



# STAFF REPORT

**Agenda Item:** 3A

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

**Meeting Date:** June 15, 2020

**Staff Contact:** Gregg Berggren, Trails Coordinator  
Dirk Goering, Senior Transportation Planner

**Agenda Title:** For Discussion Only: Review and discussion regarding the updated 70% conceptual design plans for the proposed Waterfall Trailhead Parking Area (also known as the Kings Canyon Trailhead Parking Lot).

**Staff Summary:** This item is to review the 70% design for the proposed Kings Canyon Trailhead Parking Area, also known as the Waterfall Trailhead Parking Area.

**Agenda Action:** Other/Presentation

**Time Requested:** 20 minutes

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## **Proposed Motion**

N/A

## **Board's Strategic Goal**

Quality of Life

## **Previous Action**

N/A

## **Background/Issues & Analysis**

On July 25, 2018, the Carson City Regional Transportation Commission (RTC), the U.S. Forest Service (USFS) and the Federal Highway Administration (FHWA) signed a Memorandum of Agreement to move forward with a Federal Land Access Program (FLAP) project to make improvements to the Kings Canyon Road. A portion of this project includes construction of a new Kings Canyon Trailhead Parking Area which is identified in the Unified Pathways Master Plan as a trailhead providing trailer parking. Below is an excerpt from the agreement:

***"Waterfall Trailhead Parking Area:** The parking area will be expanded for approximately 30 car parking stalls (paved), 1 ADA parking concrete pad, 2 trailer parking stalls (gravel) and a vault toilet. An existing covered kiosk and existing interpretive plaque will be relocated. The final parking lot design and capacity will be determined during preliminary design."*

On August 6, 2018, the Open Space Advisory Committee (OSAC) approved 5-0 the "use of approximately \$35,000 from the Quality of Life (Open Space) fund to serve as a portion of the required 5% local match to a Federal Lands Access Program grant (total project cost approximately \$3.7 million) for trailhead/roadway improvements in Kings Canyon." Attached are the staff report and meeting minutes.

Central Federal Lands (CFL) is responsible for design of the parking area, and on October 1, 2019, CFL's concept design for the parking area was presented to the Parks and Recreation Commission (PRC) for discussion and

review. On October 21, 2019, the concept design was presented to the Open Space Advisory Committee for discussion and review. Attached are the staff reports and meeting minutes for both.

Comments from the public and from Commissioners and Committee Members were relayed to CFL and to the USFS. Subsequently, some modifications to the concept plan were made by CFL as they produced the 70% design plans which are attached. Dirk Goering, Senior Transportation Planner, is the City's lead for this project.

**Applicable Statute, Code, Policy, Rule or Regulation**

N/A

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number:

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact:

**Alternatives**

**Board Action Taken:**

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

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

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

Aye/Nay

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

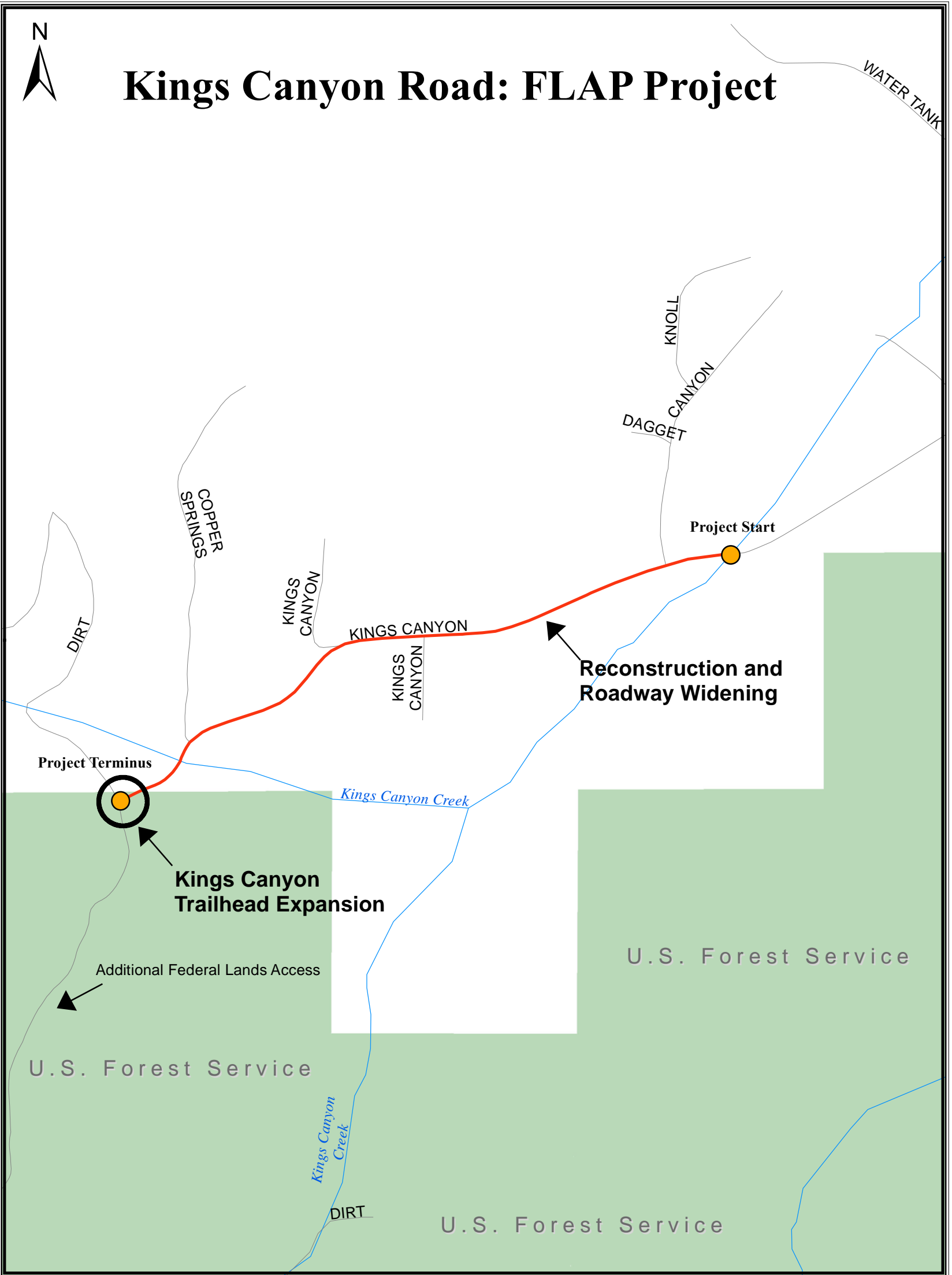
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\_\_\_\_\_  
(Vote Recorded By)



# Kings Canyon Road: FLAP Project





# STAFF REPORT

**Report To:** Open Space Advisory Committee

**Meeting Date:** August 6, 2018

**Staff Contact:** Jennifer Budge, CPRP, Parks and Recreation Director

**Agenda Title:** Discussion and possible recommendation to staff regarding the use of approximately \$35,000 from the Quality of Life (Open Space) fund to serve as a portion of the required 5% local match to a Federal Lands Access Program grant (total project cost approximately \$3.7 million) for trailhead/roadway improvements in Kings Canyon; and further direct staff to pursue additional grant funding to supplement the trailhead improvements. (Jennifer Budge, CPRP) (Jennifer Budge, [jbudge@carson.org](mailto:jbudge@carson.org))

**Staff Summary:** Carson City Public Works and Parks, Recreation and Open Space Departments have been working cooperatively to secure funding through the Federal Lands Access Program for much needed improvements to Kings Canyon Road and the Waterfall Trailhead. This project is estimated at \$2.9 million dollars and requires a 5% local match for the grant program. If approved, this item will allocate approximately \$35,000 from the Open Space budget, with the remaining required match from Public Works, as authorized by the Regional Transportation Commission.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 20 minutes

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## **Proposed Motion**

“I move to recommend that staff approve the use of approximately \$35,000 from the Quality of Life (Open Space) fund to serve as a portion of the required 5% local match to a Federal Lands Access Program grant (total project cost approximately \$3.7 million) for trailhead/roadway improvements in Kings Canyon; and further direct staff to pursue additional grant funding to supplement the trailhead improvements.”

## **Board's Strategic Goal**

Sustainable Infrastructure

## **Previous Action**

November 27, 2017 - Carson City Regional Transportation Commission approved pursuit of this FLAP grant and accepted the fiscal impact associated with the 5% required local match.

## **Background/Issues & Analysis**

The grant application requested funds for improvements to Kings Canyon Road and to expand the existing trailhead located on U.S. Forest Service property. Project improvements include roadway reconstruction, storm water improvements, and the expansion of the existing trailhead. The trailhead is significantly undersized for current levels of use, creating roadway obstruction and possible delays to emergency responders in the area.

Attached for the Committee's reference are copies of the FLAP funding documents, notice of award, project site map, scope of work, and site photos.

**Applicable Statute, Code, Policy, Rule or Regulation**

Carson City Grant Policy and Procedures  
Carson City Municipal Code 13.06.140  
Carson City Municipal Code 13.06.150

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number: Quality of Life – Open Space. Maintenance and Management / 254-5047-452-0450

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: While it hasn't yet been confirmed from the FLAP grant administrator, it is anticipated that the \$35,000 would be contributed with 50% from FY 19 and 50% from FY 20. There is currently adequate funding available in the open space budget that is not encumbered or obligated to other grant projects.

**Alternatives**

Do not approve the item and provide additional direction to staff.

**Committee Action Taken:**

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

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

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

Aye/Nay

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)

**NV FLAP 39(1)**  
**Kings Canyon Road (and Trailhead)**  
**Funding Summary**

	<b>Scoping Estimate</b>	<b>Trailhead (approx. 20% of project)</b>	<b>Open Space (5% cash match)</b>
<b>Fiscal Year 2019</b>			
Scoping/Prelim. Engineering	\$ 435,000	\$ 87,000	\$ 4,350
Construction Engineering	\$ 346,000	\$ 69,200	\$ 3,460
<b>Sub-total</b>	<b>\$ 781,000</b>	<b>\$ 156,200</b>	<b>\$ 7,810</b>
<b>Fiscal Year 2020</b>			
Construction (with construction cost escalation)	\$ 2,660,000	\$ 532,000	\$ 26,600
<b>Sub-total</b>	<b>\$ 2,660,000</b>	<b>\$ 532,000</b>	<b>\$ 26,600</b>
<b>Total</b>	<b>\$ 3,441,000</b>	<b>\$ 688,200</b>	<b>\$ 34,410</b>

# Kings Canyon FLAP Grant Exhibits



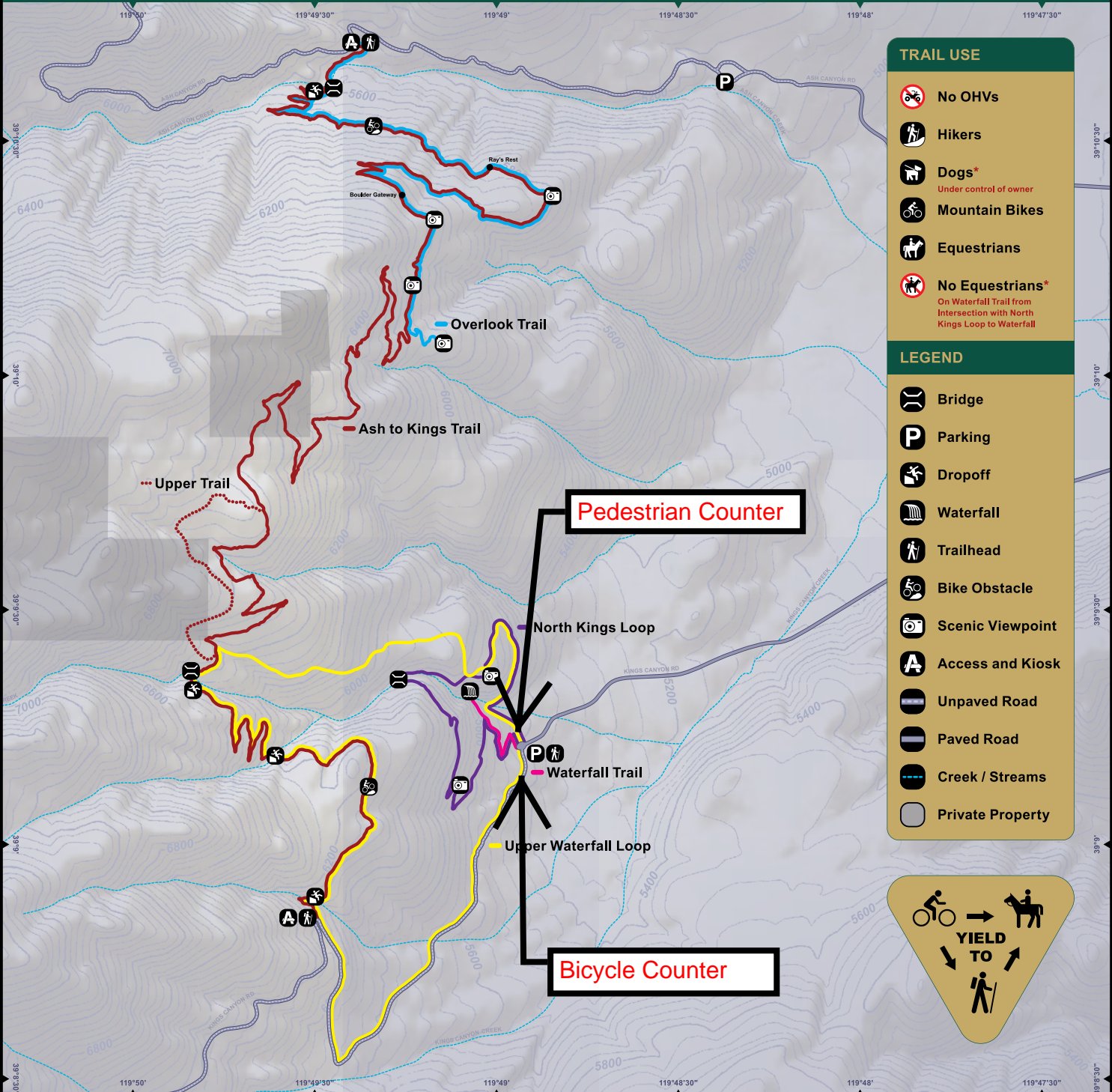
## Kings Canyon Trailhead Pedestrian & Bicycle Counts

Date	Day of the Week	Pedestrian Counts (in & out)	Total Pedestrians	Bicycle Counts
11/8/2017	Wednesday	82	41	4
11/9/2017	Thursday	70	35	1
11/10/2017	Friday	188	94	4
11/11/2017	Saturday	447	224	22
11/12/2017	Sunday	427	214	23
11/13/2017	Monday	88	44	1
11/14/2017	Tuesday	136	68	4
11/15/2017	Wednesday	23	12	0
11/16/2017	Thursday	8	4	1
11/17/2017	Friday	127	64	5
11/18/2017	Saturday	298	149	8
11/19/2017	Sunday	270	135	8
11/20/2017	Monday	81	41	4
11/21/2017	Tuesday	No Data Collected	No Data Collected	12
11/22/2017	Wednesday	No Data Collected	No Data Collected	8
11/23/2017	Thursday	No Data Collected	No Data Collected	23
11/24/2017	Friday	No Data Collected	No Data Collected	12
11/25/2017	Saturday	No Data Collected	No Data Collected	9
11/26/2017	Sunday	No Data Collected	No Data Collected	2
11/27/2017	Monday	No Data Collected	No Data Collected	3
11/28/2017	Tuesday	No Data Collected	No Data Collected	0
11/29/2017	Wednesday	No Data Collected	No Data Collected	3
11/30/2017	Thursday	No Data Collected	No Data Collected	3
12/1/2017	Friday	No Data Collected	No Data Collected	2
12/2/2017	Saturday	No Data Collected	No Data Collected	2
12/3/2017	Sunday	No Data Collected	No Data Collected	3
12/4/2017	Monday	No Data Collected	No Data Collected	1
<b>Total</b>		<b>2,245</b>	<b>1,123</b>	<b>168</b>
<b>Daily Average</b>			<b>86</b>	<b>6</b>
<b>Estimated Annual Counts</b>			<b>31,516</b>	<b>2,271</b>
<b>Annual Total Pedestrian and Bicyclists</b>		<b>33,787</b>		

Counts collected by Carson City Public Works Staff

# ASH TO KINGS TRAIL

0 0.5 km  
0 0.5 mi



## TRAIL USE

- No OHVs
- Hikers
- Dogs\*  
Under control of owner
- Mountain Bikes
- Equestrians
- No Equestrians\*  
On Waterfall Trail from Intersection with North Kings Loop to Waterfall

## LEGEND

- Bridge
- Parking
- Dropoff
- Waterfall
- Trailhead
- Bike Obstacle
- Scenic Viewpoint
- Access and Kiosk
- Unpaved Road
- Paved Road
- Creek / Streams
- Private Property



TRAIL ACCESS INFORMATION		Grade <small>Std Ramp is 8.3%</small>		Cross Slope		Tread Width		Surface
Trail Name	Length	Typical	Maximum	Typical	Maximum	Typical	Minimum	Type
Ash to Kings Trail	7.4 mi	8.2%	0.38 mi is 21% - 35%	6.1%	0.23 mi is 20% - 31%	18 in	15 in	Soil
Overlook Trail	2.8 mi	8.4%	2322 ft is 16% - 32%	5.9%	438 ft is 16% - 30%	17 in	15 in	Soil
Upper Water Fall Loop	4.4 mi	10.3%	476 ft is 21% - 35%	5.4%	573 ft is 16% - 23%	106 in	15 in	Soil
Waterfall Trail	0.2 mi	12.1%	21 ft is > 42%	5.9%	95 ft is 13% - 17%	26 in	6 in	Soil / Rock / Boulder
North Kings Loop	1.7 mi	11.5%	768 ft is 21% - 38%	6.3%	376 ft is 16% - 37%	57 in	6 in	Soil

**WARNING:** Trail conditions may have changed since of June 2015 when these trails were assessed. Signage created by **Beneficial Designs Inc.** using trail data collected by a certified trail assessment coordinator.



1. FOR POSSIBLE ACTION ON APPROVAL OF MINUTES (No action).

(6:02:38) – There were no minutes for approval.

2. MODIFICATIONS TO THE AGENDA

(6:02:39) – There were no modifications to the agenda.

3. MEETING ITEMS

A. **FOR POSSIBLE ACTION: DISCUSSION AND POSSIBLE RECOMMENDATION TO STAFF REGARDING THE USE OF APPROXIMATELY \$35,000 FROM THE QUALITY OF LIFE (OPEN SPACE) FUND TO SERVE AS A PORTION OF THE REQUIRED 5% LOCAL MATCH TO A FEDERAL LANDS ACCESS PROGRAM GRANT (TOTAL PROJECT COST APPROXIMATELY \$3.7 MILLION) FOR TRAILHEAD/ROADWAY IMPROVEMENTS IN KINGS CANYON; AND FURTHER DIRECT STAFF TO PURSUE ADDITIONAL GRANT FUNDING TO SUPPLEMENT THE TRAILHEAD IMPROVEMENTS.**

(6:02:47) – Chairperson Scott introduced the item and gave background on having the Public Works Department “secure a very significant grant with a very small [five percent] local match which includes a trailhead”. He also reviewed the information provided in the Staff Report, noting that part of the match was being provided by the Regional Transportation Commission (RTC) and suggested applying for an OHV grant as well. Ms. Budge acknowledged the Public Works Department’s collaboration as well, and noted that “a five percent match is unheard of”. She also responded to clarifying questions by the members, and noted that the urgency for this meeting was to be able to report this Committee’s feedback to the August 8, 2018 RTC meeting. There were no public comments.

**(6:15:20) – MOTION: I move to recommend that Staff approve the use of approximately \$35,000 from the Quality of Life (Open Space) fund to serve as a portion of the required 5 percent local match to a Federal Lands Access Program grant (total project cost approximately \$3.7 million) for trailhead/roadway improvements in Kings Canyon; and further direct staff to pursue additional grant funding to supplement the trailhead improvements.**

(6:12:24) – Ms. Budge clarified that the \$35,000 amount will be 50 percent funded from this year’s budget and 50 percent funded from next year’s budget. Member Hall received confirmation from Ms. Budge that the match will not cause a budget discrepancy.

<b>RESULT:</b>	<b>APPROVED (5-0-0)</b>
<b>MOVER:</b>	Scott
<b>SECONDER:</b>	Massad
<b>AYES:</b>	Scott, Welch, Hall, Massad, Michael
<b>NAYS:</b>	None
<b>ABSTENTIONS:</b>	None
<b>ABSENT:</b>	Evans, Inversin



# STAFF REPORT

## Agenda Item: 3C

**Report To:** Parks and Recreation Commission

**Meeting Date:** October 1, 2019

**Staff Contact:** Gregg Berggren, Trails Coordinator  
Dirk Goering, Senior Transportation Planner

**Agenda Title:** For Discussion Only: Review and discussion regarding proposed design of the Kings Canyon Trailhead project funded by a Federal Lands Access Program grant.

**Staff Summary:** This item is to review the conceptual design for the proposed Waterfall Trailhead Parking Area, also known as the Kings Canyon Trailhead Parking Lot and provide an opportunity for the Commission to give feedback.

**Agenda Action:** Other/Presentation

**Time Requested:** 15 minutes

### **Proposed Motion**

For discussion only

### **Board's Strategic Goal**

Quality of Life

### **Previous Action**

N/A

### **Background/Issues & Analysis**

On July 25, 2018, the Carson City Regional Transportation Commission (RTC), the U.S. Forest Service (USFS) and the Federal Highway Administration (FHWA) signed a Memorandum of Agreement to move forward with a Federal Land Access Program (FLAP) project to make improvements to the Kings Canyon Road. A portion of this project includes construction of a new Waterfall Trailhead Parking Area, and below is an excerpt from the agreement:

***"Waterfall Trailhead Parking Area:** The parking area will be expanded for approximately 30 car parking stalls (paved), 1 ADA parking concrete pad, 2 trailer parking stalls (gravel) and a vault toilet. An existing covered kiosk and existing interpretive plaque will be relocated. The final parking lot design and capacity will be determined during preliminary design."*

Central Federal Lands (CFL) is responsible for design of the parking lot, and have produced a conceptual design which is attached for review and comment. CFL is especially looking for comment regarding the number of parking stalls, location of the vault toilet, placement of Kings Canyon Road, and overall parking lot circulation and layout. Dirk Goering, Senior Transportation Planner, is the City's lead for this project.

### **Applicable Statute, Code, Policy, Rule or Regulation**

N/A



**MINUTES**  
**Regular Meeting**  
**Carson City Parks and Recreation Commission (PRC)**  
**Tuesday, October 1, 2019 ● 5:30 PM**  
**Community Center Bonanza Room**  
**851 East William Street, Carson City, Nevada**

**Committee Members**

**Chair – Lee-Ann Kever**  
**Commissioner – Lori Bagwell**  
**Commissioner – Brett Long**  
**Commissioner – Dave Whitefield**

**Vice Chair – Lea Cartwright**  
**Commissioner – Joe Cacioppo**  
**Commissioner – Kurt Meyer**

**Staff**

Jennifer Budge, Parks and Recreation Department Director  
Ben Johnson, Deputy District Attorney  
David Navarro, Parks Operations Superintendent  
Vern Krahn, Senior Park Planner  
Dan Earp, Recreation Superintendent  
Gregg Berggren, Trails Coordinator  
Tamar Warren, Deputy Clerk  
Minutes by: Danielle Howard, Public Meetings Clerk

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

An audio recording of this meeting is available on [www.Carson.org/minutes](http://www.Carson.org/minutes).

**CALL TO ORDER**

(5:32:45) – Chairperson Kever called the meeting to order at 5:32 p.m.

**ROLL CALL AND DETERMINATION OF QUORUM**

(5:32:53) – Roll was called.

(5:35:30) – Mr. Johnson requested a brief recess in order to confer with Chairperson Kever regarding the presence of quorum. Chairperson Kever agreed to the recess.

<b>Attendee Name</b>	<b>Status</b>	<b>Arrived</b>
Chairperson Lee-Ann Kever	Present	
Vice Chair Lea Cartwright	Absent	
Commissioner Lori Bagwell	Present	
Commissioner Joe Cacioppo	Absent	5:38 p.m.
Commissioner Brett Long	Absent	
Commissioner Kurt Meyer	Present	
Commissioner Dave Whitefield	Present	

Chairperson Kever stated for the record that Commissioner Long’s absence was excused.

**C. FOR DISCUSSION ONLY: PROPOSED DESIGN OF THE KINGS CANYON TRAILHEAD PROJECT FUNDED BY A FEDERAL LANDS ACCESS PROGRAM GRANT.**

(6:01:27) – Chairperson Keever introduced the item. Dirk Goering, Senior Transportation Planner for the Carson City Public Works Department, introduced himself and thanked the Staff, the Parks and Recreation Department and the Carson City Public Works Department for allowing him to present the project. He provided background information and presented the proposed design with accompanying images provided in the Staff Report, which are incorporated into the record.

(6:12:13) – Chairperson Keever entertained comments and questions from the Commissioners for Mr. Goering. Mr. Goering explained to Commissioner Cacioppo that “given the current grade of [Kings Canyon Road], it’s at a significant slope,” so the design team would have to “re-grade” and “relocate” the road in order to provide “additional room to help improve grades.”

(6:13:28) – Commissioner Meyer asked about the placement of the vault toilet, and Mr. Goering responded that the vault toilet would be constructed in the central area of the trailhead to create a “central location for usability.”

(6:16:32) – In response to Chairperson Keever’s question, Mr. Goering explained that the road could be designed to prohibit parking that could potentially block residents’ driveways once the parking area became full.

(6:17:36) – In response to Commissioner Cacioppo’s question, Mr. Goering stated that the parking area would be paved.

**PUBLIC COMMENT**

(6:19:00) – Ernie Walsh, a resident of the Kings Canyon area, stated his concern regarding noisy visitors and gangs meeting as well as the necessity of the project size in terms of the 30 parking spaces and the two-vault toilet. Mr. Goering and Mr. Berggren responded that the number of parking spaces for the project were based on a car count from a collection of pictures of the current parking area throughout the seasonal changes, the knowledge of the popularity of the trailhead, and parking for other regional trailheads. Mr. Walsh stated that a majority of those that parked at the trailhead did so to briefly see the waterfall and then leave. He also commented on the safety concerns such as the canyon being a dead end that the 30 cars would cause concern with evacuating in the case of emergencies such as fires. Mr. Goering assured Mr. Walsh and the Commissioners that issues such as flooding could be addressed with Stormwater Senior Project Manager Rob Fellows.

(6:26:07) – Commissioner Bagwell inquired about Mr. Goering’s objective to ensure the improvement of the Kings Canyon area. Mr. Goering explained how the project was a “reconstruction” and “roadway project to improve access to federal lands” and discussed the safety issues with the current condition of the road. He stated that reconstruction would include widening the road “just a tad,” adding two 12-foot lanes, a bike lane for the incline side, and many stormwater improvements starting at the trailhead that would be designed to “reduce what kind of impact the stormwater is having on the private properties along the road” and to “flow correctly and to a capacity” to “improve the situation from a safety aspect, from a pavement condition aspect, ... and just overall [from] a vehicle and pedestrian standpoint.” Commissioner Bagwell explained to Mr. Walsh that the intention was not to “harm the current residents.” She also noted putting “No Parking” signs up for the residents and would

further discuss including a single-vault toilet instead of a two-vault toilet to help mitigate the concerns of residents. Mr. Walsh commented on the initial plan having indicated that the restroom would be at a distance away from the residences so there would not be a smell and suggested moving the access to the trailhead to the left, indicated in the Staff Report image, as he believed it would “make more sense for the restroom to be there,” and there would be less grading.

(6:33:02) – Commissioner Meyer supported the idea of moving the restroom to the left end, as it would “mitigate a lot of parking in front of the Stokes’s property. Mr. Earp clarified that the number of stalls for a restroom would be based on the “peak amount of people in a peak amount of time” visiting the location.

(6:35:36) – Ms. Budge stated that she believed a single unit restroom would be sufficient and pointed out that the current parking was a clear dirt area, and the formalized parking would add significant improvements with the flooding and safety issues.

(6:37:08) – Lorraine Walsh introduced herself as a resident of the Kings Canyon area and stated her concern for people’s safety during a fire in the area with additional vehicles and panicked drivers on the narrow, curvy road as well as with the numerous bicyclists. She commented on how she would like for there to be safe access for wild horses to travel into the cul-de-sac and climb up Kings Canyon Road. She also stated her concern about the narrow road near the creek, as vehicles had crashed into the creek. Mr. Goering informed Ms. Walsh that the Carson City Fire Department gave permission to use the dirt road off of Canyon Drive for secondary use in an emergency, and he confirmed that widening the road near the creek was being considered. He stated that he was working with designers to have a crew “place equipment” or use “plain manpower” to pull out debris that creates blockage in the creek that leads to water spilling out. He also noted that his team would try and keep unmovable objects to the right side of the road when driving up the hill to make driving downhill safer, as his team anticipated greater speeds and loss of vehicle control driving downhill, as well as assess the speed limit so it matched the design of the road.

(6:44:35) – Ken Stokes introduced himself and stated his support for Mr. Walsh’s idea for the restroom to be moved to the left end of the parking area so it would not be so close to his property and “accomplishes what [Mr. Goering]’s and [Mr. Berggren]’s original goal was.” Mr. Stokes supported Mr. Goering’s idea to move his driveway access as well as widening the road. He stated that he disagreed with the number of parking spaces, although “the design criteria is a positive thing.”

(6:48:57) – Discussion ensued among the Commissioners regarding prohibiting access to the trailhead after certain hours. Ms. Budge stated that improved signage indicating accessible hours would make it easier for the Carson City Sheriff’s Office and park rangers to enforce City codes if needed.

(6:52:10) – Diana Lavery introduced herself as a resident of the Kings Canyon area and stated her concern for fire danger in the canyon and the “lack of exit strategy” for those like her who also have horses. Chairperson Keever noted that Mr. Goering and Mr. Berggren could come up with some solution by listening to comments like Ms. Lavery’s. Mr. Goering explained that his team had contacted the U.S. Forest Service about fuel reduction, including reinstating the sheep program, and informed Chairperson Keever that adding another road in case of an emergency would be outside the scope of the project.

(6:55:41) – Mr. Stokes supported reinstating the sheep program and locking up the trailhead after hours.

(6:57:22) – Ms. Budge advised that discussion on the project would continue at the October 23, 2019 Open Space Advisory Committee meeting.

(6:58:09) – Ms. Walsh requested that the project team give horses a safe way to travel on the road when creating the bike lanes.

(6:59:49) – In response to Mr. Baily’s question, Mr. Goering responded that the signed agreement between Central Federal Lands and the City included an expiration date with construction planned for 2021; therefore, deviation from the schedule would need to be planned with Central Federal Lands.



# STAFF REPORT

**Agenda Item:** 3C

**Report To:** Open Space Advisory Committee

**Meeting Date:** October 21, 2019

**Staff Contact:** Gregg Berggren, Trails Coordinator  
Dirk Goering, Senior Transportation Planner

**Agenda Title:** For Discussion Only: Review and discussion regarding the conceptual design for the proposed Waterfall Trailhead Parking Area (also known as the Kings Canyon Trailhead Parking Lot).

**Staff Summary:** See below

**Agenda Action:** Other/Presentation

**Time Requested:** 15 minutes

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On July 25, 2018, the Carson City Regional Transportation Commission (RTC), the U.S. Forest Service (USFS) and the Federal Highway Administration (FHWA) signed a Memorandum of Agreement to move forward with a Federal Land Access Program (FLAP) project to make improvements to the Kings Canyon Road. A portion of this project includes construction of a new Waterfall Trailhead Parking Area, and below is an excerpt from the agreement:

*“**Waterfall Trailhead Parking Area:** The parking area will be expanded for approximately 30 car parking stalls (paved), 1 ADA parking concrete pad, 2 trailer parking stalls (gravel) and a vault toilet. An existing covered kiosk and existing interpretive plaque will be relocated. The final parking lot design and capacity will be determined during preliminary design.”*

On August 6, 2018, the Open Space Advisory Committee approved 5-0 to “use of approximately \$35,000 from the Quality of Life (Open Space) fund to serve as a portion of the required 5% local match to a Federal Lands Access Program grant (total project cost approximately \$3.7 million) for trailhead/roadway improvements in Kings Canyon.” The budget allocation was split between two fiscal years: 50% in Fiscal Year 2018-2019 and 50% in the current fiscal year, both from the Professional Services account. Attached are the staff report, excerpts, and meeting minutes. The full staff report can be found online at <https://carson.org/government/meeting-information/agendas/open-space-advisory-committee-meetings-with-supporting-materials/2018-agenda-with-supporting-materials/08-06-18-agenda-with-supporting-materials/-fsiteid-1>

In the Unified Pathways Master Plan, the Waterfall / Kings Canyon Trailhead is identified as a trailhead providing trailer parking for equestrian use.

Central Federal Lands (CFL) is responsible for design of the parking lot, and have produced a conceptual design which is attached for review and comment. CFL is especially looking for comment regarding the number of parking stalls, location of the vault toilet, placement of Kings Canyon Road, and overall parking lot circulation and layout. Dirk Goering, Senior Transportation Planner, is the City’s lead for this project.



**MINUTES**  
**Regular Meeting**  
**Carson City Open Space Advisory Committee**  
**Monday, October 21, 2019 ● 5:30 PM**  
**Community Center Sierra Room**  
**851 East William Street, Carson City, Nevada**

**Committee Members**

<b>Chair – Bruce Scott</b>	<b>Vice Chair – Alan Welch</b>
<b>Member – Margie Evans</b>	<b>Member – Jeremy Hall</b>
<b>Member – Donna Inversin</b>	<b>Member – Gerald Massad</b>
<b>Member – JoAnne Michael</b>	

**Staff**

Jennifer Budge, Parks, Recreation, and Open Space Director  
Lyndsey Boyer, Senior Natural Resource Specialist  
Gregg Berggren, Trails Coordinator  
Ben Johnson, Deputy District Attorney  
Tamar Warren, Deputy Clerk  
Minutes by: Danielle Howard, Public Meetings Clerk

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**CALL TO ORDER**

(5:35:12) – Chairperson Scott called the meeting to order at 5:35 p.m.

**ROLL CALL AND DETERMINATION OF QUORUM**

(5:35:14) – Roll was called, and a quorum was present.

<b>Attendee Name</b>	<b>Status</b>	<b>Arrived</b>
Bruce Scott	Present	
Alan Welch	Present	
Margie Evans	Absent	
Jeremy Hall	Present	
Donna Inversin	Present	
Gerald Massad	Present	
JoAnne Michael	Present	

**C. FOR DISCUSSION ONLY: REVIEW AND DISCUSSION REGARDING THE CONCEPTUAL DESIGN FOR THE PROPOSED WATERFALL TRAILHEAD PARKING AREA (ALSO KNOWN AS THE KINGS CANYON TRAILHEAD PARKING LOT).**

(6:00:21) – Chairperson Scott introduced the item. Mr. Berggren presented an overview of the Staff Report, which is incorporated into the record along with accompanying documents, and introduced Dirk Goering, Senior Transportation Planner for the Carson City Public Works Department. Mr. Goering highlighted the following list of improvements included in the Federal Lands Access Program grant:

- Roadway reconstruction.
- Stormwater improvements.
- Road safety improvements.
- Trailhead parking lot improvements.

Mr. Goering noted that the project team would be looking into realigning the Stokes’s driveway to create a “clearer division between ... the private residence and the parking area.”

**PUBLIC COMMENT**

(6:08:05) – Ken Stokes introduced himself and was in favor of moving the location of the trailhead and restroom further away from his residence as well as incorporating a single-vault toilet instead of a two-vault toilet. He also supported closing the parking lot to deter individuals from “congregating” late at night near his residence. Mr. Goering affirmed that the ideas outlined by Mr. Stokes were “doable” and stated that, “since this trailhead has significant impacts to the community and the butting property owners,” the project team would be working with Central Federal Lands and its design team to do “more of an editing process ... to get consensus and move forward” with the project.

(6:14:30) – Ernie Walsh introduced himself as a resident of the Kings Canyon area and supported the reduction of the parking lot from 45 parking spaces to 30 parking spaces. He was also in favor of moving the location of the trailhead and restroom to “the other end of the canyon.”

(6:15:57) – Chairperson Scott entertained further public comment, and when none were forthcoming, he entertained Committee member comments. In response to Member Massad’s question, Mr. Goering stated that there would be “multiple opportunities” to ensure consensus among the community and residents on the project plans by attending the bi-monthly project status report meetings with the Carson City Regional Transportation Commission (RTC).

(6:17:40) – Member Inversin expressed concern regarding cutting into the “bank” for the wall of the parking area design plan due to the preexisting erosion problem in that area. Mr. Goering explained that he and his team would be working “very hard to make sure we have the right grades to support vegetation” for the “re-vegetation” part of the project since the slope of the grade could affect vegetation. In response to Member Inversin’s comment about there only being two trailer areas for horse trailers, Mr. Goering pointed out that the parking area did not have any trailer parking areas prior to the project, so the addition of two was still an improvement in his opinion. In response to a comment by Member Hall, Mr. Goering explained that there had

been discussion with Central Federal Lands about the possibility to “underground and pipe some of that drainage” to “allow for some surface area” in regards to an open drainage ditch on the side of the road that impedes the possibility of adding a “parallel equestrian trail along the roadway.”

(6:22:24) – In responds to Vice Chairperson Welch’s question, Mr. Goering stated that closing off the parking area would only close the trailhead and not prevent people from moving up the dirt trail. He also noted that once a “sufficient number of parking stalls” has been established, improvements would be put in place to “strongly prevent” people from parking on the side of the road in order to alleviate “emergency response” issues.

(6:23:29) – Mr. Berggren stated that the team was considering the possibility of installing a single-vault toilet restroom.

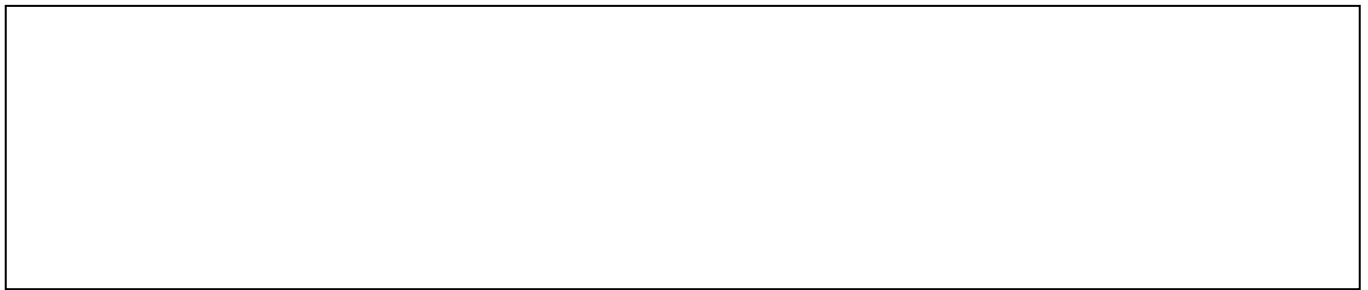
(6:24:10) – Member Michaels referenced documents stating that over 447 people had visited the trailhead on a Saturday in November and commented that when the 30 stalls of parking were to fill up, people would still be parking up and down the roadways in front of the residences. She proposed expanding the parking area “maybe to the uphill side, which would pull people away from the houses.” Mr. Goering noted that “some of the numbers that we reported within our application were during definitely peak times such as holidays or when folks were off or during nice weather.” He also pointed out that people could still park on the Kings Canyon dirt road and that the trail “is a high turnover trail.” He also noted the car count to be approximately 30 to 35 as the highest at one time. Mr. Goering explained how boulders and “other types of design features” would be used to “really prohibit folks from parking alongside the road.”

(6:27:17) – Chairperson Scott believed “we have to recognize the impact” on the residents and advised listening to their requests. He stated that he wished to see the residents’ comments “reflected in the design plans as they go forward” and offered to be “an advocate” and “a basis for maybe one more informal round of reviews,” and the Committee could “provide written input” if there were questions.

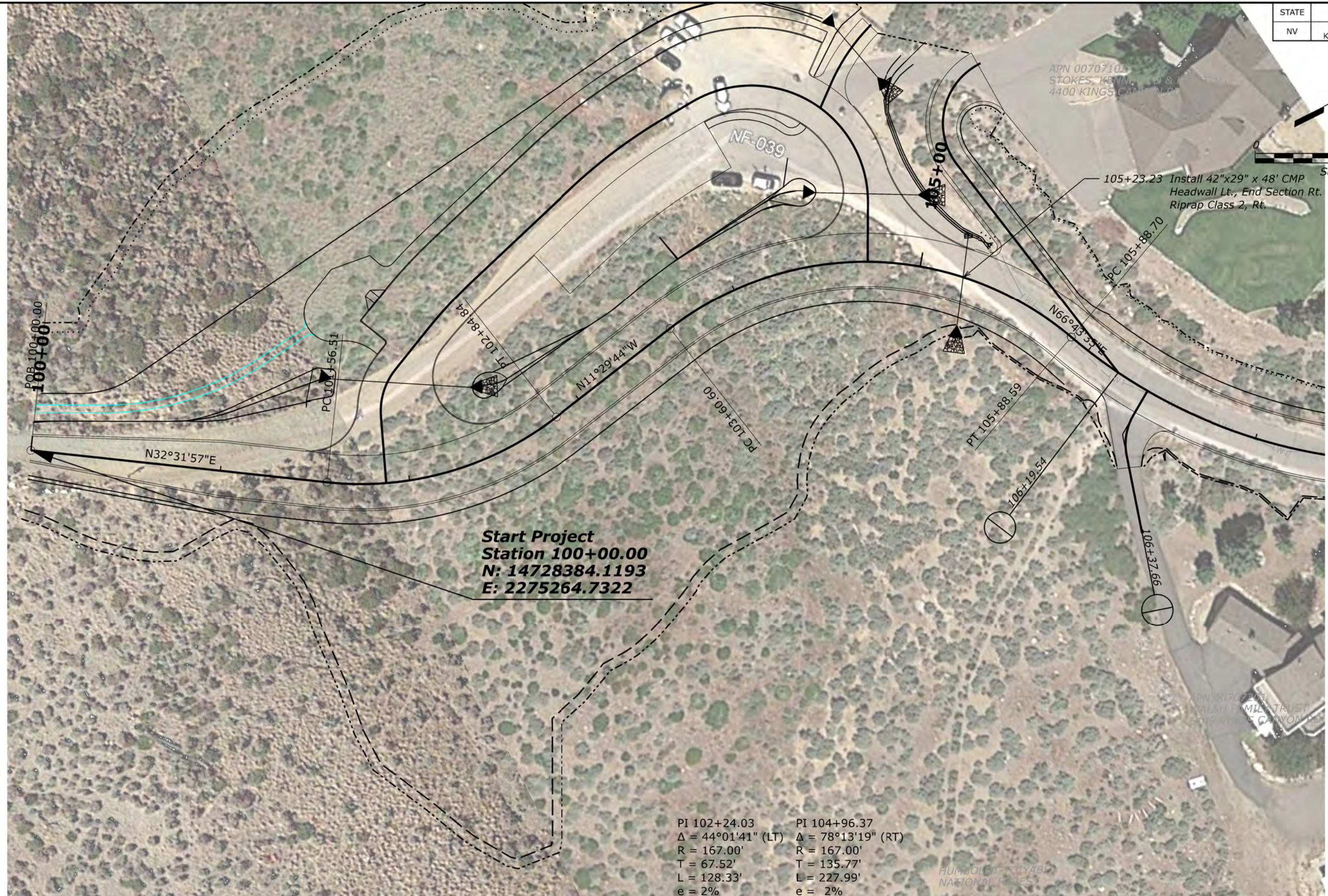
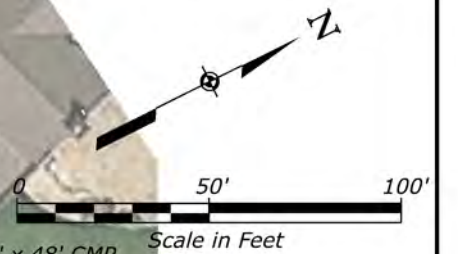
(6:29:22) – Member Inversin inquired about using the area off of the “old road that goes up towards Virginia City canyon” for horse and ATV trailer parking in the case that “there was any consideration” to improve the road “up to the U.S. Forest Service (USFS) gate.” Mr. Goering believed it was outside the scope of the grant; however, he offered to look into it.

(6:30:34) – Mr. Goering stated that he and his team had not yet “delved into the details of all the signage” but would “make sure that happens” regarding adding signage to prevent visitors from blocking residents’ driveways.” Responding to Member Hall’s question, Mr. Goering explained that Central Federal Lands has National Historic Preservation Act (NHPA) professionals for “procuring and managing all of the consultants for the NHPA work, and Central Federal Lands “as a federal agency” would be “working with the USFS ... to make sure that they have NHPA documents that satisfy the [USFS] as well as their own regulations.” He also clarified that there are properties located on USFS properties, and Central Federal Lands signed a Memorandum of Understanding with USFS. In regards to Member Hall’s question about NHPA, Section 106 compliance, Mr. Goering explained that he believed that it would be taken care of “similar[ly] to the Sierra Vista Lane [project]” with the developed documents, after being reviewed and agreed upon with the Bureau of Land Development, being submitted to the USFS.

(6:33:14) – Chairperson Scott entertained further public comment; however, none was forthcoming. Mr. Goering informed the Committee that he may not have design plans ready in time for the joint meeting with the Parks and Recreation Commission.



STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	C1



**Start Project**  
**Station 100+00.00**  
**N: 14728384.1193**  
**E: 2275264.7322**

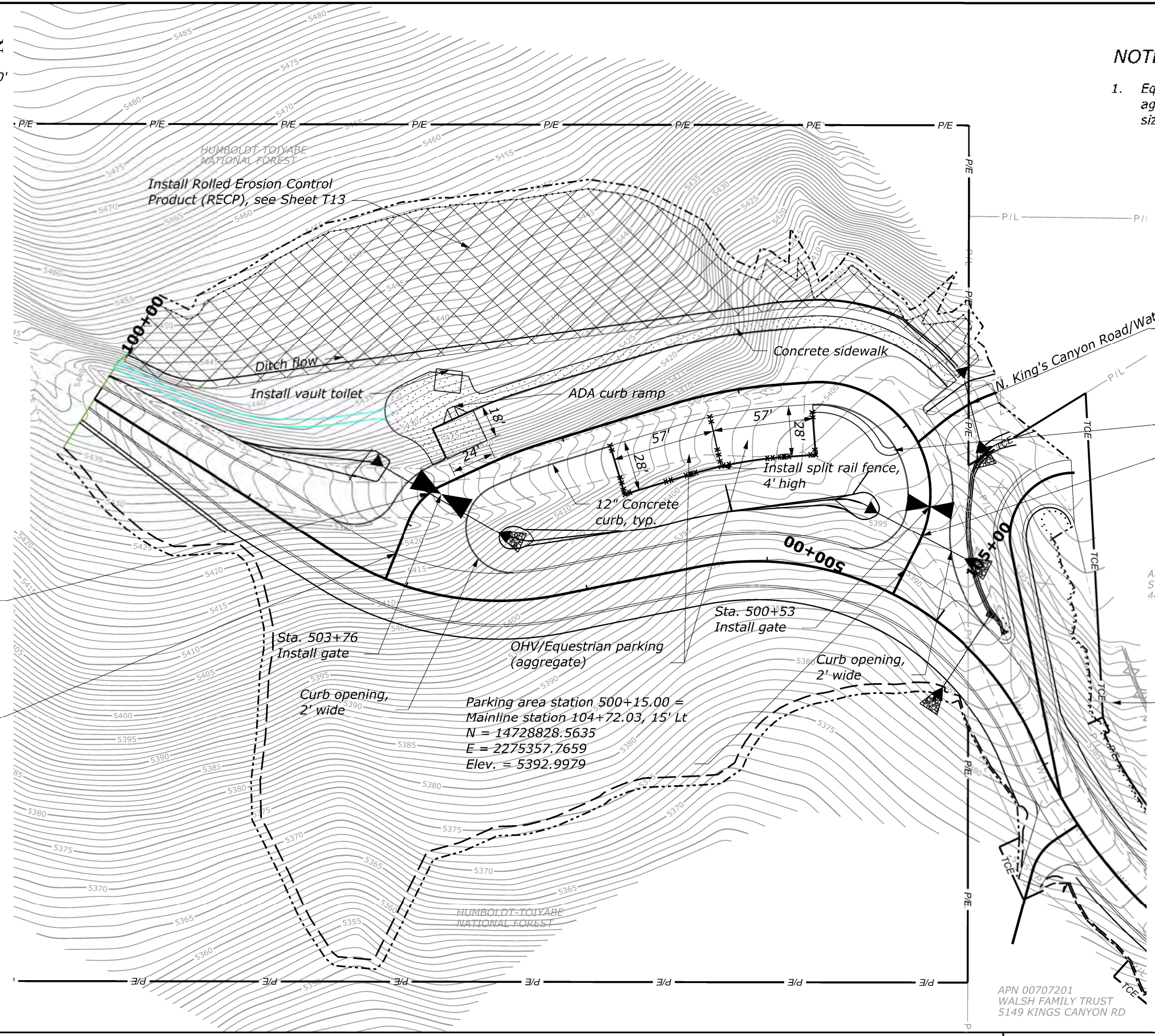
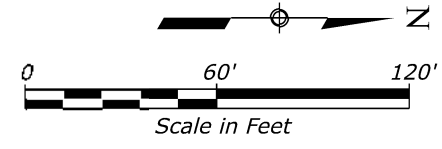
PI 102+24.03	PI 104+96.37
Δ = 44°01'41" (LT)	Δ = 78°13'19" (RT)
R = 167.00'	R = 167.00'
T = 67.52'	T = 135.77'
L = 128.33'	L = 227.99'
e = 2%	e = 2%

**KING'S CANYON ROAD**  
**PLAN SHEET**  
**100+00.00 to 106+50.00**

STATE	PROJECT	SHEET NUMBER
NV	NV FLAP 39(1) KING'S CANYON ROAD	D1

**NOTE:**

- Equestrian parking and trail shall have an aggregate surface, 4" depth. Max. aggregate size shall be 3/4".



Sta. 503+79.05  
Install 24" x 72' pipe  
End section, Lt. & Rt.  
Riprap Class 2, Rt.

Parking area station 504+17.55 =  
Mainline station 101+87.67, 15' Lt  
N = 14728549.3307  
E = 2275349.1940  
Elev. = 5416.7449

Sta. 503+76  
Install gate  
Curb opening,  
2' wide

Parking area station 500+15.00 =  
Mainline station 104+72.03, 15' Lt  
N = 14728828.5635  
E = 2275357.7659  
Elev. = 5392.9979

Sta. 500+53  
Install gate

Sta. 500+92.11  
Install 35"x24" x 34' pipe  
End section, Lt. & Rt.  
Riprap Class 2, Rt.

Equestrian trail, 4' wide  
Sta. 500+35.63  
Install 24" x 54' pipe  
End section, Lt. & Rt.  
Riprap Class 2, Rt.

APN 00707102  
STOKES, KENNETH D & KRISTIN D  
4400 KINGS CANYON RD

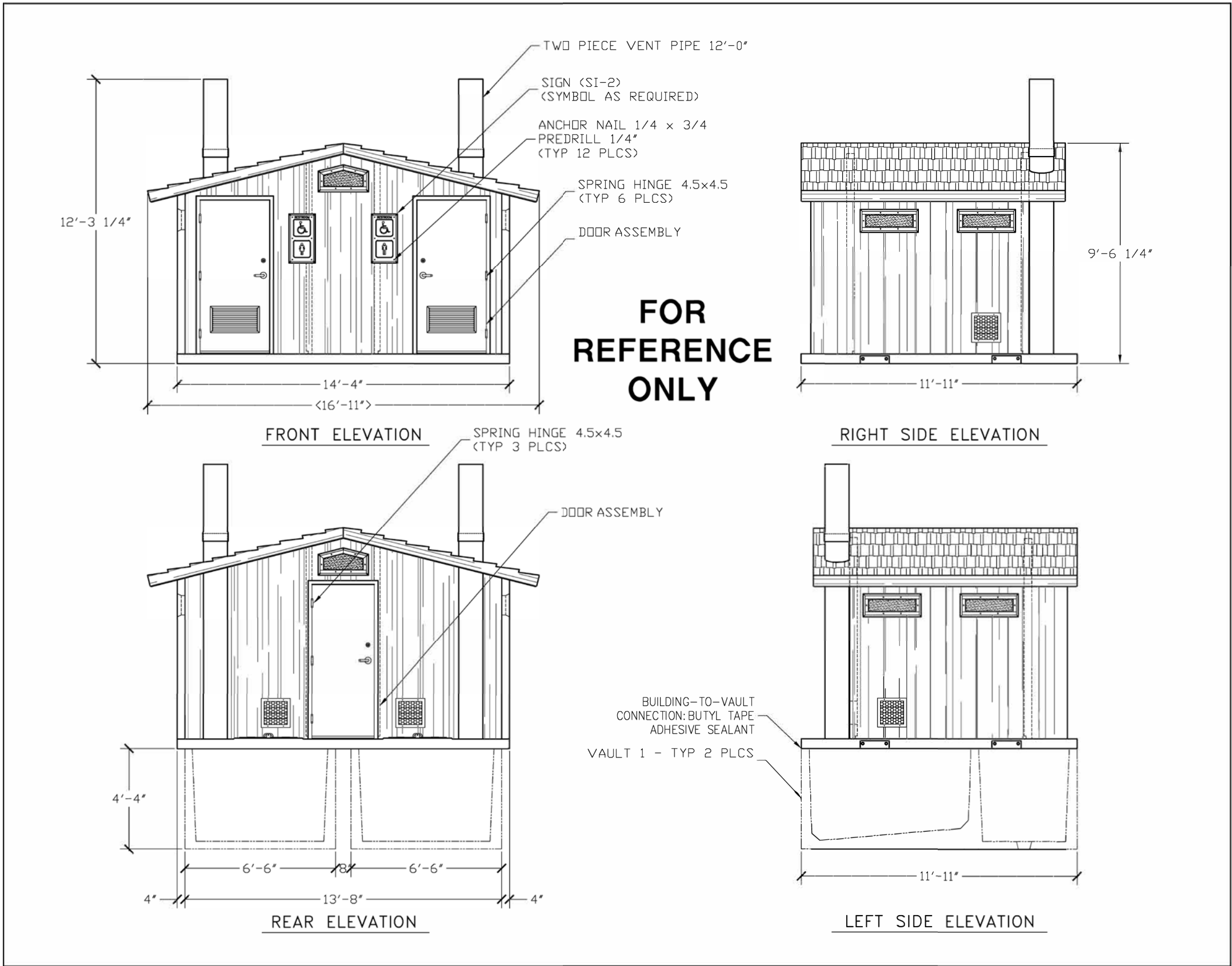
Remove and reset  
existing fence

APN 00707201  
WALSH FAMILY TRUST  
5149 KINGS CANYON RD

**KING'S CANYON ROAD  
PARKING LOT  
LAYOUT**



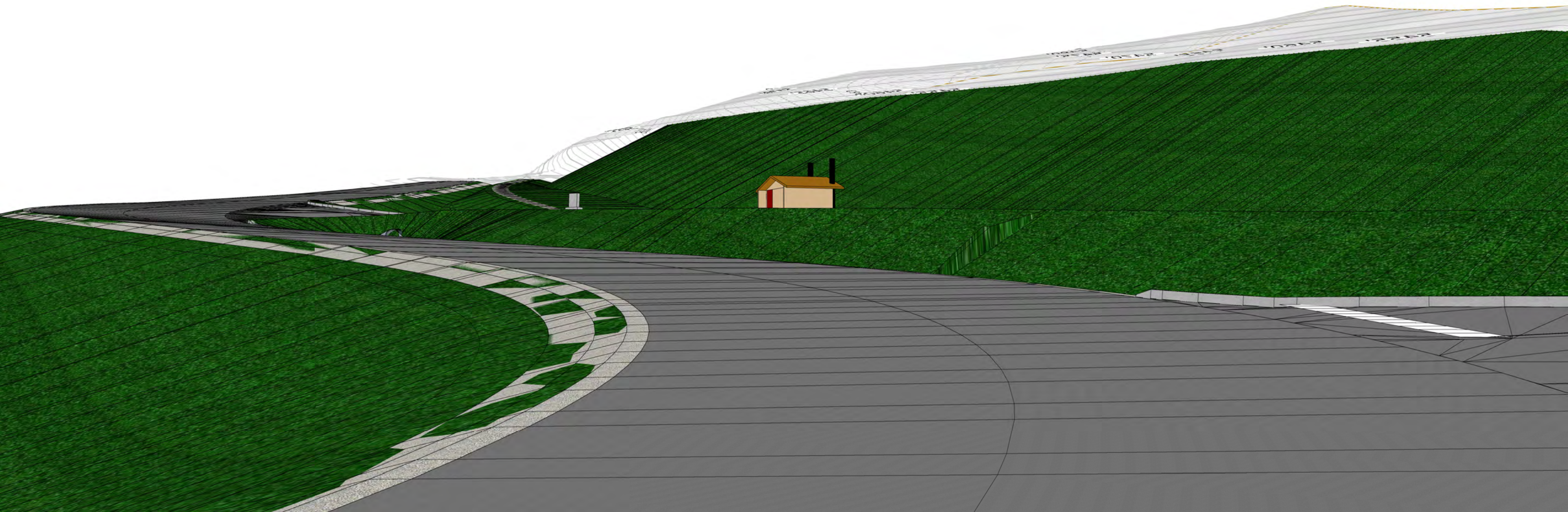
**NOTE:**  
 1. See Section 646 of the Special Contract Requirements.  
 2. See the Parking Lot layout for location



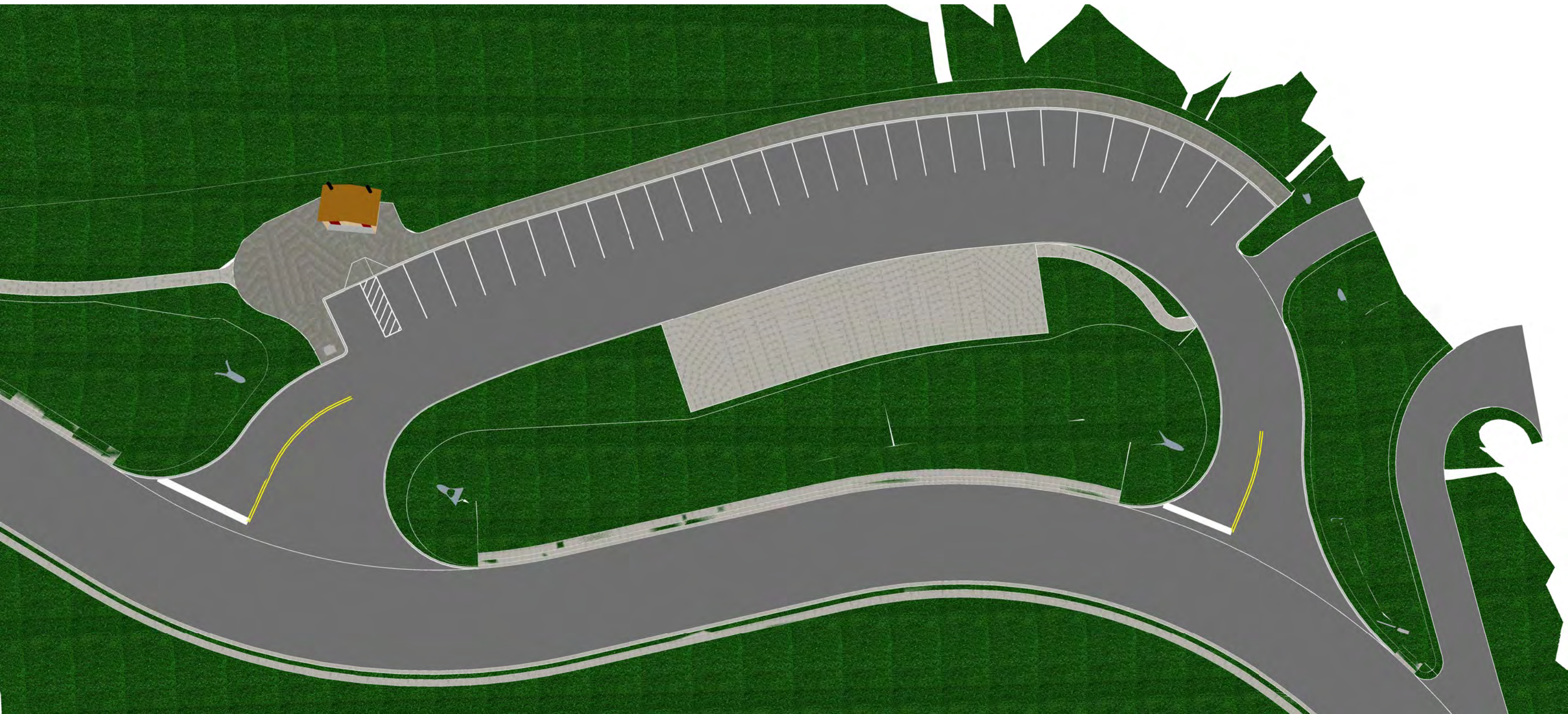
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 \$USER\$

NO SCALE

# Driving Up to Parking Lot



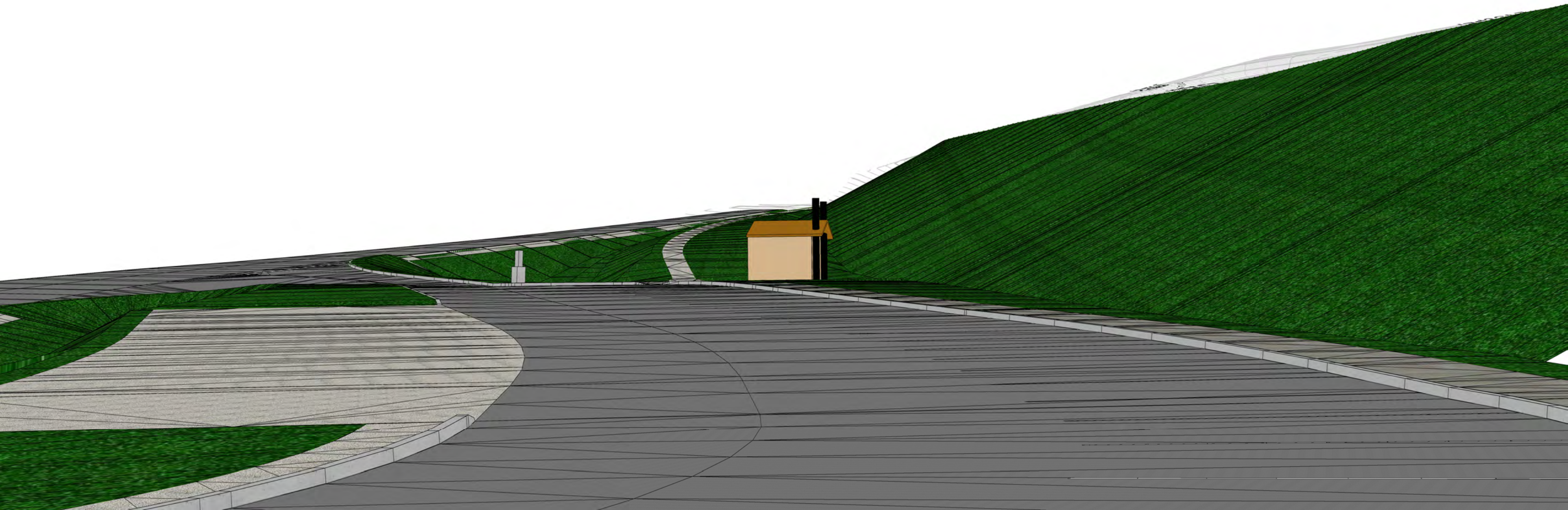
Top View



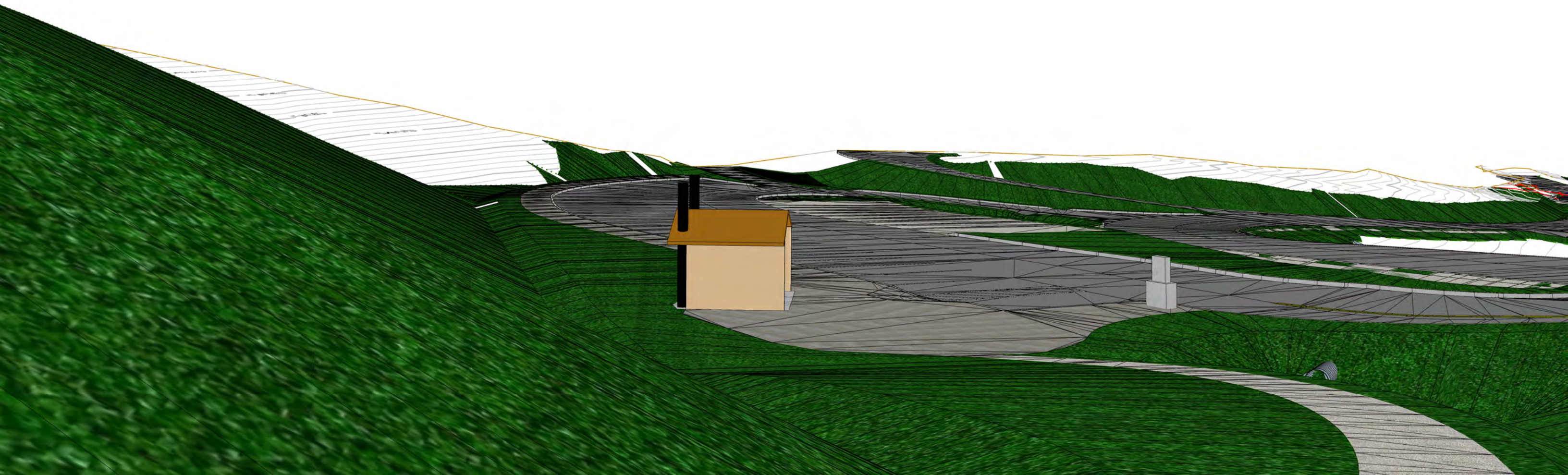
# Top of Stokes Driveway



End of Sidewalk



# Top of Trail



**Dirk Goering**

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**From:** Suzanne Barulich <sbarulich@gracenevada.com>  
**Sent:** Sunday, May 31, 2020 7:51 AM  
**To:** Dirk Goering  
**Subject:** Re: Kings Canyon Project

**This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.**

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Dear Mr. Goerig:

I received your letter regarding the road construction Project in Kings Canyon. It is very difficult to tell from the maps online exactly how this will impact my property and an artist's rendering of the current road with the new road and improvements would have been nice to add to the plans. What I assume is that my current driveway with culvert and all my adjoining access gates to the road will be greatly affected since the project will widen the road to 28' and also put in ditches along both sides of the road. I also noticed that the under the road culvert will be removed, which will not be a problem if there are ditches all the way down to the stream. Several houses have paved culverts and there is no way to widen the road without having an impact on their driveways as well. First, I would like to know specifically how increasing the roadway at my driveway about 8-10' will affect my property. I believe anyone else in the Canyon who is going to have their driveways affected should be directly informed before this project is approved. Many people may be like me and have not gone online until now to see the project.

The project looks as if you plan to straighten the road. I am really opposed to that concept. The road has many hikers and bikers and also we have many deer crossing the road right here at my property. This is a scenic road and should be kept with its turns and bends to prevent cars from going any faster than they already go. Straightening the road will increase speeds on the road for both cars and bikers. We have had no deaths on this section of road. This road is not a thoroughfare. This is a scenic country road with many people who actually stop in front of my property to watch the deer. Why does the city want to change our country road? Do you think it will improve the access? As a hiker myself, I much prefer to go to a trailhead that seems out of the way. That is the fun of it. We don't need striped lines and bike lanes. The road has been safe all these years.

The project shows bathrooms/outhouses at the end of the road. I cannot understand why we need outhouses at the trailhead. My family and I have walked the trails and biked in the canyon for these last 20 years. Even with the children, we have never needed to use a bathroom while hiking and biking. This is a short trail. I would like to suggest that you delete the bathrooms. Bathrooms are

I must say that a parking lot is needed. Whenever I have walked up the road, the trailhead is packed with cars. Is there a way to build a parking lot that doesn't impact my neighbors, the Stokes? The trail is narrow and no fun to be on if there are too many people at one time. The trail is not very long, so people will come for 30 minutes or 1 hour and then leave. I don't know what the number of spaces should be, but it would be good to have someone study how many people can really be on the trail comfortably at one time and limit the number of parking spaces.

When are the meetings for public comment so changes could be made? When is this plan slated for approval?

Thank you for your time.

Suzanne Barulich  
3637 Kings Canyon Rd.  
Carson City, NV 89703  
775-230-6158

## Dirk Goering

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**From:** CHICK CLEMMENSEN <chickclem@yahoo.com>  
**Sent:** Tuesday, May 26, 2020 9:24 PM  
**To:** Dirk Goering  
**Subject:** Project Changes

**This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.**

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Dirk Goering  
Kings Canyon Project Manager

May 26, 2020

After our phone discussion today and your assurance there is room to significantly modify the Canyon Project; per your request, I am detailing our suggestions for review. As you will note, they are broad and substantial. But they originate from both a deep concern for public welfare (which you no doubt share), and combined real life daily experience living in this somewhat unique area observing its blessings and hazards (not excluding major fires, accidents and even multiple severe injury highway incidents).

As regards specific issues: First is the Plan to markedly increase parking with new toilettes. The present problem is overuse of the poorly planned Waterfall Trail; not too little parking. The Waterfall is beautiful and should be enjoyed by all, but it must also be preserved as a fragile place of beauty and serenity for all. Pressure from overuse even before Covid was not only damaging the Trail and destination, but also painful for resident neighbors of the Trail. Our City caused the problem building the New Trail (both in its questionable location, and then in extensive promotion without sufficient regard for impact). Now we have a Project—more parking, many more visitors to the Trail, and an unnecessary modern two stall out house. Unfortunately, a Plan with more potential for harm than good. Epitomizing our plight; recently City Parks (who endorse the current Project Plan without reservation) was challenged with a Governor's directive to close public gathering venues due to Covid. Yet Parks steadfastly refused to temporarily close the Waterfall Trail (per Governor Sisolak's Covid order), even though more than 100 visitors crowded the ¼ mile trek and tiny view area on a daily basis. Parks inaction denotes a lack of concern for our visitors, this Canyon, its resources, its residents, and public safety!

We insist (as it seems we must) the Plan be amended to provide improved parking for **no more than fifteen** (15) cars at road's end (not 40 cars and truck trailers). Relocate the Waterfall Trailhead at least 1000 feet up the Forest Service road (closing the current Waterfall Trailhead and restoring the damaged hill side and banks). If necessary, widen the Forest Service Road to accommodate several trucks and trailers but do not allow them in car parking. Close all City parking at 9☺) pm with ticketing and policing. Establish "No Parking", "Tow Away" zones at least 1000 ft before the

Road's end. And permanently increase Park Ranger manpower, committing at least a 50% presence at the Trailhead and on the Trail (to help protect the City's water source along with the integrity of the trail and adjacent wildlands--essentially all deeded City property). As an option, the "old" Waterfall Trail could be restored if needed. Flush the Bathroom Plan.

As regards the Project's Road improvements—scrap them, they are too dangerous! First, do not significantly widen or add a bike lane (as long as there isn't one for bikes on the narrow lower Canyon historically hazardous road). Instead, resurface the road as is, and fix the dangerous recently constructed narrow lower Creek crossing. Do nothing (other than surface repair) that will falsely increase driver's comfort (and speed), or reduce their **extreme caution** for the numerous hikers, dog walkers, bicyclists, deer and deer watchers, partying teens, entering cars, the rare horse, and frequent descending high speed coasters. Ditch the present Plan to turn the Canyon Road into a higher speed, striped, or wider seemingly safe Highway to Heaven.

Speaking of Ditches: the Upper Canyon and its short Road have survived major flood events with minimal damage over more than 30 years. The existing road ditches need cleaning and intersecting culverts need clearing, repair and some replacement (or for a few, placement). The City used heavy equipment to divert natural drainage from its large parcel to the north of the Road above Canyon Dr. into the Roadside ditch some years ago. Excess water from that diversion is now undermining a short segment of the Road above Canyon Dr. This needs to be fixed (should be an easy solution with minimal damage). The upper Creek crossing culvert should be replaced to accommodate higher flows, and the Creek downstream inspected to eliminate any illegally constructed diversions possibly impacting flood risks. Project Plans for new ditches and changed flow patterns would pose renewed concerns for erosion together with increased hazards to cyclists and even vehicles with potentially higher speeds. New Ditches are not needed!

And then (NOW) there is Fire!

Those who have resided in the Canyon for thirty plus years can attest to a nervous stomach with every passing summer storm, or late night caravan of teen revelers headed up the Road for a party, or campers with fires and no one to answer Forest Service phones. Wildland fire is an ever-present consideration for all of us who choose this interface with nature. We take every precaution to safeguard our families, animals, homes, and visitors. We accept some risk, but we also understand increased recreational use of the Canyon mandates a higher level of preparedness and more policing. The Canyon is a trap for all, residents and visitors alike during fire season. Encouraging larger numbers of visitors and their vehicles to park at a flash point where they may easily be trapped by fire is a recipe for bad consequences. Good sense would mandate the presence of fire suppression vehicles and personnel in the immediate area together with other precautions. None Planned and None feasible. Fire and wind (common here) is a call to run for your lives. The resulting chaos with lives at risk begs disaster. Why not build a bigger trap, if we can, with money from a Federal Access Improvement Project grant? Why, indeed?

Yes, these changes are substantial. They will save lives and may spare a few severe injuries. The Road does need work and a better Trailhead and Trail will enhance (not detract) from our visitor experience while also protecting our residents. A Project to the benefit of all with minimal risk of harm. And a Project of substantially lower cost (injuries, lives and dollars) can only be a great prospect as we face still unknown consequences from the ongoing pandemic.

Respectfully,

Charles Clemmensen

PS: The June 15<sup>th</sup> and 18<sup>th</sup> meetings you advised me of today may not provide sufficient time for a fair response to the issues from us. Please forward the agendas and details of these meetings.

## Dirk Goering

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**From:** SCOTT KULLA <kullacc@msn.com>  
**Sent:** Monday, May 25, 2020 6:56 AM  
**To:** Dirk Goering  
**Subject:** Kings Canyon Road Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.**

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Dear Mr. Goering - I was anticipating the rescheduled meeting of Feb, 2020 for community input and did not receive communication about it. Will there be a time for residents to give input to this valuable project? You have already received some of my input but it does not seem to have been incorporated.

- 1) Concern over traffic - both volume and speed
- 2) Concern over usage - trash, degradation of the hillside by hikers who abandon the tails, overcrowding of the waterfall site, pollution of the city water supply
- 3) Concern for impact to adjacent houses

I would like an opportunity to make my concerns known and addressed. Please let me know if there will be a public meeting to address this as the meetings which were announced did not take place as originally notified.

Thank you,

Scott Kulla

"Freedom of speech is the only effectual guardian of every other right." John Adams

## Dirk Goering

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**From:** Miya MacKenzie <miya.mackenzie@gmail.com>  
**Sent:** Friday, October 5, 2018 12:12 PM  
**To:** Dirk Goering  
**Subject:** Kings Canyon road widening and trailhead

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Hi Dirk,  
Thank you for your time on the phone. This is a followup to our phone conversation. I live on Kings Canyon Rd in the area you are making improvements. My request is to please make sure you are considering hikers and horseback riders with these improvements. I would like to point out that there are a lot of hikers that use this part of the road, and some horseback riders. Hikers always walk on the dirt on the side of the road rather than the pavement. Additionally, it is dangerous to ride a shoe'd horse on sloped pavement/asphalt as it is very slippery for the horse.

In considering who uses this part of Kings Canyon, you may be miscalculating the percentage of bike users vs hikers and horseback riders. Hikers and horseback riders do not have safe access to this part of Kings Canyon--unfortunately, the steep curved road with almost no shoulder just east of Longview cuts off safe access for hikers and horseback riders, with only somewhat safe passage for bikers. If there were a better dirt shoulder/path I believe more hikers and horse back riders would use it--even if you can't fix the shoulder around the steep curve--maybe you could build a path below it then it could catch back up to the road past the curve???

It seems more and more areas in west Carson City are becoming unusable for horses and unpleasant for hikers.

1. At the top of Kings Canyon, whoever is responsible for the road to the right (north) slurried the road so it is feels paved. It is now very slippery to hike down; I avoid this road when hiking (who wants to hike on pavement covered in pebbles so your shoes slide out from under you?), and it is downright dangerous for horses.
2. On Kings Canyon, the road to the left/south is fine for hiking, but when ATVs and motorcyces come roaring up or down road, it can get quite hair raising on a horse as one side of the road drops off dangerously.
3. The road up Ash Canyon has the same slippery treatment plus dangerous barbed wire fences, so that is cut off from horse use and unpleasant for hikers. I have never seen a person hike nor horseback ride on this road.
4. The entrance to the old sand pits off Winnie Lane--there is a narrow opening a slender horse can fit through. No luck there for larger horses. If you have an incredibly well-trained horse, you may get him to dance over the three logs, but it could easily end in disaster.

Please, keep our trails dirt/sand so they are usable for hikers and horseback riders. Carson City is a great place to live and has fantastic open space. I appreciate your efforts.

Sincerely,

Miya MacKenzie

--

**Miya MacKenzie**

**[miya.mackenzie@gmail.com](mailto:miya.mackenzie@gmail.com)**

775.846.0112

## **Dirk Goering**

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**From:** Vicki Preston <vprestncpa@aol.com>  
**Sent:** Sunday, May 24, 2020 8:04 AM  
**To:** Dirk Goering  
**Subject:** Kings Canyon Road Reconstruction project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Mr. Goering,

We are in receipt of your letter dated May 22, 2020 to property owners adjacent to this project.

It appears from your 70% design plans that you are planning on widening the road at our location by significantly encroaching on our property.

At this time we request an on-site meeting to discuss how this project impacts our property located at 3550 Kings Canyon Road.

Thank you,  
Vicki and Marc Preston  
775-560-0109

## Dirk Goering

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**From:** CHICK CLEMMENSEN <chickclem@yahoo.com>  
**Sent:** Friday, April 10, 2020 9:08 AM  
**To:** Dirk Goering  
**Cc:** Bob Crowell; Darren Schulz  
**Subject:** Kings Canyon Proposed Trailhead Expansion  
**Attachments:** darrenschulz.pdf

**This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.**

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April 10, 2020  
Mr. Goering

Hopefully you remain safe and well. No doubt you are busy, but I am still awaiting a copy of the Kings Canyon proposal document you promised when we last spoke by phone on 2 April. And I look forward to reviewing the information you described. In the interim, I yesterday mailed the director of Public Works a short summary of our concerns and will copy you.

As we continue to focus on more immediate concerns of SARS cov-2 and Covid-19, Governor Sisolak's almost daily updates and edicts provide helpful perspective. He did expand by executive order his precautionary measures yesterday to include the closure all Nevada Golf Courses.

In line with our Governor's efforts to insure our public health and welfare, I might suggest Carson City consider the immediate closure of the Kings Canyon Waterfall Trail. With spring weather, Covid restrictions, and interest in outdoor activity increasing rapidly; recent daily congestion and almost shoulder to shoulder visitor traffic focused on the Waterfall Trail might be considered an even greater Covid threat than a visit to the golf course. Closure could be rapidly accomplished with signage and closer Park Ranger monitoring. Safer outdoor activity in the area exclusive of the Waterfall Trailhead need not be affected, while protecting the public from unnecessary close exposure on a congested trail and also continuing to insure the integrity of our water supply during our current emergency.

We appreciate your continuing efforts to keep our City and citizens safe, happy and healthy,

Charles Clemmensen, MD

## Dirk Goering

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**From:** CHICK CLEMMENSEN <chickclem@yahoo.com>  
**Sent:** Friday, April 10, 2020 10:56 AM  
**To:** Dirk Goering  
**Subject:** Re: Kings Canyon Proposed Trailhead Expansion

**This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.**

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Thank you Dirk. The timeline is helpful and I shall review the attachments.  
Chick Clemmensen

Chick

On Apr 10, 2020, at 10:27 AM, Dirk Goering <DGoering@carson.org> wrote:

Dr. Clemmensen,

Thanks for the friendly reminder. Please find below and attached information you requested.

- Attached is the copy of the FLAP Grant application and in the zipped folder, all the supporting documents.
- Below is a short timeline of the project starting with submittal of the application up to the present.
  - The application was submitted in 2017, with support from the Carson City Regional Transportation Commission (RTC), the Carson City Open Space Advisory Committee, and the Parks and Recreation Commission.
  - In August 2018, the Carson City RTC approved an agreement with Central Federal Lands.
  - In September 2018, the City sent a letter to 93 property owners who use this portion of Kings Canyon as access – the letter introduced the project and informed residents that survey teams may be on site.
  - In April 2019, the City received 30% design plans.
    - A second letter was sent to the same 93 property owners inviting the residents to meet with staff.
    - Design plans were placed in the library and at public works.
    - 30% design plans remain available online at the link below:
      - <https://www.carson.org/government/departments-g-z/public-works/transportation/documents1>

- 70% design plans will be available at this location in the future.
- In October of 2019, the Open Space Committee and Parks Commission provided comments on the design of the trailhead.
- In January of 2020, staff received 70% plans for review. Due to the number of comments from staff, revised 70% plans were requested. Staff is anticipating plans sometime in April.
- Once plans have been received, the revised 70% plans will be presented at the following three public meetings - Regional Transportation Commission (RTC), the Carson City Open Space Advisory Committee, and the Parks and Recreation Commission.
  - Here is a link to the City's calendar of events - <https://www.carson.org/government/meetings-and-events>
- Please find below a link to past and future agendas for the Carson City Regional Transportation Commission. As we discussed, Item 7-C is the Project Status Report where staff provides updates to the Commissioners bi-monthly on all transportation capital projects, including the Kings Canyon FLAP project. The Project Status Report is typically the last document in the packet.
  - <https://www.carson.org/government/departments-g-z/public-works/transportation/meetings/rtc-agendas/2020-rtc-agendas>

If I missed anything you requested, please let me know. Staff appreciates your comments, and looks forward to discussing the project with you as it moves forward.

Dirk

---

Dirk Goering, AICP  
Senior Transportation Planner  
[Carson City Public Works Department/](#)  
[Carson Area Metropolitan Planning Organization](#)  
[3505 Butti Way](#)  
[Carson City, NV 89701](#)  
Ph: 775-283-7431  
Cell: 775-450-3039 (Working from home until further notice)  
Fx: 775-887-2112

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**From:** CHICK CLEMMENSEN [mailto:chickclem@yahoo.com]  
**Sent:** Friday, April 10, 2020 9:08 AM  
**To:** Dirk Goering  
**Cc:** Bob Crowell; Darren Schulz  
**Subject:** Kings Canyon Proposed Trailhead Expansion

**This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.**

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April 10, 2020

Mr. Goering

Hopefully you remain safe and well. No doubt you are busy, but I am still awaiting a copy of the Kings Canyon proposal document you promised when we last spoke by phone on 2 April. And I look forward to reviewing the information you described. In the interim, I yesterday mailed the director of Public Works a short summary of our concerns and will copy you.

As we continue to focus on more immediate concerns of SARS cov-2 and Covid-19, Governor Sisolak's almost daily updates and edicts provide helpful perspective. He did expand by executive order his precautionary measures yesterday to include the closure all Nevada Golf Courses.

In line with our Governor's efforts to insure our public health and welfare, I might suggest Carson City consider the immediate closure of the Kings Canyon Waterfall Trail. With spring weather, Covid restrictions, and interest in outdoor activity increasing rapidly; recent daily congestion and almost shoulder to shoulder visitor traffic focused on the Waterfall Trail might be considered an even greater Covid threat than a visit to the golf course. Closure could be rapidly accomplished with signage and closer Park Ranger monitoring. Safer outdoor activity in the area exclusive of the Waterfall Trailhead need not be affected, while protecting the public from unnecessary close exposure on a congested trail and also continuing to insure the integrity of our water supply during our current emergency.

We appreciate your continuing efforts to keep our City and citizens safe, happy and healthy,

Charles Clemmensen, MD

<NEVADA FLAP APP 2017 CARSON CITY KINGS CANYON.PDF>

<FLAP\_120717\_FinalApp.zip>

## Dirk Goering

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**From:** SCOTT KULLA <kullacc@msn.com>  
**Sent:** Tuesday, February 18, 2020 4:02 PM  
**To:** Dirk Goering  
**Subject:** Re: Kings Canyon Road

**This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.**

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Thank you

Scott Kulla

"Freedom of speech is the only effectual guardian of every other right." John Adams

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**From:** Dirk Goering <[DGoering@carson.org](mailto:DGoering@carson.org)>  
**Sent:** Tuesday, February 18, 2020 12:07 PM  
**To:** SCOTT KULLA <[kullacc@msn.com](mailto:kullacc@msn.com)>  
**Subject:** RE: Kings Canyon Road

Hello Scott,

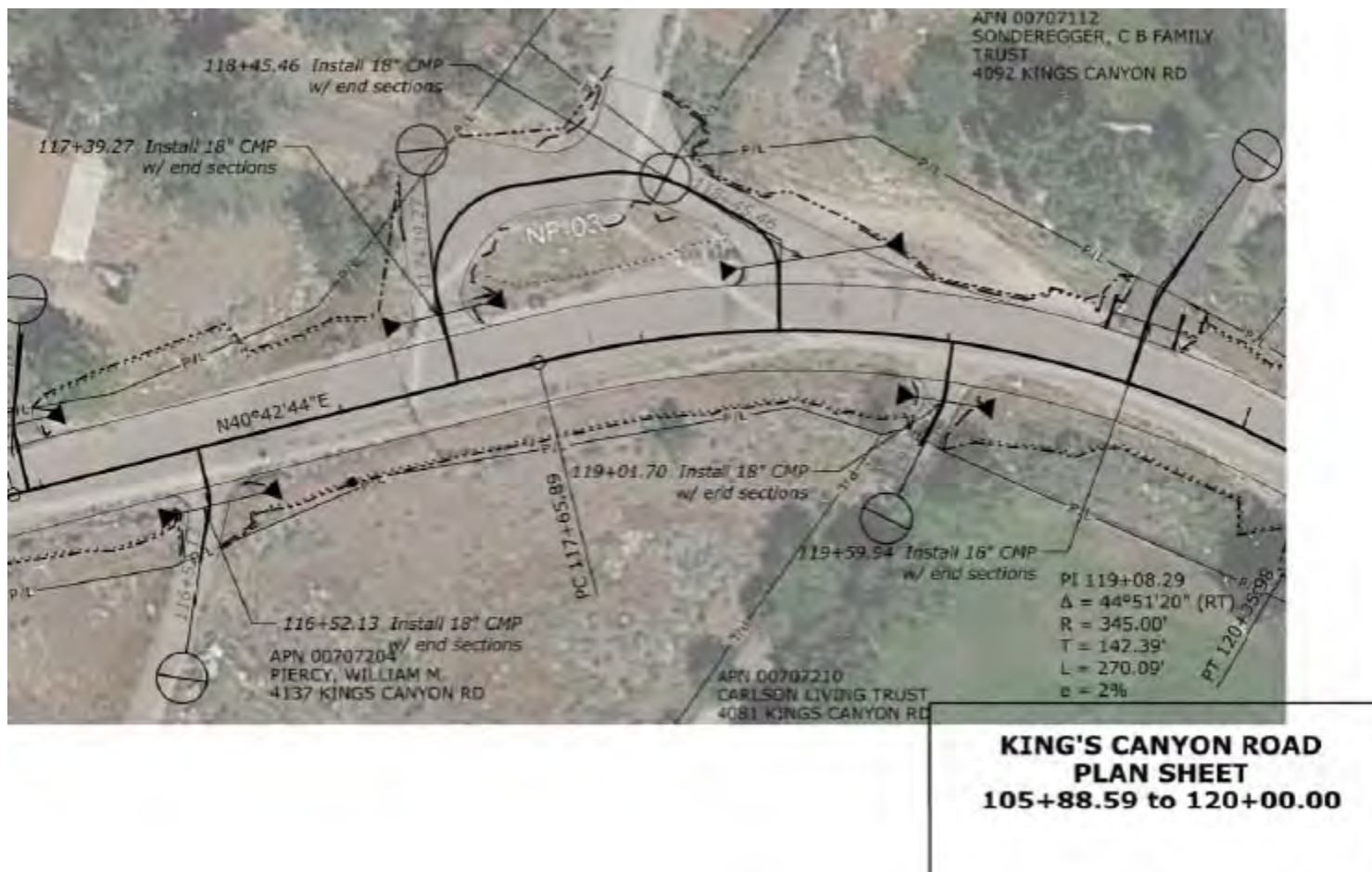
I was unaware that you were waiting on an official response. If my memory is correct, we chatted on the phone. Please find below comments to your questions:

- *You asked: As a resident on that road I would like to ask if speed control has been considered. Cars routinely pass my house at speed in excess of the limit and as you know there was a fatal crash about 2 years ago.*
  - *Staff response: staff is currently reviewing design plans and are evaluating a speed limit between 25 MPH and 30 MPH. The current posted speed limit is 35 MPH, and may not match the current geometry of the road, from a design speed stand point. Your point on the fatality is well received, but please know the fatality was out of the limits of this project.*
- *You asked: The access road (Bobcat Lane) to my house at 4180 Kings Canyon is not maintained. I know it is an easement but wonder if the property owner might consider annexation and paving.*

- Staff response: Annexation and paving of your access road is out of the scope of this project. This was not part of the original scope or within the current budget. However, the turnaround area just south of your parcel, is planned to be improved with pavement and drainage improvements at this point. See picture below. Furthermore, as the City does not own this property, you will need to work with your adjacent property owners.

I hope this addresses your questions.

Dirk



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Dirk Goering, AICP  
Senior Transportation Planner  
[Carson City Public Works Department/](#)  
[Carson Area Metropolitan Planning Organization](#)  
[3505 Butti Way](#)  
[Carson City, NV 89701](#)  
Ph: 775-283-7431  
Fx: 775-887-2112

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**From:** SCOTT KULLA [<mailto:kullacc@msn.com>]  
**Sent:** Saturday, February 15, 2020 7:01 AM  
**To:** Dirk Goering  
**Subject:** Kings Canyon Road

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Mr. Goering -

I received the latest update letter about the Road Project on Kings Canyon. I wrote you on 4/30/2019 about this project. I still have the same concerns and would like to know how they might be addressed. Here is a copy of my last email:

*Thank you for the communication on the Kings Canyon Road and trailhead project. As a resident on that road I would like to ask if speed control has been considered.*

*Cars routinely pass my house at speed in excess of the limit and as you know there was a fatal crash about 2 years ago.*

*Also, the access road (Bobcat Lane) to my house at 4180 Kings Canyon is not maintained. I know it is an easement but wonder if the property owner might consider annexation and paving.*

I look forward to hearing back from you.

Scott Kulla

"Freedom of speech is the only effectual guardian of every other right." John Adams

## Dirk Goering

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**From:** SCOTT KULLA <kullacc@msn.com>  
**Sent:** Tuesday, April 30, 2019 7:24 AM  
**To:** Dirk Goering  
**Subject:** Kings Canyon Road  
  
**Categories:** Green Category

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Mr. Goering,

Thank you for the communication on the Kings Canyon Road and trailhead project. As a resident on that road I would like to ask if speed control has been considered.

Cars routinely pass my house at speed in excess of the limit and as you know there was a fatal crash about 2 years ago.

Also, the access road to my house at 4180 Kings Canyon is not maintained. I know it is an easement but wonder if the property owner might consider annexation and paving.

Third, am I able to contract with the paving company to pave my driveway while they have their machines up here? If so, how would I proceed?

Thank you for your help,

Sent from my iPhone

Darren Schulz  
Director Public works  
Carson City, Nevada

April 9, 2020

Mr. Schulz,

I have been in contact with Dirk Goering in your department regarding his vision for a Kings Canyon Project and my concerns thereof. I am especially concerned regarding issues of public safety, health, wellbeing, and environmental degradation as regards plans for Kings Canyon "improvements". My attempts to discuss the project and expand community input have been met with insurmountable enthusiasm to proceed full speed in acquiring Federal funds to move dirt and lay asphalt. Possibly an unfortunate expression of exuberance.

I believe there may be misinterpretation of an existent problem with access. Access primarily to the small but attractive waterfall on Kings Canyon Creek has recently become a problem due to relocation of the short trail and extensive media publicity. Increasing amounts of traffic resulting from the attraction have stressed immediate residents near the trailhead, created people and pet conflicts, subjected the Creek area to littering and contamination (possibly jeopardizing the integrity of a critical source of City water), increased the fire hazard, and significantly heightened the traffic risks for local residents, hikers and bicyclists on Kings Canyon Road.

We have a very limited resource in an attraction proximate to an important source for City water being overwhelmed by too many visitors; even more problematic at the moment with Covid concerns. Planning has a solution. What is it? Much expanded parking at the trailhead, bathrooms, trailer parking, and limited road improvements on a short section of roadway, though excluding the dangerous exclusive highway access to the Canyon. Thus solve the current problem of too many visitors with much more access, traffic and still more visitors. And celebrate! We may win a Federal grant to build it.

Given the multitude of possible hitches in this proposed solution, I believe we must pause for a reassessment. Perhaps there are alternative solutions for too many visitors currently. At the absolute least, the property owners, local residents, and interested community members must be consulted, and allowed to participate in planning for a solution to our visitor problem. A solution not to deny access, but to preserve a unique and beautiful resource for the future while not endangering the environment, wildlife, residents or visitors.

I appreciate your attention to this problem and am available to help in any way possible.

Respectfully,



Charles Clemmensen, MD  
775-720-9811 C

//cc: Robert Crowell, Dirk Goering, Jenifer Budge

## Dirk Goering

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**From:** Kristin Stokes <kdknstokes@gmail.com>  
**Sent:** Monday, April 29, 2019 11:51 AM  
**To:** Dirk Goering  
**Subject:** Stokes:Kings Canyon Rd Expansion

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Dear Dirk,

We would like to thank you and Gregg Berggren for taking the time to meet with us to explain the vision of the joint project between Carson City and the Federal Government for the expansion of Kings Canyon Road and trailhead parking.

Although this project will obviously impact our lives at the top of Kings Canyon, we appreciate your recognition of this and your willingness to try to minimize this impact. Some of your suggestions such as reconfiguring our driveway, fencing, and landscaping would definitely remove us from the bulk of public interaction and is something we would appreciate and consider.

However, we are receptive to the plan showing the restroom to be installed adjacent to the snowplow area at the southern end of the parking area and we are vehemently opposed to the plan installing the restroom right next to our property. We would like it to be as far away from our house as possible for obvious reasons!

We thank you for your attention to our concerns and we look forward to working with you as this project moves forward.

Best regards,  
Kristin and Ken Stokes

Sent from my iPhone



## Dirk Goering

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**From:** SCOTT KULLA <kullacc@msn.com>  
**Sent:** Friday, October 5, 2018 8:04 AM  
**To:** Dirk Goering  
**Subject:** Kings Canyon Road Project

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

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Mr. Goering -

Thank you for the notice about the road improvement to Kings Canyon! We are so happy to hear these plans. Living up in the canyon is very beautiful and we are happy that other CC residents are able to enjoy our great backyard!!

We look forward to the meeting where we can share ideas and possible concerns.

Thank you,

Scott Kulla

"Freedom of speech is the only effectual guardian of every other right." John Adams