National Off-Highway Vehicle Conservation Council™

"Creating a Positive Future for Off-Highway Vehicle Recreation"

10/22/18

Nevada Dept. of Conservation and Natural Resources
ATTN: DCNR J. Scanland
901 S. Stewart Street, Suite 1001
Carson City, NV 89701

Dear Jenny,

Attached you will find an application for funding titled "Prison Hill Recreation Area: OHV Trail Construction." This project will serve to implement the concepts and guidelines found in the Prison Hill Recreation Area OHV Management Plan (attached) as funded by the Nevada OHV Commission during the 2018 grant cycle. This project was unanimously accepted by the Carson City Open Space Advisory Committee on October 15, 2018. This project will fund trail design, sign purchase, sign plan development, maintenance plan development, training for Carson City Personnel, and the purchase of a sound meter for noise control. NOHVCC and Carson City appreciate your consideration of this request for funding.

Sincerely,

Marc Hildesheim
Project Manager
NOHVCC

Ann Bollinger
Open Space Administrator
Carson City Parks, Recreation & Open Space Dept.

427 Central Ave W, Great Falls, MT 59404
Phone: 800-348-6487 Fax: 406-454-9142 e-mail: trailhead@nohvcc.org

NEVADA OFF-HIGHWAY VEHICLES PROGRAM
FY 2019 GRANT APPLICATION PAGE 1
Nevada Commission on Off-Highway Vehicles
Nevada Department of Conservation and Natural Resources

This application has FIVE sections which are all REQUIRED to be filled out in full.
To avoid disqualification, all application areas must be concise and complete; certifications must be signed and dated. Denied applications: correspondence will be sent to applicant by email describing the reason for declaring the application incomplete.

SECTION I - PROJECT AND APPLICANT INFORMATION

1. **Project Name:** Prison Hill Recreation Area OHV Education and Design
2. **Project Dates:** Expected Start: Spring 2019 Expected Completion: Fall 2020
3. **Applicant Name:** National Off-Highway Vehicle Conservation Council (NOHVCC)

   Mailing address: PO Box 229, Great Falls, MT 59403

   Phone: 800-348-6487

   Email: trailhead@nohvcc.org

4. **Classification of Applicant:** (check one)

   ☐ Federal ☐ State ☐ County ☐ Local/Municipal ☐ Other:

   ☐ Partnership X Non-profit ☐ for Profit ☐ Individual

If the applicant is a corporate or legal entity, proof of good standing in the *entity's state of* incorporation is required. NAC 490.1345 (Note: grantees must have the capacity to implement and accomplish proposed project and properly administer awarded funds).

Applicant Signature
(Chairperson/President/Authorized Official)

10/24/18
Date

Scanned by CamScanner

5. **Project Manager:** Marc Hildesheim

Mailing address: PO Box 229, Great Falls, MT 59403

Phone: 208-416-3557

Email: marc@nohvcc.org

6. **Classification of Land Control:** *(check all that apply)*

☐ Federally managed public land ☐ Private Land ☐ County X City

☐ Other: _____

☐ Lease; Attach copy of lease with expiration date.

☐ R&PP; Attach copy of lease with expiration date.

If the proposed project is to be carried out on public land, attach any applicable written agreement with any government entity having jurisdiction over that land, including permits, leases, easements, and rights-of-way. NAC 490.135

7. **Landowner: Carson City**

Mailing address: 3303 Butti Way, Building 9 Carson City, NV 89701

Phone: 775-283-7219

Email: GBerggren@carson.org

8. **THE LANDOWNER MUST PROVIDE A LETTER STATING THAT**:
(See example Appendix B)
a) Landowner has read the Request for Grant Application package;
b) Landowner agrees with the application and the terms of the grant;
c) Landowner holds an interest in the subject land that is sufficient in scope and authority to allow the applicant to complete the proposed project and operate and maintain the proposed project after its completion;
d) Landowner is legally committing to maintain the trail/facility and will allow public motorized access to such trail/facilities for 25 years or the normal life of the project; and
e) Landowner agrees to provide any match or other tasks in the application that are assigned to Landowner.

The State may require the landowner/agency to be co-grantee on the grant agreement/contract.

9. Project Costs: ***(Please do not submit match not directly related to the project)***

State OHV Grant Request: $_204109.73_____

Other Funds: **$16185**

Total Project Amount $218694.73_____ 100%

What are the sources or Partners for your leveraged (other) funds?

☐ Federal ☐ Private X In-kind X City/County ☐ Other

Please *describe* source(s):

Type here:
NOHVCC Staff Time
Carson City Staff Time
Pine Nut Mountain Trails Association
Komstock Krawlers

10. LETTERS OF SUPPORT FROM PARTNERS are required:

a) confirming they agree to the terms of the grant; and
b) that they are committed to providing match/cash or other tasks in the application that are assigned to them.

Other letters of support are limited to three (3). Please attach them to the application.

11. Project Type(s) (NRS 490.069 Sec.2c) check all that apply:

X Studies or planning for trails and facilities;

- Environmental Assessments and Environmental Impact Studies.
- Other studies Trail Layout and Design

☐ Acquisition of land for trails and facilities

X Mapping and signing of trails and facilities

☐ Reconstruction, enhancement or maintenance of existing trails and facilities

☐ Construction of new trails and facilities

☐ Restoration of areas that have been damaged by the use of off-highway vehicles.

☐ The construction of trail features, trailheads, parking, or other ancillary facilities which minimize impacts to environmentally sensitive areas or important wildlife habitat areas.

X Safety training and education related to the use of off highway vehicles and registration

X Compliance and enforcement (See Appendix C, Enforcement Strategy example)

Note: Operations & management, and purchase or lease of equipment associated directly with a project are eligible.

12. All Trail USERS: *(check all that apply)*

☒ Mountain Biking	☒ Hiking/Backpacking	☒ Equestrian
☒ Single track motorcycle	☐ Snowmobiling	☐ Snowshoe/ski
☒ ATV quads	☐ Dune buggy	☒ UTV Side by side
☐ Race Course	☒ Skills riding course	

Other Type here: 4x4, Rock Crawl

Please explain how you intend to manage conflict between users.

Carson City and NOHVCC have convened a working group made up of OHV enthusiasts, non-motorized enthusiasts, and local landowners. This working group has been assisting NOHVCC and Carson City in the development of all plans for this project. This group has provided ownership in the project for all stakeholders and allows us to create plans and designs that address user conflict before it becomes a major issue.

13. Scope of Work: Please describe *exactly* what work will be completed. Programs, planning, NEPA, surveys, mapping, etc., and include miles of trail, trail type and other measurable goals including a timeline for completing the work. NAC 490.1375. If purchase of equipment is included, please explain where/how it will be housed and maintained. (In order to avoid duplication, **do not include** justification or narrative in this section; refer to Section VI, Scoring Narrative**).**

Type here:

This project will consist of both planning and educational components. These components include:

1. Creation and distribution of educational brochures.

2. Develop Trail Concept Plan.

3. Purchase and installation of appropriate signs.

4. Purchase of sound meter and train local personnel to use it.

5. Train local personnel to conduct "OHV tech checks"

6. Creation, printing, and distribution of maps.

7. Conduct trail inventory (existing condition)

8. Development and installation of appropriate boundaries.

9. Develop and implement sign plan.

10. Develop and implement trail monitoring plan.

11.Develop facility concept plan.

12. Purchase necessary supplies.

All work will be conducted at the Prison Hill Recreation Area in Carson City Nevada.

14. Standards/Guidelines that will be applied to your project:

☐ Universal Access to Outdoor Recreation - A Design Guide

X USFS Standard Specifications for Construction & Maintenance of Trails

X BLM Handbook 9114-1 Trails

X NOHVCC Handbooks

Other: _____

15. Has the applicant received funding from the OHV Program in the past?

☐ No X Yes

Number of projects funded: __2_____

Amount of funding Received: $__67,450.76_____

Number of projects Completed: ___In Progress_____

SECTION II – LOCATION, MAPS, PHOTOS

Project Location:

County: Carson City_____

Nearest Municipality/Town/City: Carson City_____

Center of project: Latitude: 39°06'50" Longitude: -119°43'24"__

If the shape-files for the trail system are available, please submit them in the e-file. The shape-files of the trail will be required at project end. Program will assist in the collection of the data if needed.

MAPS ARE A VERY IMPORTANT PART OF THE APPLICATION. THEY ARE REQUIRED AND CONSIDERED PART OF THE FINAL AGREEMENT IF FUNDED. PLEASE PROVIDE READABLE, PROFICIENT MAPS.

Required Maps: f**or all maps please include a legend, north arrow, scale, and map name. Topographic maps preferred. You may include *additional* aerial/google maps.**

- ☐ General location map (showing project area within the state or county)
- ☐ Topographic map (7.5 minute series quadrangle, 1:24,000 scale) with project boundary and map name Township: T 15N Range: R20E__ Sections: 33,34,35 & T 14N R20E Sections: 2,3,4
- ☐ Detail map indicating specific project elements (e.g., structures, trail alignment)
  - Maps larger than 11x17 will not be accepted

Please attach the following photographs:

- ☐ *At least two* (2) overviews of the project area from different angles and distances. *(Good photographs at trail level and google aerials help the scoring committee to understand the location, depth and breadth of your project.)*

SECTION III - Federal Lands or Other

Federal Environmental Compliance

Please describe the project activity, list unit information (if applicable), then show the costs that will be reimbursed (Federal Grant) and used as match (Federal funds to be used as match and/or non-Federal funds to be used as match)

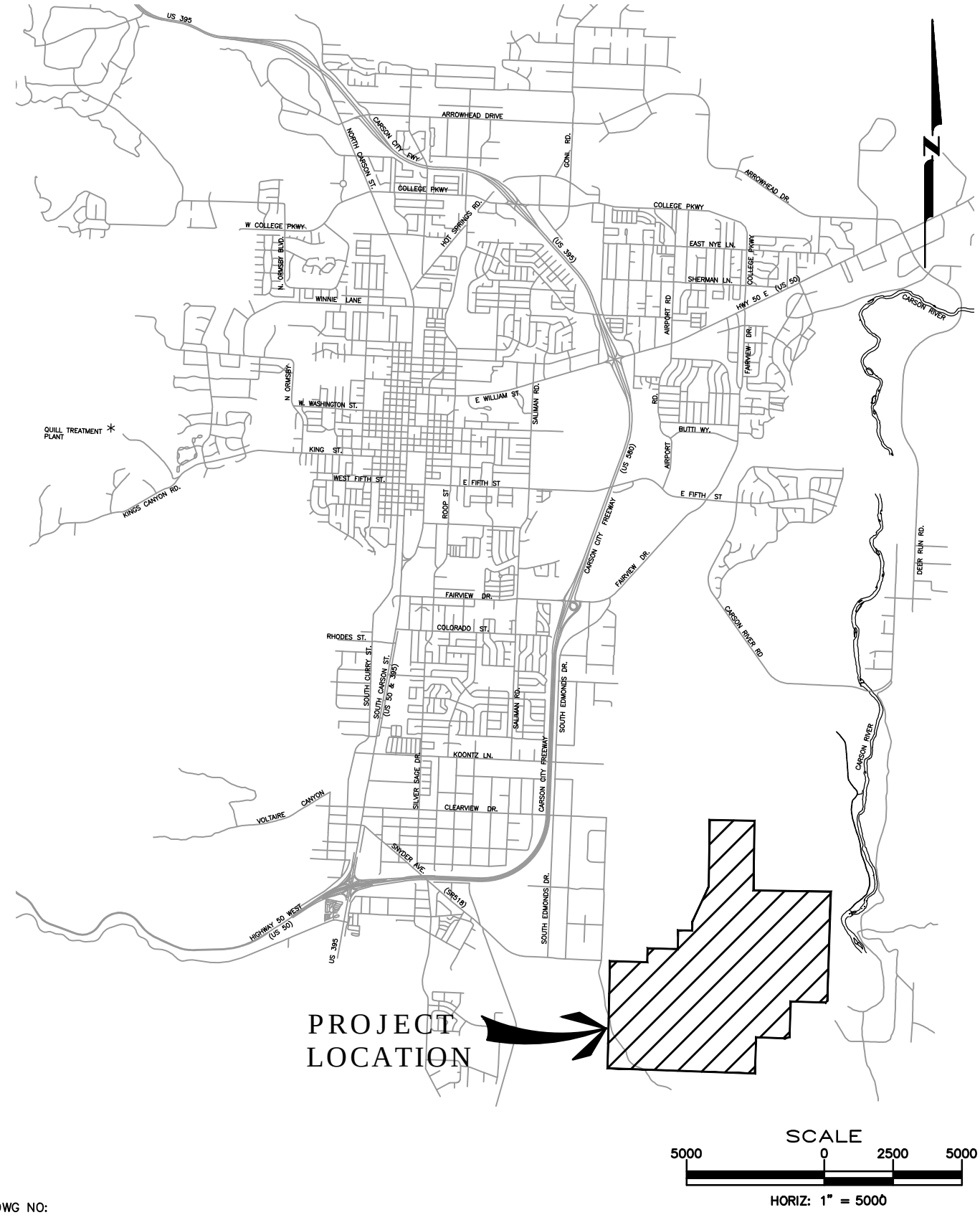
Item Description					Federal Grant	Federal Match	Non-Federal Match	
Design & Engineering Costs	**# of Units**	**Unit Type**	**Unit Cost**	***unit subtotal***				***subtotal***
Trail and Facility Concept Design	1	LS	36,650	*36650*	36,650	0	0	*36650*
Trail Layout and Design	1	LS	51,360	*51360*	51360	0	0	*51360*
	0		0	*0*	0	0	0	*0*
(describe here)	0		0	*0*	0	0	0	*0*
subtotal				*88010*	*88010*	*0*	*0*	*88010*
Planning Costs for Match								
NOHVCC Staff Time	80	Hours	45	*3600*	0	0	3600	*3600*
Carson City Staff Time	5	Hours	21	*105*	0	0	105	*105*
(describe here)	0		0	*0*	0	0	0	*0*
(describe here)	0		0	*0*	0	0	0	*0*
subtotal				*3705*	*0*	*0*	*3705*	*3705*
Direct Labor (Salaries or Actual)								
NOHVCC Staff Time	275	Hours	45	*12375*	0	0	12375	*12375*
Carson City Staff Time	5	Hours	21	*105*	0	0	105	*105*
Education Program	1	LS	19,110	*19110*	19110	0	0	*19110*
(describe here)	0		0	*0*	0	0	0	*0*
subtotal				*31590*	*19110*	*0*	*12480*	*31590*
Labor (Volunteer or Donated)								
	0		0	*0*	0	0	0	*0*
	0		0	*0*	0	0	0	*0*
(describe here)	0		0	*0*	0	0	0	*0*
(describe here)	0		0	*0*	0	0	0	*0*
subtotal				*0*	*0*	*0*	*0*	*0*
Equipment Purchase/Rent/Lease								
Sound Meter	1	Unit	2500	*2500*	2500	0	0	*2500*
2 OHV Rental NOHVCC	28	Days	80	*2240*	2240	0	0	*2240*
OHV Rental RecConnect	90	Days	80	*7200*	7200	0	0	*7200*
	0		0	*0*	0	0	0	*0*
subtotal				*11940*	*11940*	*0*	*0*	*11940*

Please describe the project activity, list unit information (if applicable), then show the costs that will be reimbursed (Federal Grant) and used as match (Federal funds to be used as match and/or non-Federal funds to be used as match)

Contracts (attach estimate/description)								
(describe here)	0		0	*0*	0	0	0	*0*
(describe here)	0		0	*0*	0	0	0	*0*
(describe here)	0		0	*0*	0	0	0	*0*
(describe here)	0		0	*0*	0	0	0	*0*
subtotal				*0*	*0*	*0*	*0*	*0*
Materials								
Trail Flagging and Whips	1	LS	450	*450*	450	0	0	*450*
Lath	1	LS	250	*250*	250			*250*
Misc	1	LS	100	*100*	100			*100*
Boundary Markers	150	Unit	20	*3000*	3000	0	0	*3000*
Trail Markers	160	Unit	22.5	*3600*	3600	0	0	*3600*
Junction Markers	100	Unit	8	*800*	800	0	0	*800*
Decals	1	LS	3000	*3000*	3000			*3000*
Boundary Drivers	2	Unit	180	*360*	360			*360*
Trail Drivers	2	Unit	200	*400*	400			*400*
Pilot Driver	1	Unit	250	*250*	250			*250*
Puller	1	Unit	500	*500*	500			*500*
Misc signs	75	Unit	25	*1875*	1875			*1875*
Other signs	25	Unit	50	*1250*	1250			*1250*
4x4x6 Treated Posts	96	Unit	25	*2400*	2400			*2400*
4x4x8 Treated Posts	48	Unit	30	*1440*	1440			*1440*
Treated Round Bollards	96	Unit	45	*4320*	4320			*4320*
Hardware	1	LS	500	*500*	500			*500*
Perimeter Fencing	2500	LF	15	*37500*	37500			*37500*
subtotal				*61995*	*61995*	*0*	*0*	*61995*
Fuel & Maintenance (2018 = .545/mile)								
NOHVCC Mileage: Marc	1696	Mile	0.545	*924.32*	924.32	0	0	*924.32*
NOHVCC Mileage: Geoff	1362	Mile	0.545	*742.29*	742.29	0	0	*742.29*
RecConnect Mileage	836	Mile	0.545	*455.62*	455.62	0	0	*455.62*
Recconnect Mileage on site	5500	Mile	0.545	*2997.5*	2997.5	0	0	*2997.5*

Please describe the project activity, list unit information (if applicable), then show the costs that will be reimbursed (Federal Grant) and used as match (Federal funds to be used as match and/or non-Federal funds to be used as match)

subtotal				*5119.73*	*5119.73*	*0*	*0*	*5119.73*
Other Expenses (admin, ICAP, etc.)								
NOHVCC Per Diem	28	Day	50	*1400*	1400	0	0	*1400*
NOHVCC Lodging	135	Night	28	*3780*	3780	0	0	*3780*
RecConnect Lodging	3	Month	900	*2700*	2700	0	0	*2700*
RecConnect Lodging	2	Week	500	*1000*	1000	0	0	*1000*
RecConnect Per Diem	105	Day	51	*5355*	5355			*5355*
RecConnect Mobilization Fee	1	LS	2500	*2500*	2500			*2500*
RecConnect Standby Fee	2	Day	350	*700*	700			*700*
Misc	1	LS	500	*500*	500			*500*
subtotal				*17935*	*17935*	*0*	*0*	*16335*
TOTAL					**204109.73**	**0**	**16185**	**218694.7**
PERCENTAGE					**93%**	**0%**	**7%**	**100%**

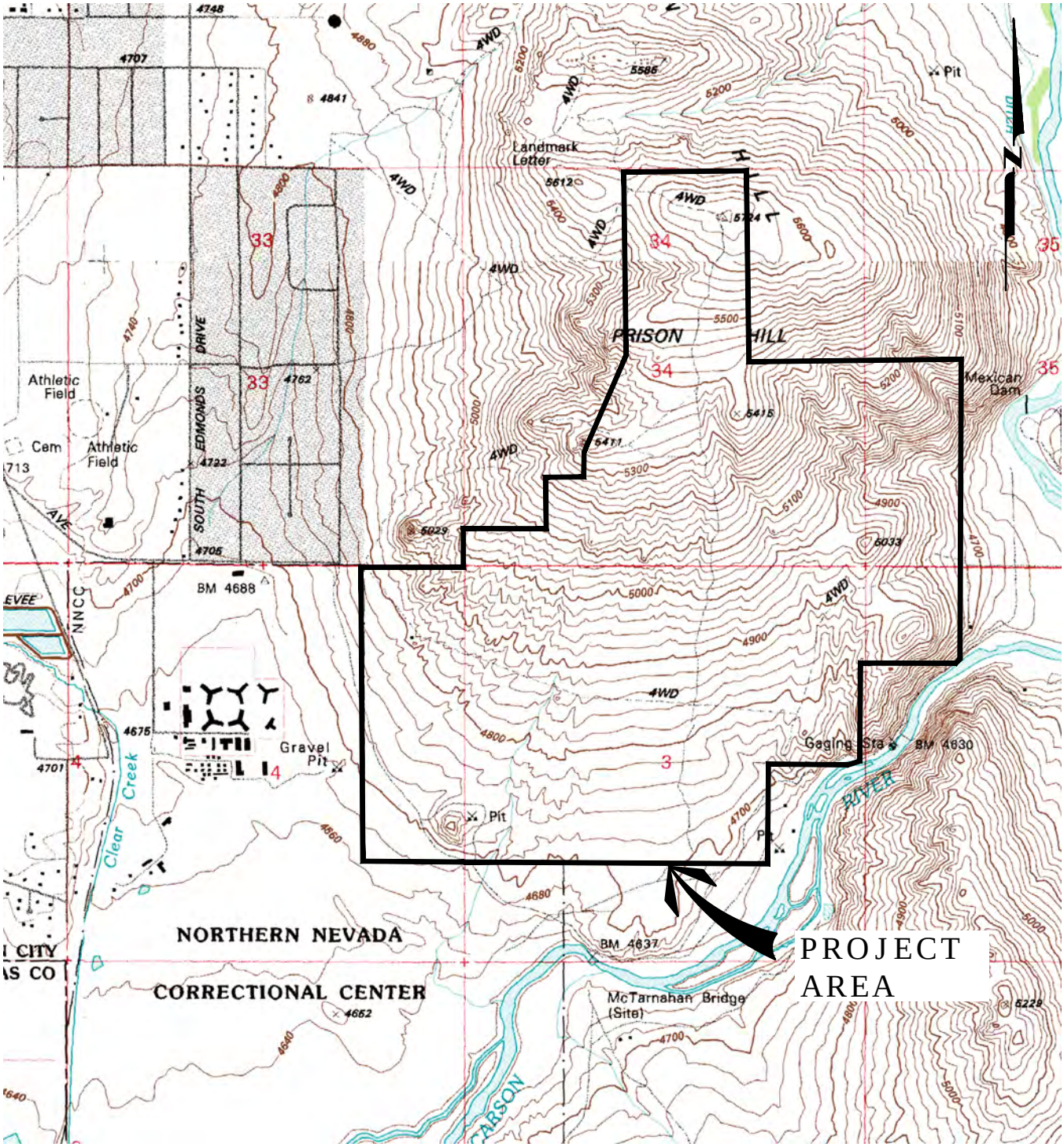


DWG NO:

CARSON CITY PUBLIC WORKS DEPARTMENT 3505 BUTTI WAY CARSON CITY, NEVADA 89701 PH: 887-2355 FAX; 887-2112	NEVADA OFF-HIGHWAY VEHICLES GRANT PROGRAM PRISON HILL TRAIL VICINITY MAP	DESIGNED BY: GB DRAWN BY: DGR CHECKED BY: GB SCALE (HORIZ): NOTED DATE: 10/16/2017

FIGURE 2

H:\Parks Misc\Grant Mapping\PrisonHill OHV\DWG\PrisonHill OHV GRANT.dwg;



ROAD CLASSIFICATION

Primary highway hard surface .....
Secondary highway hard surface .....
Light-duty road, hard or improved surface .....
Unimproved road .....

Interstate Route U.S. Route State Route

Latitude = 39°06'50"
Longitude = −119°43'24"
Townships 14 & 15 North,
Range 20 East

SCALE
2000 0 1000 2000
HORIZ: 1" = 2000

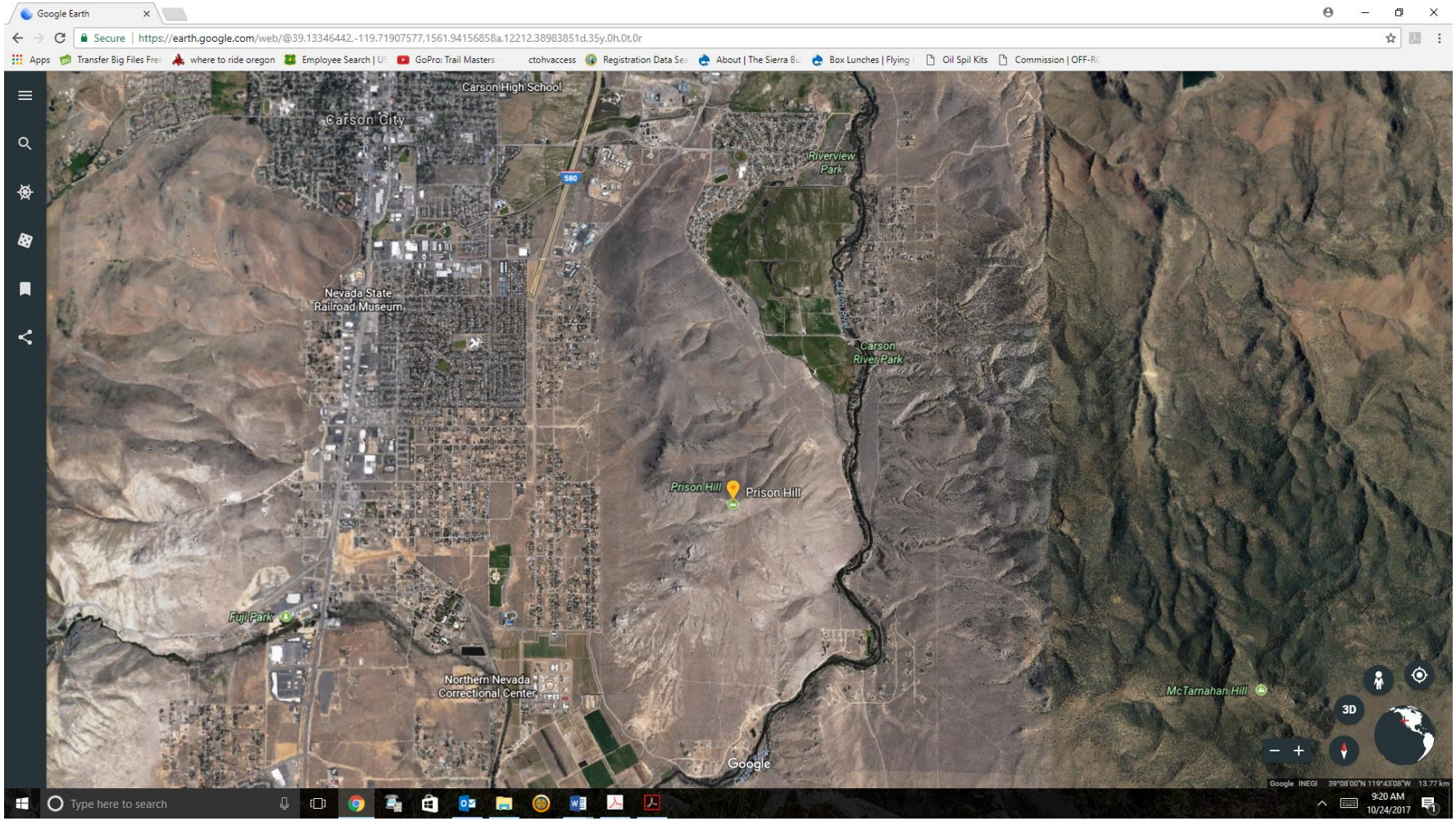
CARSON CITY
PUBLIC WORKS DEPARTMENT
3505 BUTTI WAY CARSON CITY, NEVADA 89701
PH: 887-2355 FAX; 887-2112

NEVADA OFF-HIGHWAY VEHICLES GRANT PROGRAM
PRISON HILL TRAIL
TOPOGRAPHIC MAP

DESIGNED BY: GB
DRAWN BY: DGR
CHECKED BY: GB
SCALE (HORIZ): NOTED
DATE: 10/16/2017

FIGURE 3

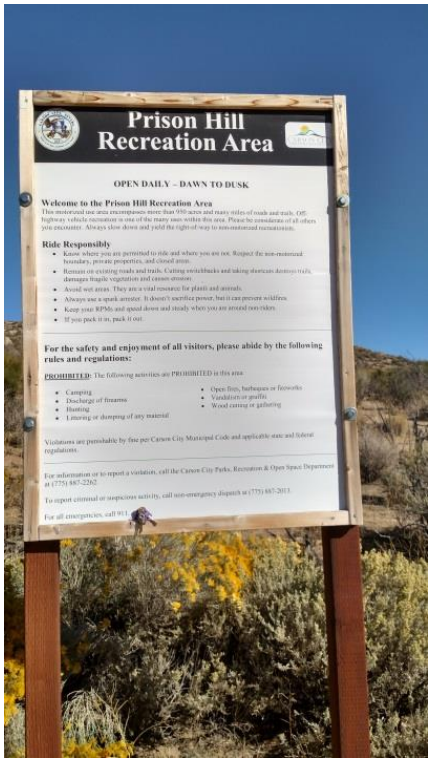
H:\Parks Misc\Grant Mapping\PrisonHill OHV\DWG\PrisonHill OHV GRANT.dwg;


Google Earth
Secure | https://earth.google.com/web/@39.13346442,-119.71907577,1561.94156858a,12212.38983851d,35y,0h,0t,0r
Carson High School
Carson City
Riverview Park
580
Nevada State Railroad Museum
Carson River Park
Prison Hill
Prison Hill
Fuji Park
Northern Nevada Correctional Center
McTarnahan Hill
3D
Google
Type here to search
9:20 AM
10/24/2017

Are YOU Giving Weeds a Free Ride?
A weed is any plant that grows in the wrong place. Seeds can cling to vehicle tires, then drop and sprout where they are unwanted.
By cleaning your tires, you can help prevent invasive weeds from spreading!
STOP Invasive Species in YOUR tracks
Play Clean Go
Canada Thistle
Perennial Peppergrass
Puncturevine (Goat Heads)
Yellow Starthistle
www.cwsd.org

CARSON CITY
PRISON HILL RECREATION AREA - MOTORIZED USE AREA
North
PERMITTED USES
LEGEND
Please do not create new routes.
YOU ARE HERE
Snyder Avenue

Golden Eagle Ln
5900


Prison Hill
Recreation Area
OPEN DAILY – DAWN TO DUSK
Welcome to the Prison Hill Recreation Area
This motorized use area encompasses more than 950 acres and many miles of roads and trails. Off-highway vehicle recreation is one of the many uses within this area. Please be considerate of all others you encounter. Always slow down and yield the right-of-way to non-motorized recreationists.
Ride Responsibly
Know where you are permitted to ride and where you are not. Respect the non-motorized boundary, private properties, and closed areas.
Remain on existing roads and trails. Cutting switchbacks and taking shortcuts destroys trails, damages fragile vegetation and causes erosion.
Avoid wet areas. They are a vital resource for plants and animals.
Always use a spark arrester. It doesn't sacrifice power, but it can prevent wildfires.
Keep your RPMs and speed down and steady when you are around non-riders.
If you pack it in, pack it out.
For the safety and enjoyment of all visitors, please abide by the following rules and regulations:
PROHIBITED: The following activities are PROHIBITED in this area:
Camping
Discharge of firearms
Hunting
Littering or dumping of any material
Open fires, barbeques or fireworks
Vandalism or graffiti
Wood cutting or gathering
Violations are punishable by fine per Carson City Municipal Code and applicable state and federal regulations.
For information or to report a violation, call the Carson City Parks, Recreation & Open Space Department at (775) 887-2262
To report criminal or suspicious activity, call non-emergency dispatch at (775) 887-2013
For all emergencies, call 911

A. If Federal funds or Land are a part of the project and NEPA was completed, indicate which document was produced, and **please attach the decision document to this application:**

- ☐ Record of Decision (ROD)
- ☐ Finding of No Significant Impact (FONSI)
- ☐ Categorical Exclusion (CX)
- ☐ SHPO 106 compliance/concurrence letter.
- ☐ Other compliance documents already completed. (do not attached the EA or EIS)

X Not applicable

If NEPA or planning is a part of the project describe the steps in the Scope Section I, #13.

SECTION IV - BUDGET

Proposed Budget: Provide your budget details to include at a minimum the items in the following table. You may create your own spreadsheet.

.

- Your budget must align clearly with your scope of work from #13. Be specific, as your application will rate higher.
- Reminder: Include all sources of funds for the completion of the project including federal, in-kind, private/city/county and state funds.
- ***It is recommended that you attach copies of estimates to support your budget, and identify what each contract will include.***

CARSON CITY, NEVADA
CONSOLIDATED MUNICIPALITY AND STATE CAPITOL

October 15, 2018

Nevada Off Highway Vehicles Program
Department of Conservation and Natural Resources
901 S. Stewart Street, Ste 1000
Carson City, Nevada 89701

RE: Prison Hill Recreation Area: OHV Education and Trail Layout and Design, Carson City, Nevada

Dear Commissioners:

The above stated off-highway project has our approval as of October 15, 2018.

The project is located on land managed by Carson City. The Prison Hill Recreation Area was conveyed to Carson City from the Bureau of Land Management as part of the Omnibus Public Lands Management Act of 2009 (OPLMA). The project is in conformance with the guidelines and appropriate land management permits, licenses, clearances, and environmental analyses documentation necessary to comply with local, state and federal laws specifically, NRS 490.069, and the Omnibus Public Lands Management Act of 2009. Carson City plans to manage this area for OHV access for at least 25 years.

If you have any questions or concerns, please contact me at 775-283-7337 or by email at abollinger@carson.org.

Sincerely,

A Bollinger

Ann Bollinger
Open Space Administrator

CARSON CITY
PARKS, RECREATION, & OPEN SPACE
3303 Butti Way, Building #9, Carson City, NV 89701 • Tel (775) 887-2262 Fax (775) 887-2145

Nevada Four Wheel Drive Association
65 Jasper Lane
Dayton, NV 89403
775-246-3212

www.n4wda.org

Nevada Dept. of Conservation and Natural Resources
Off Highway Vehicles Program
Attn: J. Scanland
901 S. Steward Street
Carson City, NV 89701

Dear Jennifer,

The Nevada Four Wheel Drive Association (N4WDA) has been actively involved in the Carson City Prison Hill Recreation Area project since its inception.

N4WDA supports the Grant Application for the Prison Hill Recreation Area: OHV Education and design which will include purchasing of signage, development of interim maps, trail layout and design, educational training for riders and Prison Hill staff as well as a sound meter and testing equipment.

Sincerely,

Lawrence H. Calkins

Lawrence Calkins - President

The Pine Nut Mountains Trails Association
P.O. Box 3012
Gardnerville, NV 89410

Oct 19, 2018

Nevada Department of Conservation and Natural Resources

Nevada Department of Conservation and Natural Resources

Off Highway Vehicles Program
ATTN: J. Scanland
901 S. Stewart Street, Ste 1001
Carson City, Nevada 89701

RE: Prison Hill Recreation Area: OHV Education and Design

The Pine Nut Mountains Trails Association (PNMTA) is a 501(c)(3) formed in 1998, dedicated to preserving access to public lands, and educating the public on responsible and reasonable land use. PNMTA is best known for conducting annual public land clean up events resulting in the removal of over a quarter million pounds of trash from public lands.

We are writing this letter in support of the above stated project which is being submitted by the National Off-Highway Vehicle Conservation Council (NOHVCC). The Prison Hill Recreation Area has about 900 acres that are open to OHV recreationists. This is a very popular area with local residents because it offers a variety of terrain and challenges, has outstanding views of the surrounding area, and most importantly it is easily accessible due to its close proximity to the city. We support NOHVCC in their efforts to construct trails so that this area will continue to be available to OHV recreationists into the future.

Thank you and we look forward to recreating on Prison Hill for many years to come.

Sincerely yours,

Jon Allen

President

Pine Nut Mountains Trail Association
info@pnmta.org

H:\Parks Misc\Grant Mapping\PrisonHill OHV\DWG\PrisonHill OHV GRANT.dwg;

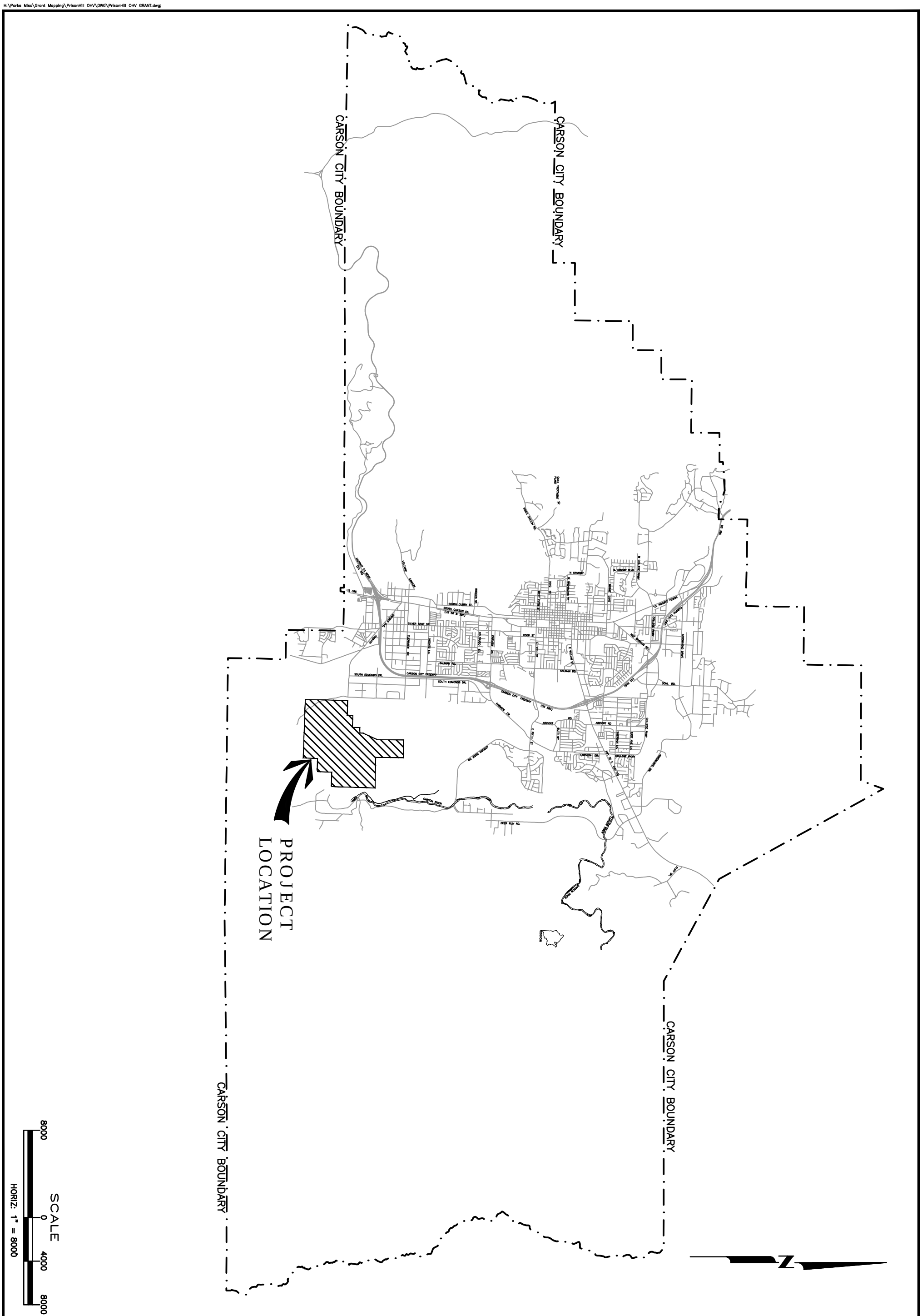


FIGURE 1

NEVADA OFF-HIGHWAY VEHICLES GRANT PROGRAM PRISON HILL TRAIL

GENERAL LOCATION MAP

REV.	DATE	DESCRIPTION	BY	APP'D

CARSON CITY
PUBLIC WORKS DEPARTMENT

3505 BUTTI WAY CARSON CITY, NEVADA 89701
PH: 775-887-2355 FAX; 775-887-2112

DESIGNED BY: GB
DRAWN BY: DGR
CHECKED BY: GB
DWG NO.: PrisonHill OHV Grant
SCALE (HORIZ): NOTED
SCALE (VERT): N/A
PLOT DATE: 10/16/17

SECTION V – PRIORITIES AND SCORING NARRATIVE

THE SCORING PRIORITIES ARE LISTED IN ORDER OF PRIORITY.
Address the following twelve (12) criteria in the order listed below.

- **Please tell us how your project/program meets each criteria.**
- **Be specific and concise with your answers.**
- **Please submit no more than five (5) double-sided pages for your Narrative.**
- **Please type directly into this application.** *If the form doesn't work for you, please cut and paste into another document and answer in the same order as given below. (If not applicable, answer N/A.)*

1. ***Law Enforcement Strategy that addresses enforcement as well as Public Education & Outreach aimed at increasing renewals and new registrations:*** *(See Appendix C). If your Enforcement grant does not include educ. or outreach see #4 below)*
   This project will educate users on the changes at Prison Hill Recreation Area, why they are happening, and when they will be complete. Educational contacts will also be used to educate the users on the importance of registering machine as well as performing "tech checks" to help riders know what equipment they need on their machine to ride responsibly. Tech checks will include sound checks for the decibel level of the machine, checking for current registration, as well as checking for spark arrestors. A sound meter will be purchased for testing, and Carson City personnel will be trained to use the equipment and perform the tech checks which includes OHV registrations.

   Additionally, a brochure highlighting rules and guidelines for recreating at Prison Hill will be created as part of this project. These brochures will be given to riders during user encounters and will also be made available at the trailhead.

2. ***Trail mapping, signing and maintenance of existing trails and facilities:*** *Please describe how your project/program assists in the maintenance and/or rehabilitation of* ***Existing*** *Facilities. "Taking care of what is already there to protect the investment."*
   This project will develop an interim trail map for the Prison Hill Recreation Area. This map will show riders where they can ride, and will contain rider ethics, educational, and environmental. This project will also include the purchase of trail signs that will match the map and provide easier navigation. The mapping and signing will address the issues of rider orientation and navigation, private property intrusion, and trespass into the non-motorized portion of Prison Hill.
3. ***Training:*** *Please describe the goals and objectives of your public training program, i.e., Public Education, Rider Classes, Safety, Trail Building, or Outdoor Ethics. Number of people trained, contacts made, etc.*
   As part of this project Carson City Personnel will be trained to conduct sound tests using the SAE J1287 sound test. They will also receive the necessary training to check machines for spark arrestors, and learn how to speak to riders about the importance of registering their machines in the state of Nevada.

4. ***Law Enforcement, SAR with NO Registration component:*** *How will your officer training, equipment purchase or salary/overtime request serve the off-highway vehicle recreating public?*
   This grant will supply Carson City Parks, Recreation, and Open Space Staff as well as law enforcement personnel with a high-quality sound meter and the knowledge of how to utilize the meter. Loud machines are a major concern at Prison Hill for neighboring land owners and having this equipment will allow Carson City to educate riders about the sound level of their machines. Having guidelines for appropriate sound levels will reduce conflict with neighbors and non-motorized recreationists at Prison Hill and help ensure long term access to the area.

5. ***Access:*** *Please describe how your project/program ensures protection of access. Explain what access/opportunities would be lost or restricted if the project doesn't occur.*
   In the current condition there are a proliferation of trails at Prison Hill Recreation Area. These trails are user created and do not address water management and are not sustainable. If this situation is not remedied access to the Prison Hill Recreation Area may not remain open. By providing a professionally designed trail system access to the system can be maintained because the trails will be sustainable and easy to navigate. A professionally designed trail system will also avoid encroachment on to private property and into areas where wildlife habitat are a concern.
6. ***Economic Integration:*** *Please describe how your project/program develops outdoor recreation opportunities that help local, regional, or state economies grow (e.g., economic impact, additional OHV funding sources, improved user or business group participation, Road use resolutions and OHV friendly Communities.)*
   The layout and design of improved trails and providing maps and signs that aid navigation at the Prison Hill Recreation Area will attract additional riders and will encourage riders to stay longer. This will lead to an increase in spending on fuel, meals, lodging, OHV purchases, and OHV parts and accessories being sold in the Carson City area. A separate grant application is being pursued to fund the construction of these designed trails and installation of the signs purchased as part of this grant application.
7. ***Connectivity/Loops:*** *Please describe the increase in connectivity between trails, facilities and other locations that your project/program would provide or enhance when completed. Attach maps if necessary, i.e., towns, parks, areas, trails, etc.*
   Currently Prison Hill Recreation Area has a proliferation of trails that is extremely difficult to navigate and putting together loops can be very difficult. By providing a network of professionally designed trails with appropriate signs and mapping the riders will have loop options that are easy to navigate.

8. ***Planning, Environmental Studies, Conservation:*** *please describe how the environmental studies and/or planning will result in maintaining or expanding OHV riding areas. Describe HOW your project/program considers water and habitat conservation.*
   A major component of this project will be the layout and design of professionally designed trails that will provide an appropriate level of challenge and variety. These trails will be laid out using the concepts found in Great Trails: Providing Quality OHV Trails and Experiences. This project will also serve to identify the appropriate

size, type, and location of signs to allow riders to easily navigate trails. Mapping the new laid out trails will also be a major part of this project.

9. ***Partnering and Leverage:*** *Please describe coordination that has occurred with stakeholders, partners and the public in which all interests have had an opportunity to be heard related directly to this project/program.* ***Also****, describe how your project/program leverages private, BLM, USFS, State, local government, or in-kind funding, services or donations (Considered as investment in the project. Match is not required, but is commended and will receive additional points. Please remember to attach support letters as described in Section I, #8 and #10).*

   NOHVCC and Carson City will provide staff time as match. The Komstock Krawlers and the Pine Nut Mountain have provided letters of support and will also provide ……

10. ***Demand for New Facilities:*** *Please provide justification (the demand) for* ***NEW*** *facility/program development: restrooms, trails, signs, and other amenities*.

    The Prison Hill Recreation Area does not currently have designated trails, maps, trail signs, or restrooms. This grant will provide planning for all of these areas of concern. Once the trails are designed under this application, the construction of these trails will be funded under another grant application.

11. ***Maintenance:*** *Although this OHV grant program requires maintenance of all facilities funded for 25 years or the normal life of the project, please describe* ***HOW*** *your project will be maintained and* ***WHO*** *has committed to the ongoing maintenance of the facility or continuation of the service/program. (Please remember to attach support letters as described in Section I, #8 and #10).*

    Carson City is committed to providing the long-term maintenance of Prison Hill Recreation area. They have already begun to train their staff in OHV use and will be working with NOHVCC to create a maintenance plan for the new trail system. This plan will include the maintenance specifications for different types of trails. The city will also work with NOHVCC to identify the necessary equipment needed to perform routine maintenance. This equipment will supplement the tools and machinery that Carson City already has.

*****

RecConnect
Project Cost Worksheet

Location	**Carson City, NV**							
Purpose	**Prison Hill 2019 Education/Planning Grant**							
Date	**Spring & Fall 2019**							
Assumptions	Assume 2 months spring, 6 weeks fall							
	#	**Unit**	**@**	**$**		**Cost**		**Remarks**
RC Travel								
Mobilization	1	LS		$2,500.00		$2,500.00		
Mileage on Site	5500	Mi		$0.54		$2,942.50		
Lodging	3	Months		$500.00		$1,500.00		
	2	Weeks		$300.00		$600.00		
Standby Fee	2	Days		$350.00		$700.00		
SxS Use Fee	90	Days		$80.00		$7,200.00		
Per Diem	105	Days		$51.00		$5,355.00		
Misc	1	LS		$500.00		$500.00		
Subtotal								$21,297.50
NOHVCC Travel								
Marc Hildesheim								
Mileage	1696	Miles		$0.54		$915.84		
Lodging	14	Day		$135.00		$1,890.00		
Per Diem	14	Day		$50.00		$700.00		
OHV	14	Day		$80.00		$1,120.00		
Geoff Chain								
Mileage	1362	Miles		$0.54		$735.48		
Lodging	14	Day		$135.00		$1,890.00		
Per Diem	14	Day		$50.00		$700.00		
OHV	14	Day		$80.00		$1,120.00		
Subtotal								$9,071.32
Education								
Purchase Sound Meter	1	LS		$2,500.00		$2,500.00		
	2	Hours		$85.00		$170.00		
Purchase Tech Ck Signs	2	EA		$100.00		$200.00		
	4	Hours		$85.00		$340.00		
Purchase RtoR Signs	10	EA		$65.00		$650.00		
	6	Hours		$85.00		$510.00		
Mounting Materials	1	LS		$2,000.00		$2,000.00		

Installation	1	LS		$1,000.00		$1,000.00		
City Training	16	Hours		$85.00		$1,360.00		NOHVCC & RC
Develop Ed Brochure	8	Hours		$85.00		$680.00		
Print 1000 Copies	1	LS		$500.00		$500.00		
Develop Interim Map	30	Hours		$85.00		$2,550.00		
Print 2500 Copies	1	LS		$650.00		$650.00		
Perform Ed &Tech	12	Days		$500.00		$6,000.00		
Subtotal								$19,110.00
Planning								
Conduct Inventory	5	Days		$450.00		$2,250.00		Marc $45/hr
M&G	10	Hours		$85.00		$850.00		RC
Bike Rental	5	Days		$80.00		$400.00		
GIS Support	8	Hours		$45.00		$360.00		Geoff $45/hr
Develop Tr Concept Plan								
Pre-work	40	Hours		$85.00		$3,400.00		
On-Site	1	LS		$10,000.00		$10,000.00		
M&G	16	Hours		$85.00		$1,360.00		
GIS Support	16	Hours		$45.00		$720.00		
Develop Facility Plan	24	Hours		$100.00		$2,400.00		
GIS Support	8	Hours		$45.00		$360.00		
Finalize Boundary	24	Hours		$100.00		$2,400.00		after L&D
GIS Support	4	Hours		$45.00		$180.00		
Committee Mtgs	8	Hours		$50.00		$400.00		
Develop Theme & Logo	24	Hours		$100.00		$2,400.00		
Develop Sign Plan	1	LS		$3,500.00		$3,500.00		
Coor with City	16	Hours		$100.00		$1,600.00		
Develop Barrier/Closure	24	Hours		$85.00		$2,040.00		
GIS Support	8	Hours		$45.00		$360.00		
Develop Monitoring Plan	1	LS		$3,500.00		$3,500.00		
Mtgs	8	Hours		$85.00		$680.00		NOHVCC & RC
Obtain Approvals	16	Hours		$85.00		$1,360.00		NOHVCC & RC
Subtotal								$40,520.00
L&D								
Perform L&D	1	LS		$50,000.00		$50,000.00		RC
NOHVCC Support	1	LS		$4,500.00		$4,500.00		
GIS Support	24	Hours		$45.00		$1,080.00		
Finalize TR Concept Plan						$0.00		Included
Finalize Facility Concept						$0.00		Included

Mtgs & Approvals	16	Hours		$85.00		$1,360.00		NOHVCC & RC
Subtotal								$56,940.00
Materials & Supplies								
Flagging	1	LS		$300.00		$300.00		
Whips	1	LS		$150.00		$150.00		
Lath	1	LS		$250.00		$250.00		
Misc	1	LS		$100.00		$100.00		
Boundary Markers	150	EA		$20.00		$3,000.00		62" brown
Trail Markers	160	EA		$22.50		$3,600.00		66" dual-sided brown
Jct Markers	100	EA		$8.00		$800.00		may need metal U posts
Decals	1	LS		$3,000.00		$3,000.00		
Boundary Drivers	2	EA		$180.00		$360.00		
Trail Drivers	2	EA		$200.00		$400.00		
Pilot Driver	1	EA		$250.00		$250.00		
Puller	1	EA		$500.00		$500.00		
Misc 12x18 PolyplateSigns	75	EA		$25.00		$1,875.00		
Other Polyplate Signs	25	EA		$50.00		$1,250.00		
4x4x6 Treated Posts	96	EA		$25.00		$2,400.00		
4x4x8 Treated Posts	48	EA		$30.00		$1,440.00		
Treated Round Bollards	96	EA		$45.00		$4,320.00		10" x 48"
Hardware	1	LS		$500.00		$500.00		bolts, nails, screws, rivets
Perimeter Fencing	2500	LF		$15.00		$37,500.00		Assume 2500 lf
Subtotal								$61,995.00
Grant/Project Mgt								
Project Mgt	24	Hours		$85.00		$2,040.00		RC
	40	Hours		$45.00		$1,800.00		NOHVCC
Grant Mgt	16	Hours		$85.00		$1,360.00		RC
	40	Hours		$45.00		$1,800.00		NOHVCC
GIS Support	16	Hours		$45.00		$720.00		
Misc NOHVCC Support	8	Hours		$45.00		$360.00		
Subtotal								$8,080.00
TOTAL Expenses						**$217,013.82**		

PRISON HILL RECREATION AREA

OHV Management Plan

October 16, 2018

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

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Attachment #1: Comment Form
Attachment #2: Comment Summary Form
Attachment #3: Visitor Use Template & Survey
Attachment #4: Examples of OHV Trail Signage
Attachment #5: Examples of Boundary Markers, Barriers & Signs
Attachment #6: Interagency Fire Condition Survey
Attachment #7: Carson City Signage Master Plan
Attachment #8: Prison Hill Recreation Site Assessment
Attachment #9: Omnibus Public Land Management Act of 2009
Attachment #10: Conservation Easement

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

Purpose

The purpose of the Prison Hill Recreation Area Off-Highway Vehicle (OHV) Management Plan is to provide the framework to proactively manage the approximately 960 acres open to OHV use by outlining a prescribed set of management activities. The plan will be implemented through a phased approach. The goals of the plan include:

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

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

Vision

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

Background

The Omnibus Public Land Management Act of 2009 (OPLMA)[1] authorized the conveyance of the Prison Hill Recreation Area from the Bureau of Land Management (BLM) to the Consolidated Municipality of Carson City (Carson City). This conveyance was completed in May 2015, and resulted in a transfer of public land from federal jurisdictional management to local management by Carson City. A Conservation Easement[2], previously agreed to by the BLM and Carson City in 2010, broadly governs the management practices for the area and defines both allowed and restricted uses, including "...the use of motorized vehicles on designated roads, trails and areas in the south end of Prison Hill". This essentially created opportunities for two recreation areas; approximately 1540 acres for non-motorized use, and approximately 960 acres which were historically open for both motorized and non-motorized use.

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

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

[1]Attachment #9 in Appendix: Omnibus Public Land Management Act of 2009
[2]Attachment #10 in Appendix: Conservation Easement

Phases of the Project

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

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

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

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

Phase 2: Area Planning and Design, 2019

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

Phase 3: Trail and Facility Construction, 2020

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

Description of Planning Area

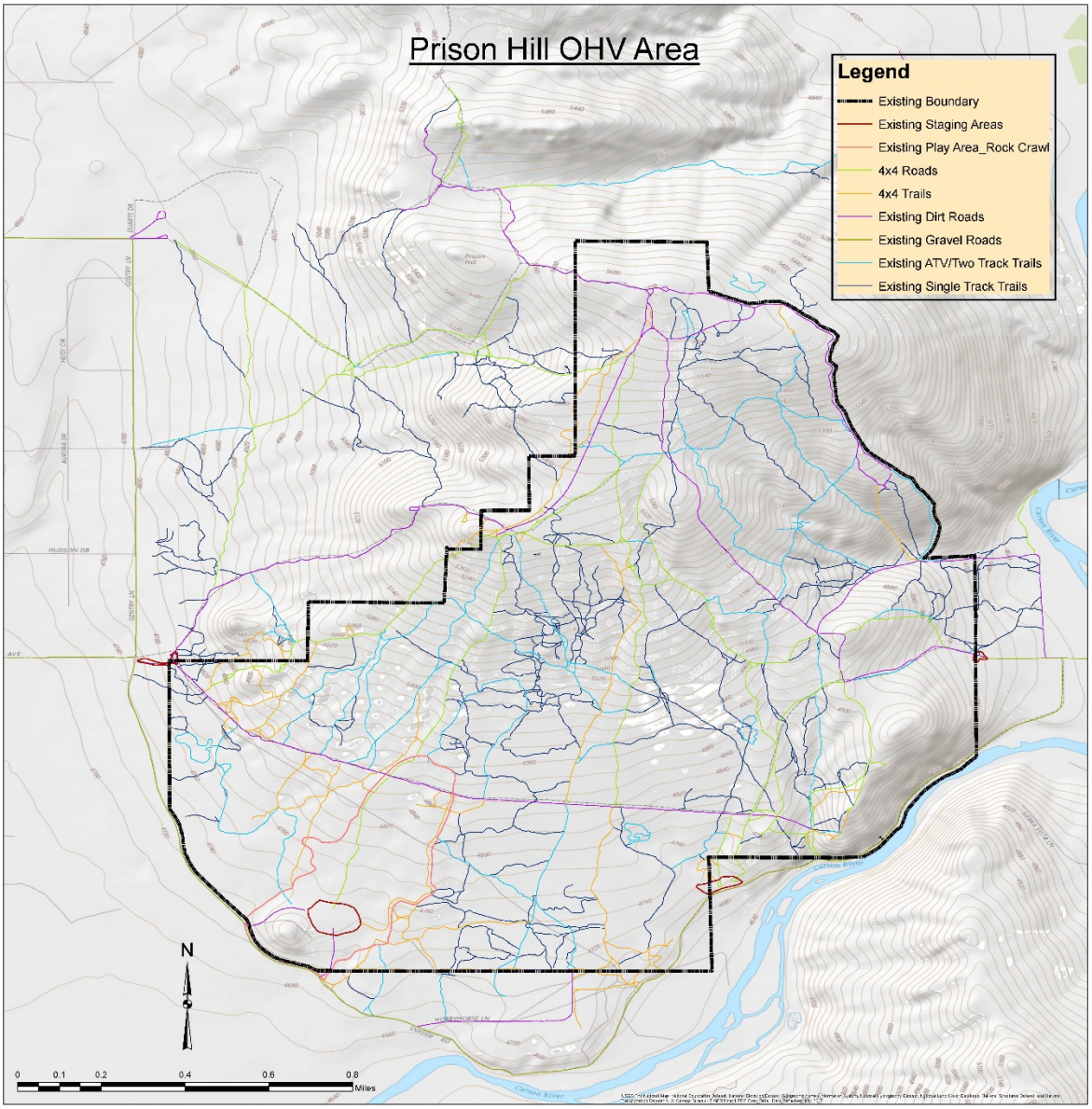
The Prison Hill OHV Recreation Area is located on the southeast edge of Carson City, Nevada. The highly desirable and unique landscape is scattered with large colorful rock formations and a variety of topography, ranging from steep and challenging terrain to meandering sand washes and open sandy desert soils. The elevation change is substantial, increasing from 5000' above sea level at the lowest point to 5724' at the highest point. The sweeping views of the snow-capped Sierra Nevada, Carson Valley, and Carson City provide an incredible vista for anyone wanting to gain altitude by climbing the challenging summit. Most of the OHV recreation area is located on the south facing slope where enthusiasts can access trails and riding opportunities throughout the year; especially during the winter months where snow can become a limiting factor for some forms of recreation.

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

The phenomenal views and awestriking rocky landscape provide an experience like no other within a few miles of a major population center. Proximity allows enthusiasts to visit Prison Hill during weekends and in some cases, daily. Others are drawn to the area for the variety of terrain, technical challenges, interesting routes, and scenery. Enthusiasts also often visit Prison Hill because of its family-friendly nature[3], and for the open riding areas. Though the area is referred to as "family-friendly," the trails are not because of inconsistent difficulty.

[3]Attachment #7 in the Appendix, Prison Hill Site Assessment on Page 9.

Map of the Planning Area



***Some boundaries are approximate.*

Current Condition

RecConnect LLC conducted a comprehensive site assessment[4] of the motorized portion of the Prison Hill Recreation Area from April 6-18, 2018. General observations included a variety of mixed motorized and non-motorized opportunities that have been utilized for more than 35 years in an unmanaged setting. Prison Hill is a highly desired destination that provides a broad spectrum of activities ranging from trail walking, hiking, and mountain biking to rock crawling, dirt biking, trials, and ATV riding. Approximately 45% of observed recreationists participate in some form of non-motorized activity for the enjoyment of the views, rock formations, and experience provided by the summit. The observed motorized recreationists expressed similar reasons for utilizing the area in addition to the rugged and beautiful terrain. The area offers an expansive experience for all participants from experts to the new rider and, with proper trails in place, is family friendly.

Applying the principles outlined in the Great Trails[5], successful OHV recreation management plans effectively incorporate several important fundamentals, also known as the 4 Es: Engineering, Education, Enforcement, and Evaluation. The 4 Es are inter-related and must be applied in an effective and systematic manner. Failure to implement any one of the Es will jeopardize the primary objective of providing quality OHV recreation opportunities and managing OHV use. The following section provides a summary of the observations extracted from the site assessment in relation to the 4 E's:

Engineering:

- There are many fall line and wash trails resulting in significant erosion and vegetation loss. Many roads/trails have eroded to the point where they have become deep troughs trapping water and preventing natural flow into the drainage courses. Consequently, water continues to run down the fall line creating more erosion and vegetation loss. An example of this is the trail leading into the open/staging area. Water from above is trapped in the deeply eroded trail leading into the open area creating sedimentation in the main staging area instead of in the natural drainage courses off to the side.

- Access to the main staging area is limited and lacks important directional and informational signs. This creates a safety issue with flow and unregulated riding into the open area. The staging area requires a clear boundary and a level surface for parking trailers, unloading, and loading. The Snyder Avenue staging area is in a poor location and has limited space to accommodate large vehicles and trailers.

[4]Attachment #8 in the Appendix for the complete Prison Hill Site Assessment
[5]Great Trails: Providing Quality OHV Trails and Experiences. A resource guide for the design, planning, construction, maintenance, and management of quality off-highway vehicle trail systems.

- Due to the current unmanaged setting, there is significant vegetation loss contributing to erosion and impacting the aesthetic value of the area.

- Lack of beginner trails and a designated place for children to enhance skill development.

- Limited access to the summit for the casual recreationist. The summit serves as a desirable destination point in the area and because of the current condition, very few recreationists have the ability to access to the incredible views from the top.

Education:

- The lack of trail signs creates confusion about permissible uses, current location, where to go, and access to other destination points in the area. The open area boundary needs to be identified to reduce user confusion, potential conflict, and increase user safety.

- Intrusion into private lands and the non-motorized area of Prison Hill creates an encroachment issue with the adjacent landowners in the area. While they support recreational use of the area, succinct signage is necessary to inform the enthusiast where they can and cannot ride. Boundary identification and signs between the non-motorized and motorized areas are non-existent and boundaries need to be clearly marked. Lack of marking has caused routes leading into the non-motorized area.

- Defacing of the area exists with graffiti on rock formations, some trash dumping, and bullet holes in signs.

- Regulatory and educational messaging is a critical aspect of compliance. Key messages should be prioritized and located in a visible place where riders can easily read them within a few seconds. Regulatory rules and requirements to ride in the area along with signage on Golden Eagle Lane are needed.

- Riders need to be able to match their skill level to the opportunities on the ground. The rugged terrain may be suitable for some users and not for others. By providing a trail rating system, riders can locate appropriate riding opportunities for their skill level. Trail ratings should be subjective to Prison Hill and should use terminology such as easiest, more difficult, and most difficult ratings.

Evaluation:

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

- Except for the Escape from Prison Hill Event, there are no other permitted OHV events. Motorized events are popular within the OHV Community and there have been numerous requests for motorized events.

Enforcement:

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

Public Involvement

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

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

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

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

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

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

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

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

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

Summary of Comments[6]: By utilizing an array of techniques for gathering and compiling comments and feedback during the process, the Project Team extracted key points from the participants. The first question addressed the type of trail improvements participants want to see at Prison Hill.

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

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

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

2) **The need for a trail difficulty rating system**: The diverse and challenging terrain of Prison Hill can provide a first-class riding experience, however there have been documented cases of vehicle abandonment and rollovers creating safety issues and an increase in risk management for the City.

3) **Designated routes/areas**: Specific routes for individual uses such as a bouldering field for rock crawling, single track for dirt bikes, some shared-use trails, and a skill development area for kids.

4) **Enforcement**: Respondents want to see more enforcement in the area. This visibility is not only useful for compliance and fewer incidents, it also serves as an excellent public relations tool for the City. Increased enforcement provides a sense of security for the urban interface.

5) **More family-friendly trails & skill development areas**: It is evident that Prison Hill draws families to the area. Participants want to see more family friendly trails and an area specific for kids to learn how to ride that is separated from other activities.

6) **Camping**: A designated primitive camping area near the staging area.

7) **Other:** There was less emphasis in these categories. Several participants want to leave the entire area alone, desire a level parking area to accommodate large trucks and trailers, and identified the need for more education and respect of private property.

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

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

Group Discussion Prioritized List of Improvements/Experiences on Prison Hill
During the public meeting, participants worked in groups where they prioritized the types of improvements and facilities they would like to see.

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

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

Management Area Recommendations

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

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

1. Install interpretive signs; creative signs can serve as destinations for recreationists offering information, history, and unique features of the area.

2. Design destination points by highlighting unique features such as the summit and other key points in the area where picnic tables and shade structures are located.

3. Develop creative partnerships with stakeholders and their respective organizations. Recognizing the importance of partnerships and working with volunteers is critical to the success of creating and maintaining sustainable trails and facilities. Upon implementation of the action priorities, participation from these groups will provide ongoing support to the City, ensuring the area continues to thrive in the managed setting.

4. Consideration of low-impact, non-speed events. Events could be motorized, non-motorized, or appropriate community-type events. Suitable motorized events could include trials, rock crawl, 4WD runs, a dealer demo day, or a kids play day. There could also be motorcycle, ATV, or ROV safety training classes conducted by the Motorcycle Safety Foundation (MSF), the ATV Safety Institute (ASI), and the Recreational Off-Highway Vehicle Association (ROHVA).

5. Explore the opportunity to have a motocross (MX) track in Carson City or vicinity. Traditionally, MX bikes do not have spark arrestors or sound reduction because they are used on closed tracks rather than on public land. Currently, there is no MX track available; consequently, motocross riders are coming to Prison Hill to practice, which is contributing to noise and speed issues at the main staging/open area.

6. Provide a road/trail to the summit where the public has easy access with high-clearance vehicles. Access would include a scenic loop at the top offering outstanding

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

7. Consider connecting the Prison Hill OHV area with the Pine Nut Mountain OHV area. Currently, there is no access to the Carson River, and the two areas remain independent of each other. Connecting these two areas would expand riding opportunities by creating a more extensive network of trails.

8. Keep the Prison Hill OHV Recreation free for individual enthusiasts to enjoy. The Prison Hill Recreation Area project exists through the generous support and funding from the Nevada Commission on Off-Highway Vehicles, the OHV registration program, and the City. During the course of each phase, the development of strategic partnerships and support from stakeholders and the Working Group will help identify funding sources for the on-going maintenance of the area. Fees may be collected for events, per City policy.

9. Develop designated routes and consider retaining local trail names in Phase 2 of the project, which entails the planning and design of the trail system. Funding for this portion of this project may be requested from the Nevada Commission on Off-Highway Vehicles Grant Program.

10. Definition of open, closed, restricted trails (if needed), and open areas. Defining trails and areas will increase rider safety, minimize environmental impacts, reduce user conflict, and identify the appropriate use.

a. Open: No limitation on the type or use of motorized recreation
b. Restricted: Uses limited to existing or designated roads and trails
c. Closed: Areas that are closed to motorized recreation
d. Open Area: Cross country travel is permitted and OHVs are not restricted to designated routes

11. Review the current boundary between the non-motorized and motorized sections of the Prison Hill Recreation Area and propose new boundary locations based on further reconnaissance, input, and topographical analysis.

12. Some riders encountered in the main open area expressed a desire to rebuild and improve the track portion in the open area. The Project Team does not support this idea because it isn't an ideal location for a MX track due to noise, dust, congestion, speed, and safety issues.

13. Maintain City's current allowable uses within the Prison Hill OHV Area. Meeting participants expressed their desire for onsite camping opportunities near the staging area. Considering the mixed use already occurring within the OHV area boundary,

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

14. The Prison Hill OHV Management Area hours of operation shall remain open from dawn to dusk.

15. This trail system will be open to and shared by all non-motorized recreation uses. All non-motorized uses (hiking, trail running, equestrian, and mountain biking) are allowed on existing trails or in designated open areas. Cross country travel is not permitted.

16. Develop protocol for special trail and area closures during weather events such as flash flood warnings, wildfire danger, as well as consideration of closure for onsite events, trail construction, maintenance, and mitigation projects. Site specific closures of trails or portions thereof may occur to perform maintenance, minimize soil displacement, protect public safety, protect other resources, or other management needs which may arise.

The closures may be advertised through the City's website, social media, and communication network. Necessary wildfire closures shall be determined by consulting with local agencies/partners and reports from on-site observations. An example of an interagency fire condition survey can be found in Attachment #6 in the Appendix. For weather related closures, the USDA Forest Service[7] recommends trail/area closure if there is more than 2 inches of rain within a 24-hour period. Closures shall remain in place if precipitation continues or if there is a greater than 70% chance of precipitation the following day.

[7]USDA Forest Service Rainfall Closure Guidelines

General Actions

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

Adjacent Landowners

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

Education and Ethics

- Develop educational programs and campaigns, such as a volunteer Trail Ambassador Program and public awareness campaign. A Volunteer Trail Ambassador Program is an effective method to communicate safety and education messaging. While Trail Ambassadors do not possess legal authority, they provide agency visibility and can share rules for riding in Prison Hill, rider etiquette, and report back to the City on an issue or matter that requires immediate attention.

- Develop consistent and succinct safety messaging for the broad spectrum of activities and diversity of users. An example of safety messages includes:
    - OHV legal requirements to ride in Nevada
    - Maximum sound limits
    - Spark Arrestors
    - Curfews (if applicable)
    - Respect for private property
    - Respect the rights of others
    - 'Stay on Trail' signs
    - Contact information in the event of an emergency
    - 'Become a Trail Ambassador' signs
    - Public awareness campaign aimed at eliminating vandalism of rock formations which may address and reduce defacing the area.
    - Adoption of Tread Lightly! signs, TREAD Principles

Enforcement

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

Events

- Events play an integral role in the OHV community. Events bring a diverse group of enthusiasts together for a common objective - whether competitive, commercial, or a group event. Many organizations hold events to connect their members by offering family-friendly activities. Speed and competitive events offer entertainment and a platform for racers to participate in a closed course. During the comment period, approximately two-thirds of the participants expressed their desire to have some type of motorized events on Prison Hill.

- The City intends that the Management Plan will address target capacities of events. It is recommended that until the draft trail concept plan is complete, it may be premature to address this issue. At this time, more information is required on the total mileage available to each vehicle type before the final recommendation is made.

- To assess the feasibility of events on Prison Hill, the project team will gather data to help make an informed decision on a conservative target capacity for each vehicle type; implement the numbers on a trial basis; monitor the results (both positive and negative); then make any adjustments as needed and start the process over again.

Maintenance

- The following entities are responsible for developing a plan that addresses the operational maintenance of the Area:
    - Carson City
    - Volunteer & Partner Organizations

- Prescribed maintenance schedule: Identify and prioritize annual maintenance work
    - Ongoing: Trail condition survey and evaluation, sign maintenance, facility maintenance, trail tread fixes, supply map boxes.
    - Annual: Map evaluation and printing, reroute and new trail consideration, grant applications for maintenance, trail construction, signage needs, and facility improvements, management plan updates, trail maintenance training for volunteers.

- Develop trail designations: Multiple-use, single-use: single track, double track/ATV, 4WD.

- Identify an easy route to access the summit with a 4WD/high-clearance vehicle. The purpose is to provide accessibility to enthusiasts who don't necessarily have a modified vehicle for more challenging terrain.

- Implementation of a trail difficulty rating system.

- Develop process for making changes to the system and/or the Plan after the Management plan is implemented. The City and the Working Group will develop guidelines and identify a process outlining the steps for changes and additions to the trail system and infrastructure.
    - An example of this process: Changes to the trail design, infrastructure, and boundaries of Prison Hill must be presented in writing to the Working Group or ad-hoc committee specifically identified by the City. Once approved at this level, the applicant shall submit a plan detailing the objective, the time frame, cost, necessary permits, timeframe and schedule of the work to be accomplished. The plan shall be presented and approved by the Carson City Open Space Advisory Committee before any changes are made.

- Once the trail plan is complete, identify event guidelines for type of events allowed and capacity.

Open Area

- Convert unused areas to more desired purpose. Start by converting unused open area above the Snyder Avenue staging area to the main staging area. Evaluate usage patterns every 3-5 years to inform future area planning and management. During the Phase 2 Planning Process, the location, number and size of the open areas will be evaluated.

Re-location of Boundary and Staging Area

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

- Move the Snyder Avenue Staging Area to a more desirable location.
    - Propose moving the Prison Hill boundary west from the existing Snyder Staging Area down to the outside edge of the trail parallel to Golden Eagle Lane. This will allow the City to manage and maintain that trail and allow access from Golden Eagle Lane to the conceptual location for the new Snyder Staging Area and Youth Training Area complex. This piece of land near the Snyder Road Staging Area is owned by the State of Nevada and the City would have to purchase or enter into a lease agreement to move the boundary and provide access to the proposed trailhead site.

Rules and Regulations

- Use rules should change from *Stay on Existing Routes* to Use is Allowed on Designated Routes/Areas Only. Pass City ordinances to require OHVs on Prison Hill to be equipped with spark arrestors, functional exhaust systems, and a sound limit of 96 decibels using the SAE J1287 sound test method.

- Secure sound testing equipment through grant programs managed by the Nevada Commission on Off-Highway Vehicles. Train local law enforcement and volunteer trail ambassadors how to correctly utilize this equipment.

- Emphasize current legal requirements to operate OHVs in Nevada.

- Emphasize respect for private property and consider installing signs on Golden Eagle Lane and other access points identifying that use is allowed on designated routes/areas only and respect private property. Informing users with this pertinent information will be an important part of the education plan and the respect for private landowners.

Trail Facilities

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

Trail Signs

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

Volunteer Engagement

- Conduct onsite field trip with stakeholders. Identify key areas for specific activities, such as rock crawling, designated single track, trials, and develop a plan for retaining local names of trails and areas. Have stakeholders' flag possible routes and boundaries for specific areas and trails.

- Develop a timeline and schedule for Prison Hill Working Group meetings.

- Form Volunteer Trail Patrol/Trail Ambassador Program.

Specific Actions

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

1. Develop Trail Design and Location Plan: Reduce or eliminate fall line trails and replace them with curvilinear trails on the contour. Develop and implement interim signage plan and mapping as desired. Plan a system to reduce user conflict and trespass into the adjacent residential area. Conduct complete trail inventory during Phase 2. Create maps during Phase 3 based on the work accomplished in Phase 2.

2. Develop Facility Concept Plan: Identify type and location of facilities. Consider installing restroom facilities, trash receptacles, picnic tables, shade structures, and kiosks.

3. Develop Comprehensive Sign Plan: Review and integrate the City's Signage Master Plan and create an interpretive plan. Incorporate national signage guidelines for OHV trails. Consider developing a unique logo for the Prison Hill Area for the motorized and non-motorized sections of the property.

4. Develop a Rehabilitation Plan: The Trail Concept Plan developed in Phase 2 will address the reduction and mitigation of vegetation and soil loss.

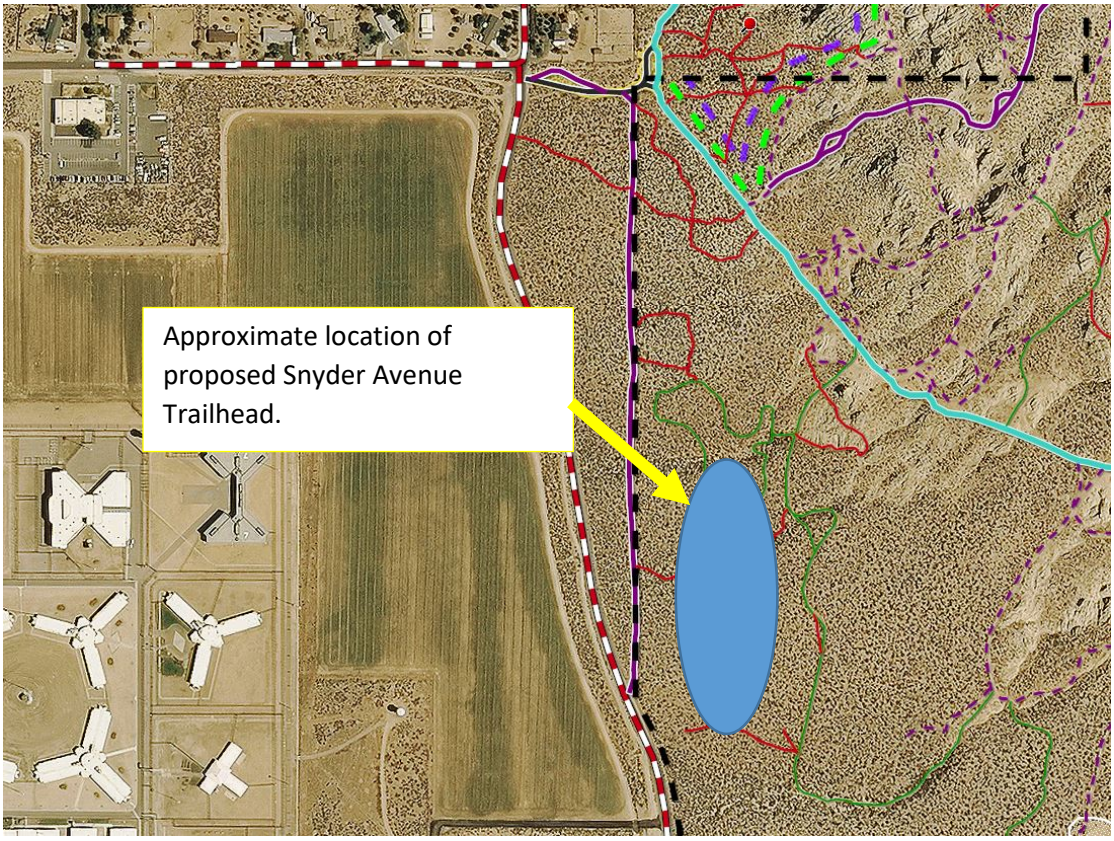
5. Drainage: Restore natural drainage patterns. Restore drainage in the open area. Install check dams and other hardening to help slow water flow and velocity.

6. Boundary Location: Determine if existing boundary will remain in place or relocate boundary based on input.

7. Open Area: Install interim boundary signs on the existing Open Area boundary.

8. Staging Area: Develop a plan for the main staging area that addresses access, kiosk location, sanitation, drainage, shaded picnic tables, delineation of parking/staging, and barriers to control and direct use. This area is part of a complex that provides parking and access for non-motorized users, parking, and access to a motorized youth training area; which include a "tot lot", and a beginner loop. Relocate the Snyder Avenue Staging Area. Install drainage on all water sources leading into the staging area. Close and rehabilitate the existing Snyder Avenue staging area. Develop a plan for the new Snyder Avenue Staging Area which includes access, a kiosk, trailhead, shaded picnic

tables, and sanitation. Explore options to relocate the Snyder Ave Staging Area.



9. Education: Develop and distribute a brochure to distribute to enthusiasts in the area describing the project, the work to be accomplished within each phase, and anticipated timelines. Consider implementing a demonstration project during Phase 2 of the project; installing interim signs, a portable toilet at the staging area, effective barriers at the old staging area on the east side, drainage structures on main access trail out of the staging area. Upon completion of project, conduct a site visit with stakeholders to review demonstration project. Educate field personnel in conducting tech checks and successful encounters.

10. Project Funding: Start seeking other funding sources through cooperative grants, partnerships, the Recreational Trails Program, and the Nevada Commission on Off-Highway Vehicles. Consider and seek Operations & Maintenance partnerships.

11. Collaboration with Stakeholders, Enthusiasts, and Working Group: Schedule onsite visits, conduct regular meetings with the Working Group, develop volunteer monitoring program, continue to work with stakeholders on addressing issues and concerns.

12. Marketing: Discuss opportunities to showcase the area with a ribbon cutting/grand opening celebration with the City, the Nevada Commission on Off-Highway Vehicles and the Carson City Culture and Tourism Authority.

Project Team

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

RecConnect, LLC was established in 2005 by Dick Dufourd and his wife and partner for over 40 years. An avid motorized recreationist for more than 40 years, Dick participates in every OHV segment from motorcycles to ATVs to snowmobiles to 4 wheel-drive vehicles. He has a strong recreation engineering background and spent 35 years with the USDA Forest Service where he gained extensive experience designing and building roads, trails, parking areas, and campgrounds. He became the Central Oregon Interagency OHV Program Manager where he was responsible for developing and managing summer OHV opportunities for the USDI Bureau of Land Management and the USDA Forest Service. This included implementing seven OHV trail systems with 640 miles of trail and eight designated play areas. He secured more than $3 million in grants, developed volunteer programs and trail patrol programs, designed an OHV specific cattleguard, and developed trail grooming drags and other equipment. Through RecConnect LLC, Dick has gained broad experience in feasibility studies, site assessments, safety assessments, signing, planning, trail and facility design, location, construction oversight and project management and has now implemented more than 1800 miles of OHV trails in the United States and Canada. That experience plus the ability to successfully identify and mitigate issues, work with multiple agencies, and work positively with stakeholders and the media has made Dick one of the top OHV authorities in North America.

Lat + Long Resource Group, LLC provides strategic and operational support to non-profit organizations and small businesses specializing in motorized recreation. Lat + Long's unique approach helps organizations accomplish their goals without having to secure additional staff and resources. Lat + Long's services include grant writing, strategic planning, meeting facilitation, and the coordination and implementation of specialized projects. Alexis Nelson, owner of Lat + Long, is a snowmobile, 4WD, and outdoor enthusiast and has served the motorized community for over twenty years. She has worked for the USDA Forest Service on a timber and recreation crew, managed the statewide snowmobile trails program, served as the Executive Director of a large non-profit snowmobile organization in Vermont, and has collaborated with recreational non-profits on trail policy and development across the country. Alexis has led several economic impact study projects, worked with NOHVCC to develop the Motorized Recreation Report for the Bureau of Land Management in Nevada, and successfully secured grant funding for a multitude of OHV projects and programs. Alexis provides operational support to the Off-Road Business Association (ORBA) and co-founded One Voice, a national OHV organization dedicated to land access advocacy and the future of motorized recreation on public and private lands.

References

Glossary of Terms and Acronyms:

ASI: ATV Safety Institute

ATV: All-Terrain Vehicle

BLM: Bureau of Land Management (United States Department of Interior)

INOHVAA: International Off-Highway Vehicle Administrators Association

MSF: Motorcycle Safety Foundation

MX: Motocross

OHV: Off-Highway Vehicle

ROV: Recreation Off-Highway Vehicle

ROVA: Recreation Off-Highway Vehicle Association

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

SxS: Side-by-Side

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

UTV: Utility Vehicle

4WD: Four-Wheel Drive Vehicle

Literature Cited

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Prison Hill Recreation Area Site Assessment, RecConnect LLC, 2018

USDA Forest Service, How to Conduct the Stationary Sound Test SAE J1287
https://www.fs.fed.us/t-d/programs/fire/spark_arrester_guides/_assets/OHV209-308Blue.pdf
http://www.mic.org/Downloads/2014-2018_STM_TestRPM_Supplement.pdf

USDA Forest Service, Rainfall Closure Guidelines
https://www.fs.usda.gov/detailfull/mendocino/alerts-notices?cid=stelprdb5340732&width=full,

Photo Credit: Dick Dufourd, RecConnect LLC.

Appendix

Attachment #1: Comment Form
Attachment #2: Comment Summary Form
Attachment #3: Visitor Use Template & Survey
Attachment #4: Examples of OHV Trail Signage
Attachment #5: Examples of Boundary Markers, Barriers & Signs
Attachment #6: Interagency Fire Condition Survey
Attachment #7: Carson City Signage Master Plan
Attachment #8: Prison Hill Recreation Site Assessment
Attachment #9: Omnibus Public Land Management Act of 2009
Attachment #10: Conservation Easement

Attachment 1: Comment Form (Utilized during Public Meeting)

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

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

Other/Additional Comments:

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

1.

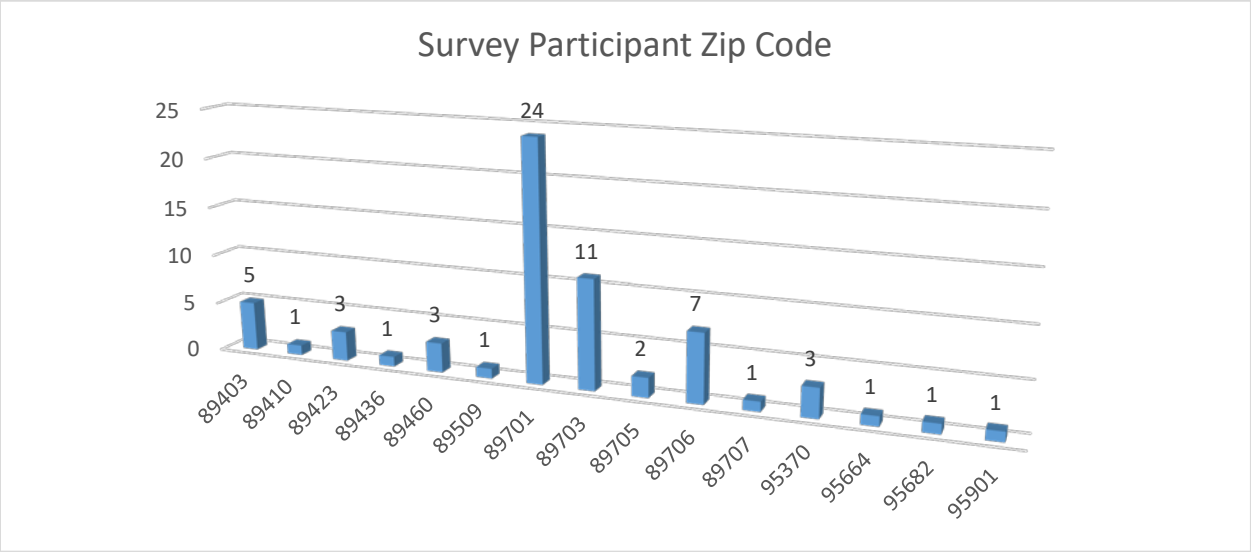
2.

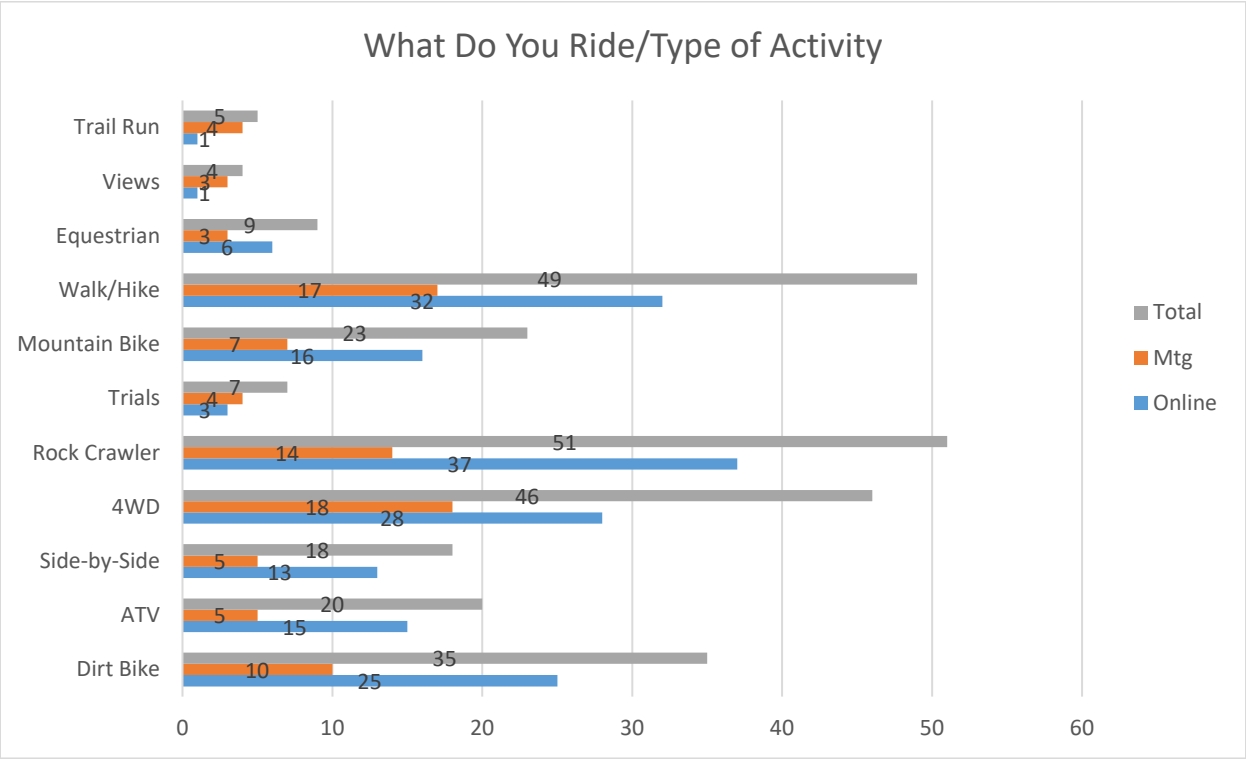
3.

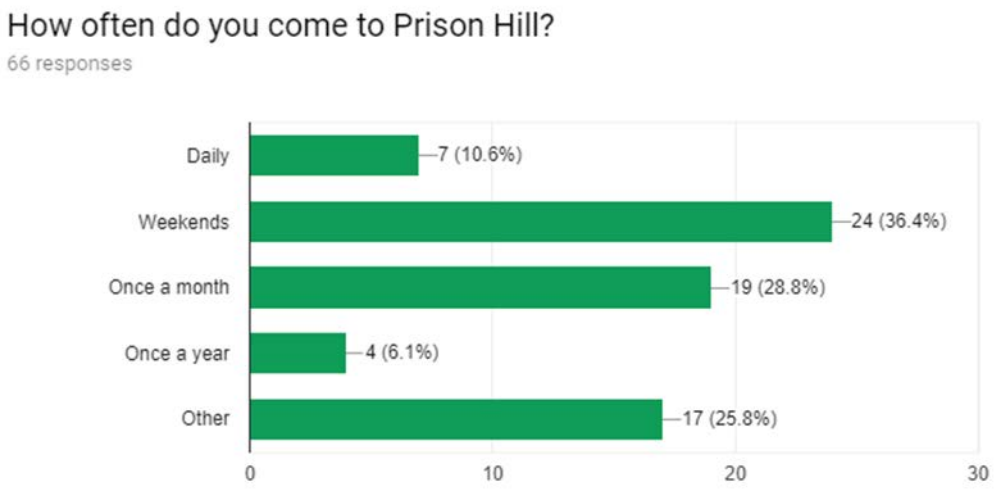
Attachment 2: Comment Summary Report

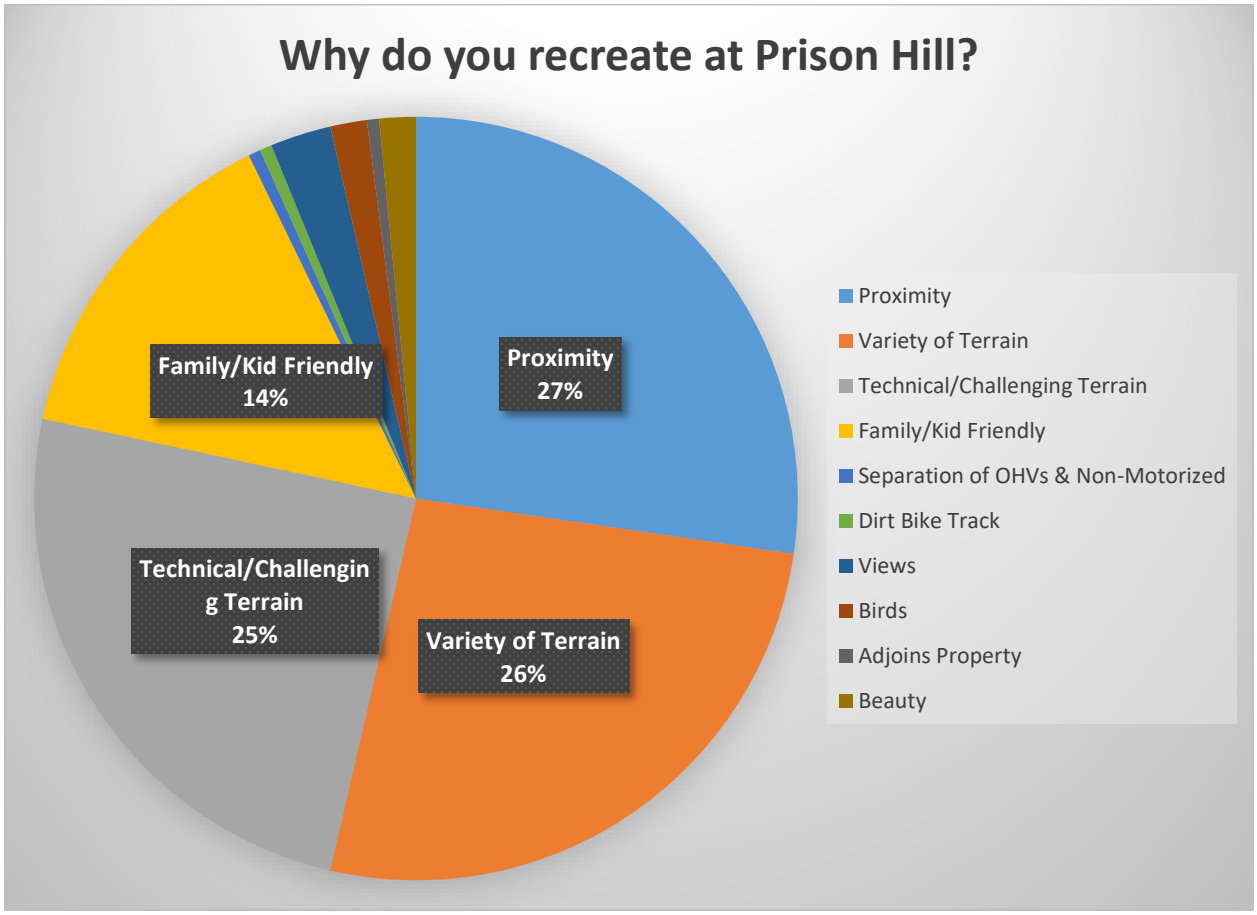
Comments Extrapolated from Online Survey & Public Meetings

Compiled July 5th, 2018






How often do you come to Prison Hill?
66 responses
Daily
Weekends
Once a month
Once a year
Other
7 (10.6%)
24 (36.4%)
19 (28.8%)
4 (6.1%)
17 (25.8%)
0
10
20
30


Why do you recreate at Prison Hill?
Proximity 27%
Variety of Terrain 26%
Technical/Challenging Terrain 25%
Family/Kid Friendly 14%
Proximity
Variety of Terrain
Technical/Challenging Terrain
Family/Kid Friendly
Separation of OHVs & Non-Motorized
Dirt Bike Track
Views
Birds
Adjoins Property
Beauty

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

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

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

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

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

Yes: 29
No: 20
Other: detail in comments

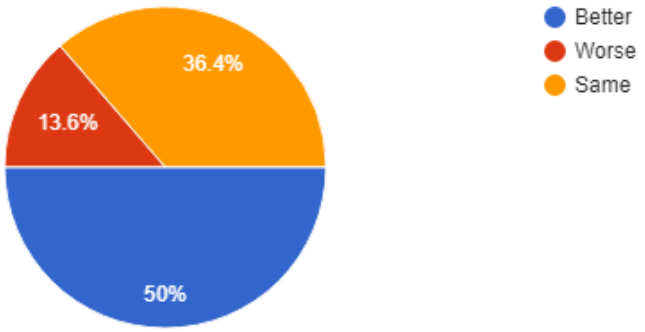
Type of Events	# of responses
Rock Crawling	16
Clean up	2
Moto cross	2
Trials	4
Training for kids	3
Super Crawl	2

Comments

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

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

66 responses



WHY?

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

Comments:

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

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

Other Comments (meetings & written):

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

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

Comments submitted regarding the Site Assessment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

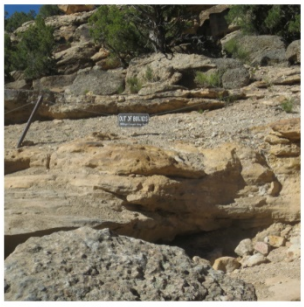
Attachment 3: Visitor Use Survey Template & Summary

Prison Hill Visitor Use Data Compilation

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

Attachment 4: Examples of OHV Trail Signage

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



Attachment 4: Examples of OHV Trail Signage Continued

The International Off-Highway Vehicle Administrators Association (INOHVVA) released the Guidelines for Trail Signing and Placement for Off-Highway Vehicles in August 2018. The purpose of the document is to provide guidelines for the best practice of sign placement on recreational OHV trails and as a process to improve OHV trail development in a safe and cost-effective manner[1]

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

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

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

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

Attachment 6: Interagency Fire Condition Survey

Southwest Area Fire Restrictions and Closures Coordination Form SECTION 1:

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

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

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

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

3. What is the daily fire occurrence situation?

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

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

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

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

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

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

Notes or Remarks:
_____
_____
_____
_____

Have the following individuals been contacted concerning area fire restrictions? Agency Administrators:
_____ Public Affairs/Public Information
Officers:_____ Law Enforcement/Special
Agents:_____ Fire Prevention
Officers:_____ Adjoining Zone(s) Board
Chairs:_____
Other:_____

EXAMPLE

Attachment 7: Carson City Signage Master Plan

CARSON CITY
PARKS, RECREATION & OPEN SPACE DEPARTMENT
SIGNAGE MASTER PLAN

PREPARED FOR CARSON CITY PARKS, RECREATION, & OPEN SPACE DEPARTMENT
MARCH 30, 2018

DESIGNWORKSHOP

EXISTING SIGNS IN THE LANDSCAPE

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Pam Della-Giltner	Pine Nut Mountains Trails Assoc.
Mike Pailliotet	Pine Nut Mountains Trails Assoc.
Joe Cacioppo	Carson City Parks and Recreation Commission
Margie Evans	Carson City Open Space Advisory Committee

PURPOSE OF BRANDING & WAYFINDING

PROJECT PURPOSE

The Carson City Parks, Recreation and Open Space Department Signage Master Plan is a guide for all future exterior signs in the City's system of parks, trails, recreation centers and natural areas. The Signage Master Plan includes graphic design standards for the variety of sign types necessary for the various conditions found throughout the City.

Signs located at, or on public outdoor facilities perform the integral function of connecting a site and its visitors. They can identify, direct and interpret features within a park, open space or along a trail and provide the users with a sense of knowledge and safety. Signs also identify the location as a Carson City site, which evokes images of Carson's rich history, well-maintained facilities, and excellent outdoor recreation.

BRANDING AND WAYFINDING PRINCIPLES

1. Simplicity

- Limited number of sign types. Use enough signs, but avoid over-signing to not clutter the landscape.
- Provide only essential information.
- The public spends very little time reading signs, so make them count.

2. Clarity

- Use clear, concise messages.
- Will the user understand the intent of the sign?
- Use symbols whenever possible, rather than words.

3. Quality

- Use durable materials that are vandal resistant.
- Make sure to protect from UV light or snow shear.
- Use developed templates from this document.
- Check for correct spelling.
- The sign and the installation should be neat, legible, straight, and professional looking.
- The public respects quality, but quality does not necessarily equate to expensive.

CARSON IMAGERY

Existing artwork showcasing Carson's history

Existing wayfinding program in downtown

4. Aesthetics

- Harmonious to the environment.
- Enduring design and typography.
- Appropriately scaled to the location.
- Follow signage material and color standards.

5. Consistency

- Use consistent fonts, symbols, logos, colors, sizes and shapes as developed in this document.
- Develop consistent/complement other sign standards in the Carson City area.
- Be sure that messages are consistent and reinforce each other from vehicular to pedestrian systems.

6. Placement

- Install signs where the users can see them and where they expect to see them.
- Avoid placing signs in shadows or where they may be obscured by vegetation.
- When signing, assume that the user is a beginner, unfamiliar with the trail, open space or park and there is poor visibility.

REFERENCE DOCUMENTS

Sign and Poster Guidelines for Forest Service
https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprd3810021.pdf

Bureau of Land Management: National Sign Handbook
https://www.blm.gov/sites/blm.gov/files/documents/files/NationalSignHandbook16_0.pdf

Carson City Parks and Recreation Open Space Sign Manual
Draft 2014

Nevada State Parks Sign Manual

MUTCD for vehicular signs

SYMBOLOGY AND ICONS

LOGOS AND BRANDING

New P.R.O.S. Logo

Carson City Seal

Bureau of Reclamation

Nevada State Parks

BLM Logo

Forest Service Logo

EXISTING SIGN INVENTORY

EXISTING CONDITIONS AND ISSUES

The parks and open space system in Carson City currently lacks a unified signage program.

Designs vary between and even within parks, using different typefaces, layouts, sizes, and color schemes. Sign materials are inconsistent, and range from laminated aluminum to painted wood to resin to metal plaques. A strict signage hierarchy is unclear, and often leading to a clutter of signs and notices at park entrances.

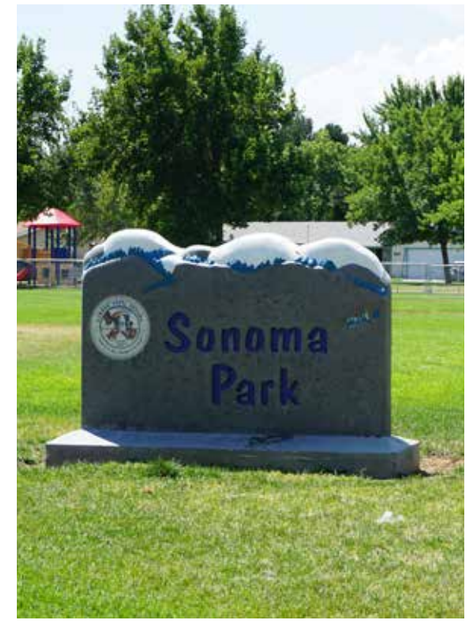
The existing monument signs begin to address some of these issues by providing a uniform design, standard sizing, and clear identification of the department's presence through use of the Carson City seal. These signs start to establish a sign hierarchy and display a consistent message, however, they are in need of updating to give them a more contemporary aesthetic.

MONUMENT SIGNS

Korean War Veterans Memorial Park

Silver Saddle Ranch

Fuji Park and Fairgrounds



Sonoma Park

Aquatic Facility and Community Center sign at Mills Park

Fulstone Wetlands sign on Freeway Path

Centennial Park

Moffat Open Space Trailhead

EXISTING SIGN INVENTORY

MINOR PARK ENTRY SIGNS

Hidden Meadow Trail Crossing

Carson River Road Sign

Lincoln Highway Entry Sign

Baily Fishing Pond Entrance

Heritage Way Entrance

TRAILHEAD MAPS AND KIOSKS

Mexican Ditch Trail at Korean War Memorial Park

Silver Saddle Ranch

Silver Saddle Ranch

Kings Canyon Trailhead

Kings Canyon Trailhead

EXISTING SIGN INVENTORY

TRAIL INFORMATION SIGNS

Mexican Ditch Trail at Korean War Memorial Park

Hidden Meadow Trail Crossing

Marsh Road Trailhead

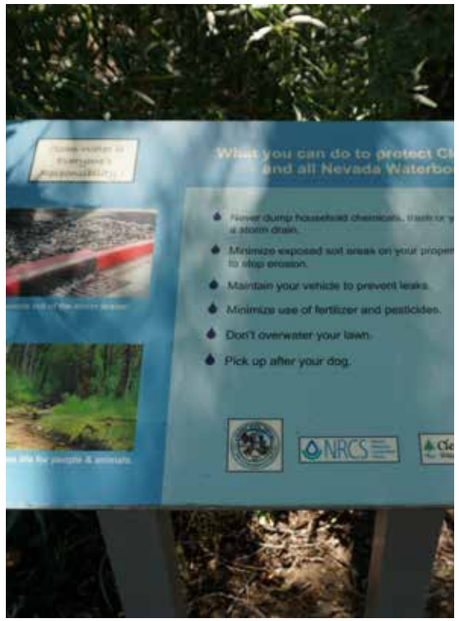
Carson River Park

Kings Canyon Trailhead

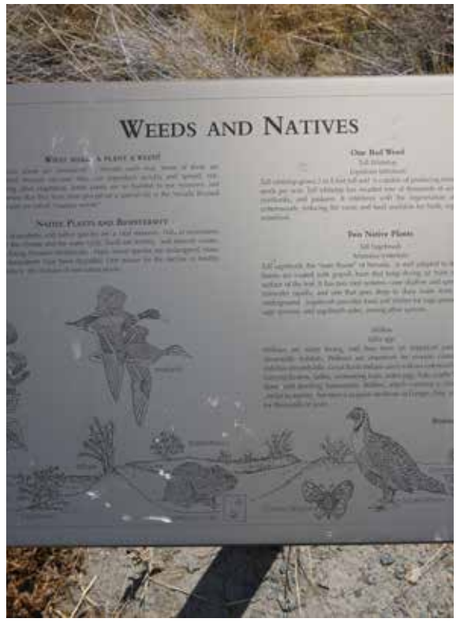
INTERPRETIVE SIGNS

Mexican Ditch Trail at Korean War Memorial Park

Silver Saddle Ranch



Fuji Park Clear Creek Interpretive Trail



Linear Ditch Trail at Saliman Road

Freeway Path

EXISTING SIGN INVENTORY

PARK RULES & REGULATIONS SIGNS

Mexican Ditch Trail at Korean War Memorial Park

Mexican Ditch Trail at Korean War Memorial Park

Carson River Park

Prison Hill Trailhead at Edmonds Drive

Baily Fishing Pond

Baily Fishing Pond

Fuji Park Dog Park

Fuji Park Event Lawn

Virginia Orcutt Skate Park

Moffat Open Space Trailhead

EXISTING SIGN INVENTORY

NOTICES/MISCELLANEOUS SIGNS

Prison Hill Trailhead at Snyder Avenue

Carson River Park

Baily Fishing Pond

Fuji Park Picnic Shelter

Freeway Path

PLAQUES AND DONOR WALLS

Korean War Veterans Memorial Park

Carson River Park

Baily Fishing Pond

Mills Park

Freeway Path

SIGN FAMILY DESCRIPTION

This theme has a simple, clean aesthetic that provides a contemporary edge to traditional urban recreational wayfinding elements. The signs have simple shapes and straight lines that allow for ease of legibility, maintenance and repair. The color palette draws on elements from Carson City's industrious past as well as its surrounding natural open space; earthy, muted natural tones that draw from weathered steel, sagebrush rangelands, and mountainous pine forests. The materials will primarily be aluminum signs mounted on powder-coated metal posts. Gateway or entry kiosks may be emphasized with additional materials including corrugated metal roofing, weathered or treated wood, iron or corten steel.

FONT STYLE AND HIERARCHY

Typeface - "SanSerif"; Font - Regular, **Bold**

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
1 2 3 4 5 6 7 8 9 0
CARSON CITY Carson City

HEADING
Subheading
Body Text

*Text size will vary with sign type and size

COLOR PALETTE - PREFERRED COLOR OPTIONS

FIREWEED RED* CITY-IDENTIFIED (SW 6328)	DARK BROWN	PINE GREEN		WHITE
PANTONE 181	PANTONE 4975	PANTONE 7735	PANTONE 2176	PANTONE P 179-1

*Color Pantone 181, "Fireweed Red," matches the historic color of Silver Saddle Ranch.

COLOR PALETTE - ALTERNATIVE COLOR OPTIONS

RUST BROWN	BRONZE BLACK		NAVY BLUE		
PANTONE 2449	PANTONE BLACK XGC	PANTONE 7586	PANTONE 281	PANTONE 2122	PANTONE 10292

INSPIRATIONAL IMAGERY

Use of gabion wall at sign base with cutout top

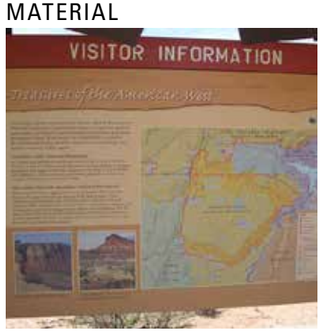
Simple sign message with use of icons

Changeable sign panels attached to metal wire

Trail signs with directional arrows and map

OPTIONS FOR MATERIALS AND FINISHES

MATERIAL

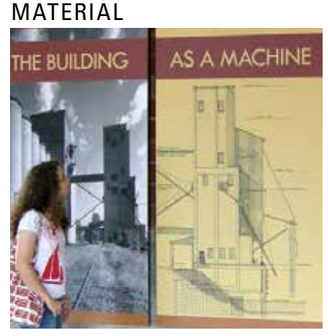


NAME
Aluminum

Specification
High-pressure laminate

Process
Inkjet image is printed on resin-coated paper, laminated with UV-resistant laminate, then layered with phenolic resin material under high pressure and heat.

MATERIAL



NAME
Phenolic Resin Panel

Specification
Digital High Pressure Laminate (DHPL) - Exterior grade

Process
High-resolution CMYK printed graphics set into phenolic resin exterior grade panels

MATERIAL

NAME
Porcelain Enamel

Specification
Porcelain enamel paint fired onto steel substrate

Process
Graphic content is screen printed or applied with glass-based ink and fired one layer at a time. This process can be done to both sides for double-sided sign.

MATERIAL

NAME
Duralite

Specification
Composite panel printed with ImageLOC

Process
Pre-treated composite panel made from high-strength organic material layered between aluminum-alloy, which is printed with ImageLOC printing technology and sealed with protective topcoat

OPTIONS FOR MATERIALS AND FINISHES

Corrugated metal roofs for sign kiosks

Corten or weathered steel accents

Dry or wet-stacked stone walls

Weathered wood

Powder-coated metal

COLOR PALETTE THEMES

DISTINCT COLORS, CONSISTENT LOOK

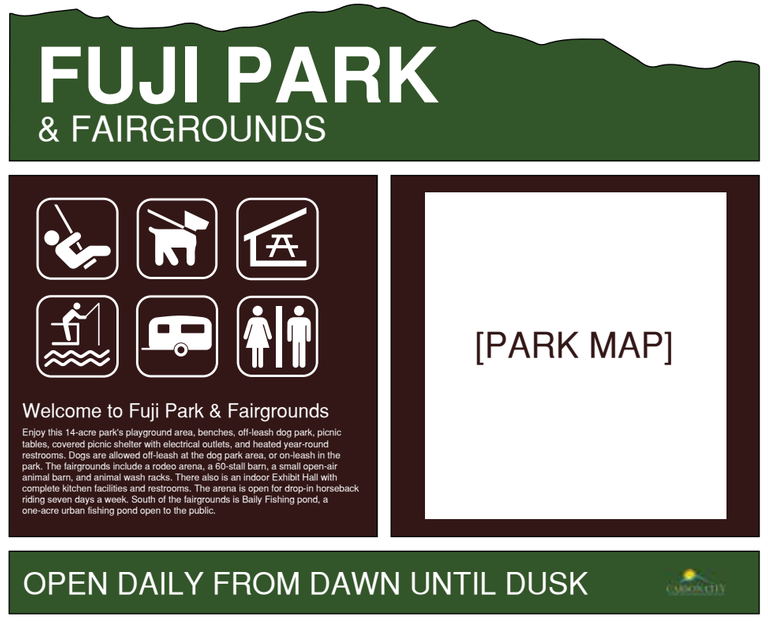
This wayfinding plan proposes several different theme options within a unified signage family to provide a subtle distinction between Carson City's urban parks and its surrounding trails and open space areas.

While the sign style and informational layout will remain consistent throughout the city, utilizing different color themes will begin to establish the differences in recreational offerings between the urban parks and the open space areas. These color themes will also become an easily recognizable icon for residents and visitors to help establish expectations about the types of recreational opportunities found at each park.

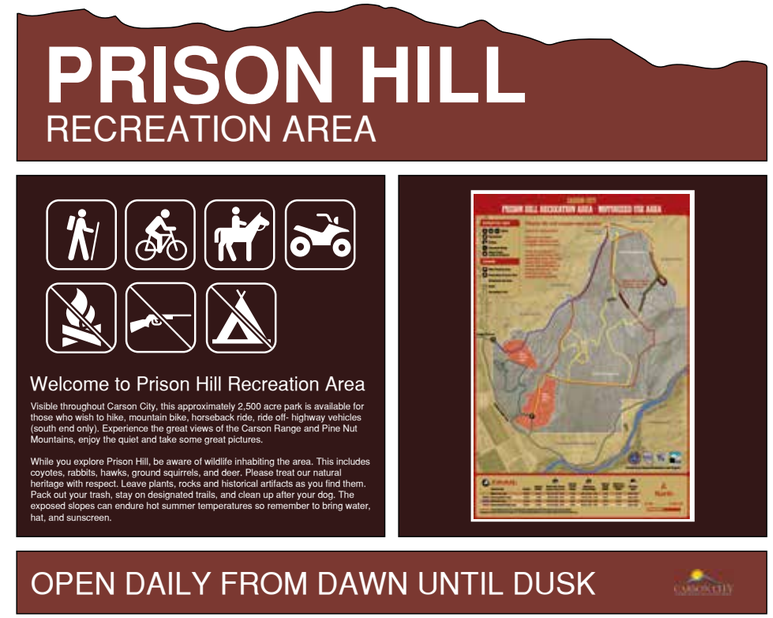
A template was created for seasonal notices that can be posted throughout the year. Use of the template will ensure that all notices will be consistent with the newly created identity and branding established in this wayfinding program.

A third color theme was created for the Community Center and Aquatic Facility. While this location may not need the outdoor signage proposed for other City parks, use of the signage family's visual style for indoor signs and notices will help maintain consistency throughout all of the department's parks and facilities.

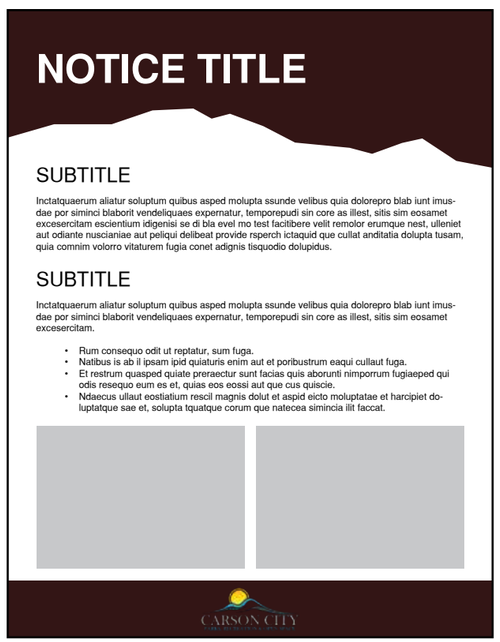
URBAN PARKS



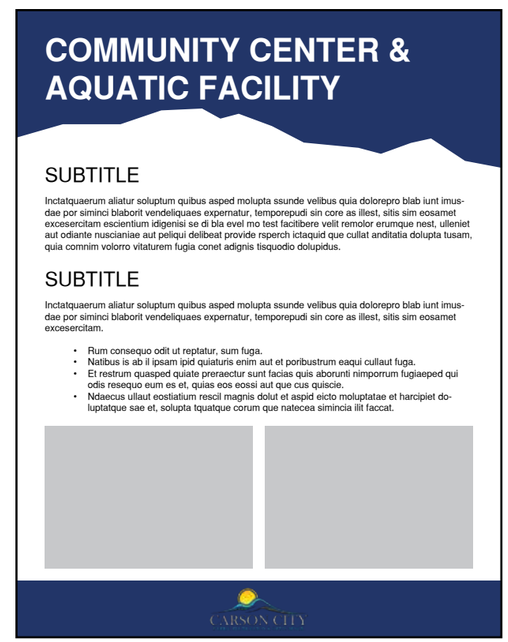
OPEN SPACE



TEMPORARY SIGN AND SEASONAL NOTICE TEMPLATE



COMMUNITY CENTER AND AQUATIC FACILITY INDOOR SIGNAGE

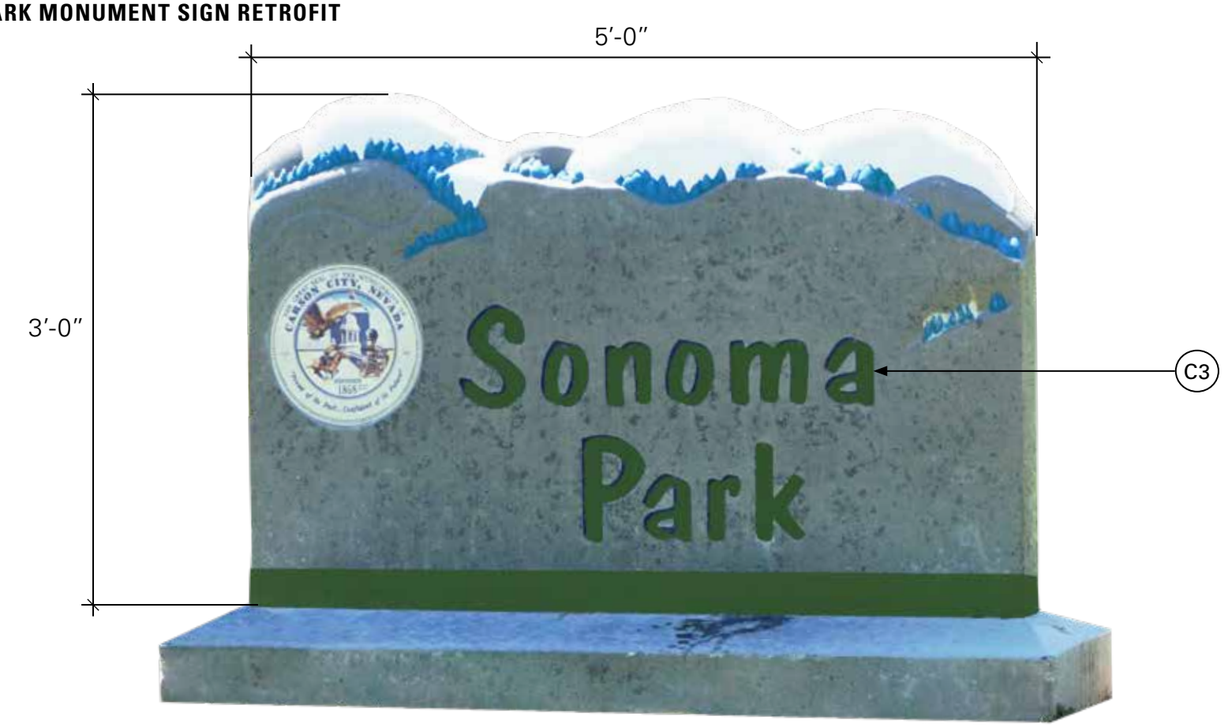


MONUMENT SIGNS

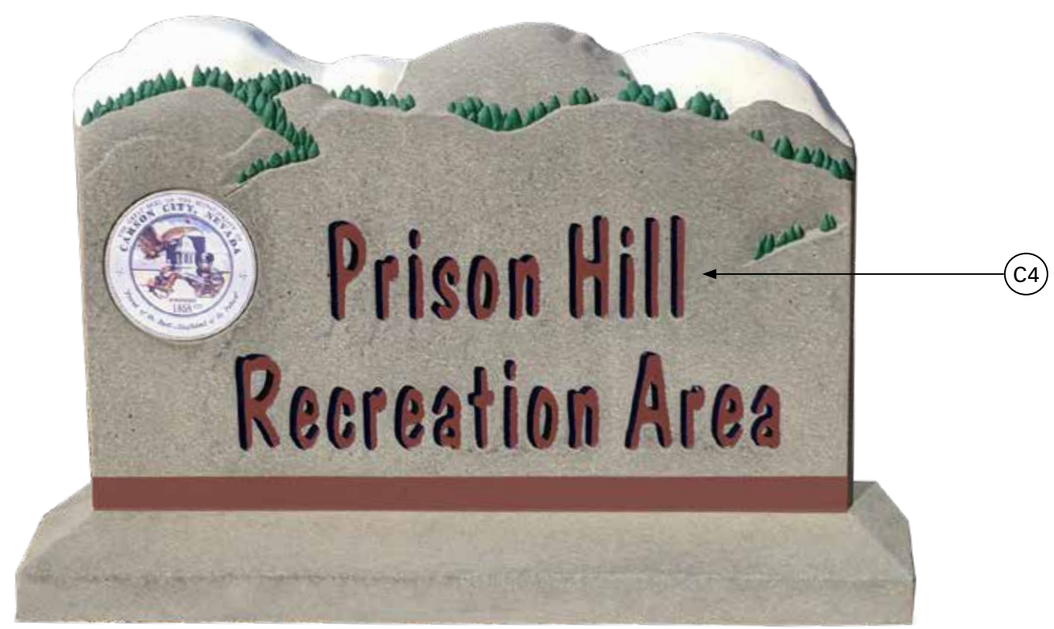
RETROFIT OF EXISTING MONUMENT SIGNS

This plan does not propose to replace the existing monument signs throughout the city, however, simple improvements can be made to update the monument signs to match with the color and aesthetic theme outlined in this document. The lettering on the existing signs should be painted to match the designated Urban Park or Open Space colors. A band of color painted along the bottom of the sign below the lettering will keep the look of the sign consistent with the new signage package. The decision is up to the PROS Department, however, the ultimate version of the sign should remain consistent throughout the city.

URBAN PARK MONUMENT SIGN RETROFIT



OPEN SPACE MONUMENT SIGN RETROFIT



Images not to scale

SPECIFICATIONS

M=Material **C**=Color **F**=Finishing

COLORS

C3 **URBAN PARKS**
Pine Green
Pantone 7735

C4 **OPEN SPACE PARKS**
Fireweed Red
Pantone 181

LETTERING

EXISTING
Sandblast or Remove Existing Paint
SUGGESTED
Acrylic or Epoxy Resin Paint on Concrete

NOTE:

Contractors to use the above recommended materials or approved equal. Final materials and finishes may vary by manufacturer. Manufacturer is responsible to provide final samples for approval.

MONUMENT SIGN RETROFIT

VEHICULAR DIRECTIONAL SIGNS

EXTERNAL AND INTERNAL SIGNAGE

Both external park directional signs and internal park directional signs were developed for traveling vehicles.

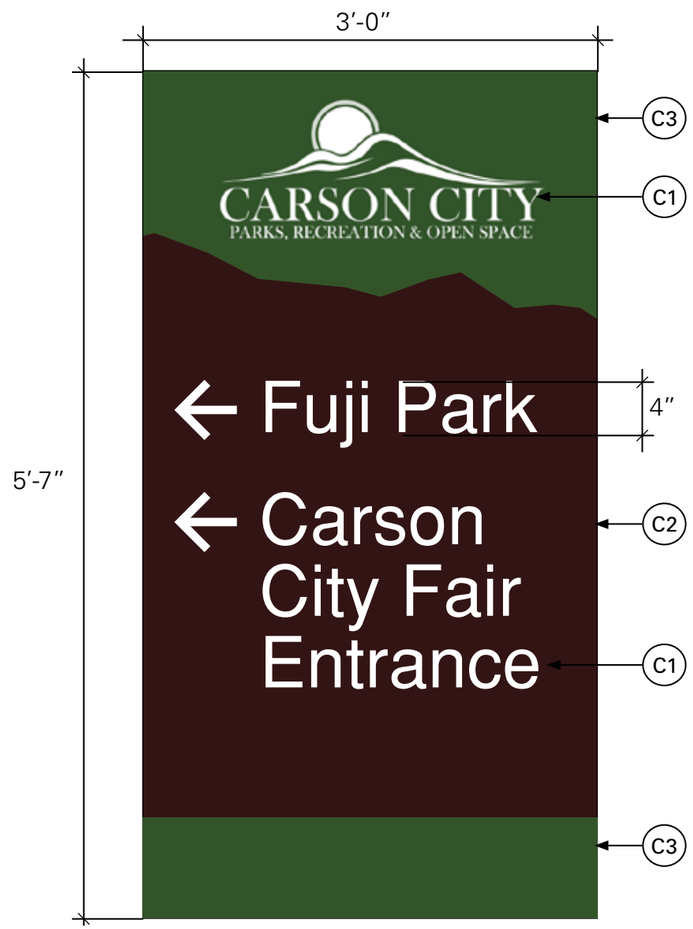
The Roadway Directional signs will be placed outside of parks and open spaces, along City roadways to direct visitors to City facilities. These signs were designed to MUTCD standards for low-volume roads and urban streets with a designated speed of 25mph.

The Internal Directional signs will be placed along internal park roadways to direct visitors to destinations or parking within the facility. Not all of the parks within the PROS system will have a need for this type of vehicular signage. These signs were designed for low-volume roads with speeds under 25mph.

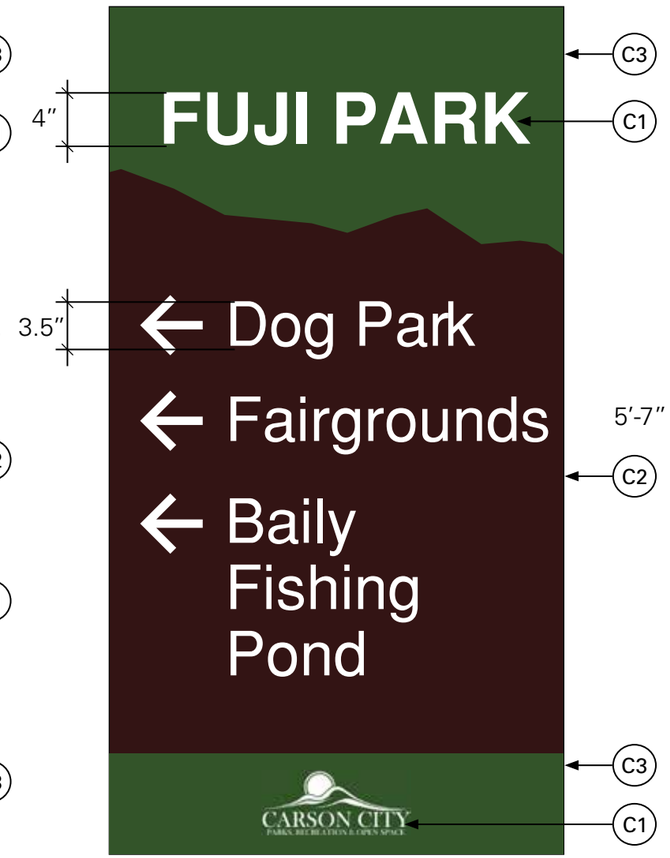
Two post styles options are shown for the vehicular signage; one style could be selected for all parks, or one style could be used for urban parks and the other used with open space parks. A powder-coated metal post option could be used to remain consistent with the rest of the proposed signs in this package. Or a painted steel post with cast aluminum base could be used to draw consistency with the existing wayfinding program in Downtown Carson City. With both post styles, signs will be attached with metal straps and mounted to the side of the post.

Please note that all vehicular signage installed on public right-of-way must follow current MUTCD standards for allowable text size, spacing, and font, as well as construction and breakaway post requirements. The current MUTCD Standard Alphabet is Highway Gothic. Standard Alphabet Series B is recommended for both types of vehicular signs in this package.

URBAN PARK VEHICULAR DIRECTIONAL SIGNS

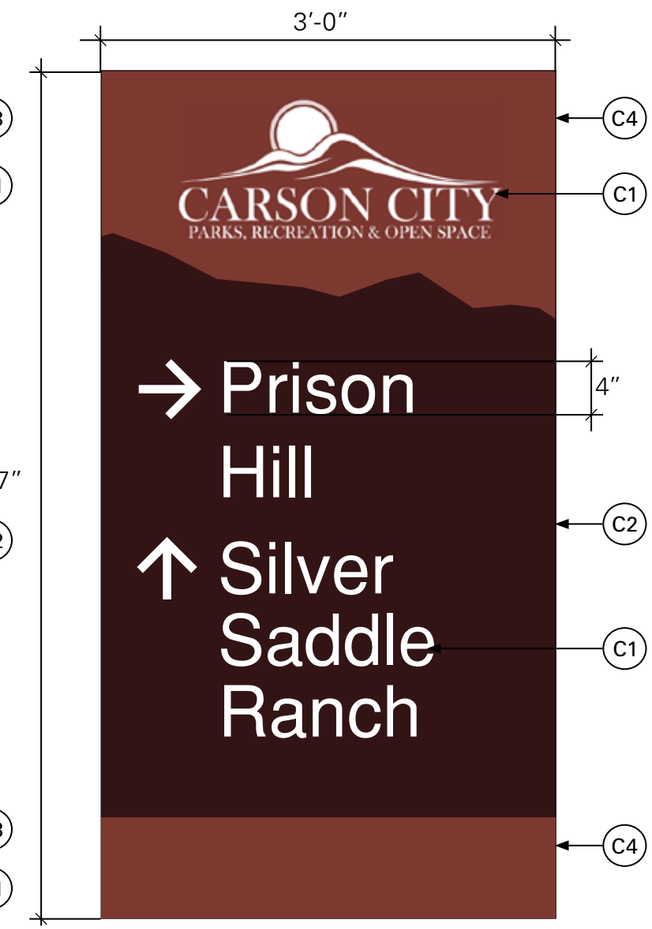


ROADWAY VEHICULAR DIRECTIONAL SIGN
SCALE 1″=1′-0



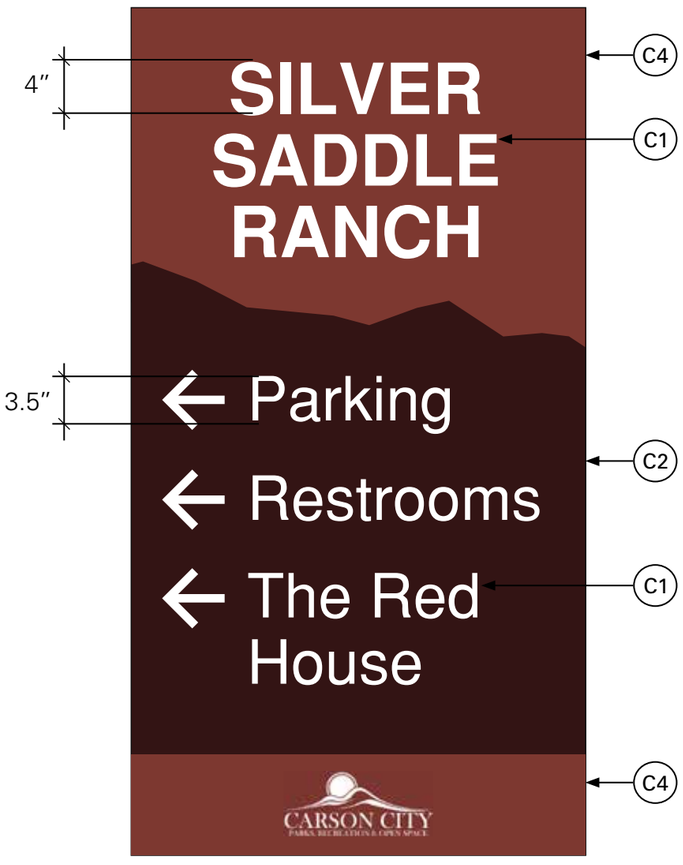
INTERNAL VEHICULAR DIRECTIONAL SIGN
SCALE 1″=1′-0

OPEN SPACE VEHICULAR DIRECTIONAL SIGNS



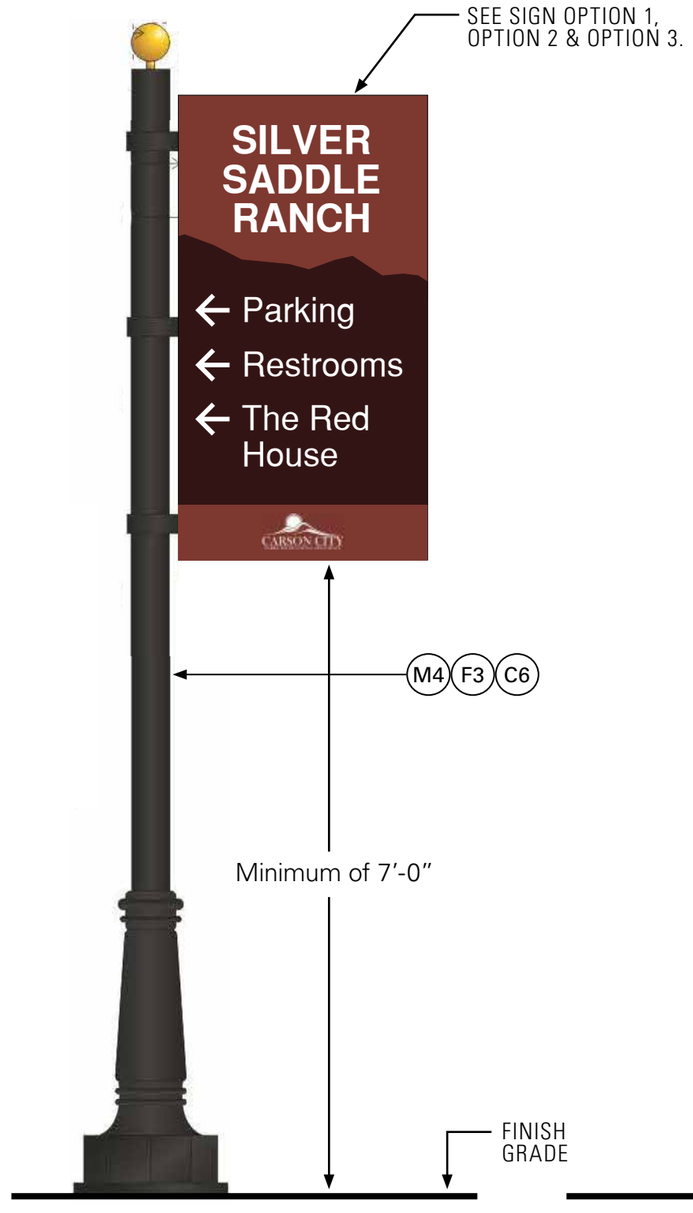
ROADWAY VEHICULAR DIRECTIONAL SIGN
SCALE 1″=1′-0

VEHICULAR DIRECTIONAL SIGNS



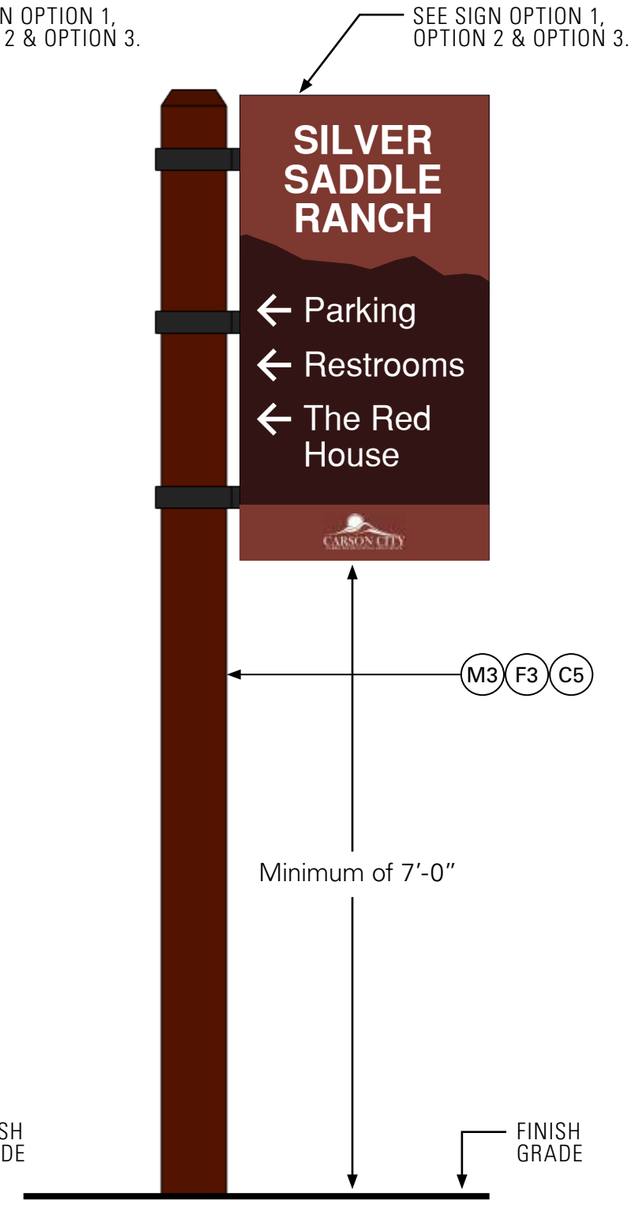
INTERNAL VEHICULAR DIRECTIONAL SIGN
SCALE 1″=1′-0

POST MOUNTING OPTIONS



OPTION 1
SCALE NTS

NOTE:
Post option to match Carson City Downtown - See Carson City Wayfinding Project Specifications for more details



OPTION 2
SCALE NTS

NOTE:
Post option to match proposed Carson City Parks and Open Space

SPECIFICATIONS

M=Material **C**=Color **F**=Finishing

COLORS

- C1 White Pantone P 179-1
- C2 Dark Brown Pantone 4975
- C3 **URBAN PARKS** Pine Green Pantone 7735
- C4 **OPEN SPACE PARKS** Fireweed Red Pantone 181
- C5 Rust Brown Pantone 2449
- C6 Bronze-Black Pantone BlackXGC

SIGN

OPTION 1
M1 Aluminum Panel + F1a High Pressure Laminate with UV Coating

OPTION 2
M1 Aluminum Panel + F1b Vinyl Adhesive Print

OPTION 3
M2 Phenolic Resin Panel + F2 Digital High Pressure Laminate

POST

OPTION 1
M4 3″ Round Steel Pole with Cast Aluminum Base Cover and 3″ Gold Anodized Finial + F3 Powder Coat

OPTION 2
M3 6″x 6″ Steel Post + F3 Powder Coat

Note: Posts must comply with construction and breakaway requirements per MUTCD standards.

MOUNTING BRACKET

DIMENSIONS
2″ wide, 1/4″ thick; wrapped around post with 2″ tab

OPTION 1
M5 Steel + F3 Powder Coat

OPTION 2
M6 Aluminum + F3 Powder Coat

NOTE:
Contractors to use the above recommended materials or approved equal. Final materials and finishes may vary by manufacturer. Manufacturer is responsible to provide final samples for approval.

ENTRY KIOSK SIGNS

KIOSK SIGN DETAILS AND OPTIONS

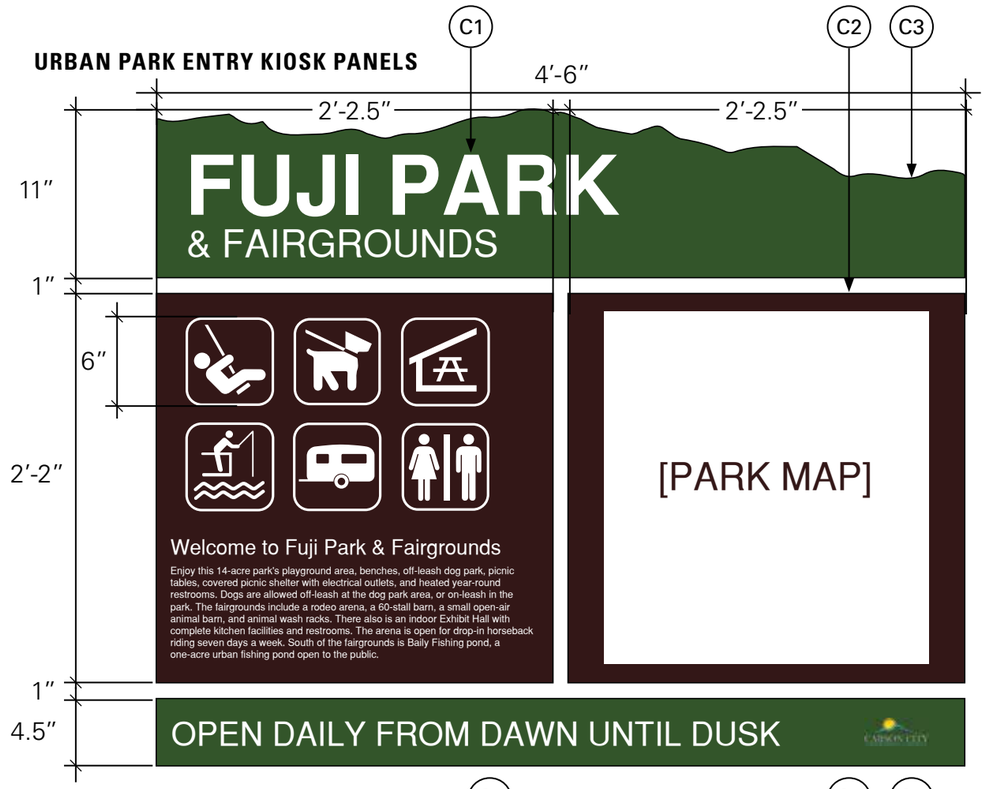
Located in highly visible locations near entrances, these kiosks will welcome visitors with basic information as well as establish a unified aesthetic and identity for the department. The sign will include icons depicting approved park activities, a park map, park hours, rules and regulations, and any additional relevant information.

The informational panels will be affixed to a 5′ x 4′ wire mesh panel that is attached to two 6′-6″ tall powder-coated metal posts. The wire mesh detail allows for the panels to easily be removed or changed for maintenance and upkeep purposes.

A space on the Notices panel will allow for a lockable display box with glass or plexi door over a cork-board surface. This panel can hold seasonal and temporary notices and allows for the department to easily print and post these notices that are secured within the locked, weather-proof display.

There are options for the signs to be double-sided single panel display, or single-sided double or tri-panel displays. The kiosk may also include a corrugated metal roof element, which may be best suited for trailheads and open space areas.

URBAN PARK ENTRY KIOSK PANELS

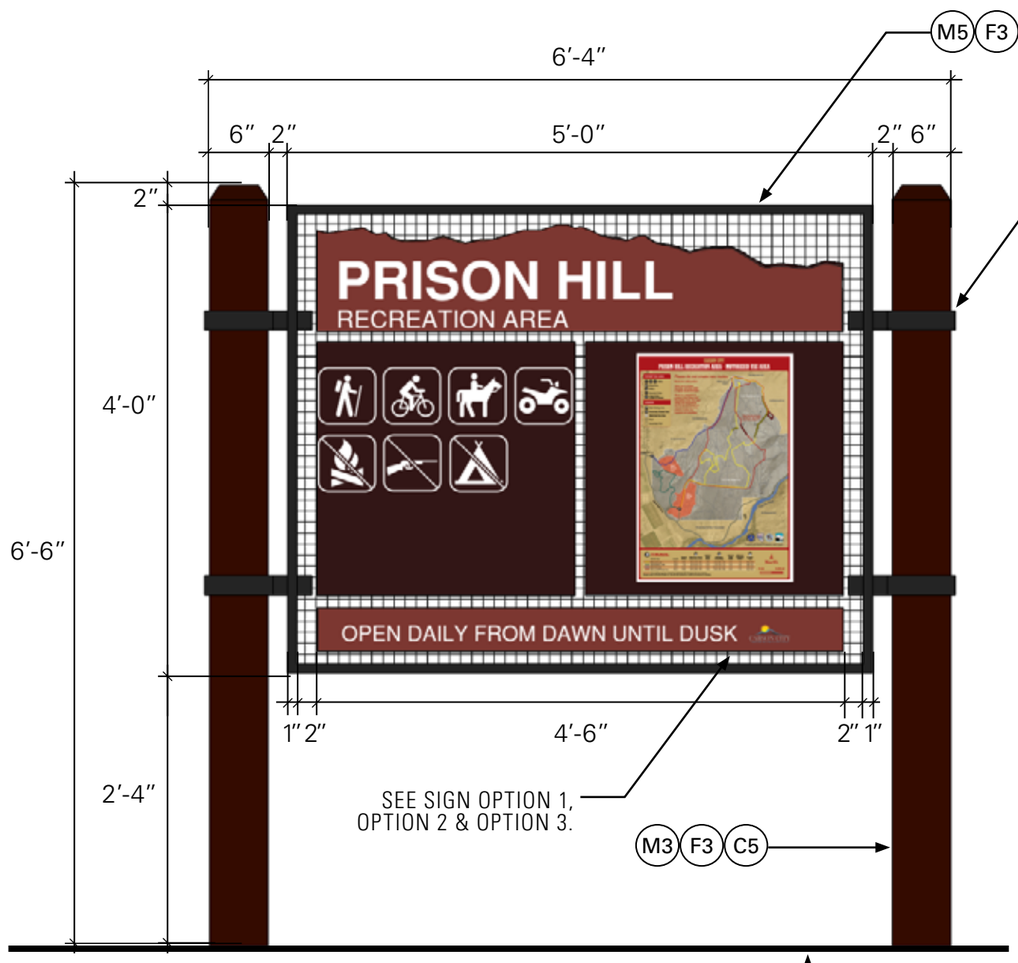


OPEN SPACE ENTRY KIOSK PANELS

Scale: 2" = 1'-0

KIOSK PANEL **OPTION 1**

SINGLE PANEL DOUBLE-SIDED KIOSK



FRONT VIEW DETAIL
SCALE NTS

NOTE:
See page 16 for final graphic layout

BACK VIEW DETAIL
SCALE NTS

NOTE:
See page 16 for final graphic layout

SPECIFICATIONS

M=Material **C**=Color **F**=Finishing

COLORS

- C1 White Pantone P 179-1
- C2 Dark Brown Pantone 4975
- C3 **URBAN PARKS** Pine Green Pantone 7735
- C4 **OPEN SPACE PARKS** Fireweed Red Pantone 181
- C5 Rust Brown Pantone 2449
- C6 Bronze-Black Pantone Black XGC

SIGN

OPTION 1
M1 Aluminum Panel + F1a High Pressure Laminate with UV Coating

OPTION 2
M1 Aluminum Panel + F1b Vinyl Adhesive Print

OPTION 3
M2 Phenolic Resin Panel + F2 Digital High Pressure Laminate

POST

M3 6″x 6″ Steel Post + F3 Powder Coat

MOUNTING BRACKET

DIMENSIONS
2″ wide, 1/4″ thick; wrapped around post with 2″ tab

M5 Steel + F3 Powder Coat

WIRE MESH AND FRAME

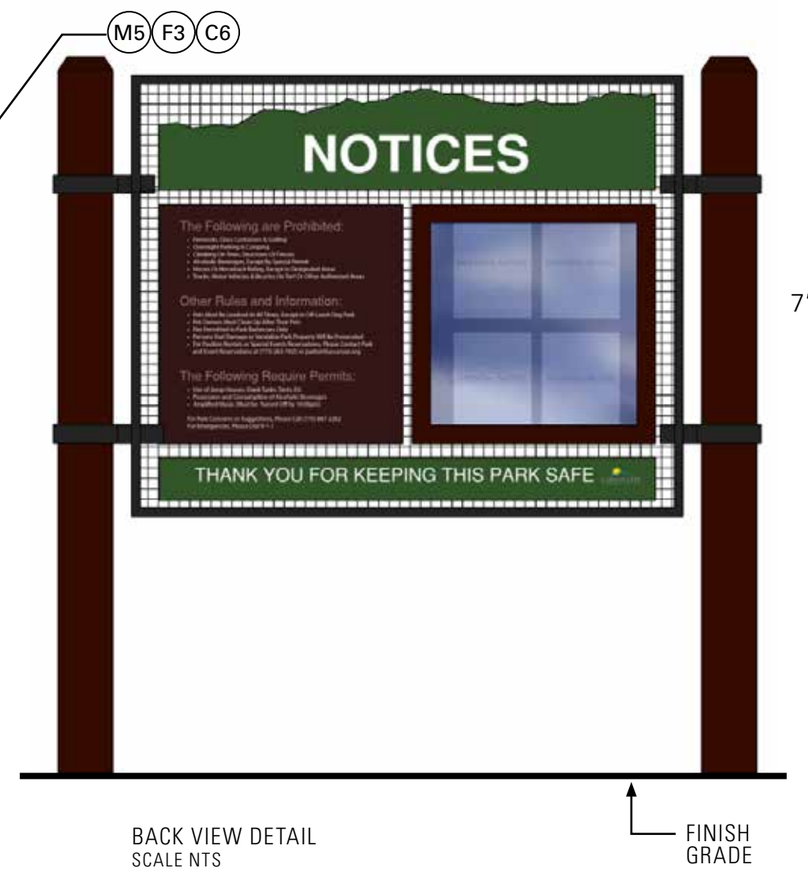
M5 Steel + F3 Powder Coat

NOTE:
Contractors to use the above recommended materials or approved equal. Final materials and finishes may vary by manufacturer. Manufacturer is responsible to provide final samples for approval.

KIOSK PANEL **OPTION 2**

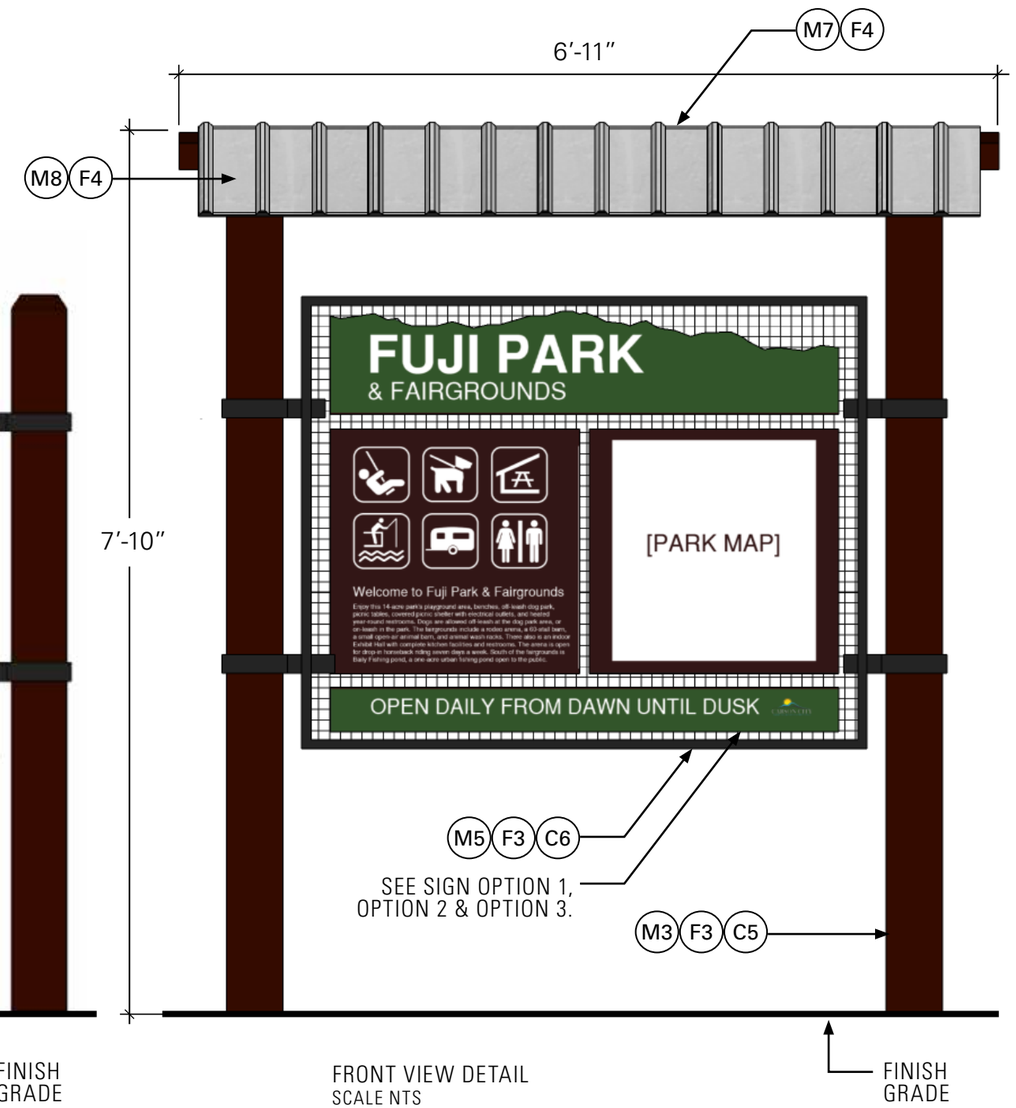
SINGLE PANEL DOUBLE-SIDED KIOSK

FRONT VIEW DETAIL
SCALE NTS
NOTE:
See page 16 for final graphic layout



BACK VIEW DETAIL
SCALE NTS
NOTE:
See page 16 for final graphic layout

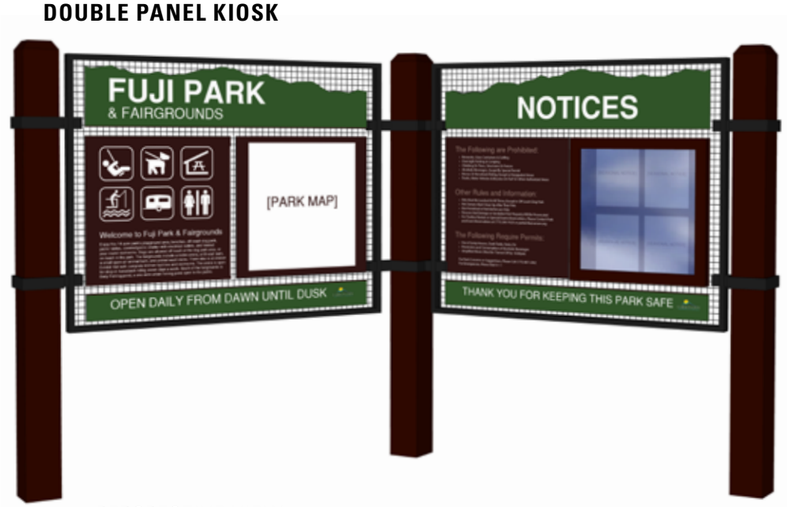
SINGLE PANEL DOUBLE-SIDED KIOSK WITH CORRUGATED METAL ROOF



FRONT VIEW DETAIL
SCALE NTS
NOTE:
See page 16 for final graphic layout

KIOSK PANEL **OPTION 3**

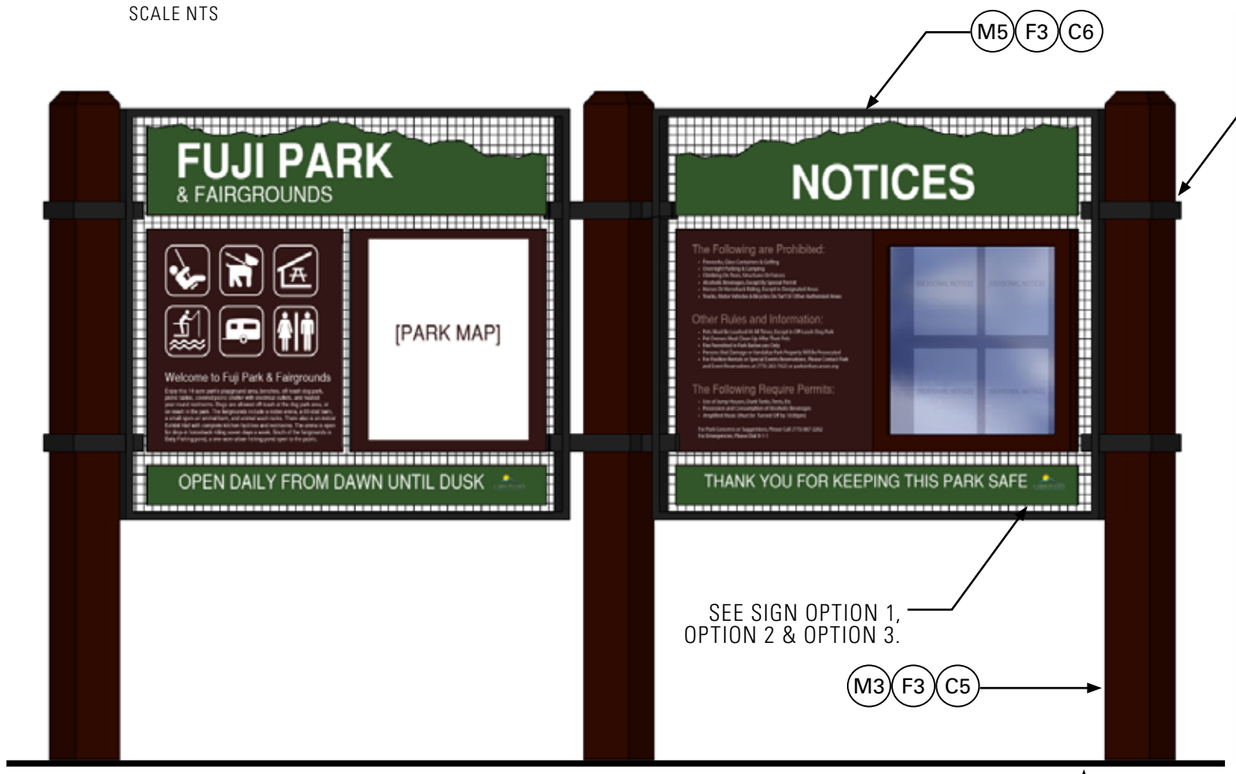
DOUBLE PANEL KIOSK



PERSPECTIVE VIEW
SCALE NTS

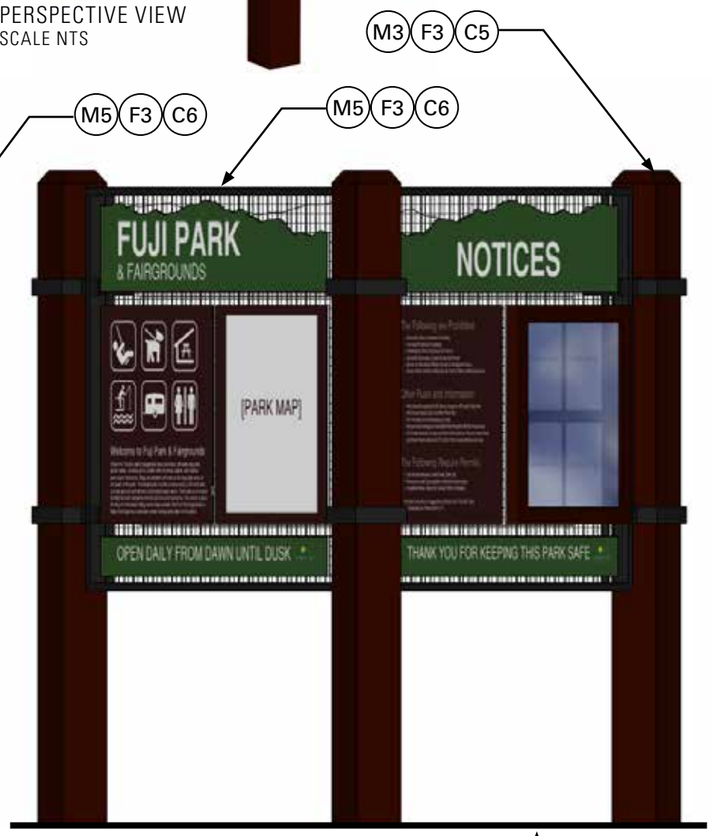
TRI-PANEL KIOSK

PERSPECTIVE VIEW
SCALE NTS



FRONT VIEW DETAIL
SCALE NTS

NOTE:
See page 16 for final graphic layout



FRONT VIEW DETAIL
SCALE NTS

NOTE:
See page 16 for final graphic layout

SPECIFICATIONS

M=Material **C**=Color **F**=Finishing

COLORS

- C1 White, Pantone P 179-1
- C2 Dark Brown, Pantone 4975
- C3 **URBAN PARKS** Pine Green, Pantone 7735
- C4 **OPEN SPACE PARKS** Fireweed Red, Pantone 181
- C5 Rust Brown, Pantone 2449
- C6 Bronze-Black, Pantone Black XGC

SIGN

OPTION 1
M1 Aluminum Panel + F1a High Pressure Laminate with UV Coating

OPTION 2
M1 Aluminum Panel + F1b Vinyl Adhesive Print

OPTION 3
M2 Phenolic Resin Panel + F2 Digital High Pressure Laminate

POST

M3 6"x 6" Steel Post + F3 Powder Coat

MOUNTING BRACKET

DIMENSIONS 2" wide, 1/4" thick; wrapped around post with 2" tab

M5 Steel + F3 Powder Coat

WIRE MESH AND FRAME

M5 Steel + F3 Powder Coat

DISPLAY CASE

DIMENSIONS 18" Length, 24" Height, 2" Width

MANUFACTURER & MODEL
Swing Frame MFG. (or approved equivalent)
Outdoor Poster Swing Case; Model #SCP-1319

M6 Aluminum + F3 Powder Coat

KIOSK ROOF

DIMENSIONS 6'-11" x 8" Roof Cap
6'-11" x 2'10" Roof Panels

M7 Aluminum Roof Cap + F4 Clear Anodizing Over Natural Aluminum Finish

M8 Box Beam Corrugated Aluminum Panel + F4 Clear Anodizing Over Natural Aluminum Finish

NOTE:
Contractors to use the above recommended materials or approved equal. Final materials and finishes may vary by manufacturer. Manufacturer is responsible to provide final samples for approval.

PEDESTRIAN INFORMATIONAL & DIRECTIONAL SIGNS

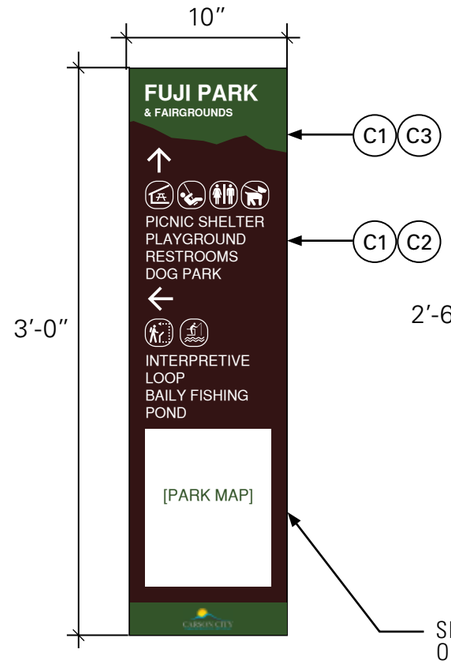
SIGN DETAILS AND OPTIONS

Directional and interpretive signs will be placed at various points along pathways and trails.

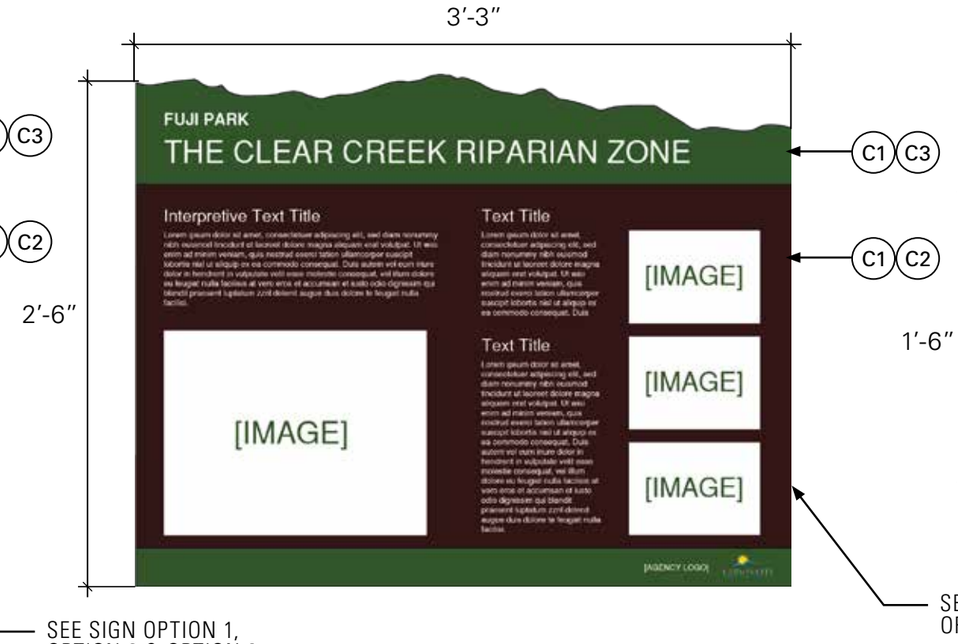
Both of these signs will be mounted on powder-coated metal posts. Directional signs can either be mounted on-center on the post, or attached with metal straps and mounted to the side of the post. The mounting style will depend on the space available and adjacent path use.

Two different sizes are proposed for interpretive signs, a larger 2′-6″ x 3′-3″ option and a smaller 1′-6″ x 2′-0″ option. Both options will be mounted on top of a powder-coated metal base, with the larger sign mounted onto two posts and the smaller sign mounted onto one post.

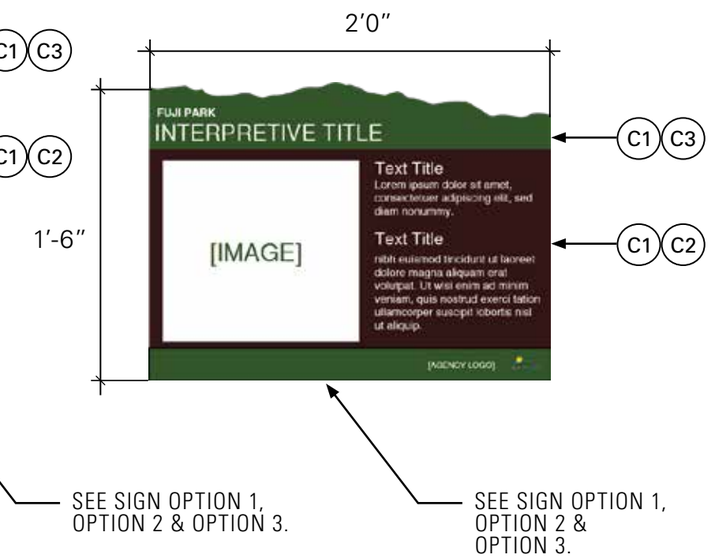
URBAN PARK DIRECTIONAL SIGN



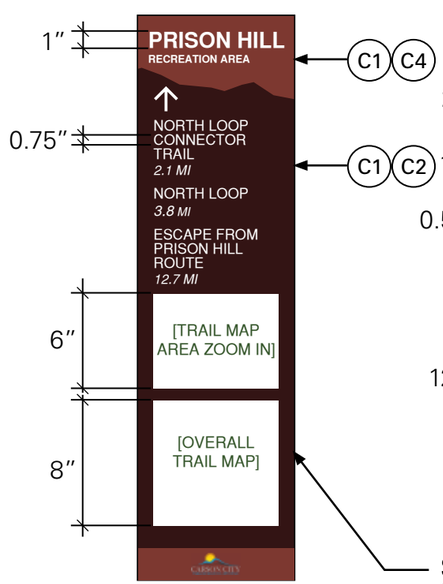
URBAN PARK LARGE INTERPRETIVE PANEL



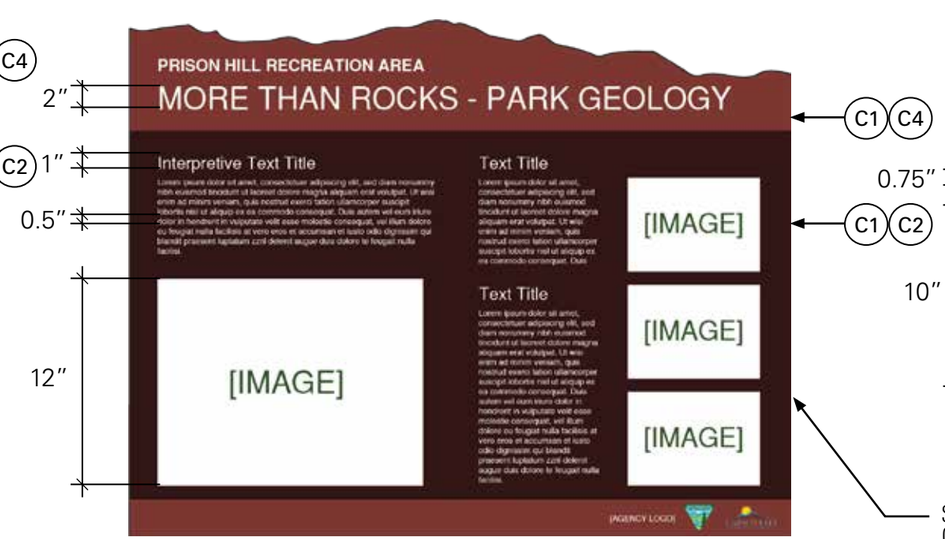
URBAN PARK SMALL INTERPRETIVE PANEL



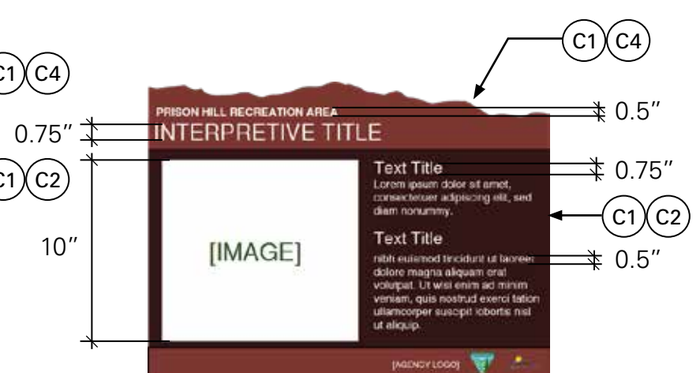
OPEN SPACE DIRECTIONAL SIGN



OPEN SPACE LARGE INTERPRETIVE PANEL



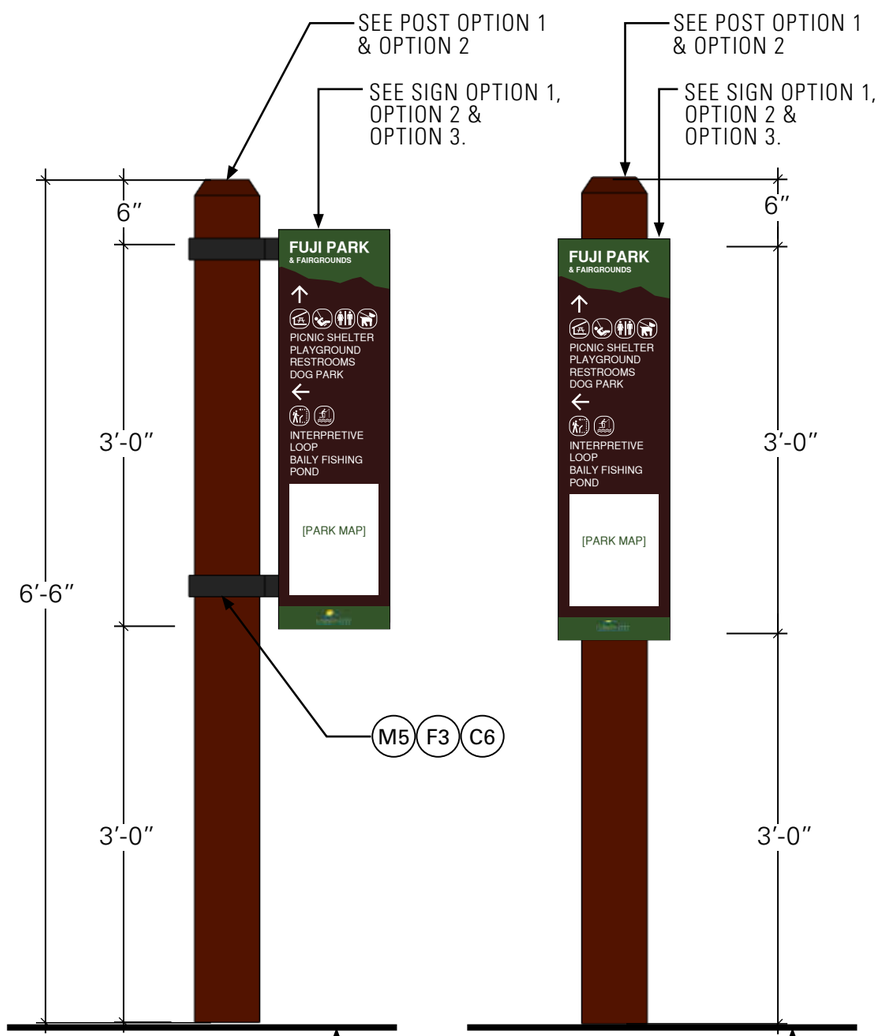
OPEN SPACE SMALL INTERPRETIVE PANEL



Scale: 2″ = 1′-0″

PEDESTRIAN INFORMATIONAL & DIRECTIONAL SIGNS

TRAIL DIRECTIONAL SIGN OPTIONS



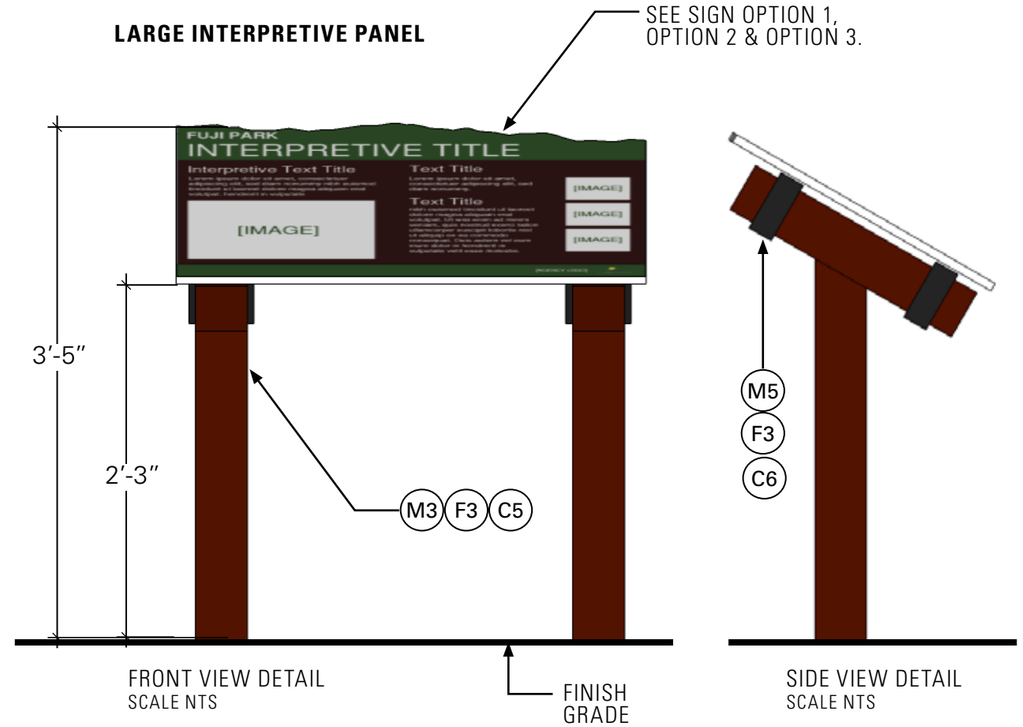
OPTION 1
FRONT VIEW DETAIL
SCALE NTS

FINISH GRADE

OPTION 2
FRONT VIEW DETAIL
SCALE NTS

FINISH GRADE

LARGE INTERPRETIVE PANEL

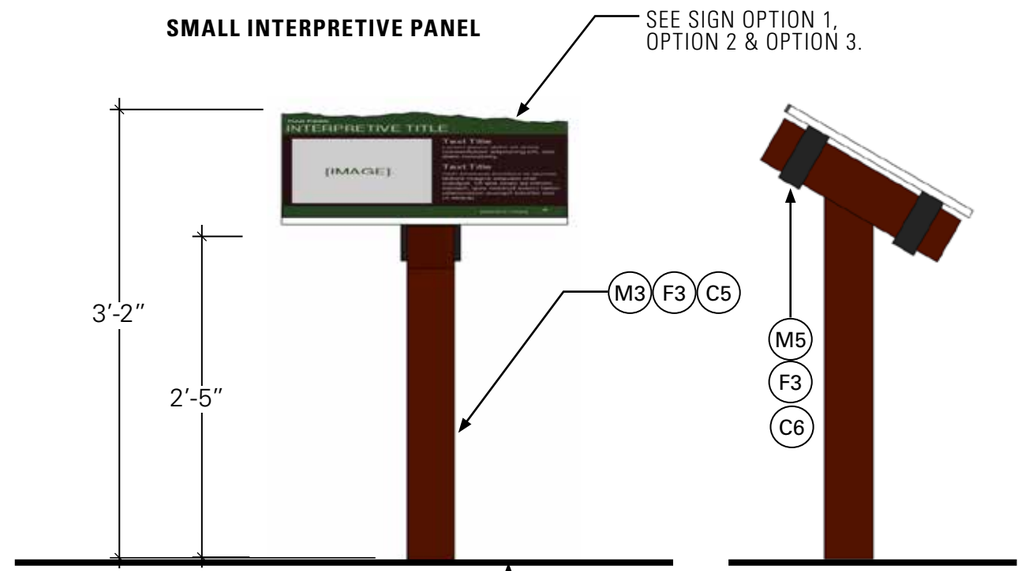


FRONT VIEW DETAIL
SCALE NTS

FINISH GRADE

SIDE VIEW DETAIL
SCALE NTS

SMALL INTERPRETIVE PANEL



FRONT VIEW DETAIL
SCALE NTS

FINISH GRADE

SIDE VIEW DETAIL
SCALE NTS

SPECIFICATIONS

M=Material **C**=Color **F**=Finishing

COLORS

- C1 White, Pantone P 179-1
- C2 Dark Brown, Pantone 4975
- C3 **URBAN PARKS** Pine Green, Pantone 7735
- C4 **OPEN SPACE PARKS** Fireweed Red, Pantone 181
- C5 Rust Brown, Pantone 2449
- C6 Bronze-Black, Pantone Black XGC

SIGN

OPTION 1
M1 Aluminum Panel + F1a High Pressure Laminate with UV Coating

OPTION 2
M1 Aluminum Panel + F1b Vinyl Adhesive Print

OPTION 3
M2 Phenolic Resin Panel + F2 Digital High Pressure Laminate

POST

OPTION 1
M3 6"x 6" Steel Post + F3 Powder Coat

OPTION 2
M9 6 x 6 Pressure-Treated Timber Post + F5 Finish TBD by Carson City PROS Dept.

MOUNTING BRACKET

DIMENSIONS
2" wide, 1/4" thick; wrapped around post with 2" tab

M5 Steel + F3 Powder Coat

NOTE:
Contractors to use the above recommended materials or approved equal. Final materials and finishes may vary by manufacturer. Manufacturer is responsible to provide final samples for approval.

TRAIL MARKER SIGNS

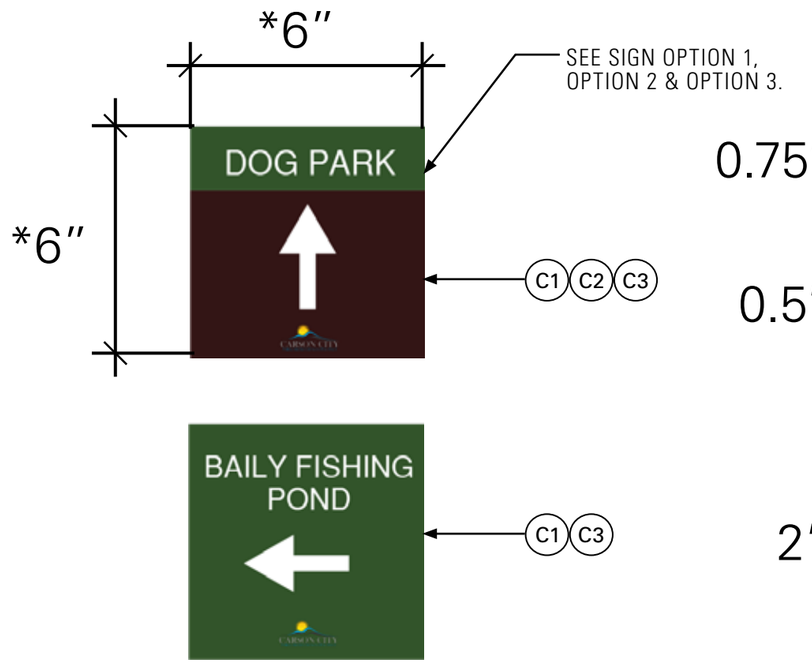
TRAIL MARKER DETAILS AND OPTIONS

Trail markers will be used to provide direction to park amenities and distances to upcoming trail intersections. Trail markers will primarily be used along trails in the open space areas, however, there is opportunity for trail markers to be useful in larger urban parks such as Fuji Park.

Trail markers will be mounted on either powder-coated metal or wooden posts. There are two sizing options, either a 6″ x 6″ marker to be mounted on a 6″ x 6″ post or a 4″ x 4″ marker to be mounted on a 4″ x 4″ post.

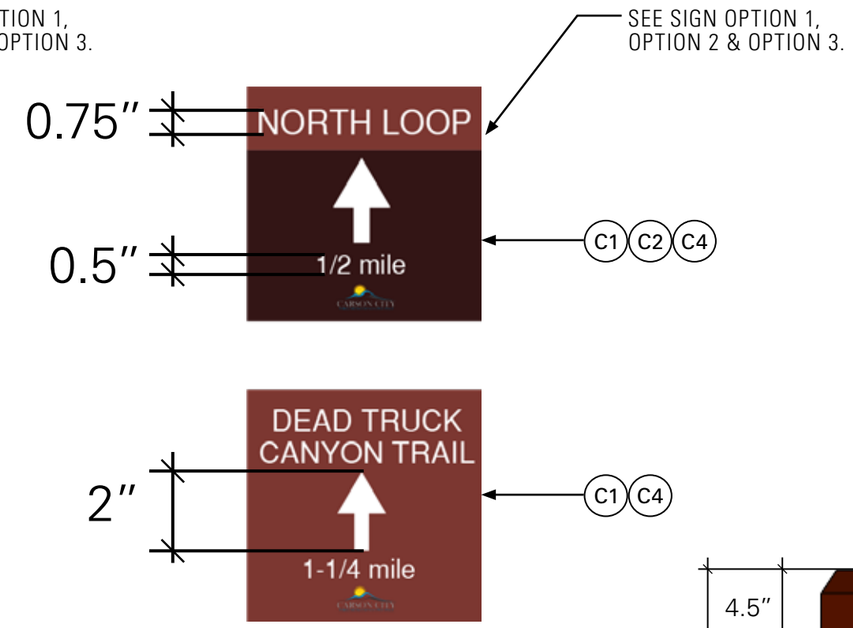
Additional color options were developed to show both a navy and white theme and a Fireweed Red and grey theme. The colors of the arrows in these options are to match with the color of the specified trail or loop as designated on existing trail maps (such as the Prison Hill Recreation Area and Silver Saddle Ranch trail map).

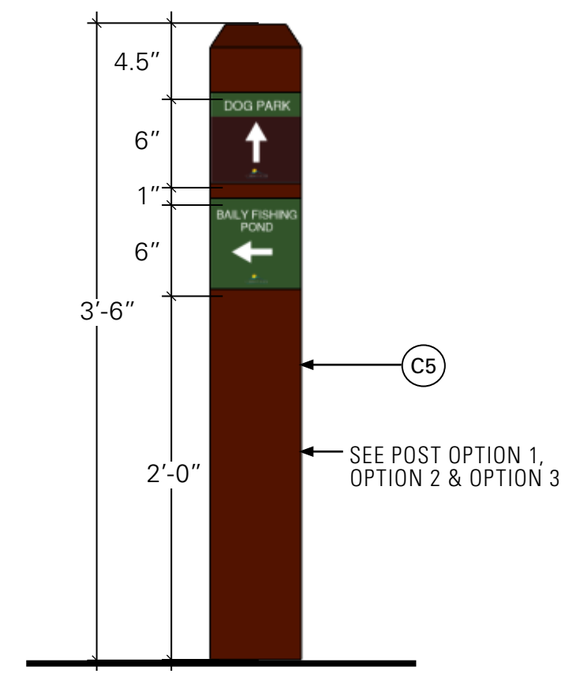
URBAN PARK TRAIL MARKERS



*SEE NOTE ABOUT SIGN DIMENSIONS ON OPPOSITE PAGE

OPEN SPACE TRAIL MARKERS

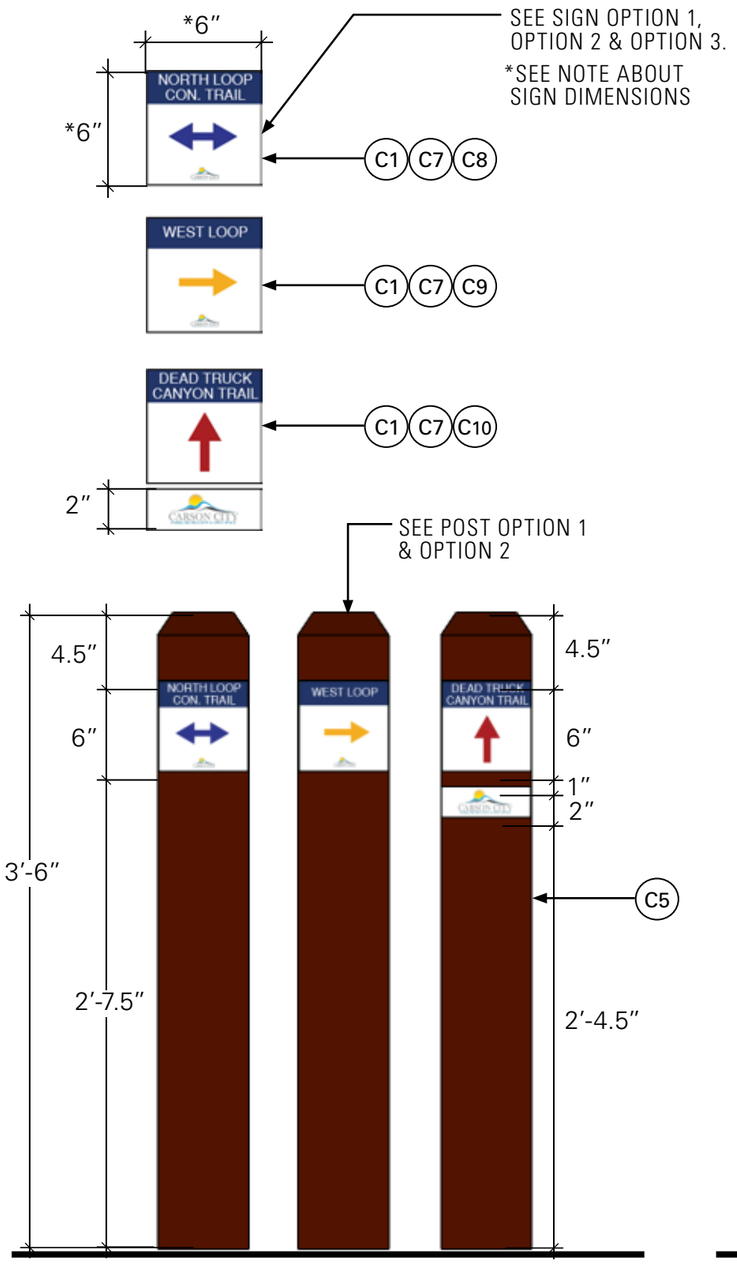




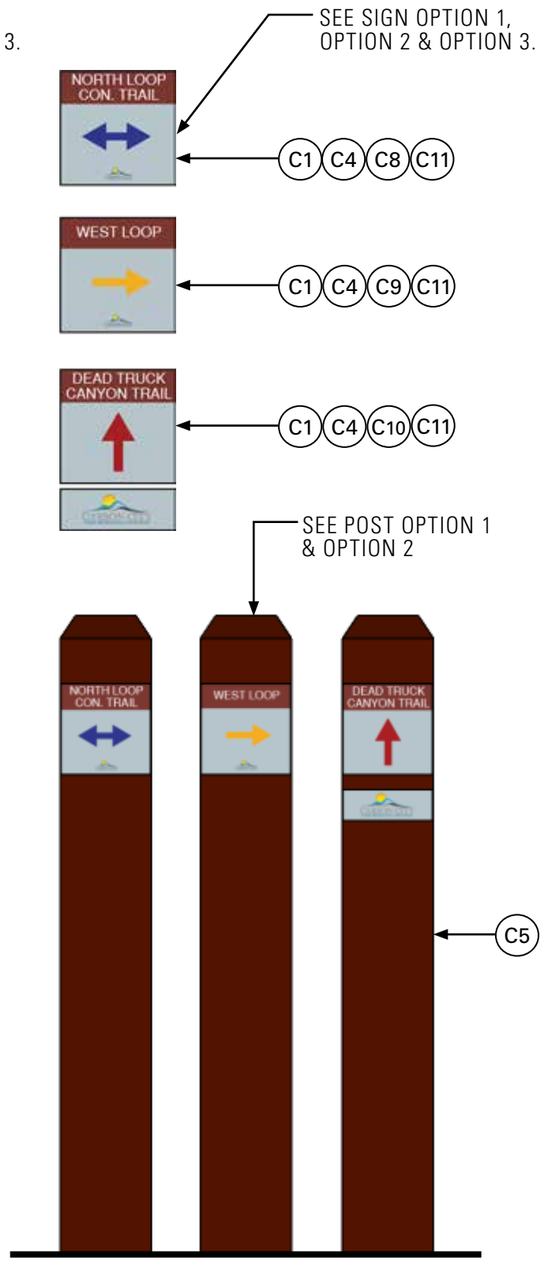
FRONT VIEW DETAIL
SCALE NTS

TRAIL MARKER OPTIONS

ADDITIONAL COLOR OPTIONS

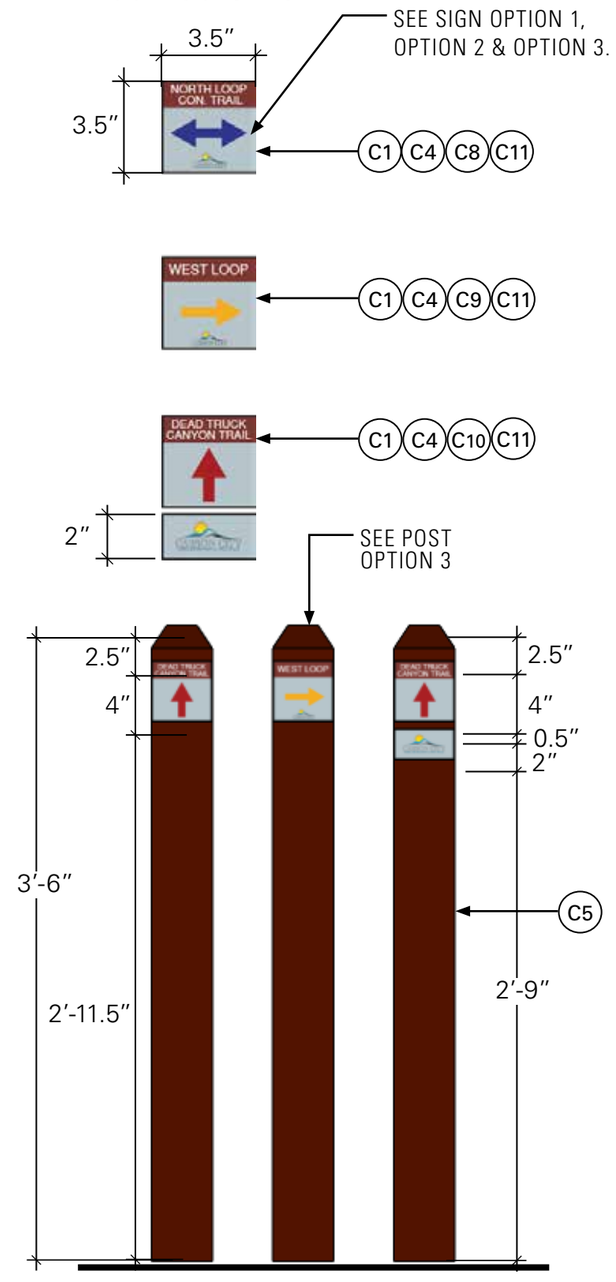


6" POST - NAVY AND WHITE
FRONT VIEW DETAIL
SCALE NTS



6" POST - FIREWEED AND GREY
FRONT VIEW DETAIL
SCALE NTS

3.5" X 3.5" OPTION



4" POST - FIREWEED AND GREY
FRONT VIEW DETAIL
SCALE NTS

SPECIFICATIONS

M=Material **C**=Color **F**=Finishing

COLORS

- C1 White, Pantone P 179-1
- C2 Dark Brown, Pantone 4975
- C3 **URBAN PARKS** Pine Green, Pantone 7735
- C4 **OPEN SPACE PARKS** Fireweed Red, Pantone 181
- C5 Rust Brown, Pantone 2449
- C6 Bronze-Black, Pantone Black XGC
- C7 Navy Blue, Pantone 281
- C8 Arrow - Blue, To Match Existing Trail Sign Blue
- C9 Arrow - Yellow, To Match Existing Trail Sign Yellow
- C10 Arrow - Red, To Match Existing Trail Sign Red
- C11 Light Grey, To Match Existing Trail Sign Grey

SIGN

OPTION 1
M1 Aluminum Panel + F1a High Pressure Laminate with UV Coating

OPTION 2
M1 Aluminum Panel + F1b Vinyl Adhesive Print

OPTION 3
M2 Phenolic Resin Panel + F2 Digital High Pressure Laminate

POST

OPTION 1
M3 6"x 6" Steel Post + F3 Powder Coat

OPTION 2
M9 6 x 6 Pressure-Treated Timber Post + F5 Finish TBD by Carson City PROS Dept.

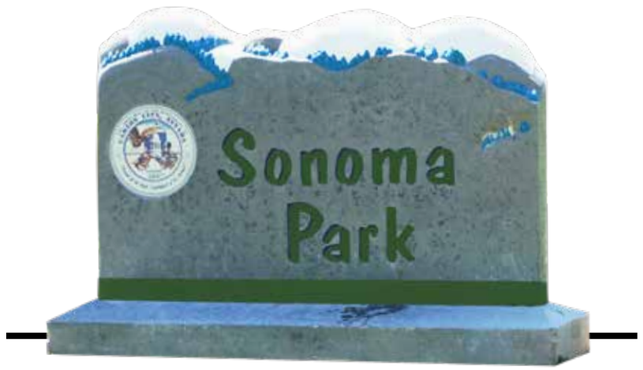
OPTION 3
M10 4 x 4 Pressure-Treated Timber Post + F5 Finish TBD by Carson City PROS Dept.

NOTE:

Sign dimensions will vary for Trail Marker Signs based on the chosen post material. Signs shall be 6" x 6" when displayed on 6" x 6" steel posts. Signs shall be 5.5" x 5.5" when displayed on 6 x 6 pressure-treated timber posts, and 3.5" x 3.5" when displayed on 4 x 4 pressure-treated timber posts.

Contractors to use the above recommended materials or approved equal. Final materials and finishes may vary by manufacturer. Manufacturer is responsible to provide final samples for approval.

SIGNAGE FAMILY



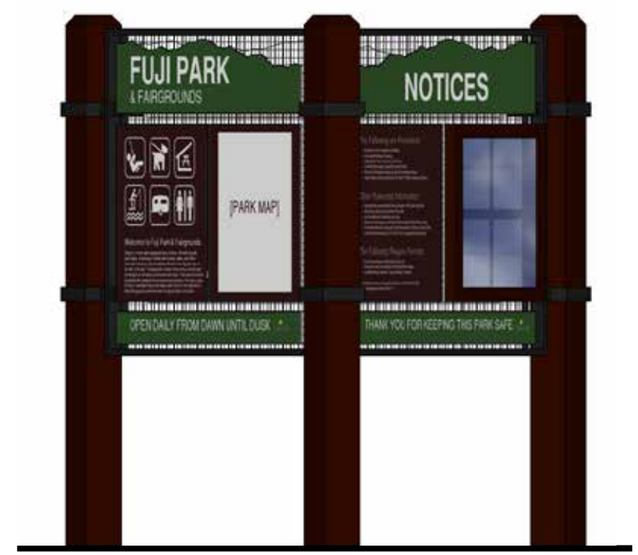
MONUMENT SIGN

ENTRY KIOSK
SINGLE PANEL - DOUBLE SIDED

ENTRY KIOSK
SINGLE PANEL W/ METAL ROOF

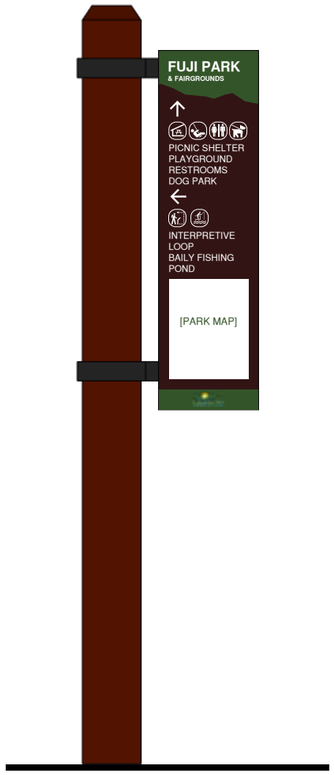
VEHICULAR DIRECTIONAL SIGN

ENTRY KIOSK
DOUBLE PANEL



ENTRY KIOSK
TRI PANEL

SIGNAGE FAMILY

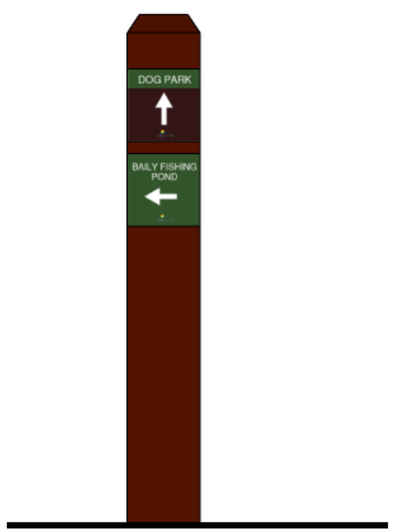


TRAIL DIRECTIONAL SIGN
OPTION 1

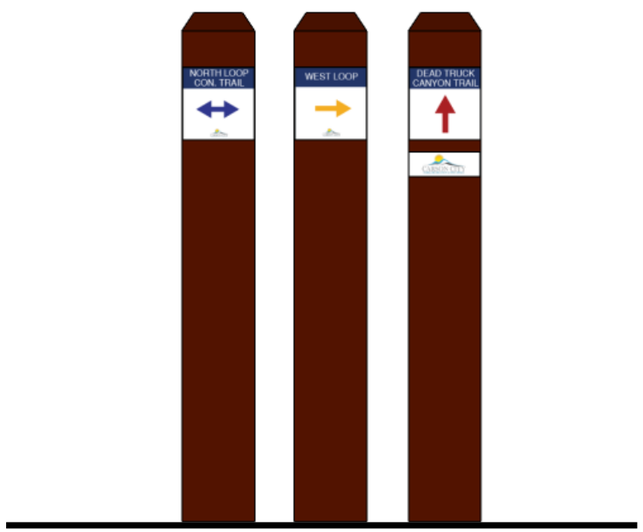
TRAIL DIRECTIONAL SIGN
OPTION 2

LARGE INTERPRETIVE SIGN

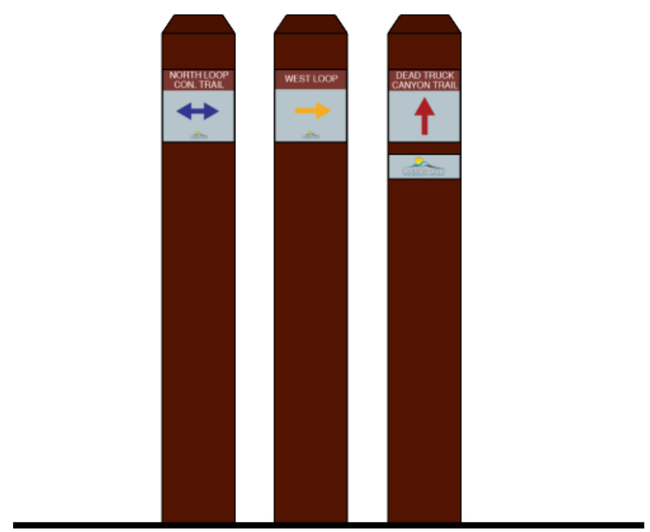
SMALL INTERPRETIVE SIGN



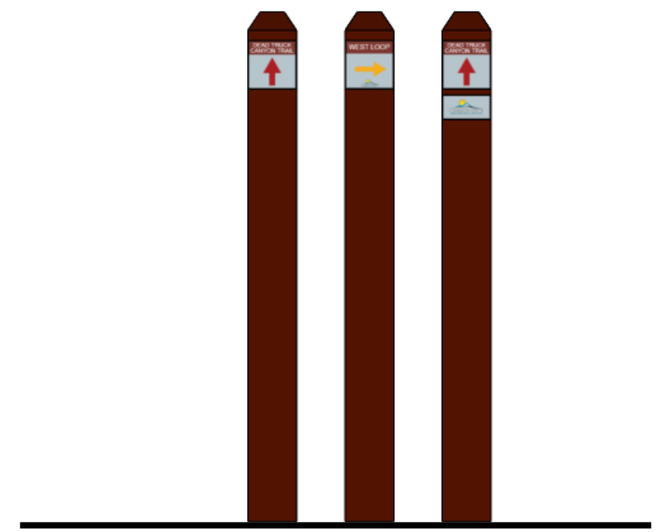
TRAIL MARKER SIGN



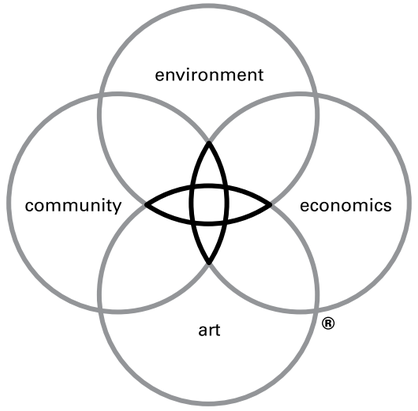
ENTRY KIOSK
6" POST - NAVY AND WHITE



ENTRY KIOSK
6" POST - FIREWEED AND GREY



4" POST - FIREWEED AND GREY



DW LEGACY DESIGN®

We believe that when environment, economics, art and community
are combined in harmony with the dictates of the land and needs
of society, magical places result — sustainable places of timeless beauty,
significant value and enduring quality, places that lift the spirit.
Design Workshop is dedicated to creating Legacy projects:
for our clients, for society and for the well-being of our planet.

DESIGNWORKSHOP

20923 SE King Hezekiah Way
Bend, Oregon 97702

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

SECTION ONE: INTRODUCTION

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

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

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

SECTION TWO: BACKGROUND

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

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

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

SECTION THREE: GENERAL OBSERVATIONS

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

1. A variety of recreation uses have been occurring here for 35 years or more in basically an unmanaged setting. The result of that is classic: a proliferation of user-created trails; fall line trails that lead to erosion; reduction of vegetative cover; widened trails and braided trails due to mogulling and a lack of maintenance; and social conflicts with neighboring subdivisions. That being said, the degree of those impacts is not as bad as I have seen in other places and certainly less than I expected to see here.

2. Observed recreation uses were: hikers, joggers, dog-walkers, mountain bikers, paint-ballers, motorcyclists (dirt bikes), ATVs, Side-by-Sides (SxS), 4-wheel drive vehicles (4WD), rock crawlers, recreational driving (stock vehicles), trials bikes, and an extended family having a birthday party. This is an impressive list of uses, however what is more impressive is that most of the users encountered used the term "respectful." For the most part, users are respectful of the other users. This is not typical behavior in the urban interface and it should aid in the development and acceptance of a management plan. Another common term was "family-friendly." People like Prison Hill because it offers a place for families to recreate together. A professional trail and facility design can certainly enhance this. Many appreciated the fact that there are no" Use Fees". Another term was "love." People love it to the point of being passionate about it. This love and respect are what contribute to the fact that Prison Hill is not a typical urban recreation area- see below.

3. The South Half of Prison Hill is bounded on the east, west, and south sides by four subdivisions, and a prison. This can and has resulted in IMBYism (I like the backyard access and activity) and NIMBYism (I don't like or want that activity in my backyard). The management plan will need to address both of those sentiments.

4. The proximity to the subdivisions and Carson City puts Prison Hill square in the middle of the urban interface. Typically, the issues associated with that are: dumping, vandalism, shooting, parties, drug-dealings, and other activities that are generally considered undesirable. To my surprise, there is an amazing lack of those activities. I did not hear any shooting except at the prison gun range; there is little garbage; and I did not see any piles of burned pallets indicating parties. The City has installed some very nice monument entry signs and not one of them has any bullet holes- nice to see. I talked to individuals and groups, both motorized and non-motorized, who said that they regularly pick up trash- they care. This relates back to the love, respect, and passion comments above. An ethic like this is unusual in the urban interface and the fact that it

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

5. Almost 45% of the recreationists observed/encountered were non-motorized. When asked why they chose to be on the motorized side rather than the non-motorized side, most said that they like the rocks and that the trails are more defined.

6. The soils are decomposed granite (DG) and sand which are generally considered poor for OHV trails. DG has no clay and is non-cohesive which means that it displaces easily and moguls can develop. This can be mitigated by designing trails that are curvilinear to reduce speeds and performing maintenance with the proper maintenance equipment.

7. The vegetation is mostly sagebrush steppe with sagebrush and bitterbrush with a small scattering of Pinyon Pine and Juniper. There are some very nice pockets of old-growth bitterbrush.

8. The area has a southern aspect which is warmer and drier than a northern exposure. This can accentuate the mogulling of non-cohesive soils. On the other hand, it also results in the area being snow-free and open to recreation activities much of the winter.

9. As to wildlife, there is an abundance of rabbits, coyotes (but not enough to curb the rabbit population), deer, song birds, a variety of raptors, and rattlesnakes. To my knowledge at this point, there are no nest sites or den sites of sensitive or endangered species.

SECTION FOUR: SPECIFIC OBSERVATIONS (ISSUES)

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

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

1. **Engineering.** We use good engineering principles to provide quality trails and facilities and to help direct and manage the use. This includes proper trail location and design, facility design, good signing, good mapping, barriers to control and direct the use, and engineering structures to prevent or mitigate resource impacts.

2. **Education.** With education, we set the expectations of the riders, inform them where to ride, the rules for riding there, and riding etiquette. Tools to accomplish these are mapping,

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

3. **Enforcement.** With OHV recreation, there must be an agency/management presence. If we have rules, they must be enforced and we need to educate and show the public that they will be enforced. Most people want enforcement because it helps protect their riding area and gives them a sense of security. Also, some people don't listen well and need some additional incentive to conform to the rules or leave the premises. Some level of enforcement is necessary to deal with that group of people.

4. **Evaluation.** How are we doing? Are we providing for the user's needs? Are we providing resource protection? Are we getting compliance with the rules and regulations? Are we managing our risk? Are we managing the public's risk? If not, why not, and how can we fix it?

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

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

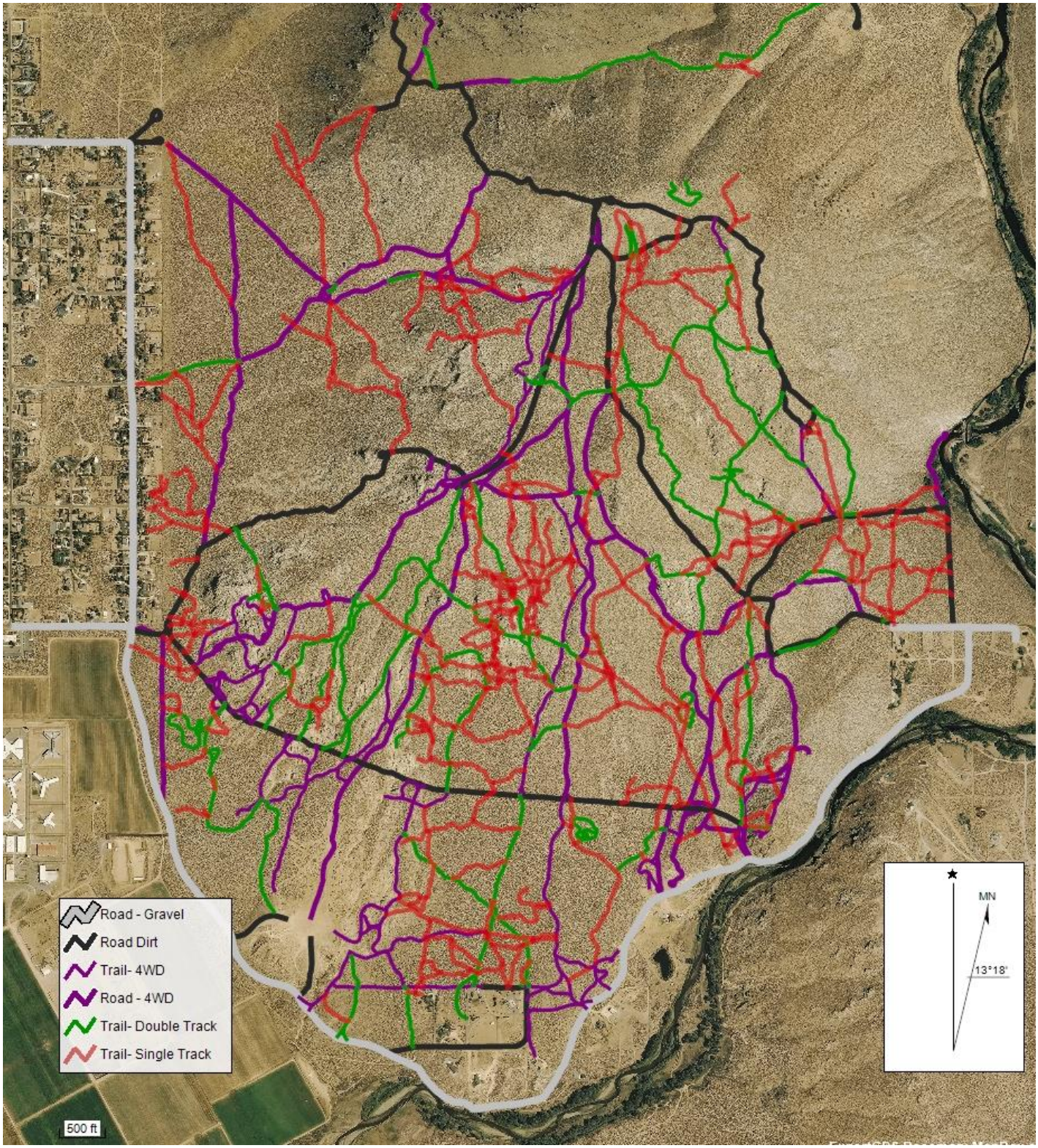
A. DESIGN

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

1. **Fall Line Trails:** User-created trails and unmanaged use usually results in the creation of fall line trails since they offer the path of least resistance. These are non-sustainable and contribute to erosion and a poor riding experience.

2. **Wash Trails:** Washes also provide a path of least resistance and they are commonly used as trails in the West. However, the utilization of washes must be done carefully or valuable vegetation can be lost. Braiding in the wash can increase sedimentation, water volume, and water velocity which increases erosion. Unmanaged ingresses and egresses also contribute sedimentation and water volume.

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



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

Channeled water and erosion like this is typical in most trails.

4. **Natural drainage courses are by-passed:** Some roads/trails have eroded to the point where they are deep troughs which trap water and prevent it from entering the natural drainage courses. Instead, the water continues to run down the fall line often for considerable distances. This also increases the water volume and velocity and the potential for severe erosion. A perfect example of this is the Play Area and the trail leading into it. Water from far up on the hill is trapped in the deep eroded cup of the trail and play area so all the water and sediment drains into the main staging area instead of off to the sides in the natural drainage courses.

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

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

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

These vehicles chose to park at the bottom rather than traverse one of the rocky roads to the staging area.

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

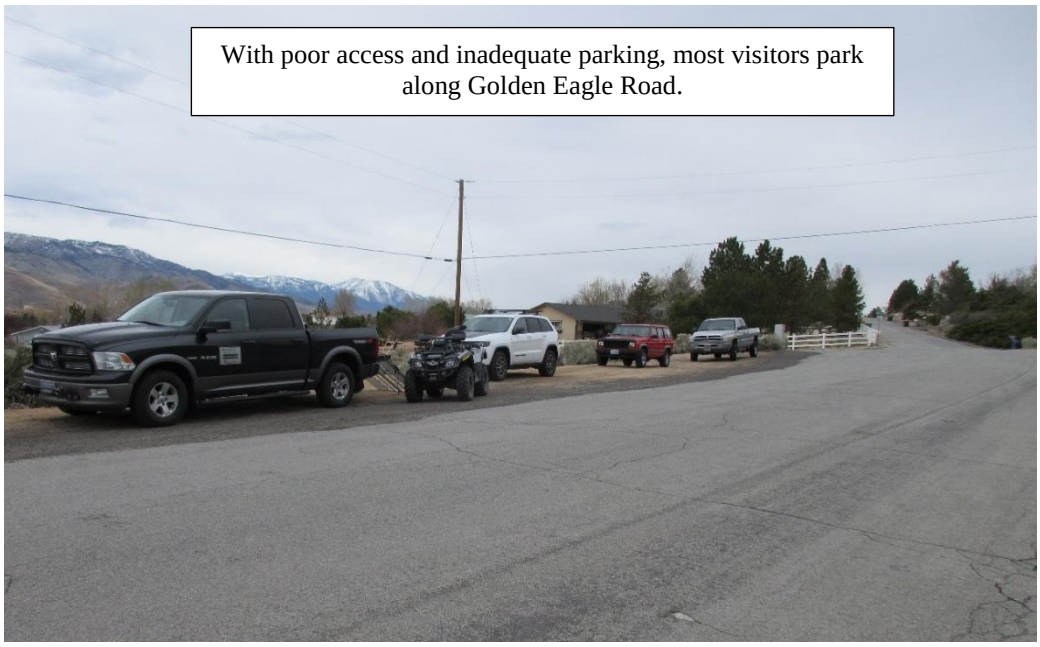
   This unregulated riding in the staging area is a concern because of the mix of ages and abilities- youngsters with small bikes to teenagers with big bikes, beginners to advanced riders. Beginners can easily be intimidated by the faster, bigger vehicles. Also, the soils in the staging area are too cobbly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

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

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

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

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



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

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

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

The view from the top is spectacular but finding a way to the top and negotiating the route can be challenging.

B. SIGNING/MAPPING/EDUCATION

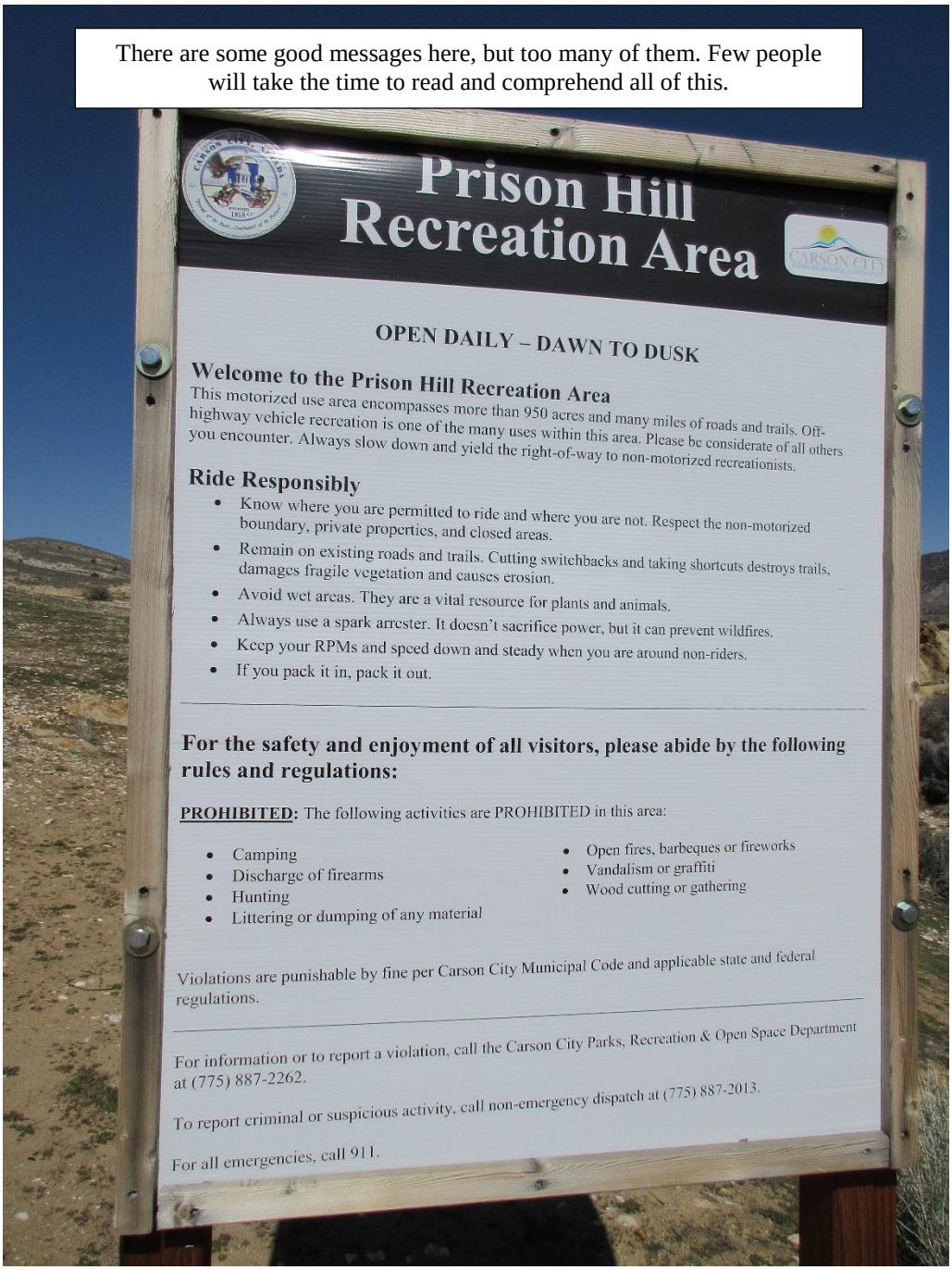
Signing and mapping are the two most effective ways that management has to communicate with its customers, and obviously, these tools come under the **E**ducation component of the 4Es. A key point is that **Educated Riders are Responsible Riders**. When management doesn't effectively tell its customers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

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

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

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

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



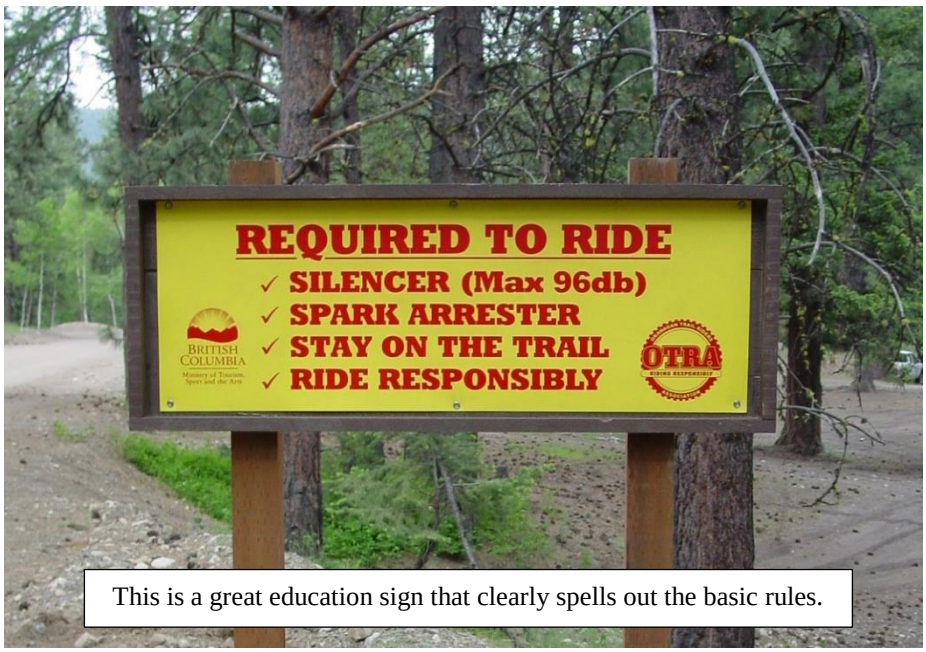
There are some good messages here, but too many of them. Few people will take the time to read and comprehend all of this.

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

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

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

7. **Inadequate risk management:** The lack of trail difficulty ratings can quickly get recreationists into trouble as what starts out looking like an easy trail can turn into a very difficult trail. This increases the rider's risk and the City's risk. There is an average of one vehicle rollover per year.



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

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

C. MANAGEMENT

1. **Proliferation of trails:** Lack of management and the lack of quality trails has led to the proliferation of trails which also contributes to erosion and aesthetic impacts. There is a maze of routes that only serves to confuse the rider. The current route density is approximately 38miles/square mile which is very high. For comparison, another project we're working on in Nevada is about 3.5 mi/sq.mi. The current guidance to "Stay on Existing Routes" is not effective to stop the proliferation of new trails.

2. **Lack of sanitation:** Customer service and providing for basic human needs should be our highest priority. Just about every person encountered commented on the need for sanitation facilities. Toilets can also be used as a means to control/direct use since they can become a destination feature.

3. **Lack of trail maintenance:** A lack of maintenance has resulted in trails that are mogulled out. This creates widening, braiding, vegetation loss, visual impacts, and a diminished rider experience.

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

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

4. **Lack of a well-defined boundary:** This issue could also fit in the categories of Design, Signing/Mapping/Education, and Enforcement. The lack of adequate signing is causing confusion and intrusion.

5. **Lack of effective closure techniques:** The City and/or County has performed some trail and area closures on the East side. While the effort and intent are good, the methods used were largely ineffective. Training needs to be conducted on effective techniques.

6. **Lack of motorized events:** Currently, the only event conducted on the South Half of Prison Hill is the Escape from Prison Hill half marathon and trail races. In spite of requests for motorized events, the City has refrained from authorizing any. Given the maze of trails, the number of issues, and uncertain management direction, I think that is a smart call, at least until we get a true trail system in place.

D. ENFORCEMENT

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

1. **Lack of enforcement.** Most respondents said that they rarely, if ever, see a Park Ranger or Deputy Sheriff on site. Those that have seen the Ranger in his vehicle have not been encountered by the Ranger. Conducting personal encounters is one of the most effective ways to educate your customers, so it's important that enforcement personnel be trained to effectively perform those encounters. Seeing an officer in uniform gives the agency (the City) visibility; shows recreationists that the agency cares; provides a sense of security in the urban interface; and can help deter unwanted activities.

2. **Lack of compliance with OHV regulations:** Nevada requires OHVs to display a current OHV registration, however most of the OHV observed were not registered. There is no signing to educate riders about this requirement and it also points to a lack of enforcement.

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

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

SECTION FIVE: OPPORTUNITIES

1. Correcting/mitigating the issues in Section Four will: produce sustainable trails and facilities; move us from a maze of poor trails to a system of quality trails with logical loops and defined difficulty; provide high-quality recreation experiences; provide family-friendly opportunites; improve the look and feel of the area- it will look professional and appear managed; and reduce/eliminate conflicts with neighbors/subdivisions.

2. Having multiple and diverse user groups presents the opportunity for the City to form multiple and creative partnerships.

3. Explore the opportunity/desire to link an OHV route to the Pine Nut Mountains.

4. There are some great opportunities for some creative interpretation. Interpretive signs can serve as destinations for all recreationists.

5. Consider the opportunity to install some shaded picnic tables at "Rhino Rock," the summit, or other key points in the area. These also can serve as destinations for recreationists.

6. The soils here are non-cohesive and will not withstand the impacts of a speed event which includes head-to-head events and timed events like an ISDE. There are, however, some outstanding opportunities for low impact, non-speed, high spectator appeal events like trials and rock crawl. Other events could be 4WD runs, a dealer demo day, or a kid's play day. There could also be motorcycle, ATV, or SxS safety training classes like those conducted by the Motorcycle Safety Foundation (MSF), the ATV Safety Institute (ASI), the Recreational Off-Highway Vehicle Association (ROHVA). There are also opportunities to conduct non-motorized events for mountain bikes, fat-tire bikes, walking, or running. It would be good also for community or charitable events like a 5k or 10k for a worthy cause. The annual Escape from Prison Hill Half Marathon is a great event, though some of the routes utilized may change.

7. Explore the opportunity to have a MX (motocross) track in Carson City or vicinity. Traditionally, MX bikes do not have spark arrestors or sound reduction because they're used on closed tracks rather than on public land. Currently, there is no MX track available, so those bikes are coming to

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

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

SECTION SIX: RECOMMENDATIONS:

1. The South Half of the Prison Hill Recreation Area provides a mix of motorized and non-motorized recreation activities. That mix should continue in the future and the design and management of the area should be geared to enhance the experience of all the users. Please refer to the Vision Statement in the Management Plan.

2. Develop and implement a Trail, Facility, and Access Plan that will provide: sustainable routes; logical loops separated by difficulty level and/or use type; access to facilities and key features; access for all modalities; and a scenic, driveable loop route to the top. To the extent possible, the plan would incorporate existing feature names like Death Wall, Pablo's Ditch, Mailbox, Pablo's Crack, and Grafitti Rock.

3. Install sanitation facilities at trailheads or main access points.

4. Signing, mapping, and user education are key issues. Once the Trail and Facility Plan is done and the area boundary is finalized, a comprehensive sign plan needs to be developed that coordinates with the City Signage Master Plan. As the new trail system starts to take shape, an interim map needs to be developed which displays examples of signage and contains use rules, environmental, rider ethic, and other education information.

5. Rider use rules should change from Stay on Existing Routes to Use is Allowed on Designated Routes/Areas Only.

6. Pass City ordinances to require OHVs on Prison Hill to be equipped with spark arrestors, functional exhaust systems, and a sound limit of 96 decibles using the SAE J1287 sound test method. Then train agency personnel and/or volunteers on how to conduct tech checks.

7. Some comments were received requesting primitive camping opportunities. The area has been managed as day use only and that intent is reinforced in the Vision Statement. Though I can understand the desire and convenience to have camping available, I do not support it. Camping could lead to parties, increased night riding and noise, potentially more garbage issues, and increased fire risk.

8. There were also comments received that echoed the sentiment: "it's good the way it is, we don't need any more regulation, and don't fix what's not broken." I need to make it very clear that many of the issues in Section Four are serious. There are already many parts that are broken and if we

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

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

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

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

I've discussed the desire to move the Snyder Staging Area to a more suitable location, however, the dirt road leading south from the staging area to Golden Eagle Road follows the property line with the State. There is a trail that parallels the western edge of Golden Eagle Road from Snyder Road to the main staging/play area. It is whooped out and needs maintenance. It is handy because it keeps OHVs off of Golden Eagle Road. Equestrians, hikers, and dog walkers also use this route. If feasible, I would propose moving the PH boundary west from the existing Snyder Staging Area down to the outside edge of this trail. This will allow the City to manage and maintain that trail. It will also allow access from Golden Eagle Road to the conceptual location for the new Snyder Staging Area and Youth Training Area complex.

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

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

11. Some of the riders encountered in the main play area expressed a desire to re-build and improve "the track" in the play area. I don't support this notion because it really isn't the place for an MX track- noise, dust, congestion, speed, safety issues. The existing banked turns are fun, but I wouldn't try to improve them or connect them back together into a track. A couple of them collect water and provide a mudding experience until they dry up.

12. The City hopes that the Management Plan will address target capacities of events, however, until the draft trail concept plan is completed, it may be premature to address this issue since we don't know what the total mileage by vehicle type will be. The issue of hard-number capacities is that it can be a slippery slope due to the number of variables involved. A run of 25 rock crawlers may be very manageable by the trail boss if they were all experienced crawlers, but that same run with inexperienced drivers could be a long, slow nightmare to manage. The weather is another important consideration. The potential for vehicles displacing wet soils is vastly different than that of dry soils. It takes lead time to organize an event and attract riders, but who can predict the weather on event day? It's too late to cancel once riders have committeed to attend.

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

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

SECTION SEVEN: ACTION PRIORITIES

1. Reduce or eliminate fall line trails and replace them with curvilinear trails on the contour. This will improve drainage, reduce erosion, extend the length of the trails, and increase the experience that each trail offers.

2. To the extent possible, restore natural drainage patterns.

3. Restore drainage in the play area.

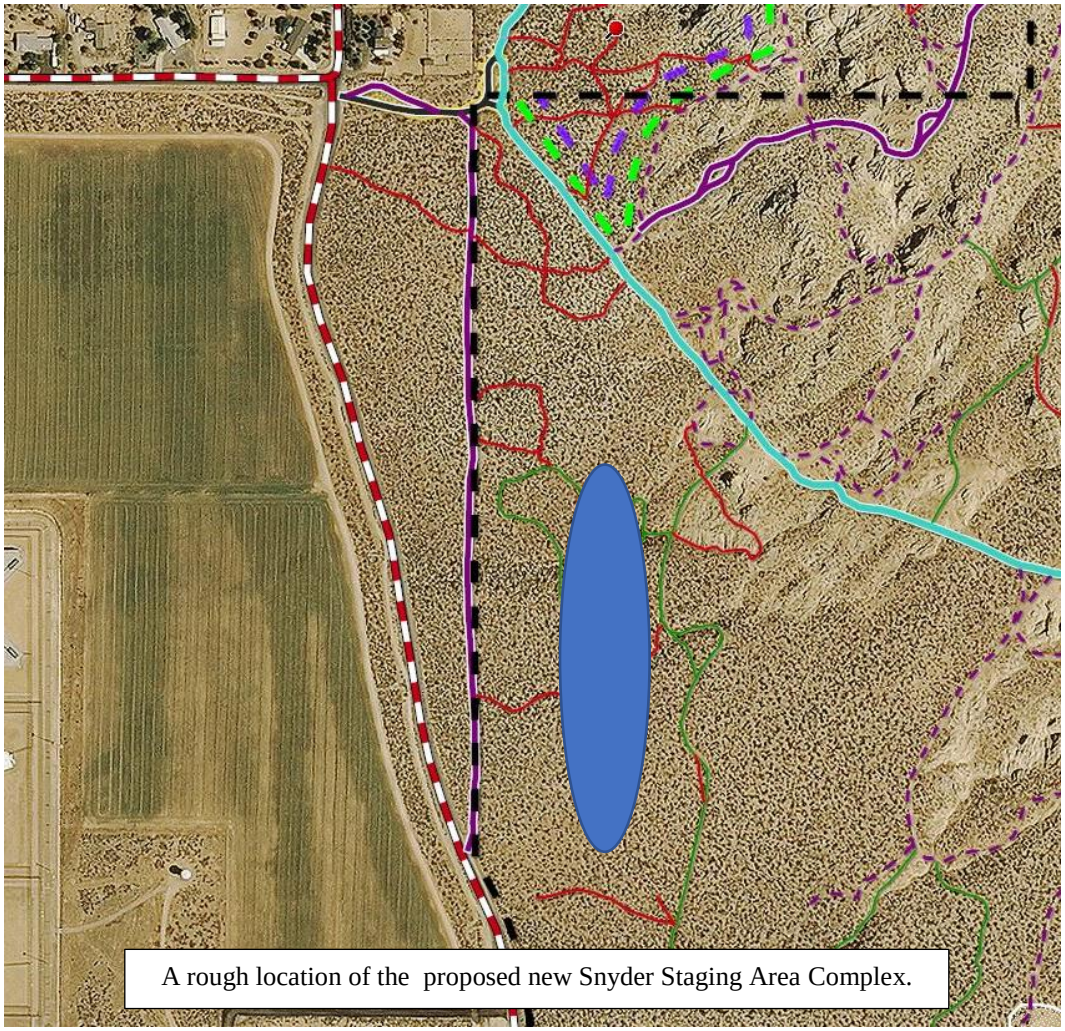
4. Agree on an area boundary and sign it.

5. Install at least interim boundary signing on the Play Area.

6. Develop a plan for the main staging area that deals with access, kiosk location, sanitation, drainage, shaded picnic tables, delineation of parking/staging, and barriers to control and direct use.

7. Install check dams and other hardening to help slow water flow and velocity.

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



A rough location of the proposed new Snyder Staging Area Complex.

9. Develop a plan for the new Snyder Road Staging Area which includes access, a kiosk, trailhead, shaded picnic tables, and sanitation. The current vision is that this be part of a complex that includes parking and access for non-motorized users, and parking and access to a youth training area which includes a tot lot, learner loop, and possibly a training area.

10. Develop and distribute a pre-education brochure.

11. Develop/implement interim signing/mapping as desired.

SECTION EIGHT: NEXT STEPS

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

1. Develop a management plan.

2. Implement a Demonstration Project. This project could include: interim signing; a porta-potti at the staging area; trail closures around a subdivision; effective closure and barriers at the old staging area on the east side; the installation of Required to Ride signs; the installation of drainage structures on the main access trail out of the staging area; or a joint trash cleanup day with all partners. When completed, conduct a field trip with stakeholders to review the Demonstration Project.

3. Seek funding for the next project phases.

4. Conduct pre-education on impending changes.

5. Educate field personnel on conducting tech checks and successful encounters. Purchase a sound meter.

6. Complete the trail inventory. If not 100%, then obtain enough data to verify the accuracy of the data we already have and fill in any obvious gaps.

7. Work with 4WD, rock crawlers, trials riders and other groups to determine where they would like to go and identify any names of places or routes currently in use. To the extent possible, incorporate this data into the Trail Concept Plan. Consider having user groups assist in the location of new routes.

8. Work with adjacent landowners and subdivisions to determine their access needs.

9. Develop a trail and facility concept plan. With the variety of modalities and activities to consider, this will be a complex process.

10. Develop a barrier plan, a comprehensive sign plan that incorporates the City's Signage Master Plan, and an interpretive plan.

11. It would be desirable to have a unique Prison Hill logo that could be used on signage for both the North and South halves of Prison Hill.

12. Develop a monitoring plan if not already done in the management plan.

13. Perform location and design.

14. Finalize trail and facility plans.

15. Obtain any necessary approvals.

16. Develop a volunteer trail patrol program, if desired.

17. Work with the City to develop an Operations & Maintenance (O&M) program.

18. Develop a procurement plan for maintenance equipment.

19. Seek implementation funding.

20. Construct/implement the project. This includes competent construction oversight.

21. Seek O&M partnerships.

22. Celebrate with a community grand opening including media coverage.

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

SECTION NINE: CONCLUSION

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

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

Sincerely,

Dick Dufourd

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Member: Professional TrailBuilders Association

H. R. 146

One Hundred Eleventh Congress of the United States of America

AT THE FIRST SESSION

Begun and held at the City of Washington on Tuesday, the sixth day of January, two thousand and nine

An Act

To designate certain land as components of the National Wilderness Preservation System, to authorize certain programs and activities in the Department of the Interior and the Department of Agriculture, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Omnibus Public Land Management Act of 2009".

(b) TABLE OF CONTENTS.—The table of contents of this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—ADDITIONS TO THE NATIONAL WILDERNESS PRESERVATION SYSTEM

Subtitle A—Wild Monongahela Wilderness

Sec. 1001. Designation of wilderness, Monongahela National Forest, West Virginia.
Sec. 1002. Boundary adjustment, Laurel Fork South Wilderness, Monongahela National Forest.
Sec. 1003. Monongahela National Forest boundary confirmation.
Sec. 1004. Enhanced Trail Opportunities.

Subtitle B—Virginia Ridge and Valley Wilderness

Sec. 1101. Definitions.
Sec. 1102. Designation of additional National Forest System land in Jefferson National Forest as wilderness or a wilderness study area.
Sec. 1103. Designation of Kimberling Creek Potential Wilderness Area, Jefferson National Forest, Virginia.
Sec. 1104. Seng Mountain and Bear Creek Scenic Areas, Jefferson National Forest, Virginia.
Sec. 1105. Trail plan and development.
Sec. 1106. Maps and boundary descriptions.
Sec. 1107. Effective date.

Subtitle C—Mt. Hood Wilderness, Oregon

Sec. 1201. Definitions.
Sec. 1202. Designation of wilderness areas.
Sec. 1203. Designation of streams for wild and scenic river protection in the Mount Hood area.
Sec. 1204. Mount Hood National Recreation Area.
Sec. 1205. Protections for Crystal Springs, Upper Big Bottom, and Cultus Creek.
Sec. 1206. Land exchanges.
Sec. 1207. Tribal provisions; planning and studies.

Subtitle D—Copper Salmon Wilderness, Oregon

Sec. 1301. Designation of the Copper Salmon Wilderness.
Sec. 1302. Wild and Scenic River Designations, Elk River, Oregon.
Sec. 1303. Protection of tribal rights.

Subtitle E—Cascade-Siskiyou National Monument, Oregon

Sec. 1401. Definitions.

(2) 1 member shall be appointed after considering the recommendations of the Montrose County Commission;

(3) 1 member shall be appointed after considering the recommendations of the Delta County Commission;

(4) 1 member shall be appointed after considering the recommendations of the permittees holding grazing allotments within the Conservation Area or the Wilderness; and

(5) 5 members shall reside in, or within reasonable proximity to, Mesa County, Delta County, or Montrose County, Colorado, with backgrounds that reflect—

(A) the purposes for which the Conservation Area or Wilderness was established; and

(B) the interests of the stakeholders that are affected by the planning and management of the Conservation Area and Wilderness.

(e) REPRESENTATION.—The Secretary shall ensure that the membership of the Council is fairly balanced in terms of the points of view represented and the functions to be performed by the Council.

(f) DURATION.—The Council shall terminate on the date that is 1 year from the date on which the management plan is adopted by the Secretary.

SEC. 2408. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated such sums as are necessary to carry out this subtitle.

Subtitle F—Rio Puerco Watershed Management Program

SEC. 2501. RIO PUERCO WATERSHED MANAGEMENT PROGRAM.

(a) RIO PUERCO MANAGEMENT COMMITTEE.—Section 401(b) of the Omnibus Parks and Public Lands Management Act of 1996 (Public Law 104–333; 110 Stat. 4147) is amended—

(1) in paragraph (2)—

(A) by redesignating subparagraphs (I) through (N) as subparagraphs (J) through (O), respectively; and

(B) by inserting after subparagraph (H) the following: "(I) the Environmental Protection Agency;"; and

(2) in paragraph (4), by striking "enactment of this Act" and inserting "enactment of the Omnibus Public Land Management Act of 2009".

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 401(e) of the Omnibus Parks and Public Lands Management Act of 1996 (Public Law 104–333; 110 Stat. 4148) is amended by striking "enactment of this Act" and inserting "enactment of the Omnibus Public Land Management Act of 2009".

Subtitle G—Land Conveyances and Exchanges

SEC. 2601. CARSON CITY, NEVADA, LAND CONVEYANCES.

(a) DEFINITIONS.—In this section:

(1) CITY.—The term "City" means Carson City Consolidated Municipality, Nevada.

(2) MAP.—The term "Map" means the map entitled "Carson City, Nevada Area", dated November 7, 2008, and on file and available for public inspection in the appropriate offices of—

(A) the Bureau of Land Management;

(B) the Forest Service; and

(C) the City.

(3) SECRETARY.—The term "Secretary" means—

(A) with respect to land in the National Forest System, the Secretary of Agriculture, acting through the Chief of the Forest Service; and

(B) with respect to other Federal land, the Secretary of the Interior.

(4) SECRETARIES.—The term "Secretaries" means the Secretary of Agriculture and the Secretary of the Interior, acting jointly.

(5) TRIBE.—The term "Tribe" means the Washoe Tribe of Nevada and California, which is a federally recognized Indian tribe.

(b) CONVEYANCES OF FEDERAL LAND AND CITY LAND.—

(1) IN GENERAL.—Notwithstanding section 202 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1712), if the City offers to convey to the United States title to the non-Federal land described in paragraph (2)(A) that is acceptable to the Secretary of Agriculture—

(A) the Secretary shall accept the offer; and

(B) not later than 180 days after the date on which the Secretary receives acceptable title to the non-Federal land described in paragraph (2)(A), the Secretaries shall convey to the City, subject to valid existing rights and for no consideration, except as provided in paragraph (3)(A), all right, title, and interest of the United States in and to the Federal land (other than any easement reserved under paragraph (3)(B)) or interest in land described in paragraph (2)(B).

(2) DESCRIPTION OF LAND.—

(A) NON-FEDERAL LAND.—The non-Federal land referred to in paragraph (1) is the approximately 2,264 acres of land administered by the City and identified on the Map as "To U.S. Forest Service".

(B) FEDERAL LAND.—The Federal land referred to in paragraph (1)(B) is—

(i) the approximately 935 acres of Forest Service land identified on the Map as "To Carson City for Natural Areas";

(ii) the approximately 3,604 acres of Bureau of Land Management land identified on the Map as "Silver Saddle Ranch and Carson River Area";

(iii) the approximately 1,848 acres of Bureau of Land Management land identified on the Map as "To Carson City for Parks and Public Purposes"; and

(iv) the approximately 75 acres of City land in which the Bureau of Land Management has a reversionary interest that is identified on the Map as "Reversionary Interest of the United States Released".

(3) CONDITIONS.—

(A) CONSIDERATION.—Before the conveyance of the 62–acre Bernhard parcel to the City, the City shall deposit in the special account established by subsection (e)(2)(A) an amount equal to 25 percent of the difference between—

(i) the amount for which the Bernhard parcel was purchased by the City on July 18, 2001; and

(ii) the amount for which the Bernhard parcel was purchased by the Secretary on March 24, 2006.

(B) CONSERVATION EASEMENT.—As a condition of the conveyance of the land described in paragraph (2)(B)(ii), the Secretary, in consultation with Carson City and affected local interests, shall reserve a perpetual conservation easement to the land to protect, preserve, and enhance the conservation values of the land, consistent with paragraph (4)(B).

(C) COSTS.—Any costs relating to the conveyance under paragraph (1), including any costs for surveys and other administrative costs, shall be paid by the recipient of the land being conveyed.

(4) USE OF LAND.—

(A) NATURAL AREAS.—

(i) IN GENERAL.—Except as provided in clause (ii), the land described in paragraph (2)(B)(i) shall be managed by the City to maintain undeveloped open space and to preserve the natural characteristics of the land in perpetuity.

(ii) EXCEPTION.—Notwithstanding clause (i), the City may—

(I) conduct projects on the land to reduce fuels;

(II) construct and maintain trails, trailhead facilities, and any infrastructure on the land that is required for municipal water and flood management activities; and

(III) maintain or reconstruct any improvements on the land that are in existence on the date of enactment of this Act.

(B) SILVER SADDLE RANCH AND CARSON RIVER AREA.—

(i) IN GENERAL.—Except as provided in clause (ii), the land described in paragraph (2)(B)(ii) shall—

(I) be managed by the City to protect and enhance the Carson River, the floodplain and surrounding upland, and important wildlife habitat; and

(II) be used for undeveloped open space, passive recreation, customary agricultural practices, and wildlife protection.

(ii) EXCEPTION.—Notwithstanding clause (i), the City may—

(I) construct and maintain trails and trailhead facilities on the land;

(II) conduct projects on the land to reduce fuels;

(III) maintain or reconstruct any improvements on the land that are in existence on the date of enactment of this Act; and

(IV) allow the use of motorized vehicles on designated roads, trails, and areas in the south end of Prison Hill.

(C) PARKS AND PUBLIC PURPOSES.—The land described in paragraph (2)(B)(iii) shall be managed by the City for—

(i) undeveloped open space; and

(ii) recreation or other public purposes consistent with the Act of June 14, 1926 (commonly known as the "Recreation and Public Purposes Act") (43 U.S.C. 869 et seq.).

(D) REVERSIONARY INTEREST.—

(i) RELEASE.—The reversionary interest described in paragraph (2)(B)(iv) shall terminate on the date of enactment of this Act.

(ii) CONVEYANCE BY CITY.—

(I) IN GENERAL.—If the City sells, leases, or otherwise conveys any portion of the land described in paragraph (2)(B)(iv), the sale, lease, or conveyance of land shall be—

(aa) through a competitive bidding process; and

(bb) except as provided in subclause (II), for not less than fair market value.

(II) CONVEYANCE TO GOVERNMENT OR NONPROFIT.—A sale, lease, or conveyance of land described in paragraph (2)(B)(iv) to the Federal Government, a State government, a unit of local government, or a nonprofit organization shall be for consideration in an amount equal to the price established by the Secretary of the Interior under section 2741 of title 43, Code of Federal Regulation (or successor regulations).

(III) DISPOSITION OF PROCEEDS.—The gross proceeds from the sale, lease, or conveyance of land under subclause (I) shall be distributed in accordance with subsection (e)(1).

(5) REVERSION.—If land conveyed under paragraph (1) is used in a manner that is inconsistent with the uses described in subparagraph (A), (B), (C), or (D) of paragraph (4), the land shall, at the discretion of the Secretary, revert to the United States.

(6) MISCELLANEOUS PROVISIONS.—

(A) IN GENERAL.—On conveyance of the non-Federal land under paragraph (1) to the Secretary of Agriculture, the non-Federal land shall—

(i) become part of the Humboldt-Toiyabe National Forest; and

(ii) be administered in accordance with the laws (including the regulations) and rules generally applicable to the National Forest System.

(B) MANAGEMENT PLAN.—The Secretary of Agriculture, in consultation with the City and other interested parties, may develop and implement a management plan for National Forest System land that ensures the protection and stabilization of the National Forest System land to minimize the impacts of flooding on the City.

(7) CONVEYANCE TO BUREAU OF LAND MANAGEMENT.—

(A) IN GENERAL.—If the City offers to convey to the United States title to the non-Federal land described in subparagraph (B) that is acceptable to the Secretary of the Interior, the land shall, at the discretion of the Secretary, be conveyed to the United States.

(B) DESCRIPTION OF LAND.—The non-Federal land referred to in subparagraph (A) is the approximately 46 acres of land administered by the City and identified on the Map as "To Bureau of Land Management".

(C) COSTS.—Any costs relating to the conveyance under subparagraph (A), including any costs for surveys and other administrative costs, shall be paid by the Secretary of the Interior.

(c) TRANSFER OF ADMINISTRATIVE JURISDICTION FROM THE FOREST SERVICE TO THE BUREAU OF LAND MANAGEMENT.—

(1) IN GENERAL.—Administrative jurisdiction over the approximately 50 acres of Forest Service land identified on the Map as "Parcel #1" is transferred, from the Secretary of Agriculture to the Secretary of the Interior.

(2) COSTS.—Any costs relating to the transfer under paragraph (1), including any costs for surveys and other administrative costs, shall be paid by the Secretary of the Interior.

(3) USE OF LAND.—

(A) RIGHT-OF-WAY.—Not later than 120 days after the date of enactment of this Act, the Secretary of the Interior shall grant to the City a right-of-way for the maintenance of flood management facilities located on the land.

(B) DISPOSAL.—The land referred to in paragraph (1) shall be disposed of in accordance with subsection (d).

(C) DISPOSITION OF PROCEEDS.—The gross proceeds from the disposal of land under subparagraph (B) shall be distributed in accordance with subsection (e)(1).

(d) DISPOSAL OF CARSON CITY LAND.—

(1) IN GENERAL.—Notwithstanding sections 202 and 203 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1712, 1713), the Secretary of the Interior shall, in accordance with that Act, this subsection, and other applicable law, and subject to valid existing rights, conduct sales of the Federal land described in paragraph (2) to qualified bidders.

(2) DESCRIPTION OF LAND.—The Federal land referred to in paragraph (1) is—

(A) the approximately 108 acres of Bureau of Land Management land identified as "Lands for Disposal" on the Map; and

(B) the approximately 50 acres of land identified as "Parcel #1" on the Map.

(3) COMPLIANCE WITH LOCAL PLANNING AND ZONING LAWS.—Before a sale of Federal land under paragraph (1), the City shall submit to the Secretary a certification that qualified bidders have agreed to comply with—

(A) City zoning ordinances; and

(B) any master plan for the area approved by the City.

(4) METHOD OF SALE; CONSIDERATION.—The sale of Federal land under paragraph (1) shall be—

(A) consistent with subsections (d) and (f) of section 203 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1713);

(B) unless otherwise determined by the Secretary, through a competitive bidding process; and

(C) for not less than fair market value.

(5) WITHDRAWAL.—

(A) IN GENERAL.—Subject to valid existing rights and except as provided in subparagraph (B), the Federal land described in paragraph (2) is withdrawn from—

(i) all forms of entry and appropriation under the public land laws;

(ii) location, entry, and patent under the mining laws; and

(iii) operation of the mineral leasing and geothermal leasing laws.

(B) EXCEPTION.—Subparagraph (A)(i) shall not apply to sales made consistent with this subsection.

(6) DEADLINE FOR SALE.—

(A) IN GENERAL.—Except as provided in subparagraph (B), not later than 1 year after the date of enactment of this Act, if there is a qualified bidder for the land described in subparagraphs (A) and (B) of paragraph (2), the Secretary of the Interior shall offer the land for sale to the qualified bidder.

(B) POSTPONEMENT; EXCLUSION FROM SALE.—

(i) REQUEST BY CARSON CITY FOR POSTPONEMENT OR EXCLUSION.—At the request of the City, the Secretary shall postpone or exclude from the sale under subparagraph (A) all or a portion of the land described in subparagraphs (A) and (B) of paragraph (2).

(ii) INDEFINITE POSTPONEMENT.—Unless specifically requested by the City, a postponement under clause (i) shall not be indefinite.

(e) DISPOSITION OF PROCEEDS.—

(1) IN GENERAL.—Of the proceeds from the sale of land under subsections (b)(4)(D)(ii) and (d)(1)—

(A) 5 percent shall be paid directly to the State for use in the general education program of the State; and

(B) the remainder shall be deposited in a special account in the Treasury of the United States, to be known as the "Carson City Special Account", and shall be available without further appropriation to the Secretary until expended to—

(i) reimburse costs incurred by the Bureau of Land Management for preparing for the sale of the Federal land described in subsection (d)(2), including the costs of—

(I) surveys and appraisals; and

(II) compliance with—

(aa) the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

(bb) sections 202 and 203 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1712, 1713);

(ii) reimburse costs incurred by the Bureau of Land Management and Forest Service for preparing for, and

carrying out, the transfers of land to be held in trust by the United States under subsection (h)(1); and

(iii) acquire environmentally sensitive land or an interest in environmentally sensitive land in the City.

(2) SILVER SADDLE ENDOWMENT ACCOUNT.—

(A) ESTABLISHMENT.—There is established in the Treasury of the United States a special account, to be known as the "Silver Saddle Endowment Account", consisting of such amounts as are deposited under subsection (b)(3)(A).

(B) AVAILABILITY OF AMOUNTS.—Amounts deposited in the account established by paragraph (1) shall be available to the Secretary, without further appropriation, for the oversight and enforcement of the conservation easement established under subsection (b)(3)(B).

(f) URBAN INTERFACE.—

(1) IN GENERAL.—Except as otherwise provided in this section and subject to valid existing rights, the Federal land described in paragraph (2) is permanently withdrawn from—

(A) all forms of entry and appropriation under the public land laws and mining laws;

(B) location and patent under the mining laws; and

(C) operation of the mineral laws, geothermal leasing laws, and mineral material laws.

(2) DESCRIPTION OF LAND.—The land referred to in paragraph (1) consists of approximately 19,747 acres, which is identified on the Map as "Urban Interface Withdrawal".

(3) INCORPORATION OF ACQUIRED LAND AND INTERESTS.—Any land or interest in land within the boundaries of the land described in paragraph (2) that is acquired by the United States after the date of enactment of this Act shall be withdrawn in accordance with this subsection.

(4) OFF-HIGHWAY VEHICLE MANAGEMENT.—Until the date on which the Secretary, in consultation with the State, the City, and any other interested persons, completes a transportation plan for Federal land in the City, the use of motorized and mechanical vehicles on Federal land within the City shall be limited to roads and trails in existence on the date of enactment of this Act unless the use of the vehicles is needed—

(A) for administrative purposes; or

(B) to respond to an emergency.

(g) AVAILABILITY OF FUNDS.—Section 4(e) of the Southern Nevada Public Land Management Act of 1998 (Public Law 105–263; 112 Stat. 2346; 116 Stat. 2007; 117 Stat. 1317; 118 Stat. 2414; 120 Stat. 3045) is amended—

(1) in paragraph (3)(A)(iv), by striking "Clark, Lincoln, and White Pine Counties and Washoe County (subject to paragraph 4))" and inserting "Clark, Lincoln, and White Pine Counties and Washoe County (subject to paragraph 4)) and Carson City (subject to paragraph (5))";

(2) in paragraph (3)(A)(v), by striking "Clark, Lincoln, and White Pine Counties" and inserting "Clark, Lincoln, and White Pine Counties and Carson City (subject to paragraph (5))";

(3) in paragraph (4), by striking "2011" and inserting "2015"; and

(4) by adding at the end the following:

"(5) LIMITATION FOR CARSON CITY.—Carson City shall be eligible to nominate for expenditure amounts to acquire land or an interest in land for parks or natural areas and for conservation initiatives—

"(A) adjacent to the Carson River; or

"(B) within the floodplain of the Carson River.".

(h) TRANSFER OF LAND TO BE HELD IN TRUST FOR WASHOE TRIBE.—

(1) IN GENERAL.—Subject to valid existing rights, all right, title, and interest of the United States in and to the land described in paragraph (2)—

(A) shall be held in trust by the United States for the benefit and use of the Tribe; and

(B) shall be part of the reservation of the Tribe.

(2) DESCRIPTION OF LAND.—The land referred to in paragraph (1) consists of approximately 293 acres, which is identified on the Map as "To Washoe Tribe".

(3) SURVEY.—Not later than 180 days after the date of enactment of this Act, the Secretary of Agriculture shall complete a survey of the boundary lines to establish the boundaries of the land taken into trust under paragraph (1).

(4) USE OF LAND.—

(A) GAMING.—Land taken into trust under paragraph (1) shall not be eligible, or considered to have been taken into trust, for class II gaming or class III gaming (as those terms are defined in section 4 of the Indian Gaming Regulatory Act (25 U.S.C. 2703)).

(B) TRUST LAND FOR CEREMONIAL USE AND CONSERVATION.—With respect to the use of the land taken into trust under paragraph (1) that is above the 5,200′ elevation contour, the Tribe—

(i) shall limit the use of the land to—

(I) traditional and customary uses; and

(II) stewardship conservation for the benefit of the Tribe; and

(ii) shall not permit any—

(I) permanent residential or recreational development on the land; or

(II) commercial use of the land, including commercial development or gaming.

(C) TRUST LAND FOR COMMERCIAL AND RESIDENTIAL USE.—With respect to the use of the land taken into trust under paragraph (1), the Tribe shall limit the use of the land below the 5,200′ elevation to—

(i) traditional and customary uses;

(ii) stewardship conservation for the benefit of the Tribe; and

(iii)(I) residential or recreational development; or

(II) commercial use.

(D) THINNING; LANDSCAPE RESTORATION.—With respect to the land taken into trust under paragraph (1), the Secretary of Agriculture, in consultation and coordination with the Tribe, may carry out any thinning and other landscape restoration activities on the land that is beneficial to the Tribe and the Forest Service.

(i) CORRECTION OF SKUNK HARBOR CONVEYANCE.—

(1) PURPOSE.—The purpose of this subsection is to amend Public Law 108–67 (117 Stat. 880) to make a technical correction relating to the land conveyance authorized under that Act.

(2) TECHNICAL CORRECTION.—Section 2 of Public Law 108–67 (117 Stat. 880) is amended—

(A) by striking "Subject to" and inserting the following: "(a) IN GENERAL.—Subject to";

(B) in subsection (a) (as designated by paragraph (1)), by striking "the parcel" and all that follows through the period at the end and inserting the following: "and to approximately 23 acres of land identified as 'Parcel A' on the map entitled 'Skunk Harbor Conveyance Correction' and dated September 12, 2008, the western boundary of which is the low water line of Lake Tahoe at elevation 6,223.0′ (Lake Tahoe Datum).."; and

(C) by adding at the end the following:

"(b) SURVEY AND LEGAL DESCRIPTION.—

"(1) IN GENERAL.—Not later than 180 days after the date of enactment of this subsection, the Secretary of Agriculture shall complete a survey and legal description of the boundary lines to establish the boundaries of the trust land.

"(2) TECHNICAL CORRECTIONS.—The Secretary may correct any technical errors in the survey or legal description completed under paragraph (1).

"(c) PUBLIC ACCESS AND USE.—Nothing in this Act prohibits any approved general public access (through existing easements or by boat) to, or use of, land remaining within the Lake Tahoe Basin Management Unit after the conveyance of the land to the Secretary of the Interior, in trust for the Tribe, under subsection (a), including access to, and use of, the beach and shoreline areas adjacent to the portion of land conveyed under that subsection.".

(3) DATE OF TRUST STATUS.—The trust land described in section 2(a) of Public Law 108–67 (117 Stat. 880) shall be considered to be taken into trust as of August 1, 2003.

(4) TRANSFER.—The Secretary of the Interior, acting on behalf of and for the benefit of the Tribe, shall transfer to the Secretary of Agriculture administrative jurisdiction over the land identified as "Parcel B" on the map entitled "Skunk Harbor Conveyance Correction" and dated September 12, 2008.

(j) AGREEMENT WITH FOREST SERVICE.—The Secretary of Agriculture, in consultation with the Tribe, shall develop and implement a cooperative agreement that ensures regular access by members of the Tribe and other people in the community of the Tribe across National Forest System land from the City to Lake Tahoe for cultural and religious purposes.

(k) ARTIFACT COLLECTION.—

(1) NOTICE.—At least 180 days before conducting any ground disturbing activities on the land identified as "Parcel #2" on the Map, the City shall notify the Tribe of the proposed activities to provide the Tribe with adequate time to inventory and collect any artifacts in the affected area.

(2) AUTHORIZED ACTIVITIES.—On receipt of notice under paragraph (1), the Tribe may collect and possess any artifacts relating to the Tribe in the land identified as "Parcel #2" on the Map.

(l) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as are necessary to carry out this section.

SEC. 2602. SOUTHERN NEVADA LIMITED TRANSITION AREA CONVEYANCE.

(a) DEFINITIONS.—In this section:

(1) CITY.—The term "City" means the City of Henderson, Nevada.

(2) SECRETARY.—The term "Secretary" means the Secretary of the Interior.

(3) STATE.—The term "State" means the State of Nevada.

(4) TRANSITION AREA.—The term "Transition Area" means the approximately 502 acres of Federal land located in Henderson, Nevada, and identified as "Limited Transition Area" on the map entitled "Southern Nevada Limited Transition Area Act" and dated March 20, 2006.

(b) SOUTHERN NEVADA LIMITED TRANSITION AREA.—

(1) CONVEYANCE.—Notwithstanding the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1701 et seq.), on request of the City, the Secretary shall, without consideration and subject to all valid existing rights, convey to the City all right, title, and interest of the United States in and to the Transition Area.

(2) USE OF LAND FOR NONRESIDENTIAL DEVELOPMENT.—

(A) IN GENERAL.—After the conveyance to the City under paragraph (1), the City may sell, lease, or otherwise convey any portion or portions of the Transition Area for purposes of nonresidential development.

(B) METHOD OF SALE.—

(i) IN GENERAL.—The sale, lease, or conveyance of land under subparagraph (A) shall be through a competitive bidding process.

(ii) FAIR MARKET VALUE.—Any land sold, leased, or otherwise conveyed under subparagraph (A) shall be for not less than fair market value.

(C) COMPLIANCE WITH CHARTER.—Except as provided in subparagraphs (B) and (D), the City may sell, lease, or otherwise convey parcels within the Transition Area only in accordance with the procedures for conveyances established in the City Charter.

(D) DISPOSITION OF PROCEEDS.—The gross proceeds from the sale of land under subparagraph (A) shall be distributed in accordance with section 4(e) of the Southern Nevada Public Land Management Act of 1998 (112 Stat. 2345).

(3) USE OF LAND FOR RECREATION OR OTHER PUBLIC PURPOSES.—The City may elect to retain parcels in the Transition Area for public recreation or other public purposes consistent with the Act of June 14, 1926 (commonly known as the "Recreation and Public Purposes Act") (43 U.S.C. 869 et seq.) by providing to the Secretary written notice of the election.

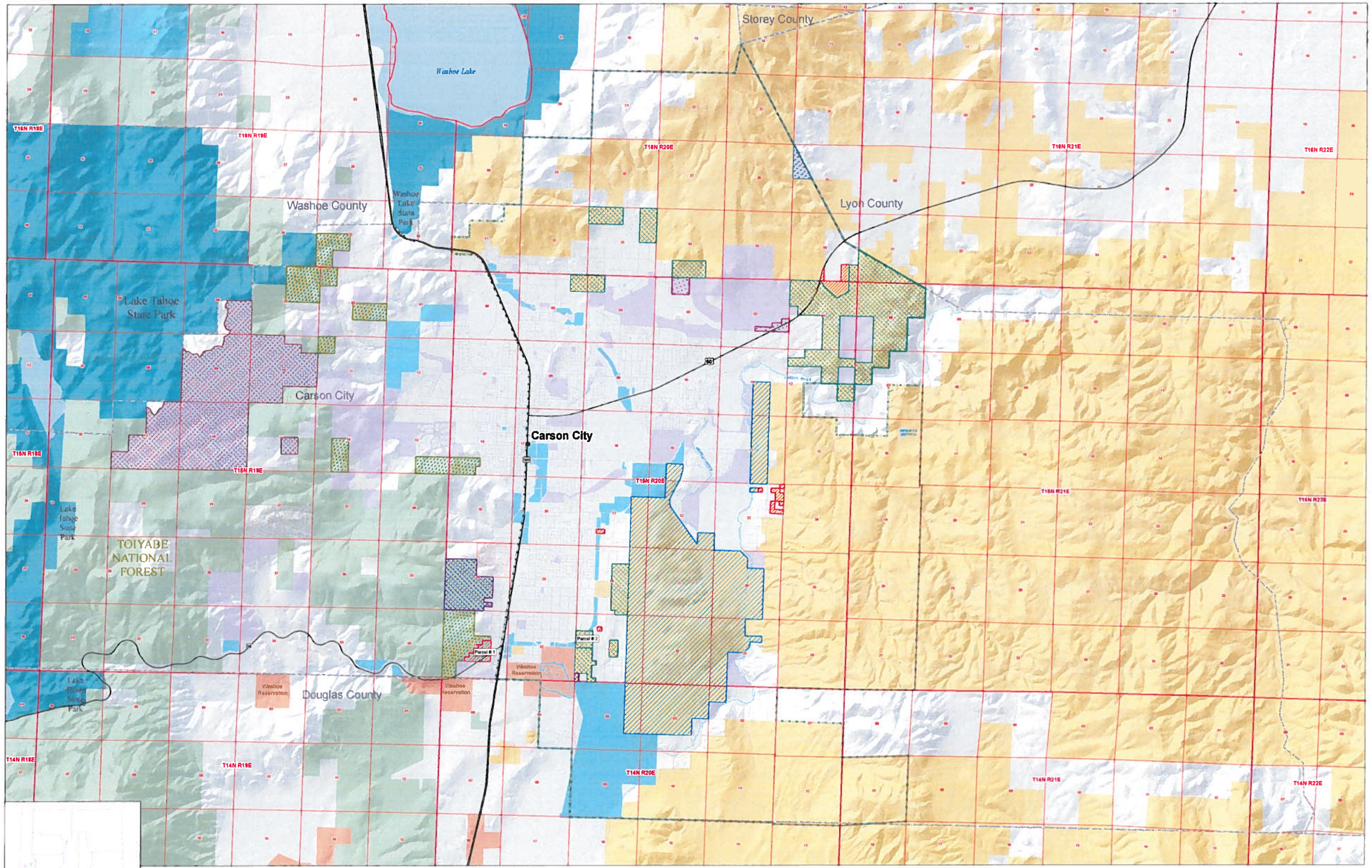
(4) NOISE COMPATIBILITY REQUIREMENTS.—The City shall—

(A) plan and manage the Transition Area in accordance with section 47504 of title 49, United States Code (relating to airport noise compatibility planning), and regulations promulgated in accordance with that section; and

Carson City, Nevada Area

This map prepared at the request of Senator Harry Reid

November 7, 2008



Proposed Actions

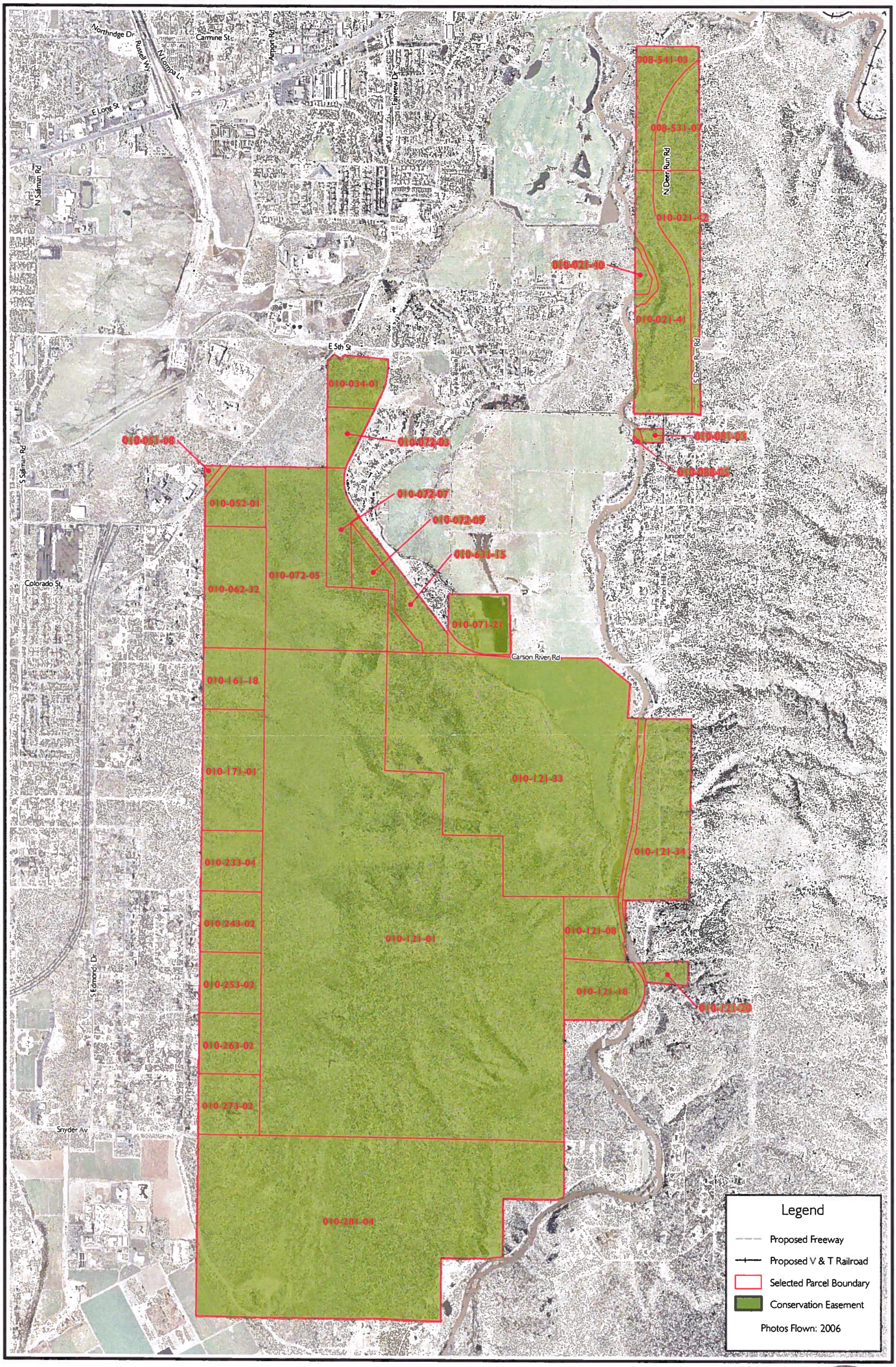
- Urban Interface Withdrawal Boundary
- Reversionary interest of the United States released
- Lands for Disposal
- Silver Saddle Ranch and Carson River Area
- To Bureau of Land Management
- To Carson City for Natural Areas
- To Carson City for Parks and Public Purposes
- To US Forest Service
- To Washoe Tribe

EXHIBIT A

- Cities & Towns
- US Highway
- Local Streets
- County/City Boundary
- Townships
- Sections
- City of Carson City
- State Administered
- Washoe Tribal Land
- BLM Pending
- USFS Pending
- Washoe Reservation
- Bureau of Land Management
- Forest Service
- Nevada State
- Private
- State Park
- Lake/River

0 0.5 1 2 3 4 5 Miles

This map is intended to be plotted at 34" x 44"



Carson City
GIS Division
3505 Butti Way
Carson City, NV 89701
(775) 887-2355

CARSON CITY, NEVADA
THIS MAP IS PREPARED FOR THE CITY OF CARSON CITY FOR ILLUSTRATIVE PURPOSES ONLY. IT DOES NOT REPRESENT A SURVEY. NO LIABILITY IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE DATA DELINEATED HEREON.

EXHIBIT B

Silver Saddle Ranch Carson River Area Conservation Easement

N

Not to Scale

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Attachment #10: Conservation Easement

United States Department of Interior
Bureau of Land Management
Carson City District

Conservation Easement

This conservation easement is made this 22nd day of December, 2010, between UNITED STATES OF AMERICA, DEPARTMENT OF INTERIOR, BUREAU OF LAND MANAGEMENT, hereinafter referred to as BLM, and CARSON CITY, NEVADA, and its assigns, hereinafter referred to as Carson City,

WHEREAS, the Congress of the United States of America has directed transfer of Silver Saddle Ranch and Carson River Area, approximately 3,604 acres, hereinafter referred to as the Property, subject to the reservation of a conservation easement, to Carson City under the authority of the Omnibus Public Lands Management Act of 2009 (OPLMA), Pub. L. No. 111-11, Section 2601; and

WHEREAS, BLM, acting through the Secretary of Interior, in consultation with Carson City and affected local interests, shall reserve a perpetual conservation easement to protect, preserve, and enhance the conservation values of the Property; and

WHEREAS, the Property shall be managed by Carson City to protect and enhance the Carson River, the floodplain and surrounding upland, and important wildlife habitat; and

WHEREAS, Carson City may use the Property for undeveloped open space, passive recreation, customary agricultural practices, and wildlife protection; and

WHEREAS, notwithstanding the above, Carson City may construct and maintain trails and trailhead facilities, conduct fuels reduction projects, maintain or reconstruct any improvements on the Property that were in existence on March 31, 2009, and allow the use of motorized vehicles on designated roads, trails and areas in the south end of Prison Hill; and

WHEREAS, the conservation values as defined in OPLMA include undeveloped open space, natural characteristics, trails and trailheads, flood management, Carson River floodplain, uplands, and wildlife habitat, passive recreation, customary agriculture, fuels management, existing ranch structures and motorized vehicle use at south Prison Hill; and

WHEREAS, the development of the conservation easement is guided by the results of a planning and design charrette completed in December 2008, entitled "Creating a Community Vision: Silver Saddle Ranch and the Carson River"; and

WHEREAS, BLM and Carson City mutually agree that the conservation values also include protection of natural resources, preservation of the Property for solitude and nature observation, maintaining green irrigated pastures and hay fields at Silver Saddle Ranch, protecting scenic resources including the preservation of dark skies, protecting cultural resources including the historic structures at Silver Saddle Ranch, promoting environmental education and interpretation, allowing public access, promoting the quality of life, safety and tourism; and

Whereas, the Conservation Easement will help implement the 2006 Envision Carson City Master Plan Guiding Principles and Goals by creating a compact and efficient pattern of growth, balancing development with the conservation of the natural environment at the urban interface, and promoting stewardship of the natural environment; and

WHEREAS, The statutes of the State of Nevada, regarding "Easements for Conservation", at Nevada Revised Statues, Sections 111.390 to 111.440, inclusive, recognize the protection of the natural, scenic or open-space values of real property.

NOW THEREFORE, BLM in consideration of the above, hereby reserves to the United States of America, a perpetual conservation easement to the Property to protect, preserve, and enhance the conservation values of the land. The BLM reserves a right of access for its designated representatives over any and all lands under this Easement and as reasonably necessary to verify compliance by Carson City with the terms and conditions of the Easement and exercising BLM's rights under the Easement.

1. Purpose. It is the purpose of this Easement to protect, preserve, and enhance the conservation values of the Property in perpetuity and prevent any uses or development of the property that would conflict, impair, or interfere with those values, including, but not limited to, any future residential, non-agricultural commercial, industrial, mining or other incompatible development or improvements of the Property, unless expressly allowable under this Easement. It is the mutual interest of the BLM and Carson City to manage the Property for undeveloped open space, passive recreation, customary agricultural practices, and wildlife protection consistent with the conditions described in the Baseline Documentation Report (Exhibit 3).
2. Rights of the BLM. To accomplish the purpose of this Easement the following rights are reserved by the BLM:
   (a) To preserve and protect the conservation values of the Property
   (b) To enter upon the Property at reasonable times in order to monitor Carson City's compliance with and otherwise enforce the terms of the Easement
   (c) To prevent any activity or use of the Property that is inconsistent with the purpose of this Easement and to require the restoration of such areas or features of the Property that may be damaged by such use or activity, subject to BLM's Remedies (Section 10).
3. Rights of Carson City. As the fee owner of the Property, Carson City may use and enjoy the Property, subject to OPLMA and this Easement, to provide opportunities for passive recreation, nature study, events and public uses.
4. Baseline Documentation. To establish the present condition of the conservation values and man-made features of the Property, so as to properly monitor future uses of the Property and assure compliance with terms hereof, an inventory of the Property's relevant resources, features, conditions, and uses will be completed prior to transfer of the Property to Carson City (hereinafter referred to as the "Baseline Documentation Report". At the time of transfer and reservation of this easement, the BLM and Carson City will review and acknowledge that the Baseline Documentation Report contains an accurate representation of the biological and physical conditions of the Property and of the current and historical uses of the Property.
5. Permitted Uses. Carson City is entitled to use and occupy the Property, including the right to permit others to use and occupy the Property, in all uses not expressly prohibited herein consistent with the conservation purpose and values. Carson City may authorize third party uses of the Property, by lease, permit, or other means as provided, and those authorizations shall be subject to the terms of this

Easement. Carson City shall continue to be fully responsible for compliance with all terms and conditions of this Easement.

Without limiting the foregoing, the following uses and practices, though not necessarily an exhaustive recital of consistent uses and practices, are permitted under this Easement, and are not to be precluded, prevented, or limited by this Easement. They are set forth both to establish specific prohibited and permitted activities and to provide guidance in determining the consistency of other activities with the conservation purpose of this Easement.

(a) To reside on the Property for the purpose of caretaking and management of the Property.

(b) The right to lease, rent or permit portions of the Property for agricultural use, together with the right to perform customary agricultural operations for the production of hay, pasture and cattle grazing, including the use of fertilizers, pesticides, herbicides and biocides in accordance with the Management Plan (Section 7), current environmental standards and practices and all applicable laws and regulations.

(c) The right to prevent trespass and control access to the Property.

(d) The right to use water resources, including treated effluent, on the Property for use in agricultural operations, wetlands management and for public consumption on the Property.

(e) The right to store, gather, or dispose of agricultural products and byproducts on the Property, including, but not limited to, agricultural refuse, burn piles, and animal remains, so long as it is done in accordance with all applicable laws and regulations.

(f) The right to maintain and replace existing facilities and structures. Replacement of existing facilities and structures must be approved by the BLM in writing, consistent with the conservation purpose and values. The size, location, style and use of the replaced facilities and structures will be considered by BLM in determining consistency with the conservation purpose and values.

(g) The right to conduct or permit passive recreation activities on the Property. Passive recreation are those activities that are temporary in nature and do not require development of permanent structures or facilities not already in place as of March 31, 2009 unless otherwise allowed under this Easement. Passive recreation may include without limitation fishing, birding, nature observation, hiking, running, mountain biking, equestrian riding, including horse drawn wagons and carriages, non-motorized boating, geo caching, swimming, and picnicking.

(h) The right to conduct or permit events on the Property. Events will be guided by the Management Plan (Section 7) and limited in size, frequency, duration, location and season of use, commensurate with the capacity of existing facilities and in a manner that would not conflict, impair, or interfere with the conservation purpose and values. Events may include without limitations private weddings and parties, music concerts, running events, environmental education, equestrian activities.

(i) Except for official use, the right to use or permit the use of motorized off highway vehicles (OHV) on designated roads, trails and areas located in the south end of Prison Hill, consistent with the Management Plan (Section 7). OHV use may be restricted or prohibited if necessary to meet the objectives of the conservation purpose and values. OHVs may be allowed to use specific staging area(s) and designated trails located east of Sierra Vista Road, formerly known as Mexican Dam Road, for the purpose of access to the Pine Nut Mountains.

(j) The right to construct and maintain trails and trailhead facilities.

(k) The right to conduct fuels reduction projects. Vegetation may be removed, mowed, burned or otherwise treated, to reduce or eliminate fuels to suppress wildland fire in accordance with the conservation purpose and values of this Easement.

6. Prohibited Uses. Carson City is prohibited from uses or development of the property that would conflict, impair, or interfere with the conservation purpose and values of this Easement.

   The following activities and uses, though not an exhaustive recital of inconsistent uses and practices, are inconsistent with the conservation purpose and values of this Easement, and are expressly prohibited upon or within the Property.

   (a) The legal or *de facto* subdivision of the Property for any purpose, except as may be required by law for the uses permitted in Section 5 or for a voluntary conveyance to a government or nonprofit entity for public access expressly permitted in Section 5.
   (b) Residential, non-agricultural commercial, industrial, mining, power production, municipal water development or other incompatible development or improvements of the Property, excepting production of power from wind, geothermal or solar facilities for exclusive use on the Property.
   (c) The sale, transfer or conveyance of the Property, or a portion of the Property, in accordance with OPLMA and subject to a reversionary interest held by the United States.
   (d) Organized sports requiring dedicated, constructed fields or courts.
   (e) OHV use except in designated areas.
   (f) Golf courses
   (g) Hunting, over-night camping unless approved as part of an event, disc golf, paint ball games and hot air balloons
   (h) Events – motorized events (other than OHV events at South Prison Hill), fairs & carnivals, cars shows and rodeos.
   (i) Disposal or unlawful storage of hazardous substances as defined by the Comprehensive Environmental Response, Compensation and Liability Act, (CERCLA), 42 USC 9601 *et seq.*

7. Management Plan. Carson City will prepare a Management Plan for the Property to be completed within one year from execution of this Easement. The Management Plan will be prepared in consultation with the public and BLM and submitted to BLM for approval. The Management Plan will direct the use and occupancy of the Property, including agricultural operations, public day use and events. The Management Plan will consider the following factors in determining consistency with the conservation purpose and values for events: Size, duration, frequency, location and season of use. The Management Plan will also describe and direct appropriate use and occupancy for specific land use areas, including: Carson River – floodplain and riparian corridor; Prison Hill – motorized and non-motorized areas; agricultural lands – irrigated and non-irrigated; Historic Ranch Complex – Red House, White House, outbuildings and corrals; Ambrose Carson River Natural Area; Wetlands – mitigation wetland area; and East Silver Saddle Ranch - motorized staging areas. BLM and Carson City will meet not less than every five years to review and, if necessary, modify the Management Plan to ensure that use and occupancy of the Property is consistent with the Conservation Purpose and Values.

8. Prior Notice and Approval

   (a) Prior Notice. Where required in this Conservation Easement, BLM has the right to require Carson City to submit proposals for advanced approval by the Authorized Officer. This is to afford the BLM an opportunity to ensure that the proposed activities are designed and carried out in a manner consistent with the purposes of this Conservation Easement. Carson City shall not undertake or permit any activity requiring prior approval by BLM without first having notified and received approval from BLM as provided herein. Whenever notice is required, Carson City shall notify BLM in writing not less than forty-five (45) days prior to the date Carson City intends to undertake the proposed activity. The notice shall describe all aspects of the proposed activity, including location, design, materials or equipment to be used, dates and duration, and any other relevant information

regarding the proposed activity, in sufficient detail to permit BLM to make an informed judgment as to its consistency with the purpose and values of this Conservation Easement.

(b) BLM's Approval. Where BLM's approval is required, BLM shall grant or withhold its approval and notify Carson City in writing within forty-five (45) days of receipt of Carson City's written request for approval provided that adequate information to evaluate the request has been received by the BLM. BLM's failure to respond in writing to Carson City's request within forty-five (45) days of receipt shall not be deemed approval by BLM. BLM's approval may be withheld only upon reasonable determination by BLM that the proposed action would be inconsistent with the purpose of this Easement, or if additional information from Carson City is necessary to evaluate the proposed action.

9. Monitoring – The BLM will conduct a field inspection of the Property, at least annually, for the oversight and enforcement of the Easement subject to the following provisions:
   (a) BLM will provide prior reasonable notice to Carson City to enter the Property for the purpose of an inspection(s);
   (b) Carson City and BLM mutually agree to participate and cooperate in the performance of the field inspection(s) and any follow up meetings;
   (c) BLM's costs for the inspections, including labor, vehicles and other incidental expenses, will be reimbursed from the Silver Saddle Endowment Account, an account established in the Treasury of the United States and funded by Carson City.
10. Enforcement- BLM may prevent any activity on or use of the Property that is inconsistent with the purposes of this Conservation Easement, and to require and enforce the restoration of such areas or features of the Property that may be impaired, interfered with, or damaged by any inconsistent activity or use permitted by Carson City.
11. BLM'S Remedies. If a dispute arises between the parties concerning the consistency of any proposed use or activity with the purpose of this Conservation Easement, the parties shall meet together to discuss the dispute and attempt resolution. In evaluating whether a particular use of the Property conflicts, impairs, or interferes with the conservation purpose and values, both the magnitude and duration of the actual and expected effect on the conservation purpose and values will be taken into account. The prohibited uses of the Property expressly set forth in Section 6 are in conflict with the conservation purpose and values of this Conservation Easement. In the event that BLM and Carson City cannot resolve any dispute hereunder, the provisions of this Conservation Easement are enforceable by BLM, its successors or assigns, through all remedies available at law or in equity.
   (a) Notice of Violation. If BLM determines that a violation of the terms of this Conservation Easement has occurred or that a violation is threatened, BLM shall give written notice to Carson City of such violation and demand corrective action sufficient to cure the violation. If Carson City fails to cure the violation within a reasonable timeframe as specified by BLM, after receipt of notice thereof from BLM, or fails to continue diligently to cure such violation until finally cured, BLM may seek injunctive relief as set forth herein.
   (b) Injunctive Relief. Where irreparable harm may occur, BLM in its sole judgment may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Conservation Easement, to enjoin the violation, *ex parte* as necessary, by temporary or permanent injunction, and to require the restoration of the Property to the condition that existed prior to any such injury.
   (c) Damages. BLM shall be entitled to recover any damages to which it may be entitled for violation of the terms of this Conservation Easement or injury to any Conservation Values protected by this Conservation Easement, including, without limitation, damages for the loss of scenic, aesthetic, or environmental values. Without limiting Carson City's liability therefore, BLM, in its sole discretion, may apply any damages recovered to the cost of undertaking any corrective action on the Property.

(d) Emergency Enforcement. If BLM, in its sole discretion, determines that circumstances require immediate action to prevent or mitigate significant damage to the Conservation Values of the Property, or to prevent a material breach or extinguishment of the Conservation Easement, BLM may pursue its remedies under this section without prior notice to Carson City or without waiting for the period provided for to expire.

(e) Scope of Relief. BLM's rights under this section apply equally in the event of either actual or threatened violations of the terms of this Conservation Easement. The parties agree that BLM's remedies at law for any violation of the terms of this Conservation Easement may be inadequate and that BLM shall be entitled to the injunctive relief described in this section, both prohibitive and mandatory, in addition to such other relief to which BLM may be entitled, including specific performance of the terms of this Conservation Easement, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. BLM's remedies described in this section shall be cumulative and shall be in addition to all remedies now or hereafter existing at law or in equity.

(f) Costs of Enforcement. In any action, suit, or other proceeding undertaken to enforce the provisions of this Conservation Easement, the prevailing party shall be entitled to recover from the non-prevailing party all reasonable costs and expenses including attorneys' and experts' fees as allowed by law, and if such prevailing party recovers judgment in any action or proceeding, such costs and expenses shall be included as part of the judgment. In addition, in the event BLM prevails in any such action that results in an order directing Carson City to undertake restoration, then Carson City shall bear all costs thereof.

(g) BLM's Discretion. Enforcement of the terms of this Easement shall be at the discretion of BLM, and any forbearance by BLM to exercise its rights under this Conservation Easement in the event of any breach of any term of this Conservation Easement by Carson City shall not be deemed or construed to be a waiver by BLM of such term or of any subsequent breach of the same or any other term of this Conservation Easement, or any of BLM's rights under this Conservation Easement.

(h) Waiver of Certain Defenses. Carson City acknowledges that it has carefully reviewed the Conservation Easement. In full knowledge of the provisions of this Conservation Easement, BLM hereby waives any claim or defenses it may have against Carson City or its successors in interest under or pertaining to this Conservation Easement based upon waiver, laches, estoppel, adverse possession, or prescription.

(i) Acts Beyond Carson City's Control. Nothing contained in this Conservation Easement shall be construed to entitle BLM to bring any action against Carson City for any injury to or change in the Property resulting from causes beyond Carson City's control, including without limitation, fire, flood, storm, and natural earth movement, or from any prudent action taken by Carson City under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes; provided that Carson City shall notify BLM of such change in the Property and any emergency actions taken by Carson City.

12. <u>Costs, Liabilities, and Indemnification</u>

(a) Costs Incident of Ownership. Carson City retains all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of the Property, including the maintenance of adequate comprehensive general liability insurance coverage. BLM shall have no obligation for the upkeep or maintenance of the Property. Carson City shall keep the Property free of any liens arising out of any work performed for, materials furnished to, or obligations incurred by Carson City; provided that nothing in this section shall prohibit Carson City from recording

a deed of trust against the Property to secure Carson City's indebtedness as long as such deed of trust shall remain subordinate to this Conservation Easement.

(b) Taxes. Carson City shall pay before delinquency all taxes, assessments, fees, and charges of whatever description levied on or assessed against the Property by competent authority (collectively "taxes"), if any, including any taxes imposed upon, or incurred as a result of, this Conservation Easement, and shall furnish BLM with satisfactory evidence of payment upon request. BLM shall have no obligation to pay any taxes levied on or assessed against the Property.

(c) Indemnification. Carson City shall hold harmless, indemnify, and defend BLM its officers, employees, agents, and contractors, its successors and assigns of each of them (collectively "Indemnified Parties") from and against all liabilities, penalties, fines, costs, losses, damages, expenses, causes of action, claims, demands, or judgments of any kind or nature arising from the past, present, and future acts or omissions of Carson City or its employees, agents, contractors, or lessees (collectively "Carson City et al."), including, without limitation, reasonable attorneys' and experts' fees arising from or in any way connected with Carson City et al.'s uses, occupancy, or operation on the Property which has already resulted or does hereafter result in: (1) violations of federal, state, and local laws and regulations that are now, or may in the future become, applicable to the Property; (2) judgments, claims, or demands of any kind against the Indemnified Parties, unless due to the negligence or willful misconduct of any of the Indemnified Parties; (3) costs, expenses, or damages of any kind against the Indemnified Parties, unless due to the negligence or willful misconduct of any of the Indemnified Parties; (4) injury to or the death of any person, or physical damage to any property, resulting from any act, omission, condition, or other matter related to or occurring on or about the Property, regardless of cause, unless due to the negligence or willful misconduct of any of the Indemnified Parties; (5) the breach by Carson City et al. of any of its obligations set forth in this Conservation Easement; (6) the existence or release or threatened release off, on, into, or under the Property of any hazardous waste(s), substance or other contaminants as they are now and may hereafter be defined under any local, state, and federal statute, law or regulations, unless due to the negligence or willful misconduct of any of the Indemnified Parties; (7) activities by which solid or hazardous substances or waste, as defined by federal or state laws are generated, released, stored, used or otherwise disposed of on the Property, and any cleanup response, remedial action or other actions related in any manner to said solid or hazardous substances or wastes, unless due to the negligence or willful misconduct of any of the Indemnified Parties; or (8) natural resource damages as defined by federal or state law. Carson City's obligations under this section shall not apply with respect to any such hazardous waste, substance or other contaminants released on the Property by any of the Indemnified Parties the Indemnified Parties' representatives or agents.

13. General Provisions.

(a) Controlling Law. The laws of the United States of America and the State of Nevada shall govern the interpretation and performance of this Conservation Easement.

(b) Liberal Construction. Any general rule of construction to the contrary notwithstanding, this Conservation Easement shall be liberally construed in favor of protecting the Conservation Values and the purpose of this Conservation Easement. If any provision in this instrument is found to be ambiguous, an interpretation consistent with the purpose of this Conservation Easement that would render the provision valid shall be favored over any interpretation that would render the provision invalid.

(c) Severability. If any provision of this Conservation Easement, or the application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions and purposes of this

Conservation Easement, and/or the application of such provision to person or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

(d) Entire Agreement. The instrument sets forth the entire agreement of the parties with respect to this Conservation Easement and supersedes all prior discussions, negotiations, understandings, or agreements relating to this Conservation Easement, all of which are merged herein.

(e) No Forfeiture. Nothing contained herein will result in a forfeiture or reversion of Carson City's title in any respect.

(f) Joint Obligations. The obligations imposed by this Conservation Easement upon Carson City shall be joint and several.

(g) Successors. The covenants, terms, conditions, and restrictions of this Conservation Easement shall be binding upon, and inure to the benefit of, the parties hereto and their respective personal representatives, heirs, successors, and assigns, and shall continue as a servitude running in perpetuity with the Property. The terms "Carson City" and "BLM," wherever used herein, and any pronouns used in place thereof, shall include, respectively, Carson City and all of Carson City's successors and assigns, and

(h) Termination of Rights and Obligations. A party's rights and obligations under this Conservation Easement terminate upon transfer of the party's interest in the Conservation Easement or Property, except that liability for acts or omissions occurring prior to transfer shall survive transfer.

(i) Captions. The captions in this instrument have been inserted solely for convenience of reference, are not a part of this instrument, and shall have no effect upon construction or interpretation.

(j) Perpetual Duration. This Conservation Easement shall constitute a covenant and servitude running with the land in perpetuity. Every provision of this Conservation Easement that applies to Carson City or BLM shall also apply to such party's respective agents, heirs, executors, administrators, assigns, and all other successors as their interests may appear.

14. Exhibits. The following exhibits are attached hereto and incorporated into this Conservation Easement:
Exhibit A: OPLMA Map of November 7, 2008
Exhibit B: Map of the Silver Saddle Ranch Carson River Area Conservation Easement

IN WITNESS WHEREOF, the City and BLM have fully executed this Agreement as of the date first above written.

"GRANTOR"
BUREAU OF LAND MANAGEMENT

Linda J. Kelly
Field Manager
Sierra Front Field Office
Carson City District

DATE: Dec 22, _____, 2010

"GRANTEE"
CARSON CITY

Robert L. Crowell, Mayor

Juan F. Guzman, Open Space Manager

Approved as to form:

Neil Rombardo, District Attorney

DATE: 12/16 _____, 2010