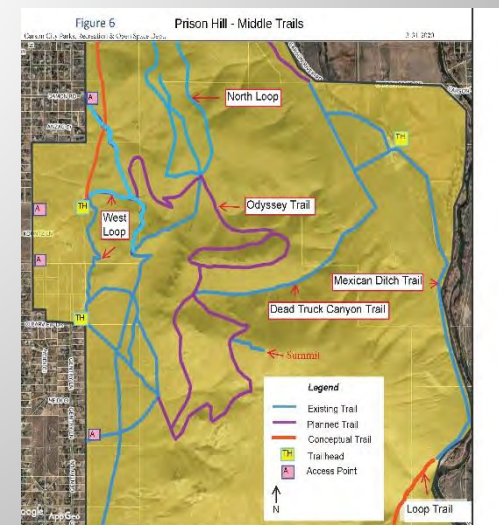
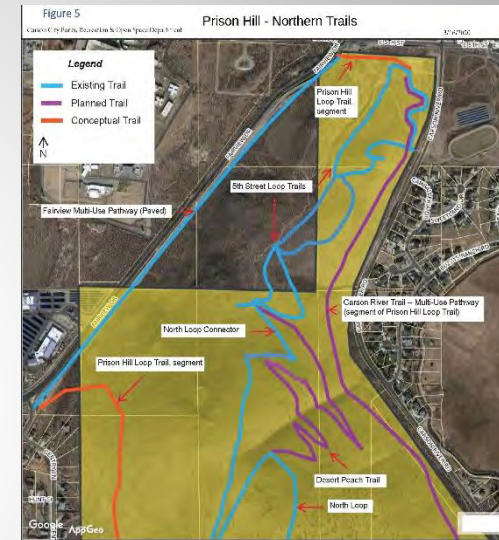
- Snyder Vehicle Access Point (no parking).
 - ✓ Work with State Lands to formalize legal access, then realign and improve road for sustainability.



Prison Hill Master Plan

Trails (non-motorized)

- Prison Hill is increasingly popular for hiking and mountain biking. It is a popular winter destination when west-side trails are covered in snow.
- Trail planning, construction and maintenance according to Unified Pathways Master Plan guidelines.
- Recently completed:
 - ✓ 5th Street Loop trails.
 - ✓ North Loop realignment.
- Several new alignments and re-alignments planned.
 - ✓ Complete section 106 clearance before construction.
- Muscle Powered is an important partner for non-motorized trails on Prison Hill.



Prison Hill Master Plan

OHV Area

- Incorporates the Prison Hill OHV Management Plan that was developed in 2018 in partnership with the National Off-Highway Vehicle Conservation Council (NOHVCC).
- Approved by OSAC on October 15, 2018.
- References to a 'new' staging area have been removed because that idea was later deemed unnecessary by City staff.



Prison Hill Master Plan

Environmental Considerations



- Fuels Management
- Invasive Species Management
- Erosion and Sedimentation
- Flora and Fauna
 - Species List
 - Golden Eagle Survey
 - Carson Valley Monkeyflower
- Visual Impacts
- Monitoring



Prison Hill Master Plan

Event Guidelines

- Event requests are increasing.
- Plan for OHV Area events and Non-Motorized Events.
- Past events include running races, like Escape From Prison Hill, which have shown to be very low impact.
- Recommendation for future event planning:
 - Conservative approach.
 - Consider –
 - ✓ Event size.
 - ✓ Frequency.
 - ✓ Alignment with Open Space vision and mission.

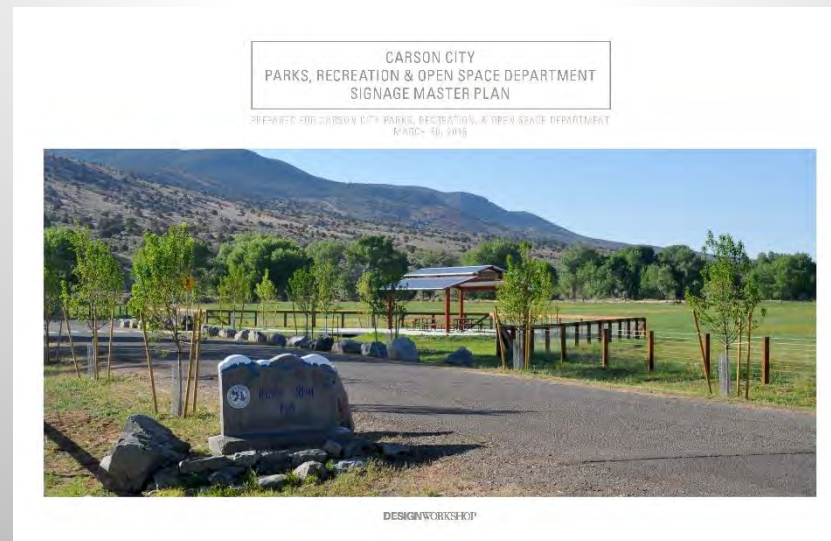


Prison Hill Master Plan

Sign Plan



- Parks, Recreation & Open Space Department Signage Master Plan.
- Recommended Actions:
 - Place MUTCD signs on streets as needed.
 - Kiosk sign at each trailhead.
 - Small trail sign at each access point.
 - Interpretive sign guidelines – beneficial, but be cautious not to impact the “undeveloped” character of Prison Hill.



Prison Hill Master Plan

Appendices



- Management Plan for Carson City Open Space and Parks in the Carson River Area.
- Omnibus Public Land Management Act of 2009.
- Conservation Easement.
- Programmatic Agreement.
- Eagle Valley Trails Committee Report.
- Unified Pathways Master Plan.
- Signage Master Plan for Parks, Recreation & Open Space Department.
- Prison Hill Master Plan Survey.
- Prison Hill Master Plan Open House.
- Prison Hill Recreation Area Site Assessment, South End (Motorized).
- Attachments to Prison Hill Recreation Area OHV Management Plan.
- Golden Eagle Survey.

Questions?

