

Item #6B

**City of Carson City  
Agenda Report**

**Date Submitted:** March 6, 2007

**Agenda Date Requested:** March 15, 2007

**Time Requested:** 20 minutes

**To:** Mayor and Board of Supervisors

**From:** Planning Division

**Subject Title:** Action to approve a Master Plan Amendment application from the Carson City Parks and Recreation Department amending the Unified Pathways Master Plan Element to incorporate the Carson River Aquatic Trail Master Plan, relocate a pathway identified on Arrowhead Drive to the south side of the Airport property, and make technical corrections including minor text and map revisions. (File MPA 07-008)

**Staff Summary:** The Carson River Aquatic Trails Master Plan addresses recreational uses on the Carson River, such as rafting and canoeing, from the Carson River Road vicinity into Lyon County. A desired future pathway along Arrowhead Drive from Goni Road to Centennial Park is proposed to be relocated to the south side of the Carson City Airport property to avoid bicycle and pedestrian conflicts with vehicles in the industrial area north of the airport. Approval of the amendment would modify the Unified Pathways Master Plan, accordingly.

**Type of Action Requested:**

- Resolution
- Formal Action/Motion
- Ordinance
- Other (Specify)

**Does This Action Require A Business Impact Statement:**  Yes  No

**Planning Commission Action:** Recommended approval on February 28, 2007, by a vote of 7 Ayes and 0 Nays.

**Recommended Board Action:** I move to approve a Master Plan Amendment application from the Carson City Parks and Recreation Department amending the Unified Pathways Master Plan Element to incorporate the Carson River Aquatic Trail Master Plan, relocate a pathway identified on Arrowhead Drive to the south side of the Airport property, and make technical corrections including minor text and map revisions. (File MPA 07-008)

**Explanation for Recommended Board Action:** See the attached staff report to the Planning Commission for a complete explanation of the recommended action.

**Applicable Statute, Code, Policy, Rule or Regulation:** CCMC 18.02.070 (Master Plan).

**Fiscal Impact:** N/A  
**Explanation of Impact:** N/A  
**Funding Source:** N/A

**Alternatives:** 1) Deny the amendment, or 2) refer the matter back to Planning Commission for further review.

**Supporting Material:**

- 1) Planning Commission Resolution 2007-PC-1 recommending approval
- 2) Planning Commission Case Record
- 3) Staff report to the Planning Commission

**Prepared By:** Donna Fuller, Administrative Service Manager

**Reviewed By:**

  
(Walter Sullivan, Planning Director)

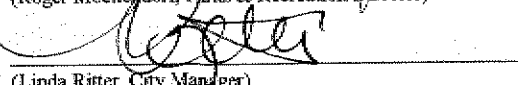
Date: 3-05-07

  
(Larry Werner, Development Services Director/City Engineer)

Date: 3/6/07

  
(Roger Moellendorf, Parks & Recreation Director)

Date: 3/6/07

  
(Linda Ritter, City Manager)

Date: 3-6-07

  
(Edward Oueilhe, Senior Deputy District Attorney - Civil)

Date: 3-7-07

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

\_\_\_\_\_

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(Vote Recorded By)

RESOLUTION NO. 2007-PC-1

**A RESOLUTION RECOMMENDING TO THE BOARD OF SUPERVISORS APPROVAL OF MASTER PLAN AMENDMENT APPLICATION MPA-07-008, AMENDING THE UNIFIED PATHWAYS MASTER PLAN ELEMENT TO INCORPORATE THE CARSON RIVER AQUATIC TRAIL MASTER PLAN, RELOCATE A PATHWAY IDENTIFIED ON ARROWHEAD DRIVE TO THE SOUTH SIDE OF THE AIRPORT PROPERTY, AND MAKE TECHNICAL CORRECTIONS INCLUDING MINOR TEXT AND MAP REVISIONS, AND OTHER MATTERS PROPERLY RELATED THERETO.**

WHEREAS, the proposed amendments to the Unified Pathways Master Plan provides for a "connected city" and represents a safe and convenient transportation and recreation system consistent with the goals and policies of the 2006 Comprehensive Master Plan and Unified Pathways Master Plan; and

WHEREAS, the proposed amendments to the Unified Pathways Master Plan will not adversely impact the public health, safety or welfare; and

WHEREAS, the proposed amendments to the Unified Pathways Master Plan address changed conditions that have occurred since the Master Plan was adopted by the Board of Supervisors; and

WHEREAS, the proposed amendments to the Unified Pathways Master Plan will accommodate the desired pattern for the orderly development of bikeways, pedestrian pathways and trail facilities based on the projected population growth, available public and natural resources, and the efficient expenditure of funds for public services; and

WHEREAS, the Parks and Recreation Commission on January 16, 2007, recommended approval of the proposed amendments to the Unified Pathways Master Plan by an affirmative vote of 9-0; and

WHEREAS, the Open Space Advisory Committee on January 22, 2007, recommended approval of the proposed amendments to the Unified Pathways Master Plan relating to the Aquatic Trails Master Plan by an affirmative vote of 5-0-1; and

WHEREAS, the Advisory Board to Manage Wildlife on February 5, 2007, recommended approval of the proposed amendments to the Unified Pathways Master Plan relating to the Aquatic Trails Master Plan by an affirmative vote of 5-0; and

WHEREAS, the Carson River Advisory Committee on February 7, 2007, recommended approval of the proposed amendments to the Unified Pathways Master Plan relating to the Aquatic Trails Master Plan by an affirmative vote of 6-0; and

WHEREAS, the Regional Transportation Commission on February 14, 2007, recommended approval of the proposed amendments to the Unified Pathways Master Plan related to the realignment of pathways along Arrowhead Drive by an affirmative vote of 5-0; and

WHEREAS, NRS 278.210 requires that any adoption of a master plan amendment shall be by resolution of the Planning Commission; and

WHEREAS, the Planning Commission has given proper notice of the proposed amendment in accordance with the provisions of NRS and CCMC 18.02.070, and is in conformance with City and State legal requirements; and

WHEREAS, on February 28, 2007, the Planning Commission obtained public testimony and duly considered recommendations and findings for the Master Plan Amendment, MPA-07-008, by an affirmative vote of a two-thirds majority of the Commission, pursuant to NRS 278.210, based on four findings of fact.

NOW, THEREFORE, the Carson City Planning Commission hereby recommends to the Board of Supervisors approval of Master Plan Amendment application MPA-07-008, amending the Unified Pathways Master Plan Element to incorporate the Carson River Aquatic Trail Master Plan, relocate a pathway identified on Arrowhead Drive to the south side of the Airport property, and make technical corrections including minor text and map revisions, and other matters properly related thereto, with the addition of the following policies to the Carson River Aquatic Trail Master Plan:

8. Provide training and equipment to the Carson City Fire Department to increase their agency's river rescue capabilities.
9. Develop aquatic recreation and education programs through the Carson City Recreation Division to promote outdoor river experiences for youth and adults.

ADOPTED this 28<sup>th</sup> day of February 2007

VOTE: AYES:

John Peery, Chairman

Mark Kimbrough, Vice Chairman

Connie Bisbee

Craig Mullet

Steve Reynolds

Roy Semmens

William Vance

NAYS:

ABSENT:

JOHN PEERY, Chairman

ATTEST:

WALTER SULLIVAN, Planning Director

STAFF REPORT FOR PLANNING COMMISSION MEETING OF FEBRUARY 28, 2007

FILE NO: MPA-07-008

AGENDA ITEM: F-4

STAFF AUTHOR: Lee Plemel, AICP, Principal Planner

REQUEST: An amendment to the Unified Pathways Master Plan, and element of the Carson City Master Plan, to include the following:

1. Incorporating the Carson River Aquatic Trail Master Plan;
2. Amending the Unified Pathways Master Plan Map to remove a shared street bicycle route on Arrowhead Drive and add an off-street/paved/shared path around the south side of the Carson City Airport property from Goni Road to John D. Winters Centennial Park; and
3. Making technical corrections including minor text and map revisions.

APPLICANT: Carson City Parks and Recreation Department

**RECOMMENDED MOTION:** "I move to adopt Resolution 2007-PC-1 to recommend to the Board of Supervisors approval of Master Plan Amendment application MPA-07-008, amending the Unified Pathways Master Plan Element to incorporate the Carson River Aquatic Trail Master Plan with the recommended policy from the Fire Department, relocate a pathway identified on Arrowhead Drive to the south side of the Airport property, and make technical corrections including minor text and map revisions, based on the findings contained in the staff report."

**DISCUSSION:**

The Carson River Aquatic Trail Master Plan and the identification of a "shared-road" pathway along Arrowhead Drive were issues identified for further discussion during the Envision Carson City Master Plan process. However, due to timing, these issues were delayed until after the initial adoption of the Unified Pathways Master Plan (UPMP). Detailed discussion on each of these issues is included below.

During this UPMP review, staff has also identified several technical corrections to the text and maps that are clerical in nature and are for clarification purposes. There are no substantive policy changes associated with these technical corrections. To view the technical changes to the document in underline-strikeout format, please refer to the CD included with this packet.

**Carson River Aquatic Trail Master Plan**

Additions to the UPMP related to the Aquatic Trail Master Plan and maps are attached. The plan is intended to identify the Carson River as a recreation resource while providing information to the River users to increase public awareness and safety.

The following is an excerpt from the Parks and Recreation Department staff report to the Carson River Advisory Committee:

This plan is important to the Open Space Program because the Carson River is one of the high priority areas for the preservation of open space. The Aquatic Trail Plan is innovative, it will result in promoting a regulated use of the river as a trail facility, and it will link other necessary improvements comprehensively. This integrated approach to the use of the river and associated improvements is necessary to mitigate the impacts of residents and visitors recreating throughout the river

environment. Staff, therefore, concludes that the proposed Carson River Aquatic Trail Master Plan is compatible with the Open Space Master Plan by providing for management of the recreation resource of the river, public safety, environmental stewardship, maintenance of improvements, public awareness, and education.

The Carson River Master Plan recognizes the value of water recreation on the Carson River. Two areas affected by the proposed Carson River Aquatic Trail Master Plan are the central and northern planning areas [of the river]. In addition, the Carson River Master Plan recognizes that recreational development is to take place mainly in the central section [between Carson River Park/Carson River Road and Deer Run Road]. In this section, there are excellent opportunities to accommodate daily visitors and still protect the river, its habitat, and privacy of property owners. In the northern area [east of Deer Run Road], the Carson River Master Plan recognizes that recreational opportunities are limited to those associated with trails, fishing, or whitewater recreation for experienced boaters, including the interpretive potential of the Comstock-era mill sites and the V&T Railroad. The Master Plan encourages the establishment of boat "put-in and take out" areas with appropriate public amenities to provide for the enhancement of the public's recreational experience. Also, the Aquatic Trail Master Plan incorporates the conservation elements and principals discussed and outlined within the Carson River Master Plan by promoting policies that are in compliance with both plans.

#### **Carson River Aquatic Trail Master Plan Public Outreach**

The Parks and Recreation Department conducted an extensive public outreach process to solicit public input on the Aquatic Trail Master Plan. In addition to meetings and workshops held prior to the completion of the final draft plan, Parks and Recreation staff held a public workshop in January and conducted public hearings on the item at the Parks and Recreation Commission, Open Space Advisory Committee, Carson River Advisory Committee and Advisory Board to Manage Wildlife meetings. There were also several articles in various news outlets informing the public of the plan, and staff sent out emails to participants of the Envision Carson City Master Plan process. The written public comments and other informational materials are included with this staff report.

#### **Arrowhead Drive Pathway Relocation**

The UPMP Map identifies where current and future pathway facilities should be located—and what type of facilities they should be—for pedestrians, bicyclists and off-road users. It is used as a policy guide to develop future facilities to create a comprehensive pathways network. In some instances, the identified pathways represent a general "desire line" to create connections but do not necessarily represent a detailed alignment for such connections.

The adopted UPMP Map identifies Arrowhead Drive as a shared roadway for bicycles from Goni Road to John D. Winters Centennial Park. Towards the end of the Envision Carson City Master Plan process, industrial businesses and property owners in the vicinity expressed concerns about the safety of attracting bicyclist through an industrial area where heavy truck and equipment are frequently on the "shared" roadway with bicyclists.

Continued discussions between city staff, the industrial area stakeholders and pathway user groups (cyclists and pedestrians) have resulted in a proposed solution to relocate the identified pathway facilities to the south side of the Airport property. This is done with the concurrence and approval of the Airport Authority. The proposed realignment is for an off-street shared pathway facility that comes south from Arrowhead Drive along Goni Road, across the south side of the Airport property and along College Parkway, and across the Airport property from College Parkway back to Arrowhead Drive near the southwest boundary of John D. Winters Centennial Park. Note that this

is a general “desire” line, and actual alignment could ultimately vary somewhat based on actual projects and other constraints that may arise in developing the pathway. The ultimate goal is to replace the Pathway connection from Goni Road to the park.

Staff believes that the proposed amendment results in a preferred pathway system. Rather than sharing a road with vehicles through and industrial area, the amendment will result in a detached path that provides for a safer route and a broader range of users (e.g. pedestrians and children). Parks and Recreation staff will continue to work with the Airport Authority and other stakeholders on details for the construction of the pathway as opportunities to do so arise.

#### **ADVISORY BOARD RECOMMENDATIONS:**

Following are the recommendations of various advisory boards on the proposed action. Actions were separate for the Aquatic Trails Master Plan and the Arrowhead Drive pathway based on the scope of authority of the applicable board. Draft minutes for the Parks and Recreation Commission, Airport Authority and Open Space Advisory Committee are included with this staff report for more details on their discussion and action. Other minutes were not available as of the writing of this staff report.

#### Carson River Aquatic Trail Master Plan:

- Parks & Recreation Commission, January 16, 2007: Approval, 9-0.
- Open Space Advisory Committee, January 22, 2007: Approval, 5-0-1.
- Advisory Board to Manage Wildlife, February 5, 2007: Approval, 5-0.
- Carson River Advisory Committee, February 7, 2007: Approval, 6-0.

#### Arrowhead Pathway Realignment

- Parks & Recreation Commission, January 16, 2007: Approval, 9-0, with pathway “outside of the Airport fence.”
- Airport Authority, January 17, 2007: Approval 7-0.
- Regional Transportation Commission, February 14, 2007: Approval, 5-0.

**PUBLIC COMMENTS:** Public notices were posted in accordance with the provisions of NRS and CCMC 18.02.070. As of February 21, 2007, all comments collected during the public outreach process are included in the Planning Commission packet. Any comments that are received after this report is completed will be submitted prior to or at the Planning Commission meeting, depending on their submittal date to the Planning Division.

**OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS:** The Fire Department requested an additional policy/implementation strategy in the Aquatic Trail Master Plan related to training for water rescues that staff recommends incorporating into the plan. No other city comments were received.

**FINDINGS:** In approving the Master Plan Amendment, staff recommends making the following findings as required by the Carson City Municipal Code Sections 18.02.070(10), and further substantiated by the applicant’s written justification.

1. ***The proposed amendment is consistent with and not contrary to the goals, policies and action programs of the Master Plan.***

Rationale:

*Equitable Distribution of Recreation Opportunities*

The Carson City Master Plan seeks to continue providing a diverse range of park and

recreation opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

*Economic Vitality*

The Master Plan seeks to maintain its strong, diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base and includes the roles of tourism and recreation amenities vital to a successful community.

*A Connected City*

The Master Plan seeks to promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

- 2. The proposed amendment will provide for land uses compatible with existing adjacent land uses and will not adversely impact the public health, safety or welfare.**

Rationale: The proposed amendments provides for use of existing facilities and amenities and provides for future recreation facilities consistent with existing and surrounding land uses.

- 3. The proposed amendment addresses changed conditions that have occurred since the Master Plan was adopted and the proposed amendment represents a more desirable utilization of the land.**


Rationale: Since the current Unified Pathways Master Plan Element was adopted in April 2006, additional information and studies have been conducted to identify issues related to the Carson River Aquatic Trail Master Plan and the realignment of the identified Arrowhead drive pathway.

- 4. The proposed amendment will promote the desired pattern of growth for the orderly physical growth of the city and guides development of the city based on the projected population growth with the least amount of natural resources impairment and the efficient expenditure of funds for public services.**

Rationale: The proposed amendments provide for the orderly physical growth of the city and are consistent with the existing Master Plan providing for such growth without the impairment of natural resources and with the efficient expenditure of funds for public services.

Respectfully submitted,

PLANNING DIVISION



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Lee Piemel, AICP, Principal Planner

Attachments

- 1) Resolution 2007-PC-1
- 2) City Department Comments
- 3) Parks and Recreation Commission and Open Space Advisory Committee minutes
- 4) Application
- 5) Supporting materials including public comments



**RESOLUTION NO. 2007-PC-1**

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NOW, THEREFORE, the Carson City Planning Commission hereby recommends to the Board of Supervisors approval of Master Plan Amendment application MPA-07-008, amending the Unified Pathways Master Plan Element to incorporate the Carson River Aquatic Trail Master Plan with the recommended policy from the Fire Department, relocate a pathway identified on Arrowhead Drive to the south side of the Airport property, and make technical corrections including minor text and map revisions, and other matters properly related thereto.

ADOPTED this 28<sup>th</sup> day of February 2007

VOTE: AYES:

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NAYS:

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ABSENT:

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\_\_\_\_\_  
JOHN PEERY, Chairman

ATTEST:

\_\_\_\_\_  
WALTER SULLIVAN, Planning & Community Development Director



**CARSON CITY, NEVADA**  
CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

**MEMORANDUM**

**TO:** Vern Krahn, Park Planner  
**FROM:** Stacey Giomi, Fire Chief  
**DATE:** January 12, 2007  
**SUBJECT:** Aquatic Trails Plan

I have reviewed the Aquatic Trail plan that you submitted to me. I understand that you are in the preliminary stages of development. I do have some concerns regarding our ability to provide rescue and emergency medical services for this plan as written.

The Carson City Fire Department is responsible for rescue services in our community. Our ability to provide these services, relative to river rescue, is limited to the awareness level as classified by the National Fire Protection Association. With the development of an aquatic trail the river usage would increase. This would increase our potential for performing river rescues. At a minimum, we should be certified to the operations level with a core group of rescuers trained to the technician level.

I would suggest that an additional action be added to the plan as noted on page 10-10 of the report. My suggestion is to add the following:

*Provide training and equipment to the Carson City Fire Department in order to increase the agency's rescue capabilities relative to the aquatic trail on the Carson River.*

I would estimate that the initial cost would be approximately \$30,000. There would be on-going costs associated with training and equipment maintenance. I can provide a more comprehensive cost breakdown if you require that information.

Thank you for the opportunity to review this plan. Please contact me if you need additional assistance.

cc: Roger Moellendorf, Parks and Recreation Director

# CARSON CITY PARKS AND RECREATION COMMISSION

## Minutes of the January 16, 2007 Meeting

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A regular meeting of the Carson City Parks and Recreation Commission was scheduled for 5:30 p.m. on Tuesday, January 16, 2007 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Donna Curtis  
Vice Chairperson John Felesina  
Commissioner Sam Bauman  
Commissioner Leandra Jones  
Commissioner Tom Keeton  
Commissioner Pete Livermore  
Commissioner John McKenna  
Commissioner Glenn Tierney  
Commissioner Rich Wontorski

**STAFF:** Roger Moellendorf, Parks and Recreation Department Director  
Scott Fahrenbruch, Parks and Recreation Director of Operations  
Barbara Singer, Recreation Superintendent  
Vern Krahn, Park Planner  
Mary-Margaret Madden, Senior Deputy District Attorney  
Kathleen King, Recording Secretary

**NOTE:** A recording of these proceedings, the commission's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record, on file in the Clerk-Recorder's Office. These materials are available for review during regular business hours.

**CALL TO ORDER AND DETERMINATION OF QUORUM (5:31:07)** - Chairperson Curtis called the meeting to order at 5:31 p.m. Roll was called; a quorum was present. Chairperson Curtis welcomed Commissioner Wontorski, and Mr. Moellendorf provided background information on his experience.

**CITIZEN COMMENTS ON NON-AGENDIZED ITEMS (5:32:35)** - None.

1. **ACTION ON APPROVAL OF MINUTES - December 5, 2006 (5:32:45)** - Commissioner Livermore moved to approve the minutes, as presented. Commissioner Wontorski seconded the motion. Motion carried 9-0.

2. **MODIFICATIONS TO THE AGENDA (5:33:17)** - None.

3. **AGENDA ITEMS:**

3-A. **PRESENTATION REGARDING THE ROLE AND PURPOSE OF THE CARSON RIVER REGIONAL RECREATION STEERING COMMITTEE IN THE DEVELOPMENT OF THE CARSON RIVER AQUATIC TRAIL MASTER PLAN; and 3-B. ACTION TO RECOMMEND TO THE PLANNING COMMISSION AND BOARD OF SUPERVISORS THE FOLLOWING CHANGES TO THE ADOPTED UNIFIED PATHWAYS MASTER PLAN: (1) INCORPORATION OF THE CARSON AQUATIC TRAIL MASTER PLAN; (2) REMOVAL OF THE SHARED STREET BICYCLE ROUTE ON ARROWHEAD DRIVE FROM GONI ROAD TO JOHND WINTERS CENTENNIAL PARK, AND THE ADDITION OF A PAVED MULTI-USE PATH ON CARSON CITY AIRPORT PROPERTY FROM GONI ROAD TO JOHND WINTERS CENTENNIAL PARK; (3) ACCEPT TECHNICAL CORRECTIONS, INCLUDING MINOR TEXT AND MAP REVISIONS, ALONG WITH DOCUMENT AND APPENDIX COORDINATION AS IDENTIFIED BY STAFF IN THE UNIFIED PATHWAYS MASTER PLAN (5:33:40)** - Chairperson Curtis introduced this item, and Mr. Krahn provided an overview of the presentation. He introduced Nevada Commission on Tourism ("NCOT") Public Information Officer Chris Chrystal, Carson Water Subconservancy District ("CWSD") Administrator Ed James, and Resource Concepts, Inc. Hydrologist / Fluvial

# CARSON CITY PARKS AND RECREATION COMMISSION

## Minutes of the January 16, 2007 Meeting

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Geomorphologist Lynn Zonge.

(5:36:06) Ms. Chrystal provided background information on NCOT's overall mission, its involvement in development of the aquatic trail master plan, and formation of the steering committee.

(5:39:20) Commissioner Livermore discussed Ms. Chrystal's presentation to the Board of Supervisors and the Board's subsequent decision to allocate funding to the aquatic trail feasibility study. He noted the benefit of the aquatic trail master plan to promote safety and appropriate use of the River. He discussed his involvement in the steering committee, and noted the benefit of partnership between the City, State agencies, Lyon County, and other entities to bring this recreation opportunity to the community.

(5:44:17) At Mr. Krahn's request, Ms. Chrystal discussed NCOT's vision to improve recreational experiences on the Carson River, which will add an element to regional water-based activities. She discussed the importance of managing the River "before things get out of control and create a problem that eventually will require management anyway." She noted the tourism, recreation, and resource management opportunities represented by the aquatic trail plan.

(5:48:10) Mr. James provided background information on Ms. Zonge's presentation of the aquatic trail plan concept to the CWSD. He advised of initial concerns over liability, private property rights, and water resources. He discussed his involvement in the steering committee, and the concerns addressed as part of the aquatic trail master plan. He expressed the belief that the plan effectively deals with the previously listed concerns and provides for a recreational resource to be enjoyed by the community.

Commissioner Livermore commented on the public meeting held at Eagle Valley Junior High School. In response to a question, Ms. Chrystal discussed the economic component of the Truckee River Aquatic Trail feasibility study. She advised that, as the Carson River Aquatic Trail has evolved, it has become a completely different type of project than the downtown Truckee River Aquatic Trail project. The Carson River project has a different focus.

Mr. Krahn provided an overview of the staff report and the public review process. Ms. Zonge expressed appreciation for the opportunity to have worked with City staff and State representatives. She narrated a SlideShow presentation of the Carson River Aquatic Trail Master Plan. At Mr. Krahn's request, Ms. Singer discussed the potential benefits of the plan to the Recreation Division and its programming. Mr. Krahn advised that Fire Chief Stacey Giomi had reviewed the plan. He read into the record Chief Giomi's January 12, 2007 memo, copies of which were distributed to the commissioners prior to the start of the meeting.

Mr. Krahn reviewed proposed amendments to the unified pathways master plan element which was displayed in the meeting room. Commissioner Livermore discussed possible funding mechanisms for the aquatic trail master plan, the potential for commercial outfitters, and benefits to Recreation Division programs. He encouraged support of the plan. In response to a question, Mr. Krahn discussed match requirements associated with Question #1 funding and other possible funding sources. He provided background information on Question #1 priority projects, and noted that the aquatic trail plan was listed as a priority. Mr. Moellendorf reviewed other possible grant funding opportunities for the aquatic trail plan. He discussed private property in the Carson canyon which the Open Space Advisory Committee is interested in acquiring. Acquisition of these properties would be key to the aquatic trail plan in addressing private property concerns as well as securing and identifying a rest area through the canyon. In response to a comment, Mr. Krahn reviewed the purpose for the \$2.5 million Question #1 River allocation. He discussed other grant funding sources and the purposes for which they have been allocated.

Commissioner Keeton expressed concerns over ongoing costs for maintenance and personnel. Mr. Krahn discussed the possibility of commercial outfitters / vendors to assist the Recreation Department with programming; Fire Department personnel, rescue certification and training; and project funding. He advised that the aquatic trail master plan serves as a vision document for the River and the community. It is not fiscally constrained and will have to be implemented project-by-project. Commissioner Felesina commended City staff, the consultants, and everyone involved in developing the plan. He expressed the hope that implementation of the aquatic trail plan would coincide with construction of the V&T Railway. In

# CARSON CITY PARKS AND RECREATION COMMISSION

## Minutes of the January 16, 2007 Meeting

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response to a question, Ms. Zonge advised that the Desert Research Institute has a monitoring station near Brunswick Canyon. She further advised of having recently participated in a water sampling project which revealed that the water quality is good.

Chairperson Curtis opened this item to public comment. (6:44:04) Sue Newberry, representing Muscle Powered, expressed support for the plan. She requested that funding not be re-allocated from sources which have already been earmarked for surface trails.

Chairperson Curtis called for additional public comment and, when none was forthcoming, entertained a motion. **Commissioner McKenna moved to incorporate the Carson River Aquatic Trail Master Plan into the unified pathways master plan. Commissioner Livermore seconded the motion. Motion carried 9-0.**

In response to a question, Ms. Chrystal discussed historic resources along the River. She commented on the benefit of the V&T Railway and the aquatic trail occupying the same canyon. "We think these two attractions are going to fit together nicely." Ms. Chrystal described historic resources which can only be viewed from a raft or a kayak on the River.

Mr. Krahn reviewed that portion of the staff report pertinent to the recommendation to amend the unified pathways master plan element by removing the shared street bicycle route on Arrowhead Drive. He oriented the commissioners to the subject route using a displayed map, and reviewed pertinent agenda materials. Mr. Moellendorf and Commissioner Livermore provided additional background information regarding removal of the shared street bicycle route designation. Mr. Moellendorf discussed the importance of a non-motorized transportation connection to Centennial Park, and expressed the opinion that the recommended solution provides that opportunity.

Commissioner McKenna reviewed the proposed route, and expressed concern over bicycles in close proximity to airport taxiways. Mr. Moellendorf advised that the actual route is yet to be determined, but the purpose of the recommendation is to reroute bicycles and pedestrians from Arrowhead Drive. Commissioner McKenna agreed with eliminating the bicycle route designation from Arrowhead Drive, and requested that staff return to the commission with "a viable plan that will work." Mr. Moellendorf advised that bicycles can't be banned from Arrowhead Drive due to its shared-use roadway designation. The purpose is to promote the other route. Commissioner McKenna expressed support for removing the Arrowhead designation from the master plan element. He reiterated the opinion that the alternative is not viable, and requested staff to return to the commission with a viable alternative. Commissioner Keeton inquired as to costs associated with developing the alternate route, and the project time table. Mr. Moellendorf advised that the unified pathways master plan element is a vision document with no itemized costs for the subject pathway or any other project included in the plan. As opportunities arise and implementation strategies are considered, costs and funding sources will be determined. In response to a comment, Mr. Moellendorf advised that the purpose of this agenda item was to indicate that Arrowhead Drive will not be promoted as a primary route for non-motorized transportation. Commissioner Keeton agreed with Commissioner McKenna's comments to remove the designation from Arrowhead Drive and to consider an alternative route at a future meeting. Mr. Moellendorf reviewed the recommended action included in the staff report.

(7:07:22) Carson City Airport Authority Member Collie Hutter discussed the Airport Master Plan. She provided background information on the proposed alternate route and assured the commissioners that the path will be outside the airport fences. She advised of the possibility that fences may be moved and new gates installed. She discussed the five-year implementation schedule associated with the Airport Master Plan, and how the master plan correlates with the City's comprehensive master plan. She expressed support for the proposed alternate route in that it would draw attention to the airport.

Chairperson Curtis expressed concern over removing the Arrowhead Drive designation without indicating a different route. Commissioner McKenna thanked Ms. Hutter for the information, and expressed support for the alternate route outside the airport fence.

(7:11:10) Sue Newberry expressed the opinion that the recommendation is a "great example" of compromise. She expressed support for not removing one designated route without adding another. She expressed understanding that the alternate route may not be in place for some time. She advised that Muscle Powered members agreed to support the proposed amendment

**CARSON CITY PARKS AND RECREATION COMMISSION**  
**Minutes of the January 16, 2007 Meeting**

**Page 4**

**DRAFT**

to the unified pathways master plan

element. In response to a question, she explained the term "bicycle route" as defined by the Manual on Uniform Traffic Control Devices. She advised that removal of the designation won't "really change anything except that you're not going to see that on a map now."

Commissioner Livermore thanked Ms. Newberry for her comments. He agreed that, with few exceptions, every street in Carson City can be ridden by a bicyclist. He advised that the amendment will prevent the manufacturers from having to address construction, development, operation, and maintenance of a bicycle route. Chairperson Curtis called for additional comments and discussion and, when none was forthcoming, entertained a motion. **Commissioner McKenna moved to recommend to the Planning Commission and the Board of Supervisors the following change to the adopted unified pathways master plan: removal of the shared street bicycle route on Arrowhead Drive from Goni Road to JohnD Winters Centennial Park, and the addition of a paved, multi-use path on Carson Airport property, outside the fence, from Goni Road to JohnD Winters Centennial Park. Commissioner Livermore seconded the motion. Motion carried 9-0.**

Mr. Krahn provided background information and reviewed that portion of the staff report pertinent to recommended technical corrections to the unified pathways master plan element. Mr. Moellendorf emphasized that the recommended revisions do not, in any way, change the initial concepts or philosophies of the unified pathways master plan element. He described the recommended revisions as "housekeeping issues." He clarified there are additions which provide information on the public process associated with development and adoption of the master plan element. He suggested the revisions would have been incorporated over the course of time as the plan evolves, and that this item was presented, as a matter of convenience, with the aquatic trail master plan and the revision to the Arrowhead Drive bike route designation.

Chairperson Curtis discussed her preferences for addressing future recommended revisions to the master plan, and requested that each commissioner be provided a copy of the master plan "regardless of the expense." Mr. Krahn discussed the reproduction budget associated with the parks and recreation master plan element, and advised that the unified pathways master plan element had no reproduction budget. He discussed corresponding costs for reproducing the unified pathways master plan element, and advised that, with the current budget constraints, making multiple copies of the master plan element has not been feasible. Mr. Moellendorf agreed, and advised that an exception for providing a paper copy of the master plan element could be made for any commissioner who doesn't have access to the Internet. Once the unified pathways master plan element is finalized, with the aquatic trail master plan incorporated, paper copies will be provided to the commissioners in a loose-leaf binder which will accommodate future revisions. Mr. Moellendorf noted that the master plan element is available on line not only for the commissioners but also for the community.

Chairperson Curtis entertained a motion. **Commissioner Keeton moved to recommend to the Planning Commission and the Board of Supervisors the acceptance of technical corrections, including minor text and map revisions, along with document and appendix coordination, as identified by staff in the unified pathways master plan. Commissioner Livermore seconded the motion. Motion carried 9-0.**

**CARSON CITY AIRPORT AUTHORITY  
MEETING MINUTES**

**WEDNESDAY, JANUARY 17, 2007 – 6:00 P.M.**

*Public Meeting at:*  
**CARSON CITY COMMUNITY CENTER  
SIERRA ROOM  
851 E. WILLIAM STREET  
CARSON CITY, NEVADA**

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A. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM. The regular meeting of the Carson City Airport Authority was called to order at 6:00 p.m. Roll call was taken, and quorum was determined:

Present: Harvey Hornung, Gary Handelin, Collie Hutter, Neil Weaver, Walt Sullivan, Steve Lewis and Richard Staub

Absent: none

Staff: Mr. Tackes, Mr. Clague and Mrs. Weaver

B. PLEDGE OF ALLEGIANCE

C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. Mr. Sullivan moved to approve the minutes of the 13 December 2006 regular meeting as submitted. Mrs. Hutter seconded the motion, and the motion carried without objection.

D. MODIFICATION OF THE AGENDA. *The Chairman reserves the right to modify the agenda in order to most effectively process the agenda items.* Under Public Hearings, Item 3 was moved to Item 1, with all other items following in their posted order. There was no objection to this change.

E. PUBLIC COMMENT. *Members of the public who wish to address the Airport Authority may speak on non-agendized matters related to the Airport. Comments are limited to three (3) minutes per person or topic. If your item requires extended discussion, please request the Chairman to calendar the matter for a future Airport Authority meeting.*



Mr. Harlow Norvell addressed the Board with an update regarding his on-going effort to obtain a GPS instrument approach for the Carson City Airport. At the last meeting, Mr. Norvell had reported that the geodetic survey for the Airport had been found missing, but the FAA has since located it and it has been determined that the NAV-D 88 Standard will provide the Airport with the lowest possible minimums given our terrain. Mr. Norvell explained that we would probably have a straight-in approach for Runway 27 and a circling approach from the south to either runway, depending on the favored landing direction. The minimums will be approximately 2,000 feet below the minimum vectoring altitude, which Mr. Norvell explained was supposition at this point.

Mr. Norvell also reported that the National Flight Standards office had relocated from Los Angeles to Seattle, and were now working on this approach. Mr. Norvell reported that he has been told that once everything is approved, implementation time is one year-plus; however, since Carson City is the only capital city airport in the United States without a standard instrument approach procedure, they would do their best to move this up on their calendar. Mr. Norvell stated that he would continue to monitor the progress and report any changes or updates to the Board as those occur.

Mr. Weaver thanked Mr. Norvell on behalf of the Board and the Carson City Airport community for his continued effort and hard work. Mr. Weaver expressed his great appreciation for Mr. Norvell's continued efforts.

There were no other public comments at this time.

## F. PUBLIC HEARINGS

- (1) Item (1) formerly Item (3). ACTION TO RECOMMEND TO THE PLANNING COMMISSION AND THE BOARD OF SUPERVISORS THE FOLLOWING CHANGE TO THE ADOPTED UNIFIED PATHWAYS MASTER PLAN: (1) REMOVAL OF THE SHARED STREET BICYCLE ROUTE ON ARROWHEAD DRIVE FROM GONI ROAD TO CENTENNIAL PARK, AND THE ADDITION OF A PAVED MULTI-USE PATH ON CARSON CITY AIRPORT PROPERTY FROM GONI ROAD TO CENTENNIAL PARK (*Y. Weaver and Vern Krahn*).

Mrs. Hutter explained that a number of months ago she had been present representing the manufacturing community at a Chamber of Commerce meeting. Discussed at that meeting was the designated shared roadway through Carson City that is shared by bicyclists and is designated by a blue line on the map. A portion of this designated shared roadway traverses Arrowhead Drive, which is of great concern to many manufacturers in the community for various reasons, including the heavy vehicular traffic and the lack of an adequate shoulder for bicyclists and pedestrians throughout much of Arrowhead. These concerns prompted the Chamber of Commerce to organize a meeting with various interested parties. Two meetings were held, and Mrs. Hutter thought it would be possible to move the route off of Arrowhead Drive and move it to the south side of the Airport. Mrs. Hutter explained that this would be a long-term item and not something that could be completed by tomorrow, and suggested that it be

included in the Airport's long-term Master Plan and be incorporated into the design of the southern edge of Airport property. Mrs. Hutter's discussions with the City concluded that the City believed they could tie the route into the proposed connector roadway along the eastern side of the Airport that is proposed to connect Graves Lane (now College Parkway) with Arrowhead Drive. Mrs. Hutter has presented her proposal to the Chamber of Commerce and also to the Parks and Recreation Department, and explained that all parties thought it would be a good idea.

Mr. Roger Moellendorf, Director of Parks and Recreation for Carson City, addressed the Board. Mr. Moellendorf explained that he was asking that the Airport Authority Board make a recommendation to the Planning Commission and to the Board of Supervisors to affect this change to the Unified Pathways Master Plan. A portion of the proposed changes would include an off-street, paved, fifteen-foot wide shared-use pathway along College Parkway, on Airport land. Mr. Moellendorf drew the Board's attention to the documents included in their packets, reviewed the suggested changes for the Board, explaining how the pathway would connect with existing and proposed pathways, and offered to answer any questions the Board might have.

Mr. Weaver asked the Board for comments.

Mr. Staub had no comment.

Mr. Lewis asked about the pathway along College Parkway that would be on Airport Authority land, and how the fifteen-foot width could be accomplished with the Airport Authority fenceline placement adjacent to the existing sidewalk.

Mr. Moellendorf explained that Mrs. Hutter had told him that placement along College Parkway could be accomplished by modifying the fence line, setting the fence back, with the pathway outside of the fence.

Mrs. Hutter explained that this modification would have to be done utilizing the talents of Mr. Clague, Airport Engineer, and that the parcels along the fence line to the south would have to be reworked and the fence line pushed in to make this pathway viable and make everything fit. Mrs. Hutter stated that this would not be something that could happen tomorrow, that it would take time and a lot of effort and planning to work it out.

Mr. Sullivan asked if the Parks and Recreation Department would be responsible for the improvements. Mr. Moellendorf explained that it would be collaborative between the Parks and Recreation Department and the City; that there would be no timetable as to when improvements were made, and that it would depend on funding opportunities.

Mr. Handelin and Mr. Hornung had no comment.

Mr. Weaver asked if there were any public comments at this time.

Mr. David Corrao addressed the Board. He expressed great concern with putting pedestrians in front of landing and departing aircraft, and with the safety aspects for both the pedestrians and the pilots. He also urged the Board to include consideration of funding to pay for Mr. Clague's time and expenses in this endeavor, since it sounded like

it would be considerable, and that this amount should be included within the City's provided funding.

Mr. Bill Hartman addressed the Board. He explained that he was one of the bicyclists the Parks Department wanted to move off Arrowhead. He explained that while it might be tricky to navigate Arrowhead Drive during the week, the weekends weren't too bad since nearly all of the manufacturing plants were closed on weekends, virtually eliminating heavy vehicular traffic, and this is when most of the bicycle traffic occurs. Also of note is that there are not many driveways intersecting Arrowhead Drive, but several intersecting College Parkway. Mr. Hartman further explained that a vehicle approaching an intersection to a roadway typically does not look down a bike path, and only slows when they near the roadway -- not the bike path -- and expressed his concern over safety at those junctures as expressed from a bicyclist's point of view.

Mr. Moellendorf explained that the off-street, shared-use pathway should be made attractive to people who want to use it, but that obviously by law the City cannot keep people from riding on or walking along Arrowhead Drive if that's where they want to ride. Mr. Moellendorf also pointed out that the City has not yet staked out or even surveyed the area along College Parkway; this is only an idea of a "desired line" of where they would like the pathway to run.

Mr. Sullivan asked about the plan, and the indicated pathway along College Parkway. The plan shows the pathway going up the west side, across the north side, down the east side and back around in that area. Since the Master Plan is a general guide, Mr. Sullivan asked if it wouldn't be better to show the pathway parallel to the street, and then when it was time to get into the specifics of designing the project, the final design could be determined at that time. Mr. Moellendorf agreed with Mr. Sullivan that the line should be kept as straight as possible. This straightened pathway would also help the bicyclists, and they wouldn't have to continually jog around buildings, driveways, etc.

Mr. Chris Romine addressed the Board. He stated that the proposed route crosses the proposed entrance to the property that the Airport Authority is in the process of leasing to the EAA Chapter resident on the Airport. This property is intended to be a community and public-oriented center, adjacent to the NDOT parcel, and the proposed pathway will greatly affect their planning for the property.

There were no additional public comments at this time.

Mr. Weaver called for a motion.

Mr. Handelin moved that the Airport Authority recommend to the Planning Commission and the Board of Supervisors a change to the Adopted Unified Pathways Master Plan to remove the shared street bicycle route on Arrowhead Drive from Goni Road to John D. Winters Centennial Park and the addition of an off-street, paved, shared path on Carson City Airport property from Goni Road to John D. Winters Centennial Park.

Mr. Weaver asked for a second.

Mrs. Hutter seconded the motion.

Mr. Staub asked if the maker of the motion could include in his motion that any costs shall be appropriately allocated between the Airport Authority and the Parks and Recreation Department.

Mr. Weaver asked if Mr. Staub just volunteered the Airport Authority to pay half the expenses.

Mr. Staub explained that he did not know the numbers, but that the dollars should be appropriately allocated, since the Airport may also receive some benefit from this change, either via improved gates or fencing, and that would be of benefit to the Airport. Mr. Staub stated that the Board could not ignore a potential benefit bestowed upon the Airport in the process.

Mr. Weaver asked who would make the allocation determination.

Mr. Staub stated that the Airport's Legal Counsel, Mr. Tackes would make such determination, with input from Mr. Clague and the Parks and Recreation Department.

Mr. Handelin amended his motion to include the expense verbiage suggested by Mr. Staub.

Mr. Weaver asked for a second to the motion.

Mrs. Hutter seconded the motion as amended.

Mr. Weaver asked for comments.

Regarding benefits, Mrs. Weaver pointed out that in fact it would be the Airport that would be providing a huge benefit to the City, and not the other way around, since the Airport would be providing the land. Mrs. Weaver also asked about existing leases as well as planned future leases and development for the Airport's frontage property, and if the Airport Authority would have to wait on their plans for development if the City was not prepared to move forward with the pathway at that time.

Mr. Tackes stated that any plans for the Airport frontage property should incorporate accommodations for the pathway, and that if the Board decided to move forward with the bike path, to include that pathway allowance and incorporate it into the design.

Mr. Clague explained that there may be a conflict with some of the existing hangars, since some of the buildings would be affected by moving the fence, and that this would also change traffic patterns in the Airport by shifting the fence toward the hangars. There are minimum distances from the runway that must be met, and changing the fenceline would affect those distances. Mr. Weaver also explained that there is a ring road at the end of the Comstock and Silver Sky leases that is already pretty narrow, and moving the fence would dislocate vehicle traffic from a route that has already been established for them.

Mr. Lewis commented that an easement was created from the Sheriff's Aerosquadron that goes along the fence from the Aerosquadron behind the Sterling Air leasehold on the south side, and it is right at the absolute minimum, bordering right up to the fence, for

supporting that access road. Mr. Lewis stated that he was not sure that there was fifteen feet available to be developed in that area, and that it is a possible choke point to the pathway.

Mr. Weaver asked if anyone wanted to amend their motion to include consideration for deterrents such as possible choke points in the pathway.

Mrs. Hutter commented that she believed creating the pathway would not be a simple thing to do, and that she knew there would be a number of items that would come up, but also believed that we could come up with solutions to them. Mrs. Hutter stated that she believed this is something where the Airport Authority could participate with the City and the Parks and Recreation Department in creating the pathway. Mrs. Hutter wanted to move forward and make a concerted effort to try to see if it could be done.

Mr. Staub stated that the Airport Authority would be dealing with the Parks and Recreation Department, and they were famous for making square footage out of air. Mr. Staub stated that whatever way we could get the pathway to go through, that Roger and his crew could build it, and that no one would be adversely affected by it.

Mr. Weaver asked if there were any additional comments. There were none.

Mr. Weaver called for the vote, and the motion carried unanimously. Mr. Weaver thanked Mr. Moellendorf for his presentation and for his work on behalf of the community.

Mr. Moellendorf thanked the Board, and thanked Mr. Staub for his challenge.

- (2) Item (2), Formerly Item (1). ACTION TO CONSIDER THE STATUS OF THE MASTER PLAN (MP) AND AIRPORT LAYOUT PLAN (ALP); REPORT BY MASTER PLAN SUBCOMMITTEE (C. Hutter). Mrs. Hutter reported that she had met with Mr. Lewis and Mr. Clague the previous week to determine which lots would be available for lease at this time. These lots would be lots that either already have infrastructure in place, or are close enough to existing infrastructure that they could easily tie in. Mr. Clague has created a map that includes lots that are available to lease at this time, and Mrs. Hutter will be providing that map to Mrs. Weaver.

Mrs. Hutter reported that there will be another Master Plan meeting in February; more specifically, on February 13, which is the Tuesday in the week before the regular meeting. Mrs. Hutter also reported that Mr. Handelin has let an RFP on the gates, and expects responses by January 31<sup>st</sup>. These responses will be reviewed and discussed at the February 13<sup>th</sup> Master Plan meeting.

No action was required on this item at this time.

- (3) Item (3), Formerly Item (2). DISCUSSION AND ACTION REGARDING VEHICLE ACCESS AND USAGE OF TAXIWAY CHARLIE; AIRPORT SIGNAGE REQUIREMENTS FOR VEHICULAR TRAFFIC; SPEED LIMITS WITHIN AIRPORT BOUNDARIES; PENALTIES FOR VEHICULAR VIOLATIONS ON AIRPORT

# CARSON CITY OPEN SPACE ADVISORY COMMITTEE

## Minutes of the January 22, 2007 Meeting

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A regular meeting of the Carson City Open Space Advisory Committee was scheduled for 6:00 p.m. on Monday, January 22, 2007 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

**PRESENT:** Vice Chairperson Dan Jacquet  
Michael Fischer  
Tricia Lincoln  
Wayne Perock  
Howard Riedl  
Bruce Scott

**STAFF:** Roger Moellendorf, Parks and Recreation Department Director  
Juan Guzman, Open Space / Property Manager  
Vern Krahn, Park Planner  
Ann Bollinger, Open Space Assistant  
Kathleen King, Recording Secretary

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

**CALL TO ORDER AND DETERMINATION OF A QUORUM (6:00:35)** - Vice Chairperson Jacquet called the meeting to order at 6:00 p.m. A quorum was present. Chairperson Hartman was absent.

**CITIZEN COMMENTS ON NON-AGENDIZED ITEMS (6:00:51)** - None.

1. **ACTION ON APPROVAL OF MINUTES - December 18, 2006 (6:00:58)** - Member Riedl moved to approve the minutes. Member Scott seconded the motion. Motion carried 6-0.

2. **MODIFICATIONS TO THE AGENDA (6:01:30)** - None.

3. **AGENDA ITEMS:**

3-A. **ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON FOR 2007 (6:01:38)** - Member Fischer moved to re-elect Steve Hartman as chairman. Member Scott seconded the motion. Motion carried 6-0. Member Fischer moved to re-elect Dan Jacquet as vice chairman. Member Scott seconded the motion. Motion carried 6-0.

3-B. **ACTION TO RECOMMEND TO THE PLANNING COMMISSION AND BOARD OF SUPERVISORS THE INCORPORATION OF THE CARSON RIVER AQUATIC TRAIL MASTER PLAN INTO THE ADOPTED UNIFIED PATHWAYS MASTER PLAN (6:02:34)** - Mr. Krahn reviewed the staff report, and introduced Resource Concepts, Inc. ("RCI") Hydrologist / Fluvial Geomorphologist Lynn Zonge, the author of the Carson River Aquatic Trail Master Plan. He expressed appreciation for Ms. Zonge's efforts and expertise. Ms. Zonge thanked City staff and everyone involved in developing the plan. She commented that it has been a team effort. She narrated a SlideShow presentation of the Aquatic Trail Master Plan. Member Scott commended Ms. Zonge on her presentation, and advised he would not participate in discussion and action on this item due to his affiliation with RCI.

# CARSON CITY OPEN SPACE ADVISORY COMMITTEE

## Minutes of the January 22, 2007 Meeting

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In response to a question, Mr. Krahn advised of the possibility that Question #1 funding may be available to clean up the area. He suggested the problems may also be partially addressed by construction of the V&T Railway, which will cut off 3 to 4 miles of canyon from automobile access. The V&T Railway Commission is also interested in cleaning up the area. Mr. Krahn advised that the Nevada National Guard and the Kiwanis Club have sponsored and participated in River clean up efforts. He responded to additional questions regarding necessary Fire Department training and equipment in reference to Fire Chief Stacey Giomi's January 12, 2007 memo which was included in the agenda materials. He provided an overview of the same, and of staff's recommended action. In response to a question regarding an obligation of Open Space Program funds, Mr. Krahn advised that the Aquatic Trail Master Plan serves, as a part of the Unified Pathways Master Plan, as a vision document for the River.

Member Riedl advised of having participated in one of the recent public information meetings. He agreed that public safety is a very important element of the plan, and expressed the hope that capital costs for Fire Department training and equipment would be covered by some of the grant funding. He expressed the opinion that the plan represents "a very low cost, high value return investment" for the community. He suggested that elements of the plan would be appropriately funded through the Open Space Program. He expressed excitement over the plan, and support for implementing it.

In response to a question, Ms. Zonge advised that the Santa Maria Ranch developer had planned to deed to Lyon County the area designated as a "take out" for park development. Lyon County Parks and Recreation Department representatives have submitted grant applications for developing the River access area, to include paved parking, restrooms, and signage. She acknowledged that the Lyon County Parks and Recreation Department will be responsible for maintenance.

Vice Chairperson Jacquet reviewed the Open Space Program mission to preserve and enhance open space lands. He noted that the value of the River is "that it's natural." He inquired as to the possibility of risking overutilization of the resource by implementing the subject plan. Ms. Zonge advised that the season of use is an average of two months. Variability of the season will limit use, and the plan itself will control access to the River. In response to a question, Mr. Krahn advised that, as the plan moves forward, City staff will discuss with BLM representatives corresponding improvements at the Silver Saddle Ranch. Vice Chairperson Jacquet thanked Ms. Zonge and Mr. Krahn. In response to a question, Ms. Zonge discussed plans for installation of signage.

Vice Chairperson Jacquet called for public comment and, when none was forthcoming, entertained a motion. **Member Riedl moved to recommend to the Planning Commission and the Board of Supervisors the incorporation of the Carson River Aquatic Trail master plan into the adopted Unified Pathways Master Plan, including training and equipment capabilities as an element of the Aquatic Trail Master Plan. Member Fischer seconded the motion. Motion carried 5-0-1, Member Scott abstaining.**

**Member Pahl moved to recommend to the Planning Commission and the Board of Supervisors the incorporation of the Carson River Aquatic Trail Master Plan into the adopted Unified Pathways Master Plan, including the following conditions: to provide training and equipment to the Fire Department in order to increase their agency's rescue capabilities relative to the aquatic trail; to include a reference to the Recreation Division programs within the City as a way to educate; and accept the technical corrections, as reviewed by Mr. Krahn, including some minor text and map revisions, along with document appendix coordination, as identified by staff. Member Rink seconded the motion. Motion carried 6-0.**



**Vice Chairperson Yanuck moved to recommend to the Planning Commission and the Board of Supervisors the Carson River Aquatic Trail Plan. Member Valley seconded the motion. Motion carried 5-0.**

Carson City Planning Division  
 2621 Northgate Lane, Suite 62 • Carson City NV 89706  
 Phone: (775) 887-2180 • E-mail: plandept@ci.carson-city.nv.us

FOR OFFICE USE ONLY:

**MASTER PLAN AMENDMENT**

FEE: \$2,000.00 + noticing fee

**NOTE:** Master Plan Amendment applications must be submitted by the January, April, July and October deadline dates.

**SUBMITTAL PACKET**

- Application Form
- Site Plan
- Proposal Questionnaire With Both Questions and Answers Given
- Applicant's Acknowledgment Statement
- 31 Completed Application Packets (1 Original + 30 Copies)
- Documentation of Taxes Paid-to-Date N/A
- Project Impact Reports (Engineering) N/A

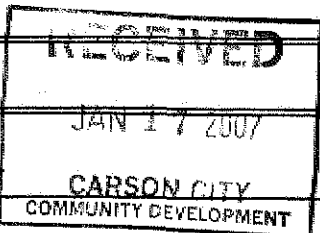
Application Reviewed and Received By:

Submittal Deadline: See attached PC application submittal schedule.

Note: Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional information may be required.

FILE # MPA-07-

008



**PROPERTY OWNER**

Linda Ritter, City Manager

**MAILING ADDRESS, CITY, STATE, ZIP**

201 N. Carson St., Ste #2, Carson City, NV 89701

**PHONE #**

(775) 887-2100

**FAX #**

(775) 887-2286

**Name of Person to Whom All Correspondence Should Be Sent APPLICANT/AGENT**

Vern L. Krahn, Park Planner

**MAILING ADDRESS, CITY, STATE ZIP**

3303 Butti Way Bldg #9, Carson City, NV 89701

**PHONE #**

(775) 887-2363

**FAX #**

(775) 887-2145

**E-MAIL ADDRESS**

VKrahn@ci.carson-city.nv.us

**Project's Assessor Parcel Number(s):**

City Wide

**Street Address**

N/A

**ZIP Code**

**Project's Master Plan Designation**

N/A

**Project's Current Zoning**

N/A

**Nearest Major Cross Street(s)**

N/A

Briefly describe the components of the proposed project. In accordance with Carson City Municipal Code (CCMC) Section: 18.02.070.

**Unified Pathways Master Plan (UPMP) Amendment:**

- 1.) Incorporation of the Carson River Aquatic Trail Master Plan
- 2.) Changes to Arrowhead Drive & on Airport Property and
- 3.) Technical corrections, including minor text and map revisions

**PROPERTY OWNER'S AFFIDAVIT**

I, Linda Ritter, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of, and I agree to, the filing of this application.

Signature

Address See above.

Date 1/16/07

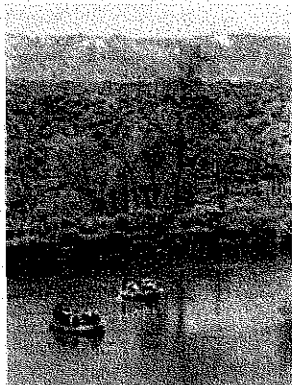
Use additional page(s) if necessary for other names.

STATE OF NEVADA )  
 COUNTY )

On \_\_\_\_\_, 200\_\_\_\_, personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Notary Public

**NOTE:** If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, Downtown Design Review, and/or the Redevelopment Authority Citizens Committee. Prior to being scheduled for review by the Planning Commission the Planning Division personnel can help you make the above determination.



**APPLICATION  
for  
MASTER PLAN AMENDMENT  
to the  
UNIFIED PATHWAYS MASTER PLAN  
CARSON CITY, NV**



Action to recommend to the Board of Supervisors the following changes to the adopted Unified Pathways Master Plan:

1. Incorporation of the Carson River Aquatic Trail Master Plan.
2. Removal of the shared street bicycle route on Arrowhead Drive from Goni Road to JohnD Winters Centennial Park, and the addition of an off-street/paved/shared path on Carson City Airport property from Goni Road to JohnD Winters Centennial Park.
3. Accept technical corrections, including minor text and map revisions, along with document and appendix coordination as identified by staff in red text in the Unified Pathways Master Plan.

**Prepared for:**

Carson City Planning Commission  
and  
Carson City Planning Division  
2621 Northgate Lane, Suite #62  
Carson City, NV 89706

**Prepared by:**

Carson City Parks and Recreation Department  
3303 Butti Way, Building 9  
Carson City, NV 89701

February, 2007

## **Project Summary**

On September 1, 2005, the Carson River Aquatic Trail Master Plan was authorized by the Carson City Board of Supervisors with a budget of \$12,500 to develop a feasibility study and plan to enhance recreation on the Carson River while providing protection for its environment. At that meeting, the Board of Supervisors also directed that this plan be incorporated into the Unified Pathways Master Plan (UPMP), which the City was developing at that time through the "Envision" Master Planning process. Due to time constraints and to avoid the potential of delaying the adoption of the other Master Plan(s), City staff recommended the Carson River Aquatic Trail Master Plan be incorporated into the UPMP at a later time. As a result, the Parks and Recreation Department began holding public hearings with a number of advisory boards to identify planning issues and public concerns associated with the development of this plan. Listed below are the public hearings that were held in late 2005 and early 2006 to accomplish this goal:

- Carson River Advisory Committee on October 10, 2005; March 1, 2006; May 3, 2006; and June 7, 2006
- Parks and Recreation Commission on November 1, 2005 (Refer to Exhibit A). In addition, our department had this plan on the Parks and Recreation Commission agenda for their June 20, 2006, meeting. Unfortunately, that Parks and Recreation Commission meeting was cancelled due to lack of a quorum.
- Open Space Advisory Committee on February 27, 2006
- Advisory Board to Manage Wildlife on June 19, 2006

As a result of previous public hearings, with the assistance of the Carson River Regional Recreation Steering Committee, various City advisory boards, committees, and commissions, and the consultant team, our department has prepared a FINAL DRAFT document and is ready to proceed with the City's adoption process to incorporate the Carson River Aquatic Trail into the adopted Unified Pathways Master Plan.

### **Application Questionnaire Supporting the Application for Master Plan Amendment to the Unified Pathways Master Plan with the Incorporation of the Carson River Aquatic Trail Master Plan**

*Consistency with Master Plan. The proposed amendment is in substantial compliance with the goals, policies, and action programs of the Master Plan.*

#### **Equitable Distribution of Recreational Opportunities**

The Carson City Master Plan seeks to continue providing a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

1. Does the proposed amendment provide opportunities to expand parks and recreation opportunities?

**Answer: Yes / Explanation:** The development of an aquatic trail on the Carson River will provide great recreational opportunities for both Carson City and Northern Nevada residents. The river contains Class I and Class III stretches that provide a diverse recreational opportunity for both inexperienced and advance boaters. In addition, the proposed facility and infrastructure improvements will enhance the river recreation experience while protecting the environment. As proposed, the most developed areas are identified as "put-in and take-out" areas. The development of these areas will assist the public in safely accessing the river for fishing, boating, bird watching, and hiking on land based trails.

2. Is the proposed amendment consistent with the Carson River Master Plan?

**Answer: Yes / Explanation:** The Carson River Master Plan recognizes the value of water recreation on the Carson River and divides the river corridor into three areas: southern, central, and northern. The two areas affected by the proposed Carson River Aquatic Trail Master Plan are the central and northern areas. In addition, the Carson River Master Plan recognizes that recreational development is to take place in the central section. In this section, there are excellent opportunities to accommodate daily visitors and still protect the river, its habitat, and privacy of property owners. In the northern area, the Carson River Master Plan recognizes that recreational opportunities are limited to those associated with trails, fishing, or whitewater recreation for experienced boaters, including the interpretive potential of the Comstock era mill sites and the V&T Railroad. In addition, the Master Plan encourages the establishment of boat "put-in and take out" areas with appropriate public amenities to provide for the enhancement of the public's recreational experience. The proposed amendment is necessary in order to incorporate the Carson River Aquatic River Master Plan, consisting of policies, guidelines, and actions, as the official written manifestation and mission of Carson City for the Carson River. This plan complements and enhances the recreation potential of the river by promoting the aquatic trail. It also incorporates the conservation elements and principals discussed and outlined with the Carson River Master Plan by promoting policies that are in compliance with both plans.

## **Economic Vitality**

**The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.**

1. Does the proposed amendment support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol?

**Answer: Yes / Explanation:** The Nevada Commission on Tourism and the Board of Supervisors view the Carson River Aquatic Trail Master Plan as an opportunity to enhance the economic vitality of the community and the region. This plan would provide additional diversity to the region's water recreational opportunities. The natural aspects of a whitewater raft trip through the Carson River Canyon compliments Lake Tahoe, the Lahontan Reservoir, and the whitewater park in Reno. Locally, this recreational resource could provide vendors with the opportunity to sell whitewater rafting and safety equipment, including the possibility of new river rafting businesses. In addition, the plan recognizes the historical value associated with the Comstock era and the river area's 150 years of history.

## **A Connected City**

**The Carson City Master Plan seeks to promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational amenities, and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.**

1. Does the proposed amendment provide for appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan and the proposed use and density?

**Answer: Yes / Explanation:** The Carson River Aquatic Trail Master Plan is a complimentary vision to the Unified Pathways Master Plan. It will provide for the development of a water based trail system which will have regionally significant recreational value. The Aquatic Trail will connect all city and public property along the Carson River, thereby enhancing the connectivity to existing and proposed land based trails and public recreational amenities. Also, this plan promotes regional recreation planning along the river with Lyon County.

## **Unified Pathways Master Plan Housekeeping Changes:**

1. Removal of the shared street bicycle route (solid blue line) on Arrowhead Drive from Goni Road to JohnD Winters Centennial Park and the addition of an off-street/paved /shared path (dashed light green line) on Carson City Airport property from Goni Road to JohnD Winters Centennial Park.

**Reason for requested change:** During the City's "Envision" Master Planning effort, the industrial business owners in the Arrowhead Drive area east of Goni Road expressed numerous safety concerns regarding the Unified Pathways Master Plan Map illustrating a shared street bicycle route on Arrowhead Drive through this industrial area (Exhibit A). At the request of Supervisor Peter Livermore, on April 4, 2006, Ronni Hannaman, Executive Director of the Carson City Chamber of Commerce, held a meeting with the City, including representatives from the industrial business community, Muscle Powered, and Parks and Recreation Commission representatives. At this meeting, various

alternatives were discussed and explored at length. As a result of this meeting, representatives from the industrial business community agreed not to oppose the Unified Pathways Master Plan adoption at the April 6, 2006, Board of Supervisors meeting, provided the City would continue work in good faith and actively address their concerns.

On May 24, 2006, following the adoption of the Unified Pathways Master Plan, Roger Moellendorf, Parks and Recreation Director, met with representatives from the Carson City Airport Authority staff, the industrial business community representatives, Supervisor Pete Livermore, and City Manager Linda Ritter to discuss possible solutions to the concerns regarding bicycles on Arrowhead Drive. As a result of this meeting, the City agreed to propose removing the shared street bicycle route (solid blue line) on Arrowhead Drive from Goni Road to John D Winters Centennial Park (Exhibit A) and propose adding an off-street/paved/shared path (dashed light green line) on Carson City Airport property (Exhibit B). After this arrangement, the concept was presented to the Airport Authority. Although no formal action was taken by the Airport Authority at that time, the proposal was well-received. As a result, on January 17, 2007, our department will formally present this concept to the Airport Authority with the intent to seek an "official" recommendation to change the Unified Pathways Master Plan, as discussed above.

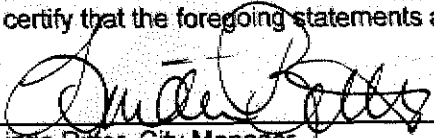
2. Accept technical corrections, including minor text and map revisions, along with document and appendix coordination as identified by staff in the Unified Pathways Master Plan.

**Reason for requested changes:** Over the past six months, in working with Winston Associates to finalize the UPMP graphic format, staff realized that this document needed minor text and map revisions, along with document and appendix corrections. All these proposed changes are highlighted in red text throughout the entire UPMP. Staff believes these proposed changes provide for better readability and clarity within the document. Please review these red text changes on the provided CD in your agenda item packet or on the City's website. If any Commissioner feels that the originally adopted language in the UPMP is better, please bring it to staff's attention and the Commission can decide to return to the originally adopted language.

Also, there are a few minor corrections proposed on the adopted UPMP map. These proposed changes identify corrections related to existing conditions and minor facility alignment. If the Commission would request such a presentation at this meeting, City staff is prepared to provide a detailed presentation on each of these individual changes to the map.

**ACKNOWLEDGMENT OF APPLICATION**

I certify that the foregoing statements are true and correct to the best of my knowledge and belief.

  
Linda Ritter, City Manager

1/16/07  
Date





**CARSON CITY, NEVADA**  
CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

**MEMORANDUM**

**TO:** Vern Krahn, Park Planner  
**FROM:** Stacey Giomi, Fire Chief  
**DATE:** January 12, 2007  
**SUBJECT:** Aquatic Trails Plan

I have reviewed the Aquatic Trail plan that you submitted to me. I understand that you are in the preliminary stages of development. I do have some concerns regarding our ability to provide rescue and emergency medical services for this plan as written.

The Carson City Fire Department is responsible for rescue services in our community. Our ability to provide these services, relative to river rescue, is limited to the awareness level as classified by the National Fire Protection Association. With the development of an aquatic trail the river usage would increase. This would increase our potential for performing river rescues. At a minimum, we should be certified to the operations level with a core group of rescuers trained to the technician level.

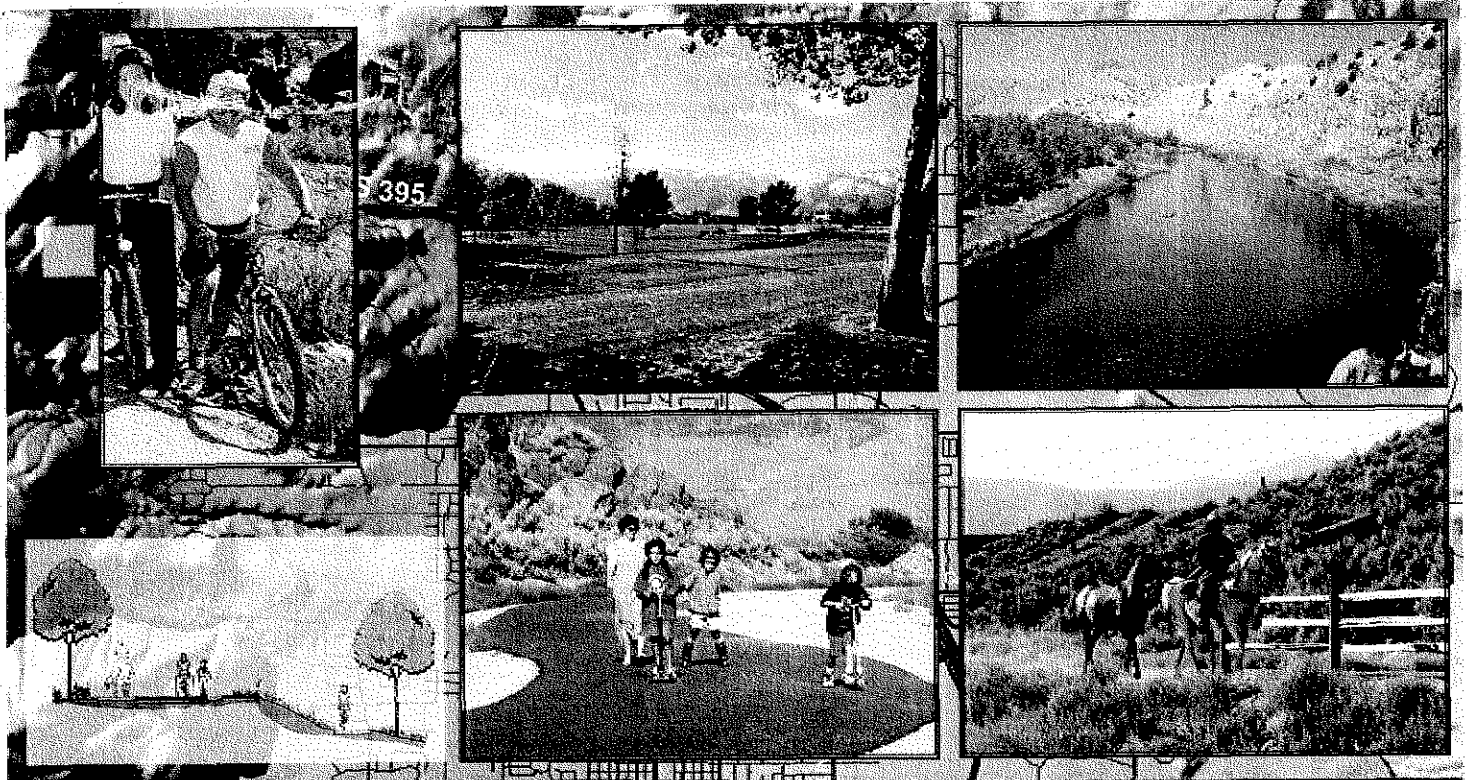
I would suggest that an additional action be added to the plan as noted on page 10-10 of the report. My suggestion is to add the following:

*Provide training and equipment to the Carson City Fire Department in order to increase the agency's rescue capabilities relative to the aquatic trail on the Carson River.*

I would estimate that the initial cost would be approximately \$30,000. There would be on-going costs associated with training and equipment maintenance. I can provide a more comprehensive cost breakdown if you require that information.

Thank you for the opportunity to review this plan. Please contact me if you need additional assistance.

cc: Roger Moellendorf, Parks and Recreation Director



# UNIFIED PATHWAYS MASTER PLAN

CARSON CITY, NEVADA

ADOPTED APRIL 6, 2006

## Incorporation of the Carson River Aquatic Trail Master Plan



## 5.7 PERSONS WITH DISABILITIES

According to the public opinion survey, approximately eight percent of the households in Carson City have at least one disabled person. Many sidewalks and trails in Carson City are not handicap accessible. Pathway considerations for people with disabilities include: smooth, consistent surfaces, wheelchair ramps at curbs, appropriate railings, and gentle grades. In mountain areas, it is not practical to make all trails meet disability standards. However, many pathways can be designed to meet accepted accessibility standards at little or no additional cost.<sup>3</sup>

Considerations for accessible pathways include:

- Gentle grades and parking areas should be incorporated into Carson City's accessible trails
- A variety of levels and types of trails should be provided to accommodate varying equipment and ability differences. Paved or firm surfaces may be able to accommodate the needs of most disabled people.
- Pathways should be designed to meet ADA requirements
- Loop trails should be provided wherever possible
- Other amenities related to disabilities should be provided such as trail ability levels, brail informational signage, and well-marked hazards.

## 5.8 RIVER USER GROUPS AND DEMAND

According to the Outdoor Industry Foundation Outdoor Recreation Participation Study ([www.outdoorindustry.org](http://www.outdoorindustry.org)) there were 22 million people canoeing, 10 million people kayaking, and 9 million rafting in the US in 2004. The majority of these persons live in the west. As the population in Carson City and adjacent counties increase, there will be increased recreational demands on the Carson River.

Whitewater enthusiasts tend to be young adults, with an average age between 24-54. Seventy percent are married, 65 percent hold at least a four-year college degree, and their average total household income is \$75,000 to \$125,000.

The Carson River aquatic trail can be enjoyed by a wide range of boating enthusiasts of all skill levels with emphasis on the beginner and intermediate levels. Canoeists, rafters, and inner tubers are the primary users of the Eagle Valley section. Boaters can also use open-deck and enclosed plastic kayaks. It is a good section for beginners and children to hone their river skills.

The Carson River Canyon section is appropriate for intermediate kayakers and rafters or expert canoeists with proper whitewater equipment. This section is not appropriate for beginner boaters or beginner and intermediate canoeists or due to the frequency and complexity of the rapids, the potential for large strainers (fallen cottonwood trees in the main flow of the channel), and limited access.



*Carson River aquatic trail can be enjoyed by a wide range of boating enthusiasts of all skill levels*

<sup>3</sup> As of September 2000, national ADA guidelines were still under review.

## 5.9 AGE/ABILITY LEVELS OF PATHWAY USERS

Pathways offer recreational opportunities for all abilities. Trails may be used by people learning a new sport such as those learning to ride horses, mountain bikes, or OHVs. Trails are also used by people who are familiar with a sport and are looking for challenging terrain.

Pathways are also used by persons of all ages. For children, there must be a heightened emphasis on safety. Pathways to schools should ideally be separated from motor vehicles and any road crossings should be carefully planned. The need for safe pathway access to city parks is also critical for school-age children.

- > Pathways leading to schools should be separated from motor vehicles
- > At-grade crossings, especially those near schools, should be carefully planned (raised crossings and flashing lights should be considered in areas near schools)
- > For children and school access, off-street bike paths (or shared use paths) are more appropriate than on-street bicycle lanes



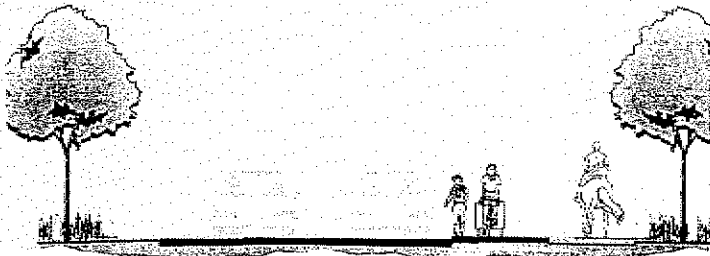
*Off-street paths are especially important for youth, as well as elderly.*

## 6.8 BRIDLE PATH

While there are currently no designated areas for bridle paths in the UPMP, this trail type is proposed for areas of heavy traffic or other unique circumstances where it may be desirable to provide a separate soft surface path for equestrians (and walkers/joggers).

### BRIDLE PATH

Location:	Areas with heavy or fast traffic
Width:	12' minimum width for equestrians, carriages, joggers
Surface:	Soft surface
Amenities	Shade trees, signage. Soft surface may be separated by fence from traffic or sidewalks.



## 6.9 AQUATIC TRAIL

The Carson River Aquatic Trail (CRAT) can be used by unmotorized watercraft including canoeists, rafters, kayakers, and inner-tubers. The CRAT is limited to use when the water levels are sufficient, typically in the spring and early summer.

### AQUATIC TRAIL

Location:	Carson River Corridor from Sierra Vista Lane to the Lyon County line. Through Lyon county, down to Santa Maria Ranch.
Width:	10.1 miles in Carson City and 3.6 miles in Lyon county. Approximate total: 13.7 miles.
Surface:	Water
Amenities	Defined parking area, river safety signage, restrooms and trashcans at river access points.



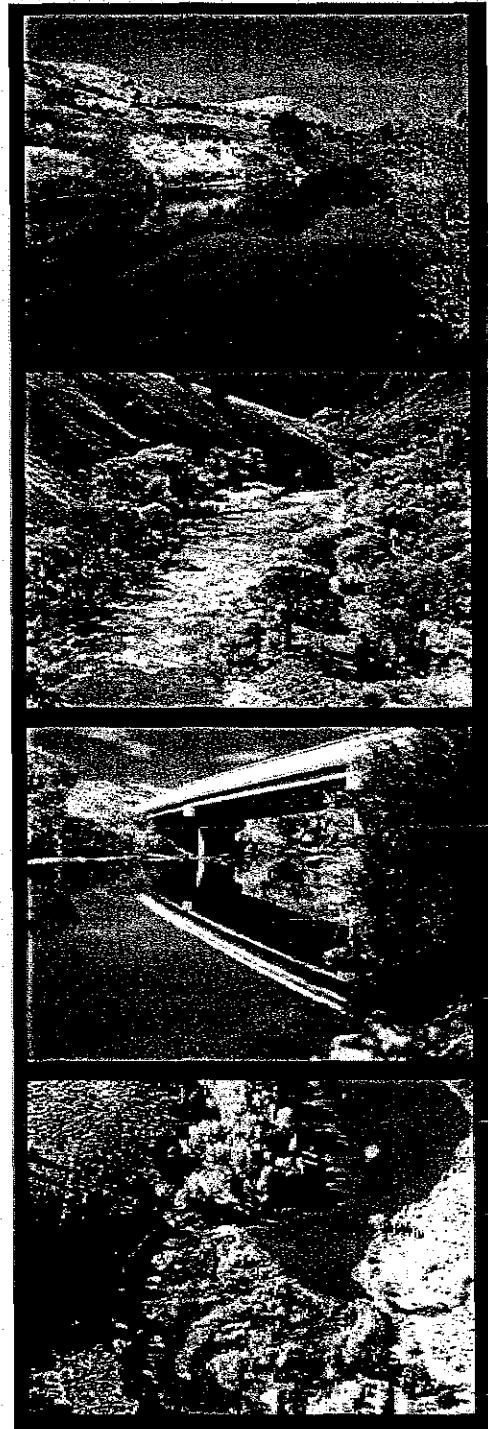


The Carson River through Carson City is a beautiful resource that provides a source of water, wildlife habitat, and recreational opportunities such as fishing, swimming and boating. The undeveloped nature of the Carson River offers unique scenic and recreational opportunities adjacent to the urban core. An exceptional feature of the river is that it offers two different segments that provide excellent boating opportunities to both beginner and intermediate skill levels.

The Carson City portion of the Carson River Aquatic Trail extends from the BLM river access area at Sierra Vista Lane 10.1 miles downstream to the Lyon County line (see Map). This river section currently has public access points, active public river use, and approximately 30% of it is bounded by public lands.

### 10.1 GENERAL DESCRIPTION OF THE CARSON RIVER

The Carson River begins in the Sierra Nevada Mountains and flows over 180 miles to its terminus in Lahontan Reservoir and the Carson Sink. The Carson River's primary source of water is from precipitation and snow pack in the Sierra Nevada Mountains. The East and West forks of the Carson River merge on the west side of the Carson Valley, near Genoa in Douglas County, Nevada. From Genoa, the main stem of the Carson River flows to the northeast out of Carson Valley and into Eagle Valley on the east side of Carson City. The river then turns east and cuts through the Carson River Canyon, Dayton Valley, Churchill Valley, and ultimately terminates in the Lahontan Reservoir and the Carson Sink.



*Carson River Aquatic Trail*

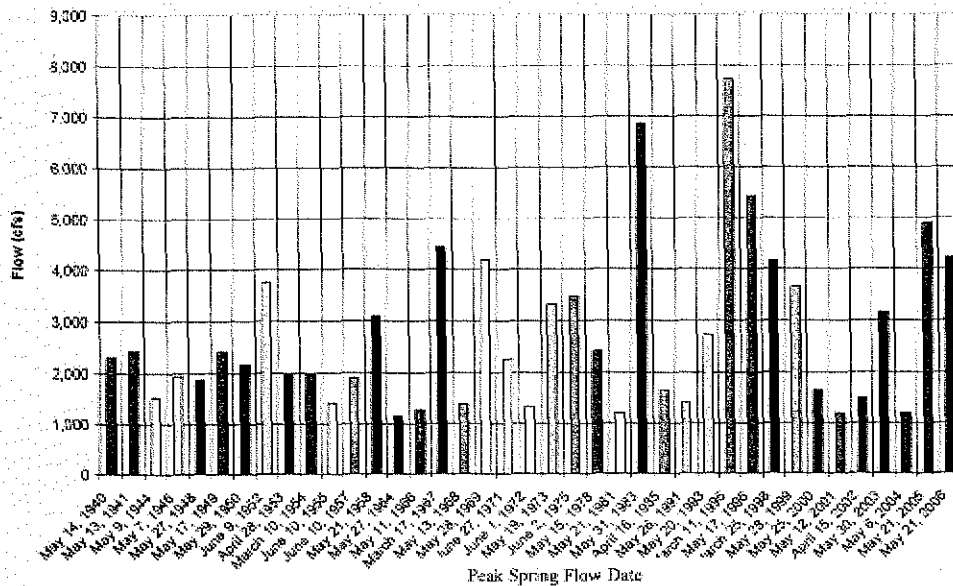


Chart 10-1

The comparison of Carson River peak spring flows - dates and magnitudes - exhibits the rivers' great variability. The flows range from March 25 to June 27 and from 1,200 cfs to 7,700 cfs.

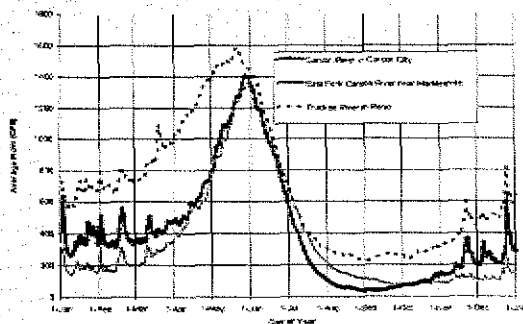


Chart 10-2

Comparison of the annual flows of the Carson River, Truckee River, the East Fork of the Carson River and the Truckee River.

**Eddy** - When current flows past an object it creates a void behind the object. There, the current typically flows back upstream, creating an eddy.

**Hydraulic** - As water flows over an object it creates a depression behind the object and water flows upstream to fill that depression. A hydraulic results when the water flowing upstream is pronounced and recirculates behind the object. A boil line appears where the upstream and downstream waters separate. Hydraulics can tip over boats and hold swimmers.

**Hole** - A hole is the area where recirculating water meets the downstream current behind an object such as a boulder. If the edges of a hole point upstream, then the hole is difficult to get out of.

**Wave** - As water flows down a chute it gains speed. When the water hits the river bottom the energy is dissipated into a series of standing waves. Large waves can tip over boats.

**Strainer** - A strainer is an obstruction, such as a fallen tree, that allows water to flow through it but does not allow solid objects, such

as a person, to pass. Common strainers are downed trees, logs, or discarded fences.

**Undercut Rock** - Water sometimes flows under large boulders or cliffs due to their shape and the effects of erosion. This creates a situation where objects, such as a person, can be trapped under water. If the water flowing into a rock does NOT form a pillow (white, bubbly water against the upstream side of the rock), the rock is probably undercut. Never boat or swim near and undercut rock.

**Cold Water** - Immersion in cold water can result in hypothermia. Always prepare for cold water immersion. If the air and water temperature combined equal less than 120°F, wear a wet suit or dry suit.

**High Water** - During snow melts or heavy rain water levels can rise dramatically. The current flows more rapidly and there are often foreign objects being carried away by the water. Check the water levels before you begin any trip. High water can be extremely dangerous.

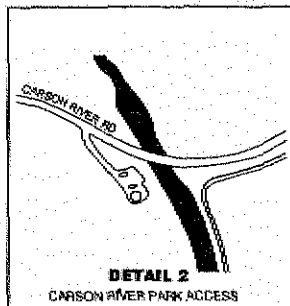
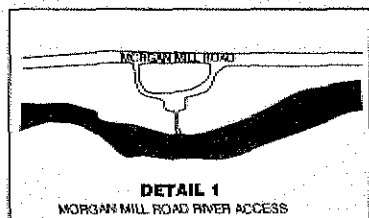
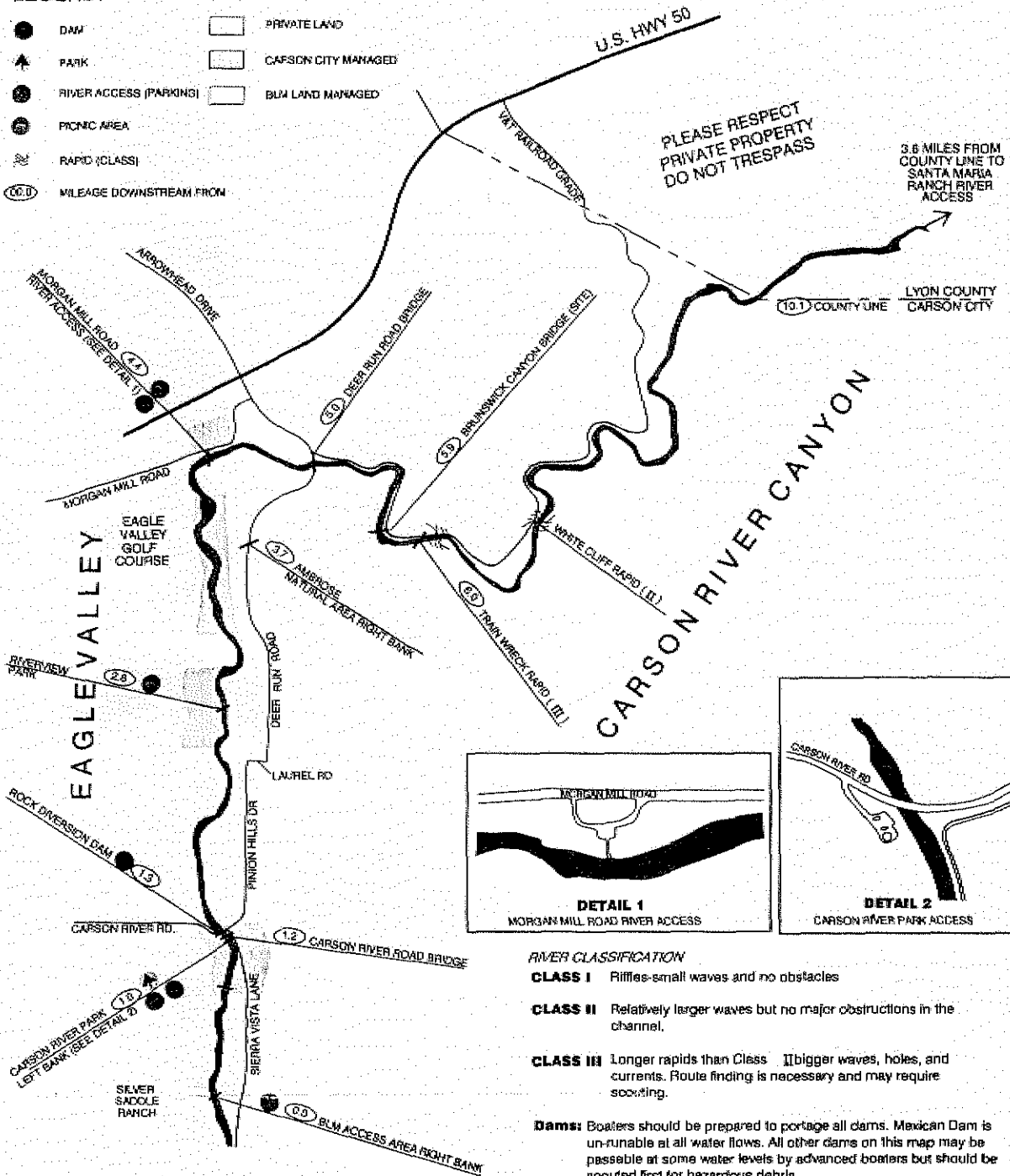


# DRAFT CARSON RIVER AQUATIC TRAIL MAP FOR CARSON CITY

1"=6,507  
Approximate Scale

## LEGEND:

- |  |                         |  |                     |
|--|-------------------------|--|---------------------|
|  | DAM                     |  | PRIVATE LAND        |
|  | PARK                    |  | CARSON CITY MANAGED |
|  | RIVER ACCESS (PARKING)  |  | BLM LAND MANAGED    |
|  | PICNIC AREA             |  |                     |
|  | RAPID (CLASS)           |  |                     |
|  | MILEAGE DOWNSTREAM FROM |  |                     |



### RIVER CLASSIFICATION

- CLASS I** Ripples-small waves and no obstacles
- CLASS II** Relatively larger waves but no major obstructions in the channel.
- CLASS III** Longer rapids than Class II; bigger waves, holes, and currents. Route finding is necessary and may require scouting.

**Dams:** Boaters should be prepared to portage all dams. Mexican Dam is un-runable at all water flows. All other dams on this map may be passable at some water levels by advanced boaters but should be scouted first for hazardous debris.

**Eagle Valley Class I/II Float 3.3 miles**  
From Carson River Park to Morgan Mill Road River Access  
One dam hazard appropriate for novice skills; canoes and kayaks; small rafts ok at higher flows. The minimum flow needed to comfortably boat this section is 500 cfs.

**Carson River Canyon Class II/III Whitewater 9.3 miles**  
From Morgan Mill Road River Access to Santa Maria Ranch  
Several dam hazards, Numerous Class II/III Rapids  
Appropriate for intermediate to advanced skills; kayaks and rafts. The minimum flow needed to comfortably boat this section is 800 cfs.

Flow Information:  
[http://waterdata.usgs.gov/NW/NWIS/uv/?site\\_no=10311000](http://waterdata.usgs.gov/NW/NWIS/uv/?site_no=10311000)

Rapids on the Carson River are more difficult at higher water levels. (above 1,500 cfs)

# DRAFT CARSON RIVER AQUATIC TRAIL MAP

DAYTON VALLEY

WARNING:  
STAY IN RAFTS/BOATS  
BELOW SANTA MARIA RANCH

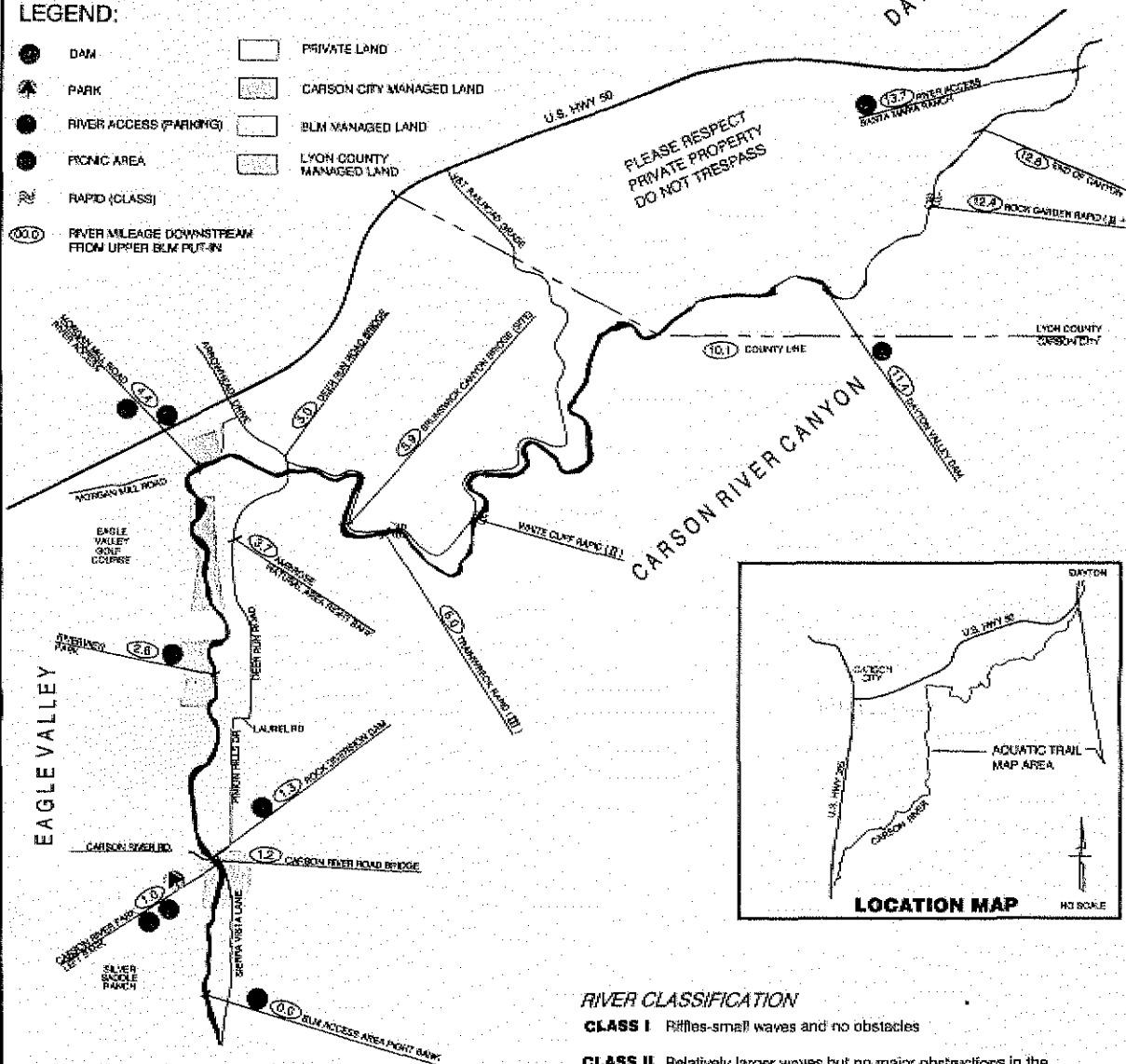
PLEASE RESPECT  
PRIVATE PROPERTY  
DO NOT TRESPASS

CARSON RIVER CANYON



**LEGEND:**

- DAM
- PARK
- RIVER ACCESS (PARKING)
- PICNIC AREA
- RAPID (CLASS)
- RIVER MILEAGE DOWNSTREAM FROM UPPER BLM PUT-IN
- PRIVATE LAND
- CARSON CITY MANAGED LAND
- BLM MANAGED LAND
- LYON COUNTY MANAGED LAND



**Flow Information:**  
[http://waterdata.usgs.gov/NV/NWIS/nw/?site\\_no=10311000](http://waterdata.usgs.gov/NV/NWIS/nw/?site_no=10311000)  
 Rapids on the Carson River are more difficult at higher water levels. (above 1,500 cfs)

**RIVER CLASSIFICATION**

- CLASS I** Riffles-small waves and no obstacles
- CLASS II** Relatively larger waves but no major obstructions in the channel.
- CLASS III** Longer rapids than Class II, bigger waves, holes, and currents. Route finding is necessary and may require scouting.

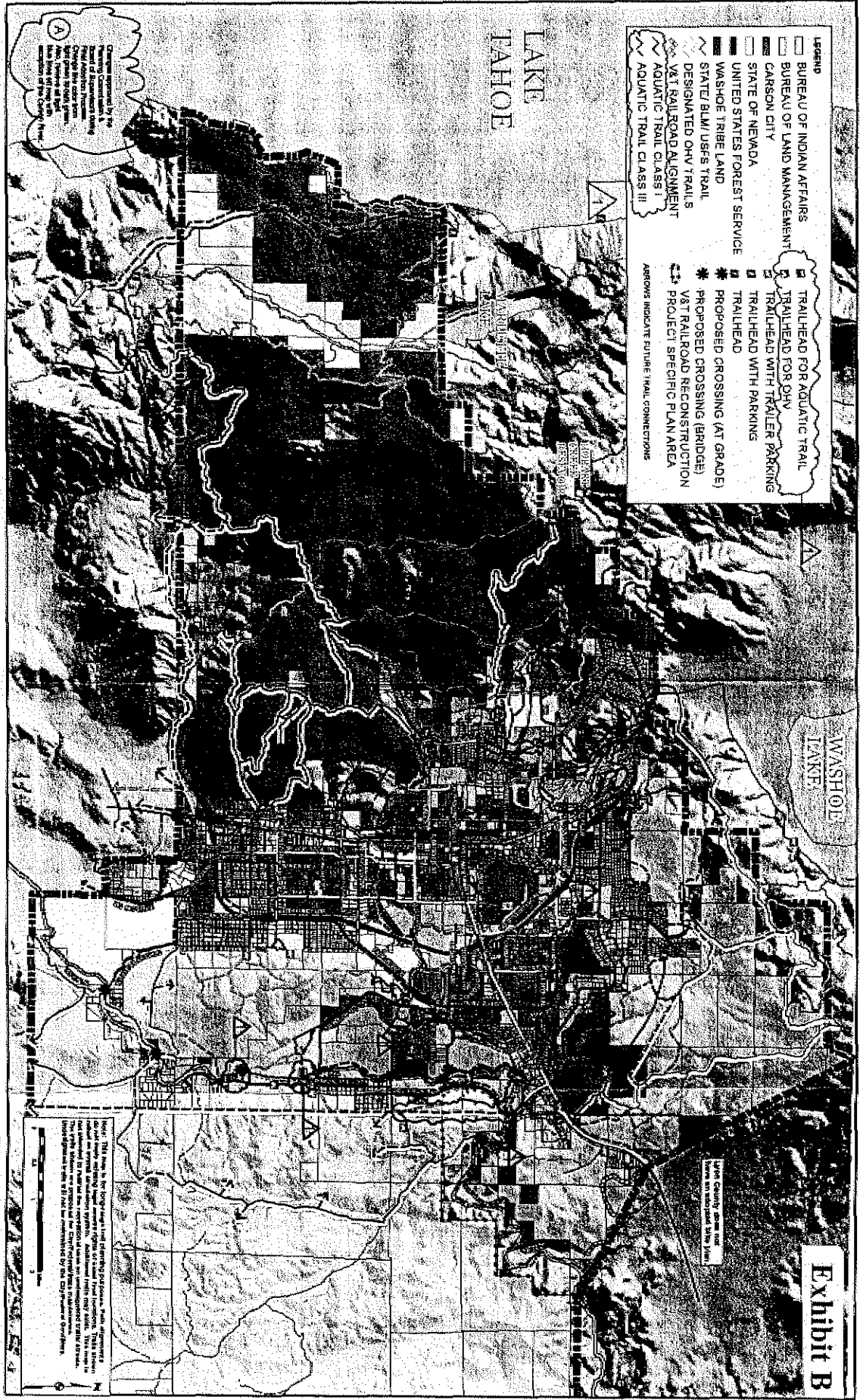
**Dams:** Boaters should be prepared to portage all dams. Mexican Dam is un-runable at all water flows. All other dams on this map may be passable at some water levels by advanced boaters but should be scouted first for hazardous debris.

**Eagle Valley Class I/II Float 9.3 miles**  
 From Carson River Park to Morgan Mill Road River Access  
 One dam hazard, Numerous Class I/III Rapids  
 Appropriate for novice skills; canoes and kayaks; small rafts ok at higher flows. The minimum flow needed to comfortably boat this section is 500 cfs.

**Carson River Canyon Class II/III Whitewater 9.3 miles**  
 From Morgan Mill Road River Access to Santa Maria Ranch  
 Several dam hazards, Numerous Class I/III Rapids  
 Appropriate for intermediate to advanced skills; kayaks and rafts. The minimum flow needed to comfortably boat this section is 600 cfs.

# Exhibit B

- LEGEND**
- BUREAU OF INDIAN AFFAIRS
  - BUREAU OF LAND MANAGEMENT
  - CARSON CITY
  - STATE OF NEVADA
  - UNITED STATES FOREST SERVICE
  - WASHOE TRIBE LAND
  - STATE BLM/USFS TRAIL
  - DESIGNATED OHV TRAILS
  - V&T RAILROAD ALIGNMENT
  - AQUATIC TRAIL CLASS I
  - AQUATIC TRAIL CLASS III
- 
- ▣ TRAILHEAD FOR AQUATIC TRAIL
  - ▣ TRAILHEAD FOR OHV
  - ▣ TRAILHEAD WITH TRAILER PARKING
  - ▣ TRAILHEAD WITH PARKING
  - ▣ TRAILHEAD
  - ▣ PROPOSED CROSSING (AT GRADE)
  - ▣ PROPOSED CROSSING (BRIDGE)
  - ▣ V&T RAILROAD RECONSTRUCTION
  - ▣ PROJECT SPECIFIC PLAN AREA
- ARROWS INDICATE FUTURE TRAIL CONNECTIONS

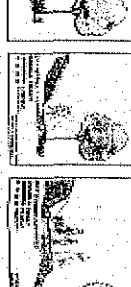
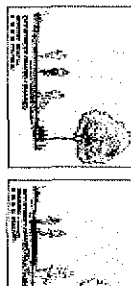
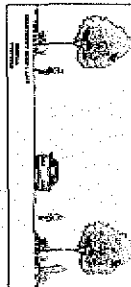
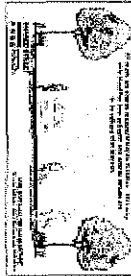


Changes implemented by the Planning Commission to the Master Plan of Aquatic Trails. Changes include new trail alignments, trailhead locations, and trailhead parking areas. The map also shows the location of the Carson City and Washoe Tribe lands.

Washoe County does not have an adopted trail plan.

**NOTE:** This map is for informational purposes only. It is not intended to be used as a legal document. The map is based on the most current data available. The map is subject to change without notice. The map is not a warranty of any kind. The map is provided as a service to the public. The map is not a guarantee of any kind. The map is provided as a service to the public. The map is not a guarantee of any kind.

## UNIFIED PATHWAYS MASTER PLAN



### 10.1.1 RIVER HYDROLOGY

The US Geological Survey (USGS) has monitored the flow of the Carson River in Carson City since 1940. Peak spring run-off occurs between March and June. On average, the Carson River peaks on May 26th at 1,430 cubic feet per second (cfs<sup>1</sup>). The highest flows ever recorded are associated with winter storms between November and February. The Carson River has similar flows to the Truckee River and the East Fork of the Carson River as illustrated by the hydrographs in Chart 10-2.

### 10.1.2 GENERAL RIVER TERMINOLOGY

"River difficulty" is described by an international scale system (1998 Revisions to The Safety Code of American Whitewater Complete). The Carson River Aquatic Trail difficulty ranges from Class I to Class III.



*The Anderson Dam, a rockdam  
downstream of Carson River Road Bridge.*

### 10.1.4 DAMS ON THE CARSON RIVER

Dams may be navigable if the drop is not too great and hydraulics at the base of the dam is acceptable. There is one small rock dam on the Carson River Aquatic Trail in Carson City. The dam is located just downstream of the Carson River Road Bridge. The dam is usually passable by watercraft at flows above 500 cfs but occasionally catches debris that can be hazardous. There are numerous rock diversions along the Carson River, which divert water into irrigation ditches, which are important to agriculture and ranching along the Carson River. Rock diversions, concrete dams and water conditions at the base are often difficult for boaters to identify from the upstream side of the dam.

## 10.2 JURISDICTION

### 10.2.1 THE UNITED STATES

The Carson River is a navigable water of the United States as defined in Title 33 of the Code of Federal Regulations Chapter 329 (33 CFR 329). As such, the Carson River is a public resource and the general public has the right of navigation on the water surface.

### 10.2.2 THE STATE OF NEVADA

The Carson River is also a navigable water of the State of Nevada. Therefore, the State of Nevada owns the bed and bank of the river up to the ordinary and permanent high water mark. This means that the river is owned and managed by the Nevada Division of State Lands up to the line to which the water ordinarily rises in season, synonymous to the mean high water line. At the Carson River Road bridge, the ordinary high water line is approximately 1,500 cfs. (See Chart 10-1)

The policy regarding use of state lands is described by Nevada Revised Statutes (NRS) 321. In general, state lands must be used in the best interest of the residents of the state, and to that end may be used for recreational activities. In determining the best uses of state lands, the appropriate state agencies must give primary consideration to the principles of multiple use and sustained yield as the status and resources of the lands permit.

<sup>1</sup> Cubic feet per second is the hydrologic term used to express the rate of flow in a river. It is the rate of flow representing a volume of 1 cubic foot passing a given point in 1 second. One cfs is equivalent to approximately 7.48 gallons per second or 448.8 gallons per minute.

## 10.2.2 PROPERTY ADJACENT TO THE RIVER

As a navigable water of the State of Nevada the State has sovereign capacity to the bed and bank up to the mean high water line. Above the mean high waterline, the bulk of the Carson River corridor is private property.

The vast majority of land adjacent to the Carson River is managed as agricultural and ranching land. In Carson City, two large ranches have been acquired for use by the public. The Silver Saddle ranch in southeastern Carson City is managed by the BLM and offers public access to the Carson River. Likewise, the Eagle Valley Golf Course and River View Park offer the public access to an area of the Carson River that was historically private property. Other areas along the river in Eagle Valley include small private parcels with homes near the river. In Carson River Canyon, there are several large undeveloped parcels and one large parcel in industrial use.



*Class I float section of the Carson River is visible on the left side of the photo.*

## 10.2.3 WATER RIGHTS

Water rights have a significant impact on the amount of water in a river. The Carson River is the primary water source for agricultural, private and municipal uses in the surrounding area. All waters within the boundaries of the State of Nevada, including surface and ground water, belong to the public and are managed on their behalf by the State.

Nevada water law is based on prior appropriation - "first in time, first in right." This means that in low water conditions a downstream user with a "senior" (older) water rights can require upstream users with more "junior" rights to leave water in the river for the use of the "senior" water user. The reverse is also true - an upstream user with "senior" water rights can divert quantities that may leave downstream "junior" users with little water. This explains why the Carson River can become a dry stream bed during drought years and often in late summer even in "wet" years. Therefore, the Aquatic Trail is of necessity, a seasonal use trail - when there is enough water in river - typically April through July.

**Class I: Easy** Fast-moving water with riffles and small waves. Few obstructions, all are obvious and are missed easily with little training. Risk to swimmers is slight, self-rescue is easy.

**Class II: Novice** Straightforward rapids with wide, clear channels, which are evident without scouting. Occasional maneuvering may be required, but rocks and medium-sized waves can be missed easily by trained paddlers. Swimmers are seldom injured and group assistance, while helpful, is seldom needed.

**Class III: Intermediate** Rapids with moderate, irregular waves, which may be difficult to avoid and can swamp an open canoe. Complex maneuvers in fast current and good boat control in tight passages or around obstacles are often required. Large waves or "strainers" such as fallen trees may be present but can be avoided. Strong eddies and powerful currents can be found, particularly at high flows. Scouting is advisable for inexperienced parties. Self-rescue is more difficult and group assistance may be required to avoid a long swim.

**Classes IV & V: Advanced and Expert.** Intense, powerful or very violent rapids requiring precise boat handling in turbulent water. Group assistance for rescue is often essential and requires consistent and practiced skills. Proper equipment, extensive experience, and practiced rescue skills are essential.

## 10.3 THE EXISTING AQUATIC TRAIL

The Aquatic Trail consists of two distinct segments of the Carson River in Carson City. The Aquatic Trail is illustrated by Map 1 and 2 and briefly described below.

### 10.3.1 EAGLE VALLEY CLASS I/II FLOAT

This float may begin at either the BLM river access area (mile 0.0) or the Carson River Park (mile 1.0), and ends at the Morgan Mill Road River Access Area (mile 4.4). This section has one small rock diversion hazard (the Anderson Dam) just downstream of the Carson River Road Bridge. The run is appropriate for beginner canoeists, kayakers and rafters. Public land abuts the river in several areas, offering shady cottonwood groves to stretch your legs or picnic. It is an excellent section for birding.

The Eagle Valley Float can be completed in as little as an hour, with paddling. The float can be stretched to several hours with stops for picnicking or birding in the cottonwood groves. The time to complete the float depends primarily on the amount of flow in the river. The minimum river flow required to comfortably float a watercraft in this section is roughly 500 cfs.

### 10.3.2 CARSON RIVER CANYON CLASS II/III WHITEWATER RUN

This section begins at the Morgan Mill Road River Access and ends in Lyon County at the Santa Maria Ranch River Access (roughly 6 miles in Carson City and 3.6 miles in Lyon County). This section flows through a beautiful canyon that gives the feeling of seclusion and wilderness. There is one long Class III rapid roughly one mile downstream of the put-in. This rapid has a large river-wide wave at the top of the rapid and numerous holes and large waves for approximately  $\frac{1}{4}$  mile downstream. There is one rock diversion hazard (Dayton Valley Dam or Ophyr Dam) in Lyon County that should be scouted by persons unfamiliar with the diversion. There are several large Class II rapids with numerous tight meanders continuing downstream into Lyon County.

The relative remote nature of this section and its difficulty requires intermediate boating skills and is not appropriate for unguided beginners. This section offers great views of historic roads and bridges from the Comstock Era. The V&T railroad grade is adjacent to this section of river through Carson City. Currently there is no public land adjacent to the river through this section. There are several dirt roads in this area and, unfortunately, there are several abandoned vehicles along the river. The trash is unsightly and hazardous during high flow conditions and should be removed.

The Carson River Canyon section can be boated in as little as two hours at 1,500 cfs. The minimal flow required to raft this section is roughly 800 cfs. The minimal flow required to comfortably kayak this section is roughly 600 cfs.



*A Class I float section of the Carson River.*



*A Class II/III whitewater section of the Carson River.*

## 10.4 CONNECTIVITY TO OTHER TRAILS

The Carson River is currently connected with other trails at Silver Saddle Ranch, River View Park, and Ambrose Natural Area along the east side of Eagle Valley. Several existing dirt roads and proposed trails parallel the river through the Carson River Canyon. Future connectivity as envisioned in the Carson City Unified Trails Master Plan will allow persons to walk, bike, or ride horses along sections accessible by boat to enjoy the Carson River corridor.

## 10.5 LIABILITY

Many private landowners have concerns regarding liability if someone gets hurt on their property. This section describes the protection provided by Nevada Revised Statute (NRS) 41.510. (The complete statute text is provided in Appendix 13.7)

If a person engaged in recreational activities trespasses, or if such a person is given permission to use private property, private landowners are protected by NRS 41.510. Water sport activities that may require the use of private land such as portaging a dam is a type of recreational activity specifically covered by NRS 41.510 and this statute would be a "bar to recovery". A "bar to recovery" means that a person could file a lawsuit but a trial and judgment against a landowner would be highly unlikely. This statute, however, will not protect a landowner who is responsible for willful or malicious acts or if the landowner is charging a fee to use the property for the recreational purpose.

Under NRS 41.510:

- > A landowner is not required to keep the land safe for entry or use by others for any recreational activity
- > A landowner is not required to give warning of any hazardous condition, activity or use of any structure on the land to persons entering for those purposes.
- > By giving permission, a landowner does not extend any assurance that the premises are safe or assume responsibility or liability for any injury to person or property caused by any act of persons to whom the permission is granted.

Even though a landowner is not required to give warning, if an owner of a diversion dam is aware of a specific hazard created by the dam then the failure to give notice could possibly be construed under NRS 41.510(3)(a)(1) as a willful or malicious failure to warn. This might be a problem, for example, in the event a rebar was sticking up out of a dam or some type of known but concealed hazard exists. If the dam is built and maintained according to a certain standard, such as a state standard, and the only danger is strong current and hydraulics caused by the dam, then the NRS would provide the limitation of liability.

If a dam is removed in such a way as to reduce or eliminate a potential danger then the former owner will enjoy the protection of the NRS liability limitation. If the dam is modified in a way to specifically provide a safer route then the best way to limit liability is to place a sign that one passage is safer than another. However, if signs are placed on the property, the signs must be maintained.

If a dam is modified so the resulting wave at the base of the dam is a fun place to play, then the owner is still protected by NRS 41.510. According to a 1977 Federal case decided under Nevada State law, the doctrine of attractive nuisance has not been adopted, and if there is no evidence of a willful failure to warn or guard, and no monetary payments for the access to the river, then attractive nuisance is not a concern.

Carson City will coordinate with landowners adjacent to the Anderson Dam below Carson River Road bridge and the Mexican Dam operators to consider a means of providing notice to the aquatic trail users that traveling over the dam may be a hazardous activity.

## 10.6 RIVER SAFETY

Persons can safely use the Carson River Aquatic Trail by following standard river safety guidelines. American Whitewater has developed a set of comprehensive guidelines, a copy of which is provided in the Appendix. The mission of American Whitewater is to conserve and restore America's whitewater resources and to enhance opportunities to enjoy them safely. The safety code was prepared using the best available information and has been reviewed by a broad cross-section of whitewater experts. The code is a collection of guidelines for individuals to avoid and minimize their risks and river accidents.

River accidents and deaths are tracked by the American Whitewater Safety Committee and statistics and accident details area available on their web page at [www.americanwhitewater.org/content/Safety/](http://www.americanwhitewater.org/content/Safety/). Since 2000, the number of whitewater fatalities nationwide has ranged between 30 and 58 per year. The majority of these fatalities (78) have occurred in California. Between 1975 and 2005, two fatalities were reported in Nevada. In 2006 through May, there were three reported whitewater fatalities in the western states. One of these was on a Class V river and two were on Class III rivers with high water and the victims came out of their boats and were drowned by strainers (thick tree branches in the river current).

The Carson City Fire Department responds to calls for help in and along the Carson River. Certain response units have specialized training and equipment to help river accident victims.

## 10.7 ECONOMIC IMPACTS

The economic impacts of the availability of safe river rafting and canoeing on the Carson River will come from two areas. First, the Aquatic Trail will provide a local recreational area for local river enthusiasts. Second, it will draw overnight and out-of-town visitors to the area. Both of these types of economic impacts are difficult to quantify. An economic analysis may be performed but is outside the scope of the current study.

An economic analysis for the Truckee River Recreation Plan was conducted in 2000 and underestimated the positive economic impact of implementing improvements to the Truckee River. The results of the economic analysis predicted that river related uses would generate an economic impact of approximately \$1.9 to \$4.1 million, annually. This level of economic activity was projected to generate 33 to 67 jobs and generate tax revenues in the amount of \$123,000 to \$263,500, annually. The economic model assumptions were conservative in terms of total use and recreational expenditures when compared to the range of expected use in the plan. The potential maximum level of use could result in a total annual economic impact to the Reno/Sparks area that is 3 to 5 times the amount estimated by the conservative model.

Whitewater rafting and kayaking may increase the number of overnight visitors and day trip visitors as well as the level of expenditures made in the local economy. The economic analysis conducted for the Truckee River Recreation Plan assumed no overnight visitors for whitewater rafting and a level of daily expenditures that is significantly less than expenditures typically made at other whitewater rafting rivers. The analysis assumed that Truckee River whitewater rafting would generate \$59 per user per day whereas the actual economic impact could be as high as \$154 per user per day.

Increasing the level of use on the Carson River will depend on a number of factors such as the willingness of the community to promote events and river use, and the overall quality of the experience as a result of the constructed facilities.

Both the Truckee and the East Fork of the Carson River are run commercially. The unique aspect of the Carson River is that it offers both whitewater and flat water paddling. Both Lyon County and Carson City could benefit from equipment rental and shuttle fees. In addition, the Truckee River whitewater park draws boaters from across the country. These boaters want to explore other local rivers and the Carson River is a natural choice.



## 10.8 PROPOSED AQUATIC TRAIL COMPONENTS—NEEDS AND OPPORTUNITIES

The primary drivers for improvements to the Carson River Aquatic Trail are public health and safety and respect for private property. Each of these needs, as well as opportunities for improvements are described below. Estimates for key improvements are included in Appendix 13.7.1. Potential funding sources are listed in Appendix 13.1.8.

### 10.8.1 PUBLIC SAFETY IMPROVEMENTS

Public awareness must be raised regarding all aspects of river safety and navigation. Every year, there are abandoned rubber, plastic, wooden or metal boats found in the eddies and rocky rapids in Carson River Canyon. This is evidence that persons without the proper training and equipment attempt to boat through the canyon. Public safety can be improved through signage, in-stream hazard reduction, and public education as described below.

#### A. Signage:

- River information signs: These signs include "you are here" maps with information regarding the river, access, safety, private and public land locations along the river. They may also have information regarding natural, historical and/or cultural resources. These signs would be placed at all river access points.
- Guideposts: Small signs to mark points of interest.
- Direction signs: On-street signs to direct people to river access areas.
- River access signs: Identify river access points and parking areas
- Staff Gauge: A staff gauge could be affixed to the bridge abutment at Deer Run Road that indicates the river flow level.
- Dam and river safety signage:
  - Hazards ahead. Advanced skills required
  - Low Head Dam ahead
  - Submerged hazards above and below dams
  - Strong unpredictable currents above or below the dam
  - Dangerous reverse currents below dams



*River cleanup is a high priority action for Carson River Aquatic Trail*

#### B. In-Stream Hazard Reductions:

- Strainer removal: Strainers periodically obstruct the main flow of the channel in both river sections and should be cut and removed
- Rock diversion alteration: The private diversion dam downstream of Carson River Road should either be altered to allow safer passage by canoes or signed to warn boaters of the hazard.
- Coordinated river cleanup: There are car bodies and other large appliances dumped along the edge of the river through Carson River Canyon.



*A young adult river safety class.*

#### C. Public Outreach for River Safety Education:

- River Safety Education: River safety education should be expanded through classes for kids and adults in a river setting.
- River Map Publication and Distribution: The river map with the river safety information will assist recreationists in understanding river hazards.
- River Guidebook Publication: A river guidebook would be a companion to the river map with detailed physical, historical and

cultural information.

- > Public Service announcements and news articles: Public service announcements and news articles can help with public awareness especially during high flows in the spring. Information should include the following key messages:
  - Be aware of cold, swift water
  - Always wear a personal flotation device when near water
  - Never boat alone
  - Never fish alone when near a dam
  - Never boat on a section of the river unless you know what the difficulty level is and you have the proper equipment and training
  - Never swim near a dam or rock diversion
  - Always heed and obey warning signs

### 10.8.2 RIVER ACCESS IMPROVEMENTS

River access improvements are needed to minimize impacts to the natural environment and avoid conflicts with private landowners.

- > All formal river access areas need the following:
  - Trashcans: Trash cans reduce the amount of litter along the river.
  - Restrooms: Restrooms are essential in maintaining sanitary conditions at high use areas such as put-in and take-out locations.
  - Defined parking areas: Defined parking and river access will minimize vegetation trampling.
  - Sign-In Register: A sign-in register at the put-in location will help with river safety and serve as a measure tool to assess the number of river users.
- > Improvements to the Morgan Mill road river access point: The Morgan Mill Road river access point is difficult to see from the river and difficult to use because the river current is very swift near shore. This river access area can be improved through vegetation management and rock placement to create a larger eddy along the shore.

### 10.8.3. NATURAL RESOURCE MANAGEMENT IMPROVEMENTS

Weed invasions present a major concern for the Carson River function and values for native species, species diversity, recreation, and water availability. Russian olive is an invasive species that takes over where willow would naturally occur along the river. The City should coordinate with the Nevada Division of Forestry and private landowners in developing a weed management program for the Aquatic Trail corridor.

### 10.8.4 REGIONAL COORDINATION AND PARTNERSHIP IMPROVEMENTS

- > Private, public, and local coordination is needed to improve public safety and river hazard awareness.
- > Coordination with Lyon County is necessary to ensure a safe, reliable take-out area for the Carson River Canyon Class III run at the Santa Maria Ranch.
- > Regional coordination is needed to provide a minimum of one area to stop and rest within the scenic Carson River Canyon. This area could be within Carson City or Lyon County.

1. Install signage regarding location, points of interest, and safety access.
2. Develop annual maintenance program, using volunteers to remove in-stream hazards, upgrade rock diversions and to clean up the river.
3. Organize Safety Education Classes and conduct periodic "friendly" objectives. If warranted, establish permit process to assure users are educated.
4. Provide basic amenities at all river access points.
5. Develop a weed management program for the River Corridor.
6. Conduct annual coordination meetings with Lyon County.
7. Provide regional coordination to locate one public river rest area within the Carson River canyon.

Finally, to this point during the entire UPMP / CRATMP adoption process there are only two staff recommended changes. They are as follows:

\* on page #10-10 - Aquatic Trail Actions / add the following language in the identified order:

8. Provide training and equipment to the Carson City Fire Department to increase their agency's river rescue capabilities.
9. Develop aquatic recreation and education programs through the Cason City Recreation Division to promote outdoor river experiences for youth and adults.

Late Material Handout

Due to its limited resources, it is important for the City to carefully manage all existing and potential resources for the development and maintenance of pathways. The following section addresses priorities, partnerships and potential funding sources.

## 11.1 PRIORITIES

### 11.1.1 PRIORITY 1: INCREASING PATHWAY CONNECTIVITY—COMPLETING THE MISSING LINKS

The overarching goal of the UPMP is to link Carson City's neighborhoods to destinations such as schools, employment centers, shopping, parks, and surrounding open space. Therefore, the first priority of this plan is to provide the means for everyone in Carson City to access major destinations. This plan recommends that the City focus its efforts on constructing in-town linkages and linkages from existing neighborhoods to recreation areas located outside of the City's developed areas. Pathways leading to Mills Park and the Carson City High School should be given a high priority, as should pathways connecting from the central core area to WNCC.

Within this overall priority are seven specific objectives for implementation by 2015:

#### *First Tier Connectivity Projects*

1. Completion of the V&T trail north to the Carson-Tahoe Regional Healthcare facility with continuation to Lakeview Drive. This trail segment will provide an almost continuous north/south trail on the west side of Eagle Valley.
2. Connecting a trail from the Moffat Property Open Space north to the Carson River. This segment will provide a significant north/south trail on the east side of the Eagle Valley from Silver Saddle Ranch to the Empire Ranch Golf Course.
3. Develop an east/west connection from the Carson River to the Downtown and Kings Canyon.

A recommended east-west connection follows the route of E. 5th Street from Carson Street to its eastern terminus at Marsh Road. Carson River Road and the Mexican Ditch Trail provide access to the Carson River and Deer Run Road on the east side of the Carson River. Bike lanes already exist on E. 5th Street from Nevada Street to Saliman Road. Bike lanes are proposed from Saliman Road to its eastern terminus at Marsh Road. Generally, sidewalks exist from Carson Street to Saliman Road and from Carson River Road to Marsh Road, but do not exist between Saliman Road and Carson River Road.

**E. 5th Street/King Street/Kings Canyon Road:** Kings Canyon Road from Ormsby Boulevard to the west end is designated as a bike route, but not currently signed. King Street from Ormsby Boulevard to Nevada Street has existing bicycle lanes. Nevada Street from King Street to 5th Street is a designated bicycle route, but not currently signed. East 5th Street from Nevada Street to Saliman Road has existing bicycle lanes and sidewalks. East 5th Street from Saliman Road to Carson River Road has no sidewalk or bicycle facilities. Sidewalks exist from Carson River Road to Marsh Road on East 5th Street. Bicycle lanes are proposed on East 5th Street from Saliman Road to Marsh Road.

4. Access to the north and east side of the Carson River can also be developed along the Deer Run Road alignment to Williams Street (US 50). A multi-use path generally exists along Williams Street (US 50) from Deer Run Road to Roop Street, except for the section from Saliman Road to Lompa Lane. A proposed trail along Washington Street will provide access to the Downtown area. Generally, sidewalks exist along Roop Street.

5. Extend the Linear Park Path from Governors Field west to US 395 (Carson Street) and north to the new capital complex.
6. In the future, develop a multi-use path adjacent to the south portion of the Carson City Freeway. With the existing multi-use path along the northern portion of the Freeway, this segment will provide a critical north/south connection through the center of Eagle Valley.
7. In the future, develop a crossing of Carson City Freeway, near Valley View Drive and Center Street, for non-automobile use. The Freeway will block a number of traditional routes to recreation and open space areas from the neighborhoods of south Carson City. These projects will maintain historic access corresponding to the routes of the California and Overland Trail and the Pony Express Trail.

### *Second Tier Connectivity Projects*

Linkages to WNCC can be provided by the development of pedestrian and/or bicycle facilities on access routes to the campus. These pedestrian and/or bicycle facilities are in place on some of the access routes. Bicycle lanes exist on College Parkway from Lompa Lane to the campus. Generally, there are sidewalks on College Parkway from Lompa Lane to the campus. On the western side of the campus there is a shared-use path from the intersection of Ash Canyon Road and Longview Way south of the campus to the intersection of Murphy Drive and Van Patten Avenue north of the campus. A link between this shared-use path and the campus needs to be developed. Other access routes to WNCC are as follows:

- Bicycle route on Combs Canyon Road from Numaga Pass Road to Ormsby Boulevard, but no signs present
- Bicycle route on Ash Canyon Road from Ormsby Boulevard to Longview Way, but no signs present
- Bicycle route on Kings Canyon Road from Longview Way to Ormsby Boulevard, but no signs present
- Existing bicycle lanes on King Street from Ormsby Boulevard to Nevada Street
- Existing bicycle lanes on Longview Way from Ash Canyon Road to Bedford Way
- Existing bicycle lanes on Winnie Lane from Ormsby Boulevard to Carson Street
- Bicycle lanes are proposed on Ormsby Boulevard from Combs Canyon Road to Winnie Lane
- Bicycle lanes are proposed on Longview Way from Bedford Way to Kings Canyon Road
- A shared-use trail is proposed from the intersection of Ormsby Boulevard and Ash Canyon Road to the intersection of Ormsby Boulevard to Winnie Lane

Linkages to Carson City High School and Mills Park will be discussed together. The linkages can be provided by the development of pedestrian and/or bicycle facilities on access routes to the campus. These pedestrian and/or bicycle facilities are in place on some of the access routes. Generally, the areas around both locations have sidewalks, except for Williams Street (US 50) from Saliman Road to Lompa Lane due to Carson City Freeway construction and E. 5th Street from Saliman Road to Carson River Road. Access to Carson City High School and Mills Park are detailed as follows:

- Bicycle route on Robinson Street from Roop Street to Saliman Road, but no signs present
- Bicycle route on Washington Street from Mountain Street to Roop Street, but no signs present
- Bicycle route on Long Street from Mountain Street to Roop Street, but no signs present
- Existing bicycle lanes on Saliman Road from Long Street to Koontz Lane
- Existing bicycle lanes on East 5th Street from Nevada Street to Saliman Road
- Existing bicycle lanes on Roop Street from Colorado Street to East 5th Street
- Bicycle lanes are proposed on East 5th Street from Saliman Road to Marsh Road
- Bicycle lanes are proposed on Roop Street from East 5th Street to College Parkway
- Bicycle lanes are proposed on Long Street from Roop Street to Saliman Road
- A shared-use path on Williams Street (US 50) from Roop Street to Deer Run Road except for Saliman Road to Lompa Lane due to Carson City Freeway construction

Linkages to all Elementary schools can be provided by the development of pedestrian and/or bicycle facilities along "suggested or safe routes to school" within a radius buffer area complying with school district policy around each school. Bike lanes or routes exist near all the schools except Mark Twain Elementary School and Empire Elementary School. Linkages are recommended to Mark Twain Elementary School and Empire Elementary School as follows:

- > Mark Twain Elementary School -
  - Marian Avenue from Long Street to Rolling Hills Drive
  - Lindsay Lane from Joshua Drive to Carriage Crest Drive
  - Carriage Crest Drive from Camille Drive to Wind Ridge Drive
- > Empire Elementary School -
  - Gordonia Drive from Airport Road to Monte Rosa Drive
  - Stanton Drive from Monte Rosa Drive to Woodside Drive
  - Monte Rosa Drive from Desatoya Drive to Woodside Drive
  - La Loma Drive from Desatoya Drive to Selby Street

### 11.1.2 PRIORITY 2: ACCESS TO CARSON RIVER FOR GREATER RANGE OF USERS

The Carson River is a unique attribute in Carson City. It is one of the few areas in the City that offers a natural water feature. All of the City's residents should be able to enjoy this amenity; therefore, this plan recommends two first-tier trail projects. Several Aquatic Trail improvements are also given 1<sup>st</sup> tier ranking due to the potential of the Aquatic Trail to become a unique regional resource, the potential economic benefits, and the availability of funding/development partnerships.

#### *First Tier Carson River Projects*

1. Trail Improvements
  - > Development of a trail system along the northern reach of the river in conjunction with the V&T Railroad Reconstruction Project (V&TRR). This area is currently designated as a 'study area,' but the alignment should be determined reasonably soon in order to take advantage of funding opportunities associated with the V&T RR project<sup>1</sup>.
  - > Where appropriate and practical, provide a concrete or other all-weather surface pathway along portions of the Carson River Trail that are accessible from Riverview Park (via a loop trail) to provide access for user groups of all ability levels<sup>2</sup>.
2. Aquatic Trail Improvements
  - > Improvements to the existing Morgan Mill Road River Access Area
  - > Carson River signage, in-stream hazard reduction and public outreach/safety education.
  - > Upgrades to existing access areas
  - > River cleanup

#### *Second Tier Carson River Projects*

1. Non-motorized bridge crossing from the Empire Ranch Trail (near the southern end of the Empire Ranch Golf Course) to the Ambrose/Carson River Natural Area.

### 11.1.3 PRIORITY 3: COMMUTER BIKEWAYS

As the population of Carson City continues to grow, additional traffic will need to be accommodated within the City. One of the ways to alleviate much of Carson City's traffic is to provide bikeways as an alternative means of transportation. The City must focus its efforts on creating on-street bikeways and other pathways that connect across the City. Bikeways

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1 Generally, these pathways are "recreational" in use, but "transportation-related" pathways should be identified when the V&T rail line route is defined.

2 It should be noted that per the Carson River Master Plan it is intended that the Carson River have a trail on only one side in order to protect riparian habitat areas from public access.

connecting throughout the City can be used by commuters and will offer the City a viable alternative mode of transportation. Some of the major bikeways that the City should prioritize include creating bikeways along Carson Street once traffic is re-routed to the new freeway, Curry Street, and Koontz Lane.

#### *First Tier Commuter Link Projects*

1. **Carson Street bikeways/sidewalks generally from north of Arrowhead Drive southerly to Old Clear Creek Road.** Currently, no bikeways or multi-use paths exist along Carson Street in this segment.
2. **Curry Street/Mountain Streets bikeways/sidewalks from East 5th Street generally to US 50.** Sidewalks only exist in the Downtown area from about 7th Street to 10th Street (There is construction in progress between East 5th Street to 7th Street). A bike route exists (not signed) from 10th Street to Lake Glen Drive.
3. **Koontz Lane bikeways/sidewalks from Curry Street to Edmonds Drive.** Koontz Lane has bikeways from Curry Street to Silver Sage Drive and has proposed bikeways from Silver Sage Drive to Edmonds Drive. Sidewalks exist from Curry Street to Center Drive only.

#### *Second Tier Commuter Link Projects*

*Tier 2 projects that provide additional commuter links are shown in Appendix 13.4. Information provided in the table includes a north to south or east to west orientation, functional classification (arterial or collector), end points, and existing and proposed bicycle facilities from the UPMP.*

The results of the neighborhood survey were tabulated by combining the "very important" and "important" responses corresponding to "Off Street Walking/Bike Paths" and "On Street Lanes" categories for each neighborhood. These results, as shown in Appendix 13.4, can be considered in the prioritization process.

#### 11.1.4 PRIORITY 4: CARSON CITY LOOP TRAIL

During many of the public meetings and workshops, residents expressed a desire to create a loop trail around Carson City. This plan recommends creating two separate Carson City loop trails, one that skirts the outside of the City's developed areas and one that takes advantage of the open lands surrounding the City.

#### *First Tier Loop Trail Projects*

The Tier 1 project for this priority would be the inner loop trail around Carson City. The inner loop trail will consist of on-road and off-road facilities and would be considered a transportation element. Further analysis of the inner loop will be conducted once the specific route has been determined.

## 11.2 WORKING WITH PARTNERS

Carson City has the opportunity to work with a variety of agencies to complete its pathways system. The UPMP is intended to show trails in the entire Carson City region. Not only does the plan show trails in the City's developed areas, but it also shows trails in outer-lying areas in public lands managed by the BLM, USFS, surrounding counties, or the State of Nevada. By creating partnerships and utilizing local, regional, county, state, and federal money, the number of pathways that the City can construct will be greatly improved. The City must look into the options of applying for grants, donations, and creating special improvement districts in order to construct proposed pathway alignments.

For trails on land on which the City does not have jurisdiction (federal, state, adjacent counties, Washoe Tribe Land), the Plan is intended to reflect proposals, or wishes of the City with regard to pathway connectivity and continuity of uses between Carson City and the respective agency, as well as the potential sharing of maintenance, signage, and management. Of course, Carson City recognizes that the actual uses of those trails and decisions about changes in uses or alignment are the purview of the respective agencies. The City encourages these agencies to consider the designations on the UPMP

## 12.2 ACTIONS

1. Collect available data and mapping of environmental factors. Augment with site-specific observations. Create suitability maps for trail types and conditions. Refine data and mapping as resources permit.
2. Develop standards for various trail and user types to ensure environmental sustainability and minimize visual impacts.
3. With the Open Space Manager, develop management programs for trails and adjacent areas. Reclaim areas subject to erosion and highly visible visual degradation.
4. Maintain an inventory of existing pedestrian facilities, including site-specific and systemic deficiencies, particularly those which constitute "missing links." Develop a plan to prioritize and improve deficiencies. Identify all available funding sources for pedestrian enhancements.
5. Regularly evaluate available pedestrian crash histories to determine if specific safety concerns can be identified and remedied. Establish a plan to improve safety at high crash locations.
6. Develop sidewalk and street crossing design, construction, and maintenance standards. Standards should distinguish between urban and rural standards. Base standards on the Nevada Pedestrian Plan and Design Guidance (NDOT, due for release in early 2006) and Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO, 2004), with modifications as appropriate to address specific Carson City-area needs. Where traffic control devices are involved, standards should conform to the Manual on Uniform Traffic Control Devices (FHWA, 2003 or subsequent updates).
7. Develop and adopt crosswalk marking standards which are attractive and safe and which comply with NDOT practices to be issued in 2006 as an addendum to the AASHTO, Guide for Planning Design, and Operation of Pedestrian Facilities. Utilize the pedestrian facility inventory database to identify locations requiring improvement.
8. To ensure compliance with appropriate ADA Accessibility Guidelines, develop a plan and a funding program to retrofit existing facilities to a state of ADA compliance over a reasonable period of time. Utilize the pedestrian facility inventory database to identify and prioritize locations requiring improvement.
9. Develop standards for landscaping sidewalks and paths incorporating practical constraints imposed by geometrics, ADA accessibility requirements, budgetary considerations, and maintenance feasibility.
10. Work with other agencies, including the Carson City Convention and Visitors Bureau, to develop walking maps that make sidewalks more useful and attractive to residents and visitors.
11. Develop and maintain a community-wide Safe Routes to School Program in accordance with the federal legislation (such as the 2005 SAFETEA-LU), and seek funding available under that legislation. Carson City should take an aggressive stance in applying for a fair share of Nevada's portion (5 million dollars) of the \$612 million dollars available for the 2006-2009 timeframe.
12. Develop specific standards for sidewalks in higher density districts (governmental core, the historic district, or areas of concentrated gaming and resort development) that generate extraordinary pedestrian demands not reflected in conventional development standards. Consider for example, wider sidewalks, crosswalks, and ramps.
13. Install signage regarding location, points of interest, and safety access.
14. Develop annual maintenance program, using volunteers to remove in-stream hazards, upgrade rock diversions and to clean up the river.
15. Organize Safety Education Classes and conduct periodic "friendly" objectives. If warranted, establish permit process to assure users are educated.
16. Provide basic amenities at all river access points.
17. Develop a weed management program for the River Corridor.
18. Conduct annual coordination meetings with Lyon County.
19. Provide regional coordination to locate one public river rest area within the Carson River canyon.





## APPENDIX 13.7

# AQUATIC TRAIL TECHNICAL DATA

### 13.7.1 COMPLETE TEXT OF NEVADA REVISED STATUTE 41.510

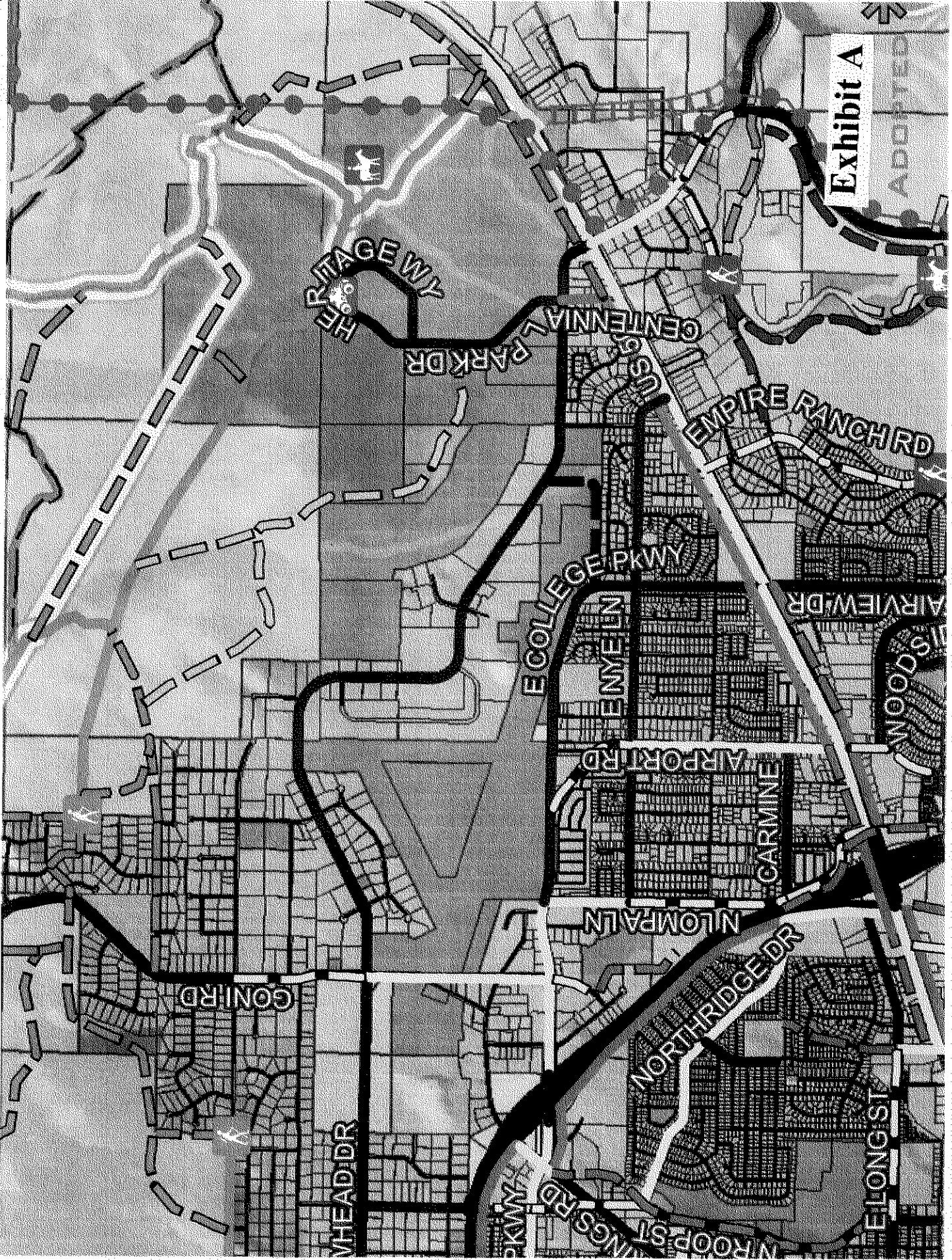
#### LIABILITY OF OWNERS, LESSEES AND OCCUPANTS OF PREMISES TO PERSONS USING PREMISES FOR RECREATIONAL PURPOSES

NRS 41.510 Limitation of liability; exceptions for malicious acts if consideration is given or other duty exists.

1. Except as otherwise provided in subsection 3, an owner of any estate or interest in any premises, or a lessee or an occupant of any premises, owes no duty to keep the premises safe for entry or use by others for participating in any recreational activity, or to give warning of any hazardous condition, activity or use of any structure on the premises to persons entering for those purposes.
2. Except as otherwise provided in subsection 3, if an owner, lessee or occupant of premises gives permission to another person to participate in recreational activities, upon his premises:
  - (a) He does not thereby extend any assurance that the premises are safe for that purpose or assume responsibility for or incur liability for any injury to person or property caused by any act of persons to whom the permission is granted.
  - (b) That person does not thereby acquire any property rights in or rights of easement to the premises.
3. This section does not:
  - (a) Limit the liability which would otherwise exist for:
    - (1) Willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity.
    - (2) Injury suffered in any case where permission to participate in recreational activities, was granted for a consideration other than the consideration, if any, paid to the landowner by the State or any subdivision thereof. For the purposes of this subparagraph, the price paid for a game tag sold pursuant to NRS 502.145 by an owner, lessee or manager of the premises shall not be deemed consideration given for permission to hunt on the premises.
    - (3) Injury caused by acts of persons to whom permission to participate in recreational activities was granted, to other persons as to whom the person granting permission, or the owner, lessee or occupant of the premises, owed a duty to keep the premises safe or to warn of danger.
  - (b) Create a duty of care or ground of liability for injury to person or property.
4. As used in this section, "recreational activity" includes, but is not limited to:
  - (a) Hunting, fishing or trapping;
  - (b) Camping, hiking or picnicking;
  - (c) Sightseeing or viewing or enjoying archaeological, scenic, natural or scientific sites;
  - (d) Hang gliding or para-gliding;
  - (e) Spelunking;
  - (f) Collecting rocks;
  - (g) Participation in winter sports, including riding a snowmobile, or water sports;
  - (h) Riding animals or in vehicles;
  - (i) Studying nature; (j) Gleaning;
  - (k) Recreational gardening; and
  - (l) Crossing over to public land or land dedicated for public use.

(Added to NRS by 1963, 799; A 1971, 192; 1973, 898; 1981, 157; 1991, 185, 2156; 1993, 1191; 1995, 54, 790)

Exhibit A



H RIDGE WY

CENTENNIAL PARK DR

EMPIRE RANCH RD

COLLEGE PKWY

AIRPORT RD

NORTH RIDGE DR

GON RD

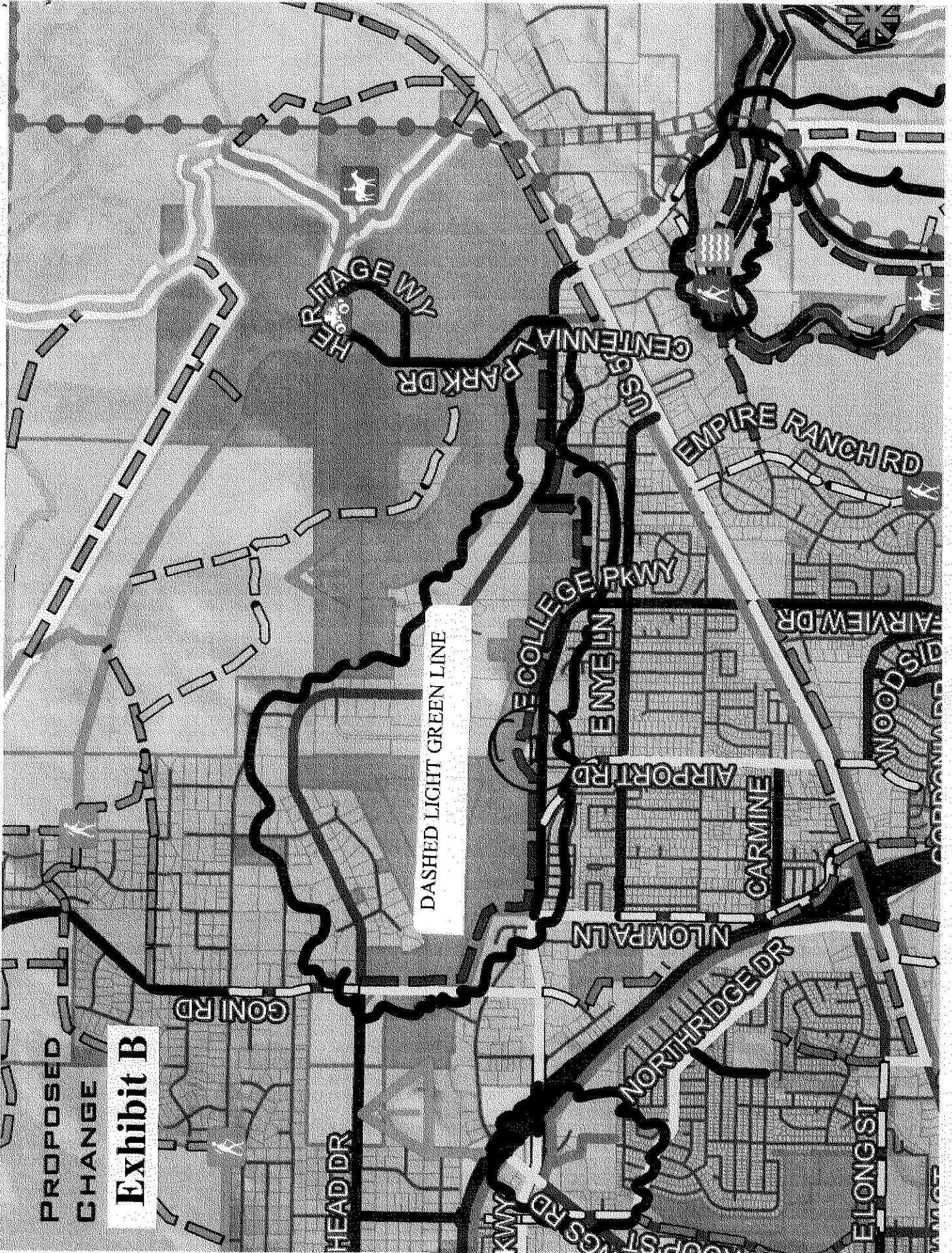
MEAD DR

GARMINE

N LOMPAIN

ELONG ST

ADOPTED



PROPOSED  
CHANGE

### Exhibit B

DASHED LIGHT GREEN LINE

To obtain a copy of the CD of the  
Carson River Aquatic Trail Master  
Plan – Draft Redline Version #1  
please contact the  
Planning Department  
at 887-2180