

OPEN SPACE ADVISORY COMMITTEE STAFF REPORT

MEETING DATE: April 17, 2017

AGENDA ITEM NUMBER: 3A

STAFF: Ann Bollinger, Open Space Administrator

REQUEST: **For Possible Action:** To provide recommendations on future projects at the trailheads located along Sierra Vista Lane at the expense of the Quality of Life – Open Space budget.

GENERAL DISCUSSION:

On February 27, 2017, the Committee reviewed the 30% design plans for improvements along Sierra Vista Lane provided by Carson City Public Works and specifically focused on the two trailhead facilities managed by the Open Space Division. These trailheads are located on East Silver Saddle Ranch: 1) between the river and the road, which would provide access to Mile 0 on the Carson River Aquatic Trail and 2) one on the east side of the Sierra Vista Lane, which would provide improved access for equestrians and OHVs. The Committee approved the motion to accept staff comments and incorporate comments by Mr. Dan Greytak and the Committee. Those comments are below. Since that meeting, the grant-funding agency (Central Federal Lands) has been working to complete the final design. The design is nearly 95% complete.

At the February meeting, Mr. Dirk Goering with Carson City Public Works offered to research whether the project could be completed in two phases: 1) road construction and 2) trailhead construction. Unfortunately, two separate phases would result in a significant cost increase to the project and cannot be accommodated in the current budget. Project construction is anticipated to begin as early as August 2017.

In addition to the recommendations, the Committee requested a field tour of the project area. This agenda item is to formally discuss the presentation(s) from the field tour and provide further recommendations and/or direction to staff on a future project.

Comment summary:

Parking Area 2 – Sand Canyon (off-highway vehicle (OHV) and equestrian access)

- Redesign for pull-through parking for both OHV and equestrian users is preferred and in two separated areas.
- Add motion sensor lighting.
- Concrete car stops can be removed to reduce initial and long-term costs.
- Provide split-rail fencing to delineate parking area and direct users to proper access areas.
- Provide ADA-compliant access to the restroom, possibly with an enlarged concrete pad for parking if necessary.
- In order to provide a better facility, it is acceptable to extend improvements outside the disturbed area.

Parking Area 3 – East Silver Saddle Ranch Trailhead

- Move the primary access road to be located directly access from the Sand Canyon Trailhead. This would reduce the length of the access road and provide a better line of sight to the parking area for safety. The new access road should be designed and constructed with minimal grade which will help reduce erosion issues.
- Review other access roads and determine which, if any, should be closed.
- A gravel access road is preferred for long term maintenance purposes.
- A pull-through parking style is preferred for boat trailers.
- Review the potential of a little access road or pull-around loop closer to the river to shorten the distance between the parking area and river for boat lunching purposes. A shorter-height split-rail fence with openings and/or loop road would assist in having a shorter distance to carry a kayak or raft. Limit parking time to 15 minutes.
- In order to provide a better facility, it is acceptable to extend improvements outside the disturbed area. The parking area should accommodate more than 10 cars. Try to concentrate access and parking.
- Due to the proximity to the river and water use, a porta-potty shelter is highly desired.
- Provide ADA-compliant access to the restroom, possibly with an enlarged concrete pad for parking if necessary.
- Concrete car stops can be removed to reduce initial and long-term costs.
- Split three rail fencing to delineate parking area and prevent access to restricted areas.

General

- Incorporate best management practices for the drainage and slopes
- Incorporate lights
- Incorporate a fence/barrier design which could not be moved and identify a fence/barrier width which would accommodate non-motorized access but prevent motorized access i.e. dirt bikes.

Comments for future consideration (outside the scope of the current project area)

- Incorporate surveillance
- Decommission and reclaim redundant and unnecessary “roads”

RECOMMENDED ACTION: I move to provide recommendations on future projects at the trailheads located along Sierra Vista Lane at the expense of the Quality of Life – Open Space budget.