

**Appendix H-1**  
**Public Workshop #1 Summary**

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## City of Reno TRAction Project, Workshop #1 Summary

**ATTENDEES:**

Members of the Public  
Kerri Lanza/City of Reno  
Auro Majumdar/City of Reno  
Donald Naquin/City of Reno  
Paul Urban/Truckee River Flood Project  
Mimi Fujii-Strickler/Truckee River Flood Project

Naomi Duerr/Truckee River Flood Project  
Leslie Regos/CH2M HILL  
Bill Crawford/ CH2M HILL  
Glenn Sorensen/CH2M HILL  
Aimee Morace/CH2M HILL  
Mark Gallegos/CH2M HILL  
Michelle Searle/CH2M HILL  
Barb Santner/PLACES, Inc.  
Kevin Peterson/Peterson Design

**FROM:**

Leslie Regos/CH2M HILL  
Mark Gallegos/CH2M HILL

**MEETING DATES/** October 4, 2007/Reno City Hall, 1 East First Street  
**LOCATIONS:** October 9, 2007/Northeast Community Center, 1301 Valley Road  
October 11, 2007/McKinley Arts & Culture Center, 925 Riverside Drive

The first workshop for the City of Reno's TRAction Project was designed to kick-off the project and provide the public with an overview of the project objectives, parameters, and process. To encourage community participation early in the process, Workshop #1 was held on three (3) separate dates and locations. Workshop materials, displays, and information provided were standardized for each of the three (3) dates. The workshop format was adjusted to suite the number of attendees present at each location.

The following is a general summary of the presentation content and comments received during the public workshops held during the month of October 2007 to kick-off the TRAction Project.

### 1. General Workshop Summary

Kerri Lanza welcomed attendees, provided a brief overview of the project and introduced members of the Project Team that would lead the workshop discussion. Kerri also advised attendees of the importance of public input during the study process and provided contact information where questions and comments could be submitted throughout the process.

The workshops would include formal presentations intruding the project, a question and answer period to address questions and comments attendees had regarding the project and allow an opportunity for participants to brainstorm potential ideas and concepts to be considered during the study.

## 2. Presentation Content

Leslie Regos provided a detailed overview of the study objectives, process, and parameters. Throughout the presentation, Leslie stressed the importance of the community's involvement throughout the study process to ensure that the resultant themes and design criteria developed for the downtown river corridor are reflective of the community's vision for their city. Additionally, community feedback would also play an important role in determining the level of flood protection desired by the community and the potential aesthetic and design trade-offs would be considered in order to achieve the acceptable level of protection.

Leslie advised participants that there would be additional workshops as the project progresses in order to present additional information as it becomes available as well as design concepts as they are developed for public review and comment.

Barb Santner provided a slideshow presentation depicting a walking tour of the Truckee River Corridor from Booth Street east to Lake Street. The purpose of the presentation was to provide attendees with a visual overview of the corridor and introduce various design and aesthetic cues suggested by the existing landscape and architecture within the corridor. The presentation also included examples of how other cities have developed their riverfronts to suite the needs of their residents and fit the character of their cities.

Naomi Duerr and Paul Urban narrated a brief presentation regarding the goals and objectives of the Truckee River Flood Project (TRFP) and how the TRAction Project related to TRFP's overarching goal of providing enhanced flood control throughout Reno and Sparks. Their presentation included a slideshow presentation depicting past flood events within the Truckee River Corridor and the effects these events had within the Reno/Sparks area.

Bill Crawford and Kevin Peterson led a discussion introducing potential bridge types and additional conceptual flood control options. Conceptual sketches were used to provide perspective of the potential aesthetic and structural impacts these initial concepts. Attendees were advised that the sketches presented were not intended to definitively depict the potential impacts to the surrounding area, but were being presented to begin the discussion of the various options that could be explored during the study. Concepts would continue to be refined based on input received from the public as well as survey and engineering data collected throughout the study process.

## 3. Meeting Notification

Public notice was distributed to the following locations/individuals:

- 9/27, 10/3, 10/8/2007: Reno Gazette Journal ad publication
- 9/17/2007: Notifications mailed to City and County officials
- 9/17/2008: Notifications mailed to key stakeholders and community groups
- 10/1/2007: Fliers hand delivered to Riverfront businesses

## 4. Comment Summaries

The following is a summary of comments and questions received during the Workshop #1 presentations. For ease of reference, these comments are grouped into the categories of aesthetics, safety, access, and miscellaneous.

### Aesthetics

Would like to see public art incorporated.

Art on the underside of structures.

Lights could take away from the City.

Raising street grades will take away from town feel.

More vegetation would be better (all scales-trees, baskets, shrubs, etc.).

Tranquil setting.

Use stormwater as part of features.

Historical gardens/island at Post Office.

Booth to Arlington is a great experience.

Views of river should be preserved.

Promenade concept is good.

Bridges at Wingfield are nice.

Create visually interesting places along river.

Make the bridges landmarks.

Art deco elements at Center Street Bridge nice, modern but historic.

Eclectic OK but should work together – cohesiveness.

Use bridges as opportunity to make a “statement.”

I like a strong visual statement.

Keep “visual access” to the river.

DeLongchamp Design (Post office/Riverside lofts).

Make sure it fits with historic architecture.

Park-like settings.

Zone C is most traditional area.

Landscaping is critical in all zones.

Variety is good.

Not all bridges should block view-shed.

Maybe some structures should be more utilitarian.

Be respectful to surrounding historic elements.

Like the river walk as it is.

Like cable-stay bridge.

Incorporate decorative lighting into design.

Should be able to see river whether walking or driving.

Celebrate the bridges.

Wrought iron and stone aesthetic.

Gateway/landmark bridge.

Keep it clean.

Landscaping/old growth - natural walk.

Trees/landscape should be continued.

No wall blocking views at promenade.

Aesthetic bridges are important especially from Arlington eastward. Make a statement.

Bridges should be "airy" above so they disappear into the landscape.

Want beautiful bridges - Paris.

Contemporary bridges but borrowing from surrounding history like art deco (Riverside, Post Office, Reno Arch).

Make Virginia Street Bridge a showcase but create family of bridges in zone C.

Maintain pedestrian scale on bridges.

Bridge approaches stone - tie more.

Contemporary.

River rock would tie in.

Virginia Street Bridge is the southern gateway, should consider work being done on northern gateway.

Celebrate the river - recreation, etc.

River environment is paramount, don't ruin for flood protection - keep aesthetics.

Virginia Street pedestrian mall? Can this tie in?

Walls and approach materials – make it more contemporary.

Use native plantings like willow, choke cherry, etc to supplement some grasses.

Try to avoid heavy riprap at water's edge (i.e. not put below normal flow line).

Environmentally friendly stream & bank habitat (restoration).

### **Access**

With new baseball stadium coming, Lake street will see more activity.

Do we need all four bridges? Do we need Lake Street?

Fewer car bridges (more capacity on fewer bridges?)

Fishing access in downtown.

Increased bicycle access.

More areas for “less experienced” river users.

Outdoor dining.

More parking.

Tough to access Wingfield (restrooms, gear storage).

Make access more convenient.

Create environment where people stay all day.

Would like to see promenade/experience flow past the Siena.

Raise entire promenade.

Riverfront dining opportunities.

Access to river's edge.

I like wide sidewalks.

Widen bridges so that people can use during festivals, etc.

Maintain/restore parking on bridges .

Expand water activity access into zone C.

Expand river access in zones A & C.

Consider approaches and how they ramp up to structure.

Protect south side approach.

Widen bridges for events, parking – activities/ entertainment on bridge.

No easements for river access in zone A. Property owners should have input on this.

Want to be able to walk along both banks and see river.

Address Powning District and connect with river/access.

Keep pedestrians close to river, but not perceived to be "elevated."

Not enough access to and from the river.

Preserve and expand recreational access.

Bike access on north side of river and across river – east/west spine for bike network.

Continue promenade throughout – districts A through C.

Continue recreation and expand it.

More public restrooms and changing facilities.

Access for bikes/pedestrians is important on both sides of the river.

Easy pedestrian access.

Have no regular vehicles at river promenade – pedestrian only.

Close Virginia Street Bridge to vehicles or maybe close Lake Street to vehicles?

Island Avenue serves Park Tower building parking garage – maintain.

Must be able to enjoy river 365 days /year between floods.

Access on foot for all non-motorized travelers.

Parking for better river and recreational facility access.

Walking paths beneath one or both abutments so can walk along water's edge at normal flows and see/enjoy the river, fish, etc.

Fishable stream channels with access from as many banks as possible.

### **Safety**

Virginia Street Bridge should be replaced.

Raise pedestrian foot bridge at Arlington.

Safety lighting.

Safety around the Lake Street area.

Raise floodwalls through downtown.

Do we need 100 year protection? 50 year protection?

What can be done to prevent/mitigate debris?

Building flood protection.

Use more building flood protection, like McKinley.

Consider ground water flooding, individual buildings need their own protection.

Government can only provide so much protection, then it is up to the individual.

Safety and pollutant issues that result from river access.

Assurances that 1997-size flood will be successfully conveyed through town without unnecessary property damage or loss of life (my family was flooded out in 1950 flood).

### **Miscellaneous:**

- Green Architecture.
- Cost-benefit will never pan out for complete replacement.
- Screw jacks to lift ends of structure during storm event.
- Would like to keep Arlington Bridge - how it sits; church zone; history; peaceful place; looks nice.
- Would like to see examples of walls and wall types.
- How will John Champion Park tie in?
- Zones B & C should be a single zone (all entertainment and recreation in those areas).
- Foot traffic along river walk has increased over last 2 years.
- Move use of City Plaza - B & C one zone.
- Zone C should extend east to new ballpark.
- Can we modify the 1935 flood control agreement with the Basin Facilities?
- Do we need 4 feet of freeboard?
- Community sees river as a jewel - economic and recreational benefits.
- What about using "jack-up" bridges?
- How about river deepening.
- River is irreplaceable resource for community.
- Consider turning Virginia Street Bridge to NDOT for 95/5 match vs. ACOE - high cost.
- Tie options to level of flood protection - tell City the options (ex: \$100M = 70 year flood protection).
- Check 1930's agreement for upstream storage.
- Look at mitigation "toolbox" in our study as well as constructed flood proofing.
- Try backing into flood criteria by first deciding what is maximum raising of walls and bridges since ACOE will only pay for 50 year protection anyway (including freeboard).
- Should look at multiple solutions.
- Consider river deepening.
- North Virginia plan at river - how do we coordinate.

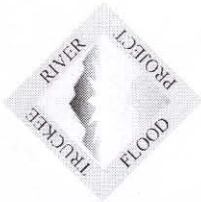




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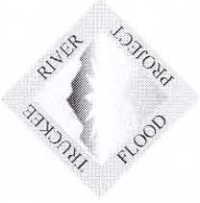
**City of Reno and Truckee Flood Management Project  
City of Reno Truckee River Bridges Visioning – Workshop #1  
Date: October 4, 2007, 5:00 p.m. – 7:30 p.m.**

<u>Participant Name &amp; Representing</u>	<u>Address</u>	<u>Phone</u>	<u>Email Address</u>
DAVE HOLLECKER	870 ATLAS CT. <sup>89511</sup>	322-2969	
Doug Smith	2845 Idonw, I.D.	329-3112	
Paul Urban	9390 Gateway Dr. #230	850-7428	
Steve Atastuey	1050 Nevada St. #109 Reno, NV 89503	324-7385	
Jim Smith	575 Cheyenne way	329-4394	
Dave AIAZZI	1095 Williams	334-2010	



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<u>Participant Name &amp; Representing</u>	<u>Address</u>	<u>Phone</u>	<u>Email Address</u>
✓ Cindy Cunningham	1158 Indian Creek Dr	747-2840	CINDY@PTHO.MYEXCEL.COM
Historic Reno Pres Soc. & Historic Resources Commission	Reno NV 89523		
✓ Jane Walsh	Sierra Hotel One S. Lake St.	775-813-3371	jwalsh@sierra-reno.net
✓ John Webster Brown	387 Chevy Chase	825-5553	



10/11/07

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**Participant Name & Representing**

**Phone**

**Email Address**

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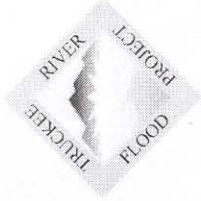


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Michael Van Kley	280 Island Ave #1405	775-327-4128	
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Nancy Hardy	St Carrington Way Reno 89506	(775) 992-5889	
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JOAN DYER	1540 Lillian Way	324-8744	DYERJCT@Sbcglobal.net
MELINDA GUSTON	7 ELM COURT RENO	786-615A	
TIM ARDEN	2340 Ives Ave Reno 89503	(775) 747-4043	
James Graham	One East First St, City Hall	(775) 334-2085	grahamj@cityofreno.com
Bruce Bledsoe	1600 Greenburg Circle	723-8211	bledsoebc@msn.com
Paula McDonough	280 Island Ave. #1202 Reno 89501	775-322-5174	paulamcd@netzero.net

10/11/07



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**Address**

**Phone**

**Email Address**

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DANIEL INOUE

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## Notice of Public Meeting

### City of Reno Truckee River Bridges Visioning Project

### Notice of Public Workshops

## The City of Reno Needs Your Input!

The City of Reno and the Truckee River Flood Management Project are launching a planning process to define an aesthetic and thematic vision for the Truckee River Corridor and the transportation infrastructure between Booth Street to the west and Lake Street to the east.

A series of three public workshops will be conducted over the next 9 months to establish design guidelines for future engineers and planners to follow when considering replacement of the bridge structures across the Truckee River in Reno.

Workshop # 1 will be held three times, at different locations throughout the community, to provide better opportunities for those interested in participating. The goals of this first workshop are to present the City's study process, introduce the objectives of the study, and collect your ideas for improving the Truckee River Corridor. This will be a "roll up your sleeves" workshop setting, so come prepared with your ideas for improving the river corridor.

***The exact same workshop will be held on three different evenings at different locations. We hope that you will be able to join us, and we look forward to involving you in this important community-based process:***

#### Thursday, October 4, 2007

5:00 p.m. to 7:30 p.m.

Reno City Hall

1 E. 1<sup>st</sup> Street

Reno, NV 89501

#### Tuesday, October 9, 2007

5:00 p.m. to 7:30 p.m.

Northeast Community Center, Tuscarora Room

1301 Valley Road

Reno, NV 89512

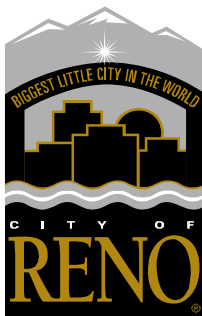
#### Thursday, October 11, 2007

5:00 p.m. to 7:30 p.m.

McKinley Arts & Culture Center

925 Riverside Drive

Reno, NV 89503



For more information on these workshops, please contact Kerri Williams-Lanza, Senior Civil Engineer, City of Reno, at 775-334-2683.



**City of Reno  
&  
Truckee River Flood Project**

**RENO CH2MHILL**

***TRAction Visioning Project  
Workshop #1***



**6 bridges may be replaced to  
meet public safety standards:**

- Booth Street
- Arlington Avenue
- Sierra Street
- Virginia Street
- Center Street
- Lake Street

**Some adjacent flood walls  
will also be replaced.**



# Project Schedule



- Workshop #1 – October 2007
- Workshop #2 – January 2008
- Workshop #3 – March 2008
- Finalize Guidelines – April 2008




# Contact Information



For more information about the study or the planned workshops, please contact:

<p><b>City of Reno:</b> <b>Kerri Williams-Lanza, P.E.</b> <b>Project Manager</b> One East First Street, P.O. Box 1900 Reno, NV 89505 (775) 334-2683</p>	<p><b>Truckee River Flood Project:</b> <b>Paul Urban, P.E.</b> <b>Project Manager</b> 9390 Gateway Drive, Suite 230 Reno, NV 89521-8900 (775) 850-7460</p>
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City of Reno  
&  
Truckee River Flood Project

***TRAction Visioning Project***



**6 bridges may be replaced to meet public safety standards:**

- Booth Street
- Arlington Avenue
- Sierra Street
- Virginia Street
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- Lake Street

Some adjacent flood walls will also be replaced.



## Study Objectives



- Develop guidance documentation for planners and engineers
- Define criteria and themes that reflect City of Reno's vision for the Truckee River Corridor
- Conduct a collaborative process with interested community members and agencies
- Create a vision that is feasible and constructable within design, building, & safety standards



## Study Process



- Series of Workshops over next 8 months
  - Alternative concepts & themes will be presented for consideration and comment
- Your input will be used to prepare a recommendation for guidelines & themes
- City meets with community members and local organizations to:
  - Ensure information is being shared
  - Provide ample opportunity for community input




## Study Parameters




- Replace qualifying bridge structures
- Comply with Federal & State Flood Control Criteria
- Maintain Local, State, & Federal roadway and bridge design and safety standards



## Study Parameters (cont.)






- Demonstrate consistency with the intent of the Downtown Riverfront Guidelines which may include:
  - Paving materials
  - Walls, fences, & piers
  - Plant materials & graphics
  - Lighting and sign design






## What We've Heard







- **Safety**
  - Ensure proper flood protection
  - Augment lighting for safety
  - Keep river and areas clean
  - Improve parking
- **Access**
  - Easy access for pedestrians, bikers, swimmers, etc.
  - Increase water and land recreational activities
  - Integrate entertainment and dining promenades
  - Add public facilities
- **Aesthetics**
  - Celebrate bridges
  - Enhance visual interest through landscaping
  - Maintain tranquil setting
  - Preserve views of river



## What We Need From You

- What do you want from the River Corridor?
- What are attributes you enjoy about the corridor today?
- What attributes would you like to see changed?



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- Finalize Guidelines – April 2008



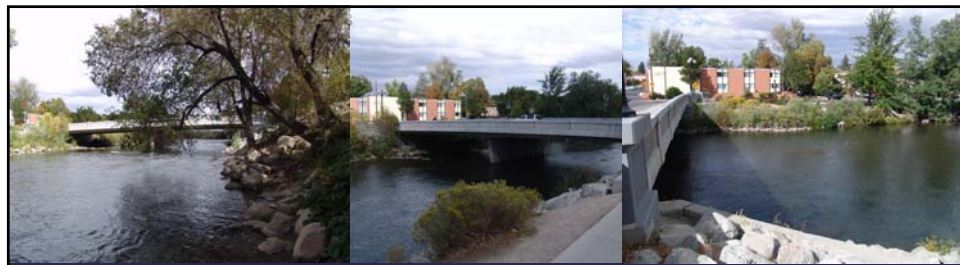


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**BOOTH STREET BRIDGE**



**McKinley Park School**  
Riverside Drive

**Frandsen/ Lusty Rentals**  
Riverside Drive

**Loomis Manor Apartments**  
Riverside Drive

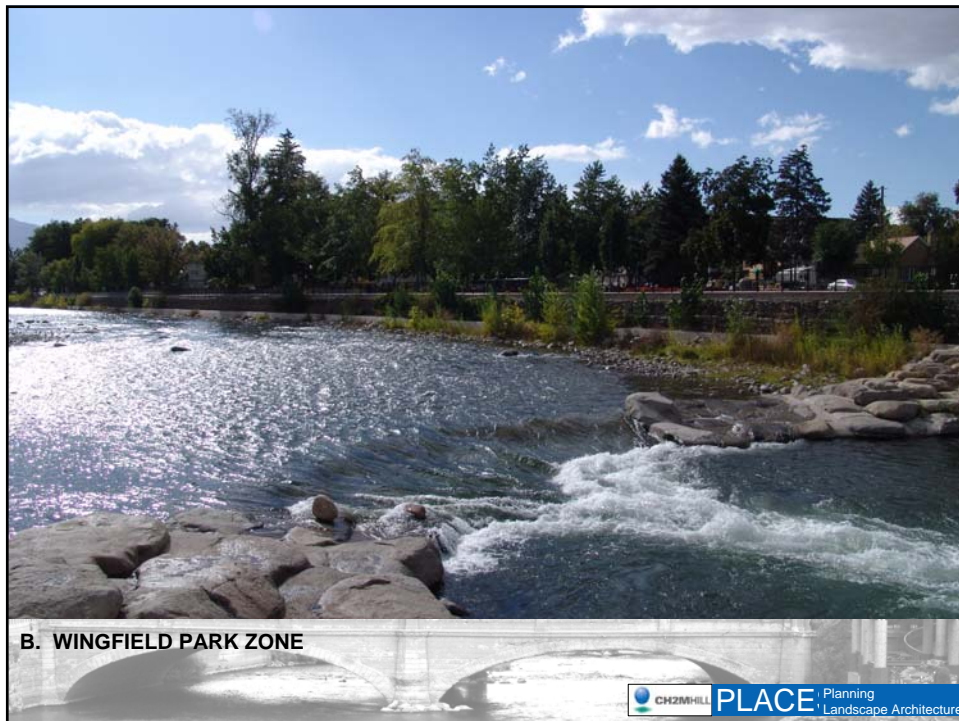
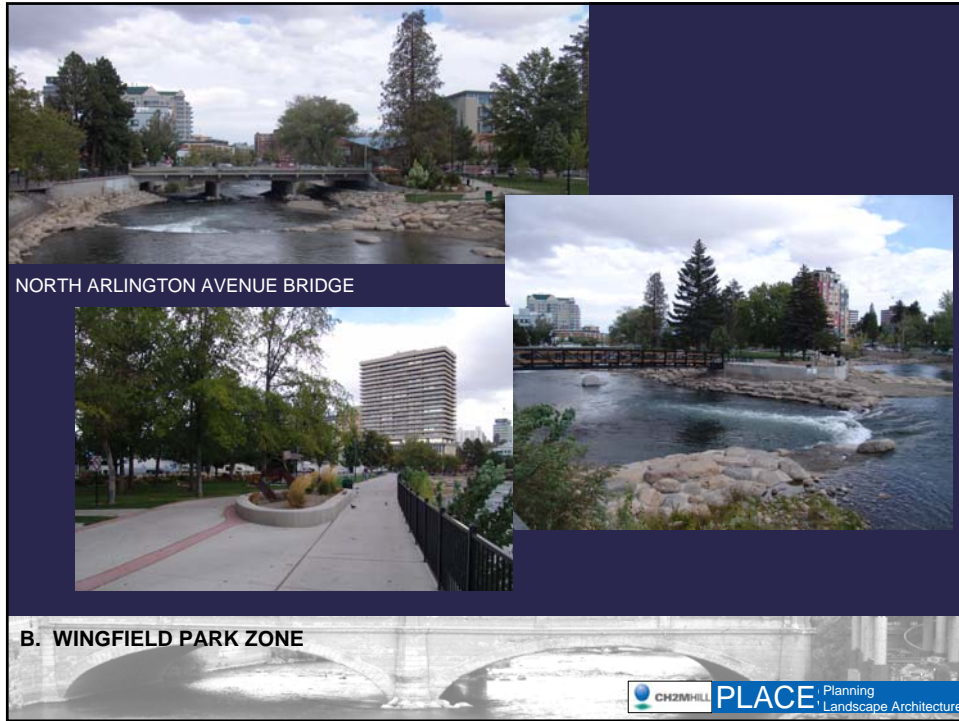
The residential zone surrounding Booth Street Bridge includes multi-family, single family and historical buildings such as the McKinley Park School and the Loomis Manor Apartments.

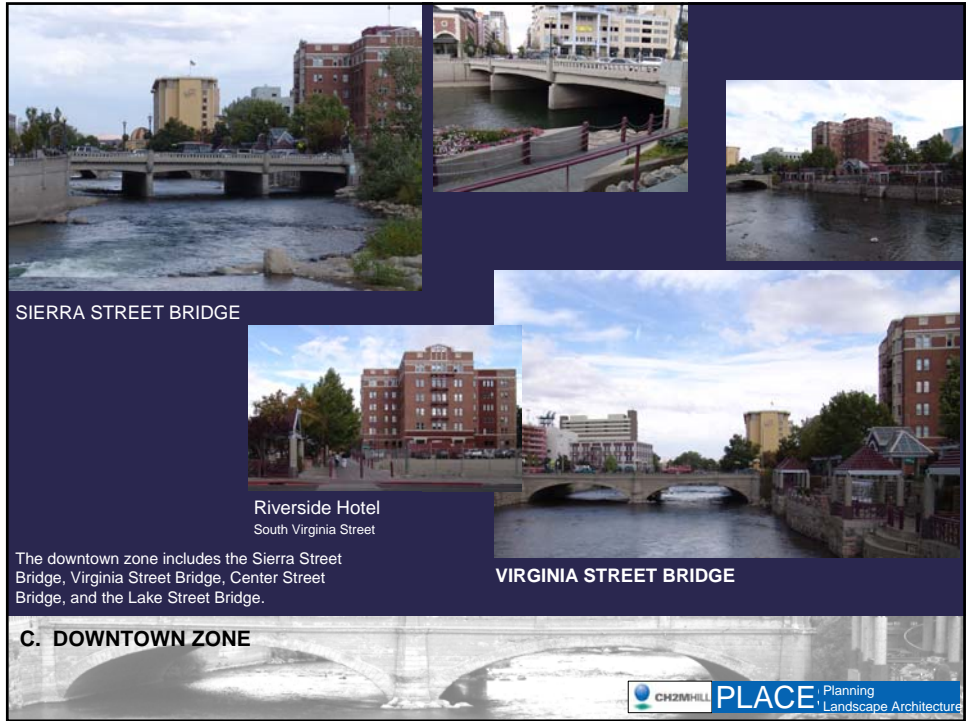
**A. RESIDENTIAL ZONE**











**SIERRA STREET BRIDGE**

**Riverside Hotel**  
South Virginia Street

The downtown zone includes the Sierra Street Bridge, Virginia Street Bridge, Center Street Bridge, and the Lake Street Bridge.

**VIRGINIA STREET BRIDGE**

**C. DOWNTOWN ZONE**

CH2M HILL **PLACE** Planning Landscape Architecture

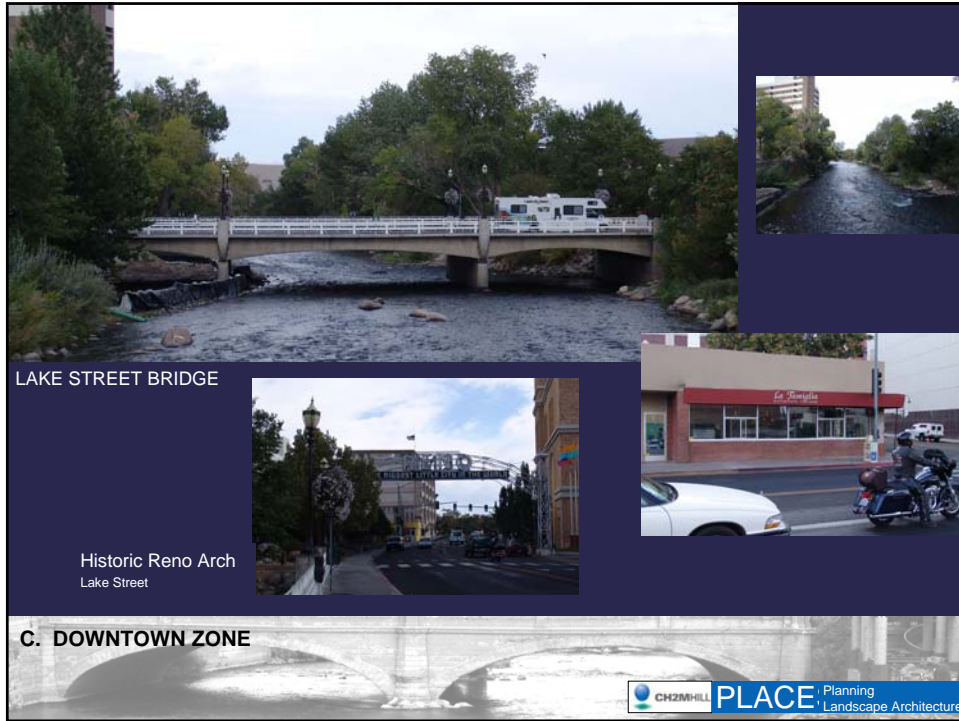


**CENTER STREET BRIDGE**

**Reno Post Office**  
South Virginia Street

**C. DOWNTOWN ZONE**

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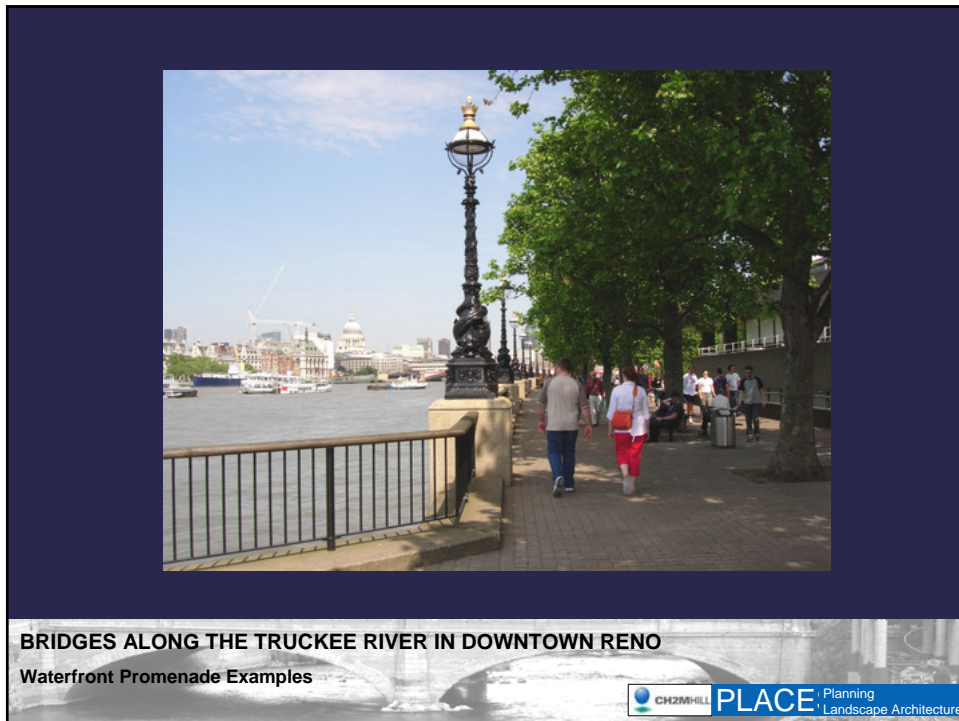


LAKE STREET BRIDGE

Historic Reno Arch  
Lake Street

C. DOWNTOWN ZONE

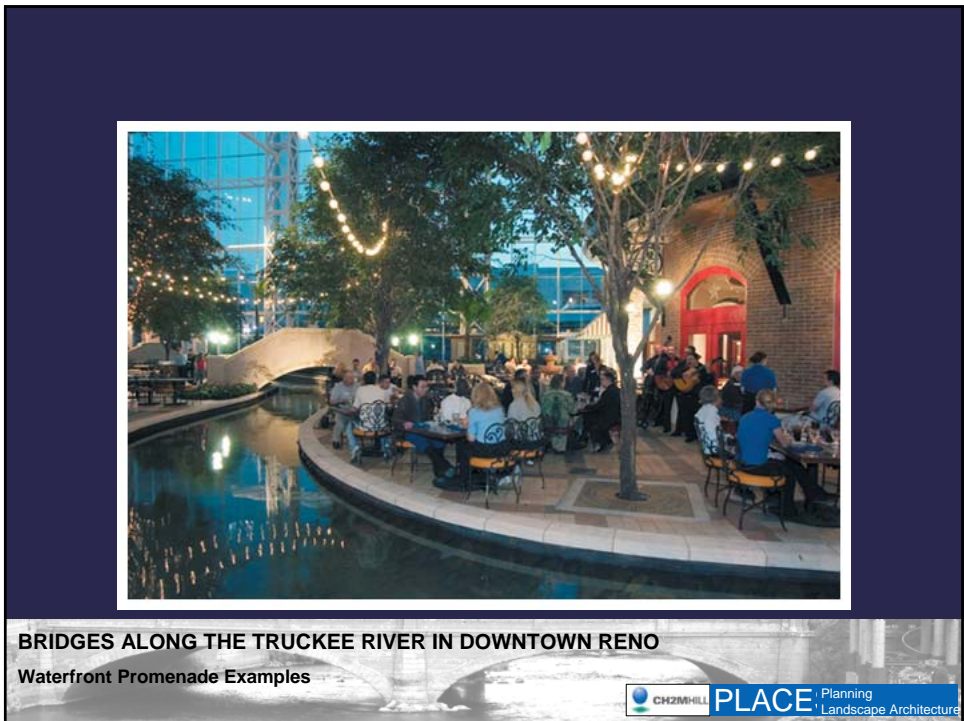
CH2M HILL PLACE Planning Landscape Architecture



BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO

Waterfront Promenade Examples

CH2M HILL PLACE Planning Landscape Architecture





**BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO**

Waterfront Promenade Examples



**BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO**

Waterfront Promenade Examples





**BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO**  
Waterfront Promenade Examples



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**BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO**  
Waterfront Promenade Examples

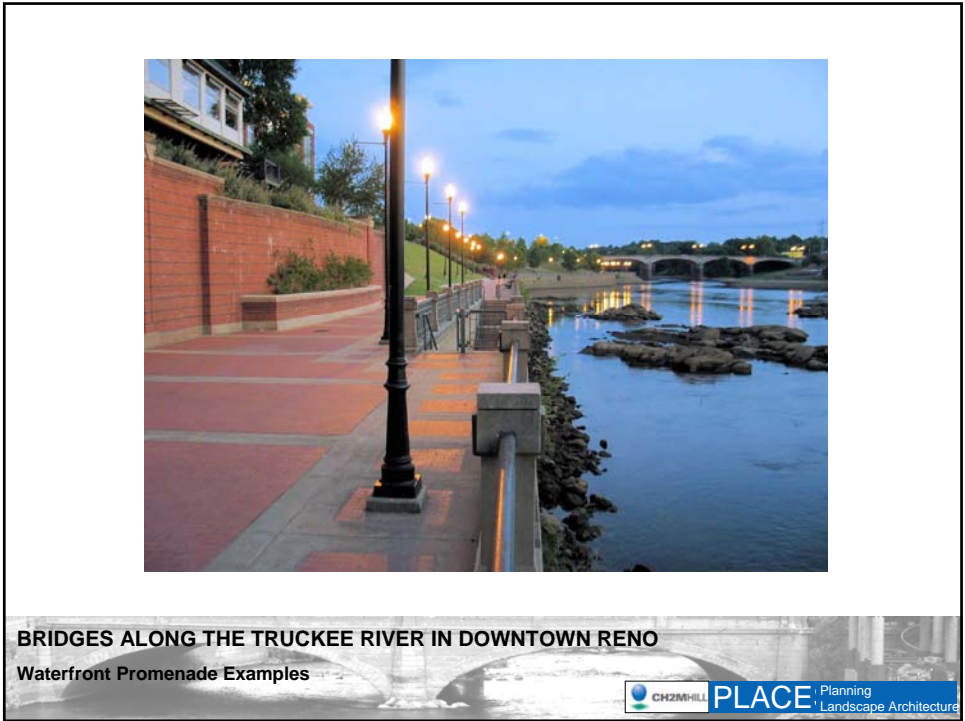


**BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO**  
Waterfront Promenade Examples



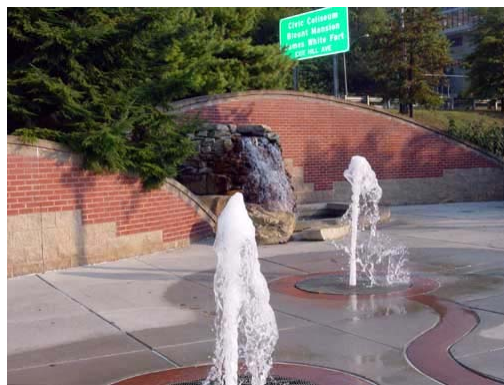








**BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO**  
Waterfront Promenade Examples



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Waterfront Promenade Examples





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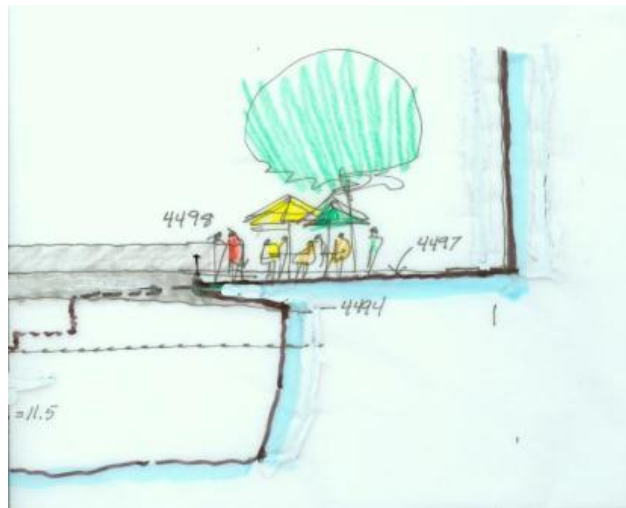


**BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO**  
Waterfront Promenade Examples





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Waterfront Promenade Examples





**BRIDGES ALONG THE TRUCKEE RIVER IN DOWNTOWN RENO**  
Waterfront Promenade Examples



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Waterfront Promenade Examples



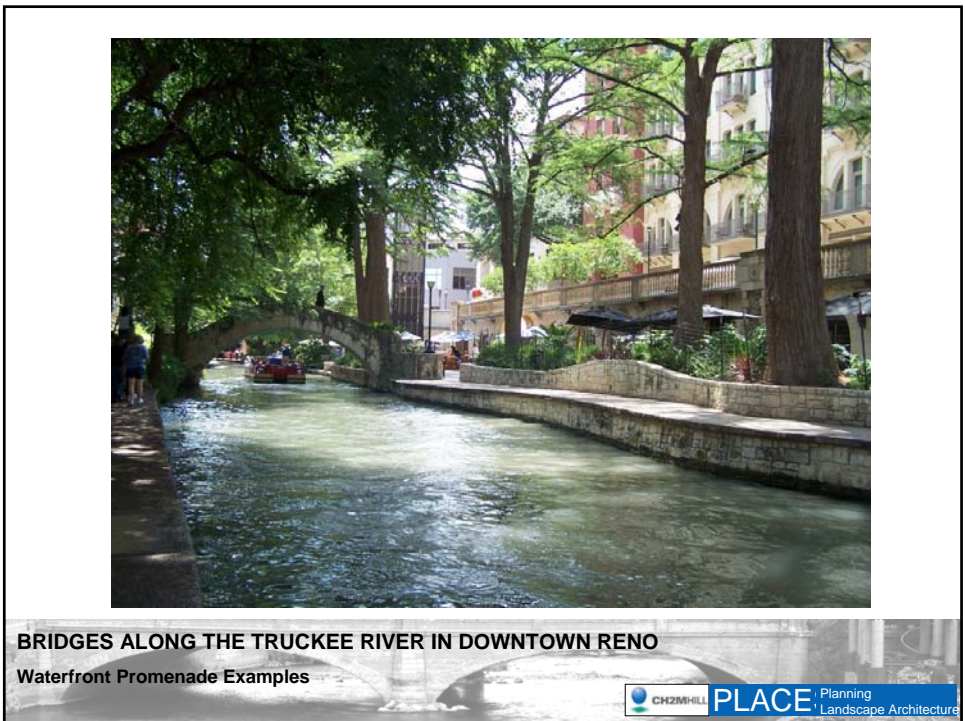
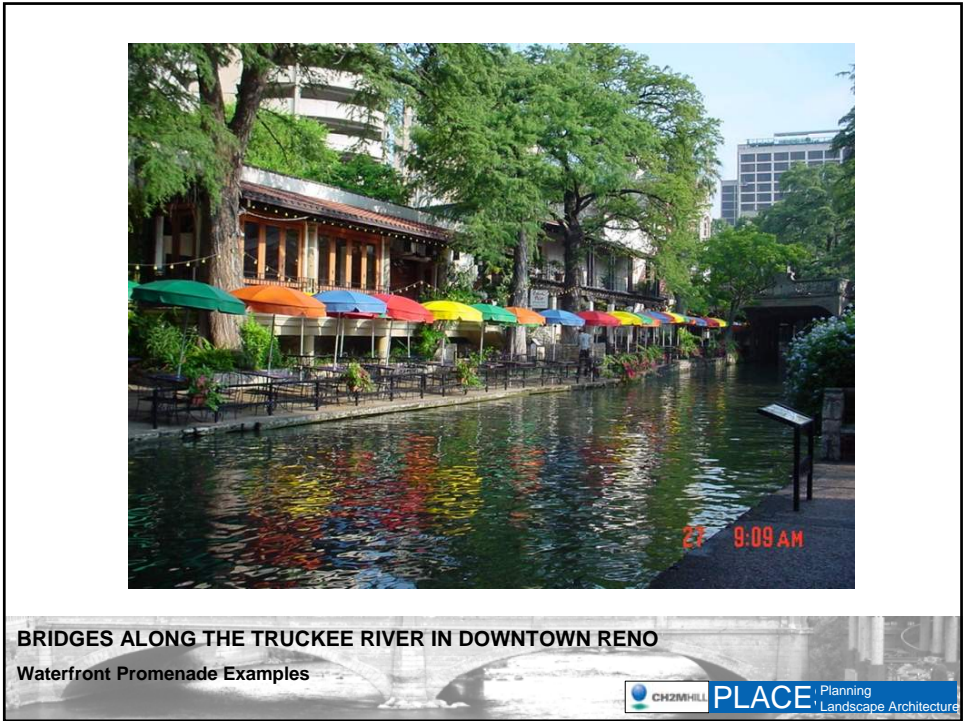


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Waterfront Promenade Examples



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Waterfront Promenade Examples





# Truckee River Flood Project

## Reno Visioning Workshop



Naomi Duerr, P. G. - Director  
October 2007

## Flood Project Coordinating Committee

### 8 Voting Members

- 2 - Sparks Council (Geno Martini and Ron Smith)
- 2 - Reno Council (Jessica Sferrazza and Dan Gustin)
- 2 - Washoe County Commission  
(Bob Larkin and Dave Humke)
- 2 – UNR (Pres. Glick and Robert Dickens)



## Flood Project Coordinating Committee

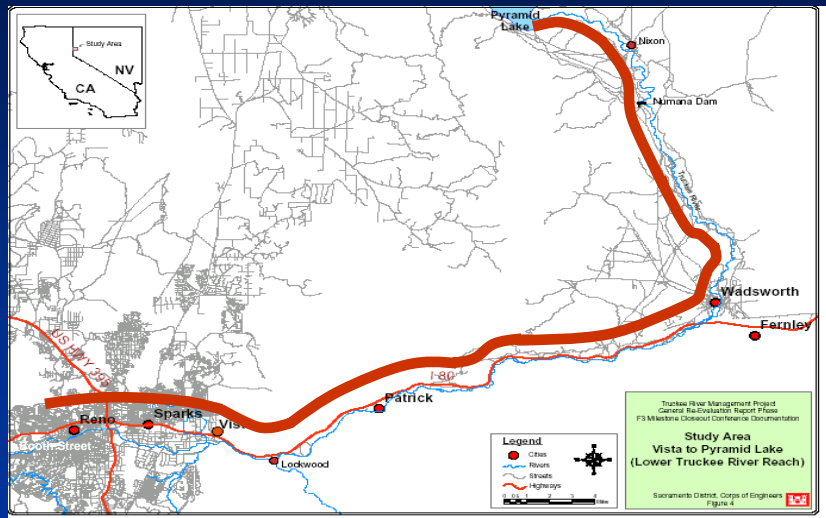
### 15 Non-Voting Members

- Pyramid Lake Paiute Tribe
- Storey County
- Airport Authority
- Technical and Financial staff
- Community Coalition

## FPCC

- Washoe County is managing partner
- Supported by 1/8<sup>th</sup> cent sales tax ~ \$100 M

# Current Project Area Booth Street to Pyramid Lake



## Goals of the Project

- ❖ Flood Damage Reduction
- ❖ Ecosystem Restoration
- ❖ Recreation



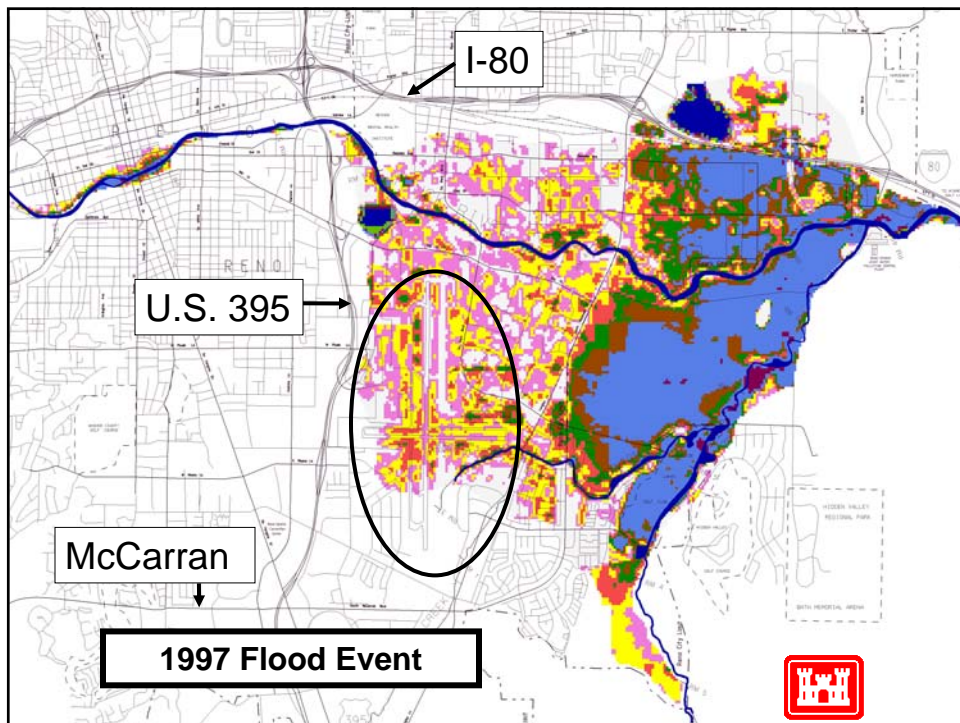
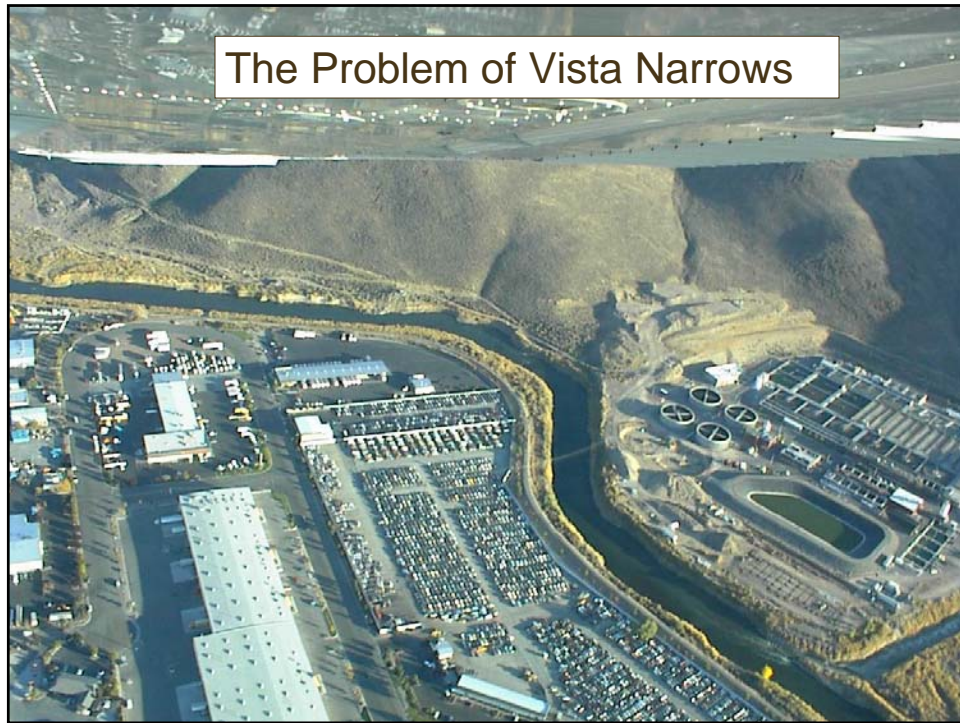


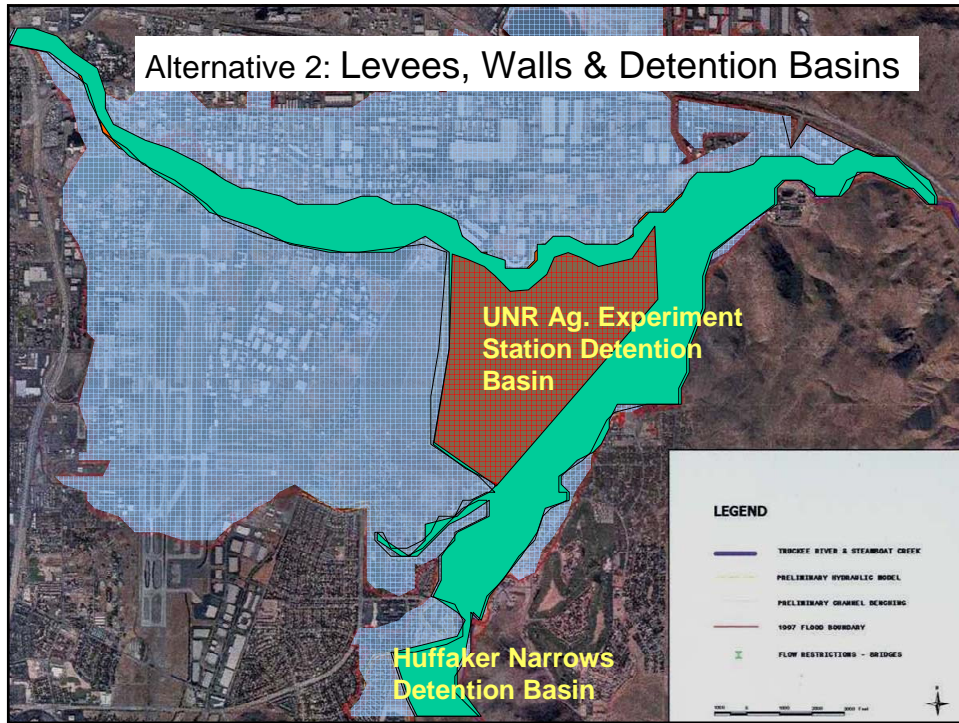
## 1997 New Year's Day - East Sparks



## 2005 New Year's Eve Flood



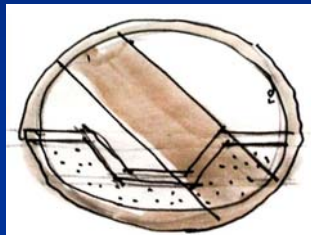




## Community Coalition

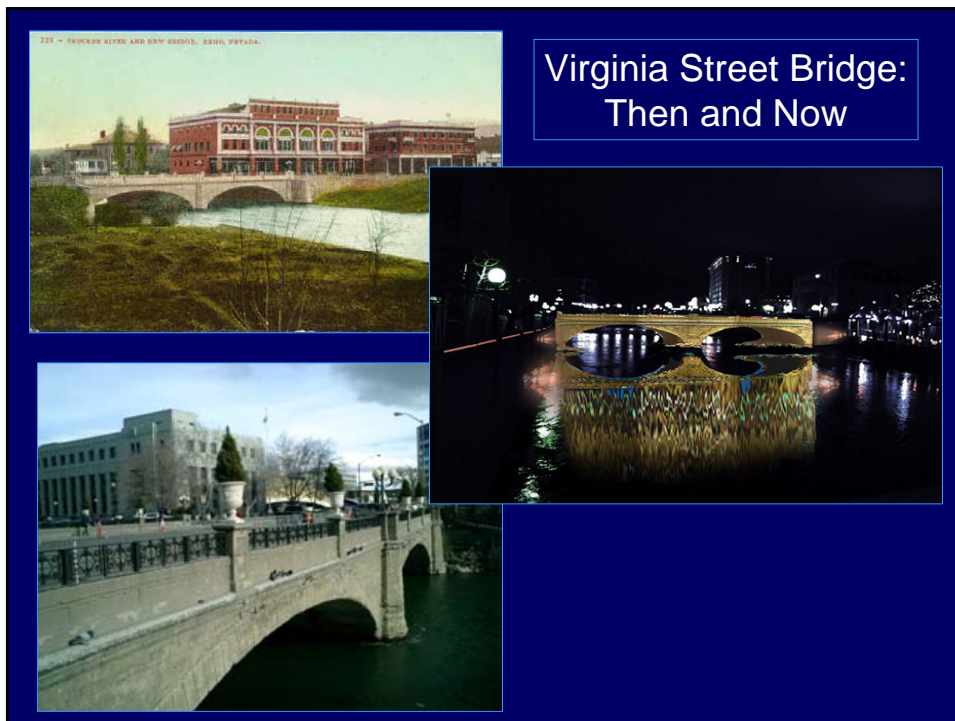


- Launched April 2000 in response to Corps proposals
- Not LA, not LV
- 500+ meetings and tours
- Came up with new plan – ***“The Living River Plan”***



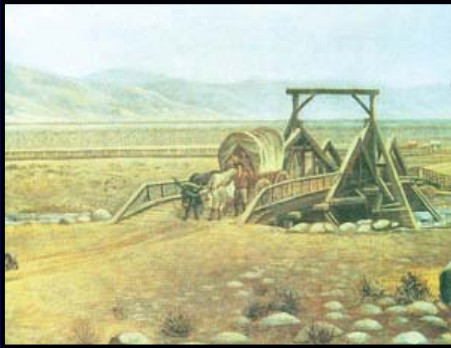
## Basic Principles

- Cost = \$800 M --- 50/50 cost share
- Our share from 1/8 cent sales tax and new “flood funding areas”
- Now finishing “Chief’s Report”
- Congress for Authorization and Appropriation
- Project Cooperation Agreement
- Start construction



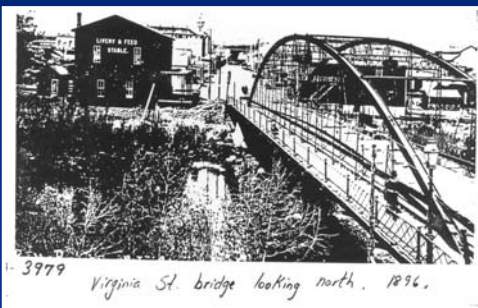


Lake's Crossing & Early Virginia Street Bridges



## Downtown Reno

Replace Lake, Center, Virginia and Sierra Street bridges with bridges that span the river and make an architectural statement.

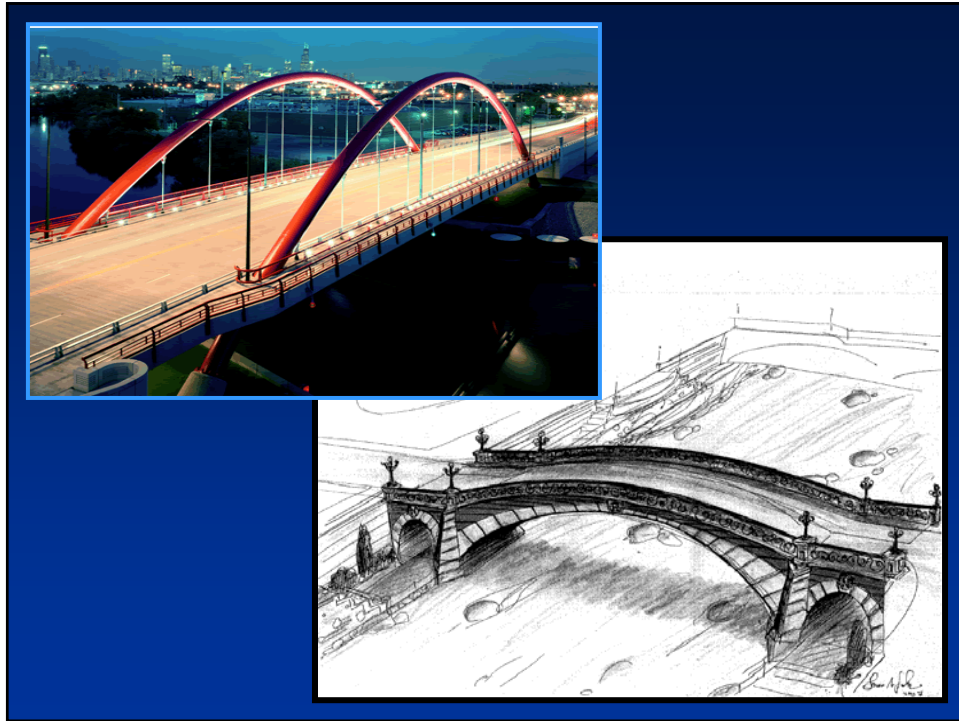


3979 Virginia St. bridge looking north, 1896.

1896



2012 ?



**Replace old floodwalls, take out the “dips,”  
address structural issues**



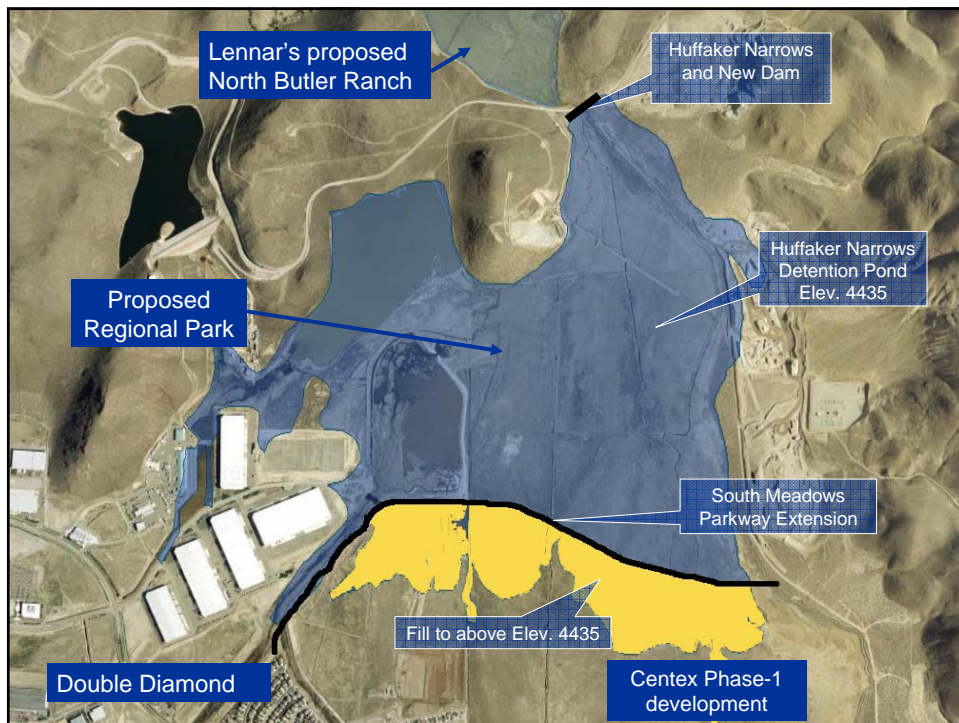
## River Parkway Land Acquisition



## River Terraces



# Huffaker Narrows





## McCarran Ranch



East Pasture at McCarran Ranch just after wetland creation - December 2003



## East Pasture at McCarran August 2005 (1 ½ year later)



## Schedule

1997 to Today	Evaluation/Planning
2000-2003	Community Plan
2005-2007	Land Acquisition Project Plan Public Awareness
<b>2008</b>	Local Funding, TRAction Projects & Construction Chief's Report
2008-2009	Federal Appropriation and PCA
2009	"Turn Dirt"

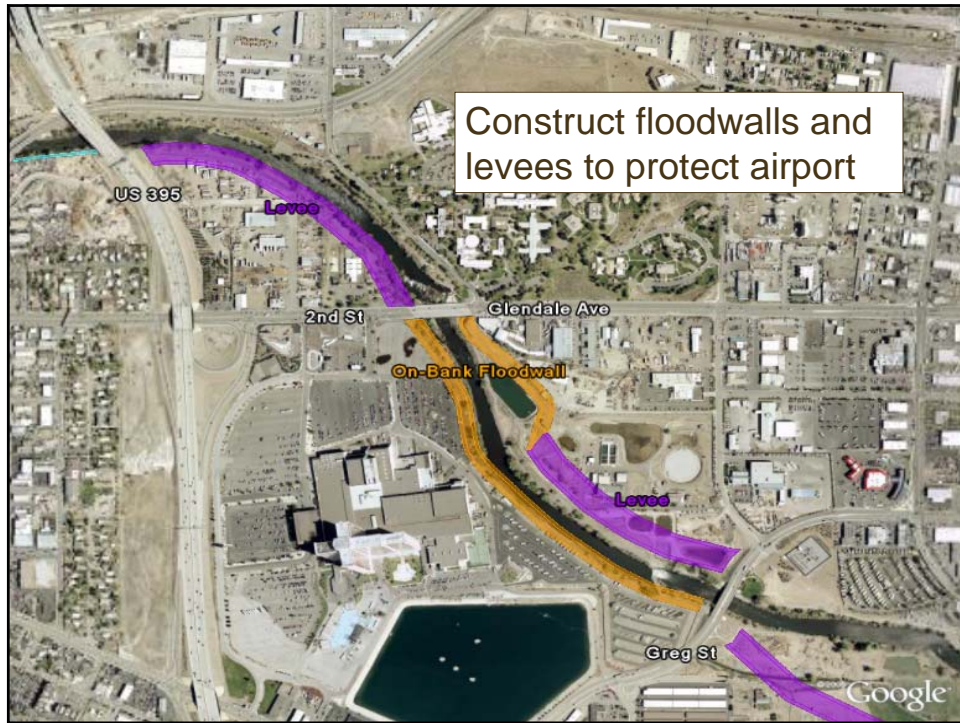
## TRAction Projects (Truckee River Action Projects)

### Criteria

- Project can stand alone in providing flood protection
- Project is sponsored by public agency
- Primary element of Flood Project
- Project meets all Corps standards and permitting requirements

Questions?



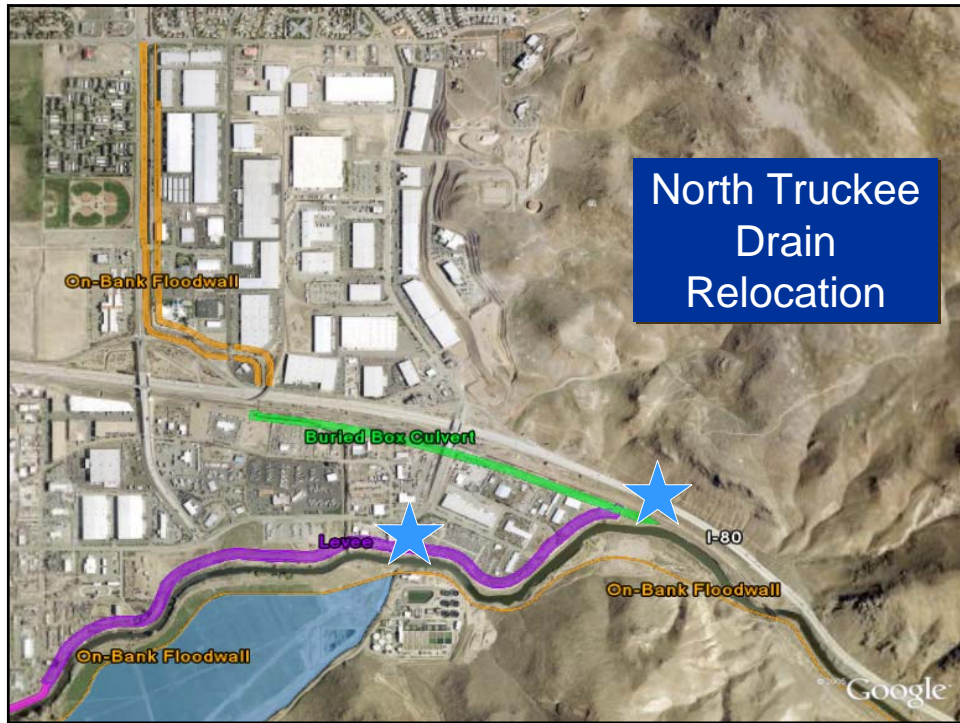




## Land Acquisition

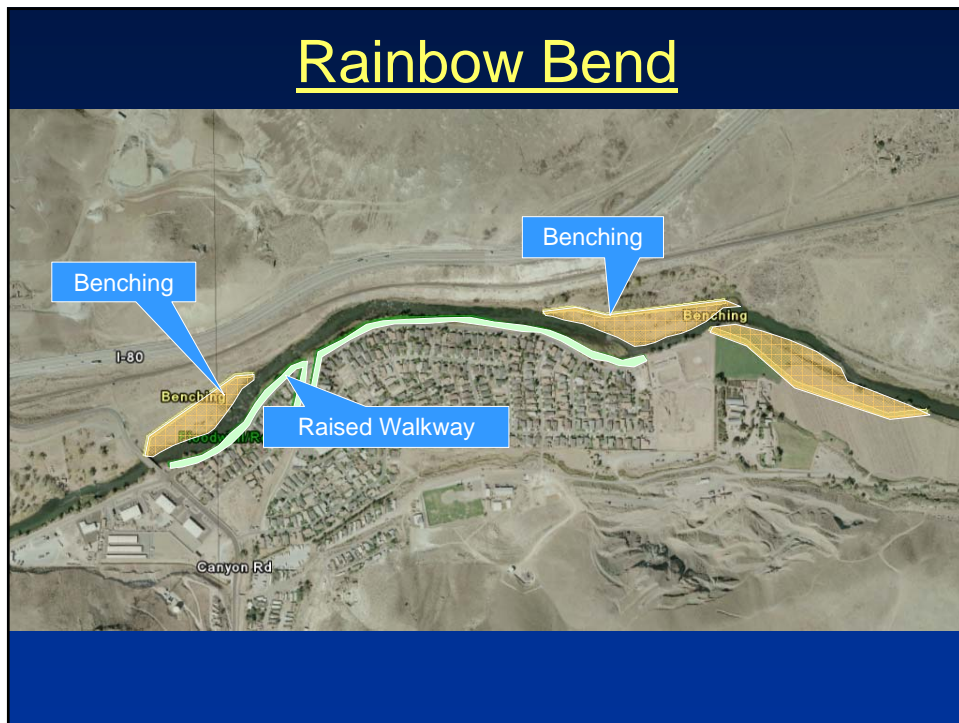
135 Acres purchased to date

- 9 properties and 9 buildings – \$42 Million
  - East Steele Ranch
  - UNR Mill and McCarran
  - 3 Edison Way
  - Lockwood (last site mobile home park)
  - Excel Building
  - Ferrari Ranch
  - Catholic Church (Bristlecone)
- 3 other properties with agreements
- ~13 additional properties remaining



### Herron's Landing & Hidden Valley – Steamboat Creek Flooding





## Restoration: Fixing a Degraded System

Straightening Truckee River in 1960's resulted in:



- unstable banks
- lowered groundwater
- lost habitat & species
- reduced nutrient uptake

*“Unintended consequences of well meaning people”*

## Restoration Elements

- Re-curve channel
- Slow water and raise elevations
- Re-establish vegetation
- Remove 15-30 diversion dams
- Provide fish passage, fish screens and fish holes





## Cost and Revenue Sources

Total Project Cost	\$800 Million
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Corps of Engineers - 50%	\$400 M
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Local - 50%	\$400 M
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1/8 cent Sales Tax	\$ 100 M
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Desert Terminal Lakes	\$ 20 M
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State of Nevada	<u>\$ 5 M</u>
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Total	\$ 125 M
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**Need**

**~ \$275 M**

## Ways to Address Shortfall

Impact Fee on Floodplain Development

Flood Control District

Special Assessment District

Increase sales tax (+1/8 cent)

Motor Vehicle Registration

Property Transfer Tax

## Ways to Address Shortfall

	<u>Support</u>
Impact Fee on Floodplain Development	78%
Flood Control District	55%
Special Assessment District	53%

### 4 TRAction Projects approved for \$3.3 M:



- Sparks - North Truckee Drain Feasibility Study \$790,000
- Washoe County - Hidden Valley Levee Feasibility Study \$225,000
- Reno-Sparks Indian Colony - Levee Construction \$1,700,000
- Reno - Feasibility Study of 6 Downtown Bridges \$600,000

## 2005 Senator Reid Legislation

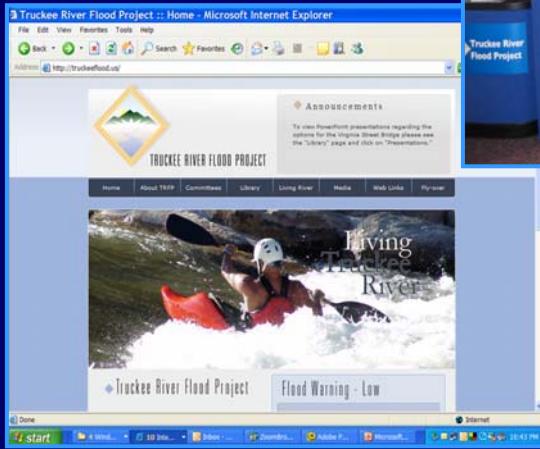
Section 113, PL 109-103

### Goals of Legislation:

- unify 3 sections of project for purposes of cost-benefit assessment (allows construction of a bigger project in downtown Reno)
- allows flood project to capture credit for contribution of 6700 AF - valued at \$100-200 M



- Flood Project Display
- New Website



Corps Tour  
of  
Restoration  
Areas

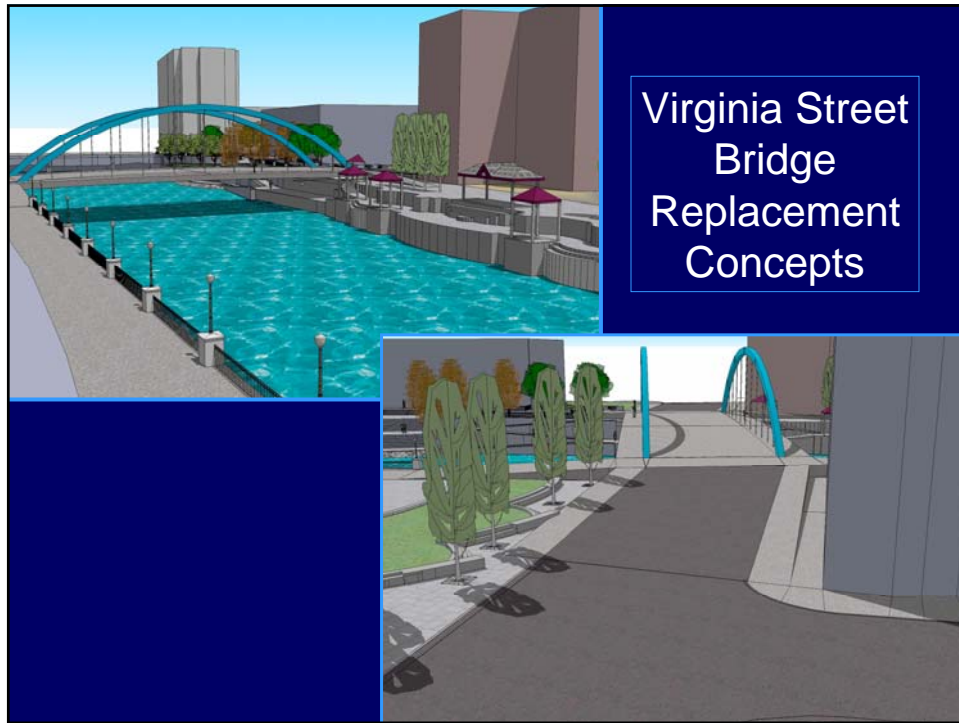




2007  
Partners'  
Award

## Take Home Messages

- Project structure (Partnerships, FPCC, staff, committees) has helped put project on track after many years of delay- **don't want big changes now**
- **Starting construction in 2008, Federal \$ in 2009**
- Funding remains big issue
- **Have to protect Flood Project from inflows above design assumptions or will "overtop" and not work as expected**
- Should be focusing on full build-out of region, not just a point in time; need to integrate stormwater flows
- **Need to protect all remaining floodplains, especially Critical Flood Zone #1 which is part of the project**
- Need all partners working on hydrologic model and drainage handbook



Virginia Street  
Bridge  
Replacement  
Concepts

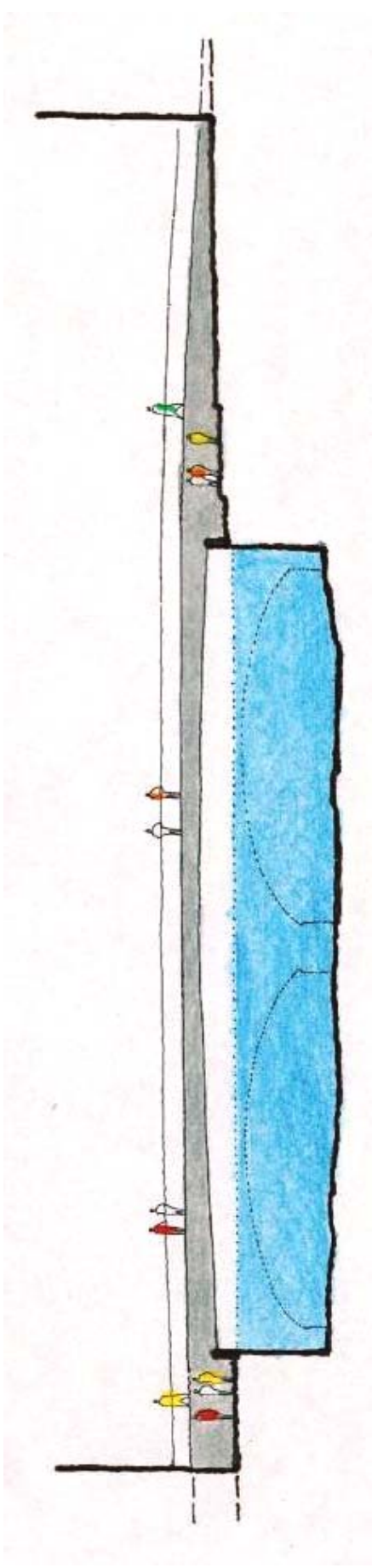
**National Economic Development Plan**  
**“NED”**

- Corps version of the flood project
- Based on best Benefit : Cost ratio
- Divides project in 3 parts:
  - Downtown Reno: 50-year protection
  - Meadows: 117-year protection
  - Downstream: 100-year protection
- Contains ~ 40 sub-projects
- Planning now in final stages

## Locally Preferred Plan “LPP” Handout

- Our Plan - Adopted March 2006
- Same as NED *except* includes:
  - 100-year protection and floodwalls in downtown Reno (NED = 50-year)
  - Includes Huffaker Detention Dam and Regional Park (NED has 1-foot taller walls)
- Since 2006, LPP amended to:
  - Increase level of protection to 117-year in the Meadows
  - *Replace* rather than restore Virginia Street Bridge
  - Add Center Street Bridge

## Existing Channel Results in Shorter Higher Bridges

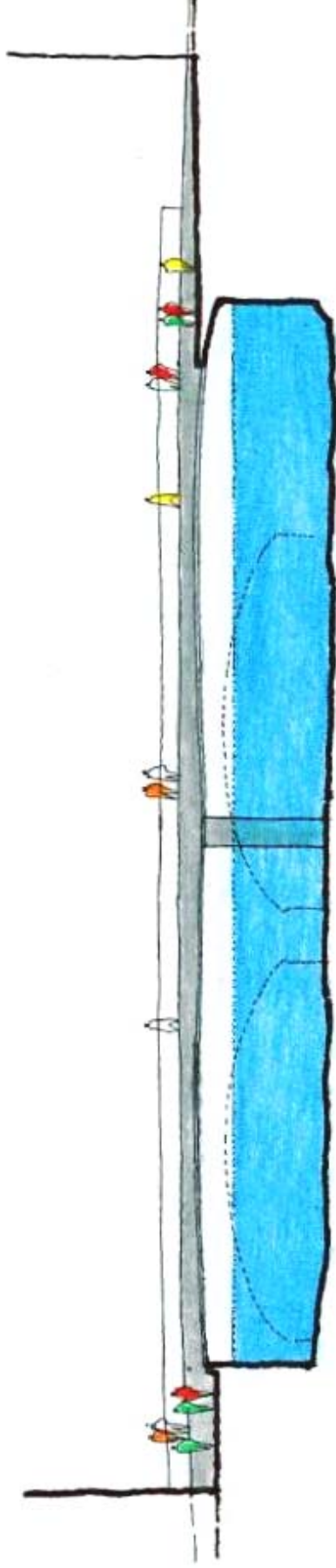


## Deck Supported from Below Clear Span Shallow Concrete Arch Shown

Concrete river channel flood walls at or above pedestrian eyelevel are required. These walls, along with higher bridge structures and abutments, hide views of river and river edge pedestrian activity. Higher bridge decks must ramp to meet existing street levels requiring long transitions, some over a block long. At ground level, buildings bordering river flood walls and ramping streets may experience a 'daylight basement' storefront quality. New raised pedestrian promenades on portions of the north shore and most of the south shore may be required for a river walk experience.

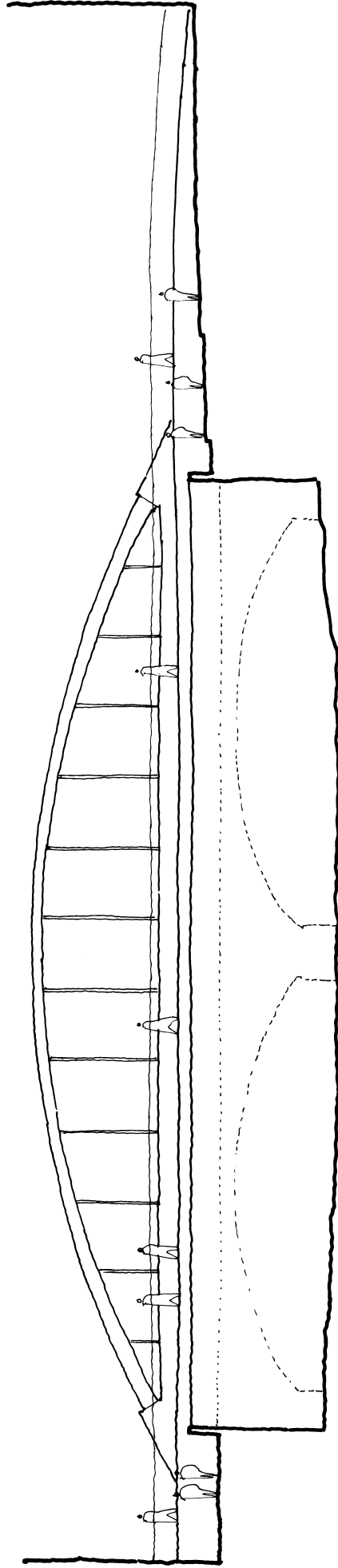


**Widen Channel**  
Results in Lower Longer Bridges



**Deck Supported from Below**  
**Two Span Shallow Concrete Arch Shown**

The south embankment is moved back twenty-five to thirty-five feet. A new pedestrian promenade will be required on the south shore. This new promenade may be twenty-five to thirty-five feet wide and is shared with service vehicles. This concept lowers bridges and channel flood walls in an attempt to keep the urban setting as flat as possible.

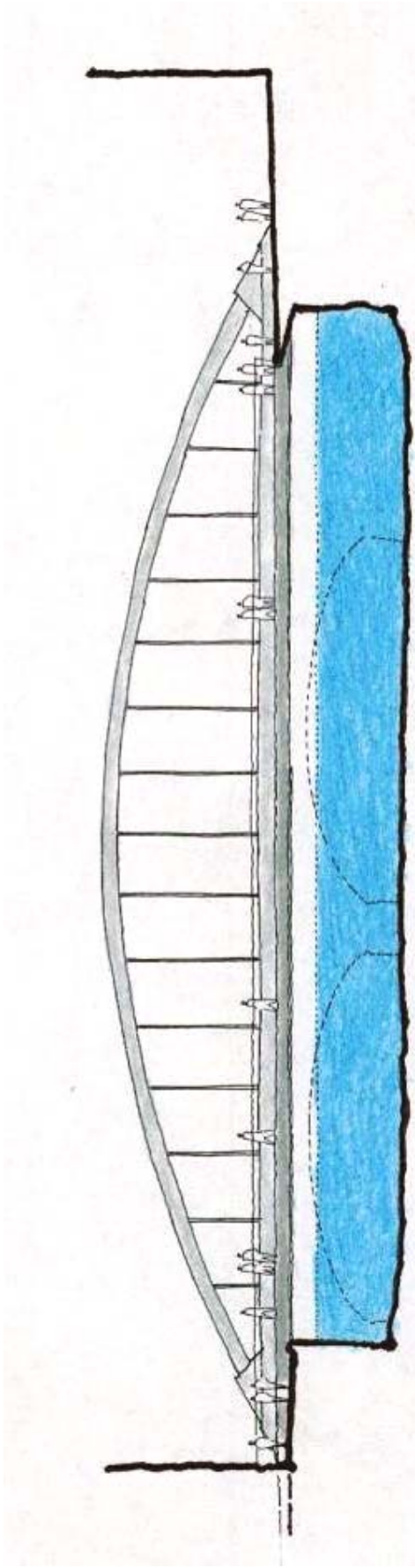


**EXISTING CHANNEL  
RESULTS IN SHORTER HIGHER BRIDGES  
DECK SUPPORTED FROM ABOVE – TIED ARCH SHOWN**

Concrete river channel flood walls at or above pedestrian eyelevel are required. These walls, along with higher bridge structures and abutments, hide views of river and river edge pedestrian activity. Higher bridge decks must ramp to meet existing street levels requiring long transitions, some over a block long. At ground level, buildings bordering river flood walls and ramping streets may experience a 'daylight basement' storefront quality. New raised pedestrian promenades on portions of the north shore and most of the south shore may be required for a river walk experience.

## **Widen Channel**

Results in Longer Lower Bridges

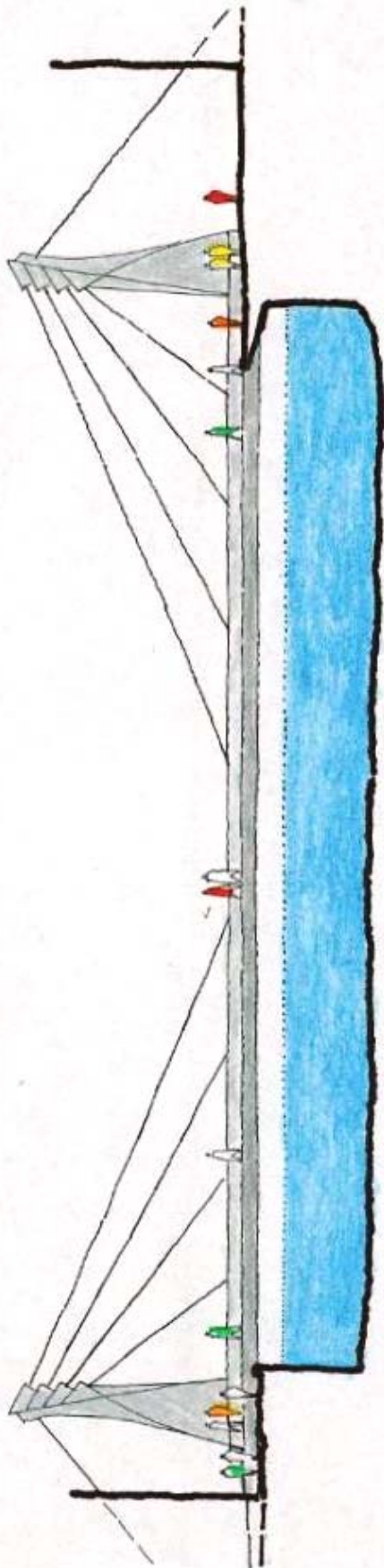


## **Deck Supported from Above Clear Span Tied Arch Shown**

The south embankment is moved back twenty-five to thirty-five feet. A new pedestrian promenade will be required on the south shore. This new promenade may be twenty-five to thirty-five feet wide and is shared with service vehicles. This concept lowers bridges and channel flood walls in an attempt to keep the urban setting as flat as possible.

## Widen Channel

Results in Longer Lower Bridges



## Deck Supported from Above Clear Span Cable Stay Shown

The south embankment is moved back twenty-five to thirty-five feet. A new pedestrian promenade will be required on the south shore. This new promenade may be twenty-five to thirty-five feet wide and is shared with service vehicles. This concept lowers bridges and channel flood walls in an attempt to keep the urban setting as flat as possible.