

*Carcione and Canepa
Recreation Access Plan DRAFT*

PREPARED FOR WASHOE COUNTY

APRIL 2022

DESIGNWORKSHOP



View from Canepa Property looking north to the Truckee River

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Avansino Ranch House on the Carcione Property

Site Analysis and Background

This section describes the current physical conditions and environmental aspects of the site. This information, which was collected and observed during the early stages of the design process, allowed our team to have informed conversations with stakeholders and advanced the recreation access plan.

Background, Vision and Goals

Project Background

The Canepa Ranch and Carcione Open Space properties are located approximately 5-6 miles west of Reno off Interstate 80, along the Truckee River near Mogul, Nevada. These two ranches, less than ¼ mile from each other and with a combined area of approximately 96 acres, have historic significance to the region and provide a significant amount of land for public access. These properties represent some of the last remaining open space in the area directly adjacent to the Truckee River. Key to providing connectivity between the Washoe County owned parcels is crossing land administered by the U.S. Forest Service (Forest Service) and crossing the Truckee River. While access to Carcione Open Space is from Mogul Road, public access to the Carcione property is challenging because the entrance crosses railroad tracks owned by the Union Pacific Railroad (UPR) and Washoe County does not currently hold a public access easement.

Project Vision

These properties provide an important opportunity for the community to connect into Forest Service lands and trails and provide access to the Truckee River. These sites provide numerous hiking, biking and equestrian opportunities to users of varying skill levels and also provide trailhead access for fishermen and other river users.

Important to the long-term success and management for the properties are natural resource protection, removal and management of noxious weeds, recognizing and embracing the variety of vegetation communities which include upland sagebrush-bitterbrush, aspen and cottonwood and riparian areas as well as a high natural resource values by providing critical winter mule deer habitat and protection of an important riparian corridor along the Truckee River.

As part of the recreation access planning process, the Project Team worked closely with the County staff, stakeholders and the community to identify the appropriate type and locations for public access and protection of these public properties.

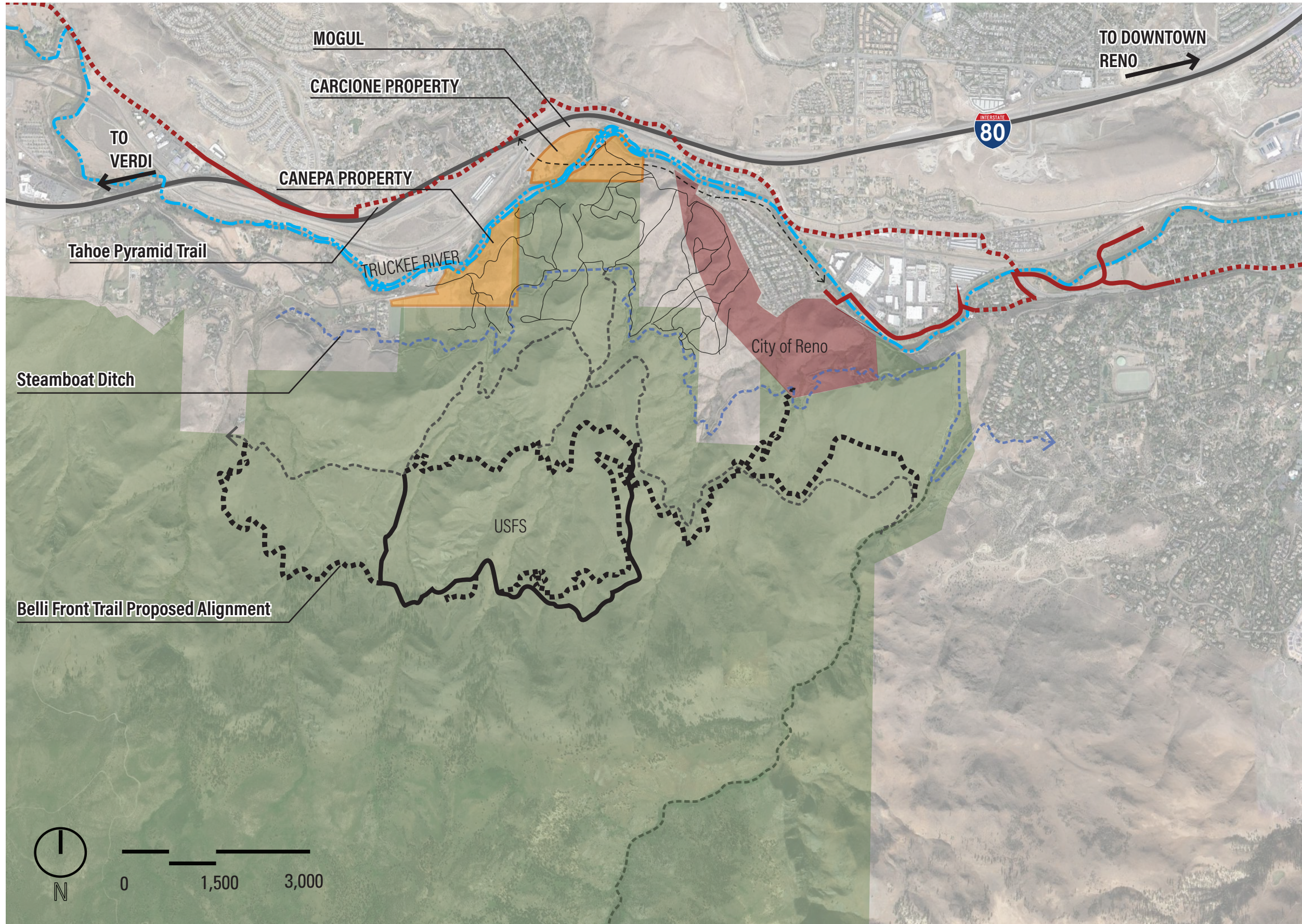
Project Goals

- Create a comprehensive Recreation Access Plan for the Carcione Open Space and Canepa Ranch properties
- Improve public access to county owned parcels
- Improve frontcountry and Truckee River access
- Improve backcountry access to the Sierra
- Connect to existing and future trails
- Connect users to the site's history and natural resources
- Manage visitor use
- Improve public safety and ADA accessibility
- Protect and conserve natural and historical resources



Figure 1: Regional Context Map Satellite

Regional Context Map



Overview

The Canepa and Carcione properties are located between Reno and Verdi near Interstate 80, bordering the Truckee River. Primary vehicle access is by the Mogul exit. The sites are bordered by private land, as well as U.S. Forest Service land. The site provides access to many front and back country trails.

Legend







-  Interstate 80
-  Truckee River
-  Tahoe Pyramid Trail
-  US Forest Service
-  Project Area
-  City of Reno

Figure 2: Regional Context Map

Existing Conditions – Carcione Property

The Carcione Open Space Property has a fascinating history that illuminates key aspects of local, state, and national heritage, including the transcontinental railroad, westward expansion and settlement, ranching, and immigration. Uriah D. Mastin first acquired the property as a 160-acre parcel from the U.S. Government in 1869, made possible under the Land Act of 1820, which provided for the affordable sale of public lands to those establishing homesteads throughout the west. Upon Mastin's death in 1882, part of his estate was left to William A. Jackman, another local resident. Jackman is likely responsible for constructing the stone house which still stands on the property (the second story a later addition), as mentioned in an 1884 issue of the *Reno Evening Gazette*. Uninterested in the life of a rancher, Jackman offered his 40 acres of land for sale in a newspaper advertisement, attracting the attention of Lazzaro Avansino, who would ultimately purchase the ranch in 1901. His family grew fruit, vegetables, and other crops and kept livestock including cattle and horses until they sold in 1963 to a group of investors that included Bud Ruppert, locally famous for owning the nearby Lawton Springs. Ruppert's "Holiday Lodge" opened

in July 1963 with two new swimming pools, 100 poolside rooms, a casino, dining room, private mineral baths, a steam room, horseback riding, and more. Entertainment at the grand opening was provided by Sal Carcione (also known by his stage name, Sal Carson), a successful musician and band leader from California. Ruppert would later hire Carcione as the resort's entertainment director, and with a second trust deed to the property as collateral for a loan to Ruppert, Carcione became the sole owner of the property in the 1960s. Carcione leased the ranch to several tenants, most of whom operated commercial riding businesses, but continued to visit occasionally to ride his own horses until his death in 2007. Several years later, trustees under the Carcione Family Revocable Living Trust entered into negotiations with Washoe County to establish the ranch as a part of Washoe County's Truckee River Greenbelt and Regional Open Space Program.

Figure 3: Site Analysis Map outlines Carcione Open Space totalling approximately 44 acres and its relationship to the rest of the site. Current access to the property is via the Mogul exit on Interstate- 80 and crosses the Union Pacific Railroad.



Looking North onto the Carcione property



Union Pacific Railroad crossing



Truckee River looking East



Avansino Ranch House



Open space at the Carcione property

Site Analysis – Carcione Property

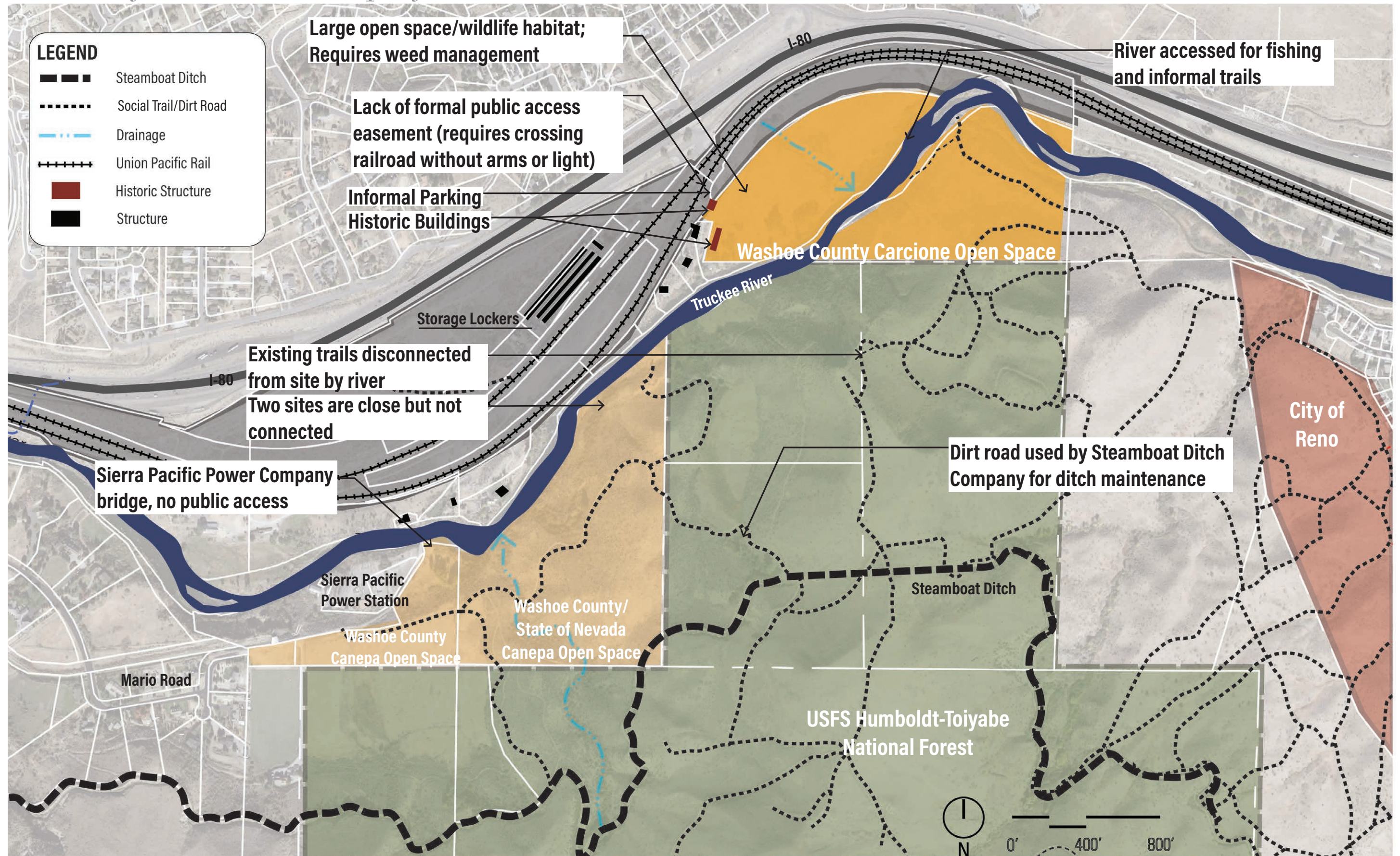


Figure 3: Site Analysis Map – Carcione Property

Existing Conditions – Canepa Property

The Canepa Ranch property, purchased by Italian immigrant Ernesto Canepa in 1919, was used as the home of Alpine Dairy, a family run dairy and alfalfa operation. A member of the Italian Benevolent Society, Canepa and his wife often hosted community events on behalf of the Society at his ranch, such as the “Big Italian Basket Picnic” advertised in an August 1928 issue of the Reno Gazette. Much of the property was historically converted from upland brush to pasture grasses to support cattle, which was grazed for several decades. Although the land has been broken into smaller parcels over time, the property has been passed down through the family since Ernesto Canepa’s death in 1947. A portion of the property was acquired by the U.S. Forest Service from Washoe County under the Forest Service land acquisition program. The Canepa Ranch property is critical to helping maintain the integrity of open space along the Truckee River Corridor because it is some of the last remaining open space directly adjacent to the

river. This open space links to adjacent Forest Service lands and is considered critical winter range habitat for the Loyalton-Truckee mule deer herd.

Figure 4: Site Analysis Map – Canepa Property outlines the Canepa Ranch Open Space totaling approximately 54 acres and its relationship to the rest of the project area. Current access to this property is via Mario Road and Doribell Lane.

“The Canepa family wanted to preserve access to this land for public use.

They continue to love the ranching way of life. They enjoy the outdoors, with animals and the intent of the family [is that they] still want the land of Nevada to remain open for others to enjoy...”

Text submitted from the Canepa Family for a future trailhead plaque



Looking Southwest onto the Canepa property



Truckee River



Truckee River looking East



Open space on the Canepa property



Open space at the Canepa property

Site Analysis – Canepa Property

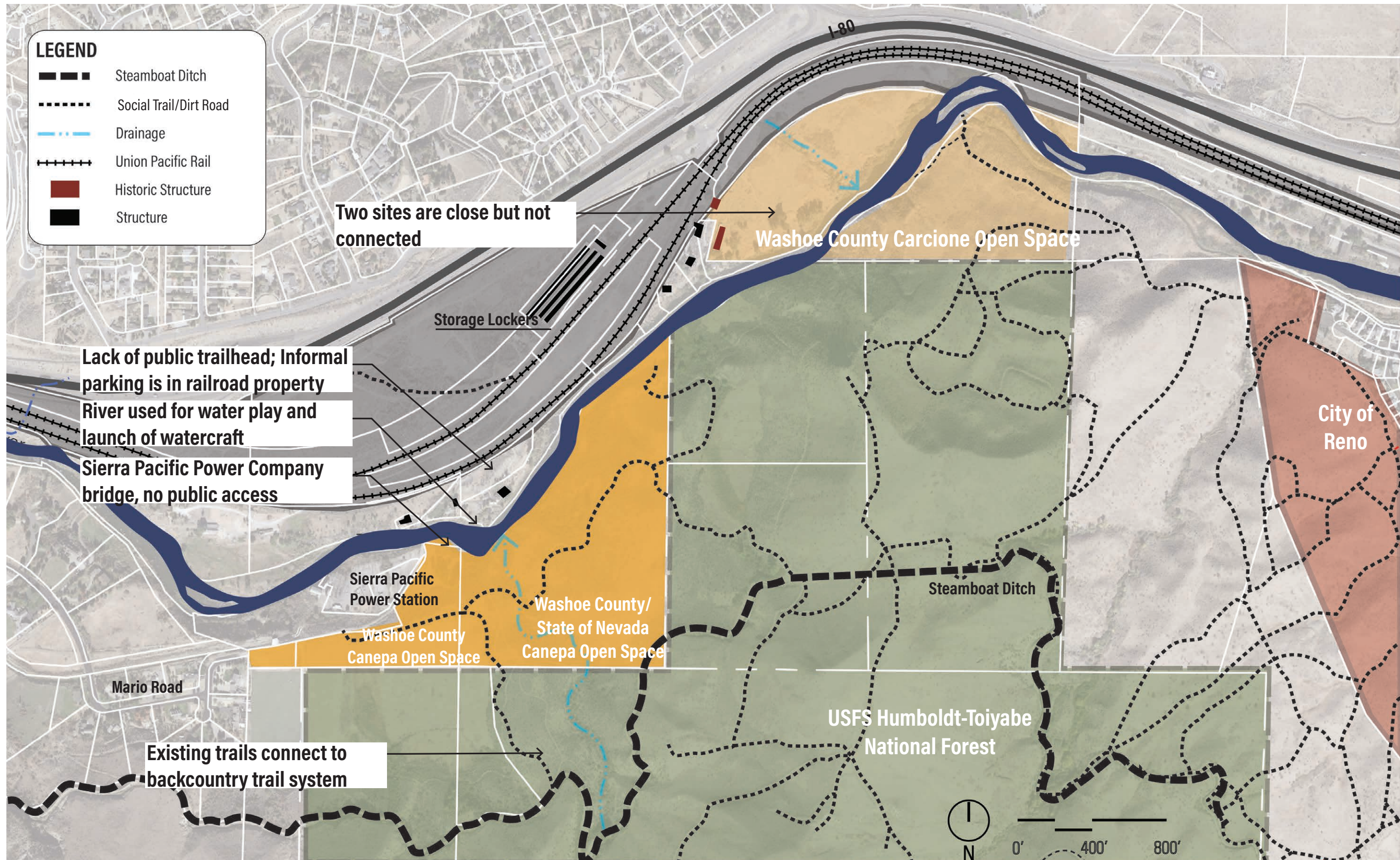


Figure 4: Site Analysis Map – Canepa Property

Previous Studies and Reference Documents

Mogul Bridge Evaluation (owned by NV Energy crossing the Truckee River near the Canepa property)

Prepared by Tobey-Wade Consulting, dated May 29, 2008

Summary: Technical memo discussing the results of an evaluation of the bridge to document the bridge's current physical condition and to determine its safe load-carrying capacity. The memo also references a study conducted in 1990 by SEA, Incorporated. That study determined that the bridge does not have sufficient capacity to carry standard HS-20 highway loads unless it is strengthened.

Phase 1 Environmental Site Assessment Report, Canepa Ranch Prepared by Stantec, dated July 2008

Conclusions: Stantec has performed a Phase I ESA of Canepa Ranch comprised of APNs 038-150-14, 038-150-21, 038-530-29, and 038-530-42, the "Subject Property." The Phase I was performed in accordance with the standard of care of an Environmental Professional and in general conformance with the scope and limitations of ASTM Practice E1527-05. No warranties, express or implied are made. Stantec has, in the course of this inquiry, attempted to identify and review commonly known or reasonably ascertainable information about the Subject Property that is relevant to evaluating the presence of Recognized Environmental Condition (REC)s. Any exceptions to, or deletions from, this practice are described in the Data Gap Section of this report together with an opinion regarding the significance of these data gaps.

This assessment revealed no evidence of RECs in connection with the subject property.

Canepa Trailhead Conceptual Site Plan Prepared by Washoe County, dated July 30, 2008

The conceptual site plan shows proposed parking and day use improvements near the Truckee River on the Canepa property on an AutoCAD base map.

Phase 1 Environmental Site Assessment, Carcione Family Trust Properties

Prepared by McGinley & Associates, dated July 31, 2012

Conclusions: McGinley and Associates, Inc. (MGA) has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527 of APNs 038-150-18 and 038-150-20 in Reno, Nevada, the property. Any exceptions to, or deletions from, this practice are described in Section 9 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the property and no further assessments are warranted at this time. However, if the current septic system located on the subject property will not be required for further use, MGA recommends that they be removed per local, state, and federal regulations. Additionally, if the user wishes to gain confidence with respect to the extent, if any, of contamination within the soil near the structural debris piles, MGA recommends collection and analyses of soil samples on this portion of the property.

Stanley and June Avansino Transcript, Interviewed July 6, 2016 by Alicia Barber, PhD

The transcript is from an interview at the home of June and Stanley Avansino in Reno, NV. The interview took place with architect Pete Dubé to talk about the Avansino family ranch and the ranch house, and the family history in general.

JoAnne and John Grasso Transcript, Interviewed July 28, 2016 by Alicia Barber, PhD

The transcript is from an interview at the home of John and JoAnne Grasso in Graeagle, CA. The interview took place with architect Pete Dubé, Cheryl Surface, and Dennis Troy to talk about the Avansino family ranch and the ranch house, and the family history in general. JoAnne's father was Salvatore Guiseppe Carcione.

Washoe County Regional Parks and Open Space, Integrated Vegetation Management (IVM) Plan

Prepared by RCI, dated June 2020

Summary: This report provides a description of the IVM Plan concept, a summary of the tools required to assess the environmental factors associated with the 16 specific park and open space areas (including Carcione and Canepa) and provides a summary of the Best Management Practices (BMPs) developed, that when appropriately applied, should successfully achieve the Washoe County Parks management goals. The intent of these BMPs is to provide staff with the tools to assess site conditions and site-specific problem areas, develop appropriate management and restoration plans, and evaluate short and long-term project success.

Previous Studies and Reference Documents

Avansino Family Ranch House, Mothball Plan & Targeted Condition Assessment

Prepared by Dubé Group Architecture

Description: Dubé Group Architecture was retained by Washoe County Regional Parks and Open Space to develop a mothball plan for the Avansino Ranch House and associated outbuildings located on the Carcione property. The Avansino Ranch Mothball Plan and Targeted Condition Assessment follows guidelines and recommendations outlined in the National Park Service Preservation Brief 31: "Mothballing Historic Buildings", National Park Service Preservation Brief 39: "Holding the Line: Controlling Unwanted Moisture in Historic Buildings", US Department of Agriculture Forest Service Publication Number 1173-2831P-MTDC "Buying Time: Mothballing Forest Service Facilities", and The Secretary of the

Interior Standards for the Treatment of Historic Properties. Preservation Brief 31 defines mothballing as the "[closing] up the building temporarily to protect it from the weather damage as well as to secure it from vandalism" while preserving the structure for future use.

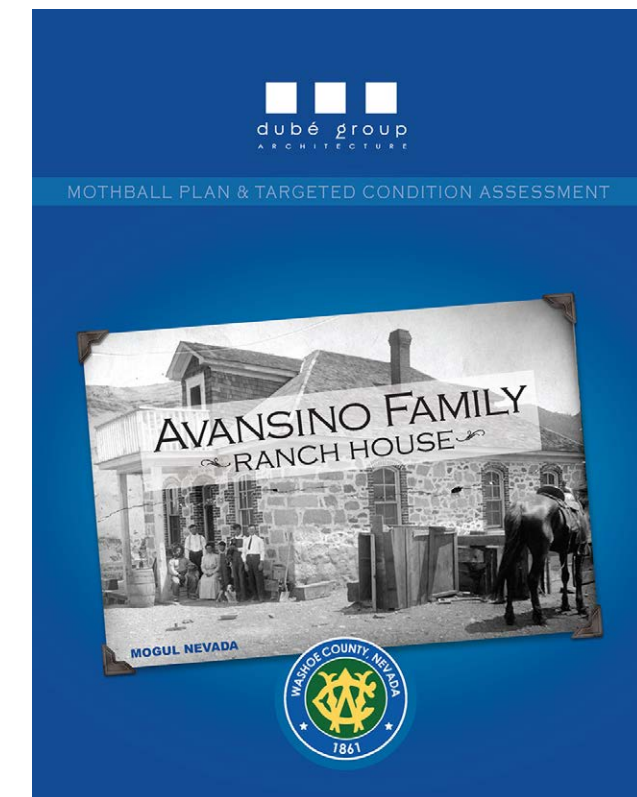
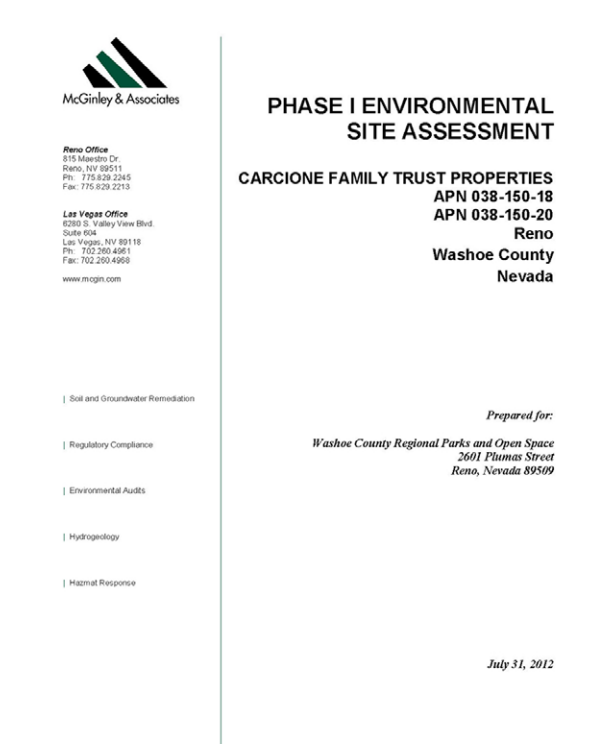
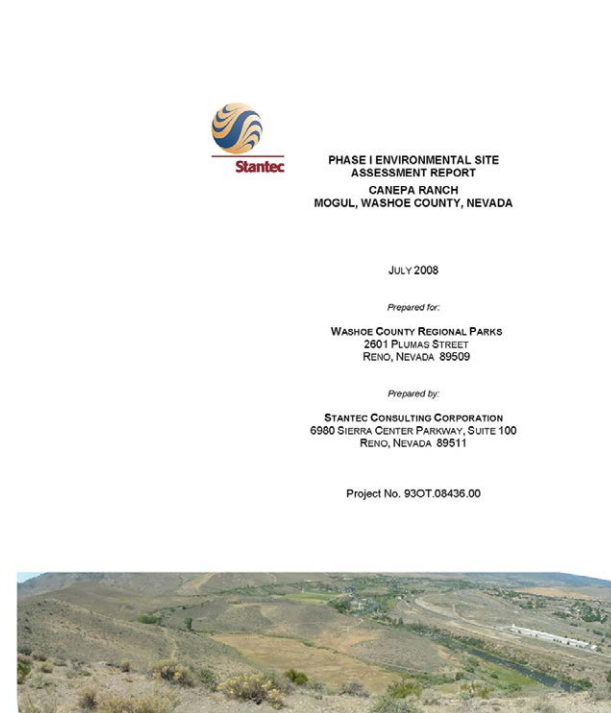
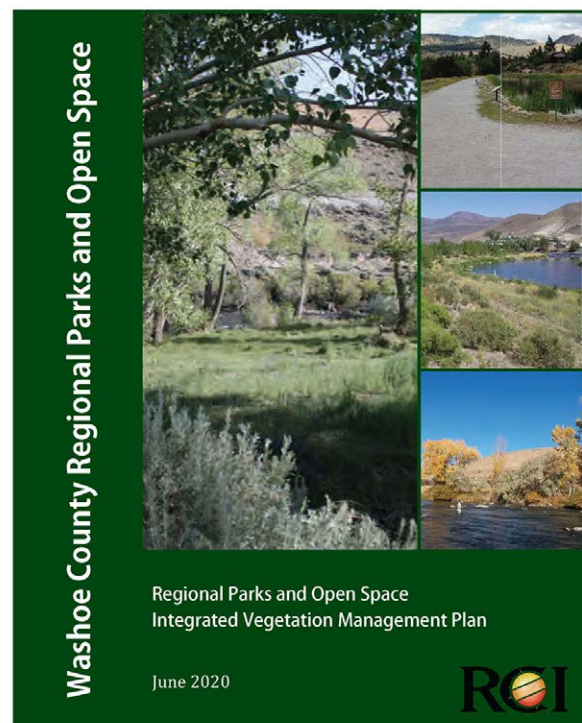
Additional Easements, Deeds, Right of Entry Agreements, and Water Rights have been recorded for the sites dating back to 1928 and should be included in a future field survey before implementation of the plan.



From left: Louis, Eva, Esther, and William Canepa



Ernesto and Catherine Canepa



Heat Maps

The heat maps provided on the following pages illustrate the intensity of use on each trail around the Carcione and Canepa Ranch properties. These maps are created by Strava, which uses data from their application on iPhones and Androids to track walking, running, cycling and water activity. Through this app, athletes can enter their activity, track their performance, find new routes, and compare times with other users. It has become the world's largest route and trail resource, with millions of users all over the world. This data is helpful in studying the popular trails in the area so that we can maximize connectivity and ensure proper placement of new trails.

On the maps, you can see that the lower use trails are a dark red, while the higher use trails are white.



Heat maps provide data for hiking, biking and rafting

Walk Heat Map

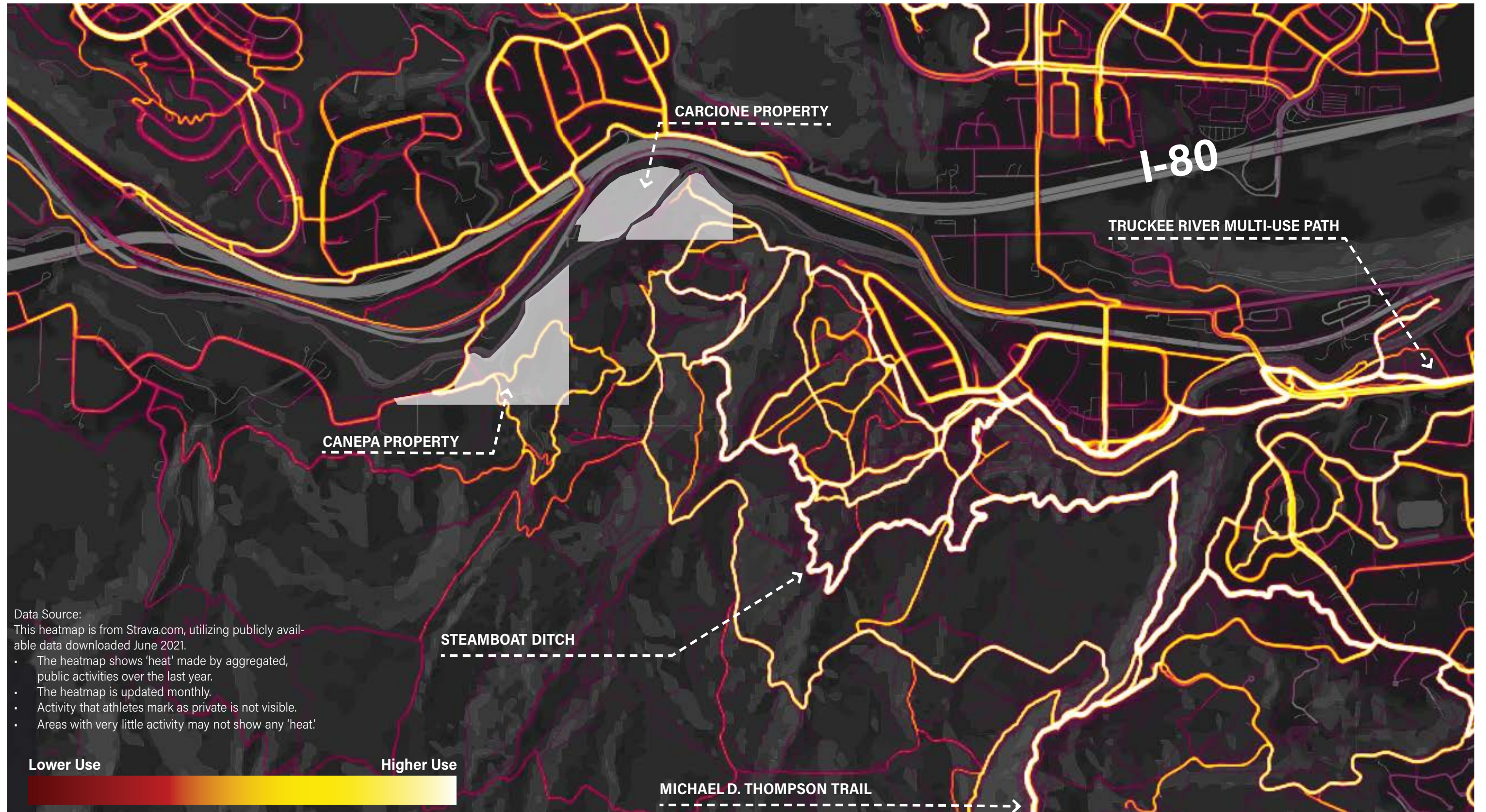


Figure 5: Walk Heat Map



Bike Heat Map

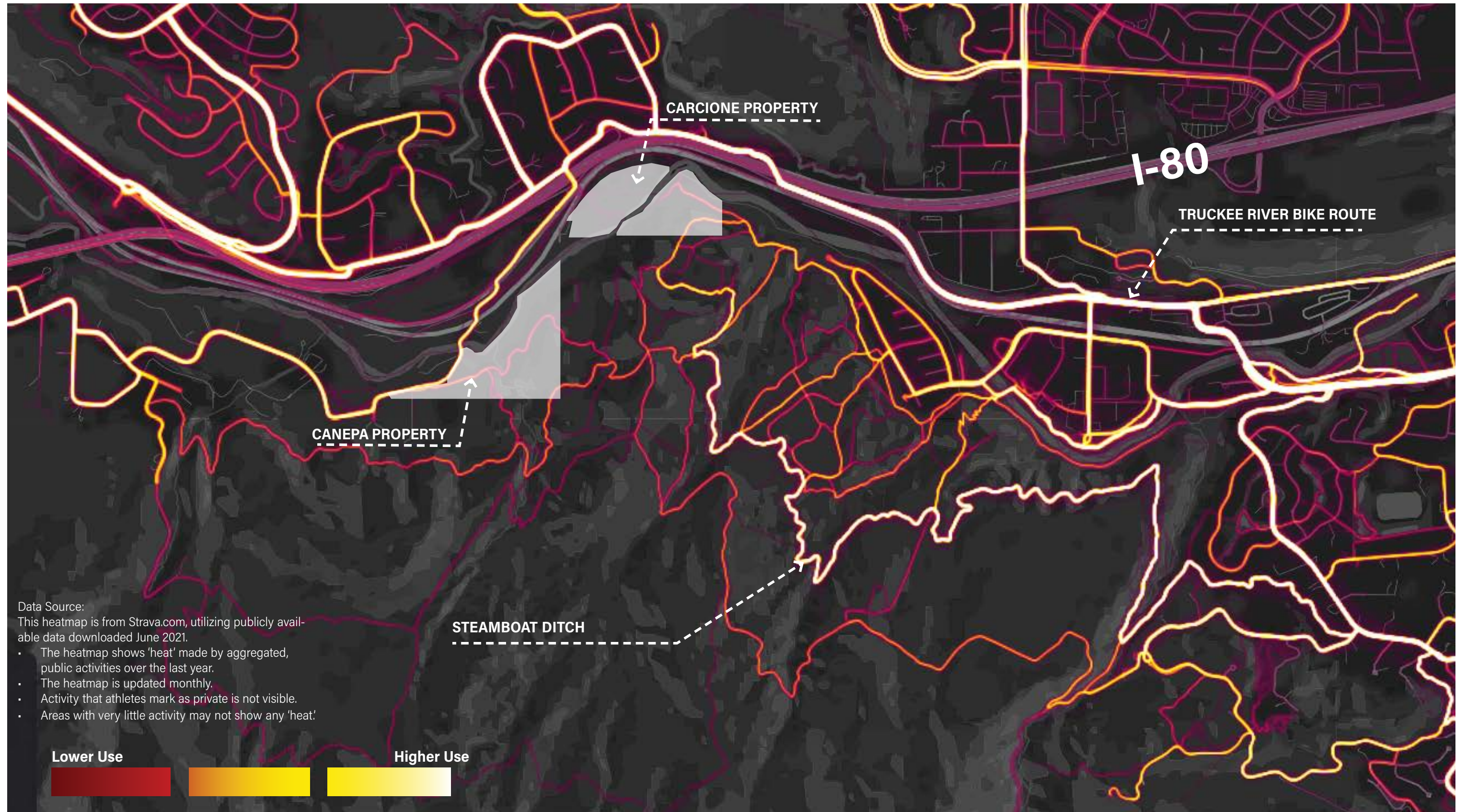
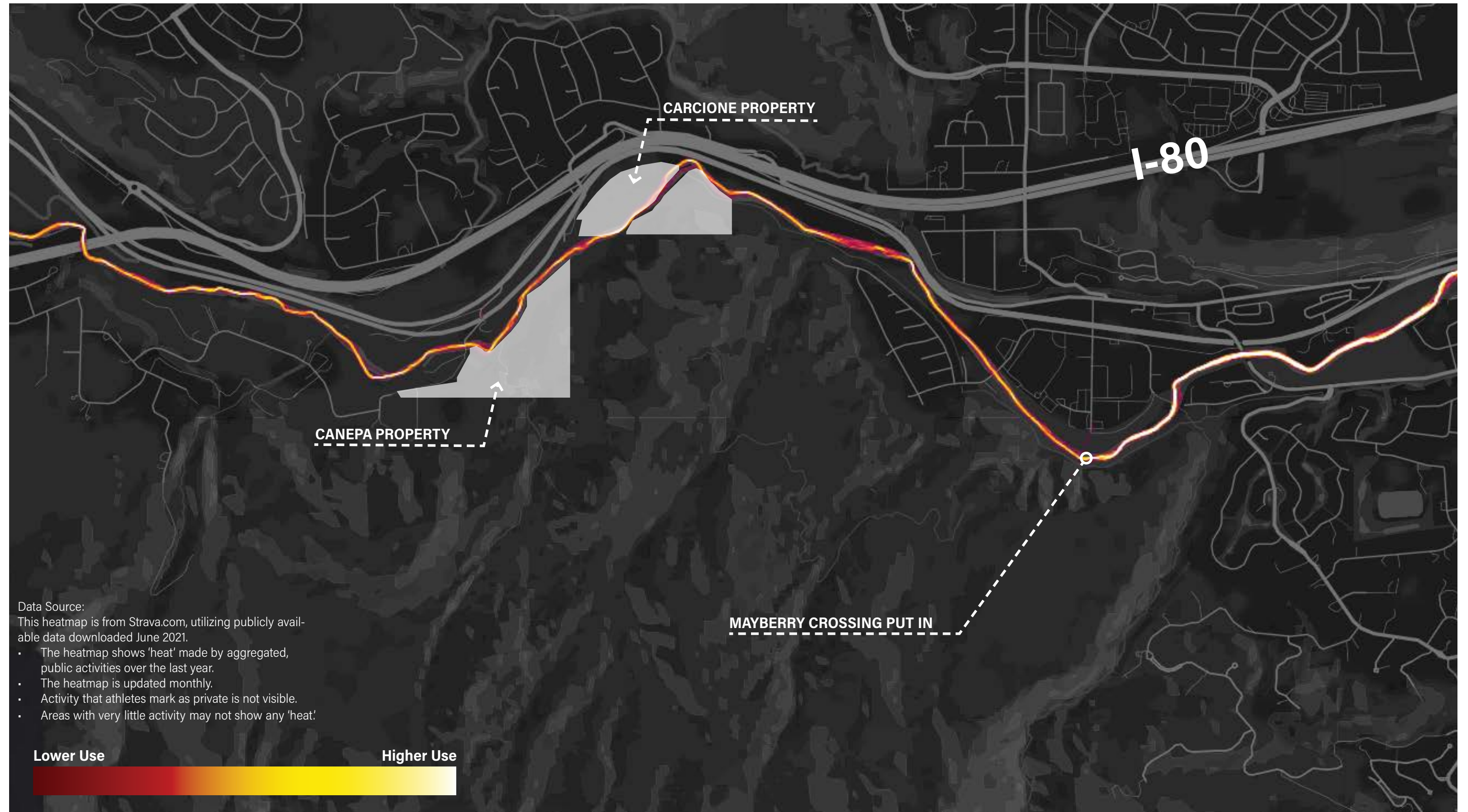


Figure 6: Bike Heat Map



Water Activity Heat Map



Data Source:
This heatmap is from Strava.com, utilizing publicly available data downloaded June 2021.

- The heatmap shows 'heat' made by aggregated, public activities over the last year.
- The heatmap is updated monthly.
- Activity that athletes mark as private is not visible.
- Areas with very little activity may not show any 'heat'.

Figure 7: Water Activity Heat Map



View from Canepa Property looking northeast above the existing dirt roads on Forest Service property

Program Elements

Based on feedback from County staff, project stakeholders and public input, the following series of program elements were developed to be included in the preliminary concepts. These program elements depict what is needed to support public access. The existing site has no developed amenities.

Parking and Access

Parking

Vehicular access and parking are proposed on both the Canepa and Carcione properties to allow for ease of use and circulation. An appropriate number of ADA parking stalls shall be included at each trailhead parking area. The ADA parking stalls and access should be asphalt or concrete, though the remainder of parking areas could be a permeable surface. Materials for the parking areas will be further determined at the next level of design.

Access

Carcione Property:

- Vehicular access is proposed off the Mogul exit for the Carcione property.
- A public Crossing Agreement with Union Pacific Railroad (UPRR) will be required to cross the railroad tracks into the Carcione property. The County is working to secure a railroad crossing with the ultimate goal of providing legal and safe access at the Mogul exit.

Canepa Property:

- Vehicular access is proposed at the end of Dori Bell Lane for the Canepa property. Dori Bell Lane ends at County property and public access will continue onto the adjacent county parcels.



Trailhead Amenities

Trailhead amenities are an important aspect of trail design and help to accommodate the increased number of visitors that new trails attract. These amenities are proposed at both access locations. Day use areas are proposed where visitors can picnic, relax and enjoy a break in the shade. These areas would include a variety of picnic and seating areas, shade structures and nature viewing areas for visitors to enjoy in every season. A key point to building the formal trailheads is to educate users about respectful use of the land for recreation. This includes signage indicating allowable uses, leave no trace practices, responsible trail use, and prohibitive activities.

Proposed amenities include:

- Restrooms
- Map kiosks
- Directional/wayfinding signage
- Rules and regulations signage
- Interpretive signage
- Trash receptacles
- Dog waste station
- Seating
- Shade (trees and/or structure)



Frontcountry Trails

Frontcountry trails are trails close to access roads and amenities such as running water and bathrooms, as opposed to backcountry trails which are further out into the remote, undeveloped areas. The frontcountry trails on these properties are proposed to have day use trails and loop trails, along with interpretive elements such as signage to explain elements of the site.

These trails are proposed to be designed to moderately developed trail parameters. Intended uses along the trail system include foot access (e.g., hiking, trail running), equestrian use, biking, and maintenance access as needed. Trails with steeper grades should be armored using rockery or other methods to create a more resilient surface. The average slope for trails throughout the Frontcountry would be less than 5%. Signage including regulatory information, wayfinding, destinations signage, and route markers are proposed to be used throughout the trail system. Wayfinding signage is proposed to be located at junctions and decision points. Interpretive signage is also proposed to be included.

Moderately Developed Trails

Moderately developed trails have a trail tread between 6-10 feet wide and surface is generally smooth. Obstacles along these trails are infrequent and removed during construction. ADA access on these trails shall be provided from the parking areas to key destinations such as river access points.



Backcountry Access

Backcountry trails are remote trails away from access roads and amenities such as running water and bathrooms. The existing backcountry trails on this site are on Forest Service land, however there is the opportunity to create new backcountry trails that connect to existing destinations and the new Belli Front trail system. This recreation access plan proposes regional trail connectivity and wayfinding so hikers, runners, mountain bikers, and equestrians can access the hundreds of miles of backcountry trails that this area provides. These proposed new backcountry trails are proposed to be minimally developed trails, consistent with U.S. Forest Service Trail Fundamentals and Trail Management Objectives.

Minimally Developed Trails

Consistent with Forest Service Trail Class Matrix, Trail Class 3, these proposed backcountry access trails will have a continuous and obvious tread, 18" to 36" wide. These trails are single lane with allowances constructed for passing where available. These trails may have infrequent obstacles and a target grade of 3% to 12% with a maximum pitch of 25% in short distances.



Cultural Resource Protection

These properties have a vibrant history and historical buildings remain on the Carcione property. These resources need protection, especially with the anticipated increase in users. The Avansino Family Ranch House is proposed to remain and proposed to follow the recommendations of the previously prepared Mothball Plan & Targeted Condition Assessment. The former stable building is proposed to be removed at the direction of County staff.

Educational signage is proposed to be included in the final design and implementation of the recreation access plan. The signs are proposed to include the historical significance of the properties and reference the previous studies and family interviews.

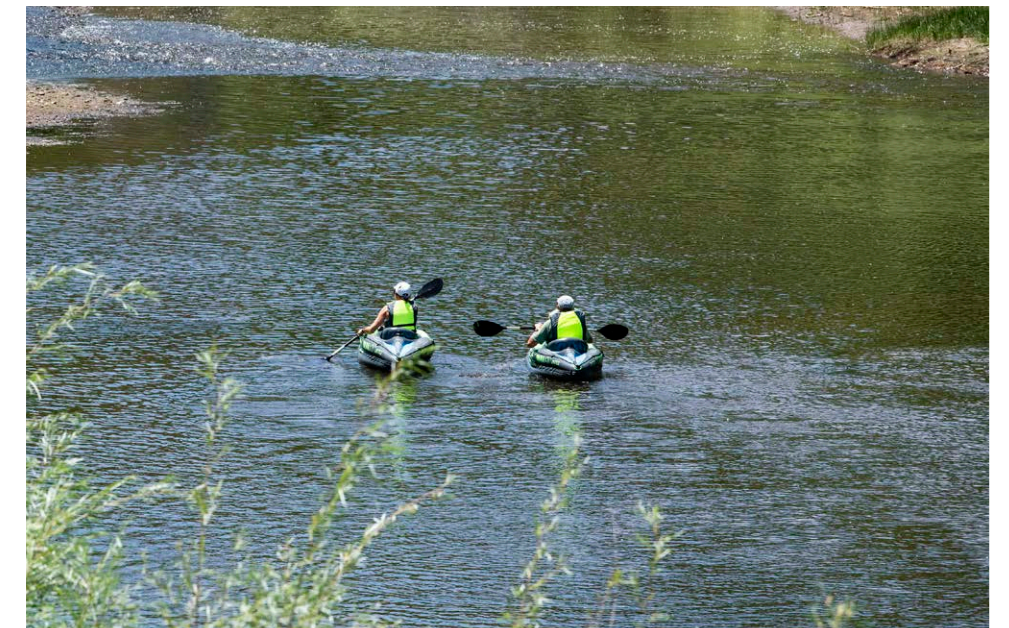
Measures should be taken to reduce opportunities for dumping and vandalism which include construction of gates and fencing to limit vehicle access to the parking areas only. It is proposed to remove the dilapidated trailer on the Carcione property and construction of gates and fencing to limit vehicle access to the parking areas only.



Truckee River Access

Access to the Truckee River is one of the main attractions of the properties. The river provides many recreational opportunities such as fishing, wildlife viewing, rafting, kayaking and swimming. The plan proposes safe access points for all of these activities.

- ADA access is proposed to be provided to the river in key locations.
- ADA access is proposed to be provided to the proposed bridge crossing the Truckee River.
- Informal access is proposed to be maintained along the river edge for fishing.
- There is an opportunity for a non motorized watercraft put in/take out at both properties accessing the Truckee River.



Vegetation Management

Two main plant communities are present at the properties: big sagebrush scrubland on the upslope north aspects, and poplar/willow riparian corridors along the Truckee River. These two communities represent contrasting soil moisture availability, and as such respond differently to management actions. Plant communities on and immediately adjacent to the Truckee River will recover faster than the upslope scrublands, and more aggressive management actions can be taken there. Conversely, the more arid scrubland is dominated by longer lived perennial plants that are more sensitive to management related disturbances, and more care must be taken in the disturbance related management of these communities.

Vegetation Management

The dominant plant communities present in the project area include big sagebrush shrubland located in the dry upland areas and poplar/willow riparian corridors. Riparian corridors are present throughout the project area including along the Truckee River, Last Chance Ditch, the perennial drainage that bisects the Carcione open space property, and the unnamed perennial stream that crosses the Canepa

Ranch site. Some small meadow areas also occur within the Canepa Ranch properties.

The Carcione open space property was historically managed for livestock which included fenced pasture areas. Presumably these areas received supplemental water to maintain pasture grasses when the property served as a working ranch. Once active management of these pastures stopped, the area became dry with very little vegetative cover. This led to increased soil erosion and the eventual infestation with musk (Cadaus nutans) and scotch thistle (Onopordum acanthium).

The County conducted noxious weed surveys in spring of 2021. The following species were identified as occurring in the project area and a priority for management: spotted knapweed (Centaurea maculosa), Russian knapweed (Acroptilon repens), medusahead (Taeniatherum caput-medusae), musk thistle (Cadaus nutans), scotch thistle (Onopordum acanthium), common teasel (Dipsacus fullonum), hoary cress (Cardaria draba), perennial pepperweed (Lepidium latifolium), and poison hemlock (Conium maculatum).

Vegetation management goals for the project area include:

- Maintain stable perennial vegetation communities consisting of native and adapted species.
- Treat and manage noxious weeds.
- Periodically inventory and monitor the site to allow for rapid response to new weed infestations.
- Restore and stabilize denuded pasture areas with native and adapted species to reestablish vegetative cover and prevent further erosion.
- Install interpretive signage to educate the public on noxious weed issues and consider implementing other weed control measures such as boot brushes at trail entrances.

Weed management and site restoration plans should be developed using the best management practices and tools provided in the Regional Parks and Open Space Integrated Vegetation Management Plan (Resource Concepts Inc. 2020).



Winter Mule Deer Migration Protection

Figure 7: Winter Mule Deer Migration map was prepared by the Nevada Division of Wildlife (NDOW) utilizing unpublished NDOW data, shows the winter mule deer migration through the Carcione and Canepa properties. Mule deer are the primary big game species in Nevada, however their populations have fluctuated greatly over the past 150 years according to NDOW.

The plans shown in this document have been developed with input from NDOW to protect the mule deer habitat and will not impede migration with limited roads and fences throughout the properties. At a minimum it is recommended that dogs be required to be on leashes on all public lands during the winter mule deer migration (December 1 - March 30).

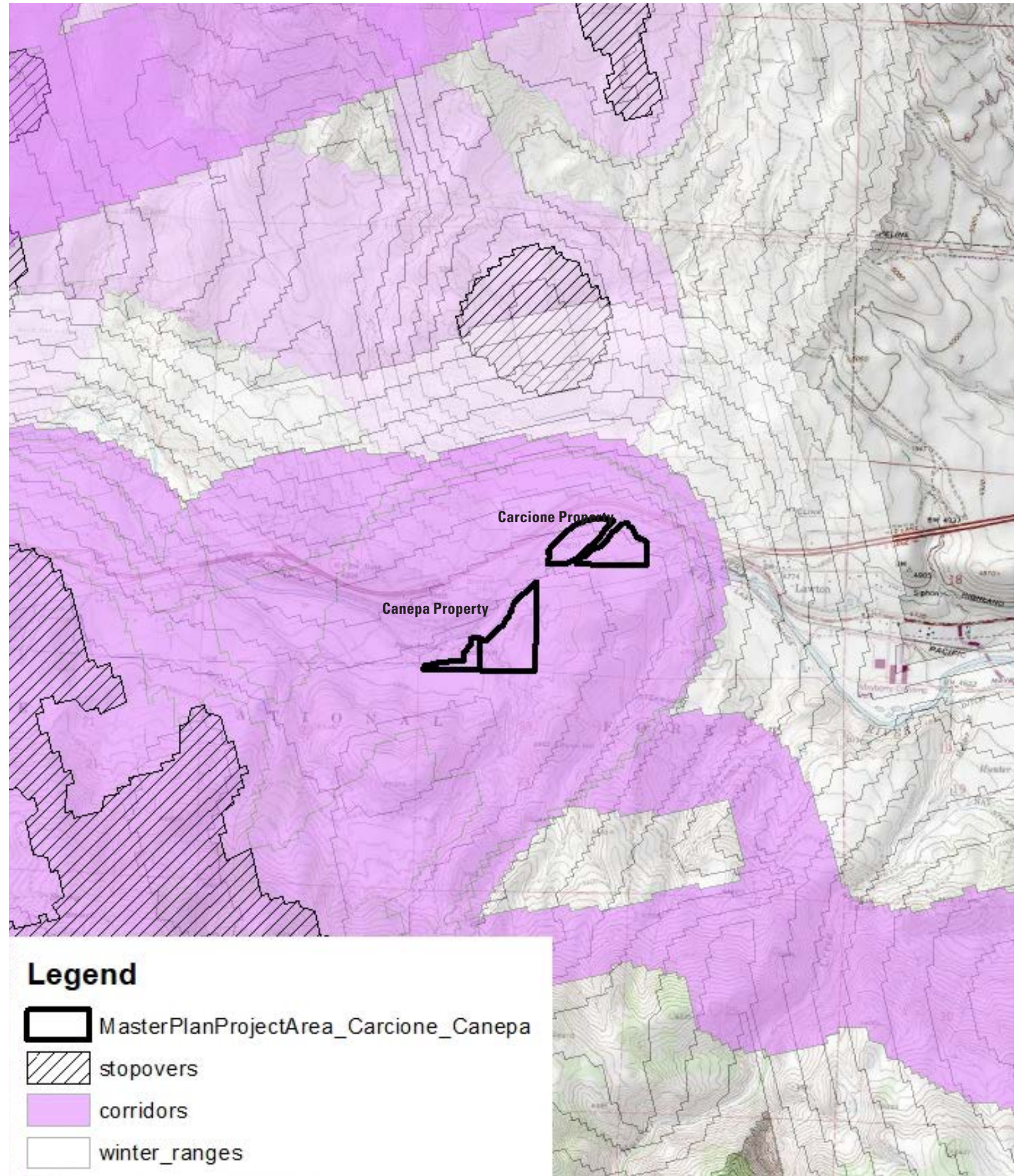


Figure 8: Winter Mule Deer Migration



View of the Truckee River from the Carcione Property looking west towards the Forest Service land and Canepa Property

Concept Alternatives

Staff and stakeholder engagement led to the creation of a series of initial concept alternatives. These gave shape to a variety of possibilities for public access to the project area and were presented at a public meeting on September 9, 2021. The concepts were then shared online in a public survey between September 10 and November 1, 2021. Engagement efforts included eliciting feedback regarding programmatic elements of the site as well as circulation, access, and type and location of amenities.

Concept Alternative Diagrams Shown at the First Public Meeting

Figure 9: Concept A and B Composite Diagram illustrates the different site design options for the Carcione and Canepa Ranch Recreation Access Plan.

These concepts are shown together on each map for direct comparison. Two different options are shown for parking: Concept A and B. Concept A shows the parking lots further from the river, while Concept B shows the parking lots close to the river.

There are also three different locations shown for a pedestrian bridge across the Truckee River that would connect the Carcione and Canepa properties. The red dotted lines show the proposed trails and the black dotted lines show the existing trails. The Steamboat Ditch is shown in the blue dotted line.

Figure 9: Concept A and B Composite Diagram shows both the Carcione and Canepa properties together on one map. The Figures 10 and 11 are enlargements of each property to show more detail.

Overview

- Several proposed locations for river access
- Picnic spaces
- Small event spaces
- Trailhead facilities in multiple locations
- Parking in close proximity to the Truckee River
- Three Truckee River bridge locations
- Trail connections throughout both sites, connecting to existing Forest Service backcountry trails and dirt roads

Concept A and B Composite Diagram - Shown at the First Public Meeting

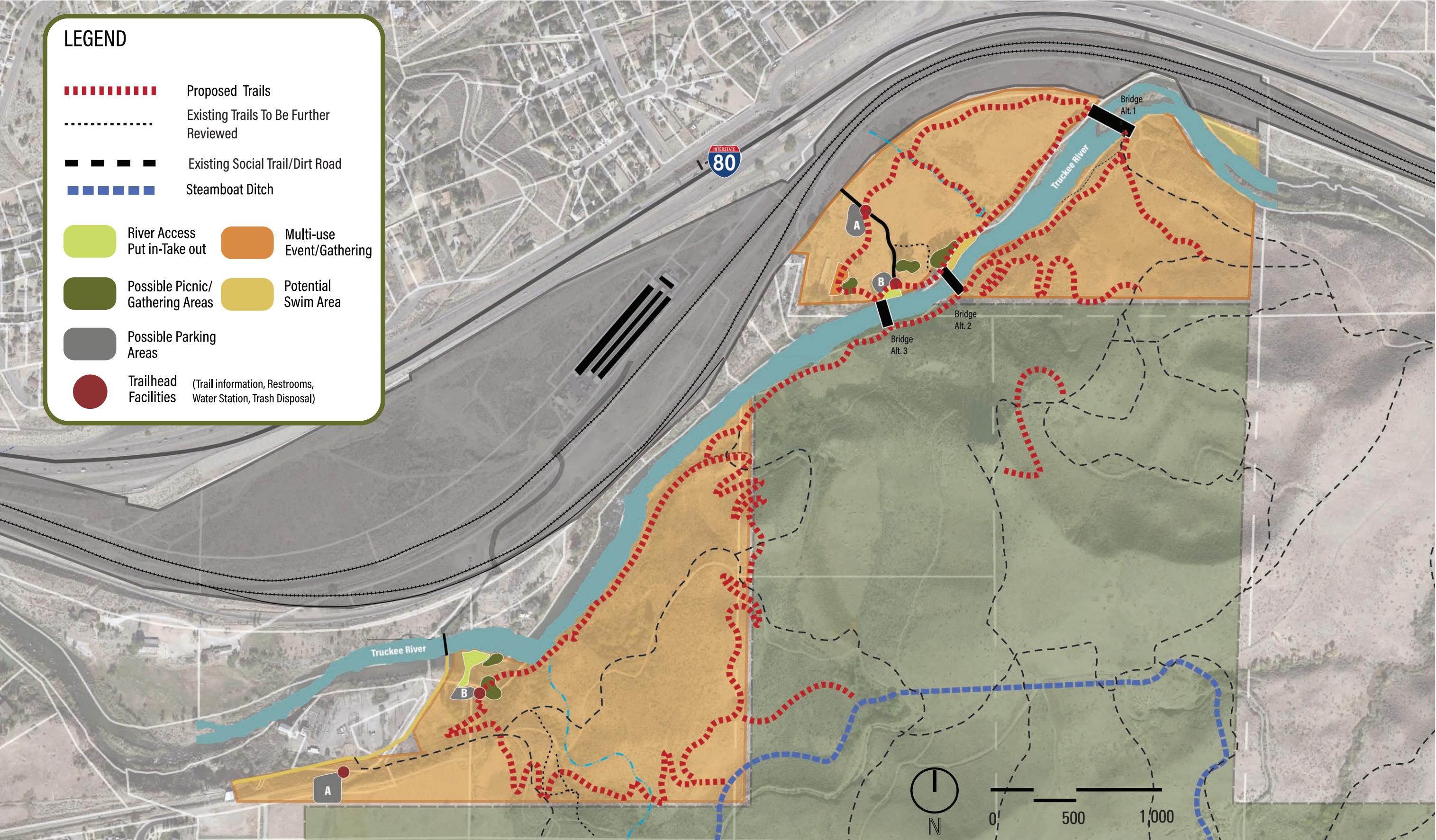


Figure 9: Concept A and B Composite Diagram

Concept A and B Enlargement – Carcione Property - Shown at the First Public Meeting

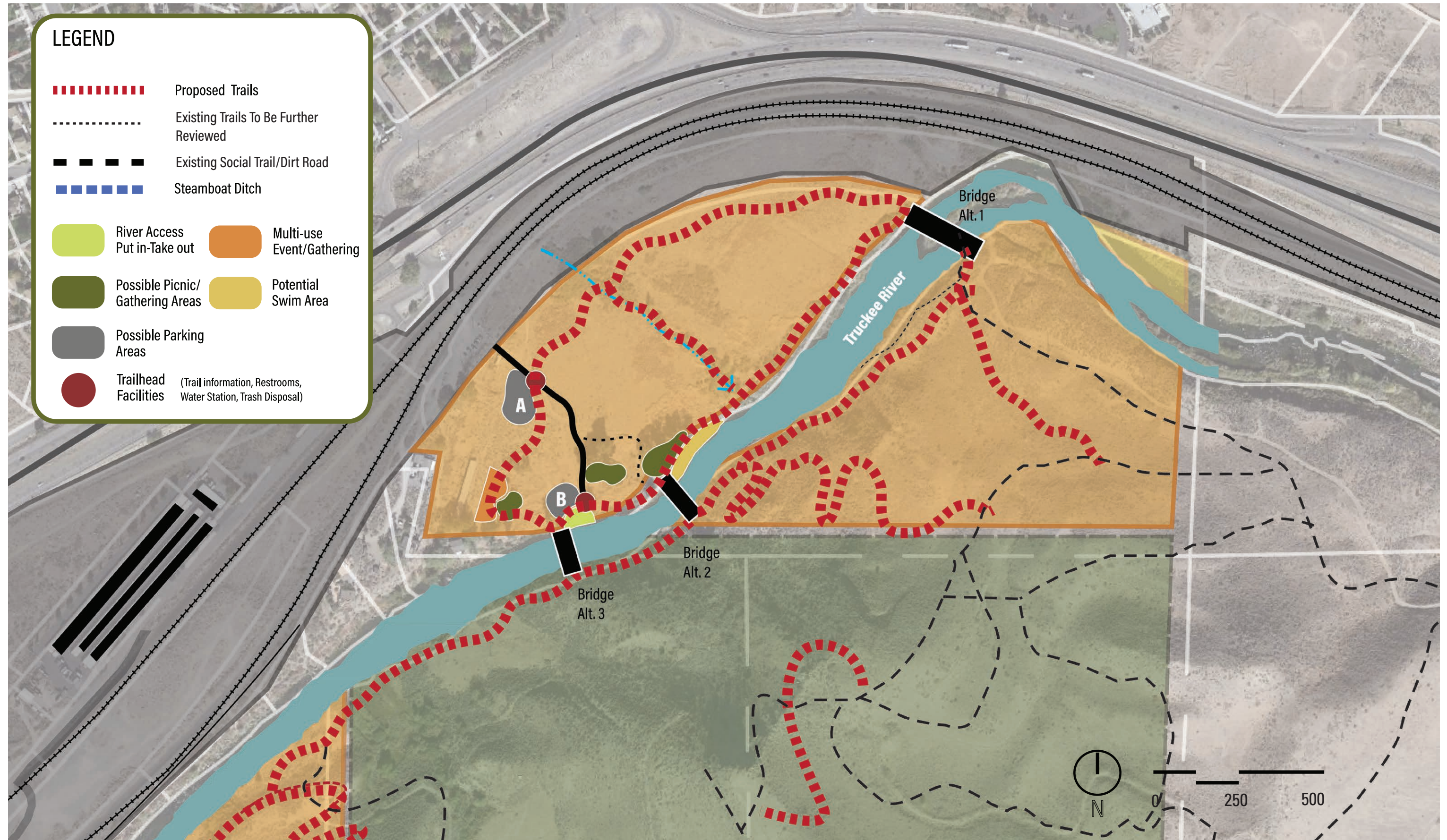


Figure 10: Concept A and B Enlargement – Carcione Property

Concept A and B Enlargement – Canepa Property - Shown at the First Public Meeting

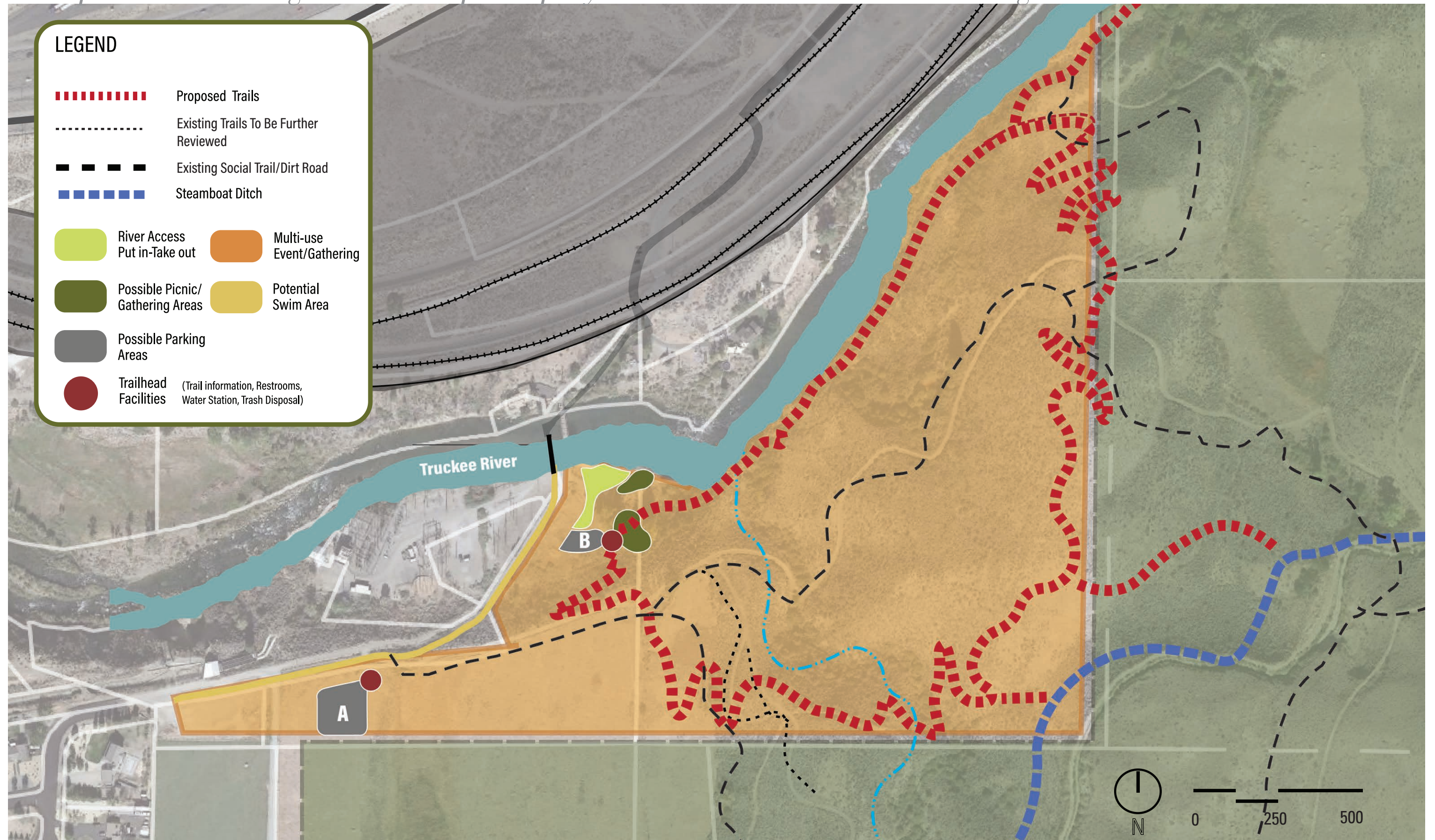


Figure 11: Concept A and B Enlargement – Canepa Property

Truckee River Bridge Alternatives

One of the project goals is to connect the properties. An initial study was conducted on bridge locations for a non-motorized trail link across the Truckee River. The goal of the study was to determine a safe, economical, and environmentally friendly trail bridge alignment. The bridge locations were identified during the recreation access plan process and were vetted by conducting site assessments, review with agency stakeholders, review with Washoe County staff, and public input. Numerous trail alignment concepts and subsequent bridge alignments were developed and discussed with Washoe County and stakeholders during this planning process.

Bridge Alignment Alternatives

Sketches were prepared in AutoCAD showing the different alignment concepts. These alignments were then translated into the concept diagrams presented at the virtual public meeting on September 9, 2021, and in the online public survey between September 10, 2021 and November 1, 2021.

The alignment concepts made use of four goals for crossing the Truckee River:

1. Providing access across the Truckee that best connects both Washoe County properties and Forest Service property for greater trail access.
2. Minimal environmental disturbance.
3. Recognizing existing use patterns where people access the river.
4. Work with existing topography, avoid steep eroding slopes on much of the south side of the Carcione property.

The alignment concepts shown in Figures 12 and 13 meet the following design criteria:

- The trail alignments and bridge access will adhere to ADA requirements.
- In accordance with AASHTO Guide Specifications for Design of Pedestrian Bridges
- Typical trail section and bridge width is 12 feet wide.
- Maximum bridge span is 250 feet between footings.

- Bridge design is based on a prefabricated metal truss bridge with wood decking and metal safety rails. Feedback on the bridge alternatives was given by consultants at Contech Engineered Solutions LLC. www.ContechES.com

Additional Studies and Permits

The bridge alternatives reviewed during this recreation access plan process are preliminary and will require a more detailed study and engineering*. Hydraulic, geotechnical, and environmental permitting will need to be performed to support the development of the trail alignment and bridge structure.

These additional studies may include:

- A hydraulic and scour study to define possible river migration and develop scour protection options.
- Geotechnical study to evaluate the general geologic conditions and to provide recommendations for earth embankments, retaining walls and bridge foundations.
- Field survey to define actual topography, property lines/easements and site conditions.

Permits and approvals might include:

- U.S. Army Corps of Engineers (USACE)
- Nevada Division of Environmental Protection (NDEP)
- Nevada Department of Wildlife (NDOW)
- Nevada Division of Water Resources (NDWR)
- Nevada Division of State Lands
- Pyramid Lake Paiute Tribe
- Washoe County
- U.S. Forest Service (Forest Service)

*Reference: Truckee River Restoration and Construction Site Permitting Handbook

Similar Trail Bridges in the Area

There are similar trail bridges crossing the Truckee River in the area. They are all located downstream from Carcione and Canepa properties. The closest similar bridge is at the Tom Cooke Trail, approximately 2 miles downstream.

- Hunter's Crossing
- Tom Cooke Trail
- Dorostkar Park
- Downtown Reno Whitewater Park

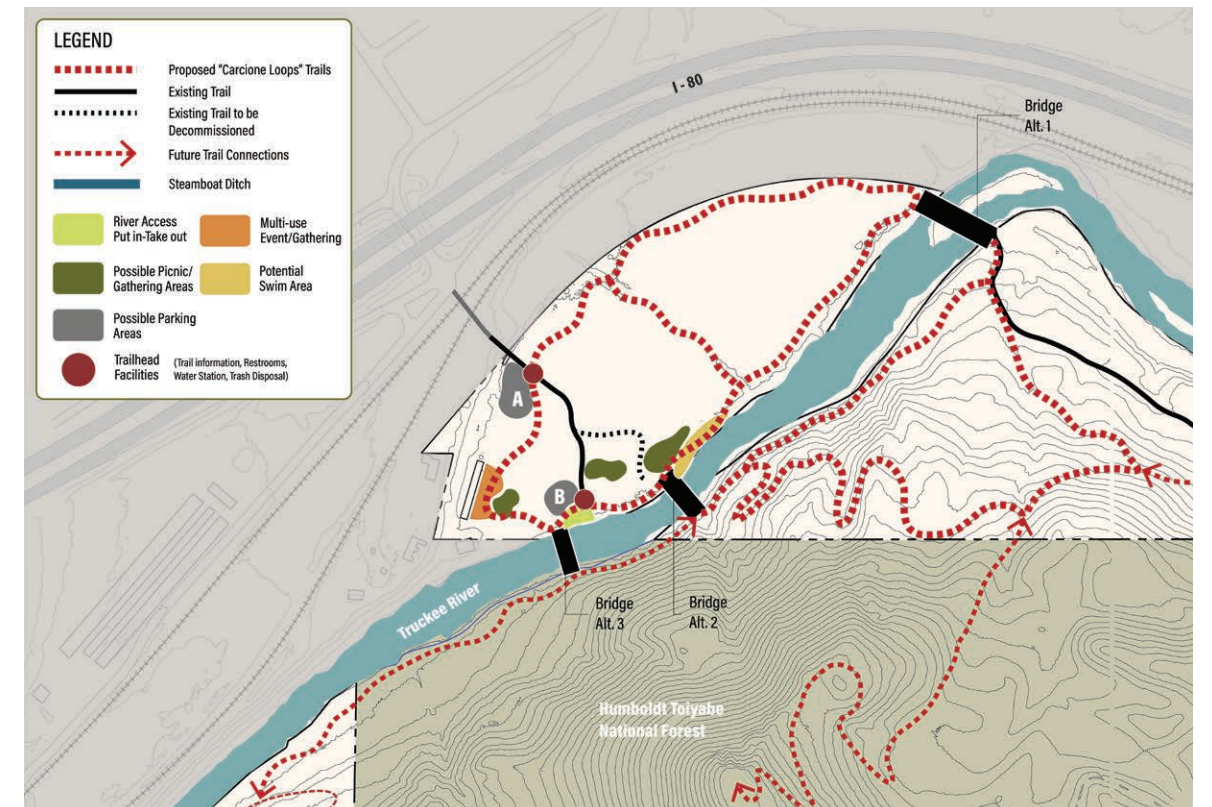


Figure 12: Bridge Location Alternatives



Figure 13: Bridge Location Alternatives 2

Truckee River Bridge Alternatives

Bridge Alternative 1

Alternative 1 connects both sides of the Carcione property across the Truckee River utilizing an existing island in the river at the eastern most side of the property. The span is approximately 300 feet. Approximate cost for this bridge alternative is \$650,000.

Advantages:

- Directly connects both sides of the Washoe County owned Carcione property.
- Provides connection across the river at the eastern most side of the property.
- Provides an interesting user experience across the island in the middle of the river.

Disadvantages:

- Long bridge span requires a center footing in the island resulting in the most expensive option and most complicated permitting process.
- Does not provide an easy connection to the Canepa property, extensive trails would need to be built over steep slope and eroding banks to connect to the west.
- Does not recognize where most users of the trails want to go.
- Not an environmentally sensitive alternative due to disturbance in the island of the Truckee River.

Bridge Alternative 2

Alternative 2 connects both sides of the Carcione property across the Truckee River in the middle of the property. The span is approximately 170 feet. Approximate cost for this bridge alternative is \$340,000.

Advantages:

- Directly connects both sides of the Washoe County owned Carcione property.
- Provides connection across the river near an existing high use area near the large cottonwood trees.
- Shortest bridge span of all three alternatives.

Disadvantages:

- Slope along the southern side erodes in the river and would require extensive stabilization.
- Trail connection to Canepa would cross additional steep eroding river side banks, requiring stabilization, elevated boardwalk or other means to provide access.
- Not an environmentally sensitive alternative due to regrading of the eroding river bank.

Bridge Alternative 3

Alternative 3 connects the Carcione property to the U.S. Forest Service property across the Truckee River. The span is approximately 200 feet. Approximate cost for this bridge alternative is \$400,000.

This is the preferred bridge location shown in the recreation access plan. Based on the Project Team's assessment and feedback from Washoe County staff and stakeholders such as the U.S. Forest Service.

Advantages:

- Provides a connection closest to the proposed parking and trailhead allowing the easiest access across the river.
- Provides the most effective connection to the Forest Service lands and Canepa property where most users are accessing existing trails and dirt roads.
- Single span bridge that works with existing grades, most environmentally sensitive alternative.

Disadvantages:

- Need to screen bridge from adjacent neighbors where the property line meets the river.



Approximate location of Bridge Alternative 1



Approximate location of Bridge Alternative 2



Approximate location of Bridge Alternative 3

Railroad Crossing

Introduction

The goal of this memorandum is for Cardno, now Stantec, to provide input on the process of gaining a public access easement to the Carcione property from Union Pacific Railroad (UPRR). This easement is in support of the Carcione and Canepa Recreation Access Plan prepared for Washoe County by Design Workshop.

Railroad Crossing

Access to the Carcione property is bisected by an informal crossing of the UPRR. Public vehicle access through the UPRR property and across the tracks will be guided by a Crossing Agreement, which will be required prior to construction of public parking. There are currently two private residences that use the crossing for access to their homes. Additionally, Truckee Meadows Water Authority (TMWA) requires access through the crossing for periodic maintenance of its infrastructure. The legal easement definitions for these two access types will be helpful in determining the future crossing and should be identified through contacting the homeowners and/or TMWA.

It is recommended that UPRR be contacted early in the design process to ensure arrangements are made for proper evaluation of the crossing. All proposed improvements to infrastructure on or near UPRR rights-of-way must be evaluated and approved by UPRR to ensure public safety measures are met. The following outlines the general steps recommended to begin the at-grade crossing review, application, and approval process. This memorandum is an assumption of UPRR requirements for access; UPRR was not contacted during the development of this memorandum.

Rail Transportation Consultant

Washoe County is encouraged to engage a railroad transportation consultant with experience partnering with UPRR to install new at-grade crossings from preliminary design through construction completion. The railroad transportation consultant would:

- Coordinate on behalf of Washoe County with UPRR for the duration of the at-grade crossing approval process.

- Gather site information, including existing easements, incident records, traffic counts, and train counts.
- Assess and identify the existing rail operations and specific engineering considerations to be accounted for at the existing Carcione property access point.
- Develop alternatives and provide proposed at-grade crossing safety improvements for UPRR and Washoe County review. Considerations for alternatives may include, but are not limited to:
 - Assess feasibility of alternative access from other directions or from grade separations at the existing crossing.
 - Assess potential for public crossing consolidation by identifying any possible nearby public crossings that could be closed.
 - Develop concept plans and construction cost estimates for all proposed alternatives.
 - Complete plans for construction of the crossing solution using the preferred alternative.

Preliminary Engineering Agreement

The first step toward approval of an at-grade crossing is a preliminary engineering agreement with UPRR. This step should be completed as early as possible in the design process. The preliminary engineering agreement is required by UPRR in order to review feasibility of the project and allows UPRR to be reimbursed for costs and expenses associated with the review of the proposed project. The UPRR website states that, "The purpose of the agreement is to identify safety, engineering, customer service, operations, legal and regulatory matters, expense, risk and other issues specific to any proposed project. Union Pacific's review is intended to determine the plans and improvements meet Union Pacific's requirements." UPRR also states that it "may withhold its approval for any reason directly or indirectly related to safety or its operations, property issues or effect to its facilities."

Concept plans must be provided with the preliminary engineering agreement. Plans must show project location and accurate scope of work and clearly demonstrate the agency's proposed project. A check list for at-grade

crossing concept plans can be found on the UPRR website, as can detailed procedures for the installation of new at-grade crossings.

Project Approval and Construction

Following project approval through the preliminary engineering review process, UPRR will coordinate with Washoe County and its consultants to develop final plans, specifications, and cost estimates for the railroad construction work associated with the project. However, UPRR typically does not bear any of the railroad construction cost associated with such a project and will state this in their agreements. The total cost of the crossing and access will vary greatly depending on the improvements UPRR will require. At a minimum, it is assumed UPRR will require full at-grade crossing safety signage be installed, which may include, at a minimum, gates, medians, lights, signage, auditory signals, and striping. Additional costs will include UPRR review costs as identified in the preliminary engineering agreement and fees associated with a railroad transportation consultant.

After final construction documents (plans, specifications, and estimates) are completed and approved, UPRR will then "prepare the appropriate License, Right of Entry, Construction and Maintenance Agreement(s). When all agreements have been executed, construction can begin."

Union Pacific Railroad Safety Stance

It should be noted that UPRR will insist that Washoe County exhaust all other options for site access before applying for a new public at-grade crossing. This does not mean an at-grade crossing is not feasible, but UPRR will require Washoe County to evaluate all access options. UPRR's website states, "An ongoing goal of UPRR is to reduce the overall number of at-grade crossings to help improve safety along the railroad. For safety reasons, Union Pacific insists that every entity—public or private—exhaust all options before applying for a new grade crossing, including considering parallel or other roads leading to existing crossings, as well as access from other directions."

Union Pacific Consultant Statement

In December 2021, there was correspondence between Washoe County and a consultant (Ellis Mays); see below.

References

The following UPRR webpages, which provide detailed guidance on the process for developing new at-grade crossings, were referenced in developing these procedures and language:

- UP: Industry and Public Projects https://www.up.com/real_estate/roadxing/industry/index.htm
- UP: Getting Started https://www.up.com/real_estate/roadxing/industry/getting_started/index.htm
- UP: New Road Crossing Openings and Conversion of Private Crossings to Public https://www.up.com/real_estate/roadxing/industry/new_conversion/index.htm
- UP: Procedures https://www.up.com/real_estate/roadxing/procedures/index.htm

Correspondence

In December 2021, there was correspondence between Washoe County and a consultant (Ellis Mays) working on behalf of Union Pacific Railroad providing general guidance regarding the railroad crossing. That text is listed here.

To enhance highway-rail grade crossing safety, Union Pacific endorses the United States Department of Transportation's goal of reducing the number of at-grade crossings, both public and private, through consolidation, elimination, grade separation and restriction of the number of new crossings installed.

Union Pacific, other railroads, the Federal Railroad Administration and most states also encourage communities to carefully consider all alternatives, including grade separations, as opposed to the creation of new at-grade crossings. Union Pacific and other railroads believe the cost of a grade crossing separation should not outweigh the enhanced safety it would provide for the traveling public.

To comply with and support the federal initiative to reduce crossings, Union Pacific has a practice of requesting that multiple public crossings be consolidated before agreeing to the establishment of a new crossing. Union Pacific expects communities to engage in a study to identify crossings for closure. Proposals for establishing a new public crossing should identify three or more crossing closures for each new crossing opened unless there are specific engineering or rail operation considerations at the specific location.

Because of safety concerns, every effort must be made to obtain alternative access using grade separations, parallel or other roads leading to existing crossings, and access from other directions must first be considered.

That said the first step towards further consideration will be to establish a Preliminary Engineering agreement with the County which will allow UPRR to be reimbursed for all efforts up to a Construction and Maintenance Agreement (if the project is approved). I do not know if the County is at that point, however, if you are I can ask UPRR to draft an agreement for your review with an estimated cost of \$25K – potentially less if you are only prepared to do very preliminary work (such as a diagnostic and other preliminary discussions).



Union Pacific Railroad crossing into the Carcione property.

Draft Concept Plan – Narrative

Figure 14: Draft Concept Plan – Combined Properties illustrates the draft design layout for recreation access elements. This plan was shown at the second public meeting and in the second online public survey to solicit feedback. The plan was created based on feedback from the first public meeting and first online survey on the previously prepared Concept Alternative Diagrams, Figures 9,10, and 11.

Modifications from the initial concepts include locating the parking and trailheads in the upland areas on both properties with trail connections to the Truckee River. This resulted in a reduction of proposed parking and minimal disturbance to the sites for vehicular use. A preferred bridge location was determined after the initial study of the multiple locations showed in Figures 12 and 13. Trail connections are shown between Carcione and Canepa properties and U.S. Forest Service Land.

Figure 15: Draft Concept Plan – Carcione Property illustrates a conceptual layout for vehicular access, parking, trails, trailhead amenities, and river access.

Figure 16: Draft Concept Plan – Canepa Property illustrates a conceptual layout for vehicular access, parking, trails, trailhead amenities, and river access.

Overview

- Several proposed locations for river access at both properties, with an accessible route on the Carcione Property near the proposed bridge location
- Picnic spaces with shade and seating in key locations
- Trailhead facilities on both properties to orient users
- Wayfinding proposed throughout both sites
- Parking in the upland areas, one consolidated parking area and trailhead at each property
- Preferred Truckee River bridge location
- Trail connections throughout both sites, connecting to existing and proposed Forest Service backcountry trails and dirt roads

Draft Concept Plan – Combined Properties - Shown at Second Public Meeting

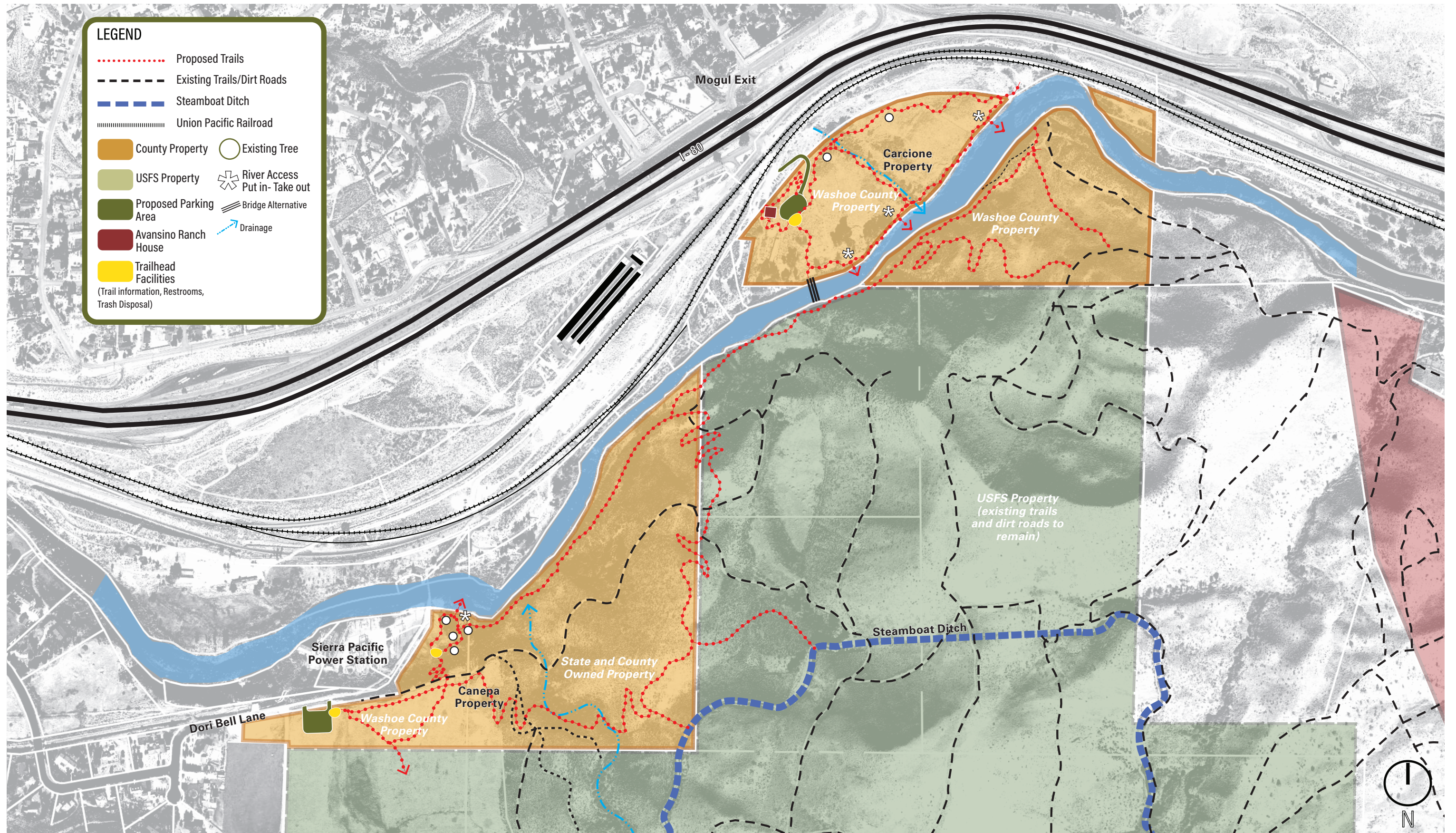


Figure 14: Draft Concept Plan – Both Properties

Draft Concept Plan – Carcione Property - Shown at Second Public Meeting

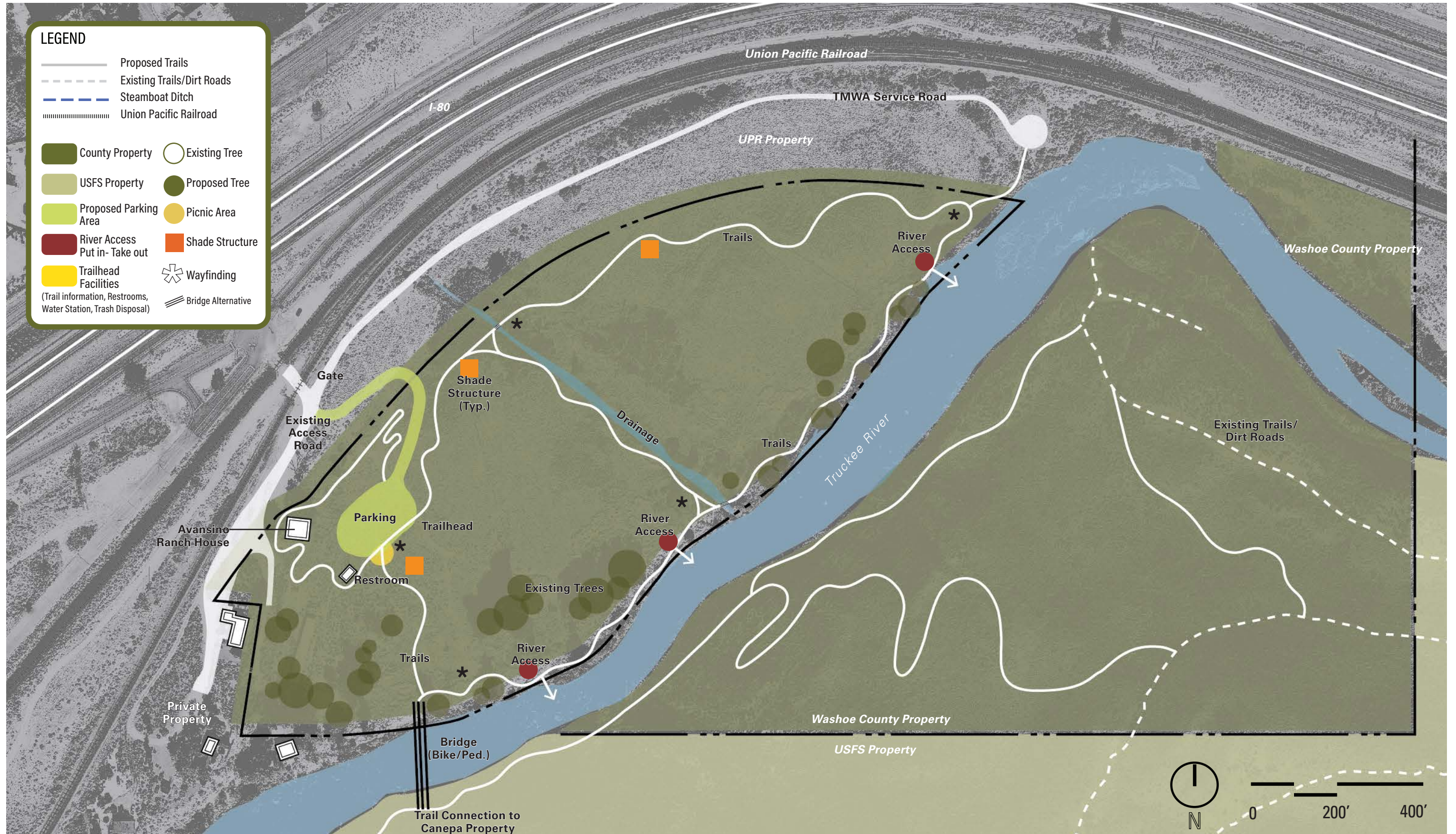


Figure 15: Draft Concept Plan – Carcione Property

Draft Concept Plan – Canepa Property - Shown at Second Public Meeting

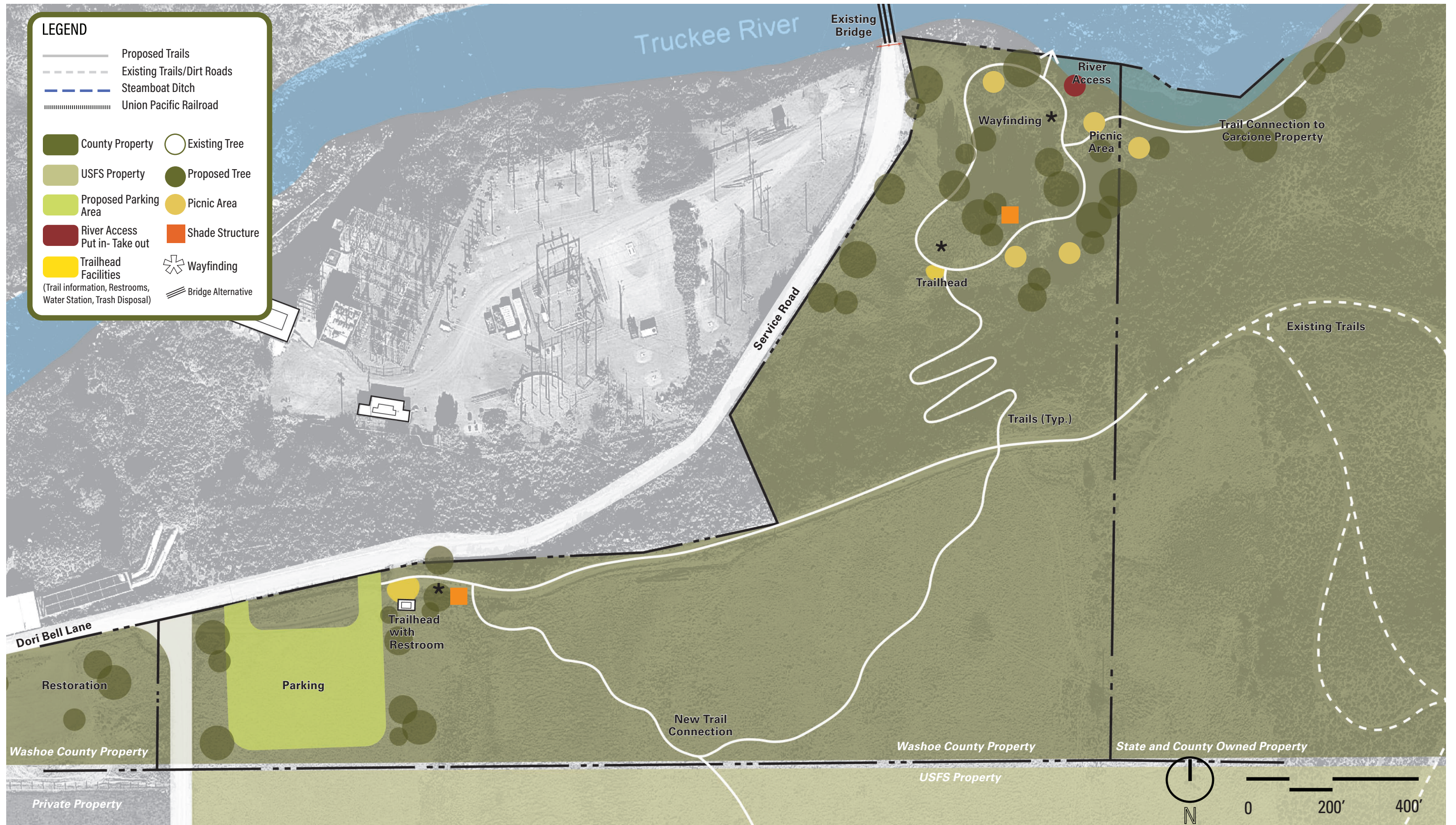


Figure 16: Draft Concept Plan – Canepa Property



View from Canepa Property looking west to the Truckee River and NV Energy bridge

Public Outreach Summary

A public engagement process was developed to ensure communication throughout the project. The process considered the best methods of informing the public and involving them in the development of the recreation access plan. These methods creatively utilized new digital tools and engagement strategies during COVID-19.

Public Meeting and Survey Window #1

Overview

Design Workshop coordinated with Washoe County to issue a public survey between September 10 and November 1, 2021 to gain feedback on current and desired uses at the Carcione and Canepa properties. The survey received a total of 183 responses and was administered through an online format. The full results from the survey can be found in the Appendix of this document.

Before the survey was issued, a public meeting was held on September 9, 2021, the same survey questions were asked at the public meeting and the information from the meeting was used for the online survey. The meeting had 16 attendees and the results are shown in comparison to the online survey.

The Concept Alternative Diagrams, Figures 9, 10, and 11 were shown at the first public meeting and in the online survey.

Key Takeaways

Several key takeaways from the survey influenced design decisions in the Recreation Access Plan.

- The primary activity people seek when visiting the properties are hiking, followed by dog walking, mountain biking, and relaxing in nature.
- 87% of survey respondents live within 15 miles of the sites and many visit the sites weekly or monthly.
- Secondary uses include river play, fishing, and picnicking.
- The most important proposed uses and improvements to the sites were identified by respondents as: trails, connecting both sites with a pedestrian bridge across the river and wildlife habitat preservation.
- In terms of trails specifically, the most important priority to users is to provide paved, accessible paths or no new trails at all.
- In terms of river access, the most important priority is to provide a mix of river play, fishing and watercraft launch access, while keeping the access points to a minimum.
- In terms of parking, most respondents voted to provide parking at both the Carcione and Canepa locations, with the primary vehicular access being at the Carcione property.

Window 1 Engagement Highlights

183
online survey
respondents

70%
of survey
respondents said that
trail improvements
are most needed for
the open spaces

47%
of survey respondents
visit Carcione or Canepa
properties on a monthly
basis year-round

63%
of survey
respondents said
their primary
activity on either
of the sites is
hiking

Public Meeting and Survey Window #2

Overview

Design Workshop coordinated with Washoe County to issue a second public survey, between December 10, 2021 and January 18, 2022, to gain feedback on preliminary concept plans for the Carcione and Canepa properties. The survey received 225 responses with a total of 159 completed responses and was administered through an online format. The survey link was distributed through County email lists and social media accounts. The full results from the survey can be found in the Appendix of this document.

Before the survey issued, a public meeting was held on December 9, 2021, the same survey questions were asked at the public meeting and the information from the meeting was used for the online survey.

The Draft Concept Plans, Figures 14, 15, and 16 were shown at the second public meeting and in the subsequent online survey.

Key Takeaways

Several key takeaways from the survey influenced design decisions in the Recreation Access Plan.

- The primary elements people are excited to see for the project is an increase in the amount of access to trails, rivers, and land. Many responses also included the desire of a disc golf course.
- The primary element users are concerned about is the increased traffic through neighboring areas, the impact on the local ecosystems, and increased trash on the properties.
- Overall, more than 80% of respondents support the Carcione concept plan as shown.
- Overall, more than 75% of respondents support the Canepa concept plan as shown.
- The most important proposed uses and improvements to the sites that should be implemented first were identified by respondents as: Off-site trail connections, on site trails, and river access.

Additional Feedback

In addition to the online survey, approximately 25 homeowners from Belli Ranch Estates and a representative of the Belli Ranch Estates HOA sent emails to County staff voicing their concern about the project. Concerns include increased traffic on local roads, fire safety, emergency vehicle access, and an increase of outside users to the area.

Washoe County Staff attended a meeting with the Belli Ranch Estates HOA on January 25, 2022, and their concerns included:

Homeless encampments and associated fires, safety near the TMWA canal adjacent to the parking area, criminal activities after hours, traffic, Steamboat Ditch access, ditch safety and private property trespassing along the ditch, I-80 closures (in the context of emergency egress), public parking in front of nearby homes, emergency response time, shooting on nearby NDOW lands, general backcountry safety concerns (encounters with wildlife), bathrooms (trash/viewshed impacts), water availability in the event of a fire, impacts on wetlands on the Canepa property, meadow preservation, safety - trespassing on NV Energy property, OHV use, and wildlife impacts.

The plan was also shared by County staff at the West Truckee Meadows/Verdi Township Citizen Advisory Board Meeting on January 18, 2022 where there was some support for the plan and similar concerns expressed.

The final recreation access plan responds to these comments by reducing the number of parking spaces on the Canepa property and creating a clear delineation between public and private land. On the Carcione side, the parking and trailhead have been located away from the adjacent private parcels. At the next level of design it is recommended that a traffic study be prepared for potential impacts to Mario Road and the Belli Ranch neighborhood. Other mitigation measures include increasing enforcement and improving signage indicating rules and regulations. Evacuation routes and fire impacts should be reviewed with the Fire Marshall and public safety officers.

Window 2 Engagement Highlights

78%
of survey respondents support the Canepa Concept Plan as shown

84%
of survey respondents support the Carcione Concept Plan as shown

159
online survey respondents

34%
of survey respondents said connection to offsite trails is a top priority for implementation



View from the "mail arrow" on Forest Service land, looking down on the Canepa Property and Truckee River

The Plan

The recreation access plan was developed from critical feedback received by the community, the County, and stakeholders. Desirable elements from the draft concept plans, and subsequently a preferred concept was developed and refined after further discussions with County staff.

Enlargement plans show conceptual-level design opportunities for the trailheads. The plans do not represent a final site layout. Rather, the concepts convey a vision for the future and are provided to guide subsequent decision-making. The ultimate design and construction of site elements may vary from the plans presented, depending on field conditions, operations and management considerations, environmental review, and the advancement of design concepts.

Preferred Concept Plans – Narrative

Figure 17: Preferred Concept Plan – Combined Properties illustrates the preferred design layout for recreation access elements. The plan was created based on feedback on the Draft Concept Plan from the public during the webinar on December 9, 2021 and subsequent online survey issued between December 10, 2021 and January 18, 2022. Additional public feedback was given via phone, email, and onsite meetings with County staff.

Revisions to the preferred plans were made based on additional onsite and online meetings with project stakeholders including Truckee Meadows Water Authority (TMWA), NV Energy (NVE), and U.S. Forest Service. County staff provided feedback to the design team resulting in the final preferred plan. Changes made in the preferred plan include a reduced number of parking spaces at the Canepa Property, buffering from the private parcels, while maintaining the TMWA Staging Easement along Dori Bell Lane. On the Carcione Property, the parking area was located further to the east, away from the private parcels with a landscape buffer to the west. An alternate bridge location is also shown in the Preferred Concept Plan to be studied at the next phase of design.

Figure 18: Preferred Concept Plan – Carcione Property illustrates a conceptual layout for the recreation access elements. The concept plan showing vehicular access across the UPR tracks and into a parking lot northeast of the existing Avansino Ranch House. The parking area includes a trailhead kiosk and amenities including a restroom building. River access is shown in three primary locations with a stacked loop trail around the property. A preferred bridge location is shown at the west end of the site connecting to U.S. Forest Service land, an alternate bridge location is shown further downstream to the east. New trails connect the property to adjacent public lands. A landscape buffer is shown at the west end of the property to provide screening from the adjacent private property and homes.

Figure 19: Preferred Concept Plan – Canepa Property illustrates a conceptual layout for the recreation access elements. The concept shows vehicular access at the end of Dori Bell Lane continuing through the County owned parcel honoring the easement with Truckee Meadows Water Authority on parcel 038-182-05. Landscape restoration and screening from the adjacent private properties is proposed at the west end of the site. The parking area includes a trailhead kiosk and modest amenities including a restroom building with new trail connections to the adjacent Forest Service lands. In addition, a trail connection is provided to the river with a small picnic area located under the existing cottonwood trees. Trail will continue along the river to the east, connecting to the new bridge across the Truckee River to the Carcione Property.

Figure 20: Carcione Plan Enlargement illustrates a schematic layout for the parking area and trailhead. Approximately 44 spaces are shown accommodating trailer parking and ADA spaces(2). Fencing is proposed to be provided to limit vehicular access to the parking area only. A new gate is shown to limit access to the TMWA access road.

Figure 21: Canepa Plan Enlargement illustrates a schematic layout for the parking area and trailhead. Approximately 19 spaces are shown accommodating trailer parking and ADA spaces(2). Fencing is proposed to be provided to limit vehicular access to the parking area only. New gates are shown to limit access to authorized vehicles on the TMWA/NVE access road and existing dirt road that access Forest Service land and maintenance by the Steamboat Canal and Irrigation Company.

Next Steps

This document contains background information and conceptual designs that illustrate the desired direction to provide recreation access based on feedback from the public, stakeholders, and Washoe County Staff. The implementation of the recreation access plan will require additional studies and detailed design. The following next steps **may** be necessary prior to final design and construction:

- Approval by the Washoe County Regional Parks and Open Space Commission and the Board of Commissioners
- Survey work including a boundary survey, title report, verifying all easements, and conducting a field survey showing topography, structures, utilities, vegetation, and other pertinent information.
- Geotechnical Investigation in the location for any new structures including bridges and restroom buildings.
- Hydrology Studies to review and study all drainages, soils, flood zones, riverbank and channels, FEMA flood zones.
- Traffic Study to assess the impact of future uses and parking areas and provided recommendations for mitigation.
- Fire Marshal review and approval.
- Recommendations for ranger presence to address illegal activities and homeless encampments.

Preferred Concept Plan – Combined Properties

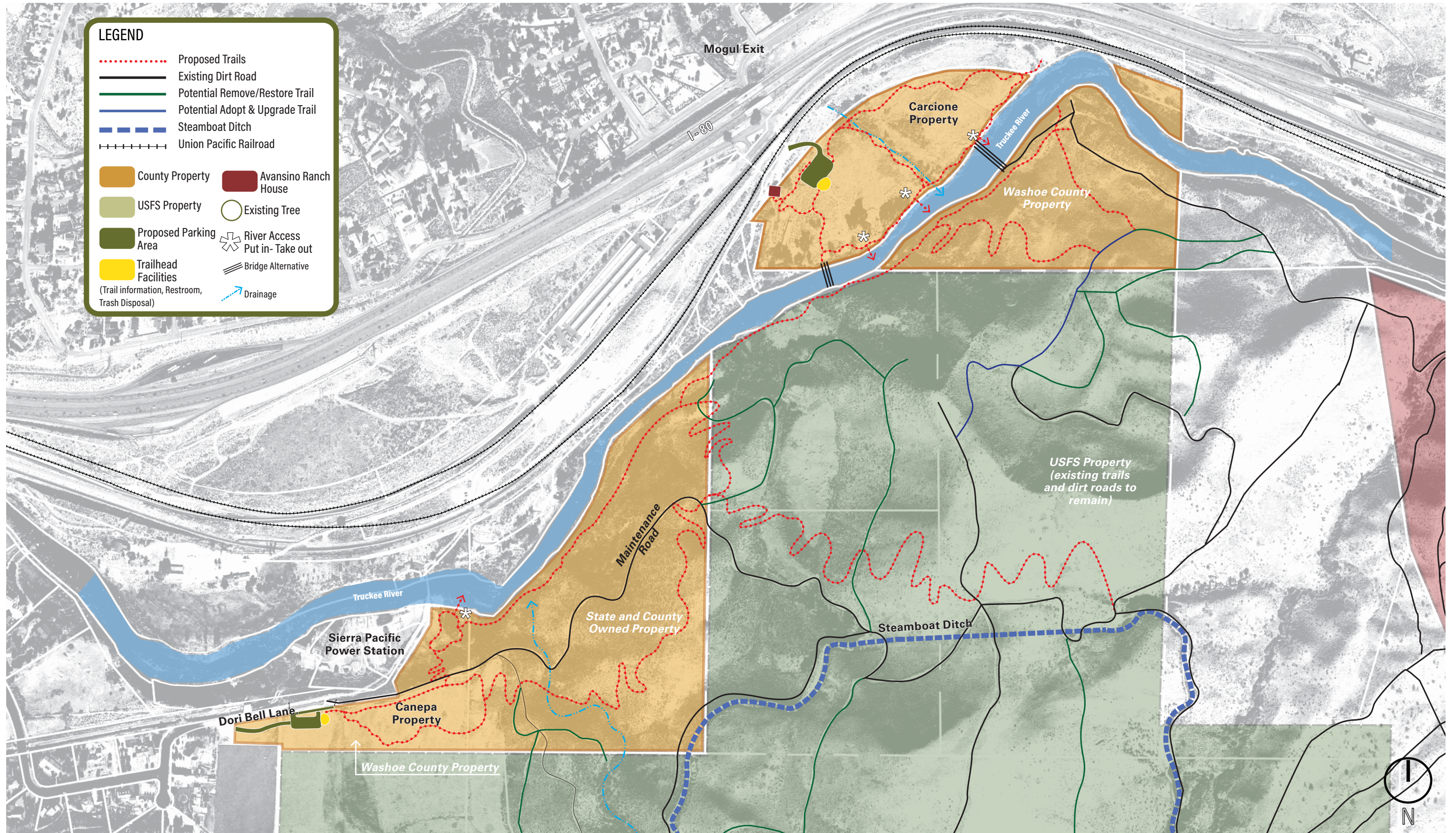


Figure 17: Preferred Concept Plan – Combined Properties

Preferred Concept Plan – Carcione Property

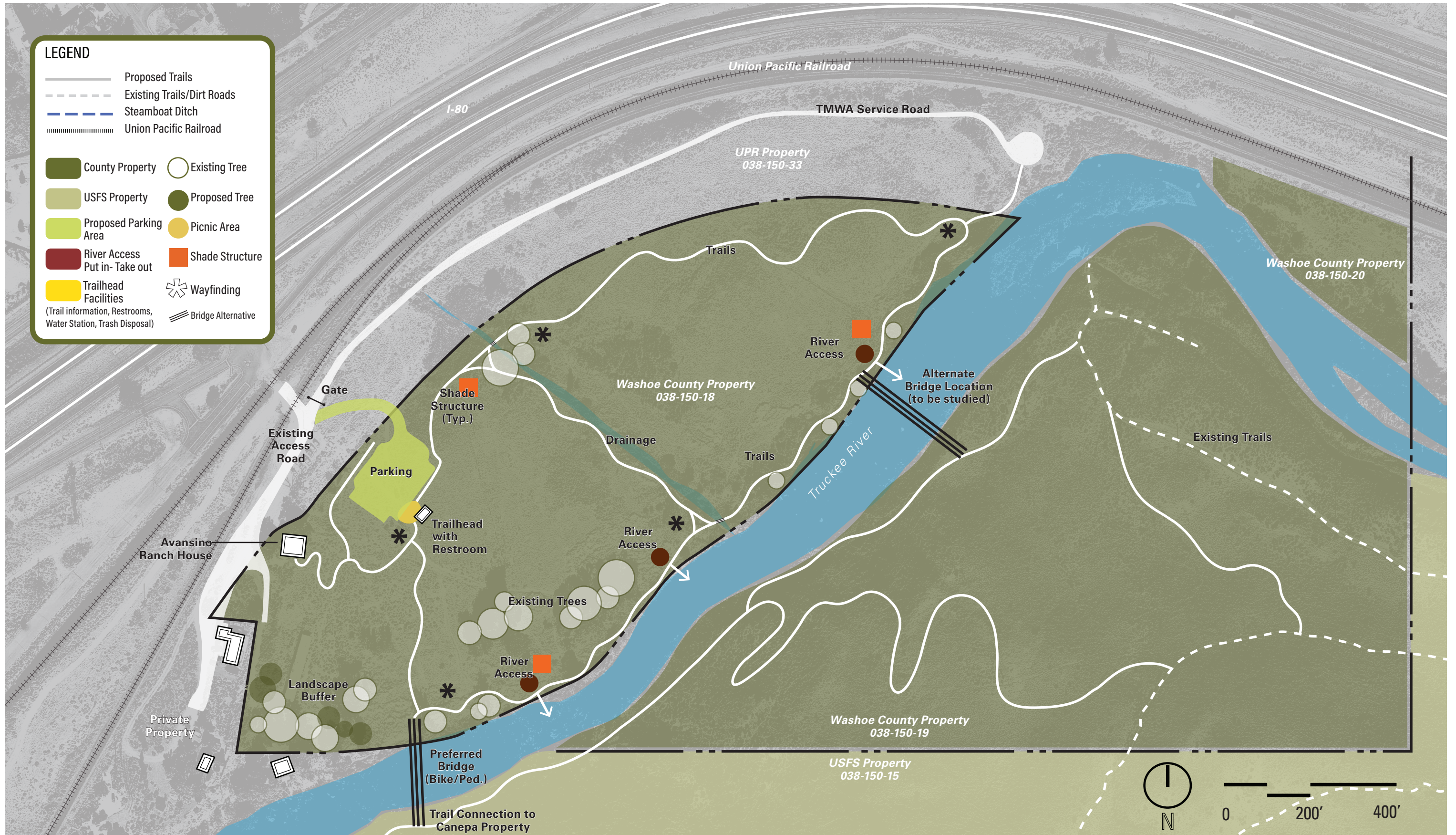


Figure 18: Preferred Concept Plan – Carcione Property

Preferred Concept Plan – Canepa Property



Figure 19: Preferred Concept Plan – Canepa Property

Carcione Plan Enlargement

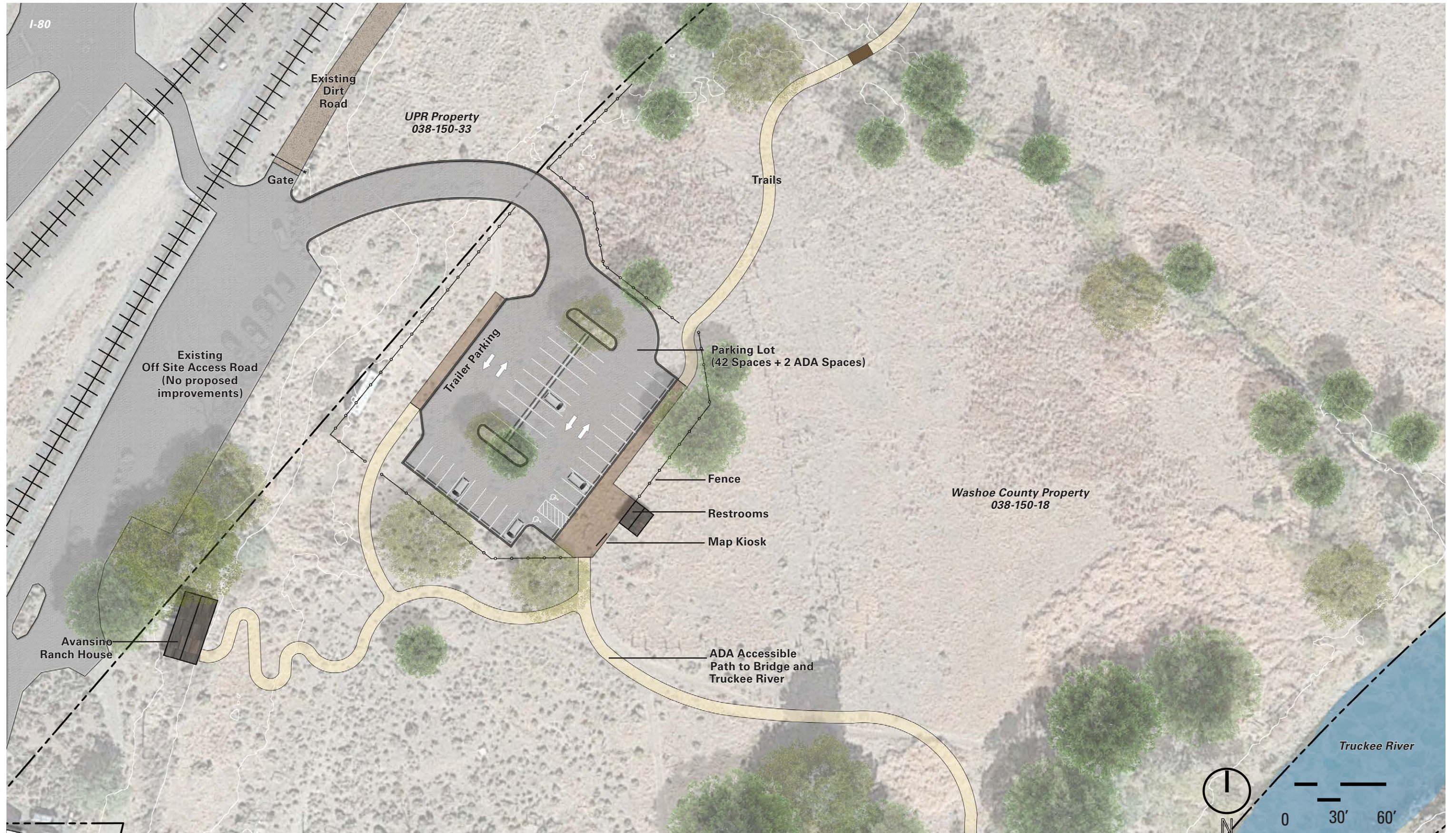


Figure 20: Carcione Plan Enlargement

Canepa Plan Enlargement

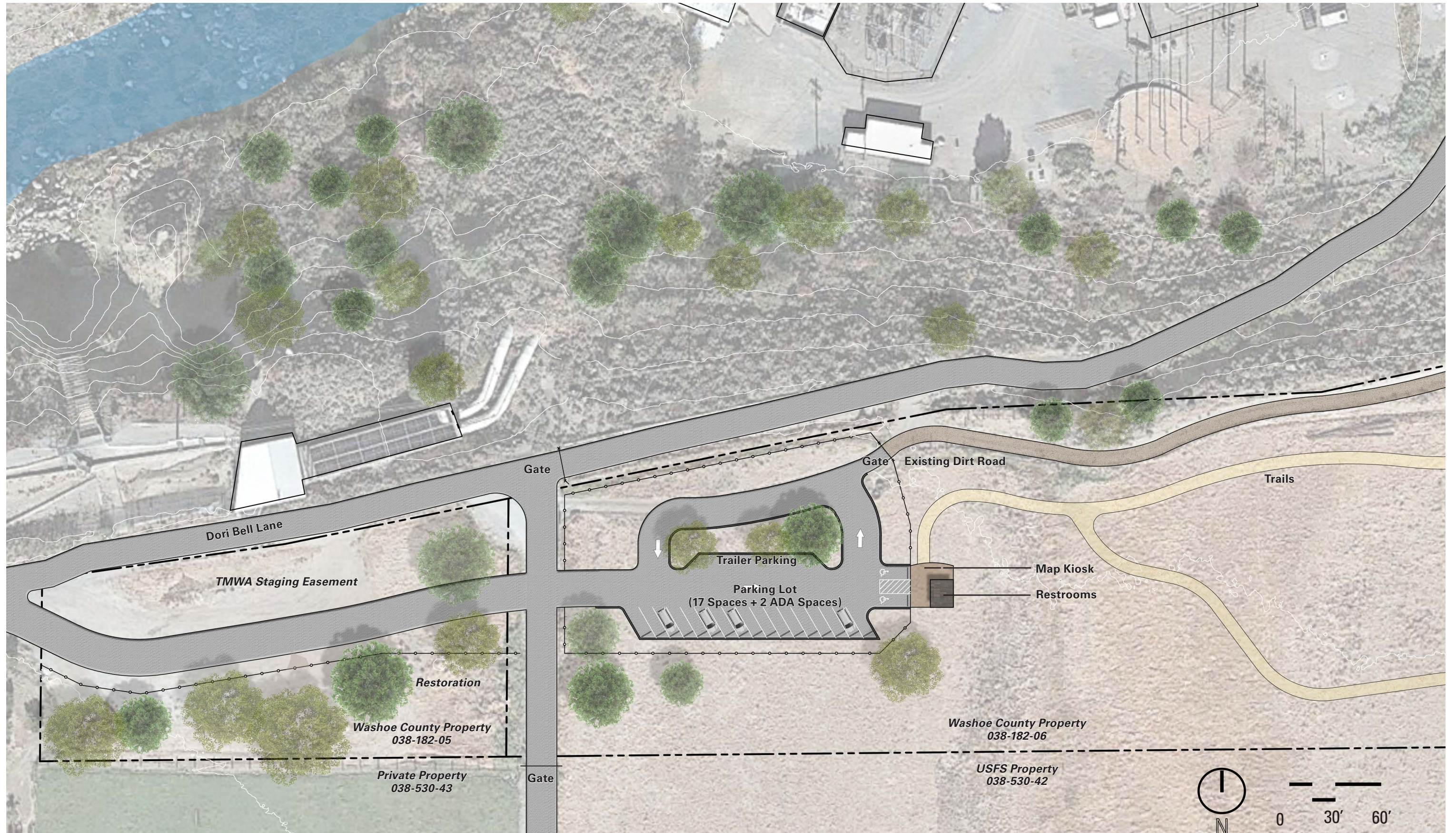
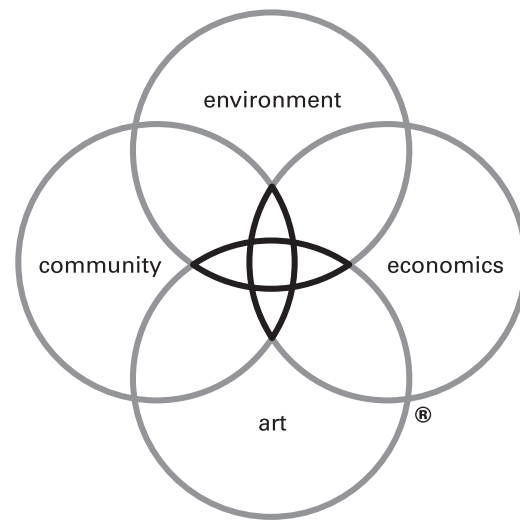


Figure 21: Canepa Plan Enlargement



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.

Appendix

Public Survey #1 Results

Overview

Design Workshop coordinated with Washoe County to issue a public survey between September 10 and November 1, 2021 to gain feedback on current and desired uses at the Carcione and Canepa properties. The survey received a total of 183 responses and was administered through an online format. The full results from the survey can be found in the Appendix of this document.

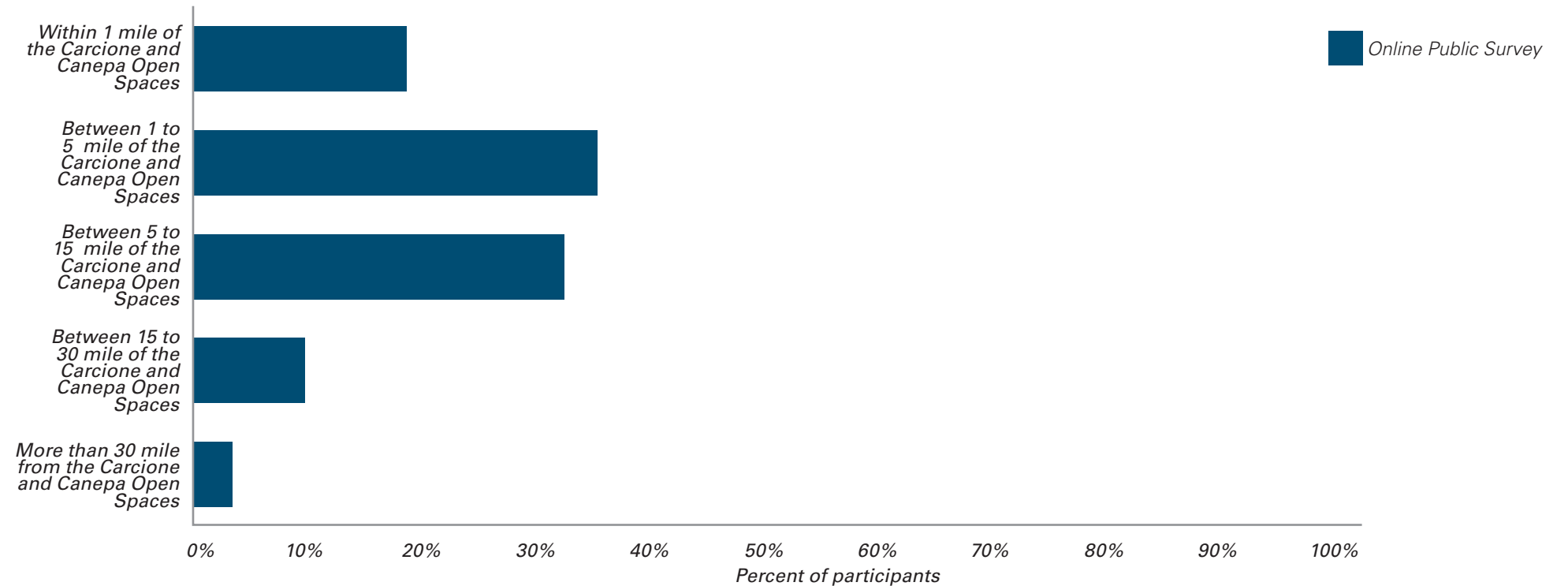
Before the survey was issued, a public meeting was held on September 9, 2021, the same survey questions were asked at the public meeting and the information from the meeting was used for the online survey. The meeting had 16 attendees and the results are shown in comparison to the online survey.

Key Takeaways

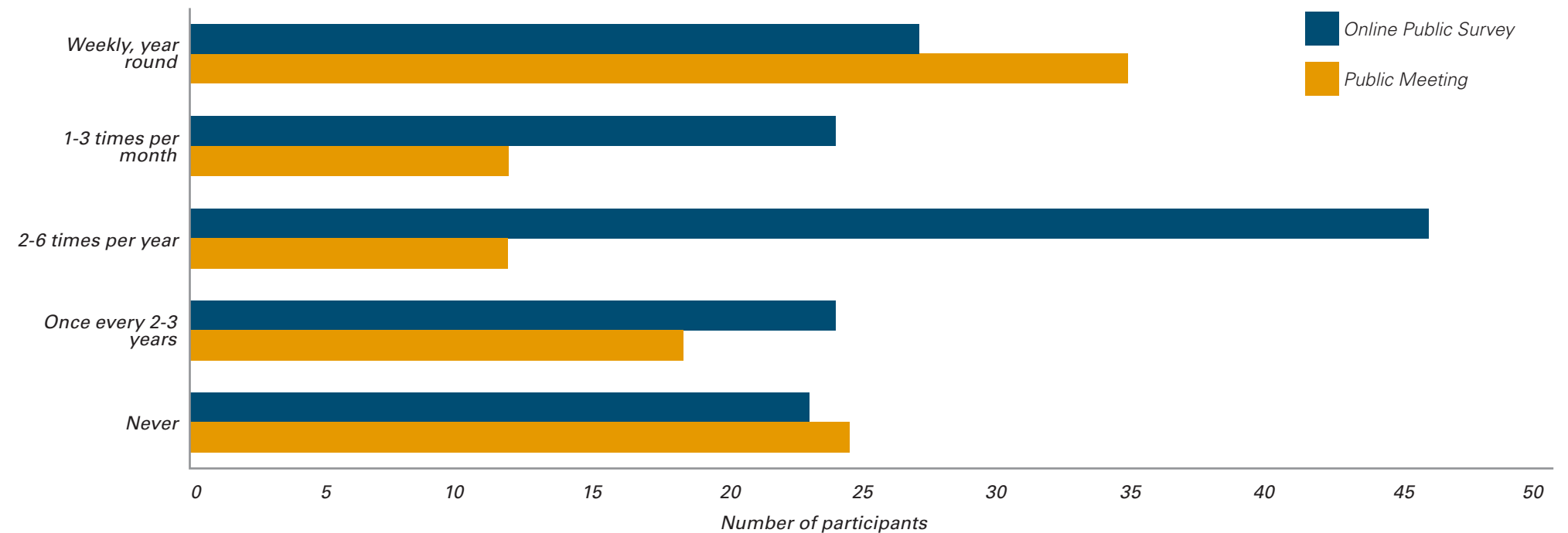
Several key takeaways from the survey influenced design decisions in the Recreation Access Plan.

- The primary activity people seek when visiting the properties are hiking, followed by dog walking, mountain biking, and relaxing in nature.
- 87% of survey respondents live within 15 miles of the sites and many visit the sites weekly or monthly.
- Secondary uses include river play, fishing, and picnicking.
- The most important proposed uses and improvements to the sites were identified by respondents as: trails, connecting both sites with a pedestrian bridge across the river and wildlife habitat preservation.
- In terms of trails specifically, the most important priority to users is to provide paved, accessible paths or no new trails at all.
- In terms of river access, the most important priority is to provide a mix of river play, fishing and watercraft launch access, while keeping the access points to a minimum.
- In terms of parking, most respondents voted to provide parking at both the Carcione and Canepa locations, with the primary vehicular access being at the Carcione property.

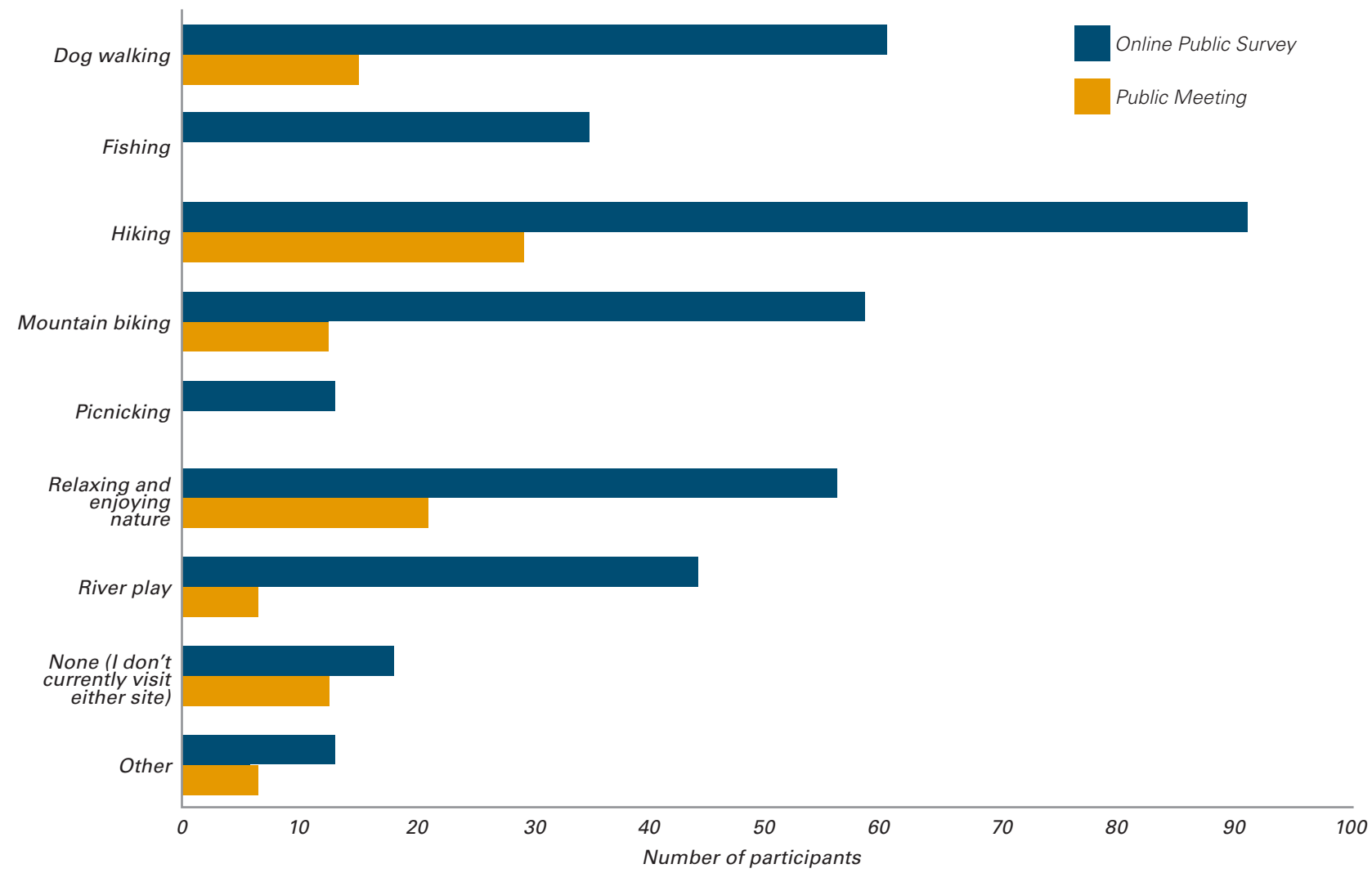
1. Where do you live?



2. How often do you currently visit either of the sites?



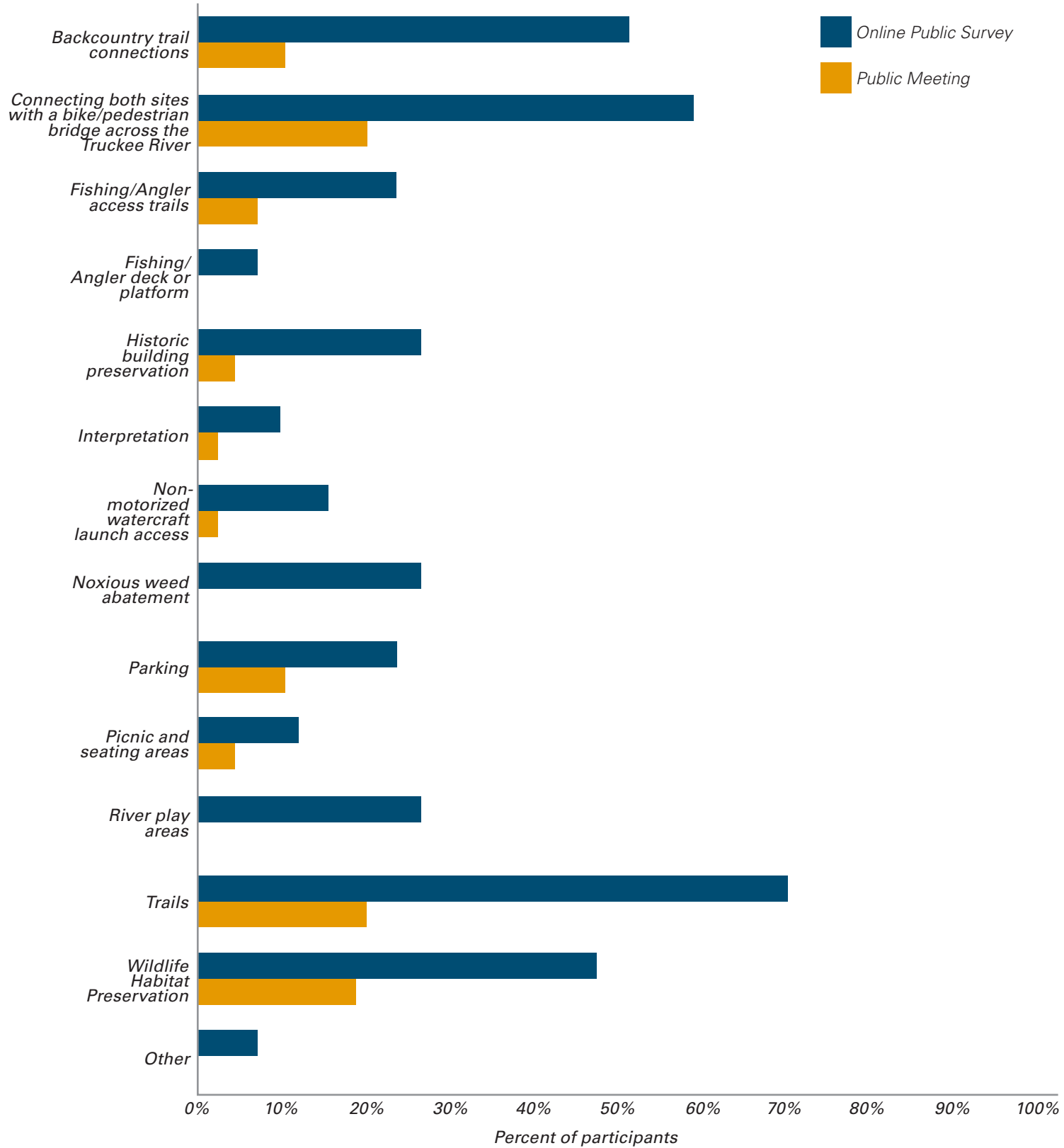
3. *What are your primary activities or purposes when you currently visit either of the sites?*
(Select all that apply)



Additional answers provided for Q3

- Gravel Biking (2)
- River Access
- Bird watching (2)
- Photography (2)
- Horseback Riding
- Off Road Riding
- Running

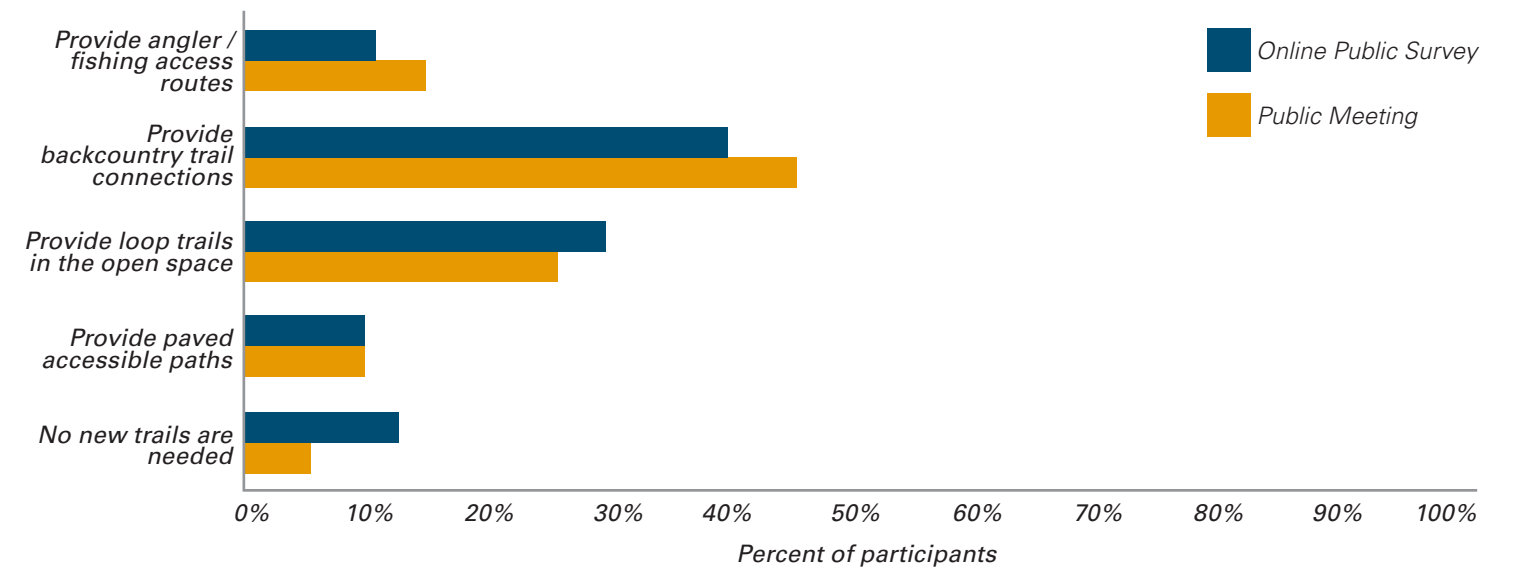
4. What uses and improvements do you think are most needed for the Carcione and Canepa Opens Spaces? (Select top three)



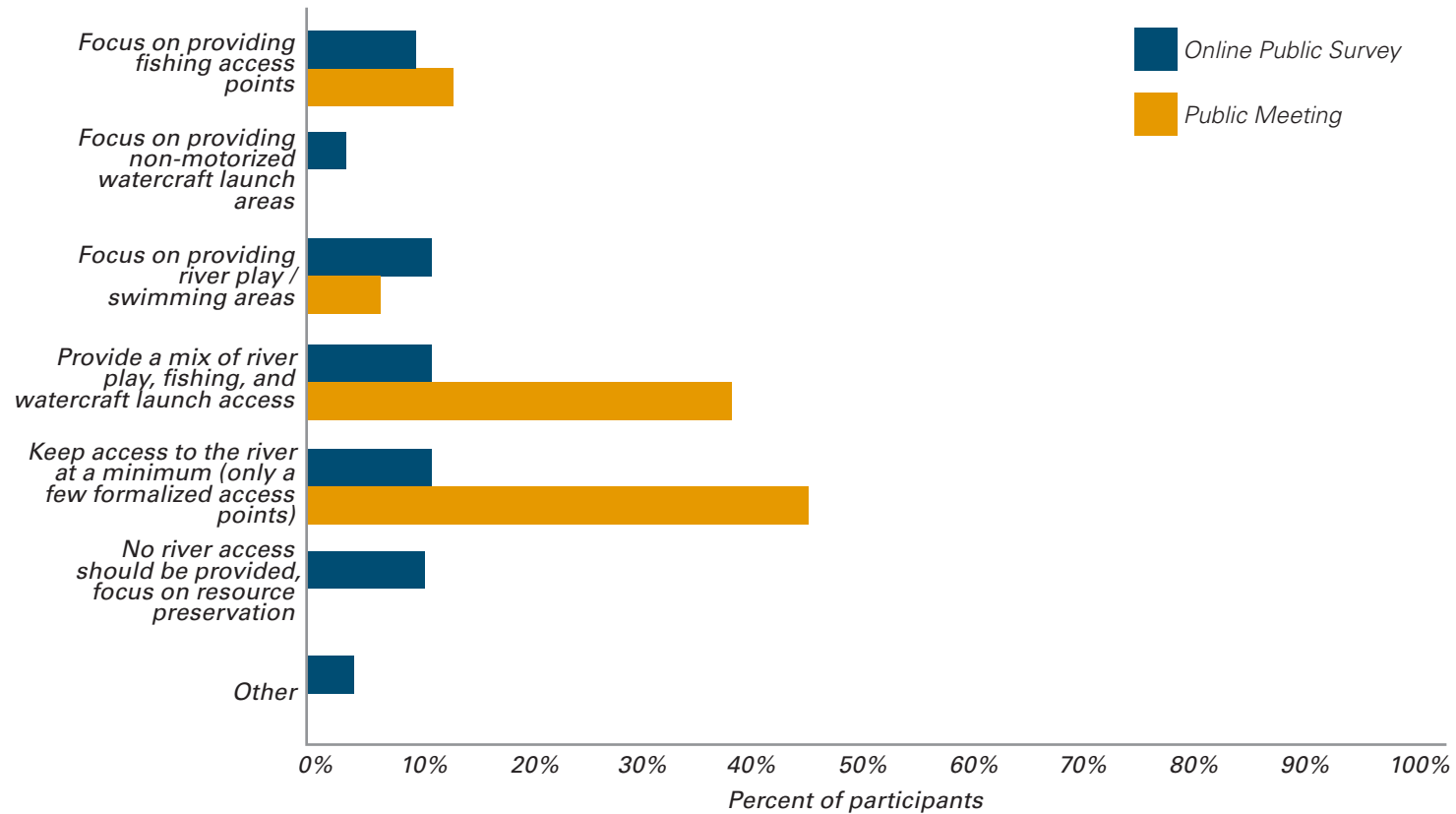
Additional answers provided for Q4

- Erosion and damage to riverside vegetation
- Plant more indigenous trees
- Dog Parks
- Bathrooms and accessible seating areas (2)
- Additional trash/recycling bins (2)
- Safe parking and parking lots that reduce travel through neighborhoods
- Increase trail signage

5. What should the priority for trails be for the open spaces?



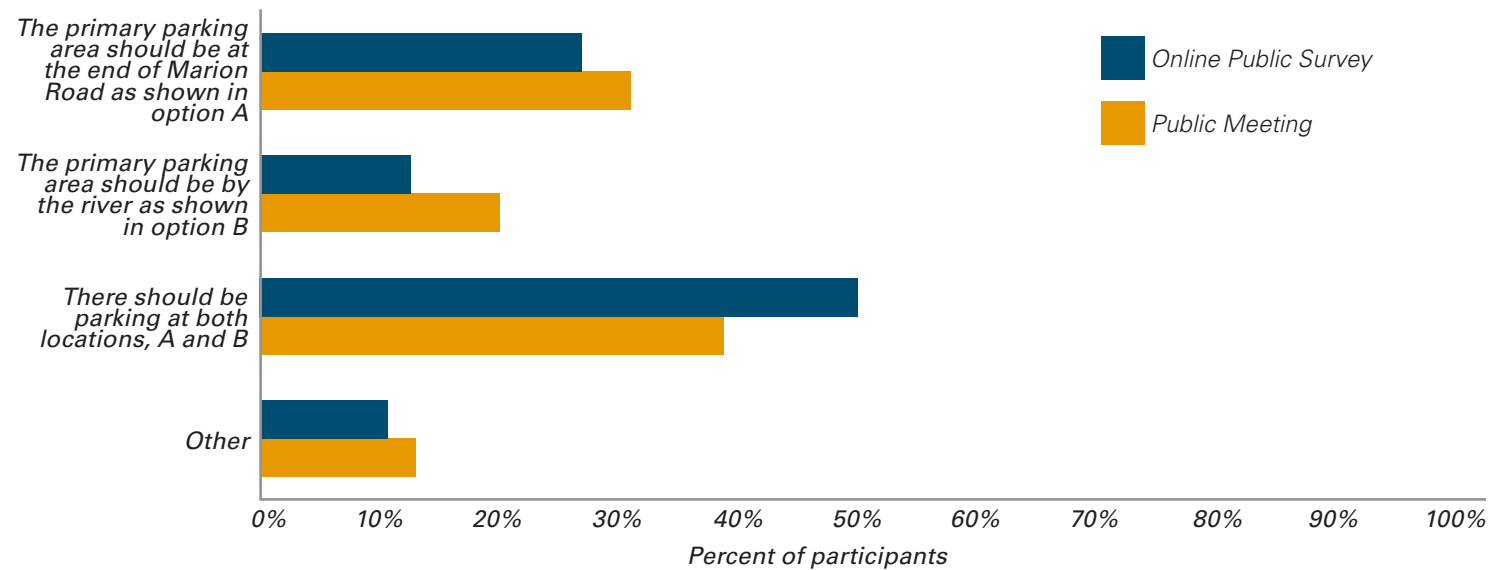
6. What should the priority for river access be for the open spaces? (Select one)



Additional answers provided for Q6

- It would be great to have an area for river play/swimming, separate from an area for non-motorized watercraft launch areas. Understanding that this area is a popular launch area for floating the River, it would be really nice to have a separate place for families to safely spend the day at the river, without having to be concerned with constant traffic from the launch area.
- Currently people access the river in this area most frequently to fish. A mix of river play, fishing, and watercraft would be great, but the planning should be done very carefully with only a few formalized access locations. The more people there are in an area, the heavier the ecological impact. Vegetation in developed locations by the river near Patagonia and downtown have highly impacted native vegetation, wildlife habitat, and often leads to increased garbage. This is a big community concern.
- Provide access to river. We are somewhat concerned that increased access will draw homeless issue at other nearby parks to this area and encampments.

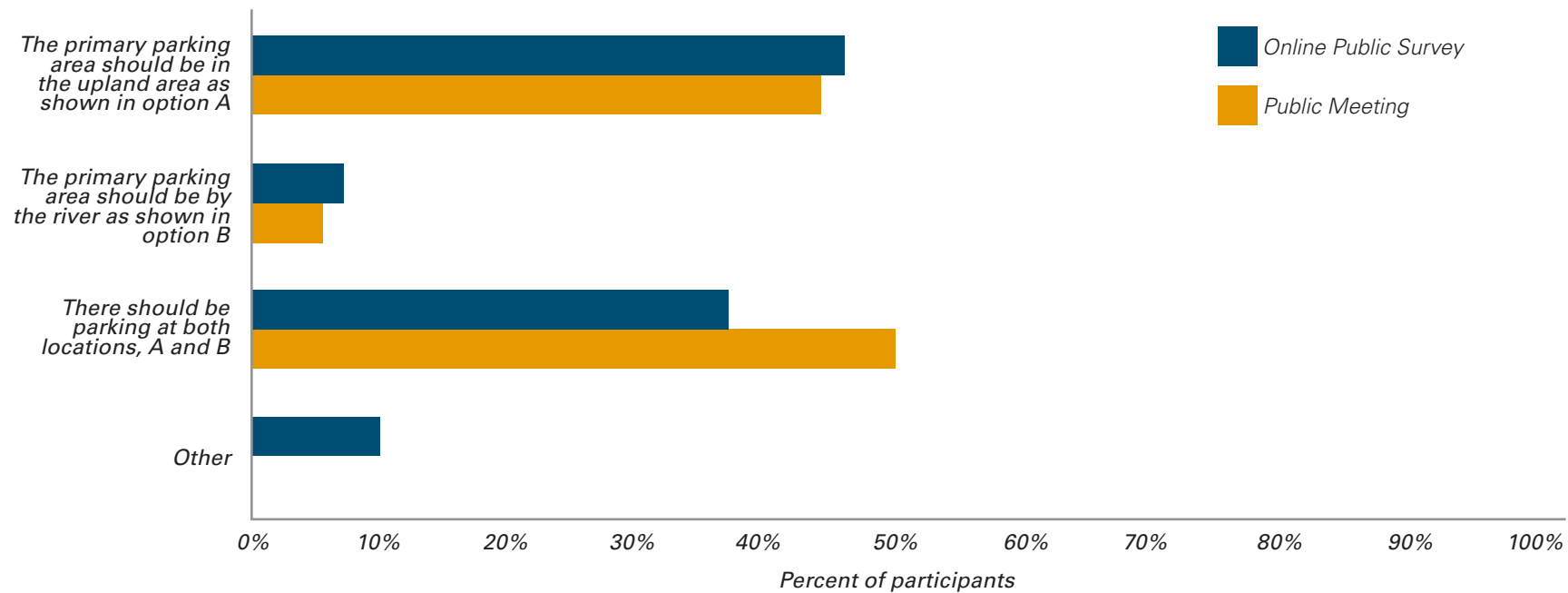
7. How should vehicular access be provided to the Canepa project site? (Select one)



Additional answers provided for Q7

- No New parking is needed (3)
- Increase Bike racks
- No parking that would increase traffic on Mario Rd through Belli Ranch (2)
- Maybe parking in A and a sort of round about drop off zone in B.
- There should be parking at both locations, A and B, AND the river access put-in/take out should be reduced, while the picnic gathering areas should be enlarged to provide more river access to the public intending to spend the day at the river. The need for River Access for put-in/take out is brief in comparison to the use of the public spending the day at the river.
- All parking and vehicle access should occur on the North side of the river to minimize impact on the Belli Ranch neighborhood (3). Additionally, all activities should begin and end at the river not atop a very steep trail.
- I would want to see the site before commenting on where primary parking areas should be.
- I think the primary parking location would be at B, since there is significant space for parking, and a smaller parking area at location A I think parking should be on the other side of the river by the caricone ranch. There is room for horse trailers and a lot more access to the river. Parking B is a small place that is already overrun by foot, fishing and biking. Most people access this off the freeway and park and walk to the river. Parking A is giving the people they have a lot of public access, but in actuality they are right next to private land owned by many private individuals. People think that the steamboat is a hiking trail when in reality it is owned access by private people. There are locked gates. Also it sounds like you are making the hole in the wall a destination. Your picture does not show all the fences and danger signs. This last year at least 3 dogs have drowned there. You must consider the liability of this in your plans. A pedestrian bridge across the river would give access to both ranches. People need a restroom by the river. Not many people will hike up the hill when I have seen them relieve themselves in the willows by the river. Please consider these things when you make a decision.

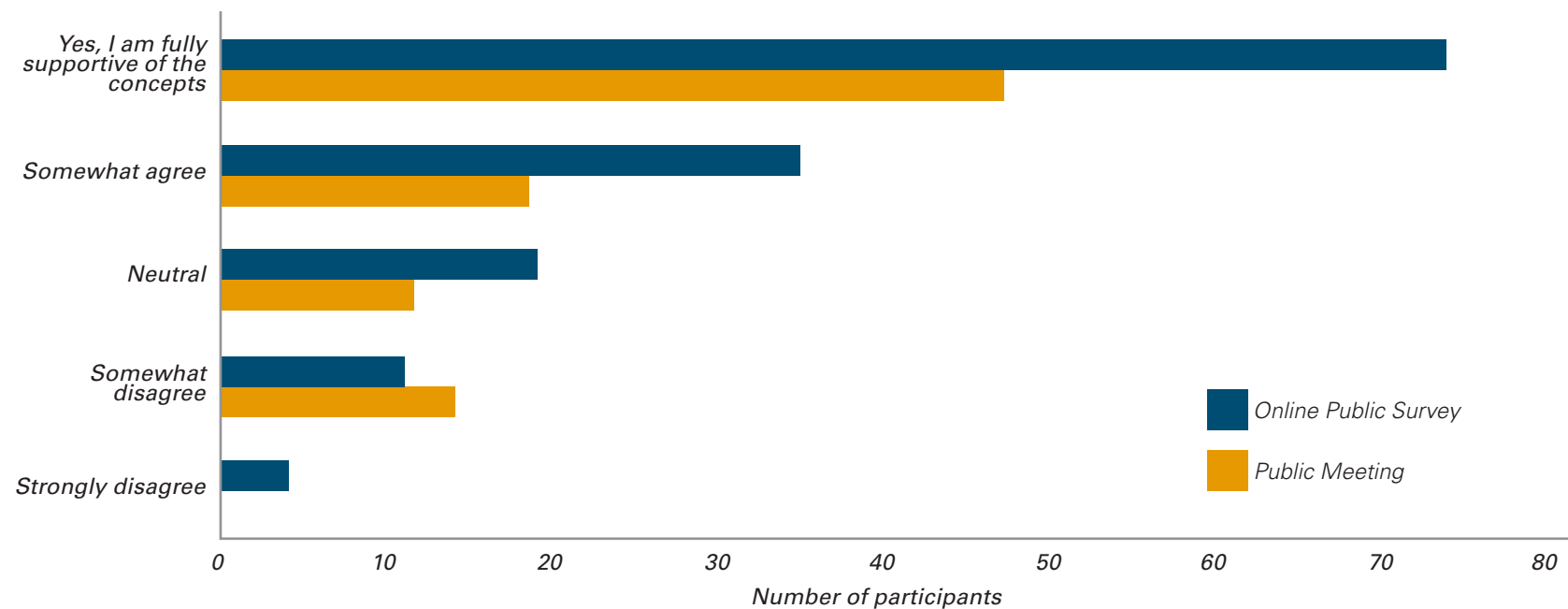
8. How should vehicular access be provided to the Carcione project site? (Select one)



Additional answers provided for Q8

- No new parking needed (3)
- Unknown map difficult to interpret
- I'm concerned about another crossing of the UP RxR. This means another train whistle blowing in our quit area.
- Parking should be on the North side of the river for both the canepa and carcione properties to decrease traffic through Belli Ranch
- Again, maybe parking in A and a drop off area in B.
- There should be parking at both locations, A and B, AND the river access put-in/take out should be reduced, while the picnic gathering areas should be enlarged to provide more river access to the public intending to spend the day at the river. The need for River Access for put-in/take out is brief in comparison to the use of the public spending the day at the river.
- All parking should be around the union Pacific line to keep neighborhood impact to a minimum
- B should be handicap only
- Would want to see the site first
- Neither of these are currently feasible options due to the RR crossings. If an easement was authorized by the RR, perhaps B could be used for launching non-motorized watercraft and A for hiking/fishing. Congestion and safety concerns related to the two sets of RR tracks and dangerous 5- way intersection are relevant to any parking/driving and even walking and biking to this area.

9. Do you agree or disagree with the overall balance of recreation access and open space preservation as shown in the concepts?



10. Please provide any additional comments you have about the concepts for recreational access of the two open space properties.



Additional answers provided for Q10 - Online survey

- This area would really benefit from improved trails and trail access.
- It is absolutely a lovely idea to provide access and preservation of open space in Reno Area.
- Bigger scope of trails in the area. There is a huge need in the community for more hiking and MTB access
- Just please give us more access to our beautiful open spaces!
- More mountain bike trails, please.
- Please keep parking areas away from the river to protect and preserve riparian areas
- I think parking directly near the river should be limited as it increases run off potential, trash dumping entering the river, etc
- Excited about these spaces
- Great work! Thank you for continuing work to provide access?
- This would be amazing. Reno is becoming more outdoor focused and we need additional access to trails. Outdoor people will bring money to recreational and natural preservation
- Part of the ditch trail noted here isn't really accessible from town, as far as I know. It sort of stops past Hole in the Wall. With that, a dream scenario is to connect the ditch trail all the way to the Tahoe-Pyramid Trail past the end of Quilici Ranch Road, making the canyon accessible from town without riding on pavement.
- Connect to neighborhoods where possible ex: connect Carcione to Tom Cooke trail area so trails aren't isolated but connected
- I highly support creating a bridge at either of these open spaces or at both to give access to trails on the other side of the Truckee River.
- The railroad track crossing needs to be improved and at least have warning lights. Please provide adequate parking spaces. Other places we go are often filled resulting in "creative" parking. Unknown map difficult to interpret
- I'm concerned about another crossing of the UP RxR. This means another train whistle blowing in our quiet area
- I think there should be 2 bridges over the river, the "Alt 1" and "Alt 3" and keep the right river bank (south of the river) on the Carcione property free of trail between those bridges, having only the left (north) bank for public use and leaving the right (south) bank for wildlife to access the river.
- Preserving the historical buildings with signage could be very educational to the public and children. We want more interpretive trails in the truckee meadows!
- Will this limit or restrict access to current hunting areas? With all the building the hunting is getting more and more limited in the mount rose area.
- Been fishing this area over 25 years Moved to area to retire. Love the current access and far away feel of this area compared to other river areas. Please consider the historical signs of this location to fly fishermen and hikers with families for an adventurous site with native plants and hiking areas .Thank You
- Trails not directly on the river would help provide anglers with some solitude while keeping them in a familiar and safe space. I strongly agree that parking and ADA access should be improved but leaving nothing to be discovered really takes away from the anglers perspective and overall value. A boat launch site at the water while keeping the parking away from it would be a good compromise as well.
- Please provide parking and trail access to these public lands
- There should be no parking or vehicular access near the river. Some provision should be made for ADA accessibility. Parking spaces should be minimal, and trails should be as primitive as possible. Intensive use and recreation should be discouraged and wildlife habitat and conservation prioritized.
- Identification and preservation of current wildlife corridors is essential in any balanced new development.
- I'm concerned about all the former agricultural land that is taken out of production and left to grow weeds and dry vegetation. These become fire dangers and are ugly. Be creative!! A couple of ideas: Community gardens, lease them to farmers to grow non-irrigated grass hay.

- I don't think that paving anything for parking is a positive thing for the area since there are so many natural options available today, very happy that you are looking to make the area more accessible for people to enjoy as so many of us do now
- The Overall Concept Options Map is very difficult to read and hard to provide accurate feedback.
- Provide a safe area that does not promote trash, dumping or the gathering of the homeless
- I realize there needs to be more access to these areas but at what expense? More people, more atvs, more graffiti, garbage and crime. I ride my horse up there and already deal with motorized vehicles. I am most concerned with the parking and access on the Mario rd side. From I 80 the bridge over the freeway is already too crowded, then it is 25 mph through 2 residential areas for about 2 miles to get to the Canepa property. A better plan would be parking on the North side of the river with only 3 homes impacted, then the bridge makes it accessible by foot to the other side of the river.
- Thank you, for asking my opinion!!
- I am excited to see how it turns out, my family loves enjoying river play in nature.
- I would like it to have clear markings.
- Access to picnic and play areas by the water are important.
- This area needs to be natural/wildlife friendly. Parking lots and extra access ruins the natural habitat and beauty.
- We should be true to where we live which is showing off what we have which is natural open space. We should take into account the animals that live and migrate thru these areas first. They are not going anywhere and to not take them into consideration says a lot about those in power. Also, people move here to have the open spaces. They don't want tiny boxes to live in or large industrial that takes prime beautiful land for no ones benefit. This area is part of Nevada is all about and we are lucky to have it. It is a shame that all the farmland is being bought up by builders. Builders built without consideration of those buying. I am suffering thru the second plumbing flooding at my home (prior owned for 7 years before I bought - no one inspected properly or I wouldn't be in this position.) It's a shame. A box to live in but no yard, nowhere to park, and now no open spaces to spend your time. They will come and buy and hate it and leave. What are we going to do with the over abundance of building. I see vacant signs everywhere, but we are still building. This is going to turn out bad for us. Until we move.
- To minimize vehicular impact to Belli Ranch and Warrior Lane neighborhoods, please isolate parking to the North side of the river. This will be a Central lot that can serve both Canepa and Carcione ranches. Additionally, this is far more fiscally conservative than multiple parking lots.
- Thankful to have more formalized options in this area for recreation is such a beautiful part of the river.
- Thanks for asking!
- A concern not mentioned is how to keep the homeless from ruining/trashing this area?
- First, can we make sure to restore the habitat for wildlife and ecosystem enhancement in addition to providing all this trail access? One should not be done without the other ideally. Also, FYI - the "overall concept options" map was difficult to read because file was too blurry when you zoom in.
- To question 9., for the Carcione section, those loop trails would be great. Many people already use the area for dog walking a fishing. Because the floodplain is dominated by Tall Whitetop and other invasive thistles, adding a loop trail would not adversely impact the habitat, and would provide excellent access to the river. For the Canepa section, I think extending the trail down to the river would not be ideal since the vegetation is primarily native and excessive foot/bike traffic and off trail use would adversely impact this riparian section. This is an area where Mule Deer frequently access the river also. Instead, it would be great to connect to existing trails at higher elevations.
- No overnight camping, especially on the river. No motorized vehicles on the trails!
- The area has been clean and free of trash. Let's keep it that way! Keep motorized vehicles off the trails!
- Remember people will come the shortest way to a destination. Though there is a way through the Belli Ranch, it isn't easy to find and upper Belli has very narrow windy roads, about 2.5 miles from freeway. The other Carcione Ranch has no private property issues and is an easy on and off the freeway.
- I am concerned about establishing a trailhead at the end of Mario Road. this will require uses to travel through Belli Ranch which is over 2 miles from Garson Road. I do not see people using this. Beside most users now park between the tracks. This site is known for vandalism which is another concern with a trailhead at end of Mario Road.

- S3 Corp[Blake Smith] plans a flex building and mini storage expansion at the current location's storage. The traffic impact should be evaluated including the mogul interchange situation and a rail road crossing without lights/barriers. Need to interface with the Regional Planning Commission's scheduled traffic study to begin November, 2021.
- I am fully supportive of this project. The underpass at Mogul is currently a safety issue. It is an older underpass that really wasn't designed to handle this park in addition to current residential, bike, pedestrian, fishing and off road vehicle access (and possibly future business access). I would request that if this goes through that the county consider a way for mogul residents to access this area in a safer way. Just the other day I almost saw a small kid heading to that area almost get run over by a car exiting the freeway from I-80 Westbound (I have seen a lot of close calls between cars, pedestrians, and bicyclists I am honestly surprised no one has died yet). This is a great project but please provide safer access for area residents; because NDOT certainly doesn't care about us. (and City of Reno doesn't want to deal with this area because of the potential cost)
- First u want to move amazing farm lands. Then u want to destroy the view in my backyard see u at the meeting
- Need safe access along 4th St to access all recreation.
- Would like to see it kept primarily as hiking walking biking trails with river access for fishermen

Additional answers provided for Q10 - Public meeting

- The hunter creek trailhead has become crazy busy. As a homeowner very close to this proposed recreation area, I'm worried about the traffic and increased number of people in the area.
- So happy to see these spaces being utilized and the great planning you seem to be doing
- Motorized vehicles must be prohibited from using the properties also allowing horseback riding. Absolutely no off leash dogs allowed.
- This is a rural area and should remain that way.
- The shown concept treat the properties separately. Seems there is great potential to join trails between the properties, not just along the riverbank.
- Great job on the plan. Sustainability designed trails provide public access and a recreational amenity for residents with minimal environmental impact or in many cases lessen impacts over current situations.
- Signage must be posted concerning bear and mountain lion activity.
- The Carinea property is a good place for a county park.
- Is there a budget in mind?
- What was the reason why you guys are working with multiple government agencies?
- I'm one of the people that has never been to the locations. Is there any roads that are close enough to back an NDOW fisheries truck up to the river to stock fish? Dirt or paved.
- Wonderful! Yes we would stock fish for sure.
- We see bear scat daily. Also, I have had a mountain lion follow me and we have seen dead animals from mtn lions. We also see coyotes.
- Concern with increased access will increase the level of trespassing on private property that is already excessive, can we discuss signage for the residences or gates for private properties.

Public Survey #2 Results

Overview

Design Workshop coordinated with Washoe County to issue a second public survey, between December 10, 2021 and January 18, 2022, to gain feedback on preliminary concept plans for the Carcione and Canepa properties. The survey received 225 responses with a total of 159 completed responses and was administered through an online format. The survey link was distributed through County email lists and social media accounts. The full results from the survey can be found in the Appendix of this document.

Before the survey issued, a public meeting was held on December 9, 2021, the same survey questions were asked at the public meeting and the information from the meeting was used for the online survey.

Key Takeaways

Several key takeaways from the survey influenced design decisions in the Recreation Access Plan.

- The primary elements people are excited to see for the project is an increase in the amount of access to trails, rivers, and land. Many responses also included the desire of a disc golf course.
- The primary element users are concerned about is the increased traffic through neighboring areas, the impact on the local ecosystems, and increased trash on the properties.
- Overall more than 80% of respondents support the Carcione concept plan as shown.
- Overall more than 75% of respondents support the Canepa concept plan as shown.
- The most important proposed uses and improvements to the sites that should be implemented first were identified by respondents as: Off site trail connection, on site trails, and river access.

Additional Feedback

In addition to the online survey, approximately 25 homeowners from the Belli Ranch Estates sent emails to County staff voicing their concern about the project. Concerns include increased traffic on local roads, fire safety, emergency vehicle access, and an increase of outside users to the area.

Washoe County Staff attended a meeting with the Belli Ranch HOA in January 2022, and their concerns included:

Homelessness, Fires from homeless encampments, People drowning in the TMWA canal adjacent to the parking area, Criminal activities after hours, Traffic, Steamboat Ditch access, ditch safety and private property trespassing along the ditch, I-80 closures (in the context of emergency egress), Public parking in front of nearby homes, Emergency response time, Shooting on nearby NDOW lands, General backcountry safety concerns (encounters with wildlife), Bathrooms (trash/viewshed impacts), Water availability in the event of a fire, Impacts on wetlands on the Canepa property), Meadow preservation, Safety - Trespassing on NV Energy property, OHV use, Wildlife impacts

The plan was also shared by county staff at the West Truckee Meadows/Verdi Citizen Advisory Board Meeting in January 2022 where there was support for the plan and similar concerns as the HOA

The final recreation access plan responds to these comments by reducing the number of parking spaces on Canepa property and creating a clear delineation between public and private land. On the Carcione side the parking and trailhead has been located away from the adjacent private parcels. At the next level of design it is recommend that a traffic study be prepared for potential impacts to Mario Road. Other mitigation measures include increase enforcement in the area and improved signage indicating rules and regulations. Evacuation routes and fire impacts should be reviewed with the Fire Marshall and public safety.

1. What, if anything, are you most excited about on the Carcione concept plan?



Additional answers provided for Q1 - Online survey

- A beautiful scenic park on the truckee river (with bathrooms!)
- A new place to explore on horseback
- Absolutely nothing. It is the worst plan I have heard and it does not take into consideration the Belli Ranch homeowners
- More Access to trails and land (22)
- Adding a disc golf course to the plan would be a wise investment and would not deter from the hiking trails.(9)
- Additional trails for outdoor recreation of all types and connection to the backcountry and future trails. As a mtn biker and hiker, I'd like more connection to extend routes and link communities and regions together. Put-in or takeout locations for boating would also be a plus.
- More Bike trails (6)
- Bridge (9)
- Clean up but no development would be best
- Connected trails to use for mountain biking.
- Connection to existing trails. Loops!! (better than out-and-back)
- Dedicated parking for access to trails
- Easier/safe access to trails(3)
- Enhanced property values!

- Equestrian usage (5)
- Excited for new trails to walk alongside the river
- Fishing access (2)
- Getting to explore a new area as a park!
- I am not excited about this development but it is better than the plan for the Canepa property.
- I like you have provided parking As I live near Ambrose Park and also access Hunter Creek and the plateau And fine there is very limited parking so people just park on the streets. I love that you are developing a trail system as often easements are not in place and developments block access to our public lands
- It makes sense to make this a park with the direct river access.
- Its great to see that beautiful land designated as multiuse trails and not developed for homes!!!!
- Keep the bike/ped bridge connection to USFS property on the south side of the river a priority.
- Keeping traffic out of Belli Ranch. Minimal homes to be affected.
- Long trails heading into forest service property with convenient parking
- Looks like a great plan to experience the river and address noxious weeds at the same time.
- Love It!
- Maintain natural vegetation and open space.(5)
- More access to trails! Hopefully an easement on Mario road across truckee.
- More awesome public lands access, especially for mountain biking and a possible disc golf course ;-)
- More trail access and connection of existing trails. (5)
- Moving parking away from RR crossing and a nice loop for hikers in an area that will not likely be negatively impacted by foot traffic.
- Multitude trails
- NOT EXCITED. I AM AGAINST THIS PROJECT.
- New access point to River and bridge across to access public NFS lands
- New multi use trails would be a fantastic addition imo! (5)
- New parking and trailhead access. New fishing access. New public trails and access.
- Nothing (3)
- Nothing at all- this will bring unwanted traffic to our peaceful, quiet, safe neighborhood (3)
- Nothing, the area is accessible as is and once Parking and Restrooms are built people will start trashing the place
- Nothing, we need to keep our open spaces. Don't need someone to mark any one particular spot to direct people toward..
- Nothing. It is an unneeded expense.
- Open space (2)
- Opening this historic access to equestrian use in the backcountry areas
- Parking, Bridge, River Access
- Parking, trails, bridge
- Parking and better access
- Permanent public access to the USFS property via these trails. A bridge across the river!!
- Public access to the river. (16)
- River access, parking.
- River proximity
- Shade areas and access to river
- That they'll be another trail to take the kids
- The River access is nice but I'd hope the trails would be suitable for mountain biking.
- The Trail connections/New Trails (14)!
- The access, that area makes me nervous using now with private property.
- The footbridge connecting the two areas and the greater trail system connectivity. Leaving open space and wildlife habitat intact and restoring degraded areas.
- The trails and river access (8)
- Trailhead parking and access to trails on the south side of the river.
- Trailheads, river access, restrooms, and access to trails
- Trails and New trailhead, pedestrian bridge over the river
- Trails open space preservation
- Trails, parking, wildlife viewing
- Very excited that the Tahoe-Pyramid and other local trails be linked and protected from inappropriate development.
- Wish Washoe Valley Park was in this
- With burgeoning population, more access to new areas to bike and hike are essential.
- better parking & restroom
- bike trails connecting east and west around the steep north facing peak.
- hiking and running trail access
- hopefully people will place trash in a receptacle, rather than littering
- more access to biking trails for various ages and abilities
- more hiking trails near Reno
- more trails and river crossing
- not excited at all but it doesn't seem like too bad of an idea.
- nothing...I bought a place here, in a RURAL setting, a few years ago for a reason...I like it like it is, not an area to attract the general public.
- restrooms and bridge

2. *What, if anything, are you most excited about on the Canepa Concept Plan?*

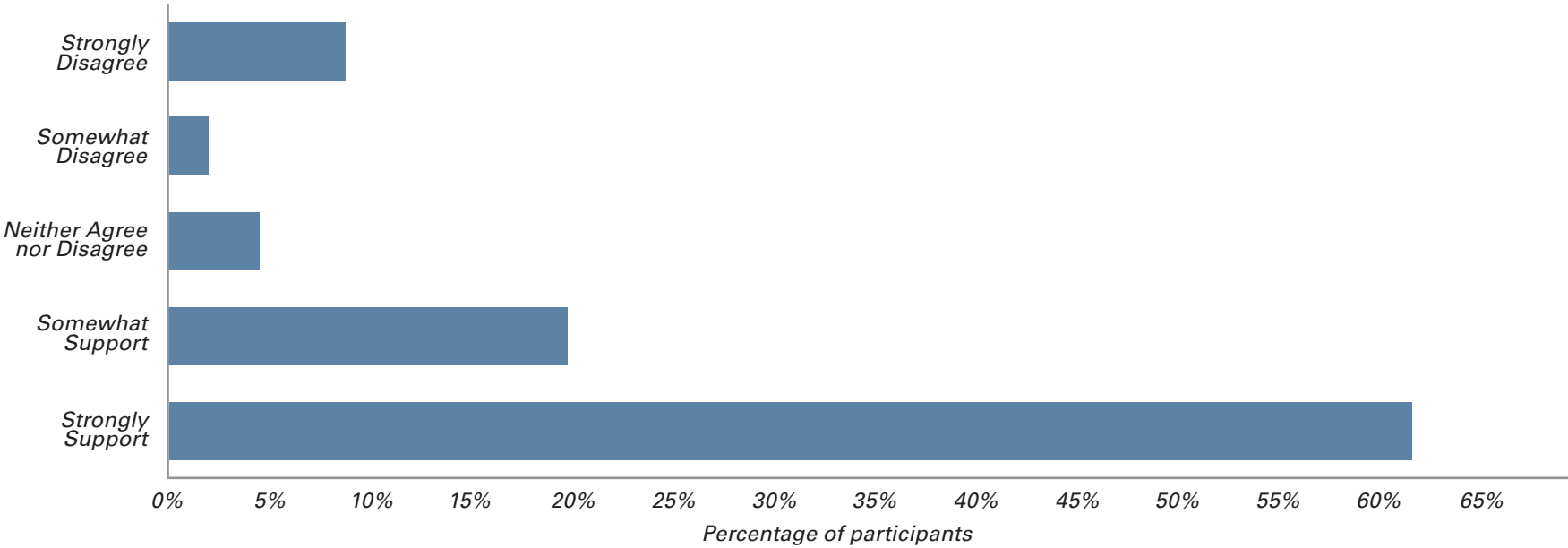


Additional answers provided for Q2 - Online survey

- Parking, trail access, river access
- I'm glad to see the trail connections and accessibility easy to find.
- trail connectors/trails (22)
- Trails expansion and river access. (14)
- Disc gold course (6)
- New parking, trails, and river access.
- Equestrian usage (5)
- Fishing access?
- Good parking and trail access
- Mountain biking trails! (6)
- Access to national forest trails
- trailhead access to USFS properties
- Same thing...we need new trails given how many more people are using trails these days..and especially connecting systems together which creates even more options for all users.
- Maintain natural vegetation and open space
- Parking area and Restrooms
- New trails for access to backcountry
- More public access
- Same as Carcione along with water access for swimming and play. I like the additional trailhead on the south-side of the river.
- not excited due to access point through Mario Road
- trail connections to USFS lands to the south and Carcione Property to the east.
- New trails and trailhead. This is already a big river access point for kayakers, tubers, and fishermen. It is also a great place to have mountain bike trails along with walking trails.
- Nothing (4)
- Well maintained trails
- We need more trails in Reno!
- Same as stated
- Connected trails to use for mountain biking.
- River access with bathrooms and bike path to the water.
- Through access to backcountry trails via the Belli Ranch neighborhoods.
- The addition of more outdoor rec space.
- Connecting to existing trails and clarifying that motorized vehicles are not allowed on trails
- Parking access and river access
- Trailhead with restroom and river access
- new trails connecting east to west.
- Parking and trail connections
- Public land access
- Trails and trailhead, access to trail network above
- Not excited at all. Vehemently opposed due to only one way in and out thru Garson Road and Belli Ranch neighborhoods.

- A formal trailhead to help show what is public land, signs maps, trails
- New trails! connections to the Forest Service lands and backcountry trails, while keeping this valuable land public
- restrooms and improved riverfront trail
- Nothing. Hazardous traffic conditions through area not designed to handle that type of traffic. Belli Ranch subdivision was originally designed to be a housing community and not a public thoroughfare to access a huge public park area.
- hopefully people will use the restroom, rather than the trees
- This is even worse. You think it's ok to bring more traffic through Belli Ranch. Think about how you people would feel about something like this disrupting your neighborhood.
- This will bring traffic and crime to a relatively quiet neighborhood that is not regularly patrolled by the police or forest service
- Restricting/limiting/redirecting access across the exiting bridge via provision of alternate access and signage, weed and landscape management, regulations/signage concerning allowed uses, banning OHV use, possibilities for off-leash dog walking.
- This plan will be nothing short of a nightmare to us at Belli Ranch. I moved to this location 2 years ago to escape heavy traffic and wanderers. If Canepa moves forward you will be ending our quiet, safe streets where my young children play and feel safe.
- Fishing access
- Nature preservation and local outdoor recreation.
- Totally opposed. No need for restrooms and parking. This one will really impact Belli Ranch with traffic, trash, undesirables, and take away our private community feel and security. Again, a very unnecessary expense. Find something more important to do with county monies.
- Connecting multiple open space areas and trails. Increase bike access trails.
- Not excited at all. Prefer to keep it as it is, natural and clean
- Leave it as is!
- Large parking area, accessible with trailers
- Not a thing--please see previous comment
- Vehicle access to the south side of the river
- Open space for outside activities like possibly a disc golf course
- Trails and open space preservation
- I'm excited for this large public space. Would be a wonder location for a disc golf course!
- It's along the Tahoe Pyramid bike bath and looks like a great place to meet and rest as well.
- More hiking trails near Reno
- Same as with the previous comment. Protect as much riverfront as possible!
- access
- Trails, parking and restrooms
- Potential new mountain biking
- Trails and river access
- The trails for birdwatching reasons
- Preservation of wildlands and wetlands
- Need to control the wild horse issue for equestrian members of the public
- Again easy and safe access
- Trail connectivity
- Easier access to trails
- Nothing, I live in this neighborhood and this will bring in more people, crime and trash. This area is plenty accessible and there's enough man made parks elsewhere. For now people respect the area but this sort of development bring people that don't respect anything.
- Nothing. Same comments as on Carcione plan, but this one is incredibly worse as it infringes on a neighborhood. Not necessary. There are plenty of resources out there to help citizens find that perfect trail.
- No!!! This is a terrible plan bringing unwanted traffic and growth to our rural area.
- Nothing. You are assuming I am positively inclined (excited?) about this development. This is a poorly thought-out placement of park facilities where there is no need. It seems like just because there was an undeveloped parcel it was thought to be a good idea to put parking and restrooms there. There was NOT adequate input from the most affected communities: Belli Ranch and Blue Heron subdivisions. Only a handful of Belli Ranch residents were notified about this development even though anyone driving into this area would access 4 of the 6 streets in Belli Ranch. This is a residential area of 69 homes that has only one access point and to add any additional traffic exacerbates already existing safety concerns.
- long trails heading into forest service land with convenient parking
- Ability to get to trails and save open space
- hiking and running trail access
- Nothing, there is no easy access to the freeway and you have travel through several subdivisions to get to it.
- River access and picnic area, restroom and trail connections.
- Not!
- Nothing excites me about putting a trail head especially on the Canepa property. I am concerned about the traffic through Belli Ranch Estates and potential with the restrooms an attraction for the homeless. I am also concerned that these trails are hiked because of the rural nature especially no leashes on dogs. Most people hike this area not to allow their dogs off leach and I am concerned that making it a trail system then it becomes urban and all the restrictions.
- What, if anything, are you most excited about on the Canepa concept plan? See concept plan below.
- River access and trail system
- trail access
- more trails and connection to carcione
- We love new areas to adventure and think Reno should have more options! Opening up this access will keep you from driving all the way around.
- Trail connectivity for hiking and cycling (non-motorized), open space and wildlife habitat as a priority.
- Connectivity and parking (as long as it includes horse trailer parking areas)
- Parking, River Access, and Trail Connection to Carcione Property
- Parking and trailhead
- a new place to explore via horseback
- Also preserving open space for wildlife and people.

3. Overall, on a scale of 1-5, do you support the Carcione concept plan?
 (With 5 being strongly support and 1 being strongly disagree)



4. Please explain your previous ranking of support for the Carcione concept plan

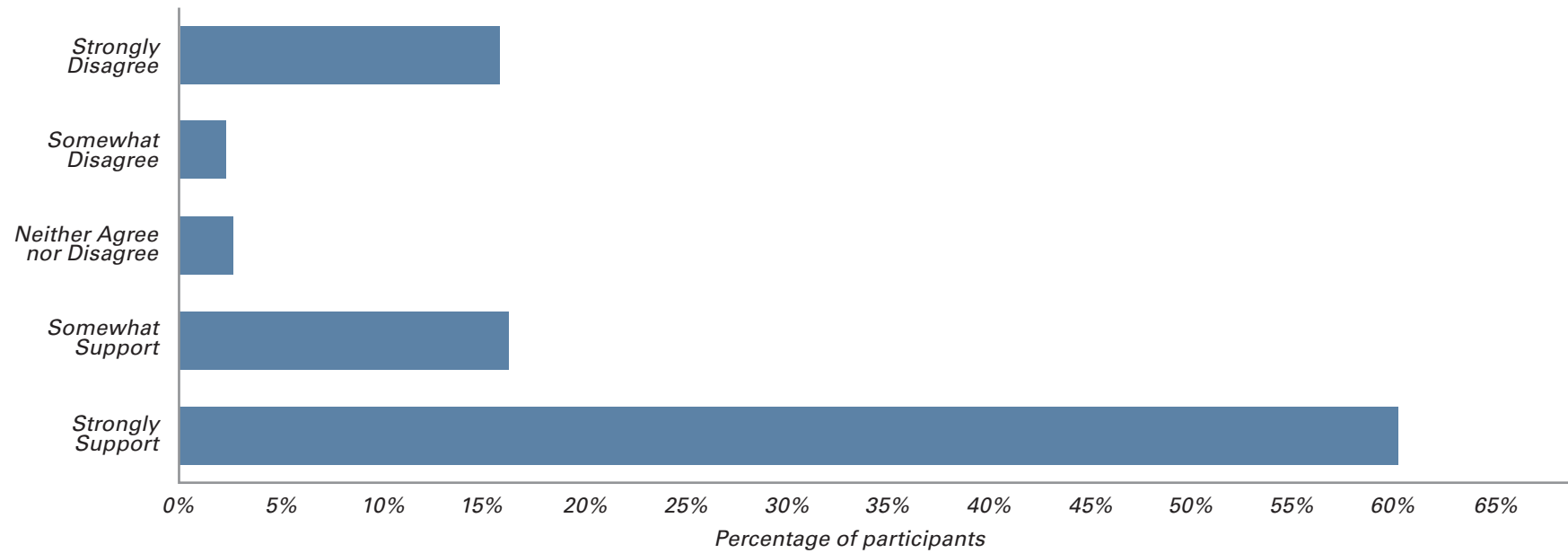


Additional answers provided for Q4 - Online survey

- Always looking for more birding trails
- Please separate the bike and walking trails.
- Awesome use of all this land including wildlife space.
- Trail loops. Connections to existing trails.
- As the city continues to grow we must have more trails, public land access, or existing areas will be over run.
- Public park access is a good thing
- Why wouldn't I support more riverside parks and access to more trails?
- Escalating populations in Reno require more recreational facilities.
- The plan fits with what I think typical usage of these kinds of areas are for the community.
- It looks like a great addition to the Reno area trail system.
- It will be more sustainable and safe access to an area people use on a frequent basis.
- Id live mote vegetation restoration
- Improved access to trails and river
- I think parks and recreation-opportunities are important for retaining the quality of life in our area. If you consider the amount of growth in our area, we need a lot of projects like this.
- Bike/ped bridge and trail connections to adjoining properties
- A formal trailhead to help show what is public land, signs maps, trails
- I strongly support this development of the open space, it will also help with keeping it clean. We need more hiking and mountain biking trails in this area. I would also suggest possibly putting in a kids bike trail like a pump track here.

- It is always a good thing when city provides public. This is no easy task. Public should show appreciation.
- I believe strongly in outdoor recreation for both physical and mental health. The more accessible it is the healthier we all become
- I don't think this many trails can be maintained safely and to avoid erosion and other impacts- the county and FS do not have the resources.
- Adding more trails will allow people to skus out and enjoy more
- Feel like it's a good fit for our community
- With more people moving to the area it will be a great place for them to recreate
- Funds could be better allocated on high quality mountain bike trails rather than shade structures which typically see little use
- Multi use trail should include OHV motorized bikes (dirt bike)
- More TH and trails is good. we desperately need more trails, this is a perfect place.
- Great addition to the area!
- we desperately need more trails, this is a perfect place
- More places for people to recreate
- Great preservation and use of open space.
- It has a lot of great features for public use.
- Need more trails
- The design is well considered and improvements and regular traffic will benefit the community and use the space in a healthy and sustainable manner.
- Good plan in a location that needs this.
- seems like it would be nice to have some facilities over there
- My relates to traffic and safety related to the RR tracks and 5-way intersection. Also, there is not currently legal access across the RR tracks.
- I like the bridge, river access and new trails
- support outdoor recreational development in the area. Please consider OHV access in future proposals.
- Great use of the property!
- Need more recreation access
- It is well laid out, I would recommend a trail connecting the middle river access dot with the parking area as that will likely develop a social trail over time as people create a direct route from parking to the riverbank.
- Well thought out balance of uses, it honors the beauty of the area
- I love the new trails and river access, safer parking too
- I love the bridge idea to connect to the public land across the river this will provide excellent public access to quality riverfront and safe river crossing
- Area not conducive to public recreation.
- If there must be trailhead access, we believe Carcione concept is better as minimal homes are affected.
- increase in homeless, fire danger, lack of on/off ramps
- This is a good use of space and the access is fairly easy without to much impact on the neighboring property owners.
- There are better places for something like this. Several people use these trails and don't have a problem with accessing them. There are several different ways to access the area.
- Safe access over the tracks is necessary, the bridge to access public lands across the river.
- Again, this project needs to take into consideration how it affects the current inhabitants of this area, including natural wildlife. I strongly disagree with the moving forward of this project.
- River access for fishing
- Id like to see a disc golf course worked into the plans. Disc golfers make great stewards!
- Preservation of natural areas from development, for everyone to access and enjoy.
- Again, it is an unnecessary expense and diminishes the pristine environment.
- It is already being used as access to river and trails via the bridge over the river
- It could use some clean up and public protection from railway dangers
- Limited explanation for equestrian use, parking and bridge crossing
- Would love to have a disc golf course in this area!!
- Good access trails and land, just land I may not use
- It's nice. Think more could be added
- For a disc golf course just Install some baskets. Create some tee pads. That's it! No more cost. Leave the environment as it is. Put up signs announcing the biggest little disc golf course in t he world.
- Its great to have outdoor activities
- THERE IS NO NEED, LEAVE THE LAND ALONE!
- It'd be nice to have equestrian area with a couple pens for use on the multi-use trails
- It looks like a great plan for family walks outside.
- Trails and river access. I support any additional trails, and access
- Parking, restrooms, access to existing trails are all there
- I think there's a good amount of trails without overtaking the natural spaces necessary for flora and fauna
- We need better access to enjoy nature
- The parking lot is off-putting (making it less "wild"). Yes, it allows easier access, but that just devalues the area as a "wild" place... It's just another park that will be filled with more people, making it less desirable and more cluttered with trash. (This includes all man-made installations such as the shade structures and restrooms). Leave it wild, just allow safer access for pedestrians and bikes (non-motorized vehicles).
- Wild horse issue
- Would love to see more of and improvement on multi use trails, but don't see a lot for equestrian usage
- Would be strong support as long as equestrian use is available
- Looks like a relaxing walk
- The area is fine as it is, there's no reason to develop it and bring the type of person that wouldn't go there otherwise
- No need for any of this. People do fine finding trails and there has never been a lack of parking.
- Stop pushing to over populate our area. We are a quiet rural area and do not want the traffic and crime, vagrant and homeless this will attract. Leave the beauty of the area alone. It is already being destroyed with the over population and over building in our area. This is nothing but negative for our property values.
- If Washoe County feels they have to spend money on developing this area, better the Carcione property with limited access to the Canepa side of the river.
- Preserving open space for the public's use
- would love to have access to some great trails
- with the continued growth in our area, having open space for recreational activities is wonderful.
- Easy access to freeway and has plenty of land to work with.
- I like the defined river access points. A bridge connecting to the other side of the river ties into a lot of other trail opportunities, making this a great location to start an adventure.
- Bad idea for many reasons.
- It is a natural space for a park area.
- the site is now used for fishing and river access.

5. Overall, on a scale of 1-5, do you support the Canepa concept plan?
 (With 5 being strongly support and 1 being strongly disagree)



6. Please explain your previous ranking of support for the Canepa concept plan

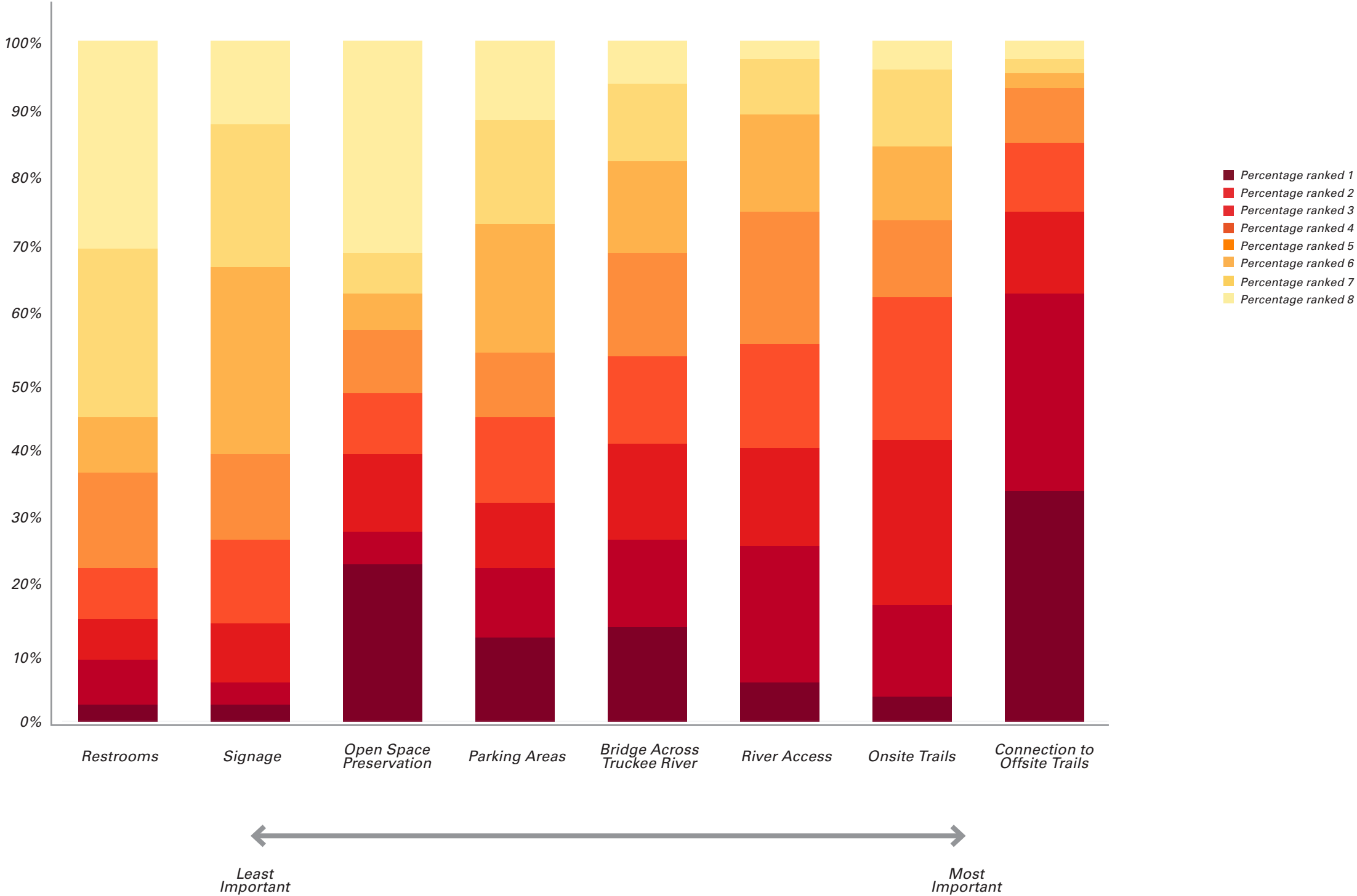


Additional answers provided for Q6 - Online survey

- River access and new trails, Access to the public land and trails, plus the parking area
- A restroom on the other side of picnic area would benefit all trail users
- Again, please add mention on your maps about equestrian use and parking
- Again, public should always support city when they provide these types of areas. It is a very difficult thing to develop and maintain a park or animal sanctuary.
- Again, why wouldn't I support more riverside parks and access to more trails?
- All the same reasons as the previous answer. The man-made structures (parking lot, shade installations, restrooms, etc...) just leave it wild and develop easier/safer access to it via non-motorized transportation (bikes/pedestrians).
- Area unsafe for public recreation. NV Energy and TMWA infrastructure concerns; extensive public safety (egress, response time) concern.
- As stated earlier, there are a host of concerns, especially affecting the wildlife. We see every year a mom coyote with her pups as an example. Also this area now becoming an urban trail system really concerns me.
- As stated previously, generating additional traffic and including restrooms in this area presents a safety hazard in several fronts for Belli Ranch residents.
- Beautiful area that should be enjoyed by all, Bathroom is a great addition to this area
- Designated parking access point (along with signage) to reduce or eliminate illegal access across the existing bridge, weed and landscape management, access to backcountry trails.
- Don't think you need two restrooms, but river access, trails, and picnic areas are all great ideas.
- Don't destroy the beauty that is left in the area. We don't want or need this here. We love our peace and quiet of the rural area we moved to.

- Expanded trails and usable space is a great thing for the community
- For a disc golf course just Install some baskets. Create some tee pads. That's it! No more cost. Leave the environment as it is. Put up signs announcing the biggest little disc golf course in the world
- Full disclaimer - I live on Warrior Lane and am struggling with the increase use of my road. The speed limit is 25 miles per hour and there are no sidewalks. It is a country road without a center line. If this is developed, I strongly feel that some type of speed limit devices need to be placed prior to development of this as a park. I know that residents on Mario had issues, but really everyone who lives along this route will be impacted, just not sure as to the degree.
- Given the access restrictions this provides sufficient connections and opportunity within the scope of the project.
- Good connectivity to trails, Great addition to the area
- Great balance of uses, it focuses on trail access while not putting active uses near the neighbors
- Great preservation and use of open space.
- How will this be paid for and maintained over the years?
- I believe strongly in outdoor recreation for both physical and mental health. The more accessible it is the healthier we all become.
- I can't lie, this is one of my "secret" spots that is a go-to when I don't want crowds. Improvements will bring crowds!!!!
- I like the connection to the other property. I support any additional trails, and access.
- I support development and infrastructure for all outdoor recreation. Please consider OHV access in future proposals and development.
- I support this plan because it will make it easier for me to access and explore the north west area of the sierras
- I think there's a good amount of trails without overtaking space necessary for flora and fauna to flourish.
- I would strongly support this is if there is dedicated equestrian parking
- I'd like to see a disc golf course worked into the plans. Disc golfers make great stewards!
- It looks like a wonderful area for disc golf!
- It opens up access to land which doesn't have very good access today.
- It will ruin our privacy, community, security with excessive traffic, trash, and safety-- much like that of parts of the Mayberry Park development where one can see the results, especially with safety. The Mayberry park
- I'm not a big fan of making everywhere extremely accessible
- Just happy to see parking, trail heads and trail access! Pull through parking for rigs a plus!
- Looks like a good connection to existing public space. Love it
- Ludicrous to put this in when access is the only road in and out. will lead to crime increase.
- More parking, more trails, more public access.
- Trail connectivity, open space and wildlife habitat, trailhead parking.
- Trail loop and please note sustainable trail connections to current and future trails above on USFS lands
- More recreation Access and More river access. TH is always good for the community
- Would love to see a disc golf course in this area (3)
- Need more info on. Equestrian access
- need better access - Mario Road is not adequate and traffic will have impact on residents
- dedicated parking and restrooms greatly improve usability for families
- preservation of green areas for wildlife and people to enjoy. public park access is a good thing
- the riverside picnic areas are prime in this location.
- with all the growth in our area, and this being local for me, it's nice to have space dedicated to outdoor activities.
- would love to have access to some great trails
- No need to increase traffic and destroy natural areas, please protect the wildlife
- Parking and restrooms provide a nice benefit
- Parking and trails that could connect to others in the area would serve the area nicely.
- Preserving open space for the public's use
- Restoration is often overlooked And I was very glad to see an area that will be restored simply access to open space and protection of it
- Same thing I love trails improvement and usage for multi use including equestrians
- Same thing...increased trail usage requires new trails and connections.
- Streets and access not designed for non-homeowner traffic. This area has no sidewalks, homeowners frequently walk children, horses and dogs as that was original intent. By having increased traffic flow, a hazard is created for families and also the deer and wildlife that frequents the area.
- THERE IS ONLY ONE WAY IN AND OUT. DANGEROUS.
- The area is fine as it is, there's no reason to develop it and bring the type of person that wouldn't go there otherwise
- The connecting trail running along the river between the Canepa and Carione property will likely negatively impact the existing native vegetation, which is in good condition in contrast to the Carcione property, which is dominated by invasive species.
- The proposed parking destroys the rural atmosphere of the meadow, the proposed new trail system cutting across the meadow destroys the rural environment, it also cut across a wet land area in the center of that field that is fed by spring in the side of the mountain. Lose the parking and the development on the West side. Tie small river front piece of land to the Carcione plan.
- These project need to happen together. Linking them allows for diversity of use, while providing unique opportunities for activities and more area to explore. If one is going to drive to an area with the family for adventure, it should be large enough to be interesting and provide many hours of enjoyment. Connection and access are also of importance.
- This being the larger piece of land, I think it could support more recreational sports like disc golf. Truckee regional park is a great example of how Hiking paths and disc golf both can co exist on the same land.
- This is a well known bird watching location. A great "migrant trap" in spring and fall, with American Dippers breeding under the bridge some years. I'm concerned the picnic area will involve the removal of (or will heavily negatively impact) the understory and ground cover around the existing trees. Those are a big reason why this location attracts birds and bird watchers.
- This is such a heavy use area, well constructed facilities and trails will protect the river and riparian zone here.
- This neighborhood, with only one way in and out, can not handle the increased traffic. There are no sidewalks and it is already dangerous when people drive near the edge of the curbs on an already curvy road.. I have almost been hit several times while walking my dog.
- This would be excellent!
- Trail connecting to Carcione along river will create more erosion, and disturb deer (they breed/sleep there, and that's their way to access river/drink).
- Unlike most Belli Ranch homeowners I do see a benefit to the park although with the large number of houses being built to the west of Belli Ranch and only having one way in an out through Garson Rd, I think adding an additional access would be beneficial in case of emergencies.
- Unnecessary development: parking lots, turn out areas, toilets, shade structures, monument sign. From Belli neighborhood perspective, increased traffic in a long one way in one way out route. No plans for security. It would be a negative for the Belli neighborhood.
- You have not considered the Belli ranch homeowners and what it would do to their privacy and the amount of traffic it would bring.
- end of the one way into and out of this whole development. this is a terrible idea for fire danger, and traffic in this area in general. the residents in this area moved out here to not be bothered by issues like this.
- trail connections to adjacent properties

7. Prioritize the below open space access elements in order of importance for implementation. (What do you want to see implemented first, second etc.)



- I am thrilled that there will be additional open space in this area.
- I think a lot if the trails shouldn't be kept vs decommissioned
- I think interpretive signs would go a long way to explain what flora and fauna visitors might be able to see at these sights.
- I think it's great so far
- I would like to request disc golf
- I would rather the County put money into current outdated infrastructure and resources to take better care of what we already have
- I would to see a disc golf course added to the plan.
- I'd really prefer not to share, but if it's going to happen anyway, making sure to have restrooms will be crucial for reducing impact.
- I'm happy with the proposed plan. One trailhead parking area per site is sufficient. Motorized vehicles should not have access to this area.
- I'm opposed to it all for safety and security reasons as well as disrupting the already pristine environment. therefore, I resent you prioritizing points
- Implements asap
- It is a terrible idea with nothing but negative possibilities to the homeowners
- It's already being used, it would be great to make more of it, sustainably.
- It's wonderful and safe as is
- Keep man made structures to a minimum and only structures that help keep the area clean like bathroom/garbage
- Keep the area natural and not overused
- LEAVE THE OPEN SPACE THE WAY IT IS, TOO MUCH DEVELOPMENT IN THE AREA.
- Leave it "open". The lack of "man-made" structures is what is magical about the place. This plan seems to ruin the natural charm of WHY it is attractive to us Renoites by making it a faux-natural area park. We go there to get away from parking lots and "shade installations" and other "human" comforts. Just make access to the area safer for non-motorized transportation, and it will keep it's charm. (The current plan seems to destroy its main attraction so as to grant access to it's main attraction... it works against itself.... like trying to improve a kid's playground park by taking out the playground and adding more parking lots and sitting areas for parents to be able to take their kids to the play structure [that no longer exists so as to grant better access to it]) This just seems all unnecessary and self-defeating.
- Leave it alone. We like things the way they are now. We don't want the traffic, crime, increased activity and population in this area. There is enough access and people using the area now and it doesn't need to be over populated. Leave what we have alone.
- Leave the open space alone. There is no need to develop everything. The area gets significant usage as is on an informal basis.
- Let's do it.
- Location not acceptable
- Looks great! Thank you to everyone who has worked on this!
- Looks very good! OHV access would be awesome.
- Love it, thanks so much!!
- More public access
- Need for more public use parks/disc golf
- New trails, more conservation of open space are both laudable goals.
- Noxious weed control and trash pickup-who will do that?
- Once it's gone, it can't be replaced. People need local, accessible, natural outdoor escapes from urban life.
- Open space and the ability to access it is most important while this city grows
- PLEASE do not exclude equestrian use, since this is historically a Ranch property
- Please add equestrian parking and make sure equestrian can use bridges to cross the River.
- Please don't create more erosion and don't disturb breeding and sleeping places, and don't cut off deer from water access.
- Please implement in spring/summer 2022
- Please maintain connectivity to off site trails
- Please prevent any more development along the river in this area!
- Secure area from OHV vehicle damage. Provide improved public access and sustainable trails for people to use and enjoy.
- Should try to add some sort of disc golfing area. Would be a great addition to the land
- Some cool and challenging MTB trails would be great
- Thank you for allowing me to share my opinions. We love galena and peavine. Galena and hunter creek are quite popular so it would be nice to expand access.
- Thank you! Very excited to see this happen, please build it soon, the area needs this!
- Thank you, this is much needed in the Reno area and will help clean up and preserve the public land for future generations
- The city would absolutely love to see a disc golf course put here!!
- The county can, and should, spend their money elsewhere. Don't destroy this already assessable area. If you must do one of these projects, the Carcione project would certainly not disturb folks nearly as much as the Canepa project.
- The more public access with good parking the better.
- There are no trail systems there, there are a couple of dirt utility roads to service the Steamboat ditch and the power lines. The upper Canape area has a rural setting now, development brings an urban setting.
- These areas are currently popular with off-leash dog walkers. This is a legitimate use of these open spaces. Please ensure off-leash dog use is allowed once the properties are developed.
- This is already a heavily used area, so maintaining existing trails with improvements for hiking and adding great mountain biking trails will be a huge boon for the City and county.
- This is currently one of the few places in Washoe Co where I can swim my dogs without fear of the dog catchers. It would be nice to keep some off leash access to river for dogs
- This would be a great space for a disc golf course. The Reno Disc Golf Association has built and maintains disc golf courses on public lands throughout the Truckee Meadows and beyond.
- Time and time again OHV is left out of planning projects regarding the areas outdoor recreation. Please consider how OHV users are to access our public lands when developing these plans.
- Too much traffic and for this small community.
- Trails increase quality of LIFE!
- We need more of it. It shouldn't just be for private. Communities.
- We should purchase the frontages of the full river
- Wild horse issue
- You just asked me to prioritize but left no option for none of the above--that is my one and only choice, none of the above
- Abandon the Canapa portion of this project
- happy to see the plan moving along
- keep open and NATURAL space for use by local residents, not making a camp for hobos
- this is a bad and dangerous idea to provide access to open space with extremely limited access to the area.
- trash/recycling areas at trailheads/parking area. trail maintenance

Public Comment Matrix

Crime+Domestic Disturbance				
#	Commenter	Date	Issue/Comment	Response
1	Karen and Terry Melby	9/27/2021	"We do not believe that the trailhead in the A or B location [on the Canepa Ranch property] would be used and could become an attractive nuisance for our neighborhood."	No fire pits or barbecues are proposed as part of the plan. Should trailheads/parking be built on these properties, they would be monitored by Washoe County staff to address unauthorized use on a frequent and regular basis. Signage would be clearly posted with rules and regulations. Camping would not be permitted nor would use after dark. Trash disposal would be provided. Construction of gates and fencing would limit vehicle access to the parking areas only, which would help reduce opportunities for dumping and vandalism. Although trails are not
2	Luke Bucci	9/30/2021	"Homeless persons regularly camp out in these areas now (as evidenced by their garbage and filth - yes, human waste). They also continue into our neighborhood occasionally... Making these areas as planned would be an invitation for homeless camps year round - you can imagine what will happen to the Restrooms and trash bins. Intended users would be dissuaded to come back or use the areas as the Ranch Estates would be subject to these elements as a way of life - something we all escaped from years ago... Crime would increase in our otherwise secure neighborhood - vandalism, trash deposition, theft, larceny, home break-ins, burglary, perhaps worse. There is no	See response to Crime and Domestic Disturbance Comment #1
3	Luke Bucci	9/30/2021	Concerns about an increase in trash.	See response to Crime and Domestic Disturbance Comment #1
4	Dee Ann Radcliffe	12/19/2021	Oppose the project due to concerns about an increase in traffic, crime and homelessness in the Belli Ranch community.	See response to Crime and Domestic Disturbance Comment #1
5	Pat and Aubri Harrigan	12/28/2021	Concerned about an "increase in crime (which we are already seeing) via unwanted traffic."	See response to Crime and Domestic Disturbance Comment #1
6	Luke and Naniece Bucci	12/29/2021	"Trailheads will be a boon to felonious criminal activity as the two sites are dark, isolated and not policed..."	See response to Crime and Domestic Disturbance Comment #1
7	Luke and Naniece Bucci	12/29/2021	"Homeless will set up shop in trailheads because of restrooms and lack of law enforcement - their presence and lack of cleanliness will scare off intended hikers, ensuring filth, trash and unwanted vagrants passing the word about our neighborhood (we have already seen 4th Street-based homeless wandering up and down Mario Road)..."	See response to Crime and Domestic Disturbance Comment #1
8	Luke and Naniece Bucci	12/29/2021	"We are all aware that increasing access to public land also increases crime, garbage, and sketchy behavior. This is our home and backyard, please do not put parking on the Canepa property."	See response to Crime and Domestic Disturbance Comment #1
9	Kathleen Smith	12/30/2021	"Any additional population utilizing the Canepa property is also a real concern. The area around the power company facility up to the gated crossing is currently open and not inviting to simply loiter. Add shelters and restrooms and it becomes a magnet for people to hang around and presents a real fire danger (always a concern out here) as well as safety."	See response to Crime and Domestic Disturbance Comment #1
10	Cheryl Sedestrom	1/3/2022	Concerned about an increase in crime, safety hazards, garbage, trash and homeless encampments.	See response to Crime and Domestic Disturbance Comment #1
11	Jean Bechdolt	1/3/2022		See response to Crime and Domestic Disturbance Comment #1

Traffic and Access				
#	Commenter	Date	Issue/Comment	Response
1	Luke Bucci	9/30/2021	"The map of the two areas on Page 6 of the Presentation for the Recreation Area Plan is wrong. It shows 4th Street continuing on the north side of the Truckee River past the Storage Lockers, across two unmarked railroad tracks that are very busy (several dozen crossings each daily), and crossing the river near the Sierra Pacific Power Company bridge, and then proceeds to cut into Belli Ranch Estates..."	This bridge connection was shown in error and has been updated on the preferred conceptual plan.
2	Luke Bucci	9/30/2021	"If Belli Ranch Estates decided to become a gated community, the Canepa Space would be untenable and unreachable except by foot trespassing through private properties."	Belli Ranch Estates is not currently a gated community and would need to go through the appropriate approval process to include the abandonment of the right-of-way, which requires the reviewing board to
3	Philip Lisagor	12/10/2021	Having a parking lot at the end of Mario Road is a bad idea. The County Sheriff is unable to patrol the speeders as it is. There is plenty of room on the Carione property and there is already a bridge for pedestrians to cross over."There is no reason why you can't put a larger parking lot on the northern parcel and for equestrian trailers find a turn around or drivethru lot on the northern parcel. Another plan could then have an equestrian trailer only parking lot on the Canepa lot along with a few handicapped parking spots along with the horse trailers... Worse case scenario would be to do your plan but have the county put in a series of speed bumps on Mario Rd..."	There is currently no existing public access easement across the bridge owned by NV Energy. The goals of the project include providing access to both of these public properties for all, including those with disabilities, and connecting the two properties across the river. The majority of survey respondents have supported the construction of parking on both Washoe County has a Traffic Calming Policy in place, so that community members can request traffic calming/traffic engineering measures to mitigate issues related to traffic volumes and speeding. Should the plan be adopted, as part of the design phase of the Canepa Ranch project, Washoe County Parks would comply with any traffic-related requirements and can also work with the Traffic Engineer to
4	Philip Lisagor	12/10/2021	Developing parking on the Canepa property will increase traffic and speeding on Mario Road.	
5	Dee Ann Radcliffe	12/19/2021	"My feedback is specific to the Canepa plan - I had no idea that there was a park /plans in this area and am thankful that land has been saved for outside use! I would like to ask that if the Canepa area is developed, there be speed bumps/limits etc on Warrior. I know that residents of Mario were well-represented on the virtual meeting, but really all roads in the area will be impacted."	See Response to Traffic and Access Comment #4

Traffic and Access CONTINUED

#	Commenter	Date	Issue/Comment	Response
6	Terry and Karen Melby	12/22/2021	"The lower Canepa parcel can be developed and tie back into Carcione parcel and would be very nice without developing the west or upper portion of that Canepa parcel. You do not need a parking lot in the Canepa plan. In fact, I would venture to guess the people using this area are going to still park on the north side of the river, between the tracks and walk across the old bridge. That may give more purpose to the Carcione plan and bridge."	Washoe County staff note that some members of the public do park illegally in the railroad right-of-way on the the north side of the Truckee River and may continue to do so even if formal parking is provided on the south side of the river. The illegal parking is in between the railroad tracks and parking on the Canepa Ranch property would provide a safe
7	Terry and Karen Melby	12/22/2021	"I am totally against increasing the traffic through our residential subdivision. In your email, you mentioned the use of speed bumps to control the speeding traffic. This is the last thing we want on Mario Road. Also, there is no through traffic. The traffic to the trailhead on Canepa would be 2 way on Mario Road and through Belli Ranch. We all within Belli Ranch, purchased our property with a rural environment and would like to keep it that way. Developing the trailhead (parking lot and restrooms) on Canepa will change the area into an urban trail system. Your survey information did not address the accessibility or increased travel distance from the freeway and having to travel though the existing subdivisions. There was no discussion regarding the impact to the homeowners with the development of the Canepa plan. This would be another page to this email."	See Response to Traffic and Access Comment #4
8	Steven Bajo	12/23/2021	I would like to point out, and you all probably realize, there is already ample parking and easy access to the trails. We see familiar and new faces, dogs, horses, and bikers every time we hike. Not a problem. Many hikers come from the Canepa side and Mogul, and some park @ the big dirt turnout across from the power house. Many come from over the Hole in the Wall Steamboat trail.	Through the Truckee Meadows Trails Plan and the 2019 Regional Parks and Open Space Master Plan, we've heard from the broader community that there is a strong desire fore more access to open space and trails. Additionally, the majority of survey respondents indicated a preference
9	Steven Bajo	12/23/2021	"...the traffic through the 2 mile long, serpiginous route from Garson exit through Belli needs to be studied. There is no one to patrol the area for speeding concerns. Right now there is very little traffic, and it is from the neighborhood. I might see a police patrol car once every 6 months. And I don't know if the team is aware of the plans for a significant number of homes on the Belli side that will effect that off	See response to Traffic and Access Comment #4
10	Steven Bajo	12/23/2021	I agree, do not plan on having vehicles go down to that spot by the river/bridge. A parking area or any "enhancements" would be an ugly mark there!! It's already beautiful!!	Proposed parking closer to the Truckee River was removed from the preferred conceptual plan.
11	Luke Bucci	12/29/2021	The Plan would, "Greatly increase unwanted thru traffic, with more cars not knowing where they are going that will increase risk of noise, accidents, trash, trespassing and casing our homes for future mischief."	See response to Traffic and Access Comment #4
12	Luke Bucci	12/29/2021	"We will get thru traffic trying to reach 4th Street (Reno in general) to connect from I80 & Boomtown/Cabelas - we already appear on GPS apps as connected (which is horribly wrong since the bridge is old and not trustworthy as well as locked by a gate) - especially worse when the other (western) side of Belli Ranch gets overdeveloped..."	Comment noted.
13	Pat and Aubri Harrigan	12/30/2021	"We are not against the Carcione aspect as that is easier to access off the freeway and those people wont be sight seeing through our neighborhood." Oppose development of the Canepa parcel due to traffic, crime and homelessness.	See response to Crime and Domestic Disturbance Comment #1 and Traffic and Access Comment #4
14	Mary and LaMont Johnson	12/28/2021	"We don't need further traffic coming in this area and more theft and riraf."	See response to Crime and Domestic Disturbance Comment #1
15	Kathleen Smith	12/30/2021	Concerns about utilization of Warrior Lane, as it is a two-lane road. "I do haul a horse trailer along that route and if another car comes I need to almost stop to navigate the narrow road with no shoulders. Increasing traffic is unimaginable, especially with an increase of	See response to Traffic and Access Comment #4
16	Kathleen Smith	12/30/2021	Speeding is an issue in Belli Ranch and additional traffic would exacerbate the issue. "Belli Ranch is a pedestrian, bike, equestrian friendly community. We do not want more traffic."	See response to Traffic and Access Comment #4
17	Kathleen Smith	12/30/2021	Emergency egress is a huge concern as "we only have one way in and one way out." There are other developments nearby that will funnel into this egress as well. Increasing traffic volume will increase danger.	During the design phase of the project, Washoe County Parks will comply with any traffic-related and emergency management-related requirements. Washoe County Parks did explore the potential of utilizing the existing bridge owned by NV Energy for emergency egress. This would require an easement from TMWA down to the bridge and an easement from NV Energy across the bridge. TMWA indicated that they would be willing to grant this easement, so long as NV Energy approved. Despite multiple attempts, NV Energy has not provided a response to
18	Cheryl Sedestrom	1/3/2022	Concerned about traffic, road safety (specifically with horse trailers and OHV trailers on the steep downgrade on Mario Road).	See response to Traffic and Access Comment #4
19	Belli Ranch HOA	1/3/2022	"...encouraging additional traffic on the Belli Ranch streets is totally irresponsible. Having trucks with trailers is even more problematic. As well, you may think that you are going to limit access in the park to non-motorized vehicles, but who is going to police this? The intersection of Old Town Road, Garson Road, and the old Sierra Fire District building is often time full of trucks and trailers with ORVs already accessing the areas to the south. If there is parking down below, it will undoubtedly be utilized with little way to control the access..."	See response to Traffic and Access Comment #4. OHV use will be prohibited and gates/fencing are proposed to limit OHV access from the Canepa Ranch property.
20	Jean Bechdolt	1/3/2022	The proposal would increase speeding and traffic in Belli Ranch.	See response to Traffic and Access Comment #4

Traffic and Access CONTINUED				
#	Commenter	Date	Issue/Comment	Response
				See response to Traffic and Access Comment #4.
21	Terry and Karen Melby	1/6/2022	"We are totally against vehicular traffic and putting the parking lot at the edge of the meadow and developing a new trail across that meadow, as proposed in the Canepa plan."	Current trail alignments are conceptual. During the design phase, a trail consultant would develop an alignment with the goal of minimizing impacts on natural resources. Additionally, the Plan identifies vegetation management goals. During project implementation, weed management and site restoration plans should be developed using the best
22	Cheryl Besso	1/7/22	Concerns about blocking neighboring driveways and access.	Should driveway blocking and/or access become an issue for neighboring property owners, Washoe County Parks may explore the viability of expanding the parking area to accommodate additional use.
23	Heather Edmunson, TMWA	2/14/2022	"We believe we can grant the easement for trailhead access parking but only to our bar gate. The plan shows two accesses into the parking area one would be above the bar gate the other below. The one to the east (below our gate) would be on the start of the slope of our road and should be eliminated. We must ensure 24/7 access and anything that would delay us from being able to access the Washoe Powerhouse in a time sensitive situation should be avoided. A vehicle parked on the road, broke down, or stuck in the snow trying to get up the hill would prevent us from accessing the powerhouse without having to go all the way around to access from the bridge."	Washoe County has modified the preferred conceptual plan to remove utilization of TMWA's property for access. All access to the proposed trailhead would extend from the County-maintained road to the park property.

Aesthetic Issues				
#	Commenter	Date	Issue/Comment	Response
1	Terry Melby	12/22/21	"We all purchased our property within a rural environment and we would like to keep it that way."	Comment noted.
2	Mary and LaMont Johnson	12/28/2021	Concerned about negative impacts to the neighborhood aesthetic.	Comment noted.
3	Steven Bajo	12/23/2021	The Canepa Ranch side is a beautiful area that is becoming "increasingly trashed." The proposed plan would degrade the beauty of the	See response to Crime and Domestic Disturbance Comment #1
4	Jean Bechdoldt	1/3/2022	"You are proposing something that will change our quiet lifestyle and the privacy we have here... We love where we live but our lifestyle is being taken from us. We live in this rural area to be away from all the noise and traffic and now it is being forced upon us..."	Comment noted.

Fire Safety				
#	Commenter	Date	Issue/Comment	Response
1	Luke Bucci	9/30/2021	"The threat of human-caused fires would greatly increase, as we have already had a human-caused fire immediately adjacent to Belli Ranch this year, as well as other years from Garson Road access. This threat alone should be reason enough to stop this project from happening - these plans would endanger our neighborhoods, our homes and our lives."	During the design and permitting phase of the project, Washoe County Parks would comply with any conditions or requirements imposed by Emergency Management and Truckee Meadows Fire Protection District.
2	Luke and Naniece Bucci	12/29/2021	"Risk of fires being started by human activities that endanger our lives and property, as the Garson Fire in 2021 and others have previously shown... Please consider legal actions against Washoe County if Belli Ranch homes are damaged by fires because of trailhead activity after they were forewarned of the danger."	See response to Fire Safety Comment #1.
3	Belli Ranch Estates HOA	1/3/2022	"How concerned do you think the fire department will be about having to respond to fires or other emergencies down there? We have heard that you plan to have park rangers at these facilities. With all due respect, these may, if at all, be 9-5 type positions when the problems are much more likely to arrive after 5pm. Do you expect the Washoe County Sheriff's department to patrol this area?"	See responses to Crime and Domestic Disturbance Comment #1 and Fire Safety Comment #1.
4	Jean Bechdoldt	1/3/2022	The proposal would increase fire risks.	See response to Fire Safety Comment #1.
5	Heather Edmunson, TMWA	1/14/2022	TMWA would be open to granting an emergency access easement on their property down to the bridge near Canepa Ranch, if NV Energy agrees and the bridge is rated for such use.	Comment noted.

General				
#	Commenter	Date	Issue/Comment	Response
1	Paul MacNeilage, Mogul Neighborhood Association	4/24/21	In general, members are curious why Washoe County prefers that the trailhead be located at the Carcione property.	The goals of the project include providing access to both of these public properties for all, including those with disabilities, and connecting the two properties across the river. The majority of survey respondents have supported the construction of parking on both the Canepa Ranch and
2	Paul MacNeilage, Mogul Neighborhood Association	4/24/21	Mogul Neighborhood Assoc. members are excited about the potential of Washoe County acquiring the nearby lot where the business park was going to be.	Beyond the scope of the project.
3	Lori Canepa Bomberger	6/9/21	As far as we have researched, the Canepa ranch in mogul was purchased in 1919, by Ernesto Canepa. It was a dairy ranch, and they also grew alfalfa. A second ranch in Verdi was also purchased, and then a 3rd ranch in Smith Valley, Nevada.	This background information has been included in the plan.
4	Lori Bellis, Sierra Club	6/21/21	This is a great opportunity to provide access and connectivity to the greater trail system around Reno.	Comment noted.

General CONTINUED				
#	Commenter	Date	Issue/Comment	Response
5	Mark Freese, Nevada Division of Wildlife	9/1/21	NDOW's secondary priorities include "Mule Deer protections (seasonal restrictions, dogs on leash, etc.)" and access to Forest Service Lands for hunters, wildlife watchers, etc.	Mule deer protections and access to Forest Service lands have been included in the preferred conceptual plan.
6	Mimi Butler	9/13/21	"I am in support of the plan since I believe public access to open spaces is vital for our community. ... I am in support of both the Carcione and Canepa trailhead projects."	Comment noted.
7	Karen and Terry Melby	9/27/21	Concerned about constructing a trailhead at the end of Mario Road for several reasons, including that the area is difficult to navigate. "We even had a 911 call recently and my husband had to assist the Truckee Meadows Fire Protection truck and REMSA through our suggested including four key stakeholders (Steamboat Ditch Company, NV Energy, Truckee Meadows Water Authority and Union Pacific Railroad) in the process."	Comment noted.
8	Karen and Terry Melby	9/27/21		All of these stakeholders have been contacted and the information/perspectives that were provided have been incorporated into
9	Luke Bucci	9/30/21	"The Recreation Access Plan for Carcione and Canepa Ranch properties has no merits, and only has major problems that will disrupt the	Comment noted.
10	Luke Bucci	9/30/21	"These spaces would incur further costs for upkeep, repair and law enforcement actions with very little use in return."	Comment noted.
11	Samuel G. Broyles Jr.	10/1/21	"This is a bad plan from start to finish."	Comment noted.
12	Barbara Fenne	10/15/21	"It is wonderful to see progress on the trailheads. Thank you so much!"	Comment noted.
13	Barbara Fenne	10/20/21	"Ideally, the two open space parcels and the developer's parcels would revolve around open recreation space. I think the Canepa property was meant to be kept as-is for any kind of recreation probably barring vehicle recreation of all kinds other than bicycles, skateboards. The trailheads fit beautifully with the land uses we currently have and are timely with the plight of the new developer's mega-building ideas."	Comments noted. Motorized vehicle use would not be permitted on trails accessed from these parcels. Development of property not owned by Washoe County Parks is beyond the scope of the project.
14	Ron Kaminkow	10/26/21	It is very exciting after living there 15 years to see the hopeful signs of change in a good way. Please keep us posted and let us know if we can be of assistance in any way.	Comment noted.
15	Alicia Barber	12/2/21	Historian who conducted research on the historic Avansino Ranch and house on the Carcione property for Washoe County in 2018. She would like the full oral histories she made to be available to the public. UNR Libraries would be happy to host them if the County does not	The oral histories have been received and the information has been used to inform the background section of the Recreation Access Plan.
16	Terry Melby	12/9/21	Comment about the online survey malfunctioning and not having enough time to respond to the questions.	This comment was received during a public Zoom webinar. The 2nd survey was open from 12/10/21 to 1/19/22 to provide time for the public
17	Jill Richardson	12/14/21	"My 2-cents is that I'd like to see as much utilization of the land alongside the river be used for trails or parks."	Comment noted.
18	Steven Bajo	12/23/21	Someone from the planning team mentioned that there would be "park rangers" to help patrol and enforce rules at the trailhead areas. Really?? It would be good to see if there really was a plan for that, including budget and dedicated personnel. It comes across as if it's writing those concerns off. It's a huge concern for all of us!	Every official Washoe County trailhead has a dedicated ranger presence. The frequency of patrols depends on the amount of use and the kinds of amenities. Washoe County would not move forward on building trailhead amenities unless general funds were allocated for
19	Luke Bucci	12/29/21	"Simply put, these two trailheads are not a good idea, have many unanswered legal issues, put public safety at risk, ignore the laws of property, and endanger the residents of Belli Ranch."	Comment noted.
20	Kathleen Smith	12/30/21	The area "is already used by numerous people and we do not need to 'develop' it into a party stop."	Comment noted.
21	Cheryl Sedestrom	1/3/22	"This development is just totally misguided. It is unnecessary and certainly not in the best interest of the local community (Belli Ranch)... The Carcione property is already being utilized, and while building an access across the river to access the Canepa property is far from ideal, at least without the attraction of shelters, places to sit and restrooms on the Canepa side, we can hope to mitigate the number of people who migrate over (and into Belli Ranch)...."	
22	Cheryl Besso	1/7/22	So, to go on record, I am totally opposed to any development of the Canepa property. I am also opposed to developing the Carcione property with access to the Canepa property."	Comment noted.
23	Cheryl Besso	1/7/2022	Concerned about the public potentially tampering with the fence and/or hot wire on the boundary with the property adjacent to Canepa Ranch. This is in place to ensure that livestock stay enclosed.	The parking lot on the Canepa Ranch property is proposed to be located away from the hot wire fence on the neighboring parcel. Fencing and
24	Lucy Wong, State Lands	3/8/22	Concerns about trash.	See response to Crime and Domestic Disturbance Comment #1
			"Once NDOW approves, then State Lands would be the agency to issue any kind of authorizations required for the implementation of the Plan. Also, if there are any Truckee River crossings, which I see there are, State Lands would also be the agency to issue authorizations	Washoe County Parks will secure any required State Lands permits during the project implementation phase.

Site Development				
#	Commenter	Date	Issue/Comment	Response
1	Lynn Zonge	6/11/21	My main input is to recognize the opportunities to interact with the river either from the river to the land or from the land to the river. There are not many places to stop when one kayaks that stretch. The other item is to provide restrooms.	The Plan proposes a number of dedicated river access points, both for exiting and entering the river, and for general river interaction. The Plan
2	Lori Bellis, Sierra Club	6/21/21	"The following trails are used heavily by Sierra Club members for hiking: - Steamboat Ditch, including the section near Mogul; - Tahoe-Pyramid Trail, particularly from Quilici Ranch Road going upstream and Mayberry Park going downstream; - Crystal Peak Park; - Garson Road; - Peavine trails out of Verdi."	Comment noted.
3	Lori Bellis, Sierra Club	6/21/21	Future Improvements that would be most beneficial include: - Connecting the Steamboat Ditch Trail to the Tahoe-Pyramid Trail at Quilici Ranch through this area. - Creating a trail system that connects to Garson Road. - Establishing a trailhead, with parking. A restroom/sanihut with garbage cans would be nice, but just a trailhead with parking would be great. - Access to the Truckee River for fishing, picnicing, rafting - Hiking trails connected to the larger trail systems in the area - Trailhead parking	The Plan proposes trailheads with parking, trash disposal and restrooms. The Plan also proposes river access, picnic areas, parking, and trails to connect to the larger trail systems.
4	Lori Bellis, Sierra Club	6/21/21	"Truckee River access is important to the community, so having more areas with river access is beneficial to everyone."	Comment noted. River access is proposed as part of the Plan.
5	Mark Freese, Nevada Division of Wildlife	9/1/21	NDOW's top priorities include angler and boat access. Recommendations: - "Create boat launch area and parking lot" - "Improve/create angler access (e.g. trails)"	The Recreation Access Plan proposes dedicated river access points that can be utilized for various recreational pursuits, including angling. There is a direct path proposed from the parking lot on the Carcione property to
6	Mark Freese, Nevada Division of Wildlife	9/1/21	NDOW's top priorities include public access for "wildlife viewing, hiking, conservation education." Recommendations: - "Trails system" - "Picnic area with shaded structures" - "Interpretive signs" regarding wildlife viewing, angling info, and responsible use about fire, weeds, dogs on leash (at least seasonally)	These elements have been incorporated into the Recreation Access Plan. Interpretive signage would be developed during the design phase of the project.
7	Lynn Zonge	9/9/21	Strongly "urges Washoe County to consider how these properties could fit into a larger linear greenbelt along the Truckee River. A linear parkway would tie the county land together as well as with cities and other outlying Washoe County properties. Would be great to have the County properties tied together via a river trail between I-80 and Dorostkar. Ideally, this would include a walking/biking path with amenities (trash, restrooms). It could also be nice to have a place on either or all properties for boaters to stop, get out of their boats and picnic. While these properties are just upstream of Mayberry Park, which offers restrooms (seems like this is only sometimes?), trash receptacles, (running water would	Comment noted. Picnic areas, trash receptacles and restrooms are proposed as part of the Recreation Access Plan.
8	Karen and Terry Melby	9/27/21	"If the trailhead was constructed at the end of Mario Road, it is our opinion that the majority of users would continue to use the gravel area between the tracks above the old bridge which 99% of the hikers use now because it is shorter distance."	Washoe County staff note that some members of the public do park illegally in the railroad right-of-way on the the north side of the Truckee River and may continue to do so even if formal parking is provided on the south side of the river. The illegal parking is in between the railroad
9	Karen and Terry Melby	9/27/21	The "hole in the wall" should not be promoted as a destination because "3 dogs have drown, that we know of, in the last two years." Also concerned about vandalism of the fragile mail arrow.	The "Hole in the Wall" was removed as destination in the Plan.
10	Karen and Terry Melby	9/27/21	"The enclosed area along the river is a hydrogenating power plant along with a training area for the electrical field crews. NV Energy and TMWA control the gate, the access road and we believe the bridge across the river. We are not sure if they would be interested in having increase activity near this hydroelectric generation and high voltage area."	NV Energy and TMWA were contacted as part of the project. Access to the lower portion of the Canepa parcel was removed based on their feedback.
11	Karen and Terry Melby	9/27/21	As someone who has had to worked with the railroad on projects in the past (River Inn), Union Pacific Railroad can be difficult..."	Comment noted.
12	Karen and Terry Melby	9/27/21	"We think that the development of the Carcione property as a County Park makes more sense and it is close to the Mogul offramp. We think that using the Carcione Site as a trailhead could provide access to the river for rafts and such and is currently being used by the fishermen. The addition of a pedestrian bridge over the river would be a nice tie in. The historic buildings should be preserved and used as interpretive sites for their historic significance."	The Recreation Access Plan proposes access to the river on the Carcione Property as well as a pedestrian bridge to connect the Carcione property to the public lands system. The historic ranch house is proposed to be mothballed and preserved for interpretation.
13	Luke Bucci	9/30/21	"These spaces would offer little to nothing over current access points to the Sierra, it would NOT improve public safety as stated on Page 17 (Vision page) - quite the opposite, and would further deter wildlife that keep away from human activity, and would further injure the	Comment noted.
14	Josh Bronitsky	12/9/21	"What I'm thinking is that Reno, and the surrounding areas, are badly in need of additional parks and playing fields. Exacerbating the issue is the planned construction of a pool at the Moana sports complex will reduce the fields at the play area by 30%. Has there been any discussion about developing Canepa or Carione open spaces into a sports field complex/playground to serve the community?"	Given the site constraints (access, flood plains, etc.) and natural/cultural/historical resource values of the property, a sports complex would not likely fit with the surroundings. Support for these

Site Development CONTINUED

#	Commenter	Date	Issue/Comment	Response
15	Steven Bajo	12/23/21	The Carcione trails and area are remarkably clean from trash and debris. Hikers and their dogs are always respectful. By constructing a parking lot with shade structures, pit toilets and putting up signage, I don't feel that is "enhancing" an already magnificent, accessible	Comment noted.
16	Steve and Chris Bridges	12/26/21	"We are definitely opposed to bathrooms or any other type of development along the river."	Comment noted.
17	Mary and LaMont Johnson	12/28/21	Concerned about potential trash impacts. Opposed to picnic areas and parking lots.	See response to Crime and Domestic Disturbance Comment #1
18	Luke and Naniece Bucci	12/29/2021	Concerned about "serious safety issues with unmarked and busy train crossings."	Improvements would only be developed on the Carcione property if Washoe County were able to secure a public railroad crossing and
19	Belli Ranch Estates HOA	1/3/2022	"We must stress to you that putting a parking area at the end of a road in an area that has high potential for fire danger with no alternative egress points is foolish. We in Belli Ranch are constantly on guard regarding potential wildfires in an area that has historically been affected. To allow non-residents to come and go into this area and picnic, potentially grill, smoke and dispose of garbage or flammable waste is a recipe for disaster." "We understand that you feel the Carcione and Canepa properties provide attractive access to the "back country" and to the Truckee River. They also provide an attractive nuisance to people who would abuse these areas by overnight camping and even longer-term stays (can we call it homeless encampments?). We are aware that many of the parks along the Truckee River are plagued with this and that even if people are chased out of the parks, they simply move a few yards away, and still avail themselves of the facilities. This behavior represents a real threat to Belli Ranch residents. We know your job is to provide parks and recreation to all residents of Washoe County. However, small parks should be local. They should not be destination points for the general public. The fact that the Canepa property is adjacent to Belli Ranch and that residents here are unilaterally opposed to any infrastructure development should be a wake-up call: the local residents do not want to see development of this area.	During the design and permitting phase of the project, Washoe County Parks would comply with any conditions or requirements imposed by Emergency Management and Truckee Meadows Fire Protection District. Washoe County Parks will continue to assess the viability of an
20	Belli Ranch Estates HOA	1/3/2022	As for the Carcione property, this represents an area with much more "potential" for a local park. It can provide more parking, river access, plenty of area for equestrian activities (one of our Board members used to board her horses there and ride in the fields and even	Trails are regional in nature and serve regional recreation needs. See response to Crime and Domestic Disturbance Comment #1.
21	Heather Edmunson, TMWA	2/14/2021	"TMWA would like to have permission for staging on 038-182-05 for when we need to work on the ditch or forebay structure in the future."	TMWA has an easement for staging purposes.
22	Heather Edmunson, TMWA	3/10/2022	"Specific attention will need to be put toward drainage design including drainage conveyance all the way down the hill so that there is no sheet drainage across the road, erosion to the road, or spillover in to the TMWA Hydro or NVE Switch yard/training facilities located below. There was significant damage occurred to the plant back around (2005?) with flood water coming off the hill and through the area being considered for the Easterly parking area. We would recommend that the drainage design be submitted to our Engineering Department for review once the design was complete. We will also need a drainage culvert installed throughout the length of the existing drainage ditch across from the Forebay so that the area could be flattened and made useful for TMWA vehicle maneuvering. Catch basins could be installed at the West and East ends of the culvert and connected to the drainage routed down the hill.	During the design and implementation phase, Washoe County Parks would comply with all Washoe County engineering and code requirements, including those related to drainage and hydrology.
23	Heather Edmunson, TMWA	3/10/2022	TMWA "would request some type of permanent easement for construction materials/equipment laydown area within the remainder area across from the Forebay with language that would include closing the two trail parking areas to the public access when there is significant project construction taking place (except for an exclusion for Besso's access)."	TMWA would need to submit a Parkland Easement Application for Washoe County Parks to process this request.
24	Heather Edmunson, TMWA	3/10/2022	"...because of the increase in public traffic to the area we feel that some additional security fencing is needed around the perimeter of the Afterbay (East side of the Forebay). We would request that these safety improvement construction costs be reimbursed by Washoe	Comment noted.

Private Property Impacts

#	Commenter	Date	Issue/Comment	Response
1	Luke Bucci	9/30/2021	"There is great concern over trespassing into private properties as trails are already in private property (which you indicated in the Plan for Steamboat Ditch!). Not just Belli Ranch homeowners and residents, but Boomtown, Sierra Pacific and the railroads."	One of the issues that this plan seeks to address is trespassing on railroad right-of-way. The public is currently illegally parking in this right-of-way as there are no dedicated parking areas on the public properties. Additionally, should the trailheads be built, wayfinding signage would be installed to identify public trail routes, helping to alleviate confusion and
2	Luke Bucci	12/29/21	Concerned that development will lower home values.	Studies have shown that trails increase, or have no effect, on property
3	Luke Bucci	12/29/2021	Opposes the Plan due to potential trespassing on private property.	See response to Private Property Impacts Comment #1.
4	Randy Mezger	2/22/2022	Disappointed in the preferred bridge location and potential privacy impacts on neighboring properties.	A second bridge option was added for further study during the design
5	Paul MacNeilage	2/24/2022	"Our main concern is the proposed new trail along the river connecting the Canepa to the Carcione properties, since we are across from the Canepa property, a little downstream from the existing bridge. The terrain there is quite steep and unstable, so we are wondering what the plan is for the exact path the trail would follow and what options we have to provide input on those decisions, since it will likely impact privacy on our property in one way or another."	The specific trail alignments will be identified during the design phase. The goal is to develop sustainable trail connections, which would not require armoring or unnecessary natural resource impacts. Trail development on parcels administered by the United States Forest

Natural Resources and Wildlife				
#	Commenter	Date	Issue/Comment	Response
1	Lynn Zonge	9/9/2021	The County will want to consider the Source Water Protection Areas in their planning and zoning. You can find the Source water protection areas mapped on this web site and if you would like the GIS shape files for them, please let me know. Check out this web site: http://washoecountycleanwater.org/ . These properties are upstream of the Chalk Bluff Diversion and the Glendale Diversion so Source	The Sourcewater Protection Plan shall be utilized during the design phase of the project.
2	Mark Freese, Nevada Division of Wildlife	9/1/2021	NDOW's top priorities include a weed management plan, so not spread weeds and managing for open space values.	The Carcione and Canepa Ranch Recreation Access Plan includes natural resource recommendations. Washoe County Parks follows best management practice for weed control included in their Integrated
3	Tina Nappe	12/14/2021	Washoe County Parks "will be adding many new opportunities for hiking and we will all enjoy the opportunity. But drop the 'wildlife' aspect. I see nothing in this plan that is good for wildlife and a lot that will be bad. If one looks at Doroskar Park there are trails to the water every few feet and numerous trails that go off the planned trail to both highways. Only fencing would limit access. And while I think dogs should be on a leash and you might try to require leashes, many dog owners will ignore the constraint, as I sometimes did when I had a dog."	The plan includes seasonal leash requirements and mitigation for mule deer.
4	Tina Nappe	12/14/2021	"I would have liked to see some effort to really protect wildlife and to have features on plants. If there is a way to protect lands that still have sagebrush, I would support fencing it off. But last time I was coming on one of the many trails off the Steamboat Ditch, I noticed new trails coming right off the ditch dropping down hillside to the creek. So whatever your plan projects, the public will use it as stepping stone	Interpretive signage is proposed, which may include information on native plants and wildlife. In partnership with the Forest Service, Washoe County Parks would assess any existing social trails for potential
5	Terry and Karen Melby	12/22/2021	Commenter is "against putting the parking lot at the edge of the meadow and developing a new trail across that meadow, as proposed in the Canepa plan. The meadow and open space presents a rural feeling, the parking lot takes away from that and represents more of an urban flavor. The proposed new path cutting across the meadow also takes away from that rural flavor it will also cut through a wet and marshy area in the center of that meadow which is wet year round from a hillside spring. This is also a bird nesting area and natural wildlife hunting ground. We see dead animals in this meadow. Last year we found a dead deer with cougar tracks."	See response to Traffic and Access Comment #21.
6	Tina Nappe	12/24/2021	"One of the aspects that I see happening is that many people want a bit of personal space when they get to the river. If currently available spaces are occupied, they carve out another. As a result there is less and less vegetation along the river including Oxbow, Doroskar, Idlewild."	The Plan identifies vegetation management goals. During project implementation, weed management and site restoration plans should be developed using the best management practices and tools provided in
7	Tina Nappe	12/24/2021	"Fencing some areas to divert trail development is a possibility. The fencing would have to be strong to discourage access. I don't see deer being able to share parks without strong dog control or nighttime use. Maybe instead of using the word "wildlife" each park could	Comment noted.
8	Kathleen Smith	12/30/2021	"We love our wildlife, deer, bald eagles, herons, etc. all are at risk when people intrude. Keep this area natural."	Comment noted.
9	Terry and Karen Melby	1/6/2022	"The proposed new path cutting across the meadow also takes away from that rural flavor it will also cut through a wet and marshy area in the center of that meadow which is wet year round from a hillside spring. This is also a bird nesting area and natural wildlife hunting ground. We see dead animals in this meadow..."	See response to Traffic and Access Comment #21.
10	Katie Andrie, NDOW	2/7/2022	NDOW supports leash requirements during mule deer winter seasonal restrictions at a minimum (December 1 – March 30).	Season leash requirements are included in the Recreation Access Plan.

Trails				
#	Commenter	Date	Issue/Comment	Response
1	Lori Bellis, Sierra Club	6/21/2021	Trends: More people are getting outside and multiple user groups are using trails, so making trails usable by all non-motorized groups is important. Also separating motorized and non-motorized trails allows for a better user experience.	All the trails identified in the Carcione and Canepa Ranch Recreation Access Plan are proposed to be non-motorized, multi-use trails.
2	Mark Freese, Nevada Division of Wildlife	9/1/2021	NDOW does not support use of OHVs in this area. The adjacent Forest Service lands are better for OHV use. It may be okay to consider allowing access through the properties, but not to encourage OHV use on site.	All trails identified in the Carcione and Canepa Ranch Recreation Access Plan are proposed to be non-motorized. There are several existing road access easements that will remain available for use by the Forest Service and the Steamboat Canal and Irrigation Company. Otherwise, motorized use outside of the designated trailhead parking area is not supported in the plan. OHV use is also prohibited in
3	Karen and Terry Melby	9/27/2021	"The Steamboat maintenance road has an easement through private properties and the homeowner's association for Belli Ranch. Parts of the ditch trail are gated off because they are private property. This area should not be promoted or encouraged as part of the trail system. The Steamboat Ditch Company needs to be involved so they can maintain their access to the ditch which is maintained numerous times a year."	Washoe County has coordinated with the Steamboat Canal and Irrigation Company to ensure that their access is maintained. The Plan does not identify the Steamboat Ditch maintenance road as a trail, but staff do understand that the community uses portions of the road for recreational purposes. It is staff's understanding that Steamboat holds a
4	Jean Bechdolt	1/3/2022	"There are several access areas to the trails and they are used by many people. Your plan for bikers, hikers and equestrian use is being implemented already... Some of the trails in the area are very narrow and you can't see foot or bike traffic approaching around the turns... If you are proposing this for equestrian use it doesn't blend well with all the other trail traffic. The bikers ride very fast and the dogs run loose which could cause an accident with dogs or people being hit by bikers. So far everyone I have come across on the trails have been very polite and considerate of the horses, but with more trail traffic we are going to see more problems..."	Trail etiquette signage will be posted at the trailheads.
5	Terry and Karen Melby	1/6/2022	"There are no existing trails in this area just dirt service roads for the Steamboat Ditch and the NV Power Lines."	Comment noted. However, the dirt service roads are often used by