

Lahontan State Recreation Area



Development Plan

Draft August 2023

DRAFT



Thank you

Content to come

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Common Acronyms

LSRA - Lahontan State Recreation Area

NDSP - Nevada Division of State Parks

NDOW - Nevada Department of Wildlife

NDOR - Nevada Division of Outdoor Recreation

NDOT - Nevada Department of Transportation

TCID - Truckee-Carson Irrigation District

USBR - US Bureau of Reclamation

BLM - Bureau of Land Management

NPS-RTCA - National Park Service - River, Trails and Conservation Assistance Program

ADA - Americans with Disabilities Act



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Lahontan State Recreation Area Location



California
Nevada

Pyramid Lake
Pyramid Lake Paiute
Indian Reservation

Truckee River
Sparks
Reno

Fernley
Truckee Canal

Fallon Paiute Shoshone
Indian Reservation

Silver Springs

Fallon

Lahontan State
Recreation Area

Lake
Tahoe

Carson City

Yerington

Walker River

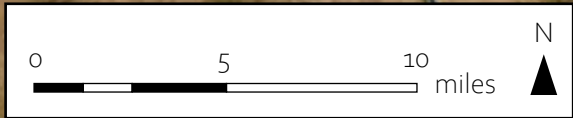
Walker Lake
Indian Reservation

West Walker River

East Walker River

Walker
Lake

Sierra Nevada
Mountain Range





Project Overview and Background

Project Purpose and Need

The Nevada Division of State Parks (NDSP) currently manages Lahontan State Recreation Area (LSRA), 55 miles east of Carson City, which has approximately 350,000 visitors a year. LSRA is owned by three agencies: the Bureau of Reclamation (19,361 acres), the Bureau of Land Management (7,550 acres) and the State of Nevada (1,978 acres) and is managed by NDSP through a Management Agreement.

The agreement requires NDSP to provide a Reservoir Area Management Plan in order to guide development at LSRA with a requirement to review the plan every 5 years. In 1991, a Development Plan was written to update the plans previously written in 1966 and 1974. The goal was to focus on major issues, detailed objectives, regional influences and natural resources, instead of recreation issues in a broader sense. The plan provided multiple park management, development and operations plans, many of which were never completed. It has been over 30 years since the current plan was written, and NDSP identified the need to update this plan to reflect current conditions and proposed planning and development projects. The goal is to create a simple-to-use plan that is foundational yet highly adaptable to changes in capacity and funding that outlines the vision that NDSP has for LSRA.

With a current plan in place, NDSP can pursue funding sources that require proposed projects to be identified in a finalized, active planning document for our agency. The Development Plan will also provide an understanding of current and projected park needs and a strategy and guidelines for phasing and implementing projects in order to allow a cohesive approach to the park development. This will allow NDSP to provide visitors with more diverse options for recreation, including improved accessibility, new and upgraded facilities, and an overall more enjoyable experience at the park.

Water Supply at LSRA

The Lahontan Dam was constructed in 1911-1914 to store water from the Carson and Truckee Rivers for irrigation of agricultural land, and that remains its primary purpose today. The water-based recreation opportunities that NDSP manages in the LSRA are ancillary benefits of that water storage. Although there is visitor interest in extending the season for boating and other water-based recreation through increased storage or retaining more water over the summer months – more water for more of the year is consistently at the top of the list of requested improvements at LSRA – decisions about water storage and release are made by the Truckee-Carson Irrigation District and US Bureau of Reclamation, based on the needs of the water users and safety considerations, not recreational use. In addition, the storage capacity of the reservoir has already been increased to the maximum possible within the technical limitations of the Lahontan Dam. For these reasons, the contents of this plan are based on the premise that seasonal water level fluctuation will continue, and that additional water supply or storage is not expected within the lifespan of this document.



Planning Process

Project Start-up

November 2021 – April 2022

A planning team consisting of NDSP state office planning staff and Lahontan SRA leadership & staff members was assembled for a virtual kickoff meeting in November of 2021. NPS-RTCA staff facilitated this meeting. The focus of discussion was timing and desired work plan; immediate data and contextual needs; and planning ahead for stakeholder analysis.

Team tasks over the winter of 2021 – 2022 included an extensive stakeholder analysis process, planning for data gathering to fill information gaps, establishment of a work plan, and more detailed planning for stakeholder and public engagement activities coming in summer of 2022.

The NDSP team assembled custom maps and data layers documenting existing facilities, and produced several drone flyover videos of Lahontan to capture current conditions.

At the time, Lahontan was expected to be a pilot site for a new visitor survey system being developed for the Nevada State Parks system. While this work was initiated in 2022 and some data was collected at Lahontan over the summer, the pilot period did not produce statistically significant data for Lahontan, so this data source ultimately was not used in this planning process. Future iterations of SRA planning would benefit from more extensive and long ranging visitor input beyond engagement organized specifically for the planning process.

Stakeholder Outreach

May - July 2022

Initial outreach to agency stakeholders included a kickoff meeting in May 2022 to gather general information and perspectives, and organize into topical focus groups. The same week as the agency stakeholder meetings, NDSP staff presented the project premise and needs to the Yerington Paiute and Fallon Shoshone Paiute tribal councils and invited them to participate in the process.

After the kickoff meeting, individual stakeholder organizations or agencies self-selected into one or more of the topical focus groups to provide more detailed input. The focus group topics were: Environmental and Cultural Resources; Planning and Infrastructure; Recreation and Tourism; and Public Safety.

These focus group meetings were held in late July of 2022. Each meeting was organized around identification of key topics for each focus area; a Strengths, Weaknesses, Opportunities and Threats analysis; and checking for policy or functional restrictions for agencies with jurisdiction over some aspect of Lahontan's land base or operations, to help define reasonable expectations for the public. A summary of the SWOT results from all four groups is shown on page 8.

Key topics identified by multiple focus groups:

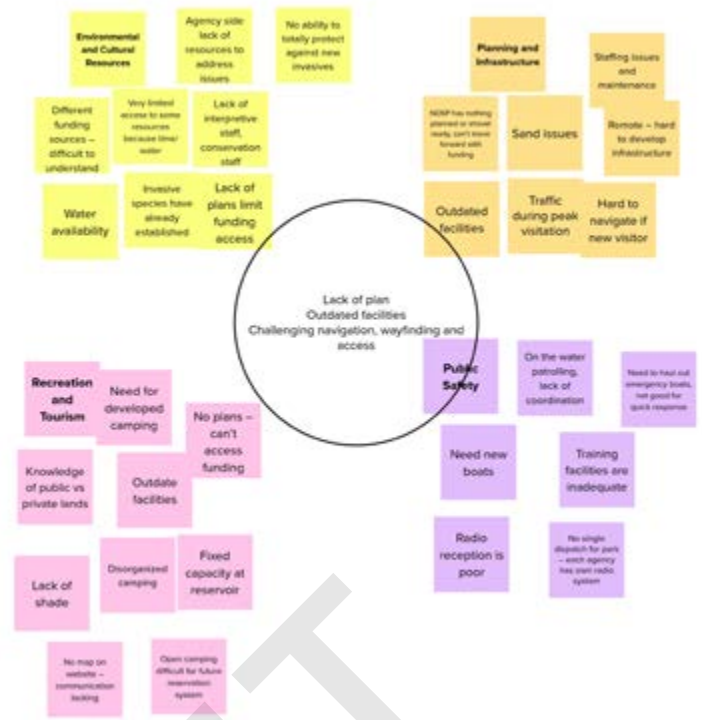
- Funding (Environmental and Cultural Resources, Planning and Infrastructure, Recreation and Tourism)
- Water - ongoing and worsening fluctuation of level and availability (Environmental and Cultural Resources, Planning and Infrastructure, Recreation and Tourism)



Strengths



Weaknesses



Opportunities



Threats



Strengths, Weaknesses, Opportunities and Threats identified across the four stakeholder focus groups on a digital whiteboard. Commonalities across two or more groups are shown in the center of each quadrant.

- Large open space and development opportunities (Environmental and Cultural Resources, Recreation and Tourism)
- Coordination and resource sharing across agencies (Planning and Infrastructure, Public Safety)
- Access and infrastructure needs (Planning and Infrastructure, Public Safety)

Key topics within each focus group:

Environmental and Cultural Resources

- Resource protection and management

Planning and Infrastructure

- New technology integration
- Vandalism
- Areas suitable and unsuitable for development
- Regular planning intervals and how to adapt in coming decades

Recreation and Tourism

- Seasonal opportunities
- Experience zones
- Lack of plans
- How to capitalize on proximity to population centers

Public Safety

- Need for additional staff
- Emergency response
- Facilities, equipment and cross training
- Public education and communication

Public Outreach

June - September 2022

In June of 2022, the project team hosted one on-site open house at the Silver Springs Day Use Area (Sunday, June 5) and a series of three in-person public meetings in area communities (June 14 at mid-day in Carson City, and evening meetings in Fallon and Fernley on June 15 and 16.) The purpose of all these events was to share information about the SRA and the planning project, and seek public input about what they do now at Lahontan (including where they go and why), and what they would like to see change about Lahontan in the future either to support the things they already do, or to offer recreational options that don't already exist. These events were advertised through both online and onsite methods (LSRA/NDSP websites and social media, fliers in various areas of the LSRA, and similar), but attendance at all was lower than anticipated. Although some valuable input was received, it was not sufficient or broad enough to proceed with planning only on that basis.

To expand the team's understanding of public perspectives about Lahontan, the next step was the design and release of a "virtual open house" to address many of the same topics and offer people an option to provide input that wasn't contingent on being at a particular place at a particular time. It was advertised on the top banner of the Nevada State Parks main webpage, through NDSP social media, and on-site at Lahontan. It was opened on August 9 2022 and remained open a month. Approximately 130 responses were received in that time.

Some common topics across all of the public input included:

- Camping
- Amenities for camping and day use
- Boating, Fishing and Swimming
- Trails
- Roads and other access topics
- Events, interpretation and information
- Vegetation and natural environment
- Crowding, noise, and impacts on nearby residents
- Concessions
- Ideas for new recreation opportunities
- Water level

Broadly organized by the SWOT categories, some key take-aways from public input included:

Strengths:

- Many current users love Lahontan as it is and want it left as-is
- Many also particularly like the lack of development & unstructured access to the water

Weaknesses:

- Lack of water and low water levels
- Lack of shade
- Challenges with access to the water, including lack of ADA accessible options and sandy conditions leading to stuck vehicles when driving onto the beach

Opportunities:

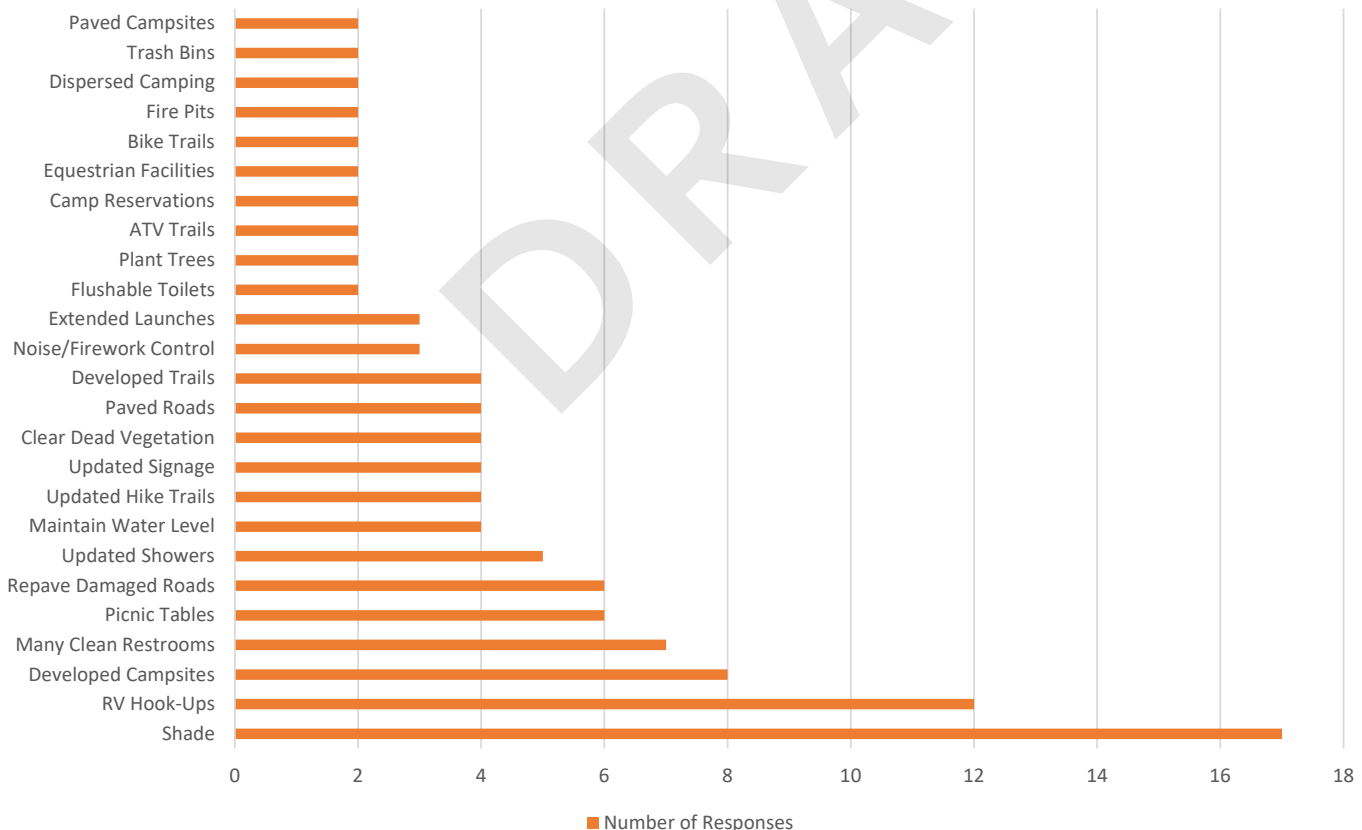
- Increased basic amenities like shade, hook-ups, more bathrooms/showers

- Desire for more water/more storage to expand water-based recreation season
- Added trails
- Road development and maintenance
- Programs and interpretation
- Increased ADA accessibility
- Increased connectivity

Threats:

- Continuing low water levels and poor water quality
- Increasing visitation and crowding

More information about the responses received in the virtual open house is included in Appendix B.



Graph showing opportunities identified in response to the question "How can your experience be improved at LSRA?"

Conceptual Planning

October 2022 – March 2023

After the virtual open house survey closed, the project team processed and assembled public and stakeholder input to use, along with existing conditions and detailed input from Lahontan staff members, as a foundation for conceptual planning.

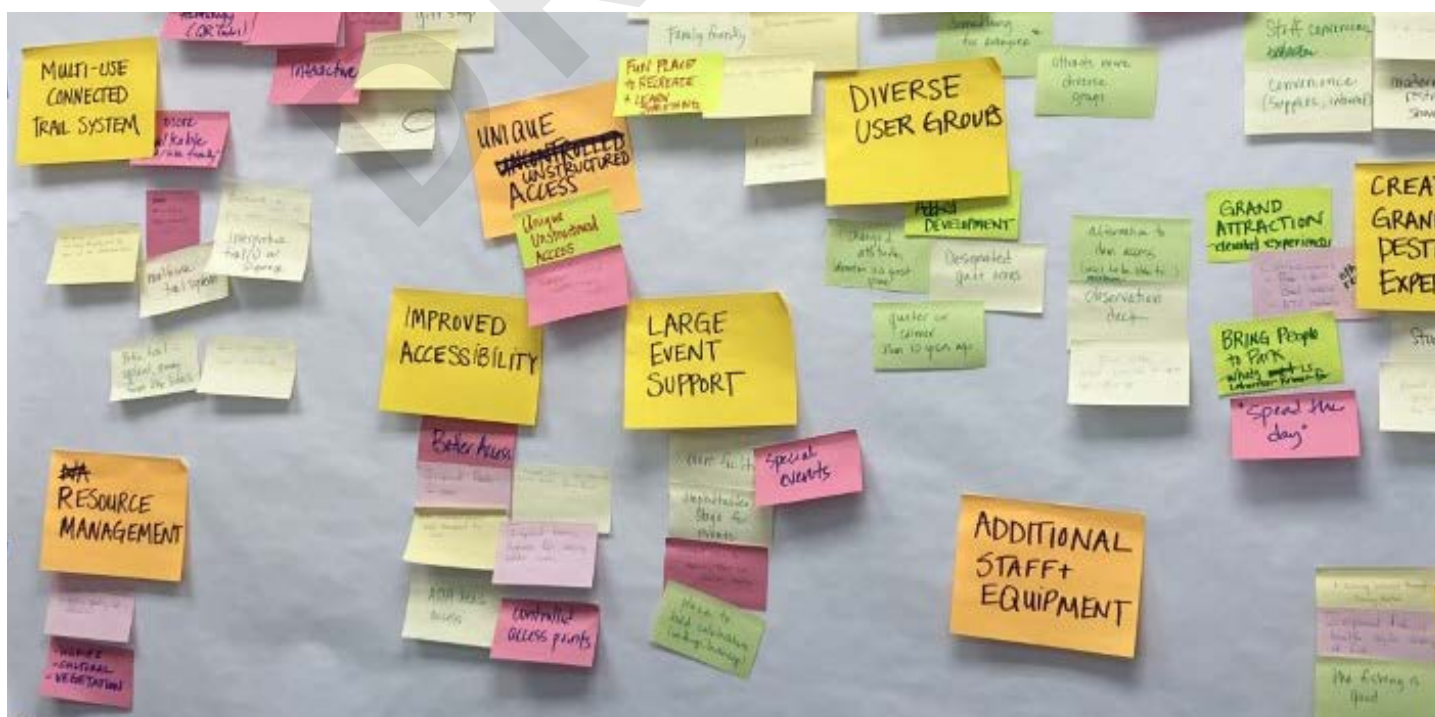
The first step was an NDSP visioning workshop facilitated by RTCA in October of 2022. Over two sessions, the team identified a vision for the future of Lahontan, key values for the plan and future park development, and a series of draft goals and objectives. These elements, as revised post-workshop, are found in section 3 of this document.

In November and December, the team revisited existing conditions on site in the context of public and stakeholder input and the draft vision, values, and goals. This included identifying five functional regions within the SRA with different resources, current purposes, and opportunities for future development and change; and zones within each of those regions that were used to summarize what was known about infrastructure and amenities including current condition; natural and cultural

resources and environmental conditions; existing uses and the culture of current visitation; and issues and challenges. A summary of these topics and the description of the five regions is found in Section 4, Existing Conditions.

In January, the team transitioned to broadly describing the desired future purposes and concepts of the five regions, with the intent of fulfilling the vision for the park identified in the visioning workshop. From there, the next step was to work region by region and zone by zone to identify opportunities for improvements that would address the regional concepts, public and stakeholder input, staff experience, and the goals identified in the visioning workshop. The results of this effort, which extended until March 2023, are found in section 5 Regional Concepts and Desired Conditions, and Section 6 Recommendations.

A draft document illustrating the plan components described above was compiled over April, May and June of 2023.



Visioning workshop sticky notes

Stakeholder, Tribal and Public Review and Feedback

July - August 2023

Content to come

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Vision, Values, Goals and Objectives

Vision

The vision for a future Lahontan State Recreation Area includes the following five elements:

Diversity of uses and experiences

Lahontan offers something for everyone. It appeals to a wide variety of visitors, offering a diversity of uses and experiences throughout the year.

Quality facilities

Lahontan provides quality facilities that meet public, staff and partner organization needs and expectations.

Care for and share resources

Lahontan's resources are cared for and shared with the public, through sound resource management, support for resource/wildlife-based recreation and stewardship, and interpretation of the special qualities of this place.

Consistent public information

Consistent public information is available both within the SRA and virtually, to ensure visitors can have predictable access and experience despite changing conditions.

Unique destination

Lahontan is a unique destination due both to long-standing recreational uses like unstructured beach camping, and new attractions and special experiences.

Values

The values this plan aspires to include:

Low maintenance

Safety

Partnership/cooperation

Meeting operational needs

Unique

Accessible

Inclusive

Reliable

Connected

Goals and Objectives

Fifteen goals were developed for Lahontan SRA, organized into six theme areas, and each supported by a series of objectives. Although they are numbered for reference, these numbers do not indicate priority or significance - all have an important role. These goals drove development of the recommendations for future LSRA improvements. For more information about how these goals relate to recommendations, see Appendix [x]

Improve recreational experiences for all visitors by enhancing existing uses and facilities.

Goal 1: Replace outdated facilities and build new modern facilities that are functional, comfortable, and meet public demands

Objectives

- a. Update, expand or replace existing restrooms and showers, or provide additional new facilities where needed.
- b. Provide a wide range of overnight accommodations that allows for different experiences by maintaining current unstructured camping options and by expanding developed campgrounds, including some reservable sites.
- c. Explore the interest and development of cabins as an alternative overnight accommodation.
- d. Identify and expand day use facilities and amenities throughout Lahontan State Recreation Area that supports visitor use and experiences. Facilities and amenities could include- but not limited to- picnic areas, BBQ pits, benches, overlooks and viewpoints, drinking fountains, information kiosks, trash containers, off-leash dog areas, and shade structures.
- e. Ensure more access to potable water throughout Lahontan State Recreation Area by identifying and increasing locations of shared spigots, and RV hook-ups. Bring into compliance current water systems to meet standards.
- f. Ensure that facilities and infrastructure meet ADA requirements where possible, if not use creative thinking to increase accessibility.
- g. Integrate new technology opportunities such as plumbing, lighting, EV chargers to enhance visitor experiences, improve energy efficiency, and reduce maintenance.
- h. Use data on park visitation and trends to determine need for new boat ramps, marinas/ slips, showers, toilets, and other facilities.

- i. Identify a preferred strategy to maximize boating access in low-water conditions. Explore options for new locations, extended boat ramps, or maintaining existing use.
- j. Increase/ maintain fishing access through additional fishing docks.

Goal 2: Improve Lahontan State Recreation Area accessibility, navigation, and wayfinding

Objectives

- a. Update, re-configure, and/or add additional entrances to accommodate high- volume traffic and alleviate impacts to the road systems outside of the recreation area.
- b. Improve navigation to and through Lahontan State Recreation Area by identifying a singular and consistent signage and wayfinding system, including signage that allows visitors to accurately describe locations to emergency responders.
- c. Improve overall accessibility of Lahontan State Recreation Area by identifying strategic approaches to road development and maintenance for emergency access and visitor uses. Consider strategies that include:
 - Closing excess roads and restoring them.
 - Connecting roads, adding new emergency routes, and focusing on road maintenance of key corridors.
 - Paving and improving key corridors.
 - Consider large trailers and vehicle access when designing road systems.
 - Locating and designing roads that minimize maintenance needs caused by flash flooding and sand accumulation through washes, locations, and types of roads.
 - Locate and mark road systems through signage.

- d. Improve overall accessibility of the recreation area for people with disabilities to equitably enjoy recreation, wildlife, and natural resource opportunities.
- e. Update boundary fencing and other access controls to limit unauthorized motorized use.

Goal 3: Preserve undeveloped areas for unique unstructured camping and recreation

Objectives

- a. Maintain unstructured beach camping and vehicular access to the edge of the reservoir as a key recreational opportunity unique to Lahontan State Recreation Area.
- b. Account for demand for these activities when assessing capacity and proposed changes.

Goal 4: Expand services for the public through concessionaires

Objectives

- a. Identify the need/demand for concessionaires to operate within Lahontan State Recreation Area, including what types and services provided based on seasonal use, and what the related infrastructure needs are to prioritize development.
- b. Focus on the development of equipment rental, public services, and food/drink concessionaires
- c. Design flexible and adaptable spaces that would allow for seasonal uses, storage, and accommodating facilities such as water and electricity hook ups as needed.

Develop and promote new kinds of recreation and experiences to attract different and diverse user groups.

Goal 5: Develop connected, non-motorized trail system that serves multi-use or single use activities including hiking, cycling and equestrians

Objectives

- a. Create more walkable, pedestrian and bike friendly infrastructure.
- b. Develop more connecting trails to destination points throughout the recreation area.
- c. Develop interpretive trails with signage.
- d. Work with stakeholder groups to identify the need and/or want to create more intensive trails for gravel grinds and mountain biking.
- e. Work with stakeholder groups to identify and develop separate use equestrian trails with amenities such as corrals, hitching posts, water troughs, etc.

Goal 6: Offer diverse multi-generational experiences to attract varying user groups, year round

Objectives

- a. Designate quiet areas for a family-friendly environment.
- b. Use the diversity of spaces and large geographical area of LSRA to develop a range of experiences available throughout the park (eg, social vs. solitude, motorized vs. non-motorized, passive vs. active recreation) that reflect ecological niches within the landscape such as riparian, water, desert.
- c. Promote year-round activities and experiences through the expansion of seasonal uses, with a focus on low visitation and water level seasons such as Fall and Winter.
- d. Become a place where visitors can learn about the unique landscape, natural resources, history, and geology through programmatic activities and signage.
- e. Create non-motorized areas for beach access, swimming and non-motorized boat launches.

Cultivate the relationship between Lahontan State Recreation Area and the public through increased and consistent communication and sharing of information about the landscape and resources.

Goal 7: Enhance public awareness and understanding of Lahontan State Recreation Area and its resources through increased public programs and interpretation

Objectives

- a. Develop a dedicated public contact point within the Lahontan State Recreation Area (such as a visitor center) to provide information, interpretive exhibits, and a central meeting place for programs and organized activities.
- b. Identify and locate opportunities for self-guided interpretive signs, brochures, and technology assisted elements (QR codes, etc)
- c. Develop or expand programmatic activities for visitors such as junior ranger, campfire, and interpretive programs.
- d. Consider hiring staff dedicated to interpretive activities and public programming.

Goal 8: Provide consistent public facing information about Lahontan State Recreation Area

Objectives

- a. Offer a select number of reservable campsites to meet public demands, while preserving unique first come-first served unstructured camping.
- b. In collaboration with partners create, maintain, and promote consistent, up-to-date, easily accessible information for the public about:
 - Private/public land boundaries, including boundaries between public agencies, and how landownership impacts access, safety, and allowed activities.
 - Established hunting zones and when, what, and where it is legal to hunt.
 - Lahontan reservoir levels, water availability limitations and purpose, and what to expect about recreation activities based on current water level.
 - Locations of potential hazards within the waterways, including their relationship to water levels.
 - Responsible recreation practices.
- c. Incorporate public facing information into the new Nevada Division of State Parks app and social media accounts.

Promote Lahontan State Recreation Area as a destination point within Nevada.

Goal 9: Develop and create unique destinations within Lahontan State Recreation Area

Objectives

- a. Develop grand attractions to elevate visitor experiences and promote Lahontan State Recreation Area as a place to stop and visit through new and integrated amenities.
- b. Provide alternative viewing opportunities of the dam for educational and fishing purposes.

Goal 10: Develop infrastructure and capacity to support the hosting of large and organized events

Objectives

- a. Develop infrastructure to host large, organized events and celebrations such as weddings, family reunions, birthdays, etc., through flexible gathering areas with compatible features and amenities that support large groups.
- b. Utilize spaces and facilities designed for large group gatherings in developing new programmatic activities and events.
- c. Consider indoor/outdoor event facilities for large groups and gatherings.
- d. Consider recreation facilities or designated areas that would be conducive to hosting sporting events/ tournaments (disc golf, cross fit, triathlon, mountain biking, etc.)

Manage, protect, enhance resources through responsive, symbiotic relationships with partner agencies.

Goal 11: Design and implement recreational activities that balance the preservation of resources with public access and enjoyment

Objectives

- a. Consider changing environment and possible impacts such as flooding, heat, and drought/ longer periods of low water when planning new facilities or making management decisions.
- b. Share information with visitors about wildlife, cultural resources, history, vegetation, and geology.
- c. Maintain undeveloped areas for visitors to explore and enjoy natural settings and characteristics.
- d. Create a program of ongoing planting and cultivation of shade tree restoration and native plant species.
- e. Combat silt and sedimentation infill when water levels are low by removing noxious weeds and replanting/stabilizing eroded banks with native vegetation.
- f. Continue to protect cultural and historical resources by directing use away from sensitive areas.

Goal 12: Support and collaborate with partner agencies and organizations in resource management throughout Lahontan State Recreation Area and adjoining public lands

Objectives

- a. Support NDOW on fish stocking and other fishery-health activities.
- b. Preserve consumptive vs non-consumptive wildlife resources through managed activities within the landscape.
- c. Reference and incorporate updated wetlands plan to preserve heritage and natural resources and provide recreation opportunities.
- d. Continue conservation of wildlife resources by maintaining programs that have shown to be successful.
- e. Continue to foster a relationship with tribal governments to direct/inform the protection of and education about their resources found within Lahontan State Recreation Area and surrounding public lands.

Provide and maintain the physical, institutional, and collaborative support structure to meet public, staff and partner agency needs.

Goal 13: Provide adequate public safety infrastructure to support Nevada Division of State Parks and partner agency operations

Objectives

- a. Build a new public safety building that provides adequate and increased cross-jurisdictional office space, storage, holding facilities, command centers and training facilities.
- b. Coordinate with other agencies to identify locations for boat launches, road improvements, access points, and building infrastructure to maximize emergency response across jurisdictions.
- c. Identify secure and convenient places in which to store emergency response equipment such as boats, fire trucks, and others for quick response.
- d. Identify ways in which joint emergency infrastructure can be funded by multiple jurisdictions.
- e. Prepare for wildfire emergency response by updating evacuation routes, and identifying road upgrades, maintenance and replacement for more quick response.
- f. Identify and build a helipad on each side of Lahontan State Recreation Area for emergency response.

Goal 14: Optimize staffing and resources to sustain the demands of Lahontan State Recreation Area

Objectives

- a. Provide more staff opportunities for programmatic and interpretation interaction with visitors.
- b. Increase staffing for interpretation, conservation specialists, and public safety.
- c. Provide adequate housing and resources to retain staff over time.

Goal 15: Increase collaboration and communication with partners and stakeholders to optimize operations and development of Lahontan State Recreation Area

Objectives

- a. Coordinate with counties and state on improving road access to the recreation area to alleviate overcrowding and spillage of vehicles outside of recreation area on busy weekends.
- b. Increase interagency (county and state) trainings.
- c. Develop a system in which follow up on emergency incidents is coordinated.
- d. Develop a singular dispatch system for the recreation area that meets cross jurisdictional needs to improve emergency response.
- e. Coordinate between agencies to improve communication about which agency has jurisdictional response, where equipment is located, how to coordinate responses, radio response, etc.
- f. Identify cross- jurisdictional funding opportunities that support joint initiatives
- g. Continue to explore opportunities to involve associated tribal communities and governments in planning for and management.



Existing Conditions

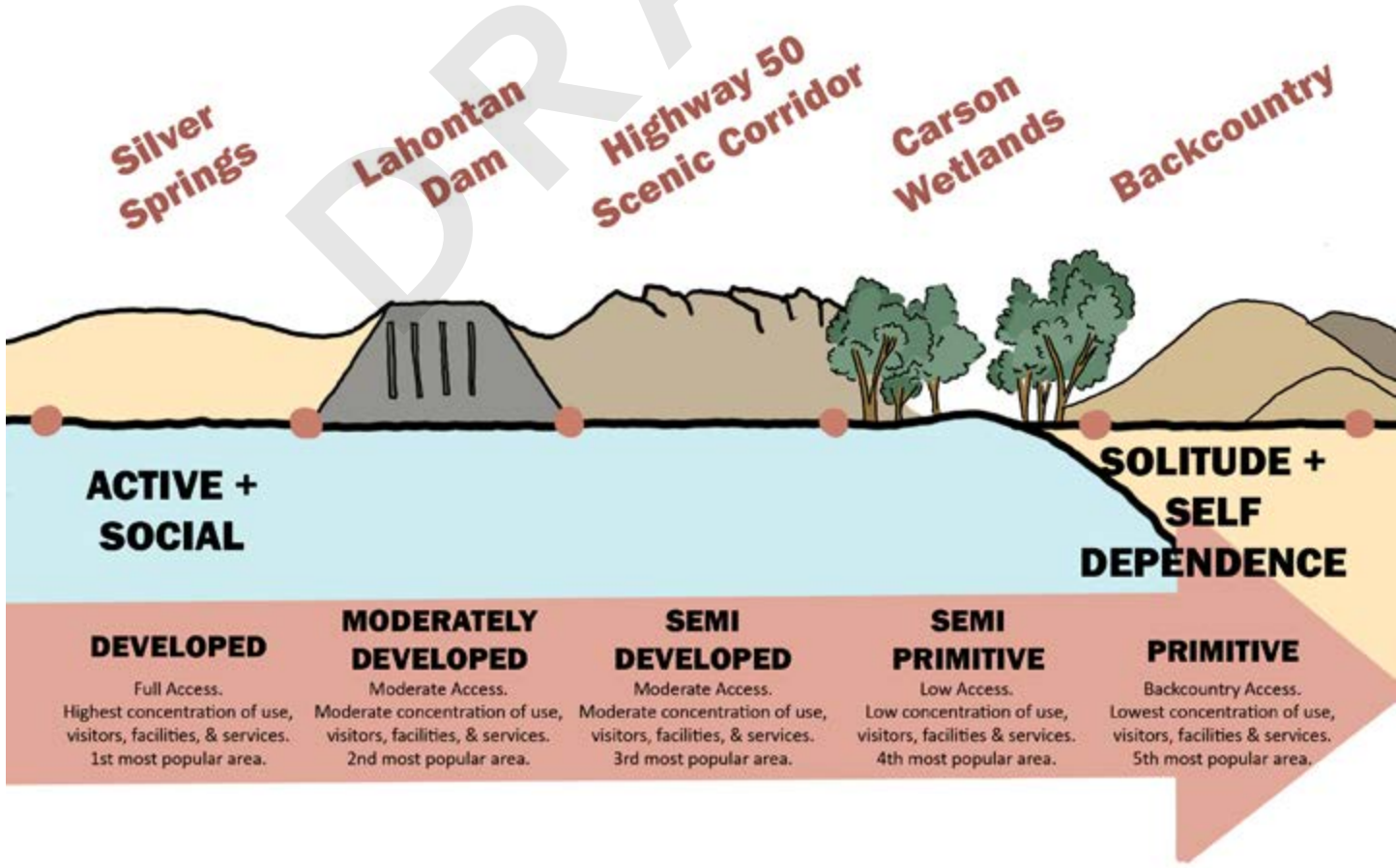
Regions of Lahontan SRA

Lahontan SRA is a vast area that based on geography alone would present a wide range of experiences and landscapes. Current SRA development and public use further expand these differences. For the purpose of this planning document, Lahontan SRA is divided into five functional regions. Each region occupies a distinct place on spectrums of what they offer visitors, from the most active, social and sometimes crowded environments to total solitude and self-dependence; and from developed for recreational use to almost entirely primitive.

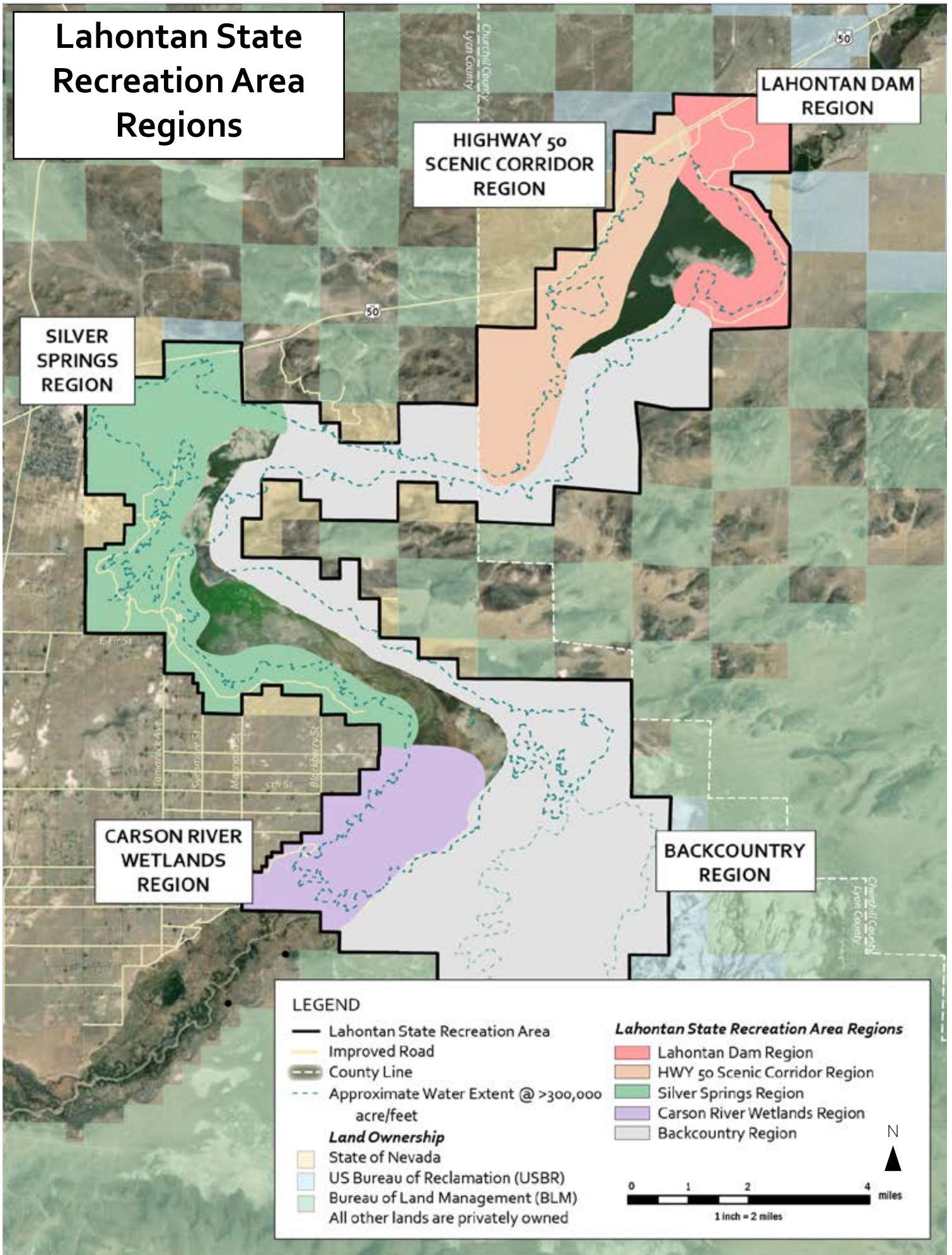
This regional system is extended into the sections of the document describing planned future conditions, including proposed regional concepts and desired conditions, and recommendations organized by region and zone.

This Existing Conditions section includes a short list of key conditions that apply across the SRA, followed by more extensive summaries of existing conditions organized by region. For notes about conditions specific to smaller zones (individual beaches, campgrounds, day use areas or other facilities) see Appendix C.

Spectrums of Experience



Lahontan State Recreation Area Regions



Lahontan SRA-Wide Opportunities and Challenges

The following six conditions present both opportunities and challenges common across the entire SRA, and were defining elements of planning.

Roads

Roads are often inadequate and hard to maintain due to environmental conditions such as a sand accumulation and wash outs from rain events. Due to the nature of Lahontan’s unstructured access, there are a lot of spur roads, many unmaintained and some user-created. Road conditions combined with a lack of signage and wayfinding elements at times leads to visitors getting lost or being unable to communicate their location in an emergency.



Sand accumulation on a road in the Lahontan Dam region



Paved main road



Water and use damage on a gravel road

Public Communication and Information

Consistent communication is needed in order to convey locations, permitted uses and activities, and overall resources that LSRA has to offer. This is particularly significant due to the dynamic nature of water levels at the SRA, and the way water level affects recreational opportunities and safety considerations. There is an opportunity to both increase signage and wayfinding options on site, and offer more materials online, at LSRA, and by staff.



Unstructured beach recreation

Unstructured and undeveloped recreation opportunities are revered as traditional and well-loved and desired Lahontan uses, but the associated crowding on busy weekends and lack of clarity about where to go and what to do also may discourage new visitors from coming to the LSRA. Due to its size and variety of water access and other landscapes

there is an opportunity to both preserve and continue supporting traditional uses and activities, while developing more structured use areas and diversifying and providing new opportunities for people to visit.



Unstructured beach camping including beach launch of boats



Unstructured camping and beach recreation at Beach 9 (Silver Springs Region) on a Memorial Day weekend

Outdated or insufficient facilities

Many facilities and amenities within LSRA are outdated and need to be updated, re-built, and expanded to provide additional capacity to support the current and future visitation use.

Public safety and emergency infrastructure

Due to the high visitation, popularity, and large unconnected land mass, LSRA often works in collaboration with other agencies or hosts staff from other NDSP park units to meet peak visitation needs, but has *inefficient facilities to meet the demands of emergency services, law enforcement, staff, and support personnel from other agencies.* Current facilities do not meet visitor needs for a safe environment or produce a high functioning responsive environment for staff.



Restrooms are provided at most numbered or named beaches but vary widely in age and condition



Vehicles wait in line to pay fees at entrance booth, Silver Spring Region

Changing environmental conditions

Changing environmental conditions are a major factor at Lahontan SRA and need to be addressed for NDSP and partner agencies to be responsive to the varying nature of visitor and environmental needs. Environmental conditions include shade tree and native plant restoration, noxious weed removal, fish and wildlife habitat, wind, respite from the sun, and water availability.

The fluctuation of water level in the reservoir has a large impact on the kinds of recreation that can be enjoyed on site, and the specific places that

visitors go to recreate. See diagrams on pages 27 and 28 illustrating the relationship between water storage volume in acre feet, elevation, and the extent of the water within LSRA. As the reservoir approaches capacity, some facilities may be submerged and space on many beaches is extremely limited. As water levels drop, obstacles in the water begin to limit where it is safe to boat, the distance between recreation facilities and the water's edge increases, and boat launches eventually become unusable.



View from Fisherman's Point at approximately 56,000 acre feet capacity, July 2021



Low water (less than 9000 acre feet) near Lahontan Dam, August 2021



Extreme low water also makes much of the lakebed accessible, which can lead to resource impacts or safety hazards



High water levels can flood facilities and road routes that are usually accessible (photo near Developed 7 Campground)



High water also leaves very limited beach space which can worsen crowding on busy weekends

**303,000 acre feet
4163 feet elevation**

**243,000 acre feet
4158 feet elevation**

**207,000 acre feet
4153 feet elevation**

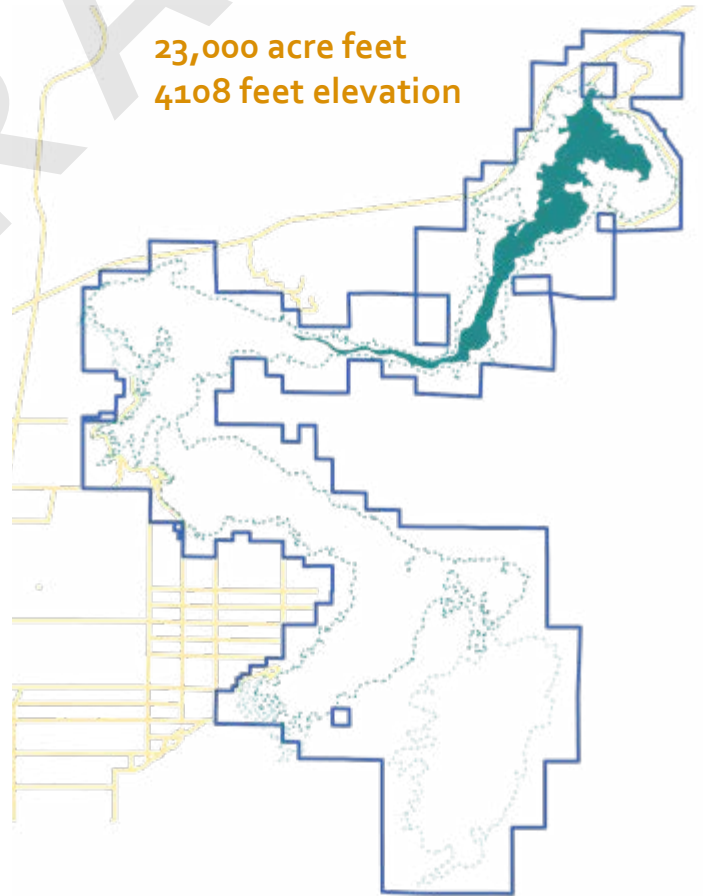
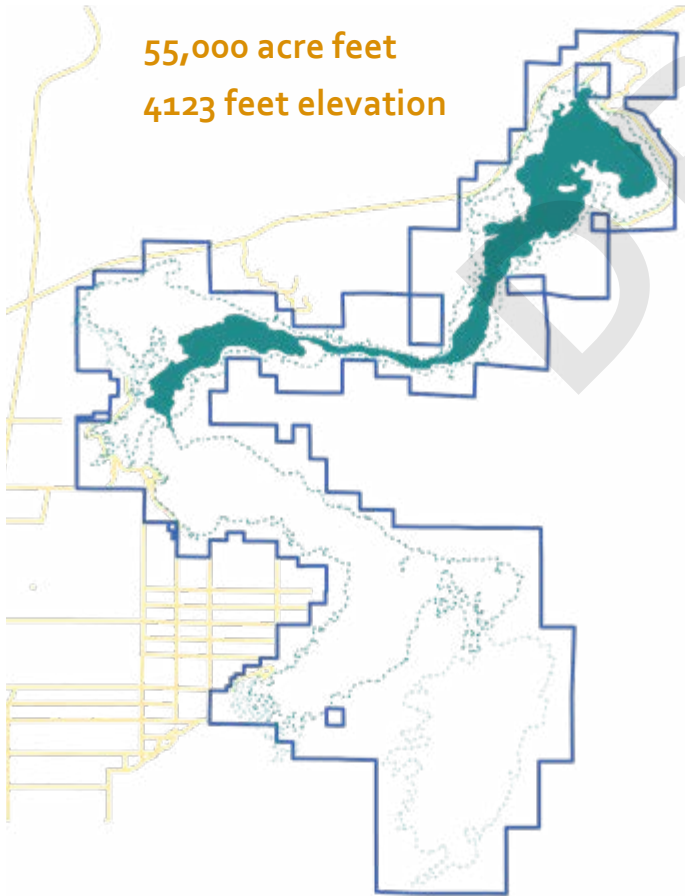
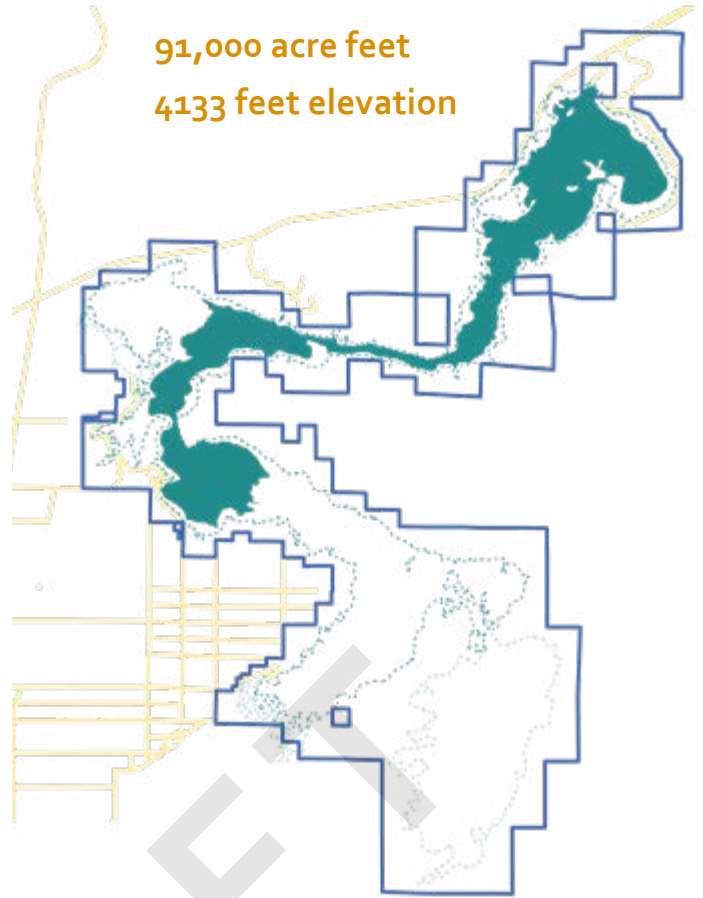
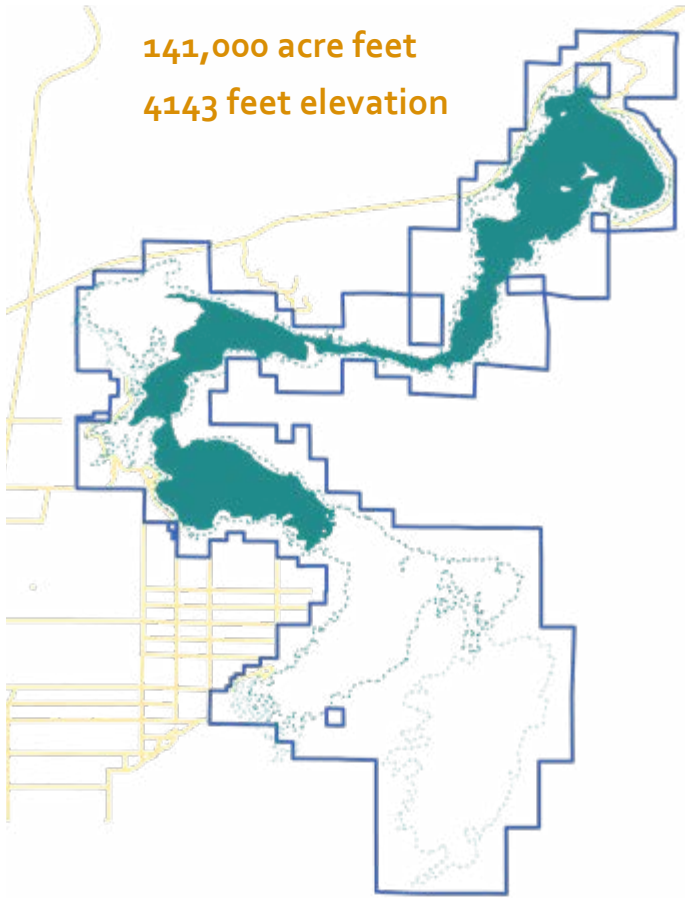
**171,000 acre feet
4148 feet elevation**

141,000 acre feet
4143 feet elevation

91,000 acre feet
4133 feet elevation

55,000 acre feet
4123 feet elevation

23,000 acre feet
4108 feet elevation



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Silver Springs Region

Existing Conditions

Culture, Use, and Visitation

- Characterized by sandy beaches and numerous established facilities and amenities, this region experiences the highest level of visitation year-round. It supports traditional uses and activities such as RV and tent camping in both developed and undeveloped environments, beach access for motorized and non-motorized boats, swimming, and fishing.
 - During peak season (spring and summer; weekends and holidays), this region experiences significant crowding on weekends when water is high, and the weather is warm. At lower water volumes (fall and winter) and at varying times (weekdays) this region is popular for fishing, equestrians, and hunting within defined areas.
 - Due to the high volume of visitation, numerous developed amenities, and location, this area is the most social environment within LSRA during its peak season and visitors can expect to be close to and interact with other visitors, particularly at the most popular beaches and key amenities/facilities.
 - In off seasons, this region is like other regions in the SRA in terms of lower visitation and more opportunities for solitude.
 - Local residents often use this region and are protective of their traditional recreation activities and close to home access to some areas of this region.
 - Public and SRA staff input prioritized preservation of the kinds of traditional Lahontan uses and qualities most common in this region, particularly unstructured beach camping, social atmosphere in peak season, and vehicular access to beaches including beach launch of boats – retaining and supporting these while minimizing any impacts they have on other experience types is a priority in this region.
- Most accessible region within LSRA due to its proximity to the community of Silver Springs and existence of paved or maintained gravel roads through much of this region. However, several spurs and off-shoots from the main road are present- which can cause confusion and exacerbate visitor wayfinding challenges.
 - With sites and facilities located near the Silver Springs community, there is not a lot of open space and opportunities for new recreational uses. This region already supports diverse and connected recreation experiences due to the proximity of sites and the numerous facilities available.
 - Current entrance station and layout is inadequate to support high volume of visitors entering through this area. Approach to the entrance station is relatively short and causing long lines and backed up vehicles that spill into the surrounding neighborhood of Silver Springs. This is also an obstacle to emergency access. With one single-entry lane, a small entrance station for NDSP employees, and being nearby the ranger station where people go to conduct business intensifies the issue of inadequate entrance facilities and layout.
 - Has the most capacity for increased development and sizing of facilities due to ample drinking water supply, existing roads and proximity to utilities and developed areas.
 - There is a high number of amenities and facilities within this area that contributes to its more active and social nature. In addition, the developed roads, sandy beaches (terrain), and proximity of sites to one another, often leads to crowded beaches and high visitation and use.

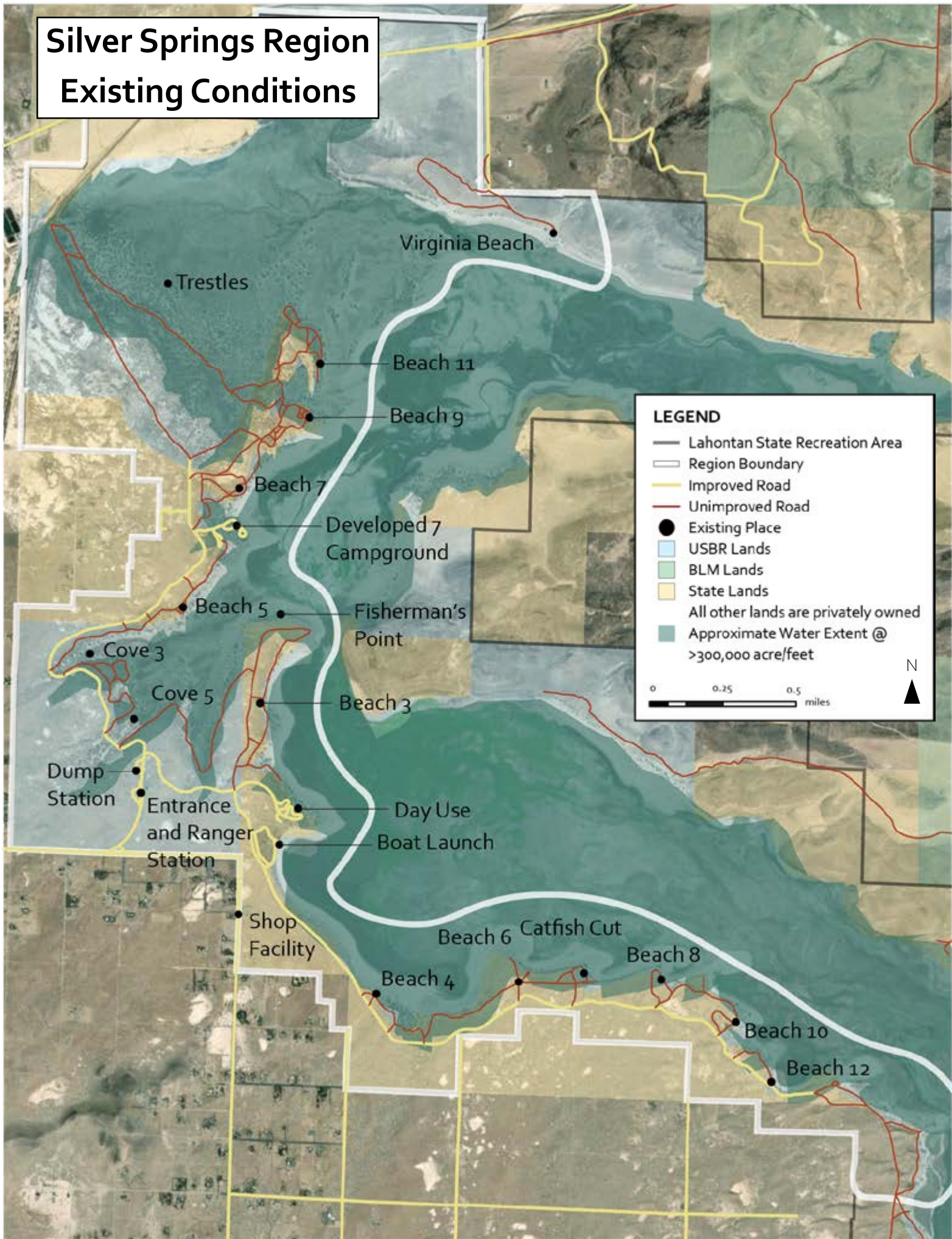
Environmental Conditions, Terrain, and Topography

- Relatively flat terrain with a moderate slope down to the reservoir edge which provides for ease of access to the water and ample opportunities to improve facilities.
- Not a lot of unused open space. Unused open space is around the edges of LSRA and community of Silver Springs.
- Potential to utilize upland areas along road to create overlooks that provide sweeping views.
- Contains a diverse range of ecological habitats

Access and Development

- Single authorized access through Silver Springs entrance station – some unauthorized access at Trestles or elsewhere along edge with community of Silver Springs.

Silver Springs Region Existing Conditions



and niches that include wetlands, cottonwood forests, desert edges, and sandy beaches.

Issues and Challenges

- Due to the factors above this region also sees the highest number of problems and complaints about noise, illegal access, illegal use and activities. Due to this, NDSP has a difficult time enforcing and patrolling this region – demands a lot of staff time & resources
- For the same reasons, it also sees the most issues with crowding or capacity not being sufficient to demand on busy weekends in peak season, including lines at the entrance station, dump station and showers, and high density of camp sites on the most desirable beaches.
- Due to this, there is sometimes undesirable overlap of incompatible activities, especially concerning water use and unauthorized access points

Lahontan Dam Region

Existing Conditions

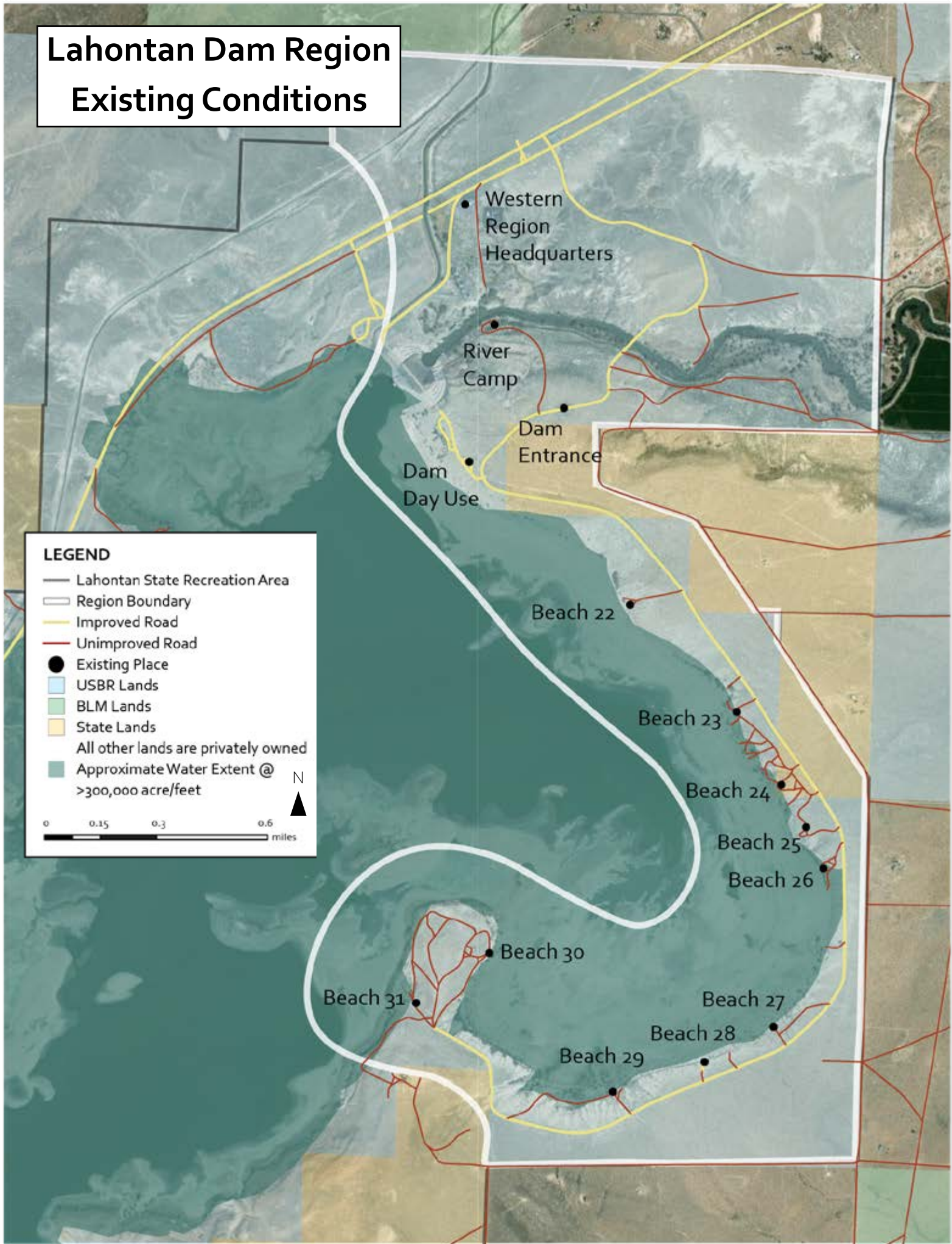
Culture, Use, and Visitation

- Characterized by differing ecological terrains and unique visitor experiences allows for a diverse spectrum of uses and potential opportunities from riparian to desert, to open space beach access.
- Uses and facilities include traditional Lahontan experiences such as undeveloped beach camping, day-use areas, fishing, metal detecting, motorized and non-motorized boat use, and hunting along edges. Launching from the beach is popular within this region due to the lack of formalized boat launches.
- Lahontan Dam offers unique experiences for visitors as they can experience quality fishing environments, extended seasonal reservoir levels, more passive recreation opportunities, and interpretation elements. Due to the unique nature of the water levels and high-oxygen levels created by the dam, and proximity to large parking and day use area- this region supports several fishing and group events.
- The Carson River and River Camp is another unique environment that supports recreational opportunities including semi developed camping, riparian environment, river floats etc.
- Together the Dam and Carson River downstream offer an interpretive opportunity unique within the park, where the public can learn about history of construction of Lahontan Dam, The Civilian Conservation Corps, Carson River natural history, modern/current Dam and reservoir operations etc.
- This region experiences high volume of use in peak spring and summer seasons, but overall tends to be less visited and quieter than Silver Springs region. Visitors can expect a more moderate social experience, and less chance of noise and unwanted impacts from other campers.

Access and Development

- Public entrance off Hwy 50, with a long single lane road, leads to a manned entrance station that deals with visitor passes, boat inspections, and park business. Entrance approach is inadequate for the number of visitors, inspections, and park business conducted at this location, often backing vehicles up in long lines and making emergency access difficult. Beyond this entrance point, visitors have access to River Camp, Day Use Area, and Beaches 22-31.
- Secondary access point close to the main public entrance access point is used for the Western Region Headquarters and staff housing. Entrance points are near one another with no clear signage or wayfinding for visitors.
- Numerous undeveloped and unmaintained spur roads are located within this region. Some are located before the entrance and allow users to access open-space desert areas within Lahontan. Most are located beyond the entrance station as users travel along the main road to Beaches 22-31
- A single paved main corridor road allows for easy access to different sites within this region, and services Beaches 22-31, River Camp, and Lahontan Dam Day Use. There is another well maintained corridor to access Western Region Headquarters and staff housing, but visitors generally do not go into this area unless they need to conduct park business at the headquarters.
- Development in this region is less extensive than on the Silver Springs side- offering a quieter and less social environment for visitors. Developed

Lahontan Dam Region Existing Conditions



facilities are present with this region, but there is not as many, or have as high as capacity as Silver Springs.

- Potable water availability is limited, and water delivery infrastructure needs modernization and updating, which impacts capacity of existing infrastructure and related user needs.

Environmental Conditions, Terrain, and Topography

- Geographically, development in this region is focused on along the reservoir edge and the Carson River, with large undeveloped open-space desert environments located in the uplands.
- Terrain is variable within this region, spanning riparian zones, open water, and desert environments. Generally, the terrain allows for ease of access down to the reservoir and the Carson River around Beaches 22-28 and River Camp, but access down to the reservoir from the day-use area can be challenging due moderate steepness of the topography.
- There is an overall lack of shade throughout this Region for desired uses and conditions.

Highway 50 Scenic Corridor Region Existing Conditions

Culture, Use, and Visitation

- Characterized by sequence of smaller scale semi-developed reservoir-front areas, each with its own access from Highway 50 and unique characteristics. Sites are not connected to one another except by vehicle on Highway 50 and by boat. The reservoir edge tends to be rockier and steeper than Silver Springs and Lahontan Dam sides and space is limited in some zones when water is high. Offers different and unique opportunities for users to experience Lahontan.
- Visitation level also varies by zone, but generally this region is less visited than either the Silver Springs or Lahontan Dam side. The Northshore Marina does experience a high number of visitors due to the marina and boat launch located here.
- Overall, this region of LSRA is more quiet and less active and social than other well-used regions, and visits tend to be shorter, due to the nature

of the topography, the non-connected sites, and overall general user groups, but still does see a small number of group campers.

- Locals come here to walk their dog, camp away from visiting camping crowds, and to fish.
- Greatest probability to showcase Lahontan to travelers and others passing by on HWY 50.

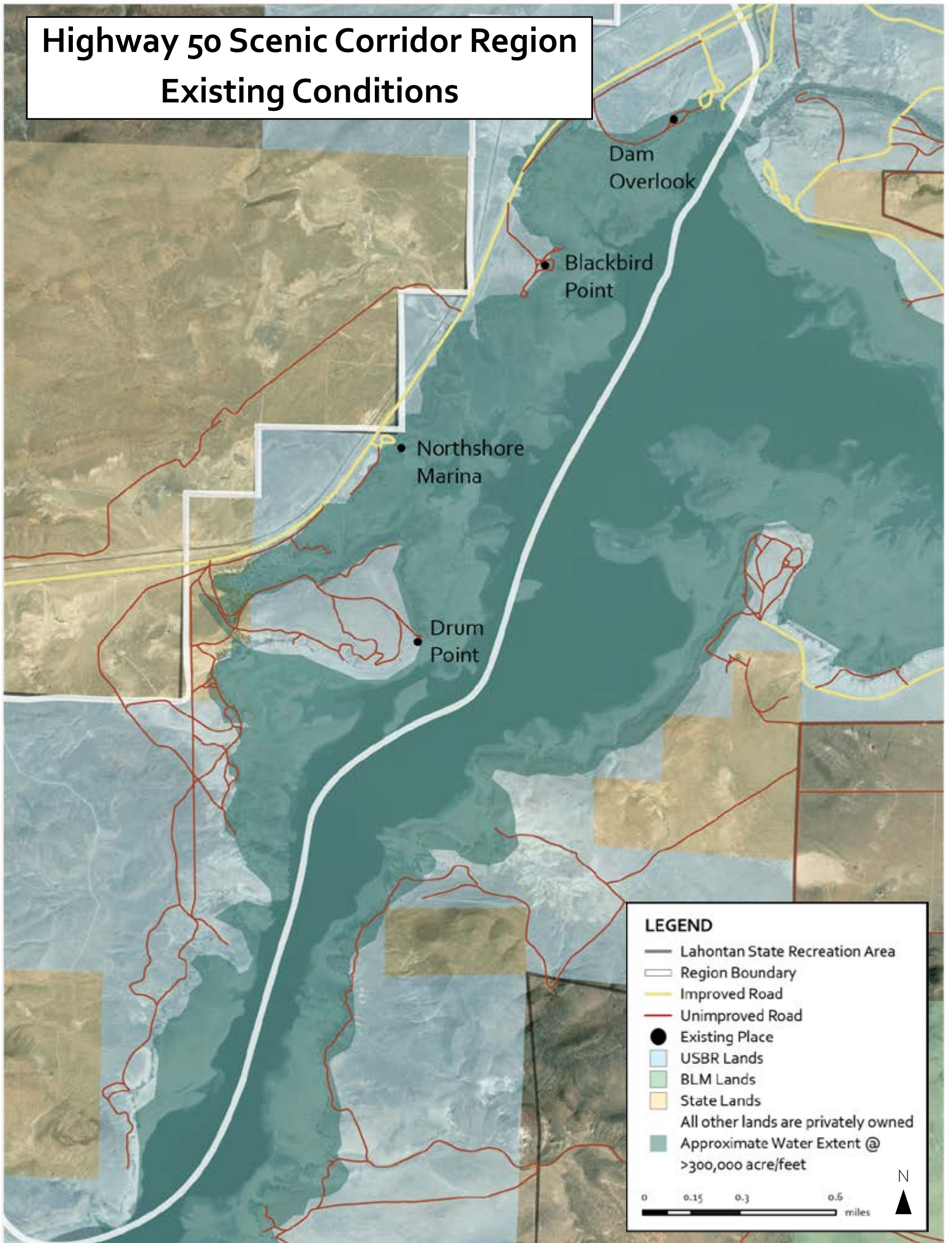
Access and Development

- Accessed by several different independent unmanned entrance points off Highway 50 with iron rangers/drop boxes for fee payment. Access roads are paved to some facilities (Northshore Marina, Dam-side Overlook), with some maintained gravel roads, and several primitive spur roads that are only accessible with 4WD. Proximity to Hwy 50 for people makes much of this region easily accessible, particularly for through-travelers making short stops.
- Development level varies significantly by zone, but most offer at least a basic restroom; Northshore Marina and Dam-side Overlook have flush toilets and drinking water. Compared to other more used and active regions with LSRA, this region has a low number of facilities and amenities with low capacity.

Environmental Conditions, Terrain, and Topography

- Due to it being rocky, steep topography incline, and shallow water level when the reservoir is low, this region is more conducive to tent camping around the shade trees up-above the water line but does see moderate RV and trailer camping when the reservoir is low and the sandy beaches are more exposed.

Highway 50 Scenic Corridor Region Existing Conditions



Carson River Wetlands Region Existing Conditions

Culture, Use, and Visitation

- The undeveloped nature of this region and relative distance from popular sites within LSRA, makes self-reliance an integral aspect of visitor use. Solitude and undisturbed access to natural resources can be reasonably expected by visitors.
- Due to the remote nature of this area, there is not a lot of information about possible activity use, information and wayfinding. GPS directs users to unmarked, unmaintained, and 4WD only roads. 2WD vehicles will come here and get stuck. Visitor use is assumed to be low.
- More passive recreation within this area such as fishing, non-motorized boat take-out, equestrian use.
- Tent and car camping
- Popular area for illegal OHV use due to minimal visitation, wide-open space and infrequent NDSP visitation, causing damage to sensitive ecological environments (wetlands, wildlife habitat).
- Presents greatest opportunity for smaller group, and more solitude environment that is easily accessible.

Access and Development

- Accessed at 9th street through an unmanned entrance station. Due to its relative proximity to the town of Silver Springs, there is also an unmanned entrance at 5th street that causes a high level of trespassing. Can also be reached from Silver Springs region of the SRA along unmaintained 4WD road. There may be (limited) access from east side of river/riparian area?
- Overall, access is more challenging to this area than most of other regions due to distance from state highways and limited maintenance on access roads. For those with 4wd vehicles it is relatively accessible from Silver Springs.
- This region has only one developed area, focused on equestrian facilities and camping.

Environmental Conditions, Terrain, and Topography

- Characterized by mature riparian forest and a river corridor that ranges from partially flooded in high water periods to no flow in dry seasons/drought. Very limited facilities, remote from more developed areas of the park. High quality wildlife habitat.
- Due to wetlands area, has the most wildlife and natural resources present, and is the most vegetated area within the park. This area is subject to future management by NDOW as part of a statewide wetlands resource protection plan.
- Offers the greatest opportunity for more ecological interpretation, wildlife viewing, hunting, and expansion of more solitude, quiet, and passive recreation uses.
- Seasonal variation in use in this region is only linked to reservoir water levels in that parts of the region may be flooded when water is high. River flow fluctuates based on snowmelt and runoff.

Carson River Wetlands Region Existing Conditions

LEGEND

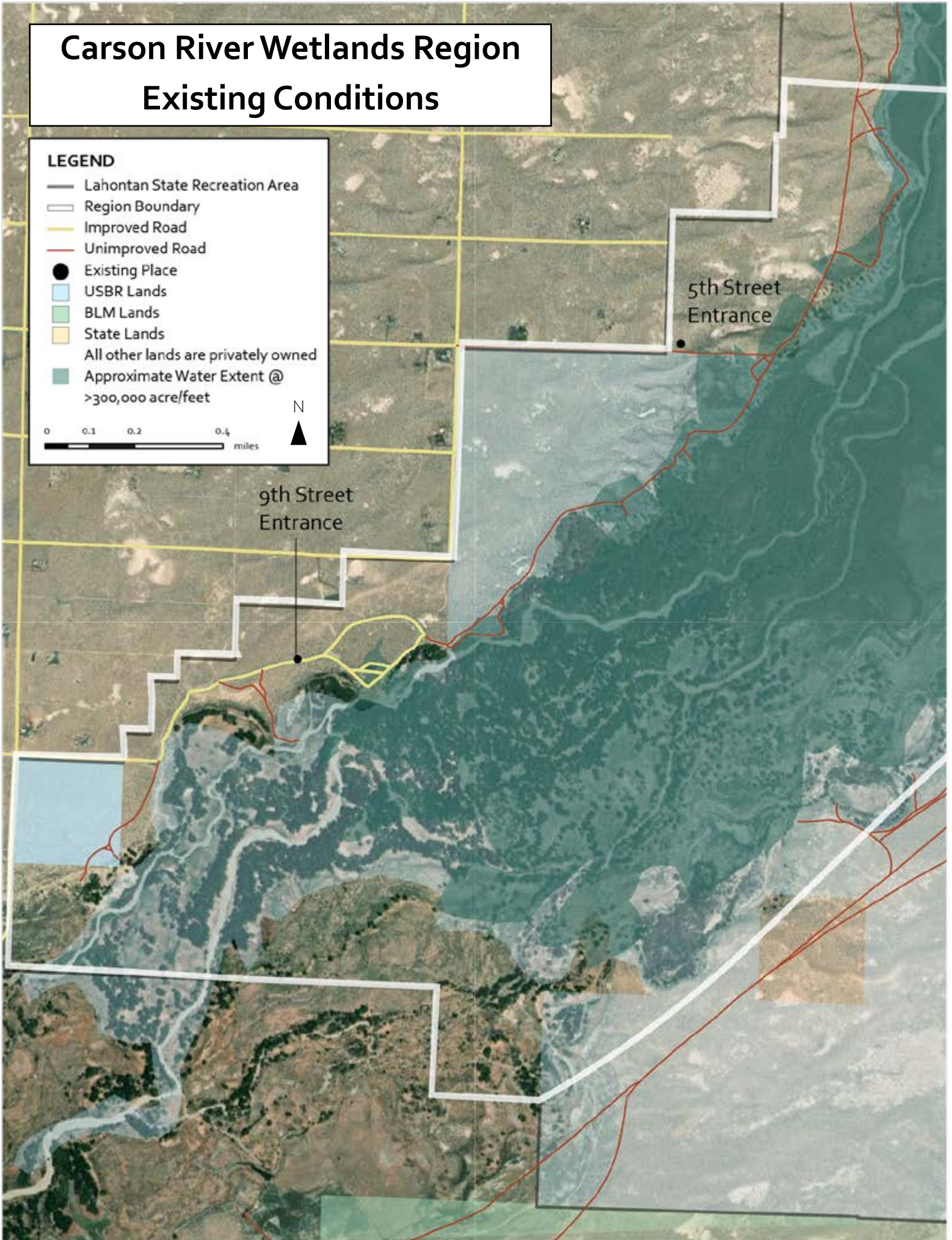
- Lahontan State Recreation Area
- ▭ Region Boundary
- Improved Road
- Unimproved Road
- Existing Place
- USBR Lands
- BLM Lands
- State Lands
- All other lands are privately owned
- Approximate Water Extent @ >300,000 acre/feet

0 0.1 0.2 0.4 miles

N

9th Street Entrance

5th Street Entrance



Backcountry Region

Existing Conditions

Culture, Use, and Visitation

- No reliable visitation information is available for this area but because of other factors it is assumed to be very low.
- As this is the most remote area within LSRA, visitors can expect a high level of solitude and self-dependence.
- As far as is known, use of this area only varies seasonally in that the reservoir edge in the region can only be reached by boats during peak season.
- Popular with OHV. OHV use is allowed on adjacent BLM lands (in checkerboard pattern/interspersed with private lands), but is subject to the same restrictions as elsewhere in NDSP-managed and/or USBR-owned lands within LSRA.
- This region is accessible by boat and presents the opportunity to develop some boat-in only dispersed primitive camping along the shoreline.

Access and Development

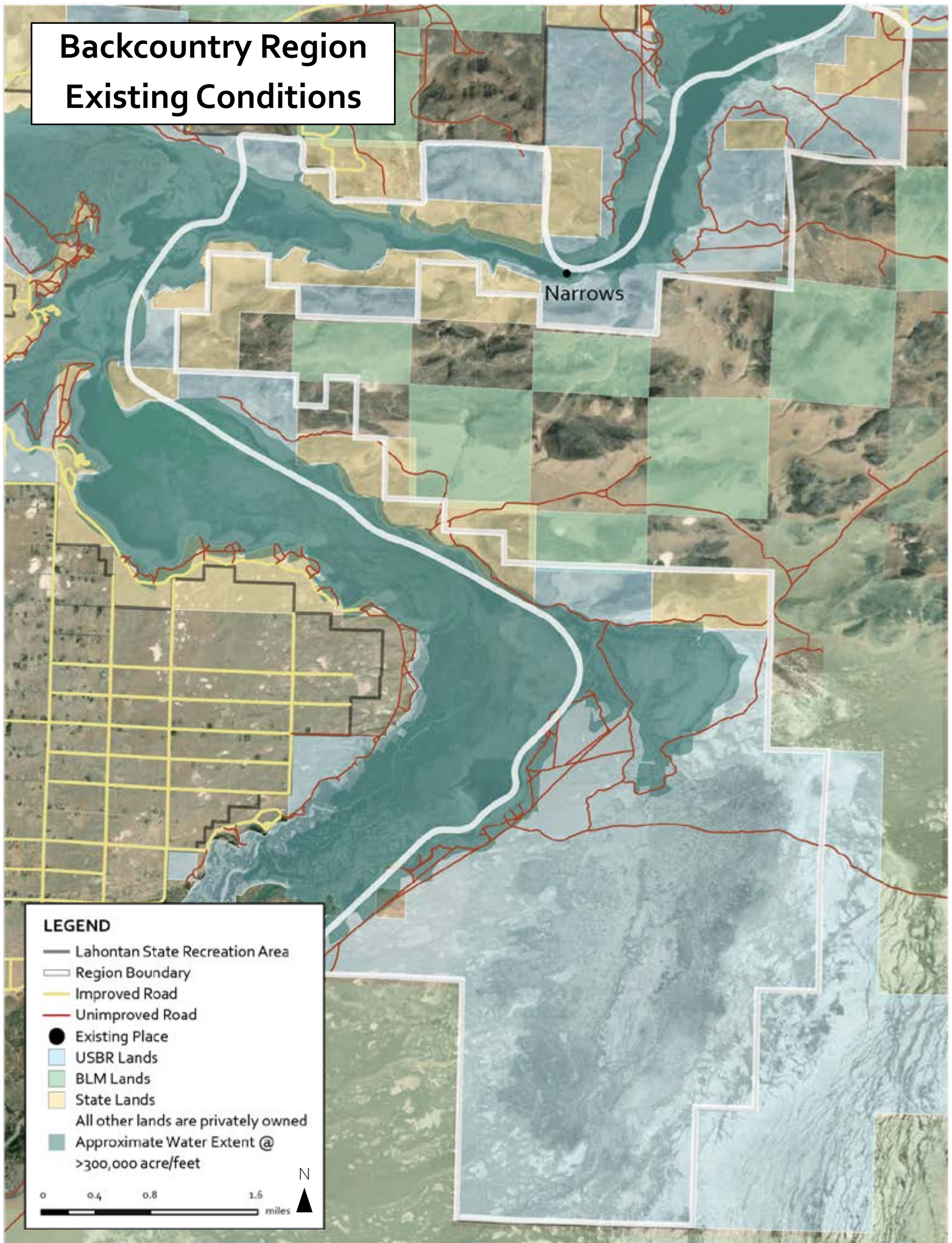
- Characterized by rough roads, difficult access, and no development, facilities, or services - although not wilderness qualities (current level of impact from checkerboard private ownership, informal roads and related conditions is unclear) – not promoted by LSRA as a recreational experience. Some areas can be accessed by boat in peak season.
- Cultural resources including petroglyphs are known to exist in this area – current protection practice is to avoid publicizing them and not improve access to these areas
- Access is dispersed and uncontrolled – multiple points of entry on unmaintained roads from land managed by other agencies, and boat access to sites along the Narrows and elsewhere. Private inholdings and lack of clarity around landownership makes road routes into SRA areas unreliable.
- There is no NDSP development, maintenance, services, amenities or monitoring of these areas due to its remote nature. NDOW does patrol the reservoir by boat in peak season.

- Checkboard of landownership and roads that span across different jurisdictions.

Environmental Conditions, Terrain, and Topography

- Access to this region is by traversing difficult conditions from more developed areas with LSRA or by crossing large open-space backcountry from other surrounding landowners and managers.

Backcountry Region Existing Conditions



Narrows

LEGEND

- Lahontan State Recreation Area
- ▭ Region Boundary
- Improved Road
- Unimproved Road
- Existing Place
- ▭ USBR Lands
- ▭ BLM Lands
- ▭ State Lands
- All other lands are privately owned
- ▭ Approximate Water Extent @ >300,000 acre/feet





Regional Concepts and Desired Conditions

Based on existing conditions and planning process, a concept has been described for each region, along with some desired conditions to be fulfilled by future improvements, investments and management changes. None are a radical departure from the current conditions but seek to reach the vision for Lahontan and accomplish the goals established in this plan.

Silver Springs Region

Concept: Traditional Lahontan Experiences

Traditional Lahontan experiences of unstructured beach access and free-choice environments are maintained. Modern facilities and amenities support this unique recreation environment which Lahontan visitors know and cherish.

Desired Conditions

- Development, use, and activities are focused on summer/high water periods and unstructured beach access.
- Improved facilities and amenities meet visitor use and demands & support NDSP and partner organization operations and public safety needs.
- Visitor experience is highly active and social, with the free choice ability to recreate in large social groups.
- There is enough capacity of unstructured beach access within the region that visitors have options and choice on level of crowds, from most busy and crowded areas to less busy and more spread-out options.
- Camping is primarily unstructured and non-reservable along beach areas but developed and reservable campgrounds are available in the upland areas.
- Sites, facilities, and amenities are connected through maintained road systems and trails.

Lahontan Dam

Concept: Unique, Family Friendly Experiences

Family friendly atmosphere with choices to recreate and experience the unique landscape and features that Lahontan State Recreation Area offers.

Desired Conditions

- Lahontan Dam Region offers a variety of facilities and diverse access sites that to accommodate multiple uses such as: swimming beaches, trails, education and interpretation, unique and resort like amenities, and group events.
- Lahontan Dam attracts visitors who desire more family friendly, multi-generational, quiet experiences.
- Visitors can expect facilities that provide predictable environments with modern amenities to suit a variety of user needs.
- This region focuses on reservable and predictable user experiences but does maintain some unstructured beach access which is typically less crowded and social than Silver Springs Region.
- There is a diversity of year-round use that is encouraged and supported through amenities and facilities.
- Camping includes both reservable sites at developed campgrounds with supporting facilities, and undeveloped/unstructured beach camping along beaches 25 – 31.
- Sites, facilities, and amenities are connected through maintained road systems and trails.

Highway 50 Scenic Corridor

Concept: Scenic Corridor along Highway 50

A series of individual sites and scenic overlooks along Highway 50 corridor that gives patrons a wide-scale view of Lahontan landscape, while providing a range of options for day uses and camping.

- Day use as emphasis
- Smaller, quiet camping, more dispersed
- Individual smaller sites
- Linked by trails

Desired Conditions

- Individual sites are maintained and managed based on their unique characteristics, uses and activities.
- Sites provide year-round opportunities for recreation such as swimming, beach boat launching, fishing, camping, wildlife viewing, dog walking, mountain biking, horseback riding, and relaxing.
- Camping is focused on small campgrounds and undeveloped beach camping.
- Access into the State Recreation Area is defined at a few entrance points from HWY 50. Zones are connected by a single road paralleling the highway and by a multi-use trail. Drum Point will continue to be accessed directly from Highway 50 with an un-manned fee station.

Carson River Wetlands

Concept: Environmental Education and Experiences

Enjoyment of natural environment in a scenic setting that offers more solitude, limited access, and preservation of wildlife habitat. Offers educational experiences and opportunities for passive recreation enjoyment.

Desired Conditions

- Conservation and preservation of natural resources, wildlife, and habitat is a priority over recreation.
- Sharing of resources and history with visitors through interpretation, wildlife and nature viewing opportunities, and unique riparian and water recreation environments.
- Recreation is low impact and responsive to environmental context, and focuses on non-motorized uses, semi-solitary activities, uninterrupted enjoyment of nature in a quiet environment.
- Facilities remain primitive, focus on meeting basic human needs and increasing access to the riparian forest.
- Camping is allowed only in designated areas, but is not the focus – most recreation is day use.
- Vehicular access to the 9th Street developed area is primarily via the 9th Street entrance, but is possible via the reservoir road from Silver Springs with high clearance/4wd vehicles. In the long term, improvements to this road to expand use to 2wd vehicles will be considered. Any other entrance points in this region are designed for local non-motorized use.

Backcountry

Concept: Solitude and self-dependence - vast open space

Vast mixed-management open space where visitors can expect solitude and self-reliance with a high degree need for preparedness. Region is minimally managed for resources over recreation with little to no development.

Desired Conditions

- In NDSP-managed areas, region is maintained for protection and preservation of natural and cultural resources over recreational uses, access to sensitive areas is restricted.
- No facilities or amenities are provided by NDSP, cellular service and emergency assistance is limited or non-existent.
- Management of vegetation and noxious weeds is used to prevent permanent damage to natural plant communities.
- Camping and other forms of recreation, where practiced, are entirely primitive – visitors should bring all supplies.
- Communication with the public is clear about what to expect when entering this region, including existence of checkerboard public-private landownership and frequency of closed or unmaintained roads. "Recreate at your own risk."

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Recommendations

As in the Existing Conditions section, the recommendations for future Lahontan development and management are organized first by LSRA-wide recommendations, then by region. Regional recommendations are further broken down to describe individual places - beaches, campgrounds, day use areas, boat launches and marinas, entrances, and other facilities.

LSRA-wide Recommendations

Upgrade of Basic Facilities

Comprehensively review the existing basic services and facilities across LSRA for a) needed repairs and updates and b) whether they offer sufficient capacity for current or expected peak use. These facilities should include restrooms, showers, drinking water, dump stations, and garbage receptacles/collection. Where capacity is not sufficient, plan for expansion either as part of needed repair/update or in combination with addition of new facilities and designed places such as new developed campgrounds or redesigned day use areas.

See region and place specific recommendations related to these facilities as a starting point for known needs at the time of development of this plan.

Road Network

Review the road network within LSRA boundaries to identify road segments and alignments that can be:

- Permanently closed, decommissioned, and restored to help alleviate maintenance needs, address user safety, direct visitors to intended areas, reduce redundant roads, and address illegal access points.
- Retained for primitive use with little to no maintenance.
- Improved upon to address accessibility to key areas through re-grading, re-alignment, re-surfacing, and paving.

Road networks should be well signed through a

marking and identification system (see Signage and Wayfinding below). Select road improvement projects should be designed to address environmental conditions such as washouts, erosion, and sand accumulation.

Signage and Wayfinding

Develop a LSRA wide signage and wayfinding plan that establishes a consistent style through colors, fonts, and hierarchy of information. Signs should be legible and promote ease of understanding for visitors. They should be placed at relevant intervals to clearly communicate direction, location of sites, features within LSRA, and access, and enable users to accurately describe their location for emergency response. Sign types include but are not limited to:

Directional Signs

Provide clear direction to places within LSRA. Common sign elements include location/place name, arrows, and distance. Consider directional signage for vehicles coming into and moving within LSRA, pedestrians and cyclists on trails, and water recreation users at key locations.

Entrance Signs

Highlight LSRA presence and create a sense of entrance for visitors. Work with local road jurisdictions and NDOT to use signs on roadways to clearly direct approaching vehicles to park entrances. Smaller entrance signs and markers can also be incorporated to signal to visitors that they are entering a new place. For example, when arriving at a named campground or trailhead, entering sensitive wetland habitat or the backcountry, or crossing between regions.

Mile Markers

Use along trails and long stretches of roads to indicate distance traveled and sense of location. Correlate with trailheads and maps.

Boundary and Warning Signs

Indicate to users they are crossing boundary lines where land management, regulations and safety conditions may change. Warning signs could also communicate hazardous conditions such as tree stumps in water, illegal access, or recommendations against consuming fish from the reservoir.

Information Signs

Communicate intended uses, safety messages, rules and regulations, and other general site-specific information. These signs could also be designed to improve ADA accessibility by communicating distance, surfacing, and what users can expect via graphics and written formats.

Interpretive Signs

Placed throughout LSRA, these signs are meant to educate visitors about the LSRA, providing an enhanced experience and encouraging shared stewardship of the landscape. Identified themes include natural environment; plants and wildlife; cultural and historical uses of the landscape; river, reservoir, and dam; and geological formations.

Public Communication

Develop a public communication plan to address:

- Tree stumps and other obstacles in water at certain water levels through flagging, signing, and web-based information resources. Targeted locations where this is needed include along Beaches 3, 5, 7, 9, and 11.
- OHV Use Policy.
 - Currently only licensed and insured OHVs are permitted within the park, wherever other motorized vehicles are allowed, including on roadways and beaches. See Nevada Administrative Code 407.122
 - Consult with USBR on any overlapping policy requirements then determine management strategies, infrastructure, and clear messages for the public to reflect that policy.
- Water level information including what to expect seasonally, current conditions, safety messages for low water conditions, and factors influencing

water level and recreational access.

- Urgent safety messages such as warnings against consuming fish from the reservoir due to contamination from historic mining in the Carson River watershed.

ADA Accessibility

Consider opportunities to improve ADA accessibility when implementing projects. Many place and facility specific recommendations are made in this document, but other opportunities will exist as part of detailed planning and implementation.

Entrances, Boundaries and Access

In combination with entrance improvements identified in region and place specific recommendations below, update fencing along boundary and at key locations to prevent illegal entry, particularly of motorized vehicles. In conjunction with signage and enforcement, direct use to improved access points. Use a heavier fencing type as feasible. Some specific locations that need treatment are noted regional and zone recommendations. Work with external partners such as Lyon County, the town of Silver Springs, Bureau of Land Management, and others, to address illegal access issues.

Responsive Low Maintenance Design

Consider environmentally responsive and low-maintenance design actions when implementing projects. Some considerations include:

- Native and xeriscape plantings, plants adaptable to changing environment conditions
- Grey- and rain-water catchment and reuse system
- Solar and wind energy catchment
- LED lighting
- Electric vehicle charging
- Passive design of buildings
- Low flush toilets

Establish a program to monitor and restore tree canopy across LSRA. Work towards implementing on-site tree cultivation capacity to include propagation areas and green houses as applicable. Develop a stewardship program and events to restore and expand the tree canopy.

Consider ways to mitigate wind, sun, and sand accumulation when developing day use and recreational features. Methods may include increased tree plantings with the addition of irrigation tanks to ensure tree survival, locating and orienting facilities to minimize wind exposure, and installing windbreaks or fences where feasible.

Cultural and Natural Resource Protection

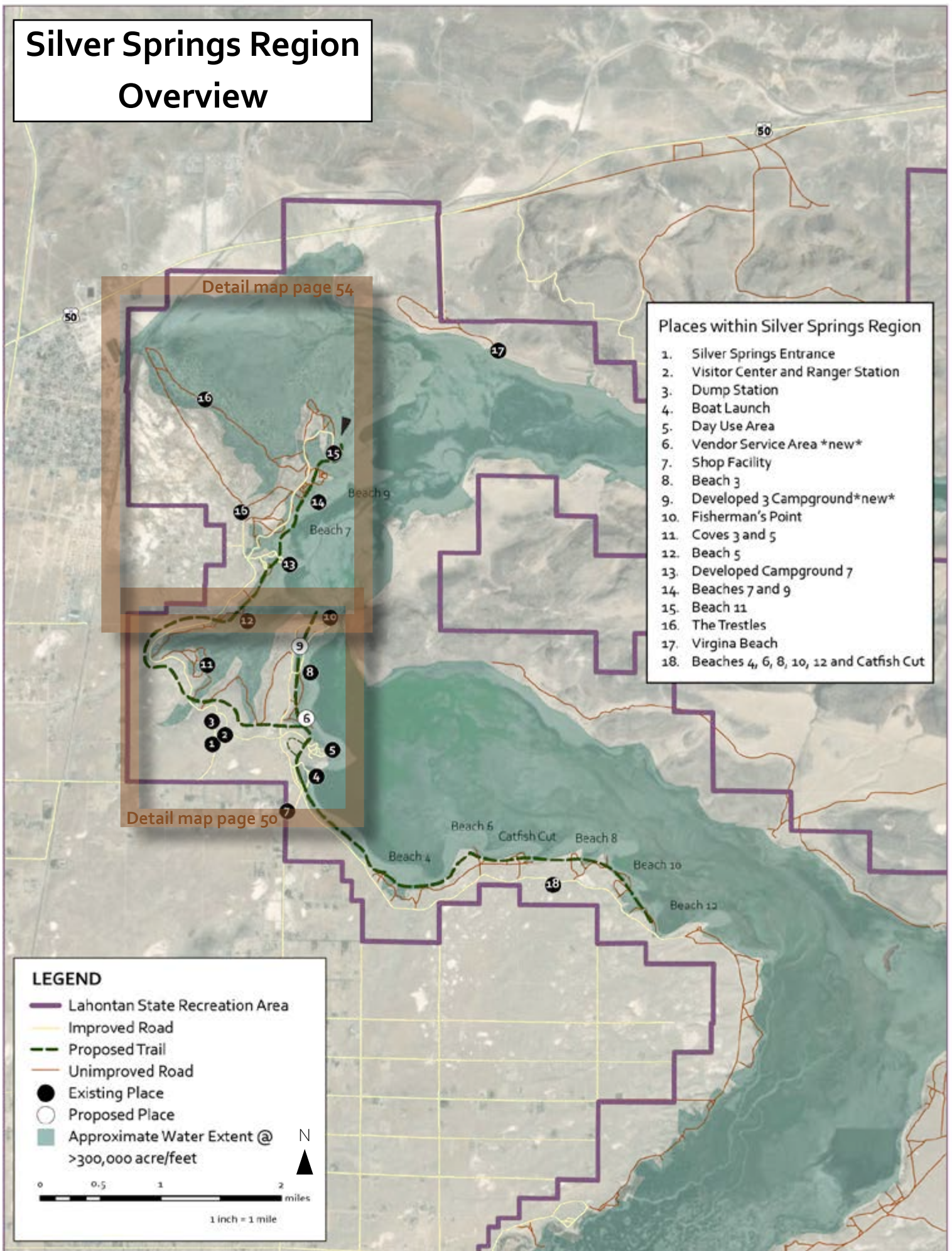
Consider preservation and protection of cultural, historical, and natural resources when implementing projects. Continue to work with partners to protect these places including Tribes and indigenous communities, the State Historic Preservation Office, and Nevada Department of Wildlife.

Camp Host Program

Establish a camp host program, and provide a designated space at each developed campground.

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Silver Springs Region Overview



Silver Springs Region

Region-wide recommendations

Uses and Activities

Maintain current unstructured beach camping and access, alongside expanded structured camping in developed campgrounds with reservable spaces. Continue and improve upon activities such as motorized and non-motorized boating, swimming, fishing, and day use.

Provide new and enhanced experiences by developing new areas including:

- Additional developed campground
- Vendor service area for concessionaires
- Visitor center and ranger station
- Swim and non-motorized only water zones
- ADA fishing docks, boat ramps, and beach access areas
- Trails
- Explore options for a new disc golf course with support and advice from a local disc golf club or other related partner organization. Potential locations include Coves 3 and 5, the Trestles, and between Boat Launch and Beach 4.

Trail Development

Develop a multi-use, non-motorized trail network that connects places within Silver Springs. Trails will be designed to increase ADA accessibility wherever technically feasible. Trail development will provide a new type of use and experience within Lahontan State Recreation Area.

Key segments include:

- Connecting Fisherman's Point to Silver Springs Boat Launch. Route should provide access to Beach 3, Developed 3 Campground, Vendor Service Area, and Silver Springs Day Use.
- Connecting Beach 5 to Beach 11, providing access to Beach 7 and Developed 7 Campground.

- ADA interpretive trail at Silver Springs Day Use. Include interpretive signage that highlights and educates visitors on native plantings and environmentally responsive design choices. See "LSRA Recommendations- Responsive and Low Maintenance Design" on page 44 for a list of potential low-maintenance, environmentally responsive design choices to implement and highlight.

Additional segments include:

- Fitness trail connecting Silver Springs Boat Launch and Beach 4.
- Connection of Silver Springs Day Use to Beach 5, along the edges of Coves 3 and 5.
- Fat tire bicycle beach route that connects Beaches 4, 6, Catfish Cut, 8, 10, and 12. Work with bicycling groups and advocates to identify improvements that could serve this use type. This may be a marked route rather than a constructed trail due to sandy conditions.

Road Network Improvements

Identified road improvements in the Silver Springs region include:

- Improve road between Silver Springs Boat Launch and 9th Street Entrance.
- Pave road between Beach 3 and Fisherman's point to create a loop.
- Improve and maintain road between Silver Springs Shop building and Silver Springs Boat Launch for quick emergency access.
- Pave road that connects Beach 5 to Beach 11 with improved access to Developed 7 Campground and Beaches 7 and 9.
- Improve road between Silver Springs Boat Launch and Beach 6.
- Continue to assess the need and feasibility of paving from Silver Springs Entrance to the 9th Street Entrance as a possible solution to the closure of a vehicle entrance point at 9th Street and increasing accessibility to the area for staff.
- Make selected road improvements including regrading where necessary or consider redesign or re-alignment if useful for reducing speeds along Beaches 4, 6, Catfish Cut 8, 10, and 12.
- Resurfacing and improving entrance road to Virginia Beach.

Proposed Trails

- Places within Silver Springs Region**
1. Silver Springs Entrance
 2. Visitor Center and Ranger Station
 3. Dump Station
 4. Boat Launch
 5. Day Use Area
 6. Vendor Service Area *new*
 7. Shop Facility
 8. Beach 3
 9. Developed 3 Campground*new*
 10. Fisherman's Point
 11. Coves 3 and 5
 12. Beach 5
 13. Developed Campground 7
 14. Beaches 7 and 9
 15. Beach 11
 16. The Trestles
 17. Virginia Beach
 18. Beaches 4, 6, 8, 10, 12 and Catfish Cut

Beach 5 -
Beach 11

Fisherman's Point to
Boat Launch

Interpretive trail
in Day Use Area

Coves 3 and
5 connector

Fitness trail, Boat
Launch to Beach 4

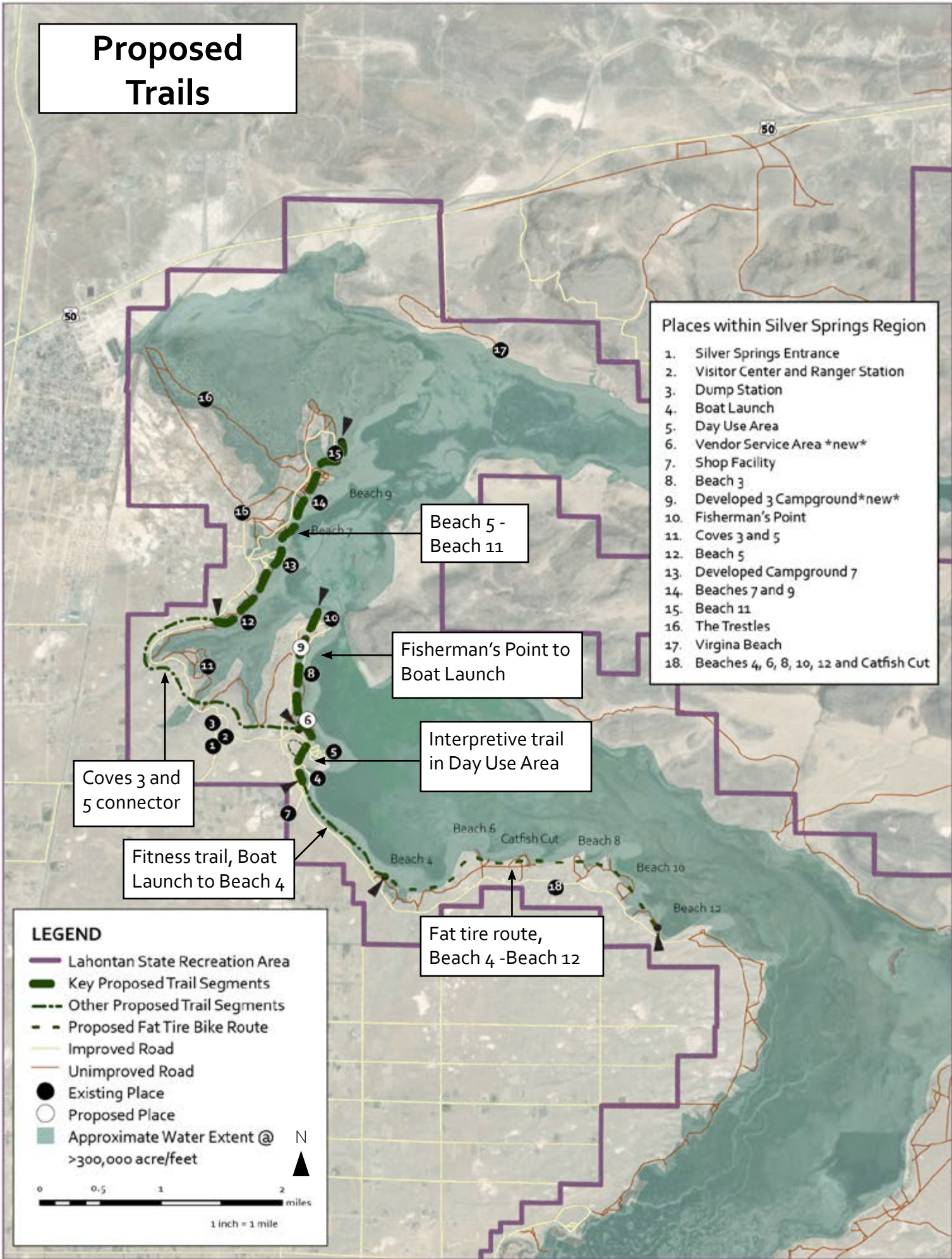
Fat tire route,
Beach 4 -Beach 12

LEGEND

- Lahontan State Recreation Area
- Key Proposed Trail Segments
- - - Other Proposed Trail Segments
- - - Proposed Fat Tire Bike Route
- Improved Road
- Unimproved Road
- Existing Place
- Proposed Place
- Approximate Water Extent @ >300,000 acre/feet

0 0.5 1 2 miles
1 inch = 1 mile

N



Proposed Road Improvements

IMPROVE: NDSP-managed section of Virginia Beach entrance road

PAVE: Developed 7 Campground to Beach 11

- Places within Silver Springs Region**
1. Silver Springs Entrance
 2. Visitor Center and Ranger Station
 3. Dump Station
 4. Boat Launch
 5. Day Use Area
 6. Vendor Service Area *new*
 7. Shop Facility
 8. Beach 3
 9. Developed 3 Campground*new*
 10. Fisherman's Point
 11. Coves 3 and 5
 12. Beach 5
 13. Developed Campground 7
 14. Beaches 7 and 9
 15. Beach 11
 16. The Trestles
 17. Virginia Beach
 18. Beaches 4, 6, 8, 10, 12 and Catfish Cut

PAVE AND ADD LOOP: New Vendor Service Area to Fisherman's Point

IMPROVE: access road between shop facility and boat launch

EXPAND LANES: Entrance station area

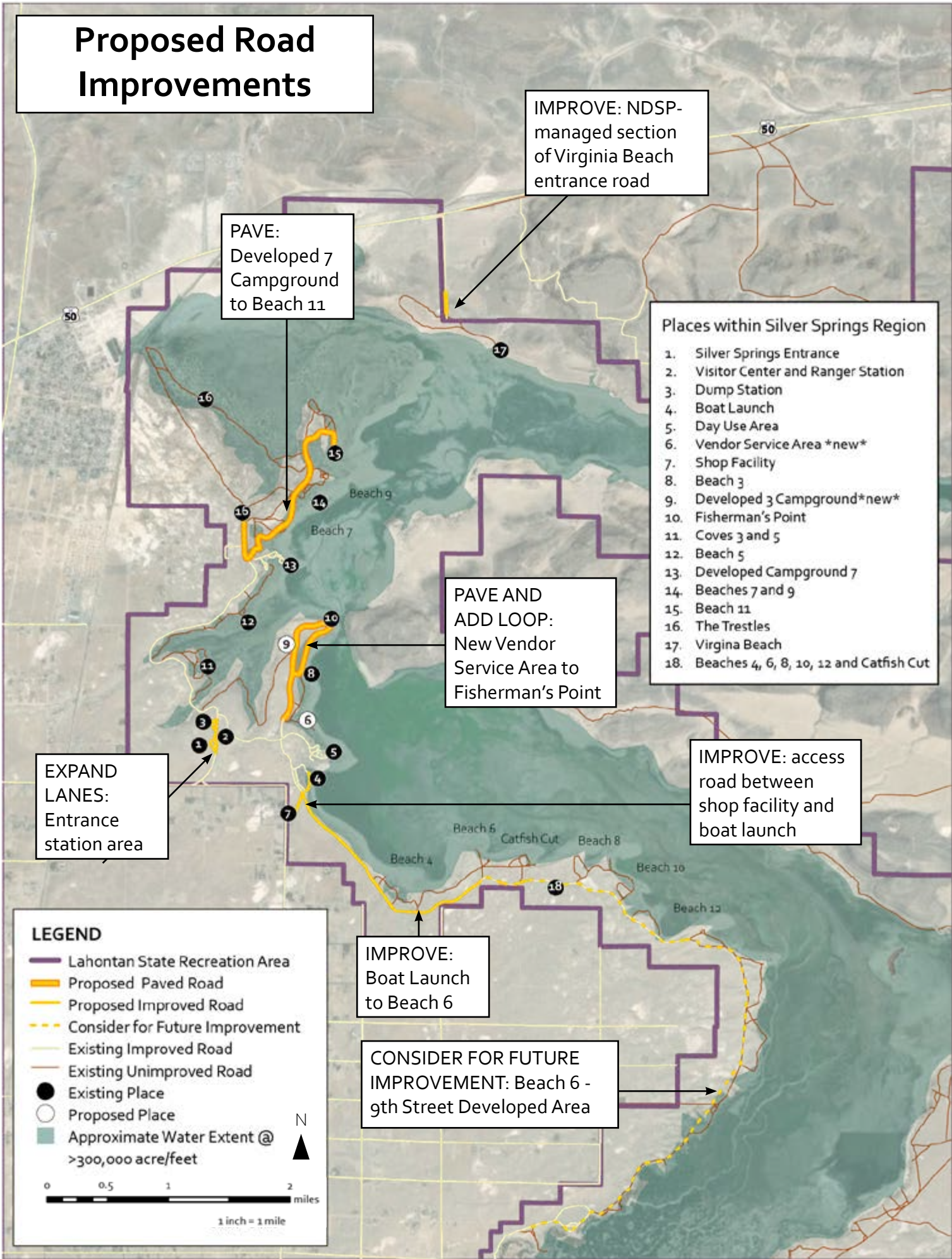
IMPROVE: Boat Launch to Beach 6

CONSIDER FOR FUTURE IMPROVEMENT: Beach 6 - 9th Street Developed Area

LEGEND

- Lahontan State Recreation Area
- Proposed Paved Road
- Proposed Improved Road
- - - Consider for Future Improvement
- Existing Improved Road
- Existing Unimproved Road
- Existing Place
- Proposed Place
- Approximate Water Extent @ >300,000 acre/feet

0 0.5 1 2 miles
1 inch = 1 mile



Silver Springs Region

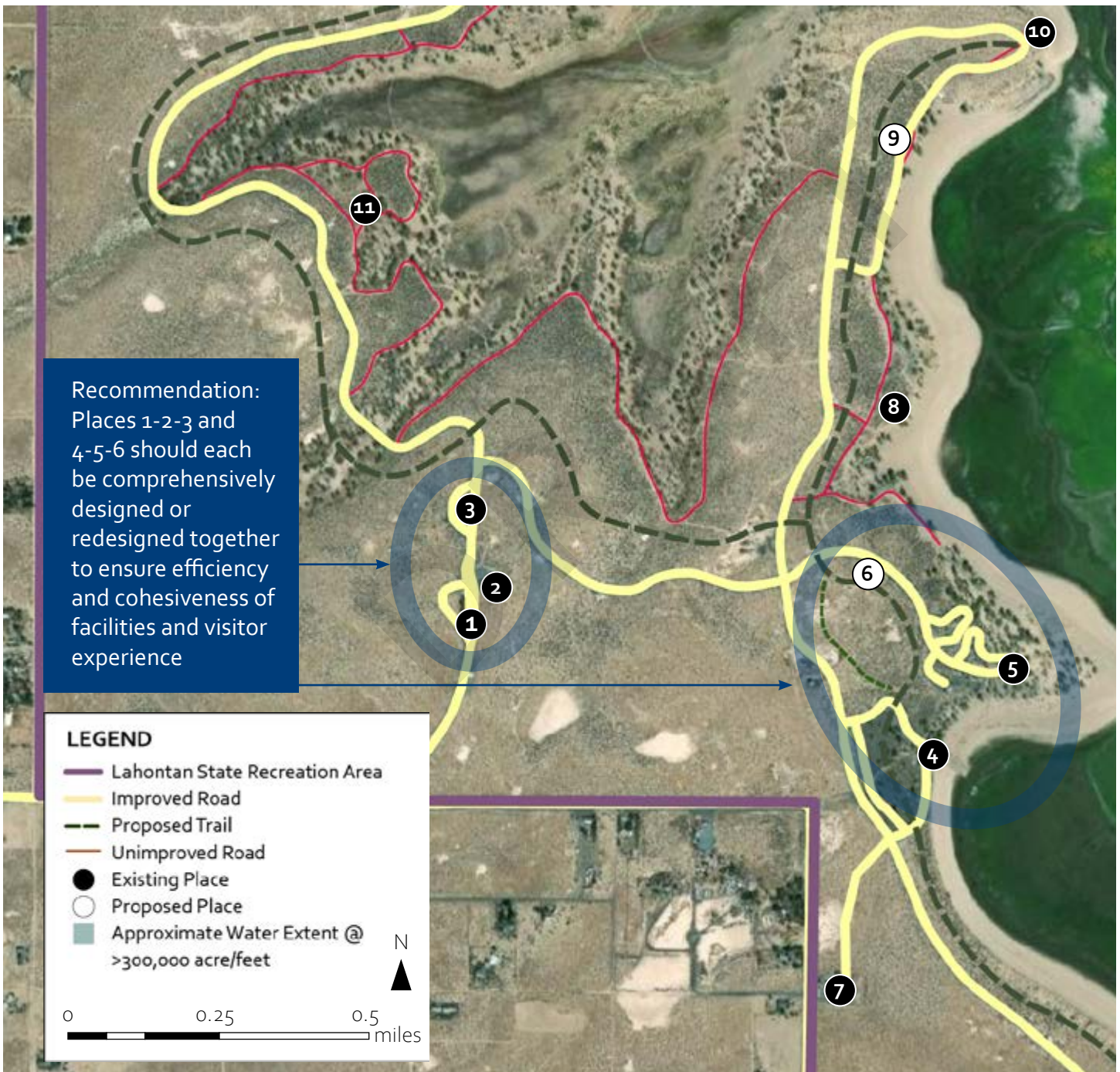
Recommendations by named place

1 Silver Springs Entrance

Comprehensive re-design of the Silver Springs Entrance to meet visitor and staff needs and improve the overall function. Address vehicle congestion, pedestrian and vehicular safety hazards, ease of emergency access, and staff needs through re-

design. Work with LSRA staff when re-configuring entrance station to provide a comfortable, safe, and high-functioning work environment that suits daily needs. Beautify entrance through low-maintenance and environmentally responsive design choices (see "LSRA Recommendations - Responsive and Low Maintenance Design" choices on page 44).

- Reconfigure entrance approach for vehicles.
 - Add additional entrance lanes to reduce traffic congestion.
 - Consider the ease of emergency access either by adding lanes, or increasing space along



the shoulder for quick passage of emergency vehicles.

- Add a boat inspection lane and pull-over area that does not impede regular visitor entrance to reduce inspection-related delays in entry.
- Expand and reconfigure entrance station building to include two fee kiosks. Additional fee kiosks will improve staff safety by eliminating the need for staff to walk across vehicle lanes. Expand building footprint to allow for more space for staff to work.

2 Silver Springs Visitor Center and Ranger Station

Re-locate and re-design the existing ranger station in conjunction with re-design of Silver Springs Entrance (1 above) to become a multi-use visitor center and ranger station building that serves both visitor and staff needs. The intended purpose of the Silver Springs Visitor Center and Ranger Station is to provide a space for:

- Increased communications between LSRA staff and visitors through interpretation, printed materials, and social interactions.
- A camp store and gift shop for visitors.
- Offices and storage to meet current and future management and staff needs.
- Evidence storage and holding facilities. Holding and intake facilities should be designed to include screening to protect privacy and shield detainees from the public. Overall design for the building including approach and parking should consider this need.
- Helipad or safe landing for emergency services near ranger station. Consider design choices that provides for privacy and safety for emergency response team. This may be a multi-function space (parking area etc.)

3 Silver Springs Dump Station

Improve dump station by redesigning the entry and adding a south-bound turn lane to limit dump station users impeding vehicular traffic on the main road. Expand the leach field and add hook ups to accommodate high visitor use and demand.

4 Silver Springs Boat Launch

Improvements at Silver Springs Boat Launch should be planned and designed in conjunction with improvements at Silver Springs Day Use and the new Vendor Service Area to provide a cohesive experience that meets visitor use and demand.

The purpose of Silver Springs Boat Launch is to provide and maintain a motorized boat access point to the reservoir. Non-motorized access and boat launches will be directed to Silver Springs Day Use Area. Strategies to mitigate conflicts between non-motorized and motorized use should be implemented including establishing clear boundaries through markers and buoys and enforcement of those boundaries; providing adequate infrastructure to meet both demands; and communicating appropriate site uses with signage and other forms of public education.

- Improve conditions at the boat launch by updating existing sidewalks, repaving asphalt roads, and increasing landscaping to beautify the area. Consider environmentally responsive and low-maintenance design choices as defined in LSRA Recommendations on page 44 to address irrigation and re-vegetation issues.
- Install informational signage to communicate use of boat ramps for motorized launches.
- Add an ADA accessible boat ramp.
- Provide emergency boat houses that can be moved as needed. Location should provide for quick launch for emergency services. Work with LSRA staff and partners to determine needs.
- Modernize existing shower and restroom building. Add additional capacity to meet expected future visitor use and demand of the area. Provide additional seasonal outdoor showers that are designed to be shut off in the winter, located between Silver Springs Boat Launch and Silver Springs Day Use for joint use.

5 Silver Springs Day Use Area

Improvements at Silver Springs Day Use should be planned and designed in conjunction with improvements at Silver Springs Boat Launch and the Vendor Service Area to provide a cohesive experience that meets visitor use and demand.

- Create a non-motorized beach and water access area strictly for swimming and non-motorized boats such as kayaks, canoes, and stand-up paddle boards.
 - Implementing a no-vehicles on beach policy.
 - Clearly marking boundaries through signage, landmarks (create landmarks as needed) and in-water buoy system. Enforce boundaries as needed. Educate visitors and provide clear communication on expected motorized and non-motorized use zones.
- Design and implement day-use activities and facilities that are family friendly and support multi-generational uses. Provide additional picnic tables, grills, and covered shade structures. Consider splash pads and playground equipment.
- Add floating docks for swimmers on south side of Day Use adjacent to the Boat Launch.
- Provide ADA fishing docks and water access path from Beach 3 to Day Use.

6 **Vendor Service Area** **new**

Designate an area for a Vendor Services such as food trucks and other mobile vendors. This area should be planned and designed in conjunction with improvements at Silver Springs Boat Launch and the Day Use Area to provide a cohesive experience that meets visitor use and demand.

The Vendor Service area should be a flexible open space to allow for multiple food trucks, pedestrian activity, and short-term parking. Preferred vendors should be self-sufficient.

7 **Silver Springs Shop Facility**

Reconfigure and expand the existing Silver Springs shop building to meet maintenance staff needs. Build and maintain an internal quick access road to Silver Springs Boat Launch in case of emergencies. Work with Lyon County and Silver Springs community on road maintenance to ensure quick access outside of LRSA in case of emergencies. Provide space for:

- Equipment storage including garages and carports
- Staff break room
- Supply storage
- Offices for park maintenance staff

8 **Beach 3**

Continue to provide unstructured motorized beach access with upgraded, modern, and improved facilities and amenities.

- Improve visitor comfort by planting and retaining shade and native trees with a focus on establishing systems to ensure their continued survival. Analyze potential capture and re-use of water through catchment systems for rain and grey water. Plant more trees and adaptive vegetation within this area to address erosion and lack of shade issues. See LSRA Recommendations Responsive and Low Maintenance Design choices on page 44.
- In addition to road improvements, provide dedicated parking spaces in upland areas alongside road to encourage people to walk down to the beach.
- Modernize and provide additional capacity for showers and restrooms. Determine number of facilities and locations in conjunction with those proposed for the new Developed 3 Campground.
- Provide a dock tie-up area for boats in conjunction with proposed Developed 3 Campground.

9 **Developed 3 Campground** **new**

Design and implement a new upland developed campground between Beach 3 and Fisherman's Point. The capacity should be determined based on current and projected visitation and demand. Full hookups at spaces sized to accommodate RV's, trailers, and tent/vehicle camping should be included. Include space for a campground host. Campground design should include:

- Modern and environmentally responsive restroom and shower buildings connected to electric and water sources.
- Electric, sewer, and water for campsites.
- 1-2 group camp areas with amenities such as picnic structures, tables, fire pits, and BBQ grills.
- Modern, low-maintenance amenities at each campsite to include table(s) and fire pits.
- 1-2 ADA accessible campsites.
- Dump station

When water is high, the beach in this area should be managed for no-vehicle access to allow for

safe visitor experiences. Clearly communicate this to users through markers, landmarks, signage, enforcement, education, and messaging at entrance stations, visitor centers and ranger station.

10 *Fisherman's Point*

Maintain current uses of Fisherman's Point and enhance amenities and features to provide new experiences and uses that suit a wider audience. Encourage more day-use activities in this location, but not overnight camping. Prioritize ADA access at this location.

- Provide an upland parking area.
- Create an overlook area with supporting day use amenities to showcase the Lahontan landscape including interpretation elements, benches and other amenities that support an overlook. Interpretation should focus on:
 - Lahontan landscape as viewed from the overlook.
 - Tufa formations including the history and geological stories associated with them.
 - Petroglyphs and Indigenous stories. Coordinate with Tribal Nations to identify history and cultural aspects they wish to share.
- Develop an ADA accessible trail that connects parking to overlook, and down to the beach. Trail should be clearly defined. Its design, signage and other elements should enable carrying of kayaks and other non-motorized boats to a beach launch site, as well as help to manage illegal access issues and reduce social trails.
- Provide docks and walkways that support and maintain fishing. Include an ADA fishing dock.

11 *Coves 3 and 5*

Coves 3 and 5 should be maintained for mostly undeveloped and unstructured camping and water access for those who seek more of a private environment. Parking (unpaved) should be provided alongside the road to allow non-motorized access to the Coves. In addition, create an overlook with interpretation on fish, wildlife, and habitat. Connect parking areas to overlook and into the Coves through a developed trail system.

12 *Beach 5*

Maintain Beach 5 as unstructured beach access. Improve existing facilities such as bathrooms by modernizing them. Provide dedicated upland parking near restrooms and along the main road to help alleviate overcrowded beach and reduce parking congestion, and provide access for vehicles that may be unable to drive onto the beach. Additional improvements include providing dock tie-ups between Beach 5 and Developed 7 Campground.

13 *Developed 7 Campground*

Re-design and re-configure Developed 7 Campground to accommodate full-hook ups for RVs, trailers, and tent/vehicle camping. The capacity should be determined based on current and projected visitation and demand. Include space for a campground host. Other improvements in this area include providing ADA fishing access through docks and ADA accessible trails to docks.

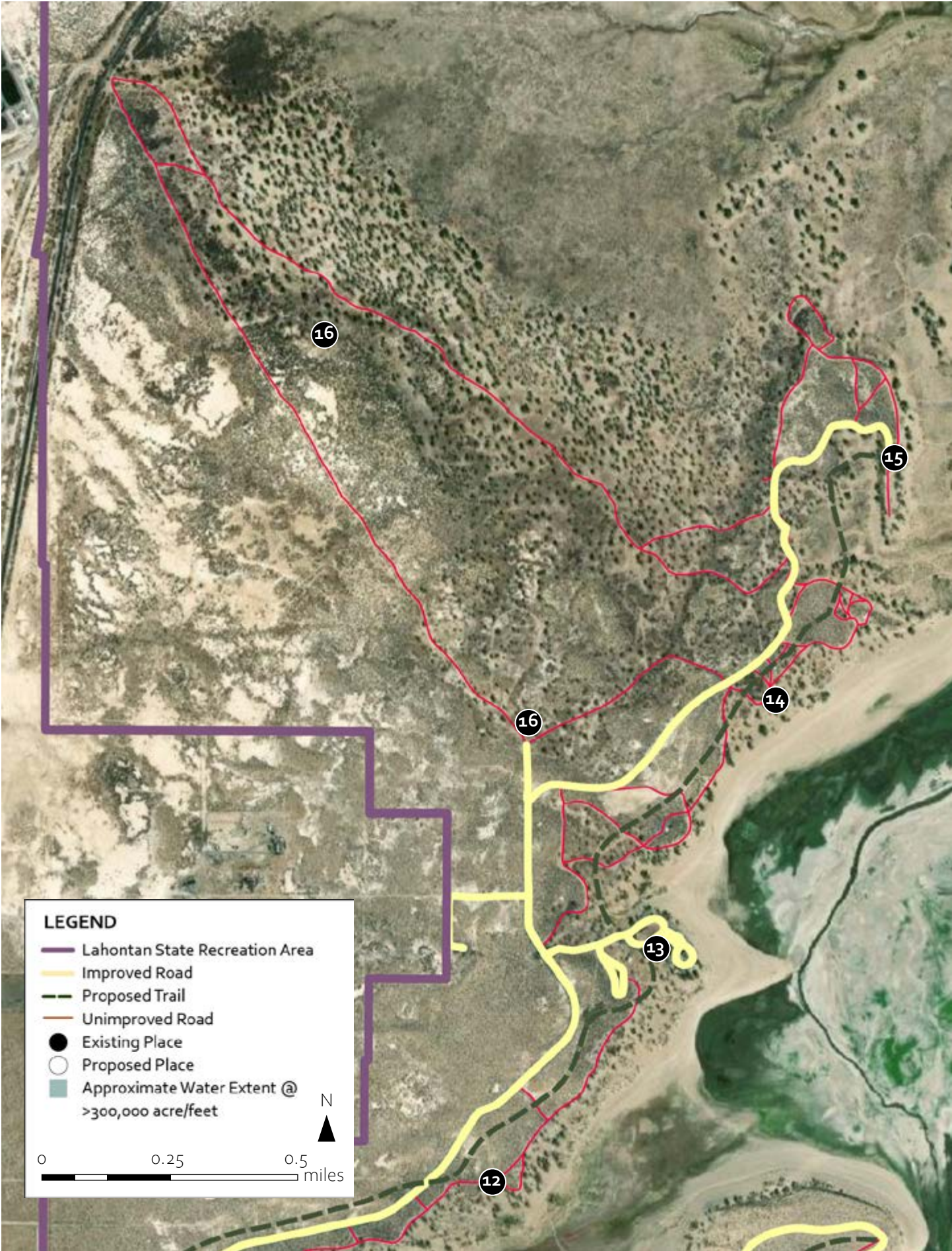
The redesign should include expansion towards Beach 5. Dirt work is needed to elevate parts of the old campground footprint so it no longer floods. Facilities and amenities should include:

- Modern and environmentally responsive restroom and shower buildings connected to electric and water sources.
- Electric, sewer, and water for campsites.
- Retaining the existing camping footprint for small vehicle and tent camping.
- A new loop or loops with new sites sized and designed to accommodate pull throughs for larger vehicles.
- 2 group camp areas with amenities such as picnic structures, tables, fire pits, and BBQ grills. Modern, low-maintenance amenities at each campsite to include table(s) and fire pits.
- 1-2 ADA accessible campsites.
- Dump station

14 *Beaches 7 and 9*

Maintain unstructured beach access and camping. Implement upgrades to improve visitor experience.

- Create defined areas for swim and non-motorized boats through signage and buoy system.
- Improve facilities such as restrooms and showers



so they are modern and support current and future use, include increased overall capacity (plan in conjunction with new restroom/shower facilities proposed as part of upgrades to Developed 7 Campground).

- Connect Beaches 7 and 9 to other areas within Silver Springs through a multi-use trail (see region-wide improvements trail item).
- Maintain existing equestrian facilities including parking area, corrals, and trail out to Trestles.
- In conjunction with proposed road paving or improvements between Developed 7 Campground and Beach 11, add new designated parking areas along road to reduce parking congestion on beaches and provide access for vehicles that may be unable to drive onto the beach.

15 Beach 11

Maintain unstructured beach access and camping. Implement upgrades to improve visitor experience.

- Create defined areas for swim and non-motorized boats through signage and buoy system.
- Upgrade restrooms and shower building so that they are modern and environmentally responsive.
- Connect Beach 11 to other areas within Silver Springs through a multi-use trail (see region-wide improvements trail item).
- In conjunction with road improvements, designate parking areas along road to reduce parking congestion on beaches and provide access for vehicles that may be unable to drive onto the beach.

16 The Trestles

Maintain current equestrian and hunting use within the Trestles. Improve wildlife habitat through planting and restoration efforts, as well as by directing equestrian use to designated areas. Consider hunting use when planning for habitat improvement projects.

- Maintain current equestrian uses and facilities. Add an arena for barrel racing, connected to other equestrian facilities by a maintained trail.
- Consider design, surfacing, and maintenance needs when implementing a trail system to account for regular flooding of this area.

- Consider different sign types throughout this area such as entrance, mile markers, informational, and directional signage.
- Improve fencing from railroad tracks to fee booth (see LSRA-wide access item), to help manage illegal OHV use.

17 Virginia Beach

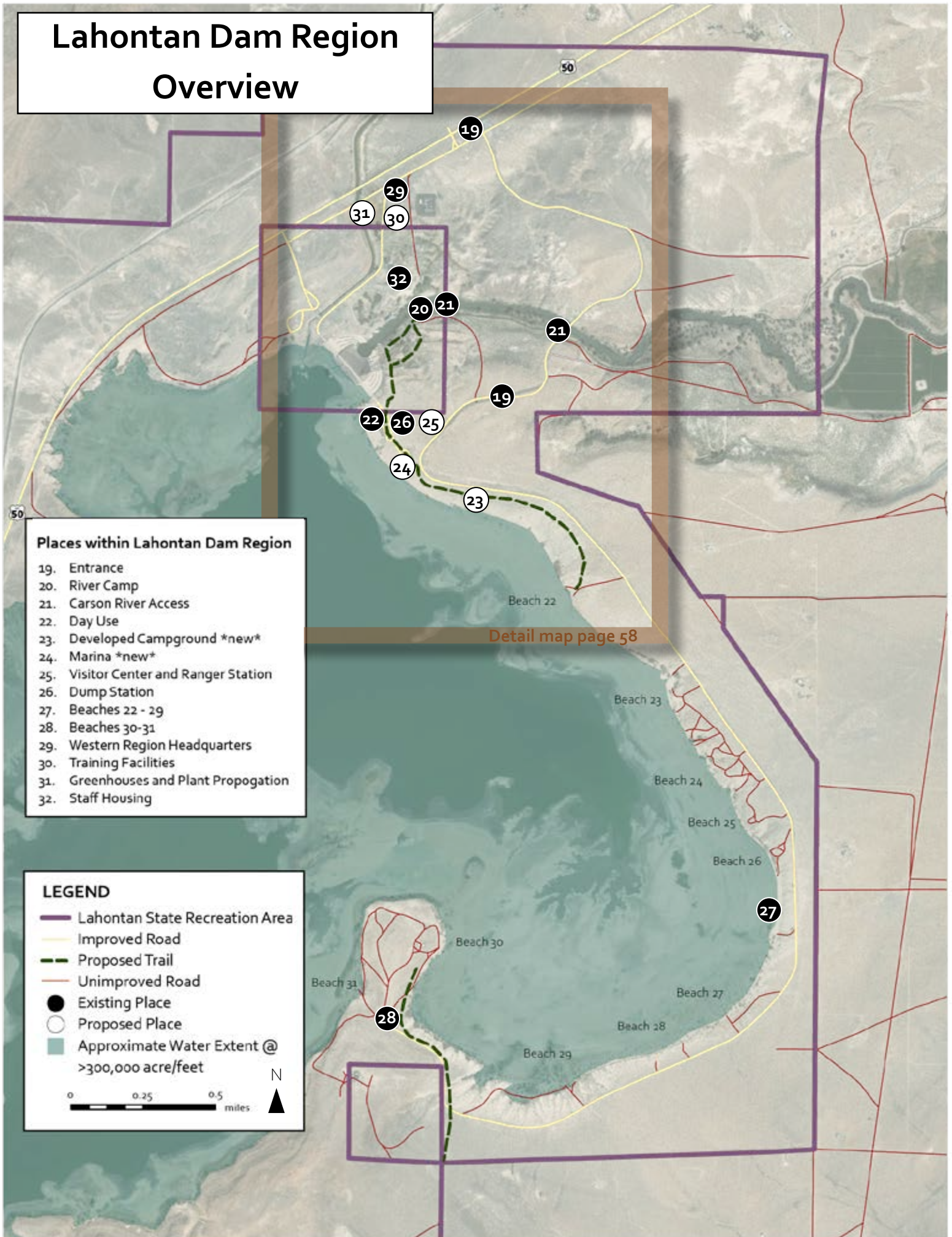
Maintain for current uses of unstructured motorized beach access, small group and individual camping. Minor improvements to the NDSP-managed parts of the entrance road. No major improvements are planned for this area.

18 Beaches 4, 6, Catfish Cut, 8, 10, 12

Maintain current access and uses throughout this area. Area wide improvements include:

- Additional parking areas in uplands, along the road, to help alleviate access issues. As well as improvements to existing parking areas at Beaches 6,8, and Catfish Cut.
- Improved access for vehicles and pedestrians down to the beach where feasible to help address and mitigate erosion issues. Provide informational kiosks at all access points.
- New overlook areas at Beaches and 6 and 8 that showcase Lahontan Landscape.
- Maintenance of and improvements to existing pit toilets as needed.
- Wildlife habitat improvements through restoration projects, tree planting, and bank stabilization.

Lahontan Dam Region Overview



Places within Lahontan Dam Region

- 19. Entrance
- 20. River Camp
- 21. Carson River Access
- 22. Day Use
- 23. Developed Campground *new*
- 24. Marina *new*
- 25. Visitor Center and Ranger Station
- 26. Dump Station
- 27. Beaches 22 - 29
- 28. Beaches 30-31
- 29. Western Region Headquarters
- 30. Training Facilities
- 31. Greenhouses and Plant Propagation
- 32. Staff Housing

LEGEND

- Lahontan State Recreation Area
- Improved Road
- Proposed Trail
- Unimproved Road
- Existing Place
- Proposed Place
- Approximate Water Extent @ >300,000 acre/feet

0 0.25 0.5 miles



Detail map page 58

Lahontan Dam Region

Region-Wide Recommendations

Uses and Activities

Provide and maintain a blended environment for unstructured beach camping and access with more structured and developed access, campgrounds, and activities. Promote a more predictable, family-friendly, multi-generational user experience through improved and new development of campgrounds, activities, features and amenities. Continue and improve upon existing uses such as boating, swimming, fishing, and day-use activities. Provide new access opportunities and enhanced uses for ADA accessibility. Expanded visitor capacity and new facilities are dependent on development of a new potable water system to increase supply and meet codes, see General Infrastructure item below.

Provide new and enhanced experiences by providing:

- A new marina designed in conjunction with a developed campground, visitor center, vendor service area, and improved day use area.
- Swim and non-motorized only zones.
- Improved access to the Carson River for all.
- Improved ADA access through fishing docks, boat ramps, beach access, campgrounds, and trails.
- Expanded and improved facilities for staff, partners and visitors including training center, office space, entrance station, and visitor center and ranger station.
- Exploration of options for a new disc golf course with support and advice from a local disc golf club or other related partner organization. The area to be considered for this use is between River Camp and the new Day Use Area – other areas may be considered on expert advice.

Trail Development

Develop a multi-use trail network that connects places within Lahontan Dam Region through a continuous non-motorized pedestrian-friendly environment. Trails will be designed to increase ADA accessibility wherever technically feasible. Trail development will provide a new type of use and experience within Lahontan State Recreation Area.

Key segments include:

- Connecting River Camp, Day Use, Marina, New Developed Campground, and Beach 22. Integrate existing interpretive trail near the dam and River Camp into this larger system. Consider ADA accessible alignments and access when locating and building trail.
- ADA accessible trails to connect visitors to Carson River and reservoir edge from designated access points.

Road Network Improvements

- Re-alignment of entrance station approach to address safety hazards and reduce downhill speeds.
- Pave main road to Beach 30
- Improve access roads at Beaches 22-29

General Infrastructure

Implement a new potable water system to address current deficiencies, provide capacity for new development, and bring existing systems up to code.

Lahontan Dam Region Trails and Road Improvements

EXTEND AND UPGRADE:
Existing interpretive trail
from River Camp to Day Use
and Beach 22

REALIGN FOR
SAFETY near
entrance station,
see #19

Places within Lahontan Dam Region

- 19. Entrance
- 20. River Camp
- 21. Carson River Access
- 22. Day Use
- 23. Developed Campground *new*
- 24. Marina *new*
- 25. Visitor Center and Ranger Station
- 26. Dump Station
- 27. Beaches 22 - 29
- 28. Beaches 30-31
- 29. Western Region Headquarters
- 30. Training Facilities
- 31. Greenhouses and Plant Propagation
- 32. Staff Housing

LEGEND

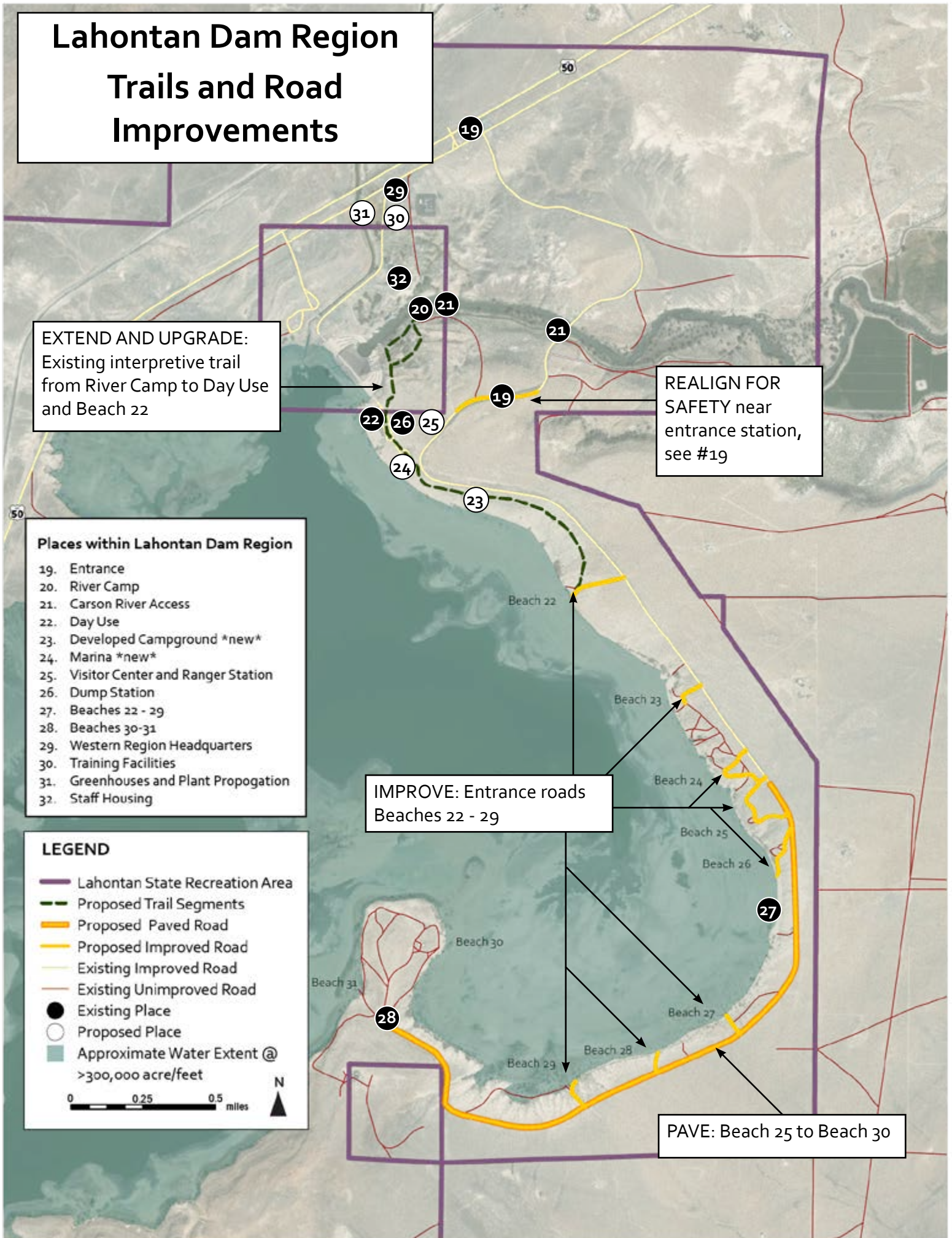
- Lahontan State Recreation Area
- - - Proposed Trail Segments
- Proposed Paved Road
- Proposed Improved Road
- Existing Improved Road
- Existing Unimproved Road
- Existing Place
- Proposed Place
- Approximate Water Extent @
>300,000 acre/feet

0 0.25 0.5 miles



IMPROVE: Entrance roads
Beaches 22 - 29

PAVE: Beach 25 to Beach 30



Lahontan Dam Region

Recommendations by named place

19 Lahontan Dam Entrance

Comprehensively re-design entrance station and approach to address vehicle safety issues, emergency access, user experience, and staff and partner needs. Work with LSRA staff when re-configuring entrance station to provide a comfortable, safe, and high functioning work environment that suits daily needs. Beautify entrance through low-maintenance and environmentally responsive design choices (see “LSRA Recommendations - Responsive and Low Maintenance Design” choices on page 44). Increase visibility of LSRA when entering off Highway 50.

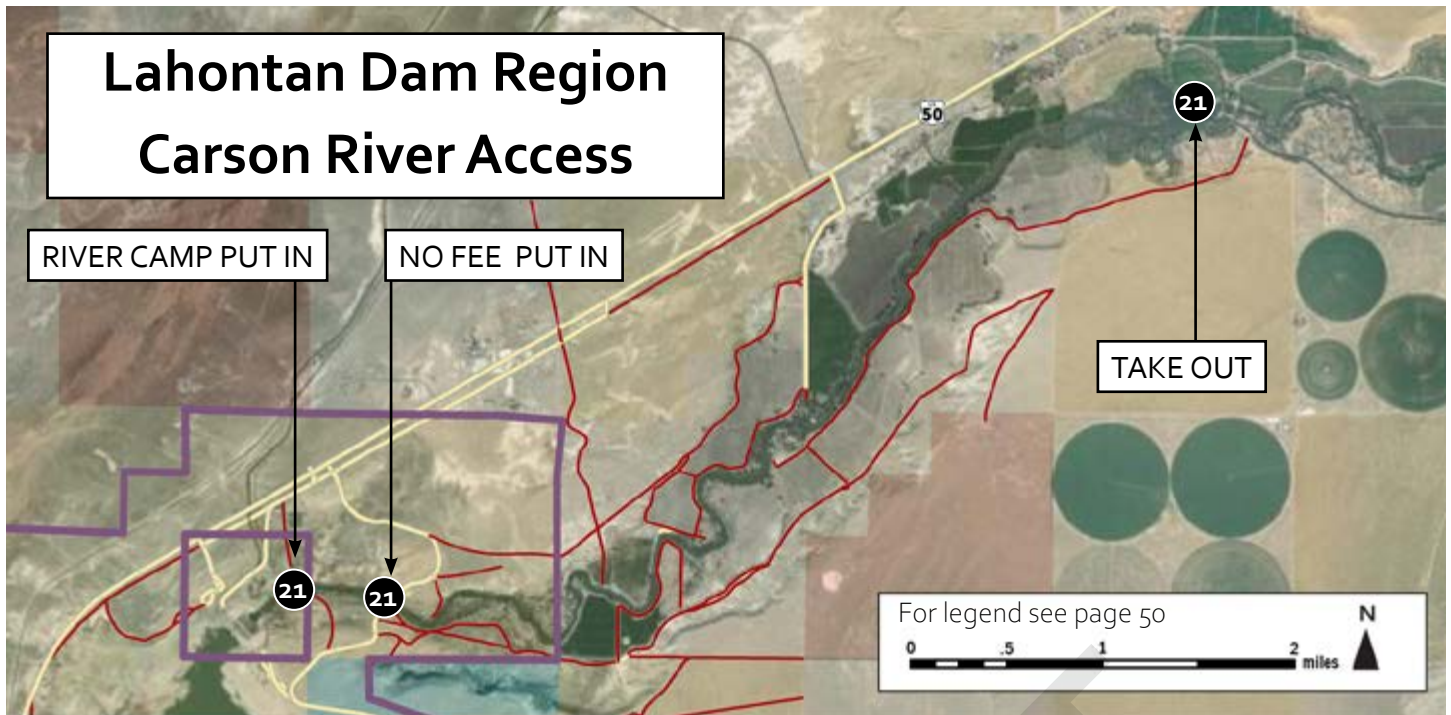
- Comprehensive re-design of the entrance station should be planned and designed to meet future use and capacity of Lahontan Dam Region when proposed development is built out.
 - Re-align the road to increase stopping distances for large RV’s and trailers, to reduce safety hazards related to excessive downhill speeds.
 - Expand entrance station footprint to accommodate staff needs. Plan for a safe approach for vehicles and staff.
 - Add traffic lanes to reduce congestion and improve emergency access. Provide a wide shoulder for backup emergency access needs.
- Work with NDOT to create a safe turn lane from Highway 50 onto Lahontan Dam Road. This may be accomplished as part of upcoming Highway 50 expansion work if feasible.
- Enhance visitor experience by providing highly visible and welcoming signage to inform travelers on Highway 50 of the LSRA.
 - Signage on or visible from Highway 50 should clearly communicate LSRA identity, entrance point, and turn lane.
 - Once traveling along entrance road, directional signage should be placed at intervals to help guide visitors to the entrance station.

20 River Camp

Improve River Camp by upgrading facilities, developing new camp areas, and connecting it to other places within the region through a multi-use trail.

River Camp is to be maintained as a small vehicle and tent camping only area. Campground improvements include:

- Develop a new group area to accommodate 10-12 walk-in camp sites for tents. Locate a restroom nearby that can be shared with other individual campsites. Group camp area should also include a parking area, fire rings, tables, and shade shelters.
- Build permanent pit toilet(s) that can be accessed by all campsites.
- Enhance ADA accessible site by improving parking and developing an ADA trail that leads to accessible amenities such as fishing docks and river access sites.
- Add shade to more exposed camp sites through increase tree plantings and shade structures.
- Improve existing sites by re-orienting access to allow for pull-throughs where possible, and by modernizing or replacing fire rings and picnic tables.
- Enhancements to the existing interpretive trail include:
 - Convert campsite number 1 into a trailhead that includes parking for 4-5 vehicles with an ADA accessible spot, an information kiosk, and a pit-toilet.
 - Re-design and re-construct trail to accommodate ADA accessibility and to mitigate washouts and issues with mud.
 - Extend interpretive trail to connect to Day Use Area and other nearby destinations and incorporate a loop option (see multi-use trail item in regional improvements section above.)



21 Carson River Access

Improve access to Carson River through non-motorized boat put ins and take outs, designated river access sites, and improved ADA accessibility to the river.

- Improvements at Carson River Put In include:
 - Expand parking area for additional parking spaces, with ADA accessible space(s).
 - Develop an ADA trail from parking area to the river. Provide and ADA accessible dock.
 - Promote use of the Carson River through increased public communications and by making it a more welcoming place.
 - Develop and maintain staff-led interpretive boat programming.
- Identify an area for a take-out before diversion dams. Work with partners (TCID and USBR) to develop. Provide a gravel dirt parking area, with an ADA accessible trail from parking area to an ADA dock.
- Improve existing free public use site at the road crossing by providing space for vehicles to park for the day. Address erosion concerns by incorporating bank stabilization projects, and by improving trail conditions from parking area through regrading of trail surfaces.
- River signage at access points should include messaging about vehicle size limits, presence of water trail with put-in and take-out, and safe uses of the Carson River.

22 Lahontan Dam Day Use

Diversify use at the Lahontan Dam Day Use Area by adding new amenities and activity types and expanding options for family and large group gatherings. Improvements in this zone should be planned and designed in conjunction with improvements at New Developed Campground, Marina, Visitor Center and Ranger Station, Dump Station, and enhanced River Camp to provide a cohesive experience that meets visitor use and demand.

- Re-design the parking area to expand footprint to accommodate increased use.
- Designate and develop an area for food vendors and concessionaires to operate.
- Develop a group space that can host up to 150 people for large events such as fishing derbies, weddings, family reunions, company picnics, weekend movies etc. Create a secondary smaller group area that can accommodate 50 or fewer people. Group spaces should include power sources, picnic tables, covered shelters and BBQ's.
- Upgrade and modernize restrooms and showers, including expanding additional capacity, in conjunction with plans for new facilities in adjacent new planned zones.
- Create a children's play area and/or splash pad.
- Improve access to the beach area from parking and day use areas by providing and maintaining

- an ADA accessible trail.
- Designate a swim-only zone that includes:
 - Clear boundaries, messaging, and enforcement about non-motorized use.
 - Floating swim docks, and floating ADA accessible fishing docks.
- Create areas for waterfowl watching and interpretation.
- Designate a helicopter landing location that allows for quick emergency access.

23) **Lahontan Dam Campground *new***

Develop a new campground that is planned and designed in conjunction with improvements at the Day Use Area, Marina, Visitor Center and Ranger Station, and Dump Station. Campground feasibility is dependent on development of a new potable water system to support amenities such as flush restrooms and hook ups (See General Infrastructure section in Region-Wide Recommendations, page 57).

The proposed location is along the shoreline between Day Use, the proposed new Marina and Beach 22, and will be located between the waterline and road. Feasibility studies need to be done to determine the viability of this location and exact placement – location may also need to be adapted based on final placement of new boat ramps at the Marina. If preferred location is not feasible locate campground in area in conjunction with other supporting uses.

The campground should be designed to include loops for RVs, trailers, and tents with full hook-ups.

- First phase development should accommodate between 25-30 sites based on current demand.
- Design campground to be expandable over time, adding new loops as demand and use increase in the future. Potential to develop camping for upwards of 100 sites (pending potable water availability and actual visitor use).
- Campsites should include picnic tables, fire rings, and shade structures.
- Build 1-2 new comfort stations, with flush toilets and showers.
- Build an ADA accessible non-motorized trail that connects the campground to the beach.

- Plan for the potential future addition of cabins or other types of lodging when designing the campground.

Develop large group camp area(s) that include:

- Designated restrooms or proximity to shared restrooms.
- Picnic tables, shelters, and fire rings.
- Additional vehicle parking areas.

24) **Lahontan Dam Marina *new***

Develop a new marina that is planned and designed in conjunction with improvements at the adjacent improved or proposed zones. Determine location of marina through feasibility studies and assessments. Some elements of a new marina are dependent on development of a new potable water system to increase supply. The marina should include:

- Vehicle and trailer parking.
- Boat inspection area.
- 4+ lanes for boat launching.
- Restrooms and showers, including an outdoor rinse off area.
- Emergency-only boat launch lane.
- Moveable, secure boat house that allows for quick emergency access.
- Floating docks for users to tie up boats when they come ashore.

Other facilities that may be provided at the marina include a flexible area for concessionaire(s) including equipment rentals and a refueling station.

25) **Lahontan Dam Visitor Center and Ranger Station *new***

Build a multi-use visitor center within the Lahontan Dam Region that is centrally located to serve users at River Camp, Day Use, Developed Campground, and the Marina. It should serve staff, partner, and visitor needs. The intended purpose of the Lahontan Dam Visitor Center is to offer:

- Improved communication between staff and visitors through increased interactions.
- Interpretive exhibits and programming on fish, wildlife, plants, historical and cultural uses of the landscape, and the dam, including interactive spaces for multi-generational user groups including children.



- Vendor services including a camp store, gift shop, and small restaurant.
- Office space for staff and partners.
- Flexible rooms and gathering areas for physical skills training, and general classroom and educational needs.

26 Dump Station

Re-design, and if needed re-locate, dump station in conjunction with Day Use, Marina, and Developed Campground. Determine best location based on configuration of other areas. At a minimum provide 3 lanes to accommodate increased use over time.

27 Beaches 22-29

Retain beaches 22-29 for unstructured beach camping, water access, and boat launches. Modernize and expand existing pit toilets at Beaches 23-24, with the addition of a new pit toilet near Beach 28. Expand and improve water services to Beach 22.

Designate primitive camping sites within upland areas near sagebrush and existing restrooms that include a parking spot, a tent pad, table, and a shade structure.

Focus shade and vegetation restoration around Beaches 23, 24, 25, and 30.

- Consider methods and feasibility of irrigation when identifying restoration areas.
- Ensure establishment of new vegetation with temporary closure of beach access. When planning for restoration consider directing use away from revegetation areas. Communicate with public about closures through signage, increased staff presence, and communication at entrance station and visitor center.

Provide additional parking by expanding the existing parking footprints at Beaches 22, 24, 26 and 30. Improve pedestrian access to the beach from parking areas through trail improvements where feasible.

28 Beach 30-31

Maintain unstructured beach access and camping. Implement upgrades to improve visitor experience and support equestrian use and access to adjacent BLM lands.

- Develop a new horse corral.
- Add shaded picnic areas that are sized to accommodate groups.
- Replace and modernize pit toilets and expand with new stalls.

29 Western Region Headquarters

Update and repurpose Western Region Headquarters building to serve Western Region staff by expanding the footprint to provide additional office and storage space. Move LSRA office space to Visitor Center and Ranger Stations (see Visitor Center and Ranger Station in both Silver Springs Region, page 51, and Lahontan Dam Region, page 61). Work with regional staff to identify needs to create a high functioning work environment. Ensure easy access for staff to stored equipment such as emergency vehicles.

30 Training Facilities

Provide a new building that would serve as training facilities for LSRA and partners. This is an alternate option if needs for training facilities are not or can not be accommodated in development of the new visitor center (See Lahontan Dam Visitor Center and Ranger Station, page 61).

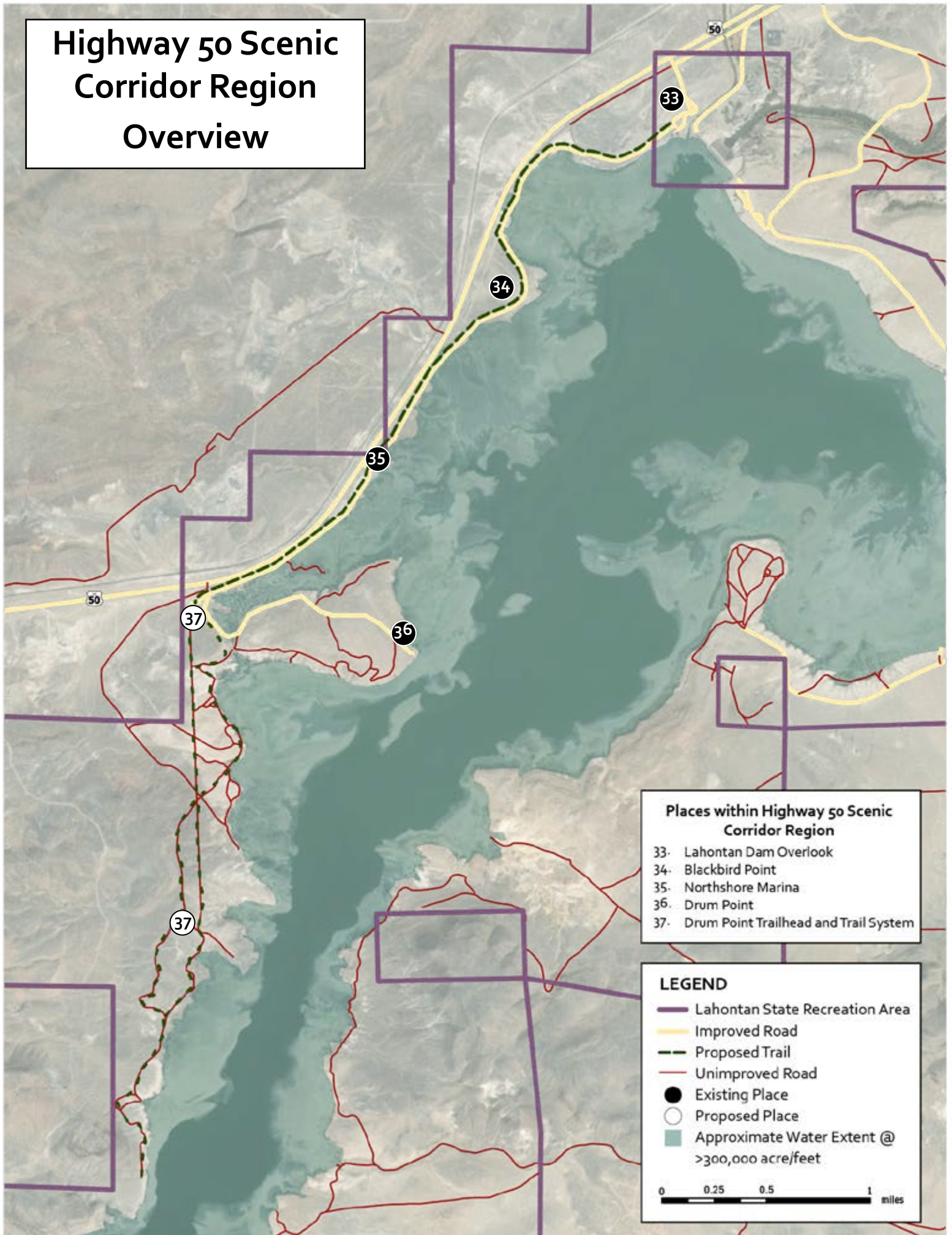
31 Greenhouses and Plant Propagation Facility

Build greenhouses and plant propagation facility near the Western Region Headquarters to cultivate and provide a plant stock for ecological restoration projects.

32 Staff Housing

Work with LSRA staff to ensure adequate housing that meets needs and expectations, to help retain staff long-term. Considerations include updating and expanding current housing, and building larger units (more than 1 bedroom) to accommodate families. Work to upgrade and provide a reliable source of potable water to suit these needs. See General Infrastructure section in Region-Wide Recommendations, page 57.

Highway 50 Scenic Corridor Region Overview



Places within Highway 50 Scenic Corridor Region

- 33- Lahontan Dam Overlook
- 34- Blackbird Point
- 35- Northshore Marina
- 36- Drum Point
- 37- Drum Point Trailhead and Trail System

LEGEND

- Lahontan State Recreation Area
- Improved Road
- - - Proposed Trail
- Unimproved Road
- Existing Place
- Proposed Place
- Approximate Water Extent @ >300,000 acre/feet

0 0.25 0.5 1 miles

Highway 50 Scenic Corridor Region

Region-Wide Recommendations

Uses and Activities

Maintain current day use access and facilities within this region, and make improvements focusing on increased access to the reservoir and new recreational development of trails, campgrounds, and other unique and special features that serve a wide and diverse audience. Expanded visitor capacity and new facilities are dependent on development of a new potable water system to increase supply and meet codes, see General Infrastructure item below.

Provide new and enhanced experiences through addition of:

- New Developed Campground
- Lahontan Dam Feature and Overlook Area
- Extensive Trail Development (multi-use and dedicated mountain bike)
- ADA accessible day-use features and amenities

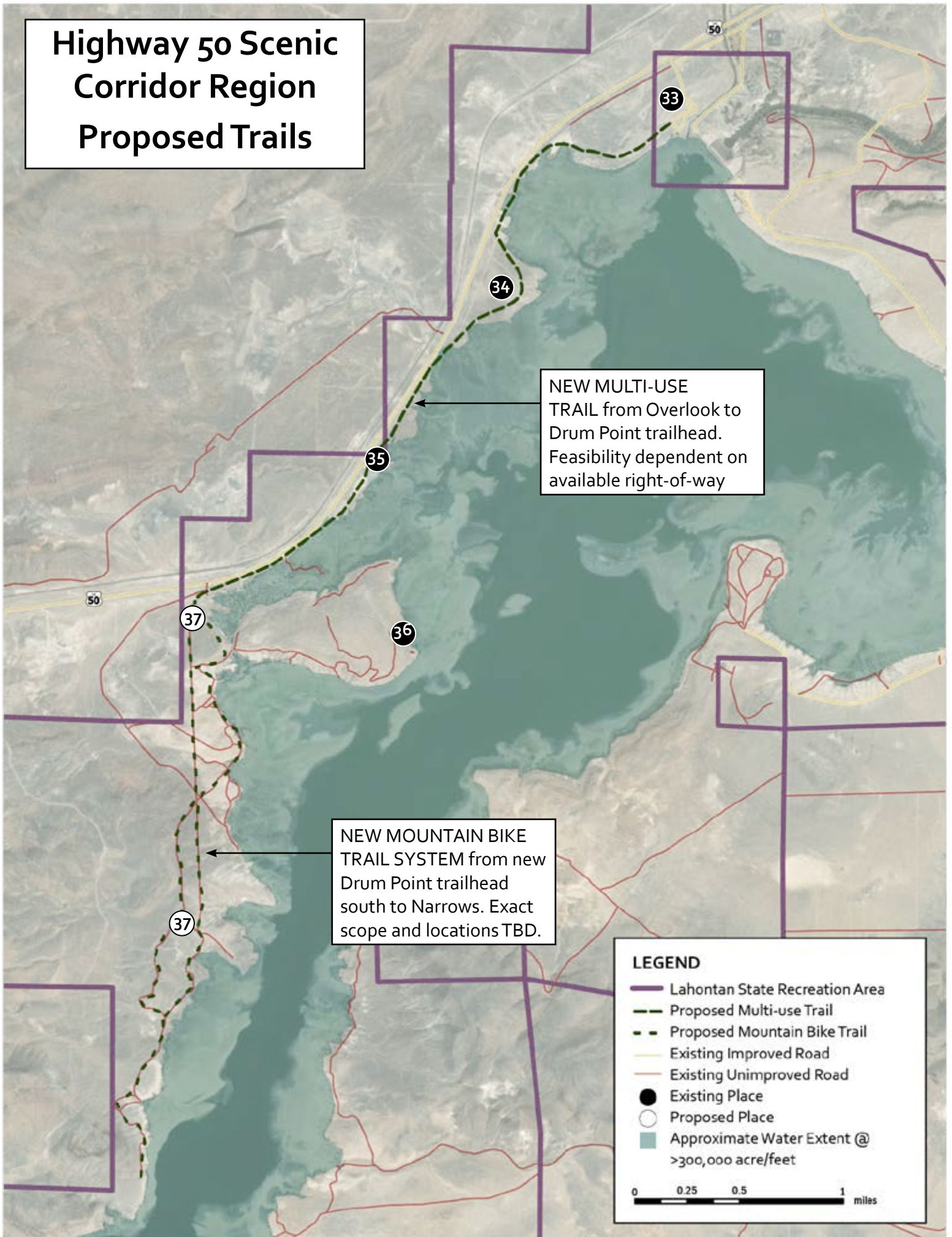
In conjunction with Lahontan Dam Overlook development and interpretation, consider developing a floating walkway that links the Lahontan Dam Overlook to Lahontan Dam Day Use Area. This would enable visitors to walk between the two regions as well as view the dam. Studies would need to be done in order to address safety and feasibility of implementation. If this option is not feasible, pursue ideas and opportunities for a different special feature for this area to provide opportunities for dam viewing, create an experience unique to LSRA, and appeal to diverse and multi-generational user groups to address Goal 9.

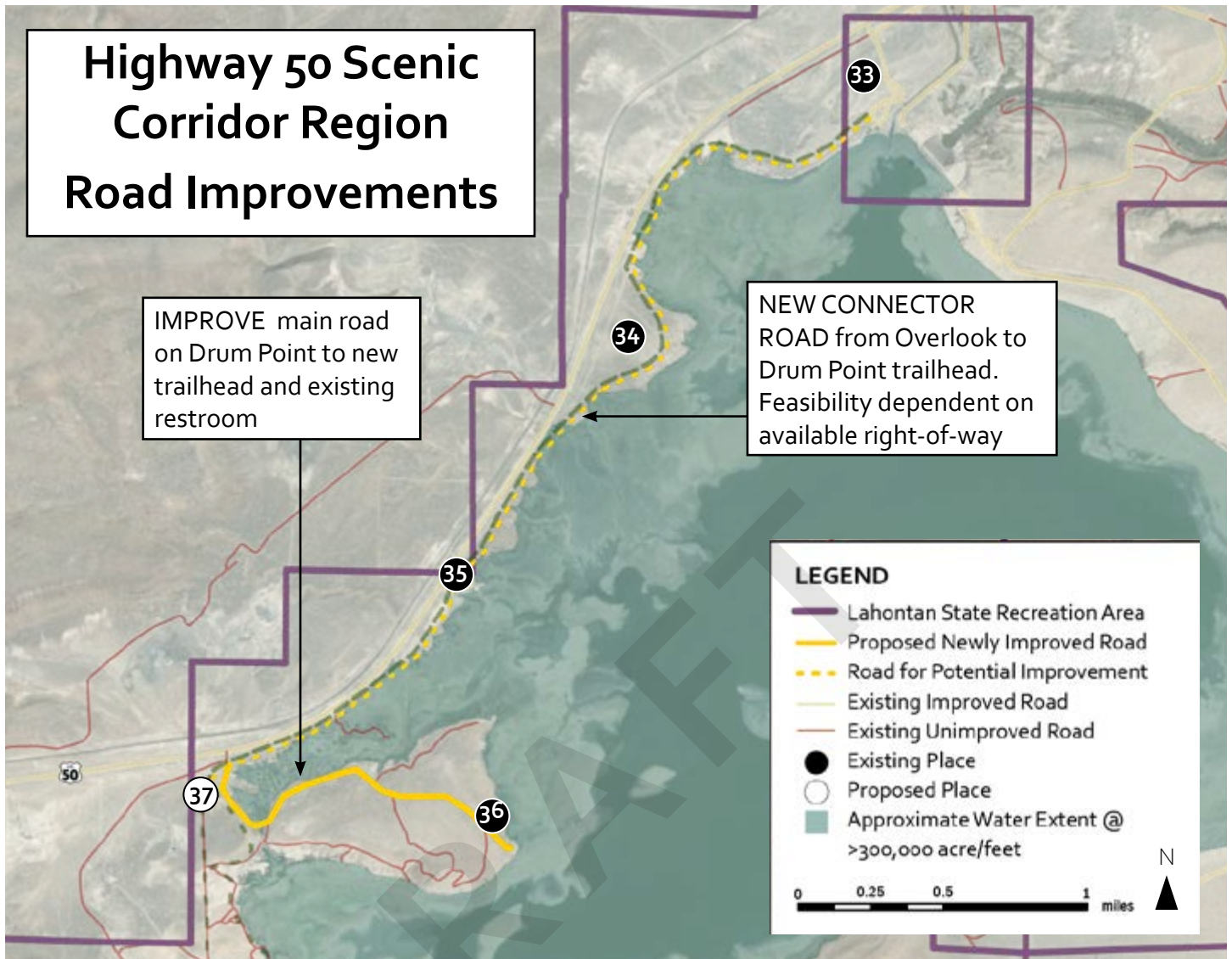
Trail Development

Develop a trail network to provide new use types within Lahontan State Recreation Area.

- Connect Dam Overlook to Drum Point through a multi-use trail. Feasibility is dependent on highway improvement plans, available right of way, and topography.
- Add ADA accessible connections from entrances and parking areas down to the reservoir.
- Develop and maintain extensive trail network for mountain and gravel grind bikes in designated areas.
- Continue to provide and direct equestrian trail use along reservoir edge.

Highway 50 Scenic Corridor Region Proposed Trails





Road Network and Access Improvements

- Develop existing frontage road that runs parallel to Highway 50 from Dam Overlook to Blackbird Point, with the possibility of extending to Northshore Marina if feasible. Eliminate access points at Blackbird Point, and Northshore Marina if the extension is feasible (see Northshore Marina recommendations below) to focus vehicular entry through a new manned entrance at the Dam Overlook.
- At Drum Point, improve the main road that connects the entrance off Highway 50 to the Point and proposed trailhead.
- Work with NDOT to address safe turning and approaches to entrances along Highway 50 including at Lahontan Dam Region Entrance, Lahontan Dam Overlook Area, and Drum Point. If vehicular access is retained at Northshore Marina, also include that entrance in this work.

General Infrastructure

- Implement a new potable water system to address current deficiencies, provide capacity for new development, and bring existing systems up to code.
- Provide electric vehicle charging stations in one or more locations in conjunction with new day-use activities.

Highway 50 Scenic Corridor Region

Recommendations by Named Place

33 Lahontan Dam Overlook

Comprehensively re-design the Lahontan Dam Overlook area to become the primary entrance for the Scenic Highway 50 Corridor, and improve and expand the day use area to diversify user experiences. Retain existing unstructured camping access throughout the zone except in non-motorized area directly below overlook.

Re-configure entrance and add a manned entrance fee booth. Entrance signage should be placed along Highway 50 to clearly distinguish this entrance from the Lahontan Dam Side Region entrance point. Work with NDOT to add slow down and turn lanes on Highway 50 to provide safe approaches to this entrance.

Re-design the parking and day use activity area in conjunction with the development of an observation deck to showcase the Lahontan Dam.

- Provide covered shelters and picnic tables alongside BBQ's.
- Add new high-capacity restroom.
- Improve and expand parking area with electric vehicle charging stations.
- Build overlook deck or area including interpretation elements that relate to the Dam, designed to appeal to multiple generations.
- Improve trail down to the water, including making it ADA accessible.
- Add a new ADA fishing dock.

Other improvements to this overall zone include:

- Improve existing dump station by ___
- Improve fencing along the canal to address safety and aesthetics.

34 Blackbird Point

Close entrance off Highway 50, and direct use to new manned entrance station at Lahontan Dam Overlook. See Highway 50 Scenic Corridor Region-Wide Recommendations, Road Network and Access Improvements page 67.

Develop a new campground with full hook-ups to accommodate approximately 30 sites for RVs, trailers, and tents and vehicle camping. Campground project is contingent on development of a new potable water system. See General Infrastructure section in Region-Wide Recommendations, page 67.

Campground design should include:

- Full-service restrooms and showers.
- Beach access that is ADA compliant where possible.
- Swim-only beaches.
- One group camp site.

35 Northshore Marina

Northshore Marina is intended to continue current use in the interim while a new marina is developed and built in the Lahontan Dam Region. In the short-term, make-ready and take-out lanes should be added to help reduce congestion at the boat ramp.

Once a new marina is built in the Lahontan Dam Region, motorized boat launching and use will be directed there. Two potential alternatives were identified for Northshore Marina:

- a. Remove existing infrastructure and maintain area as unstructured beach access reached from other entrances by walking or driving on a dirt road or beach, or by boat. This includes closing the vehicular entrance off Highway 50. This option includes limited or no development and no services at this location.
- b. Retain and repurpose existing infrastructure at Northshore Marina to become a day-use area.

This would include:

- Retaining vehicle access, either with existing iron ranger entrance station off Highway 50, or by directing users to a manned entrance station at Lahontan Dam Overlook. The second option is contingent on the feasibility of the proposed internal road from Lahontan Dam Overlook to Blackbird Point being extended to the Northshore Marina through an easement or land acquisition.
- Develop a day use and picnic area, including retaining the existing parking lot and providing new infrastructure for a trailhead for mountain biking, pit toilet, shade structures, picnic tables, and BBQ's. Maintain access to potable water and electricity.
- Convert old boat ramps to become new ADA accessible fishing areas and to serve as a non-motorized canoe and kayak put in and take out
- Establish swim-only and non-motorized beach, with buoy system (work with NDOW)

36 Drum Point

Maintain Drum Point as an unstructured camping and water access area. Provide new uses and experiences by developing a bike trail system for mountain and gravel grind bikes. Continue and improve upon equestrian use.

Access to Drum Point should be maintained as a single-entry point off Highway 50 with an iron ranger in place. The entrance point should be re-configured and re-located to address safety issues.

- Work with NDOT to add a slowdown and turn lanes on Highway 50 approaching this entrance. Move entrance farther west to simplify entry point.
- Add gate at entry point to close off area for big events (e.g. military exercises, search and rescue trainings, etc.).

Provide new amenities and features that support continued use and a new trail system.

- Add an information kiosk at the viewpoint
- Make improvements to the existing CXT pit toilet

37 Drum Point Trailhead and Trail System *new*

Develop a trailhead for mountain bike and equestrian use to include:

- Parking suitable for horse trailers.
- Single CXT restroom.
- Connector trail down to beaches for equestrian users. Equestrian uses will be directed to beach area, and no new equestrian trails will be developed.

Collaborate with bike user groups to develop a trail system for mountain and gravel grind bikes using existing primitive road network. Considerations include:

- Technical trails for mountain biking in the rocky areas and hills.
- Routes and segments for different skill levels (beginner to more advanced trails).
- Retain areas that are more rough and remote.
- Trail system may extend all the way to the Narrows if there is interest - potential for rest area and overlook with table or bench at end of trail system near Narrows.
- Develop points of interests at scenic locations for biking and equestrian users.

Carson River Wetlands Region

Region-Wide Recommendations

Uses and Activities

Maintain current access for day use activities, equestrians, river access, and limited camping. Enhance visitor experiences through improved facilities and amenities. Highlight unique environment of wetlands and habitat through interpretation and educational programming.

Trail Development

Develop trails to maintain access and provide a new type of use and experience within Lahontan State Recreation Area.

Convert 5th Street access point to a pedestrian-

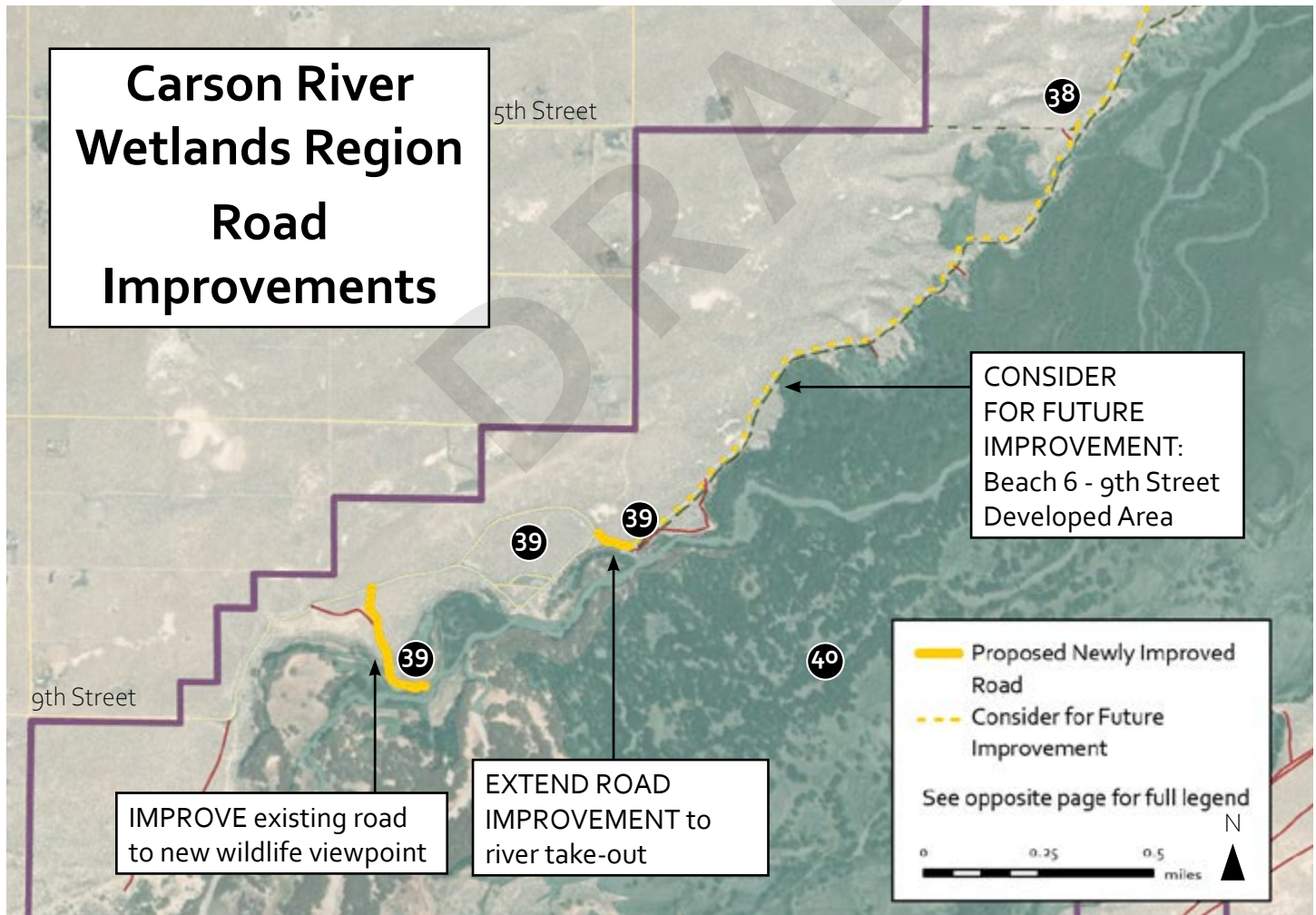
and equestrian-only entrance. Close entrance to vehicular traffic. Refer to 5th Street Entrance recommendations below.

Highlight Carson River Wetlands and natural environment by developing a self-guided interpretive trail system and activities, including the possibility of a non-motorized bridge across the Carson River into the riparian forest to expand access.

Road and Access Improvements

Maintain and improve single road access from 9th Street entrance to the non-motorized boat take out.

Clearly delineate LSRA property line throughout this area with improved fencing and signage.



Carson River Wetlands Region Overview

5th Street

38

TRAIL IMPROVEMENTS FOR SAFETY for equestrian use where possible along undeveloped road

Detail map page 73

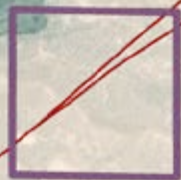
39

39

9th Street

39

40



LEGEND

- Lahontan State Recreation Area
- Improved Road
- Proposed Trail
- Unimproved Road
- Existing Place
- Proposed Place
- Approximate Water Extent @ >300,000 acre/feet



Places within Carson River Wetlands Region

- 38. 5th Street Entrance
- 39. 9th Street Entrance and Developed Area
- 40. Carson River Wetlands

Carson River Wetlands Region

Recommendations by Named Place

38 5th Street Entrance

Close this entrance to vehicles but maintain pedestrian and equestrian access through substantial gates and fencing. Repurpose and restore road bed to become a pedestrian and equestrian only trail.

39 9th Street Entrance and Developed Area

Retain current uses along river front near the 9th Street Entrance. Improve existing infrastructure for day-use, equestrians, and river access. Highlight natural and scenic environment within this area through trail and interpretation development.

Maintain and improve single road access from the entrance point to the non-motorized boat take out for vehicles and equestrian trailers. In the long term, consideration may be given to closing the 9th Street entrance if the road from Silver Springs region to facilities at 9th Street is improved to accommodate 2WD vehicles, and the Silver Springs regional entrance can become the main entrance for this region as well.

Campsites and associated facilities should be maintained at the current level of development. Discourage camping outside of designated sites. Add signage communicating appropriate uses of this area to protect the natural environment.

Maintain current day use activities and facilities:

- Maintain current parking area for river access, equestrians and day-use. Add signage at the riverfront near parking to encourage canoe and kayakers to use downstream take-out area instead of taking out at this location.

- Retain equestrian facilities and add shade. Make improvements to current equestrian route along tree line (to northeast, toward Silver Springs) to ensure equestrians can be off the road and avoid potential conflicts with motorized vehicles.

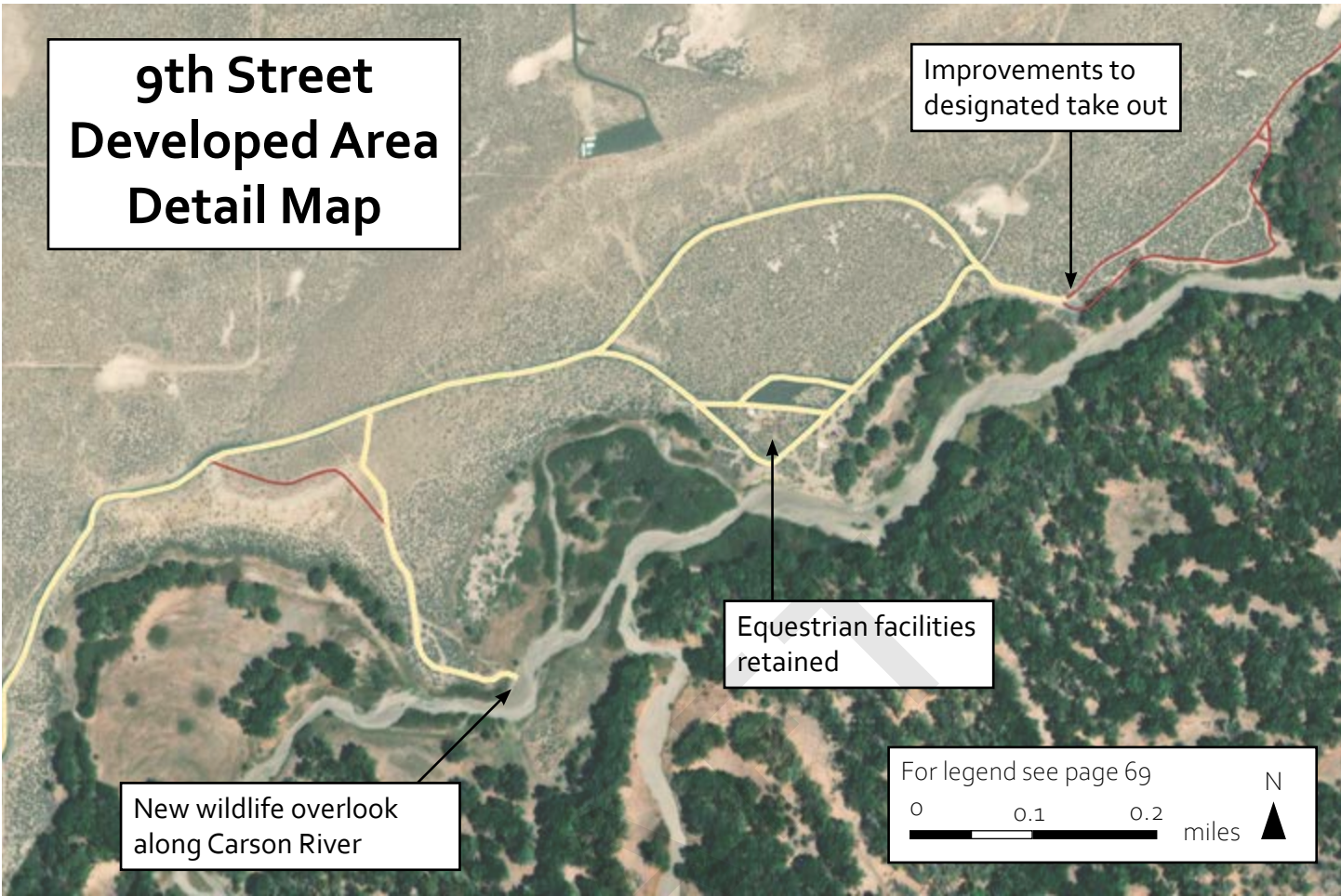
Add a new wildlife interpretive viewing overlook. Potential location includes southwest corner of equestrian facilities. Ensure trail access from the parking lot to the interpretive viewpoint, and down to the river.

Access improvements to the Carson River include:

- Improve existing non-motorized boat take-out area
 - Lower the grade to reduce steepness of take out.
 - Harden surface to address sand issues.
 - Expand parking area.
 - Add signage.
- Improve water trail wayfinding from Fort Churchill State Historic Park. Explore possibility of adding directional signage along route at junction points to direct users. Implement a navigation aid system for boaters and floaters coming from Fort Churchill (signs, maps, etc).

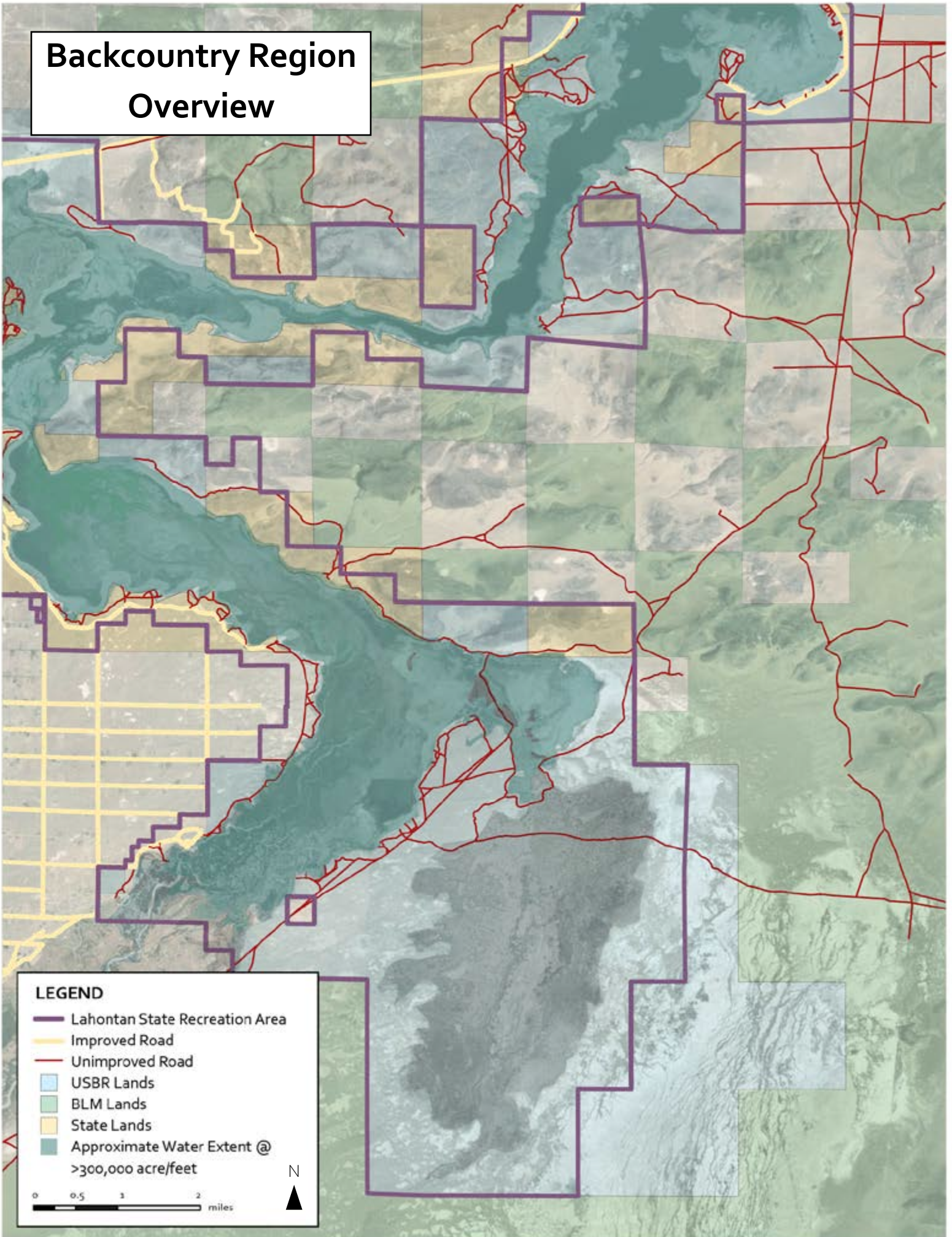
40 Carson River Wetlands

No developed uses or facilities on southwest side of river, retain in natural state. Prioritize natural resource protection and restoration projects within this area.



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Backcountry Region Overview



LEGEND

- Lahontan State Recreation Area
- Improved Road
- Unimproved Road
- USBR Lands
- BLM Lands
- State Lands
- Approximate Water Extent @ >300,000 acre/feet



Backcountry Region

Region-Wide Recommendations

This region is intended to be left undeveloped, primitive in nature, with self-sufficient user access. Limited services are available. Management priority in this region is on resources, including protection of cultural resources and mitigating invasive vegetation.

- Review existing boundary and warning signage for updates and/or to make consistent with SRA-wide signage plan, and add new signs in the Narrows and other locations
- Complete or update fencing as needed, including gaps near the Narrows

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Next Steps and Implementation

Next Steps

Stakeholder Collaboration, Coordination, Communication

As part of a large, connected landscape, Lahontan State Recreation Area (LSRA) is the center point of recreational access within the area. Its neighbors include the communities of Silver Springs and Fallon, and it sits within a large matrix of privately owned parcels and publicly owned lands managed by the Bureau of Land Management, Nevada Division of State Parks (NDSP), and US Bureau of Reclamation.

Lahontan State Recreation Area is managed for recreation by NDSP in partnership with other local, state, and federal agencies, including:

- **Nevada Division of Wildlife (NDOW)** oversees fish and wildlife management related to the reservoir. They are the lead agency for water patrols and boat inspections and are an integral partner in safety and emergency response.
- **US Bureau of Reclamation (USBR)** own most of the land within LSRA boundaries. They oversee the management of Lahontan Dam, and in partnership with NDSP they administer an agreement where NDSP is the lead agency in providing recreational access within the reservoir.
- **Truckee-Carson Irrigation District (TCID)** manages the rights to water stored in the reservoir and distributes that water to users downstream. They determine how much water is kept in the reservoir and the timing and amount of water released.
- **State Historic Preservation Office (SHPO)** oversees protection of on-site historical and cultural resources.

Several other partners and stakeholders were also identified as having an integral supporting role in ensuring LSRA long term success and implementation of projects.

LSRA staff and management, with the support of other NDSP staff and leadership, should continue to strengthen and build upon these partnerships through inter-agency collaboration, coordination, and communication. This approach can help leverage existing resources by filling in gaps for staffing, providing additional resources and equipment, supporting sharing of costs and joint funding across agencies, and strengthening on the ground response to support efficient managerial needs.

Safety

Several recommendations were identified through the planning process by LSRA staff and partner agencies for increased interagency trainings, communication, and coordination related to **safety and law enforcement** activities at the **local, county, state, and federal** level. It is recommended that new development and infrastructure be supported by partner agencies, and needs are identified and incorporated when planning and developing new facilities such as office spaces, visitor centers/ranger stations, entrance points, classrooms, training facilities, and recreation facilities.

- Increase frequency of joint trainings between NDSP staff, state, county, tribal, and local law enforcement agencies, and other federal, state, and local agencies such as NDOW and NHP. New buildings that include office space, training rooms, and storage should support multiple jurisdictions.
- Build and maintain a platform for joint communications between federal, state, county, tribal, and local agencies that includes:
 - Identified central and shared locations where equipment is located.
 - Identified lead agency for response calls.
 - Coordinated response during emergencies, including a single dispatch radio response.
- Identify opportunities to share resources and costs for increased staff and law enforcement presence during busy times.
- Coordinate between agencies to patrol water.

Fish, Wildlife, and Habitat

NDOW is an integral partner for regular park-wide management activities. When identifying, programming, and designing projects, the needs and desires of NDOW should be considered and integrated into implementable projects. NDOW and other identified partners can help support new initiatives, on-going restoration and project monitoring.

- Continue existing communications and partnerships regarding boat inspections. Provide new and upgraded spaces for boat inspections that support a high volume of daily use.
- Continue communications and cross-collaboration with onsite space dedicated to shared offices, storage, and training facilities.
- Build new partnerships and opportunities for educational interpretation about fish, wildlife, and habitat through signage, programming, and communications. Education interpretation can be located at facilities such as visitor centers/ranger stations, entrance points, destination features, trailheads and viewpoints, and along trails.
- Explore potential for joint position opportunities for a conservation specialist shared between NDOW and NDSP.
- Improve coordination and collaboration with NDOW to provide a healthy fish stock.
- Coordinate and collaborate with NDOW and the **US Fish and Wildlife Service (USFWS)** to protect and enhance habitat for sensitive, critical, and endangered species found on site. Address migratory bird populations when designing for and restoring habitat.
- Work in partnership with NDOW and other environmental and local organizations such as the **Boy Scouts** to:
 - Address noxious weeds and invasive species and coordinate a plan to trim plants during low water cycles.
 - Develop on-site programming and environmental education about migratory birds, fish, wildlife habitat, wetlands, and identify how to address invasive species and landscape restoration.

Tourism and Destination Development

LSRA is an ideal local get-away for close-to-home overnight stays, and a stopping point for those traveling across the state. Located a short distance from the Reno-Sparks metropolitan area and Carson City, it offers easy access and a travel distance of about one hour from surrounding communities. It is located immediately off of US Highway 50 and is also easily accessible for those traveling east-west along Interstate 80, and south-north along US Highways 95 and 395. It is one of a few State Recreation Areas or State Parks within the geographic area and offers a wide range of possibilities.

Due to its location and variety of opportunities, it is recommended that NDSP work with local and state-wide tourism agencies and groups on destination development opportunities and the promotion of LSRA to new and repeat visitors. Potential partners include the **Nevada Division of Outdoor Recreation (NDOR)** and **Nevada Division of Tourism/Travel Nevada**. There are opportunities for collaboration when refining this plan and working through phases two and three including planning, design, and implementation of projects and identification of funding sources. As defined above in the “Regional Concepts” and “Recommendations” chapters of this plan, several opportunities have been identified for new uses and experiences, improved and expanded current uses, and infrastructure that will support diverse users and user groups. They include:

- Development of a grand attraction related to Lahontan Dam focused on diverse, family-oriented, visitor groups.
- Concessionaires for food and drink and equipment rentals at new visitor centers and at designated areas.
- Variety of lodging options that support diverse user group needs including newly developed and reservable campgrounds close to the water’s edge, cabins/yrts, and the undefined beach camping and access that Lahontan is known for.
- Development of on-site events and programming.
- Activities and uses that support a wide range of visitors, including:
 - Motorized boating
 - Non-motorized water access such as kayaking, canoes, stand up paddleboards, swimming, and day use.

- Opportunities and supporting infrastructure for large events
- Non-motorized trail access for casual bike riders, beach bikes, mountain bikes, and equestrians.
- Historical, Cultural, and Wildlife interpretation, storytelling, and viewing
- Responsible recreation messaging.

Neighbors and Regulatory Agencies

It is recommended that NDSP continues to build relationships with their surrounding neighbors, including communities of Silver Springs and Fallon and other federal land managers such as the Bureau of Land Management, Bureau of Reclamation, tribal governments, and regulatory agencies.

- **Lyon and Churchill County Planning Departments-** coordinate with local and county planning departments to improve access and address challenges such as congestion, illegal park entry, navigation to designated entrance points, and for zoning considerations.
- **Nevada Department of Transportation (NDOT) -** coordinate with NDOT on projects along Highway 50 to improve access, turn lanes, and signage along the “Highway 50 Scenic Corridor” and “Lahontan Dam” Regions of this plan.
- **Nevada Department of Environmental Protection (NDEP) Bureau of Safe Drinking Water-** coordinate early and often around needs and planned upgrades to existing systems and for new infrastructure projects, including:
 - Improvements and upgrades to the current water system including expansion of access to potable water within LSRA, mitigation of PFAS and other emerging contaminants, and installation of atmospheric vacuum breakers (AVB) at every spigot.
 - Prevention of contamination and backflow issues by installing backflow devices from irrigation systems to public drinking water, isolating valves between camp areas, and incorporating pressure backflow devices at comfort stations.
 - Mitigation of superfund site contaminants when designing and implementing projects.
- **US Bureau of Reclamation (USBR)-** Reach out and coordinate regularly and often to understand needs, constraints, compliance requirements, and

funding opportunities.

- **Bureau of Land Management (BLM)-** coordinate to address recreational activities that regularly cross jurisdictional boundaries, such as equestrian and OHV use.

Cultural and Historical Resources

Ensure historic and cultural resources are well preserved and protected. Allow for viewing and storytelling of such resources from an appropriate vantage point where no harm is incurred on sensitive places. Work with SHPO, tribal governments, and other organizations such as NDOW to develop interpretive elements highlighting the rich natural, cultural, and historical environment at the LSRA.

NDSP should continue to build relationships with local tribal governments to ensure that their needs are met when planning, designing, and implementing projects and programs. This includes the protection of cultural sites and artifacts and the development of interpretative elements.

User Groups

Engage local and regional user groups to better understand their needs and desires for amenities and facilities at LSRA. Users can also help identify priority projects and determine programming and design needs. Some identified user groups are the equestrian community, cycling communities including long distance riders, mountain bikers, gravel bikers, and fat tire users, campers, motorized and non-motorized boaters, and fishing/day use communities.

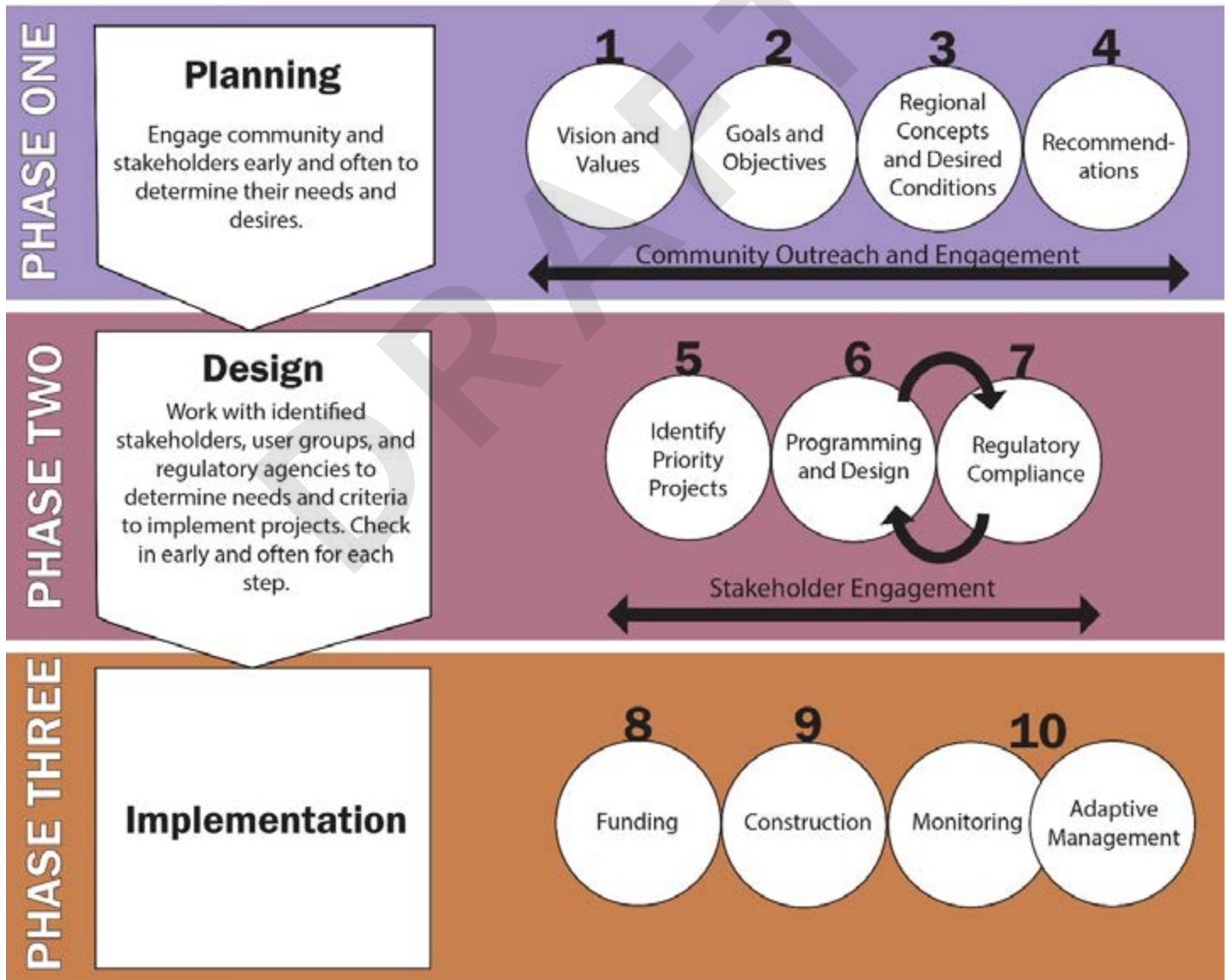
Implementation

Three phases have been identified to implement projects at LSRA. Each phase requires a series of in order to move onto the next phase. This document addresses in detail Phase 1 (Planning, Steps 1-4) which includes a set of directive recommendations to help guide Phase 2 (Design, Steps 5-7) and Phase 3 (Implementation, Steps 8-10).

Phase 1: Planning- Steps 1-4

This document outlines the **Vision and Values (Step 1)**, **Goals and Objectives (Step 2)**, **Regional Concepts and Desired Conditions (Step 3)**, and **Recommendations (Step 4)** for improvements

at LSRA. Steps 1-4 were developed by identifying existing conditions and regional planning frameworks to help guide recommendations. The planning team did extensive stakeholder and community engagement to further identify strengths, weaknesses, opportunities and threats that helped inform the development of Steps 1-4. This plan is intended to be an adaptable framework that outlines how LSRA can develop over time as a holistic landscape that addresses current user needs, provides new uses and experiences that serve diverse audiences, and protects and enhances the natural environment by identifying and addressing climate resilient actions.



Subsequent Phasing for Design and Implementation are as follows:

Phase 2: Design- Steps 5-7

Throughout the Design Phase it is recommended that NDSP identify and engage stakeholders, user groups, and regulatory agencies that can help shape and impact how recommendations get developed and implemented. NDSP should check in frequently with these entities to determine needs and requirements to move projects forward. Feedback at each step is critical to ensure timely construction and implementation of projects that remain in budget. The stakeholders and agencies identified above are some, although not necessarily all, of the entities that should be involved in Phase 2 and 3 of projects.

Step 5: Identify Priority Projects/Areas

From the recommendations found in this plan, NDSP should work with partner agencies, stakeholders, and the community to identify priority projects and areas that need to be developed first. Considerations for priority projects include:

- Upgrades to outdated facilities to comply with regulations.
- bUpgrades to facilities (such as campgrounds, restrooms, boat launches, trails, signage) to meet user demands or provide new experiences that suit and support a diverse audience.
- Facility and infrastructure projects (such as road improvements, visitor centers, office/training spaces, entrance stations) that will help support managerial needs, improve safety, suit user needs, and enhance user experiences.
- Infrastructure projects (such as water system and utility improvements) need to be implemented first to enable additional recreational amenities and facilities to be developed. For example, expanding the potable water system in the Lahontan Dam Region would need to be completed before a new developed campground can be established.

Step 6: Programming and Design Documentation

Once high priority projects are identified, it is recommended that NDSP continue to work with stakeholders, user groups, and the community to help develop programming and design documentation. Programming is identifying capacity, detailed amenities, features, and infrastructure to be included in a design (e.g. 20 pull-through campsites for trailers/RVs; 10 benches; 2 trailhead kiosks, etc.). Once this information is determined for a given area, design can begin. It is recommended that programmed elements meet current needs and projected short-term future demands, with the ability to expand and grow over time. Monitoring use and tracking visitation can help identify the current and projected future needs of give areas.

While individual recommendations for specific areas are included in this plan, it is recommended that design of complementary areas be combined into one project to ensure cohesiveness in design, use, and managerial needs. Cohesive design areas have been identified in both the Silver Spring and Lahontan Dam regions and are noted in the regional Recommendations section of the document, see pages 50 and 62. From those overall area designs, individual projects can be identified for funding and implementation, and can be prepared as projects for when funding opportunities arise.

Step 7: Regulatory Compliance

Regulatory compliance includes following local, county, state, and federal mandates when designing and implementing projects. It is recommended that NDSP consult with regulatory agencies early and often to determine project needs to ensure that compliance requirements are met. With USBR owning the land that NDSP manages for LSRA, improvements will need to go through the National Environmental Policy Act (NEPA) process. As well, improvements requiring large amounts of earthwork will need to comply with special requirements for Superfund sites. This should be a consideration when designing projects. Other regulatory compliance agencies are listed above in this plan.

Phase 3: Implementation- Steps 8-10

Step 8: Funding

Individual projects are subject to funding availability. Having a plan ready, with designs and construction documents in hand for areas within LSRA, allows for quick turn-around when funding becomes available. Creative funding sources should also be explored including cost sharing, leveraging resources, and partnerships with local, county, state and federal agencies and entities. Phasing of projects through identified priority projects will help to capitalize on small and large pots of funding.

Step 9: Construction

Construction happens when steps 1-8 are completed.

Step 10: Monitoring and Adaptive Management

After construction of new or improved features and recreational amenities, it is recommended that NDSP implement a monitoring framework in order to gauge effective use of facilities and determine additional user and managerial needs. By monitoring use of completed projects, NDSP can identify priority needs to plan, design, and fund additional projects. Monitoring also allows for an adaptive management model, where priority needs are identified and revised based on what is happening in real-time at LSRA. Individual projects should be implemented, monitored, evaluated, and adjusted as needed to fit managerial and user demands and needs. It is best to understand and track visitor use annually to help project future use and demands.



Appendices

A: Agency Stakeholder Questionnaire and Fact Sheet

B: Summary Presentation of Virtual Open House Survey Results

C: Existing Conditions by Zone

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Appendix A: Agency Stakeholder Questionnaire and Fact Sheet

Initial Agency Meeting - May 12, 2022

Your name, agency, and email address

What is important to you/your agency about Lahontan SRA?

Working groups you/your agency may want to participate in (check as many as apply):

- Public Safety
- Infrastructure Planning
- Environmental/Cultural Resources
- Recreation/Tourism
- None - keep me informed
- Other, please describe:

Do you/your agency have data sources or existing plans that are relevant to this planning process? If so, please list below - NDSP staff will follow up with you.

What are you hoping to get out of this process?

Anything else we should be aware of, or other comments?

Lahontan State Recreation Area



Development Plan Update

About this project

Nevada State Parks is planning for future improvements to the recreation experience at Lahontan State Recreation Area (LSRA). Your help is key in understanding how LSRA is used today, and what it should be in the future. Please consider participating in the fact finding step of planning by attending an open house at the recreation area or a public meeting in nearby communities, or by visiting the website for more information about the planning process.

Get involved

Open house at Lahontan SRA

Sunday June 5, 10 am - 2 pm

Visit the recreation area to share your ideas with staff, and be entered to win a season pass to Nevada State Parks.

Public meetings

Tuesday June 14, 12 - 1:30 pm

Carson City Community Development, BRIC Conference Room
108 E. Proctor Street, Carson City

Wednesday June 15, 5:30 - 7 pm

William N. Pennington Life Center
952 S. Maine Street, Fallon

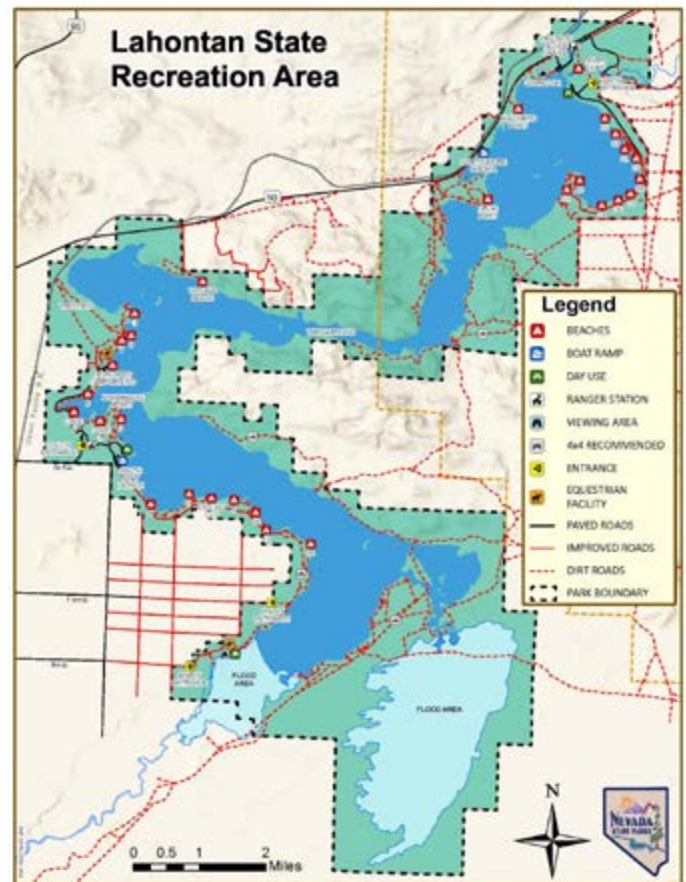
Thursday June 16, 5:30 - 7 pm

Fernley Community Center
10 S. Main Street, Fernley

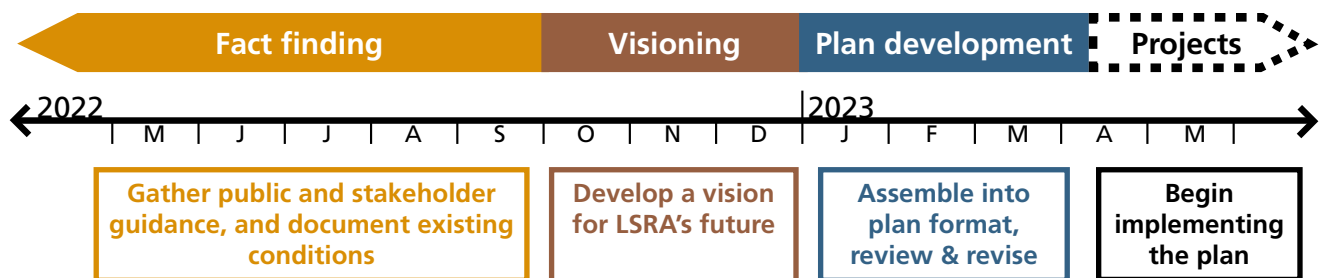
Project webpage

<http://parks.nv.gov/planning-and-development>

Learn more about the planning process, and explore a virtual tour of Lahontan SRA.



Project schedule



About Lahontan State Recreation Area: Named after an ancient lake, Lahontan Reservoir was originally built as part of an irrigation project to water nearby farmlands. With willows and cottonwoods scattered along 69 miles of shoreline, the park is one of most popular places in Nevada to boat, fish, water-ski, horseback ride, camp and enjoy the outdoors year-round.

Contact: Nevada Division of State Parks, Planning Program - planning@parks.nv.gov

Appendix B: Summary Presentation of Virtual Open House Survey Results



NEVADA DIVISION OF STATE PARKS

LAHONTAN STATE RECREATION AREA PUBLIC SURVEY RESULTS

Slide 1



LAHONTAN SRA DEVELOPMENT PLAN SURVEY

- TARGET PARTICIPANTS: CURRENT AND POTENTIAL VISITORS OF LAHONTAN
- UNDERSTAND HOW LAHONTAN SRA IS CURRENTLY EXPERIENCED BY VISITORS
- IDENTIFY PRIORITY AREAS FOR RECREATION AND PARK DEVELOPMENT
- DISCOVER OPPORTUNITIES FOR IMPROVEMENT BASED ON PUBLIC DEMAND

Slide 2

2

Appendix B continued

SURVEY QUESTIONS

1. In general, how do you like to recreate?
2. How do you like to recreate at Lahontan SRA?
3. Where do you like to recreate at Lahontan SRA?
4. How can your experience be improved at Lahontan SRA?
5. If you had a magic wand, what would you wish for at Lahontan SRA?

Slide 3

3

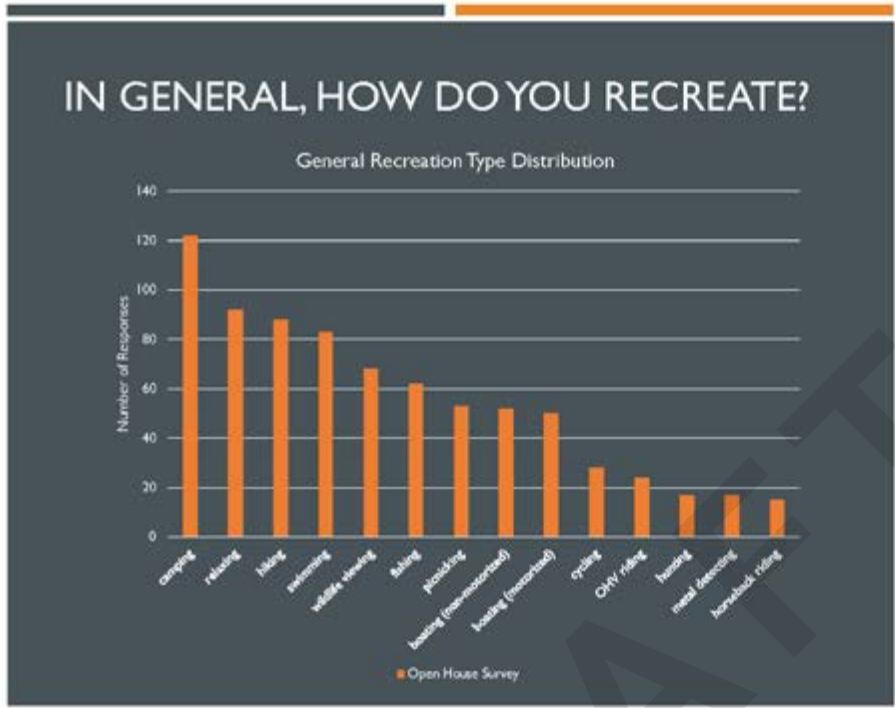
RESULTS

- QUANTITATIVE AND QUALITATIVE ANALYSIS OF RESPONSES
- IDENTIFY TRENDS IN RESPONSES
- CONSIDERATION FOR REASONING BEHIND RESPONSES

Slide 4

Appendix B continued

IN GENERAL, HOW DO YOU RECREATE?

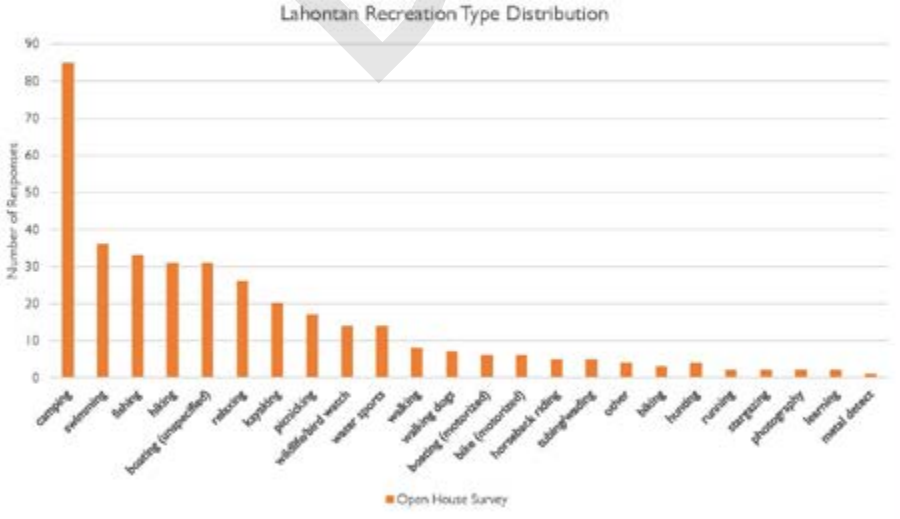


- NOTES:
- this question was multiple choice
- some participants selected "other" in addition to the provided responses
- "other" responses include: SUP, walking, driving Jeep, birding, off road 4x4, disc golf, star gazing, photography

Slide 5



HOW DO YOU LIKE TO RECREATE AT LAHONTAN SRA?



- NOTES:
- SOME PARTICIPANTS SPECIFIED BETWEEN RV CAMPING (3) AND TENT CAMPING (1), BUT THE MAJORITY DID NOT SPECIFY

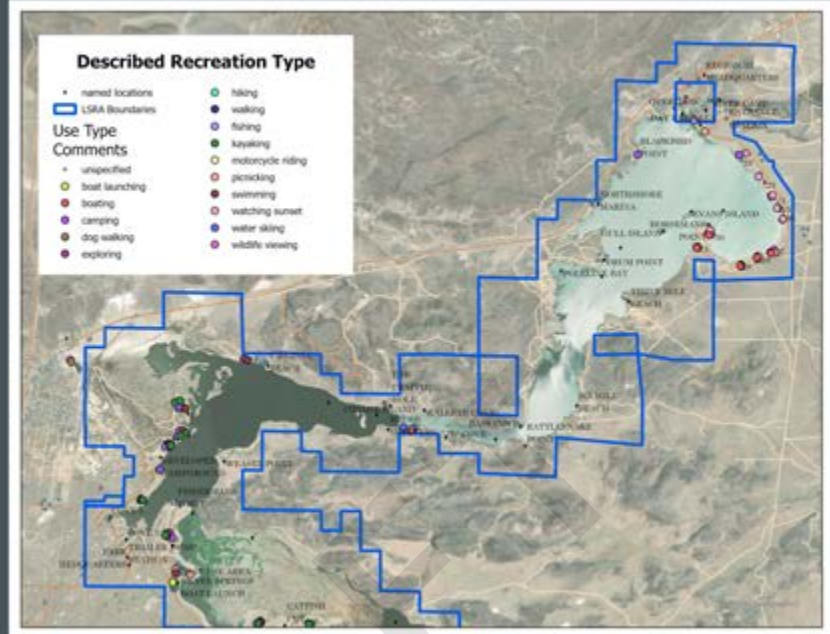
Slide 6

Appendix B continued

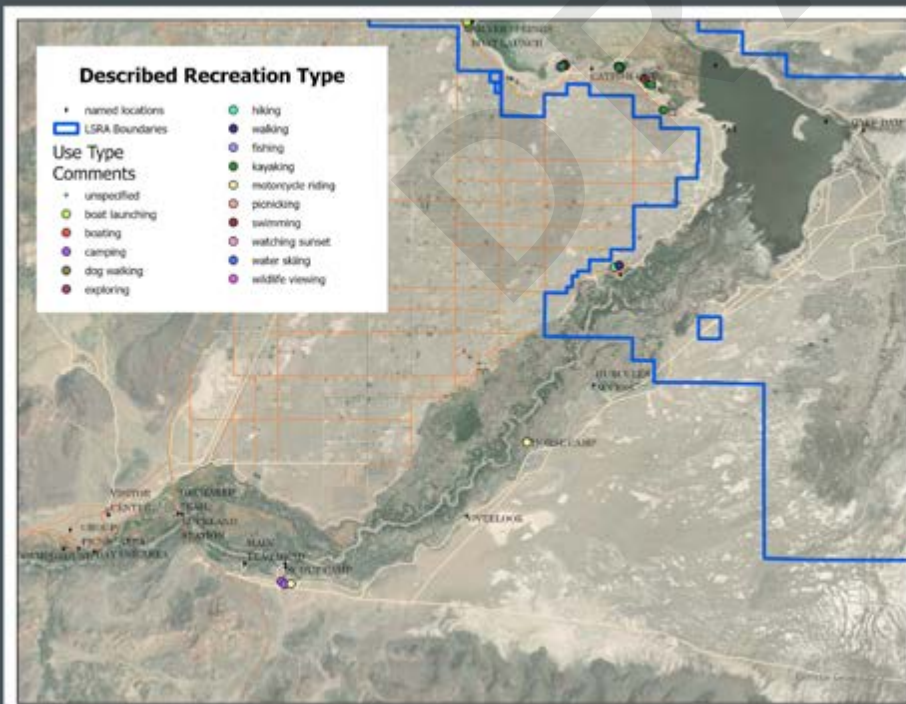
WHERE DO YOU LIKE TO RECREATE AT LAHONTAN SRA?

•NOTES:

- 9 PARTICIPANTS SAID THEY HAD NEVER BEEN TO LAHONTAN
- 1 PARTICIPANT SAID THEY NEVER VISITED BECAUSE IT IS NOT ADA ACCESSIBLE
- MANY ANSWERS WERE TOO GENERAL TO PLOT ON MAP



Slide 7



•NOTES:

- SOME PARTICIPANTS MENTIONED LOCATIONS THAT FALL OUTSIDE OF LAHONTAN SRA

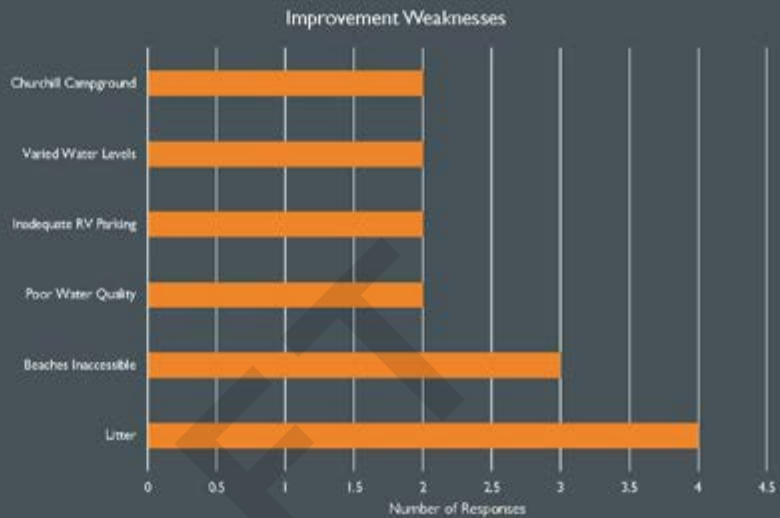
Slide 8

Appendix B continued

HOW CAN YOUR EXPERIENCE AT LAHONTAN BE IMPROVED?

• NOTES:

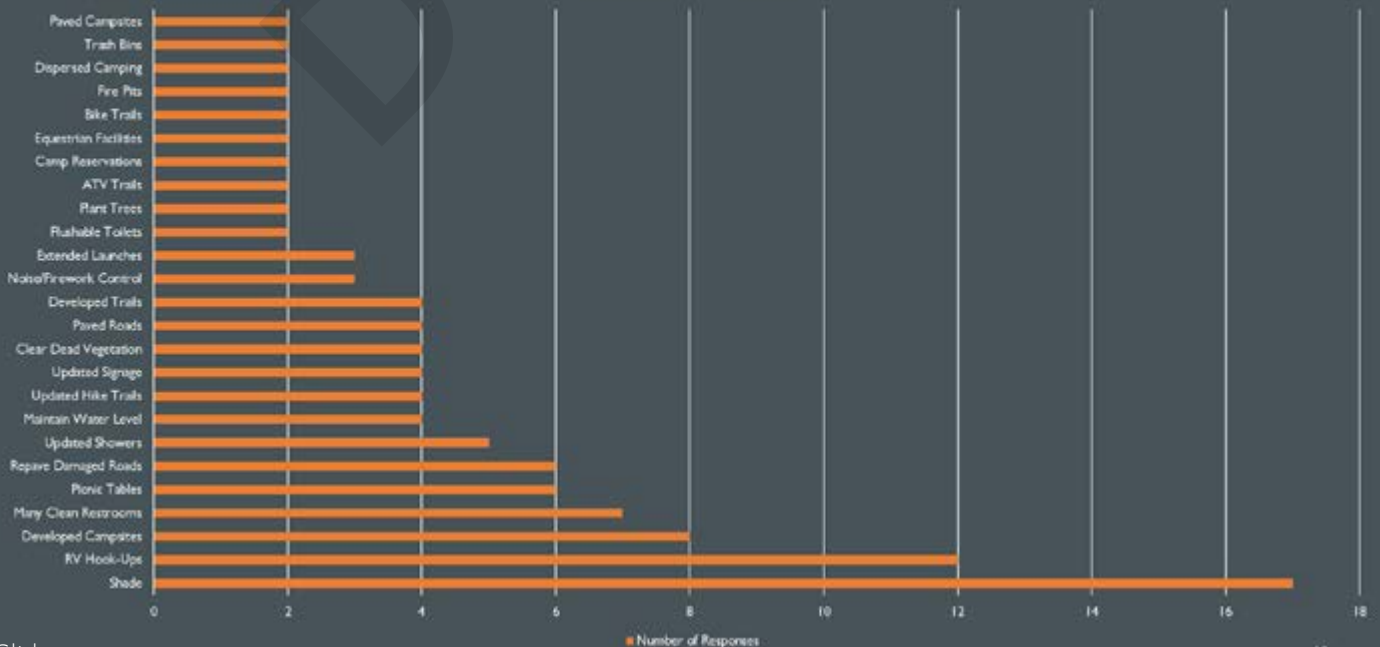
- ACCESSIBILITY ISSUES (RVS, PEOPLE WITH DISABILITIES, KAYAK)
- RULE ENFORCEMENT (NOISE, FIREWORKS)
- TRAFFIC, OVERCROWDING
- BATHROOM LIGHTS COME ON TOO LATE



Slide 9

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Improvement Opportunities



Slide 10

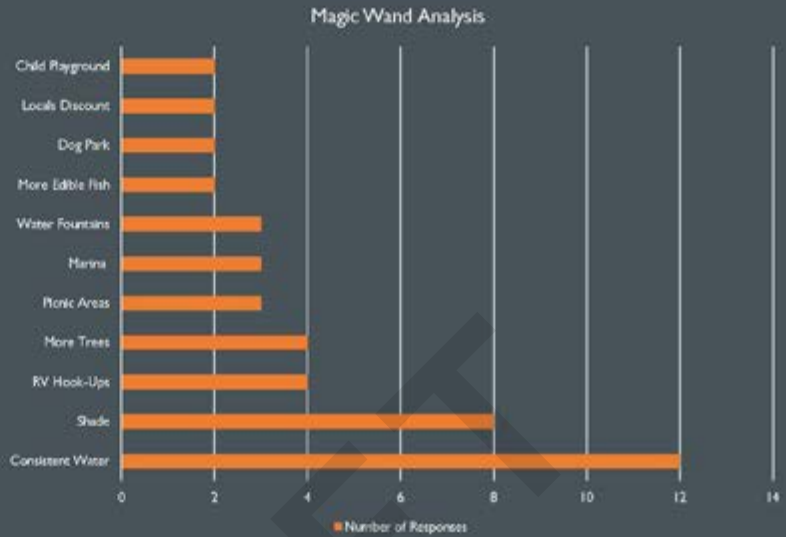
10

Appendix B continued

IF YOU HAD A MAGIC WAND, WHAT WOULD YOU WISH FOR AT LAHONTAN SRA?

NOTES:

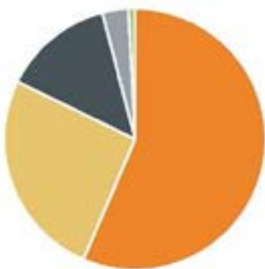
- REMOVE WATER HAZARDS (ISLANDS, SHRUBS)
- BETTER IN-PARK MAPS
- ADA ACCESSIBLE
- CONVENIENCE STORE
- SUP/TUBE/BOAT RENTAL



Slide 11

11

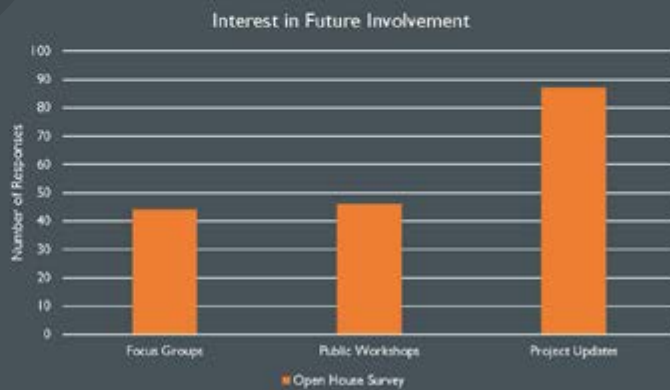
How did you hear the Virtual Open House?



Website Social Media Other Friends/Family Ryer

- "other" ways participants discovered the open house: Carson Now News, searching 'ward ovens,' Carson.org, park rangers, Nevada Appeal, the newspaper, researching trailer camping locations, radio (station 99.1)

OPPORTUNITIES FOR FUTURE ENGAGEMENT



Slide 12

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