Appendix H-2
Public Workshop #2 Summary

Bridge Visioning Traction Project Summary

ATTENDEES: Members of the Public
Kerri Williams-Lanza/City of Reno
Auro Majumdar/City of Reno
Paul Urban/Truckee River Flood Project
Mimi Fujii-Strickler/Truckee River Flood Project
Mike Cooper/CH2M HILL
Bill Crawford/ CH2M HILL
Jason Lillywhite/CH2M HILL
Glenn Sorensen/CH2M HILL
Aimee Morace/CH2M HILL
Mark Gallegos/CH2M HILL
Leslie Regos/CH2M HILL
Steven Anderson/CH2M HILL
Michelle Searle/CH2M HILL
Barb Santner/PLACES, Inc.

FROM: Leslie Regos/CH2M HILL
Michelle Searle/CH2M HILL

MEETING DATE: March 20, 2008

On Thursday, March 20, 2008, the second workshop for the City of Reno Bridge Visioning TRAction Project was held at the McKinley Arts Center, 925 Riverside Drive, Reno, Nevada. Following is the summary of the workshop, including a summary of the flood protection scenarios, the questions and comments collected at the Workshop #2, sign-in sheets of the attendees and the meeting notification methods.

1. General Workshop Summary

Leslie Regos welcomed the group, facilitated introductions and introduced the agenda. Leslie began with a brief overview of Workshop #1 that was held in October 2007, which provided direction to the content for Workshop #2. She then reviewed the Workshop #2 meeting format which consisted of breaking the meeting attendees into five stations and rotating the groups through each station. Participants were afforded 15 minutes per station to learn about each flood protection scenario (see description below in #2), answer questions and provide feedback.

The meeting was summarized with each station facilitator reviewing the discussions and comments from all of the groups.

Leslie reviewed the next steps in the process. The City of Reno will determine the level of flood protection to move forward with the design details, aesthetics, and architectural options to meet the desired level of design protection. This decision may be available by mid summer, and Workshop #3 should be held sometime in late summer 2008. The meeting was adjourned.

2. Presentation Content

Scenario #1 – 50-year Flood Protection – This station presented a 50-year flood protection for downtown Reno. This design contains the 50-year flood within the channel and requires reconstruction of the Sierra, Virginia, and Lake Street Bridges. The existing Center Street Bridge remains in place. Graphics were provided showing the limits of roadway reconstruction associated with the three bridges and showing the inundation resulting from the 74-year and 100-year floods. In this scenario, the bottoms of bridges are 2 feet above the 50-year flood.

Scenario #2 – 74-year Flood Protection –This station presented a 74-year flood protection for downtown Reno. This design contains the 74-year flood within the channel and requires reconstruction of the four bridges at Sierra, Virginia, Center, and Lake Streets. Graphics were provided showing the limits of roadway reconstruction associated with the four bridges and showing the inundation resulting from the 100-year flood. In this scenario, the bottoms of bridges are 2 feet above the 74-year flood.

Scenario #3 – 100-year Flood Protection - This station presented a 100-year flood protection for downtown Reno. This design nearly contains the 100-year flood within the channel and requires reconstruction of the four bridges at Sierra, Virginia, Center, and Lake Streets. Graphics were provided showing the limits of roadway reconstruction associated with the four bridges and showing the minor inundation resulting from the 100-year flood. In this scenario, the bottoms of bridges are 2 feet above the 100-year flood.

Scenario #4 – US Army Corps of Engineers 100-year Flood Protection - This station presented the US Army Corps of Engineers' design criteria for 100-year flood protection for downtown Reno. This design contains the 100-year flood within the channel and requires reconstruction of the four bridges at Sierra, Virginia, Center, and Lake Streets. Graphics were provided showing the limits of roadway reconstruction associated with the four bridges and showing the minor inundation resulting from the 100-year flood. In this scenario, the bottoms of bridges are 4 feet above the 100-year flood.

Virginia Street Bridge Impacts –A station showing the justification for replacing the Virginia Street Bridge was included for meeting participants to better understand the City's decision to replace this bridge. The information presented showed that replacing the Virginia Street Bridge is necessary with any level of flood protection design to stop flooding in downtown Reno.

3. Station Summaries

Scenario #1: 50 -Year Flood Protection

Questions

Will pedestrian paths be affected?
How high would the wall be adjacent to La Famiglia?
What happens to the river walk?
Are there any flood walls?
Has the City looked at eliminating the Lake Street Bridge?

Comments

Under this proposal, I think we should raise Center Street as well to get it above flood level.
Eliminating the Lake Street Bridge could take huge costs to Lake Street Bridge improvements and move those funds to other bridges.
If Lake Street Bridge was eliminated, people could just cross the river at Center Street, but more traffic would come on to Center Street.
The Lake Street drawbridge idea is nifty and interesting.
Benefits of 50-year protection are not worth it.
50-year – least visual impacts/less expensive / use dollars to flood proof.
I support the 50-year plan. Keep the Center Street Bridge. Rebuild the Lake Street Bridge; Lake Street is important for traffic flow in downtown Reno.

Scenario #2: 74-Year Flood Protection

Questions

What impacts will occur to the roadways?
Will retaining walls be built?
How high will river channel walls need to be built?
Does this affect Baseball Stadium development?
Will there be retaining walls along river channel?
Will flood walls be required at Booth Street area?
What are financial impacts to businesses?
What are effects to the existing walkways, etc?
Does raising bridges keep the water in the river channel?
How would phasing of construction be considered if this plan was accepted?
If bridges are raised, does this still not keep 100-year flood in the channel?
Why not get rid of Lake Street Bridge?

Comments

The City needs to look at dollars now in order to compare scenarios.
Before raising all bridges, look at Truckee River Agreement.
Would like to see modeling with existing bridges at each scenario to compare plans.
Preference: Scenario #2 – Replace bridges without of flood walls along the river out of concern for aesthetics. Some buildings will need flood proofing/protection measures.

Scenario #3: 100-Year Flood Protection

Questions

What effects does this have on river walk?
With hydraulic modeling, can improvements to west be made?
Is City raising flood walls with a 100-year scenario?
Is flood proofing of buildings a better option?
What is cost of flood proofing versus raising bridges?
What are public safety and security issues associated with raising bridges?
Will sidewalks need to be raised?
Can there be wall variations in conjunction with bridge elevations?
Does this meet Corps of Engineers' criteria?
What is the damage cost analysis?
Can we eliminate a bridge?
How precise are models?
What are bridge elevations versus the flood elevations?
Do projections take into account current changes to roads and structures?
Does Arlington Bridge make any changes?

Comments

Please consider table/lift bridges as an option.
Lift bridge electronically sensored.
We heard north side walls need to be raised to 5-6' with this plan.
I feel that the Scenario #3 is the best bet. Can lowering the design speeds on the roads lessen the approach lengths?
100-year/2ft - All 4 bridges with walls/too obtaining/police and safety/could be issues for lack of visioning.

Scenario #4: Corps of Engineers 100-Year Flood Protection

Questions

How does it impact redevelopment of Post Office and pedestrian access?
What is elevation difference at walkways?
How is bike path affected by this proposal?
What are the access impacts to Island Ave. and businesses adjacent to river?
Where would flood walls be required?
What effect might this have on tourism?
Would this scenario effectively shut down access at Siena?
Would pedestrian paths be beneath bridges?
Would City provide access for bicycles?
Where would limits of walls be in this scenario?
You are showing both methods between 2-4', are we required to use Corps of Engineer' criteria?
Would we be penalized/lose funding if we don't use Corps of Engineers' criteria?
Do you have any water lines or survey lines going north– south in these bridge areas?
What is the idea behind the Corps of Engineers requirement of 4' instead of 2'?

Comments

Corps of Engineers' freeboard requirement is too much.
Draw bridge/no bridge at Lake Street.
100-year/4ft – No way this could be mitigated. Would change the entire river corridor/safety-not visible for police/walls are way to tall/$100m – four bridges.

Virginia Street Bridge Flood Impacts

Questions

Does new development cause greater downtown flooding?
Would pedestrian only bridge at Virginia Street have capacity to pass flood?
If Reno gets a 100-year protection what about Sparks?
Can part of Virginia Street Bridge be preserved and still replace most of it?
Can we keep Virginia Street Bridge and put in culverts hedges for greater flow?
How about replacing Virginia and Lake Street Bridges?
Has City studied only replacing Virginia Street Bridge?
Has City studied what would occur if Virginia Street Bridge was replaced and other bridges left?
What is replacement priority?
Remove and not replace Virginia Street Bridge?
Has City studied what would occur if Virginia Street Bridge was replaced and other bridges left?
Could a crane be on hand to clear debris and keep Virginia Street Bridge clear?
There is D.A.R. plaque on the Virginia Street Bridge. What assurance can you give that the plaque will be preserved/protected and relocated to the new Virginia Street Bridge?

Comments

Important to consider historic preservation, but also public safety too.
Widen channel on north side (AT&T Bldg/others) to increase capacity – we need to think of big solutions for the next 100 + years.
From historic preservation standpoint, replacing Virginia Street with pedestrian only bridge would be good-not replicating existing bridge.
Consider a draw bridge.
Skeptical whether existing channel will pass 100-year flood anyway even with bridge replacements.
Consider replacing Virginia Street Bridge and only replacing Lake Street Bridge.
Need to keep Truckee River as focal point, raised bridges would be unsightly.
There have been studies for Virginia Street pedestrian bridge mall, but business owners want vehicular traffic.
If water park continues, pedestrian bridge at Virginia Street might be better.

Virginia Street Bridge Flood Impacts (Continued)

Virginia Street Bridge as pedestrian bridge.
Pursue possibility of no replacement of Virginia Street Bridge.
I think removal of Virginia Street Bridge was the best suggestion tonight. We should consider the transportation implications, but this seems to be best for the downtown area.
Keep vehicle traffic on Virginia Street.
Look at removal Virginia Street Bridge & only having pedestrian traffic.
My preference is make Virginia Street Bridge a pedestrian bridge. It seems to solve some flood problems and be economical.
Virginia Bridge – Pedestrian Bridge/not replacing is supportable from a pedestrian perspective.

General Questions and Comments

Questions

Is there support from above?
What is the interaction between flood control and redevelopment?
Where are we in decision making?
Could there be 50, 75, 100-year floods in the same year?
What does a 50-year event mean?
How does the 100-year flood compare to 1997 flood?
Could 100-year flood protection be chosen if Virginia St. Bridge were made to be pedestrian and reduce other bridge heights?
What is time frame for this project?
What is decision timeline?
Who is going to pay for it?
Do we know what cost is for this?
Why are we looking at more water now than when the bridges were built?
Why would City implement this design if the Corps of Engineers does not fund it?
How does this design incorporate Corps of Engineers' design and funding?
What are the impacts of not meeting Corps of Engineers' standards?
If we meet the Corps of Engineers' criteria, do they pay for everything?
Will extra money go to flood insurance/help for impacted properties?
Would commercial flood insurance values change?
FEMA funding and the change in insurance maps?
Has City considered building upstream debris control structures, such as "bridge shark?"
Is bridge downstream adequate?
Can debris be collected upstream of downstream?
Can we clean channel?
Is there an option to deepen channel?
Can channel be widened?
What about debris from Arlington?
What about Arlington & upstream options?

General Questions and Comments (continued)

Comments

50 and 74-year plans seem most realistic.
This 50-year plan doesn't buy you anything.
74-year – no wall/bridges and abutments/all concerns effected.
If we are placing money into the 50 year event, we should spend more for the 75 year.
More excavation needed to pass 100-year floods.
If 100-year protection is chosen, major downtown renovations should be considered to integrate riverside structures.
Sundial cantilever pedestrian bridge built to match canopy over ice rink- compatible lighting.
A draw bridge seems elegant (perhaps at a couple of bridges).
Have at least the Lake Bridge be a draw or risible bridge to keep the roadways unchanged.
Creative solutions is key.
City is talking about a bike path along the river.
Make area much more pedestrian friendly.
The City should avoid flood walls between bridges if possible.
Are there ways to create early melting of the snow to avoid the 24-48 hour floods?
The City needs to clean out the river and drainage ways to help with flood problems.
Build debris catchers up river, several to remove major debris before it would clog our bridges.
Catch debris before it comes downstream.
Final preference will depend upon cost/benefits analysis of the alternatives.
Review the 2006 Downtown Reno Circulation and Parking Plan to understand future traffic conditions in downtown Reno.
Typical sections of 2 lanes with 12' shoulders should be reviewed for each location.
Please look a Truckee River Operating Agreement.
Concerned with a lack of urgency.
Skeptical of new improvements ability to actually protect.
The City has been slow moving in developing a program for floods.
Would like to see different meeting format, so I can hear better.
Great job so far, thanks.
Very informative – Thank you.

City of Reno and Truckee Flood Management Project
City of Reno TRAction Project – Workshop #2
Date: March 20, 2008 – McKinley Arts Building

Participant Name & Representing	Address	Phone	Email Address
Luke Fry (self)	1450 Idlewild Dr.	453-3380	lukesfry@yahoo.com
Ted Fuetsch (Reno)	2525 Southampton Dr	785-5852	FUETSCHT@CI.RENO.NV.US
Jim Megquier (Reno)	140 Crestview Pl.		Megquier@Charter.Net
Robert Lee	3235 Markham	322-7234	[illegible]
Jerry Purdy	3141 Platte River Reno 89503	746-5308	jerry.purdy@sbcglobal.net
Tina Nappe	615 Robinson Court 89503	786-1178	TNappe@nvbell.net
Dave Aiazzi		240-3283	AiazziD@cityofreno.com
Keith Lockard	#301 50 W. Liberty Reno, NV 89501	826-3200	K.LOCKARD@FEHRPEERS.COM
Stan Shumaker	405 Greensburg Circle	354-3309	Shumakers@ci.reno.nv.us
Sharon Walbridge	1205 Greensburg Circle Rev 89509	322-5833	swalbridge@sbcglobal.net

\\keno\PROJ\RenoNvCityOf\362604RenoVisioning\PublicInvolvement\PublicMeetings\Sign In Sheet.doc

City of Reno and Truckee Flood Management Project
City of Reno TRAction Project – Workshop #2
Date: March 20, 2008 – McKinley Arts Building

Participant Name & Representing	Address	Phone	Email Address
Laura MacGregor	3457 Skyline Blvd.	826-5904	donlaura@sbcglobal.net
DONALD NAQUIN		326-6675	NAQUIND@CITYOFRENO.COM
Barbara Ralph Courtney	3333 Bucknall Ct.	624-0271	—
Gretchen Alarab	4869 W. Lakeridge Ter.	828-0925	gretchalar@aol.com
Jessica Jones	255 Southridge	3342065	jonesje@cityofreno.com
Paula McDonough	280 Island Ave #1202	322-5774	paulamcd@netzero.net
SUSIE KAPAHEE	9390 GATEWAY #230	850-7456	SKAPAHEE@WASHOECOUNTY.US
Tom Swan	1019 Riverside	337-2337	tswan@gbis.com
NEWTON DEBARDELEBEN	1140 JOHNSON PL	224-7023	newtoniii@hotmail.com
Bob Rusk	4205 Old Hwy. 395N Washoe Valley	329-6411	llamabarn@aol.com

\\keno\PROJ\RenoNvCityOf\362604RenoVisioning\PublicInvolvement\PublicMeetings\Sign In Sheet.doc

City of Reno and Truckee Flood Management Project
City of Reno TRAction Project – Workshop #2
Date: March 20, 2008 – McKinley Arts Building

Participant Name & Representing	Address	Phone	Email Address
Daryl Drake	1885 S. Arlington Ave #207	322-4044	
ERIC BEER	1009 Riverside Dr. Reno	337-2337	
John Webster Brown	387 Chevy Chase Rue, NV 89509		
James Murphy	NDOT CC Headquarters	888-7889	jmurphy@dot.state.nv.us
Steve Alastuey	1050 Nevada St. #109, Reno, NV 89503	324-7385	alastuey52@yahoo.com
[illegible]	665 [illegible]	826-4070	[illegible]
Paul Urban T-R Flood Proj	9390 Gateway Dr. #230	(775) 850-7428	purban@washoecounty.us
Aaron Maynard Con	PO Box 1900		

\\keno\PROJ\RenoNvCityOf\362604RenoVisioning\PublicInvolvement\PublicMeetings\Sign In Sheet.doc

City of Reno and Truckee Flood Management Project
City of Reno TRAction Project – Workshop #2
Date: March 20, 2008 – McKinley Arts Building

Participant Name & Representing	Address	Phone	Email Address
Kevin Merkling	8200 Offenhauser, 1349	800-445-2837	kevin.merkling@gmail.com
James Kozera	1249 Carville Dr. #47	(775) 329-4420	
Joe Coudriet	City of Reno	334-2679	coudrietj@cityofreno.com
Dave Hollecker	870 Atlas Ct.	322-2969	wtgprizz@aol.com
Al Mahrouk	1250 Chara Cove	348-4343	[illegible]
Jae Pullen	1220 Forest St	997-3247	
Nakia Pullen	"	"	
Noel Laughlin	1832 Belford Rd	786-5010	nlaughlin@jcpd.com
Steve Oxoby	985 Damonte Ranch Pkwy	850-5108	steve.oxoby@jacobs.com
Jim Galloway	50 N. Sierra #1011	852-0250	[illegible]

\\keno\PROJ\RenoNvCityOf\362604RenoVisioning\PublicInvolvement\PublicMeetings\Sign In Sheet.doc

Meeting Notification

Public notice was distributed to the following locations/individuals:

2/19/08: Reno Gazette Journal notification sent to City of Reno for distribution

2/21/08: City of Reno and Truckee River Flood Management Project Website Postings

2/27/08: Phone Calls

3/7/08: Email Blast #1

3/7/08: United States Postal Service (fliers mailed)

3/14/08: Fliers hand delivered to Riverfront businesses

3/18/08: Email Blast #2

City of Reno and Truckee Flood Management Project
City of Reno TRAction Project – Workshop #2
Date: March 20, 2008 – McKinley Arts Building

Participant Name & Representing	Address	Phone	Email Address
Luke Fry (self)	1450 Idlewild Dr.	453-3380	lukegfrye yahoo.com
Ted Fuetsch (Reno)	3525 Southampton Dr	785-5852	FUETSCHTed.RENO.NV.US
Jim Megquier (Reno)	140 Crestview Pl.		Megquier@Charter.Net
Robert Lee	3235 Markham	322-7234	rcleenv@sbcglobal.net
Jerry Purdy	3141 Plaisse River Reno 89503	746-5329	Jerry.purdy@sbcglobal.net
Tina Nappe	615 Robinson Court 89503	786-1178	TNappe@nubell.net
Dave Aiazzi		240-3283	AiAzzi@cityofreno.com
Keith Lockard	50 W. Liberty #301 Reno, NV 89501	826-3200	K.LOCKARD@FEHRPEERS.COM
Stan Shumaker	405 Greensburg Circle	354-3309	Shumakers@ci.reno.nv.us
Sharon Walbridge	1205 Greensburg Circle 89509	322-5833	swalbridge@sbcglobal.net

City of Reno and Truckee Flood Management Project
City of Reno TRAction Project – Workshop #2
Date: March 20, 2008 – McKinley Arts Building

Participant Name & Representing	Address	Phone	Email Address
Laura MacGregor	3457 Skyline Blvd.	826-5904	donlaura@sbcglobal.net
DONALD NAQUIN		326-6675	NAQUIND@CITYOFRENO.COM
Barbara Ralph Courtney	3333 Bucknaak Ct.	624-0271	—
Gretchen Alarab	4869 W. Lakeridge Ter.	828-0925	gretchalar@aol.com
Jessica Jones	255 Southridge	3342065	jonesje@cityofreno.com
Paula McDonough	280 Island Ave #1202	322-6774	paulamcd@netzero.net
SUSIE KAPAHEE	9390 GATEWAY #230	850-7456	SKAPAHEE@WASHOECOUNTY.US
Tom Swan	1019 Riverside	337-2337	tswan@gbis.com
NEWTON DEBARDELEBEN	1140 JOHNSON PL	224-7023	newtaiiii@hotmail.com
Bob Rusk	4205 Old Hwy 395N Washoe Valley	329-6411	llamabarn@aol.com

\\keno\PROJ\RenoNvCityOf\362604RenoVisioning\PublicInvolvement\PublicMeetings\Sign In Sheet.doc

City of Reno and Truckee Flood Management Project
City of Reno TRAction Project – Workshop #2
Date: March 20, 2008 – McKinley Arts Building

Participant Name & Representing	Address	Phone	Email Address
Daryl Drake	1885 S. Arlington Ave #207	322-4044	
Eric Beer	1009 Riverside Dr. Reno	337-2337	
John Webster Brown	387 Chevy Chase Reno, NV 89509		
James Murphy	NDOT CC Headquarters	888-7889	jmurphy@dot.state.nv.us
Steve Alastuey	1050 Nevada St. #109, Reno, NV 89503	324-7385	alastuey52@yahoo.com
[illegible]	665 [illegible]	826-4070	mayesurge@gss.c[illegible]
Paul Urban T-R Flood Proj.	9390 Gateway Dr. #230	(775) 850-7428	purban@washoecounty.us
Auro Majestic Corp	PO Box 1900		

City of Reno and Truckee Flood Management Project
City of Reno TRAction Project – Workshop #2
Date: March 20, 2008 – McKinley Arts Building

Participant Name & Representing	Address	Phone	Email Address
KEVIN MERKLING	8200 OFFENHAUSER, 1349	800-445-2857	kevin.merkling@gmail.com
JAMES KOZERA	1244 Carville Dr. #47	(775) 329-1420	
JOE COUDRIET	CITY OF RENO	334-2679	COUDRIETJ@CITYOFRENO.COM
DAVE HOLLECKER	870 ATLAS CT.	322-2969	WETGRIZZ@AOL.COM
Al Mabrouk	1250 Chara Cove	343-4343	qwimasa@charter.net
JAE PULLEN	1220 FOREST ST	997-3247	
NAKIA PULLEN	"	"	
NOEL LAUGHLIN	1832 Belford Rd	786-5010	nlaughlin@jcpd.com
STEVE OXOBY	985 DAMONTE RANCH PKWY	850-5108	STEVE.OXOBY@JACOBS.COM
JIM GALLAWAY	50 N. SIERRA #1011	852-0250	JIMGALLAWAY@HOTMAIL.COM

Notice of Public Workshop

City of Reno Truckee River Bridges Visioning Project

Notice of Public Workshops

We Need Your Input!

The City of Reno and the Truckee River Flood Management Project solicit your input to define a vision for a safe and functional Truckee River Corridor and for transportation infrastructure downtown between Booth Street and Lake Street.

This will be the second in a series of three public workshops being conducted 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 # 2 will be held at the McKinley Arts & Culture Center on Thursday, March 20, 2008. The goal of this second workshop is to present refined concepts for replacing the downtown bridge structures and discuss the varying levels of flood protection that differing structures would provide the downtown area. This work is a result of public input collected in workshops in October 2007.

We hope that you will be able to join us, and we look forward to involving you in this important on-going community-based process:

Thursday, March 20, 2008
5:30 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, P.E., Senior Civil Engineer, City of Reno, at 775-334-2683.

City of Reno TRAction Project
Downtown Bridges Visioning

Workshop #2

March 20, 2008

Workshop Agenda

- What we learned last Fall
- What the study team is doing now
- Scenarios for levels of flood protection
- What you have to say about Scenarios
- Next steps in the process

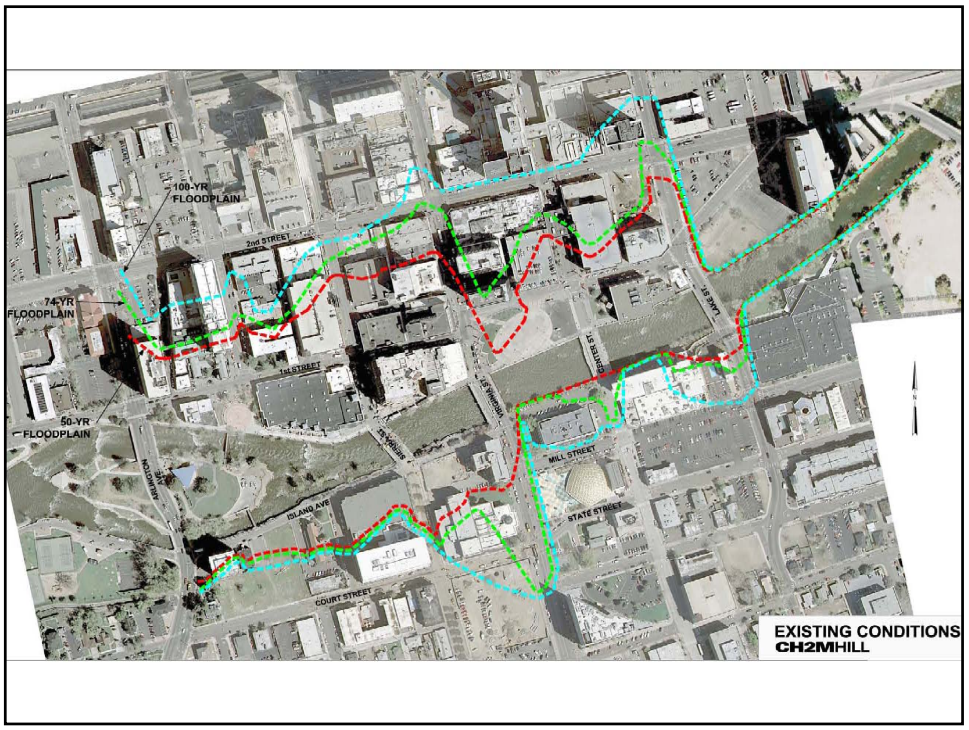
What we heard last Fall

- Celebrate the River
- Don't isolate River from downtown experience
- Aesthetics are important
- Access to / from / across River is important
- Safety downtown and along River is important

What the study team is doing

- Determining "function" of infrastructure along/across the river
- Determining design options for accommodating desired function and level of flood protection
- Demonstrate impacts to City and community
- Understand and address acceptable flood protection level
- Then we discuss "form" – what it should look like


Flood Impacts in Present Condition
TRUCKEE RIVER FLOOD PROJECT
RENO
CH2MHILL


100-YR FLOODPLAIN
74-YR FLOODPLAIN
50-YR FLOODPLAIN
2nd STREET
1st STREET
MILL STREET
STATE STREET
COURT STREET
ISLAND AVE
EXISTING CONDITIONS
CH2MHILL

4 Scenarios for Flood Protection Design

- Scenario #1 – 50-year flood protection
- Scenario #2 – 74-year flood protection
- Scenario #3 – 100-year flood protection
- Scenario #4 – USACE 100-year flood protection (similar to what you saw last Fall)

Format for Station Rotation

1. 5 stations around room
2. Rotate through 5 stations to learn about Scenarios, impacts/benefits, get your feedback
3. Notes handout for you to keep your own notes
4. Summarize station discussions as one group

Next Steps

- Determine downtown flood protection level preference
- Identify design parameters to meet preferred level of flood protection
- Develop visual and aesthetic choices that are feasible with design parameters
- Present choices to you in late summer 2008

100-YR FLOODPLAIN

74-YR FLOODPLAIN

50-YR FLOODPLAIN

2nd STREET

1st STREET

COURT STREET

MILL STREET

STATE STREET

ARLINGTON AVE.

ISLAND AVE

SIERRA ST.

VIRGINIA ST.

CENTER ST.

LAKE ST.

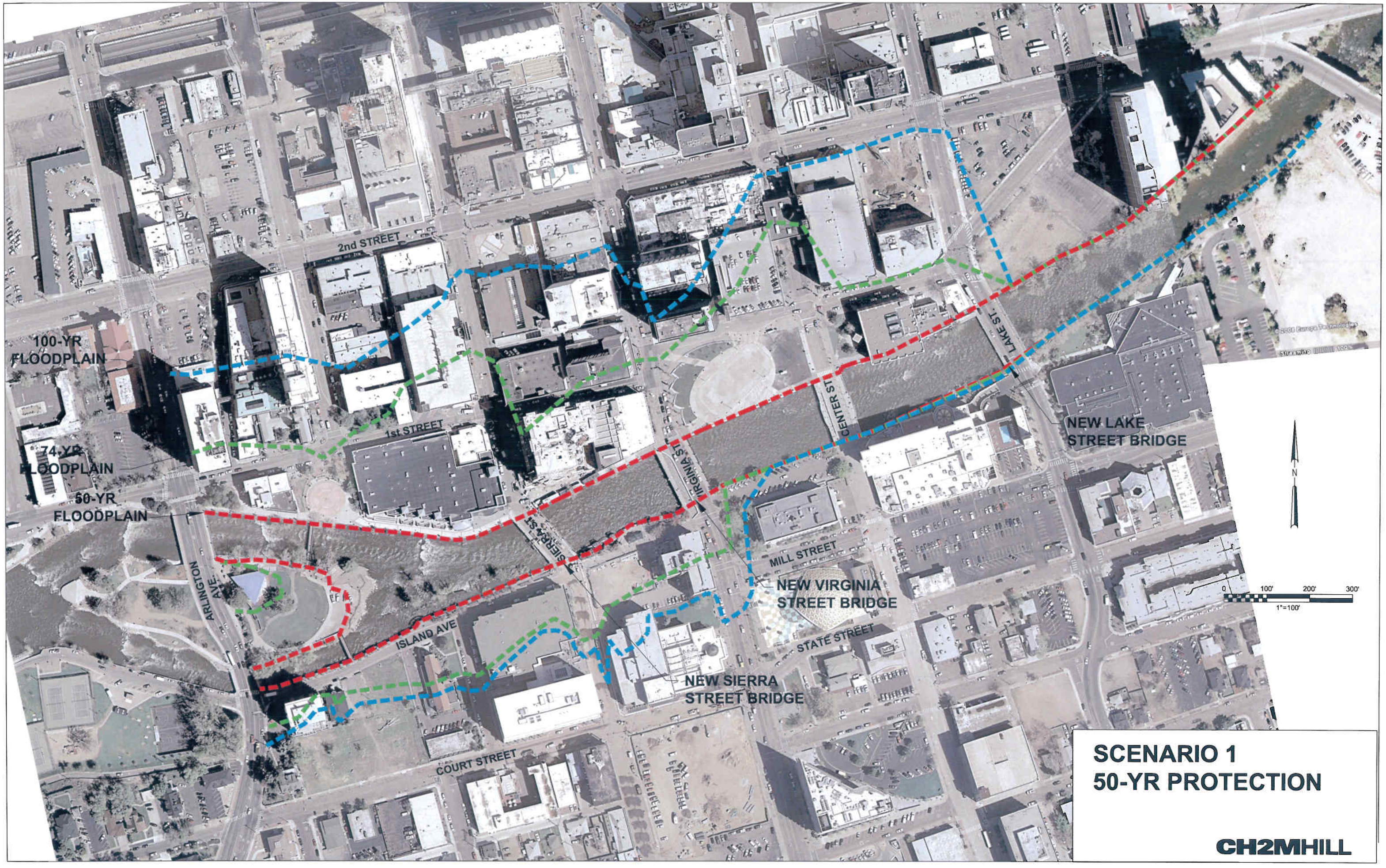
N

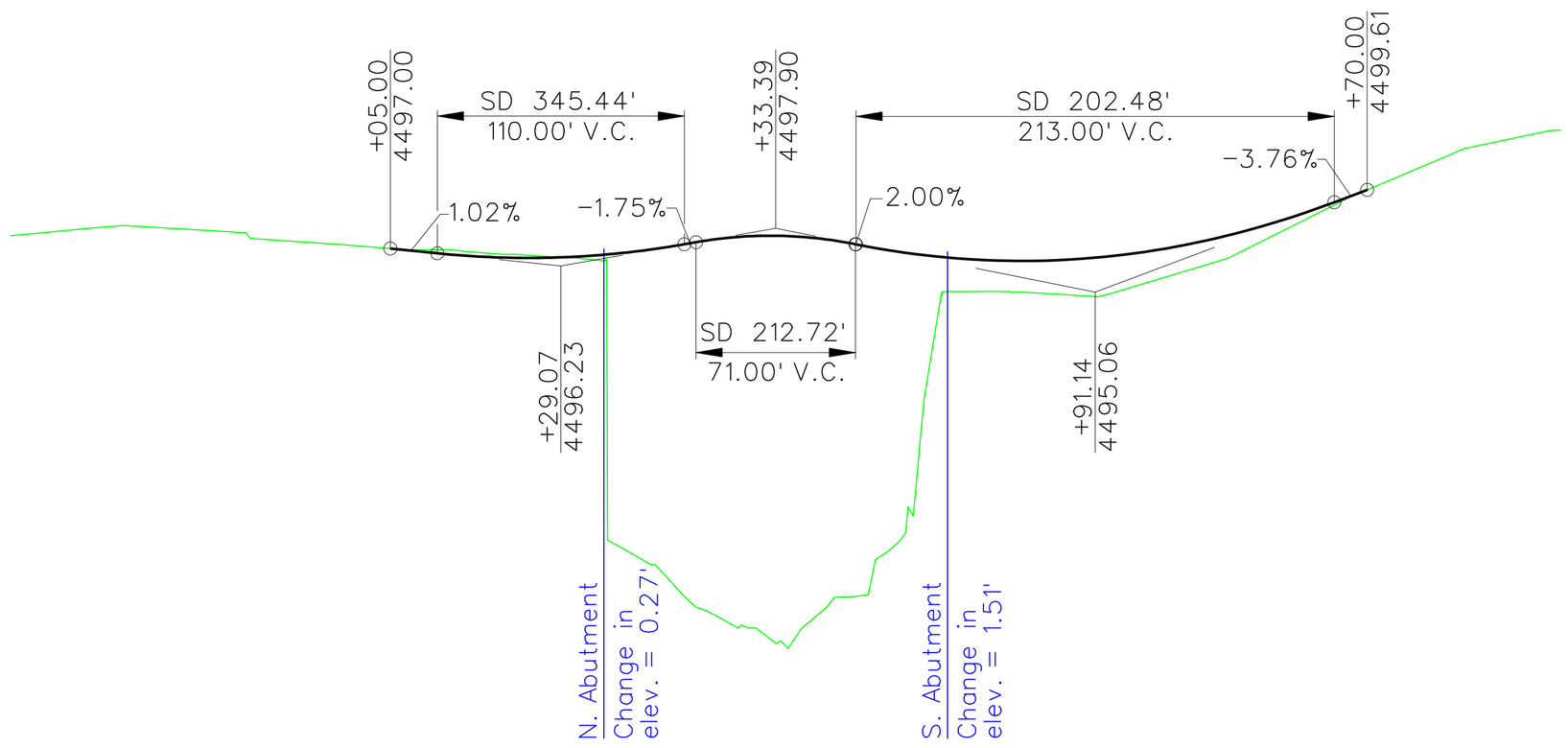
0 100' 200' 300'

1"=100'

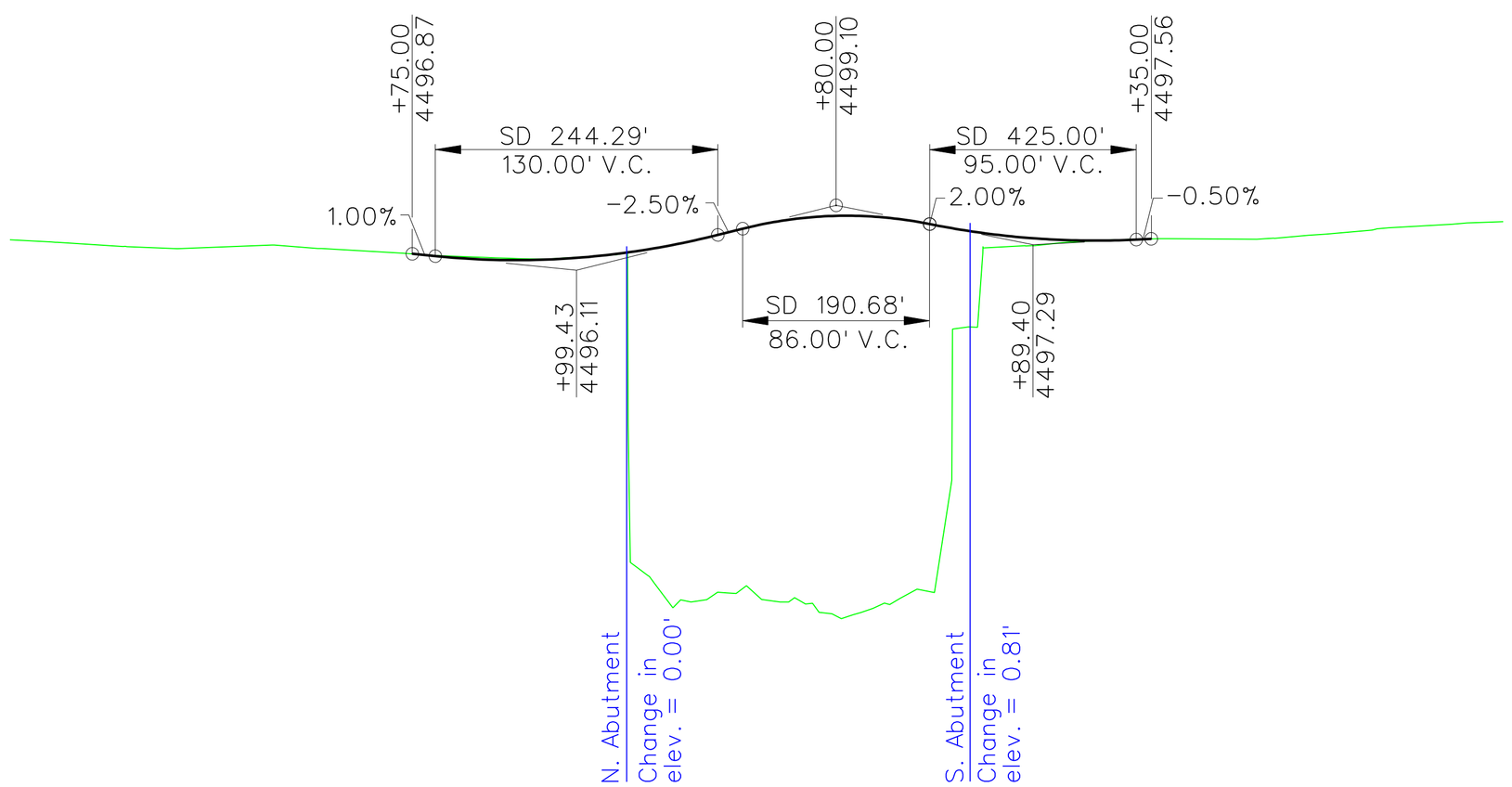
EXISTING CONDITIONS

CH2MHILL

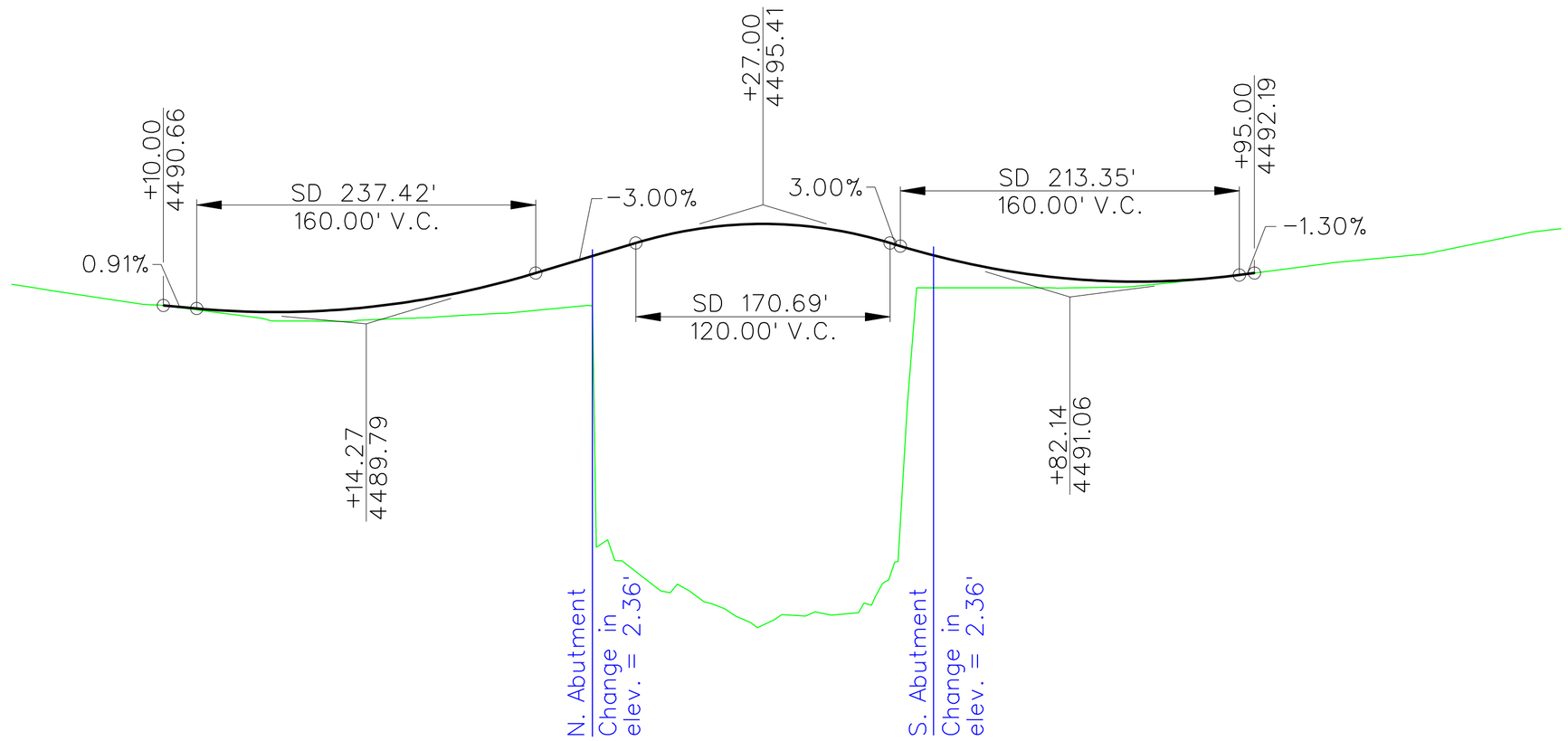

100-YR
FLOODPLAIN
74-YR
FLOODPLAIN
50-YR
FLOODPLAIN
2nd STREET
1st STREET
ISLAND AVE
COURT STREET
ARLINGTON AVE
SIERRA ST
VIRGINIA ST
CENTER ST
LAKE ST
MILL STREET
STATE STREET
NEW LAKE
STREET BRIDGE
NEW VIRGINIA
STREET BRIDGE
NEW SIERRA
STREET BRIDGE
N
0
100'
200'
300'
1"=100'
SCENARIO 1
50-YR PROTECTION
CH2MHILL



SIERRA STREET
(LOOKING EAST)



VIRGINIA STREET
(LOOKING EAST)



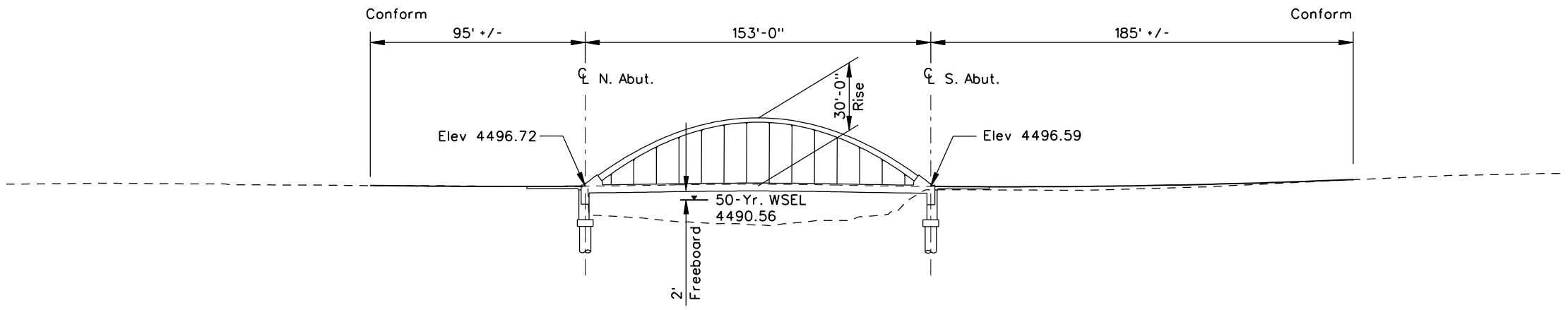
LAKE STREET
(LOOKING EAST)

3/19/2008

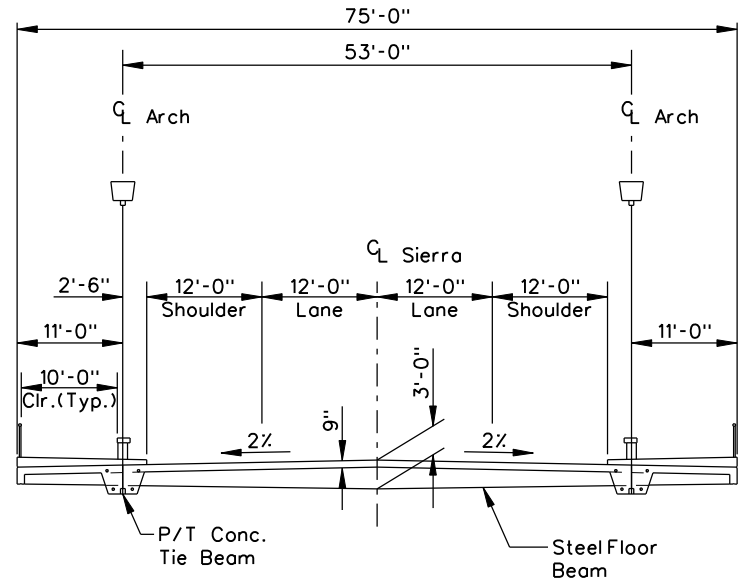
CH2MHILL

RENO TRACTION VISIONING PROJECT

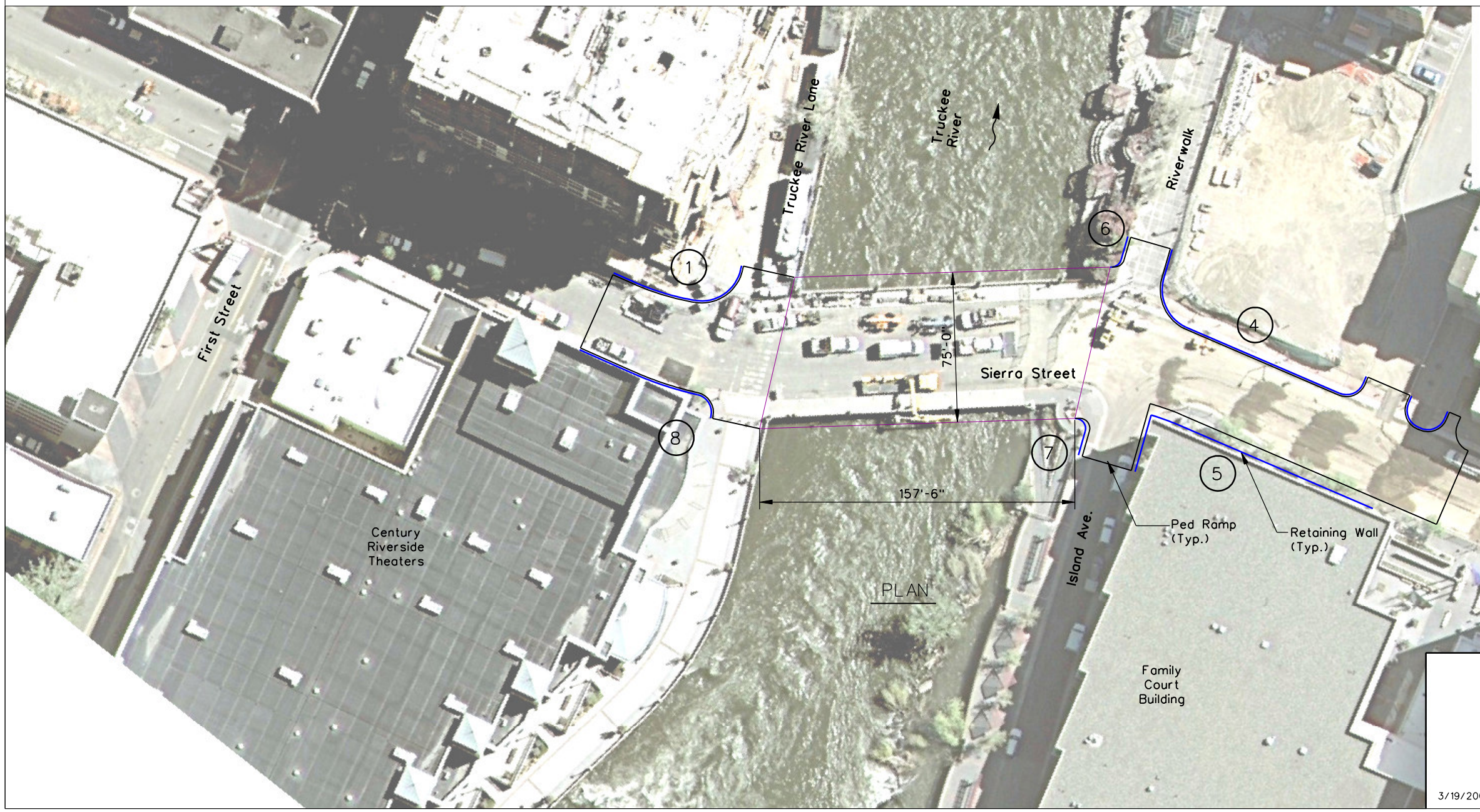
ROADWAY PROFILES
SCENARIO 1
50 YEAR FLOOD PROTECTION



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

X Retaining Wall Number

N

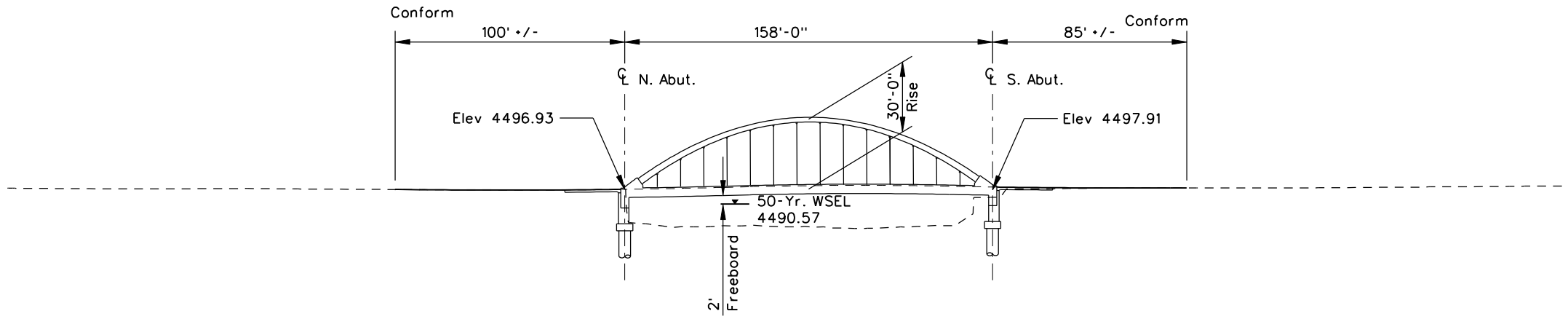
CH2MHILL

RENO TRACTION VISIONING PROJECT

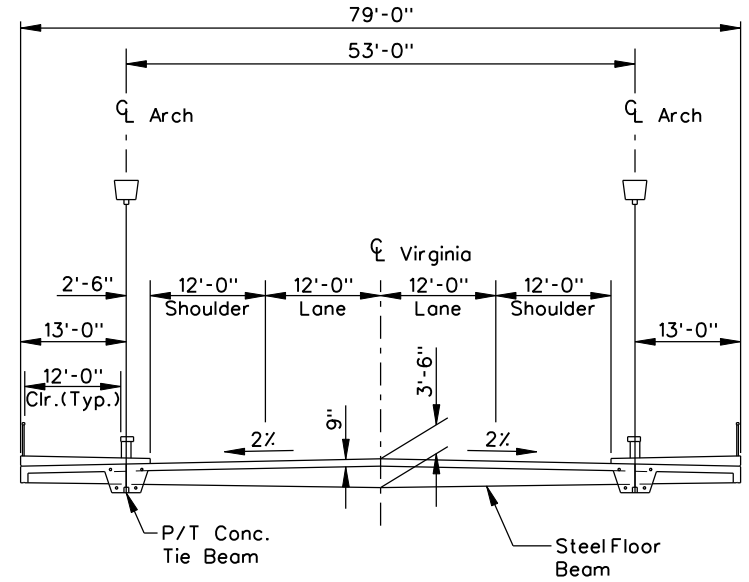
SIERRA STREET
SCENARIO 1
50 YEAR FLOOD PROTECTION

3/19/2008

DELIVERABLES/LAYOUT11SIERRA.DGN



ELEVATION



TYPICAL SECTION

LEGEND

X Retaining Wall Number

PLAN

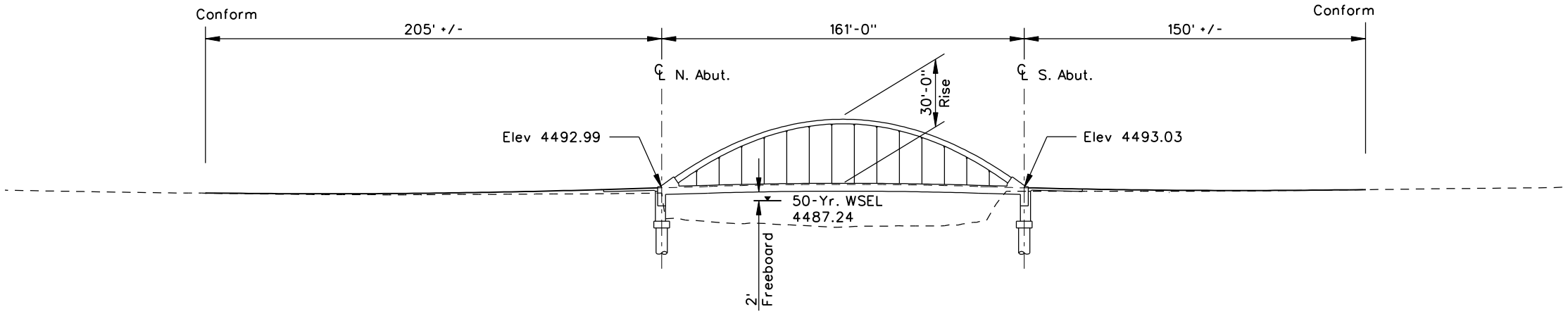
CH2MHILL

RENO TRACTION VISIONING PROJECT

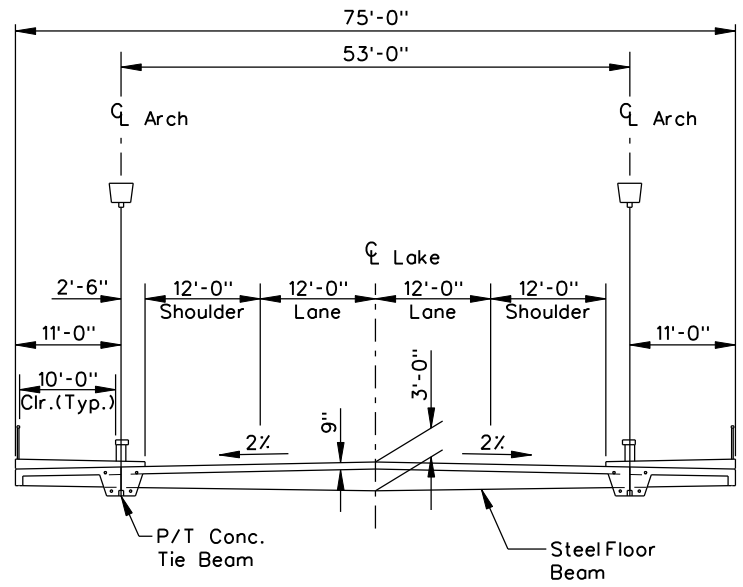
VIRGINIA STREET
SCENARIO 1
50 YEAR FLOOD PROTECTION

3/19/2008

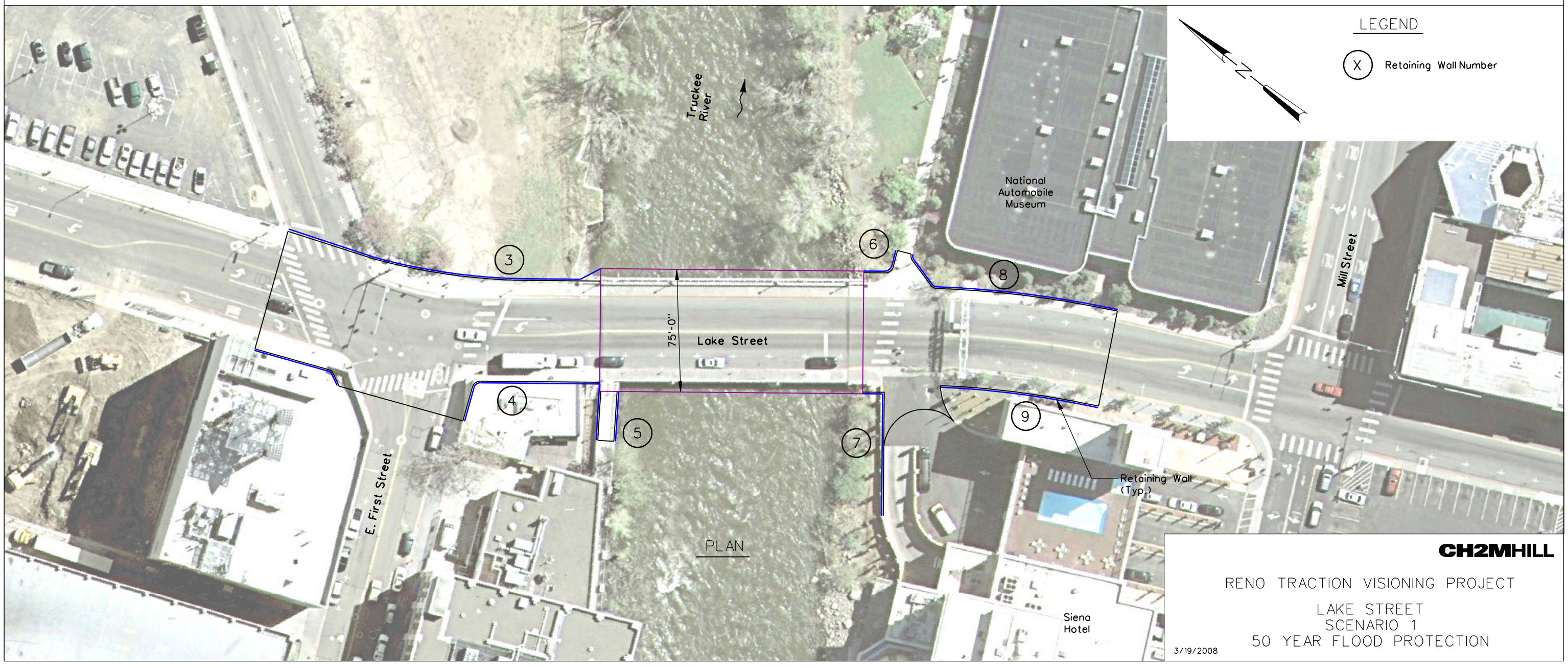
DELIVERABLES/LAYOUT12VIRGINIA.DGN



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

X Retaining Wall Number

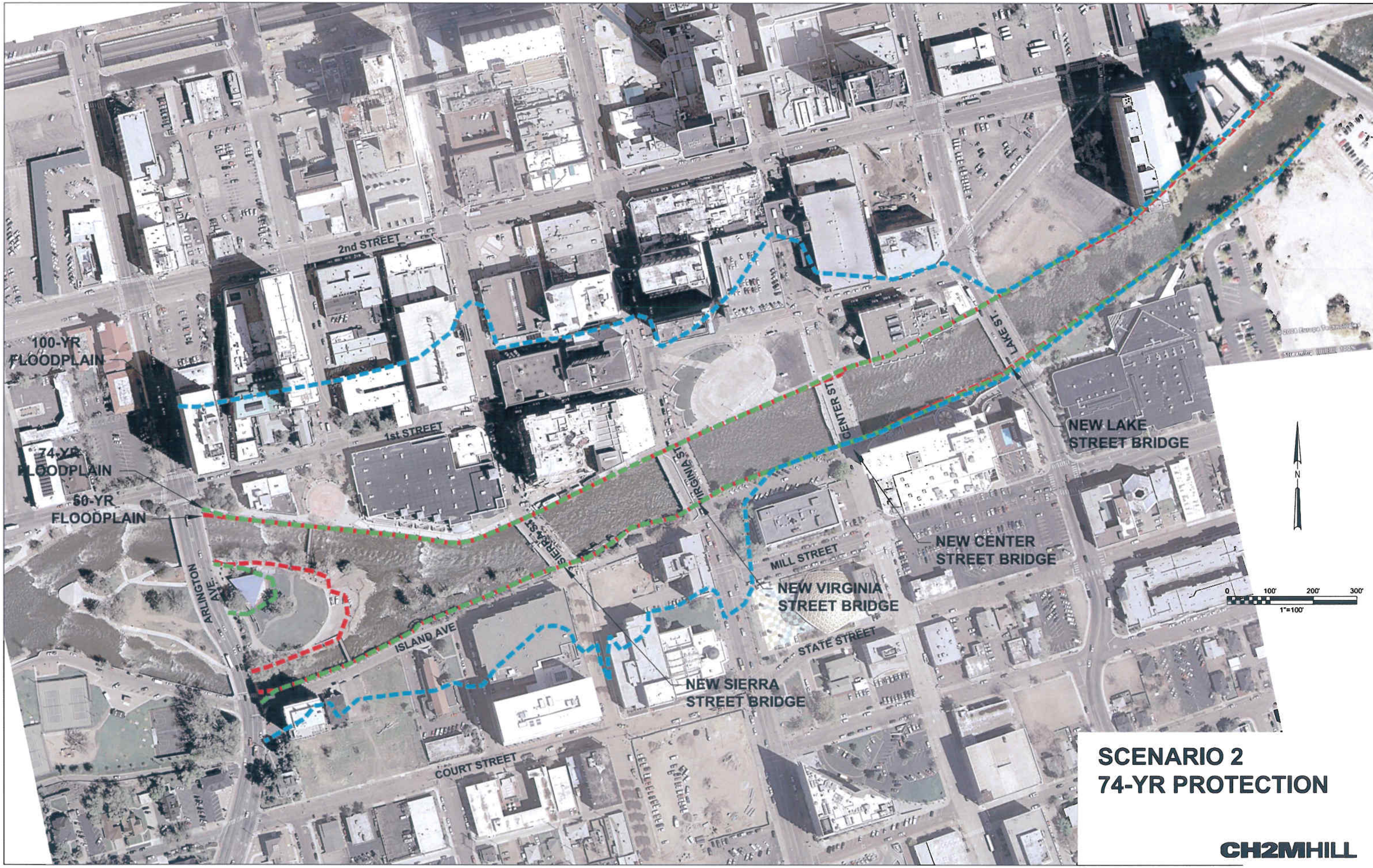
CH2MHILL

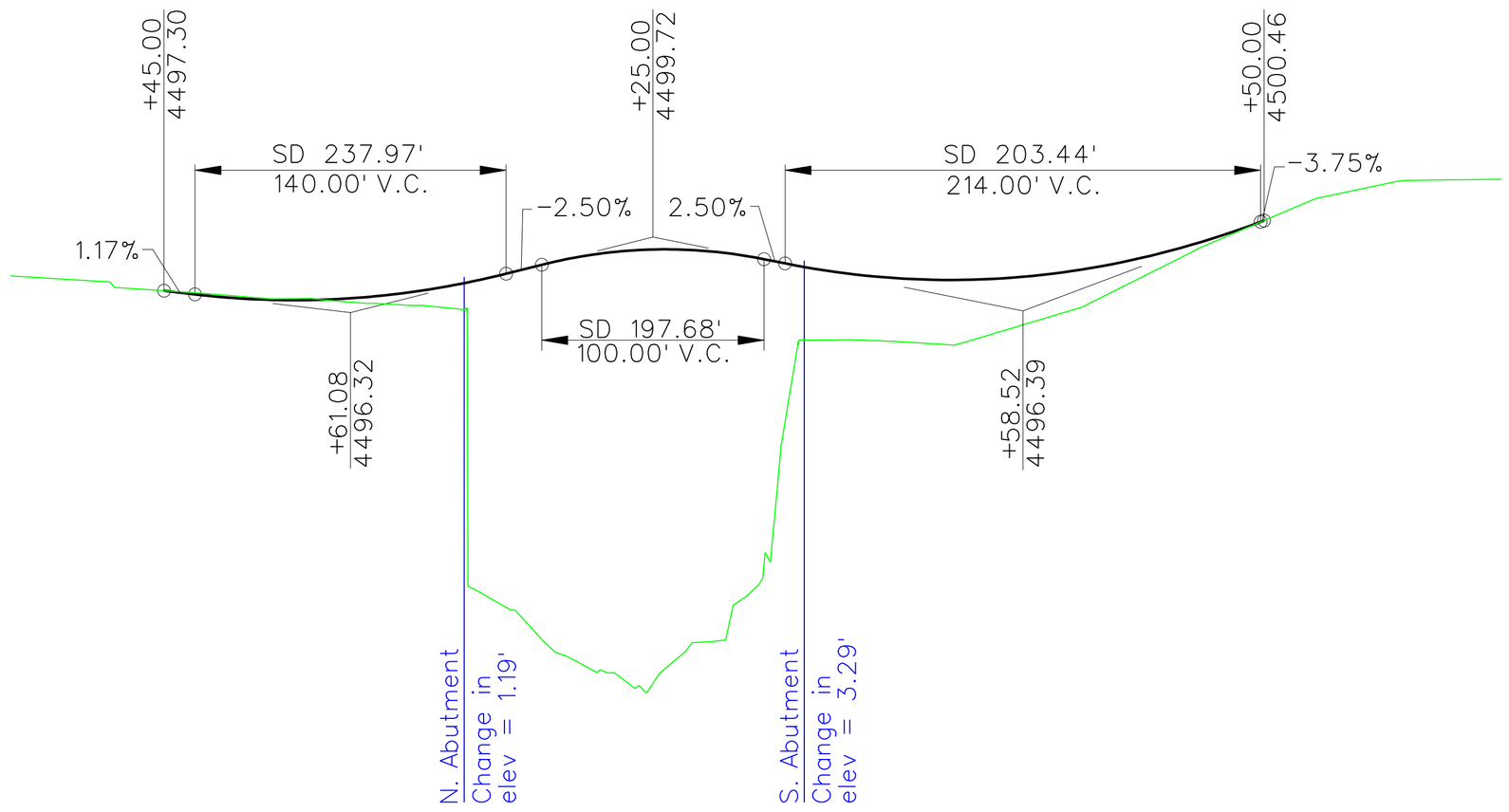
RENO TRACTION VISIONING PROJECT

LAKE STREET
SCENARIO 1
50 YEAR FLOOD PROTECTION

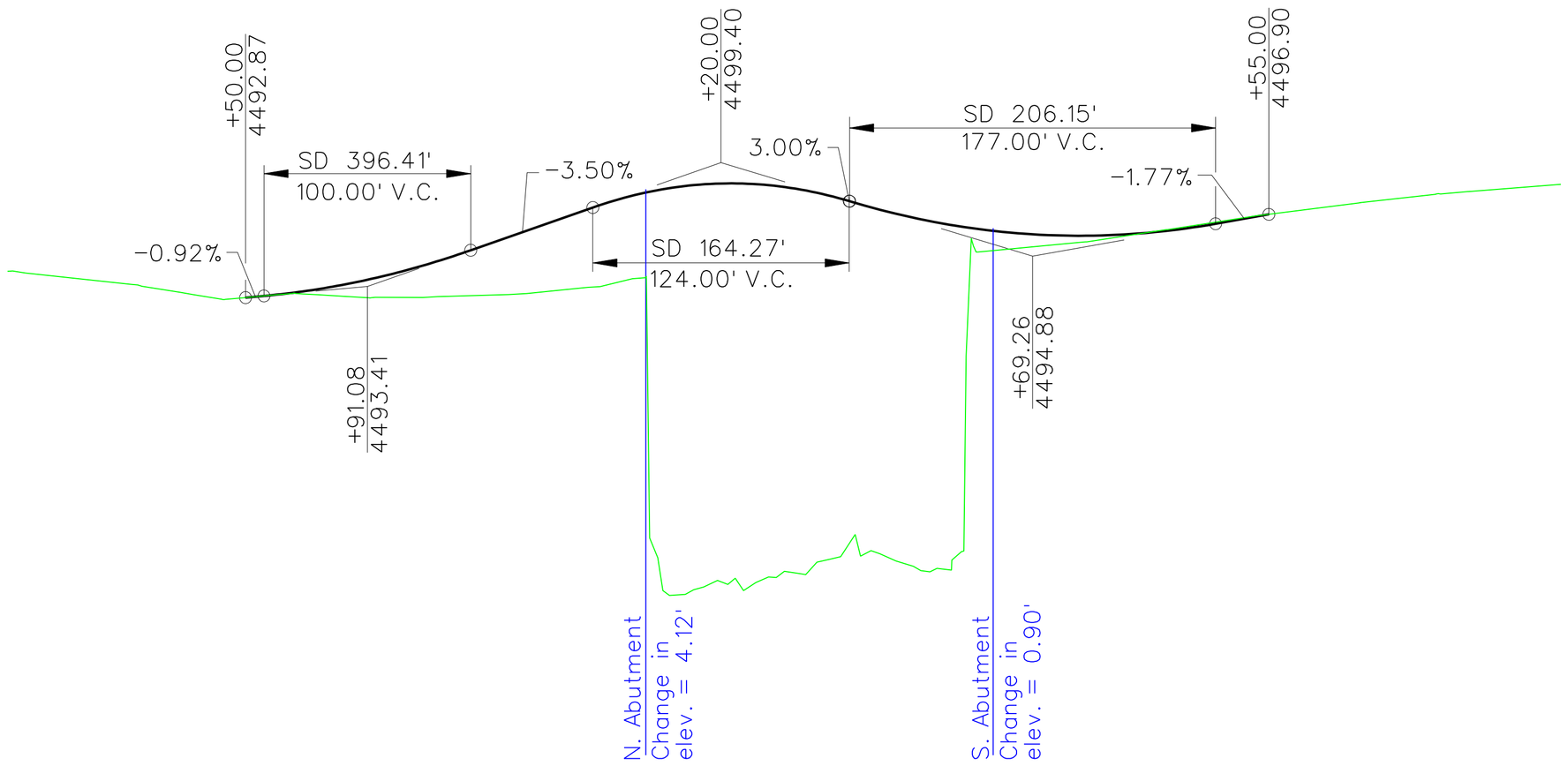
3/19/2008

DELIVERABLES/LAYOUT141_LAKE.DGN

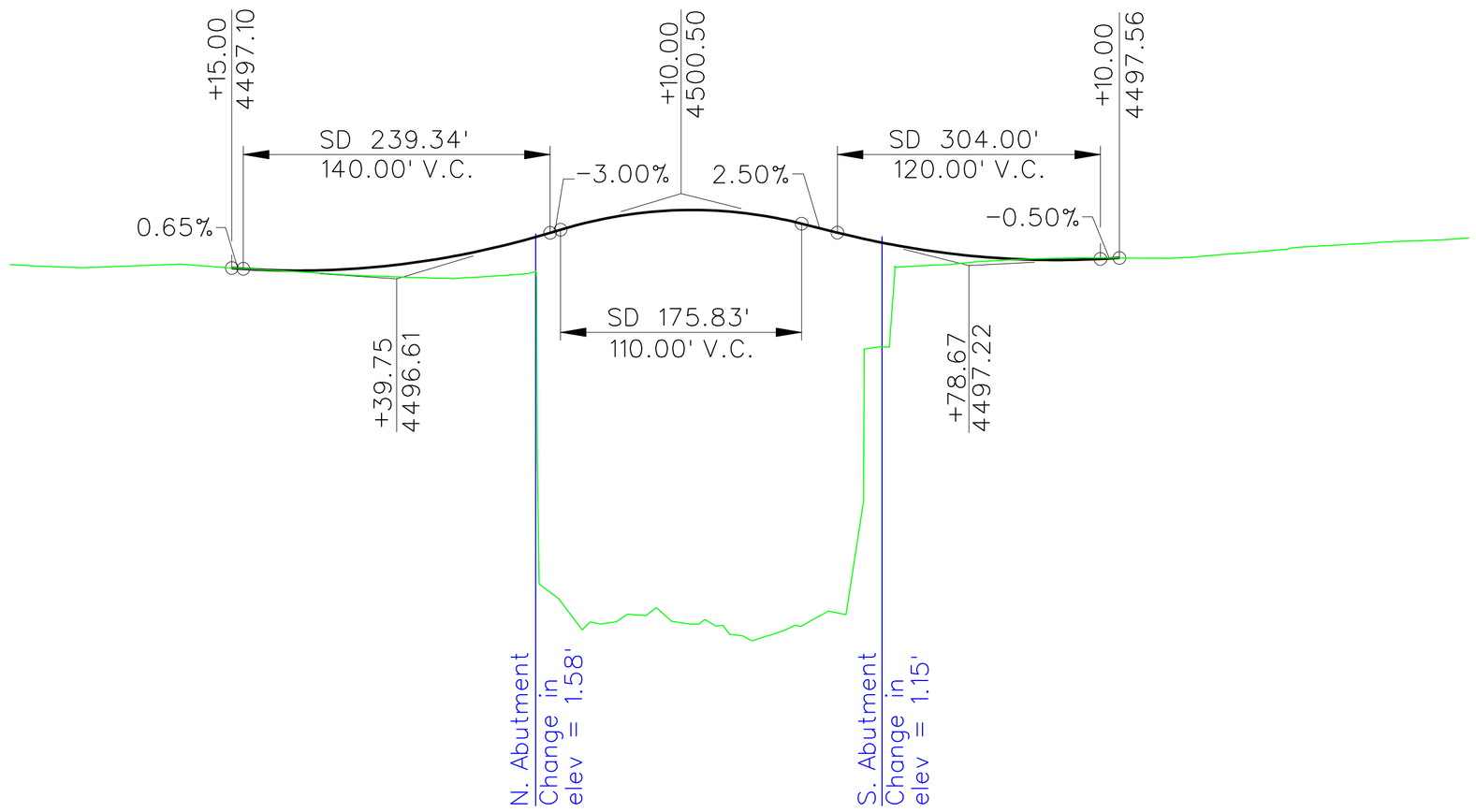

100-YR FLOODPLAIN
74-YR FLOODPLAIN
50-YR FLOODPLAIN
2nd STREET
1st STREET
ARLINGTON AVE.
ISLAND AVE
COURT STREET
SIERRA ST
VIRGINIA ST
CENTER ST
LAKE ST.
MILL STREET
STATE STREET
NEW LAKE STREET BRIDGE
NEW CENTER STREET BRIDGE
NEW VIRGINIA STREET BRIDGE
NEW SIERRA STREET BRIDGE
N
0
100'
200'
300'
1"=100'
SCENARIO 2
74-YR PROTECTION
CH2MHILL



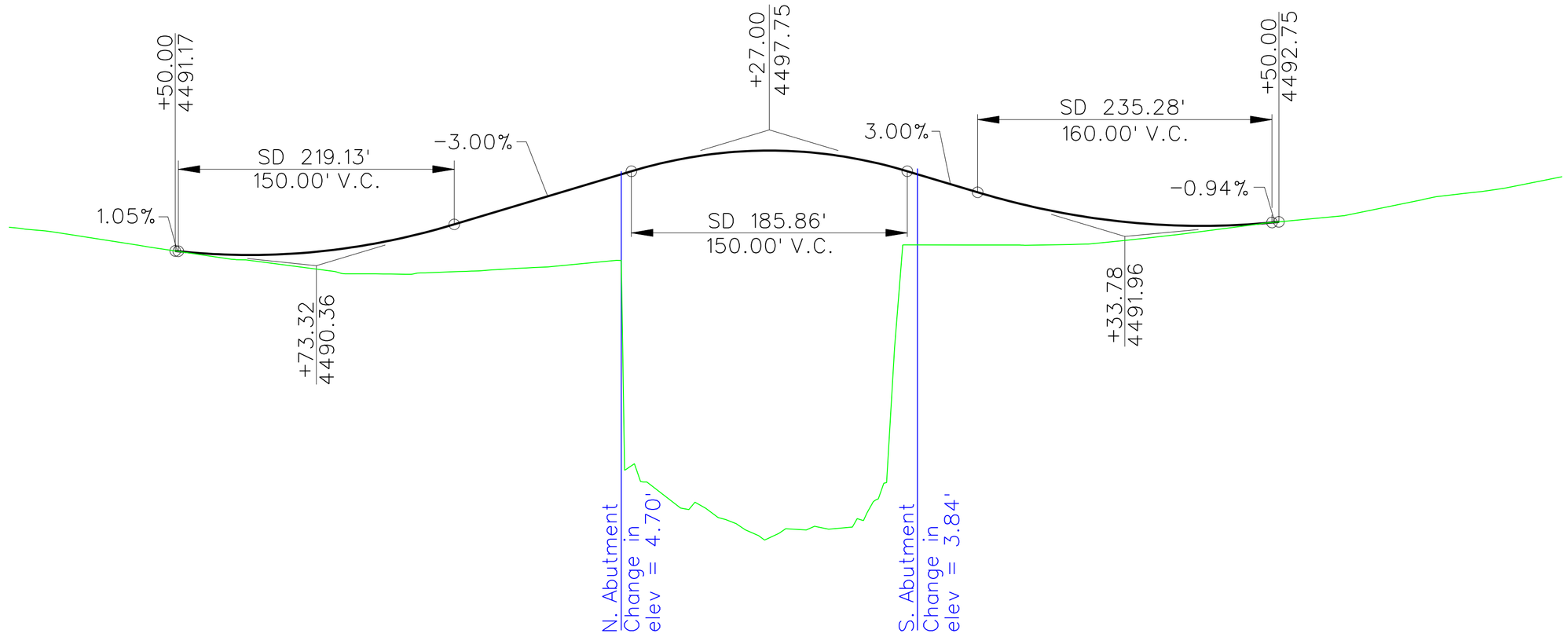
SIERRA STREET
(LOOKING EAST)



CENTER STREET
(LOOKING EAST)



VIRGINIA STREET
(LOOKING EAST)



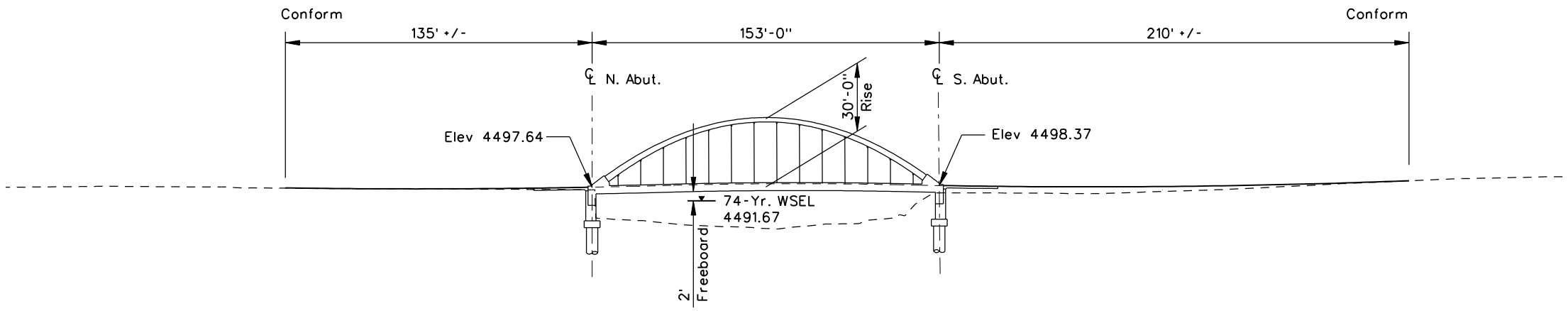
LAKE STREET
(LOOKING EAST)

3/19/2008

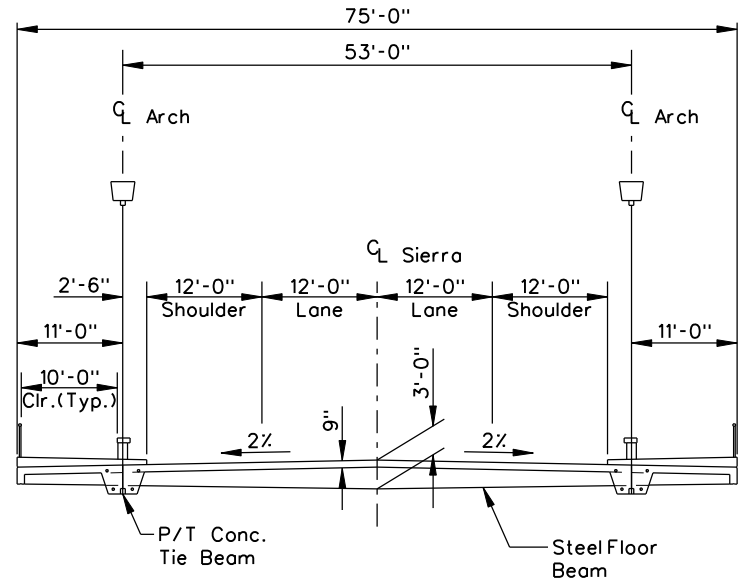
CH2MHILL

RENO TRACTION VISIONING PROJECT

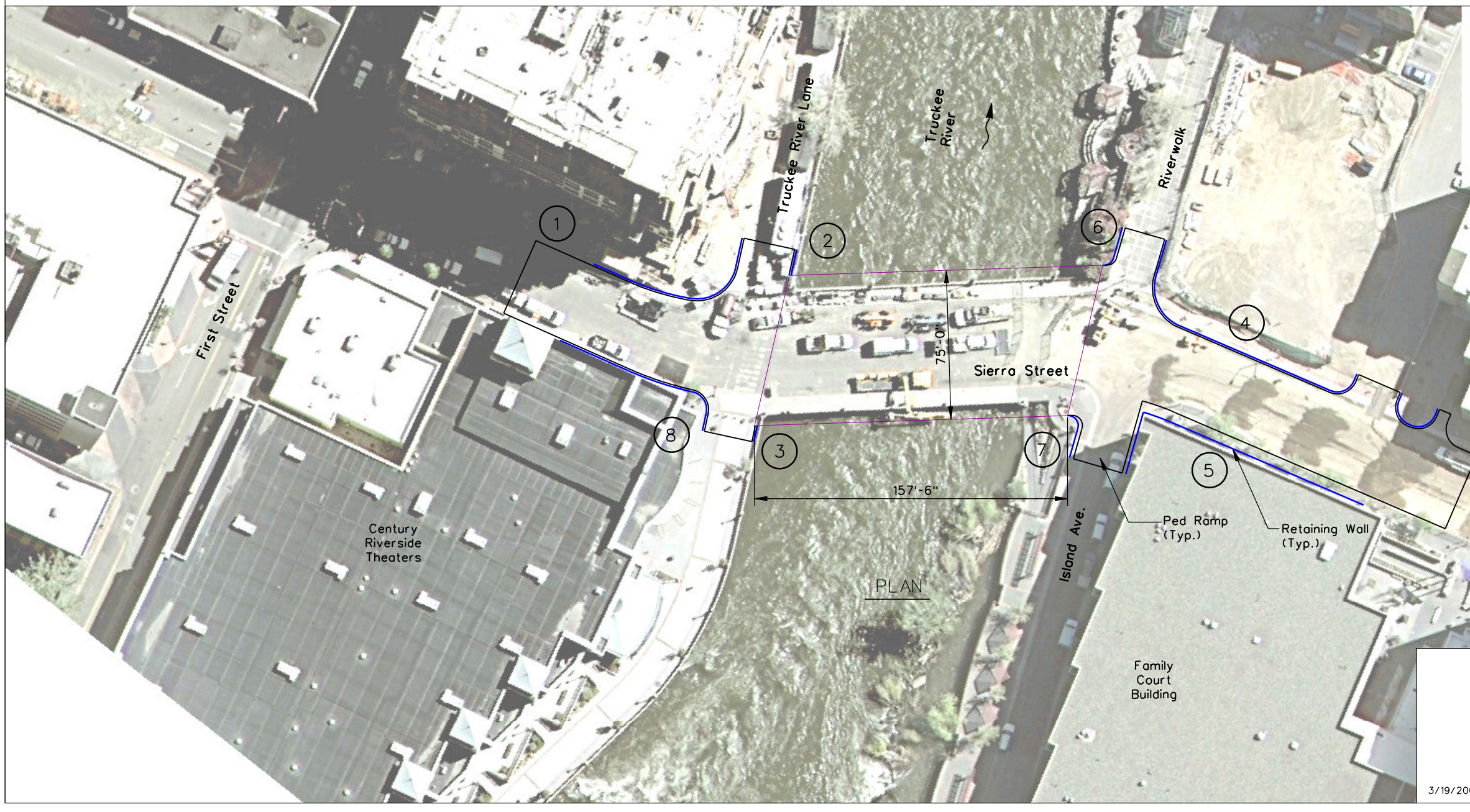
ROADWAY PROFILES
SCENARIO 2
74 YEAR FLOOD PROTECTION



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

X Retaining Wall Number

N

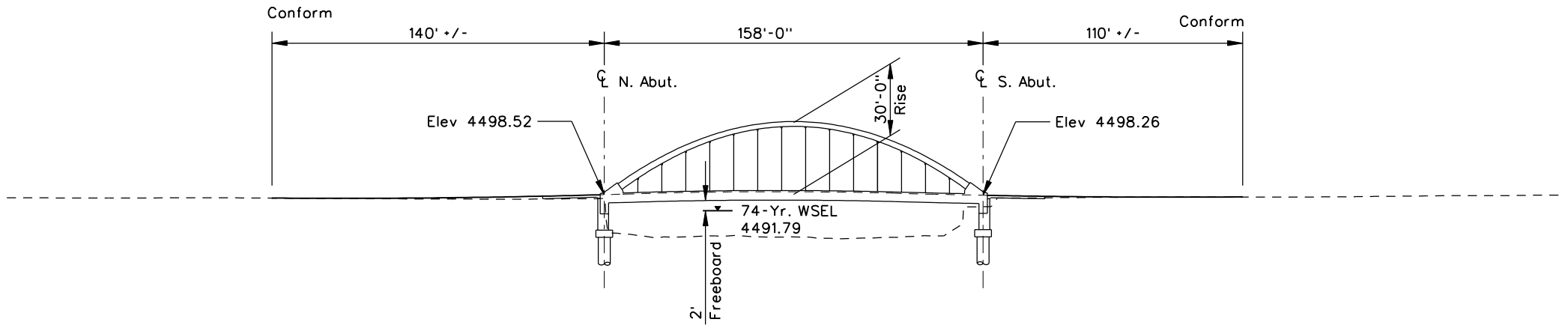
CH2MHILL

RENO TRACTION VISIONING PROJECT

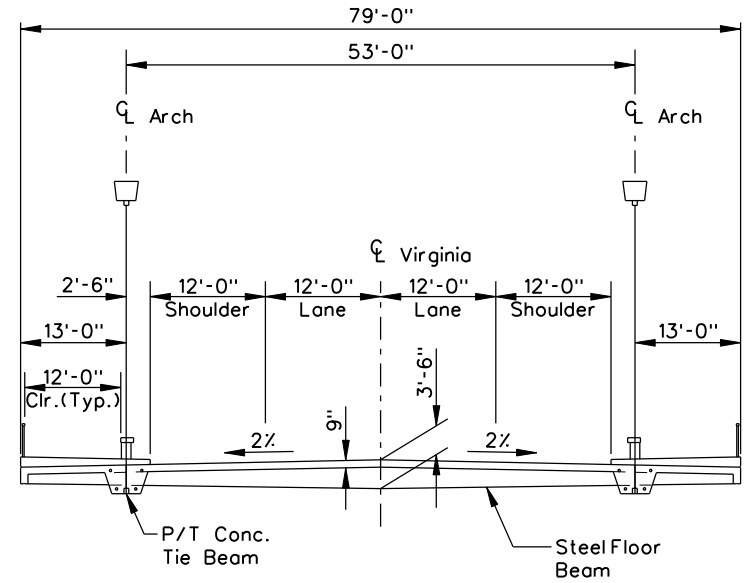
SIERRA STREET
SCENARIO 2
74 YEAR FLOOD PROTECTION

3/19/2008

DELIVERABLES/LAYOUT21SIERRA.DGN



ELEVATION



TYPICAL SECTION

LEGEND

X Retaining Wall Number

PLAN

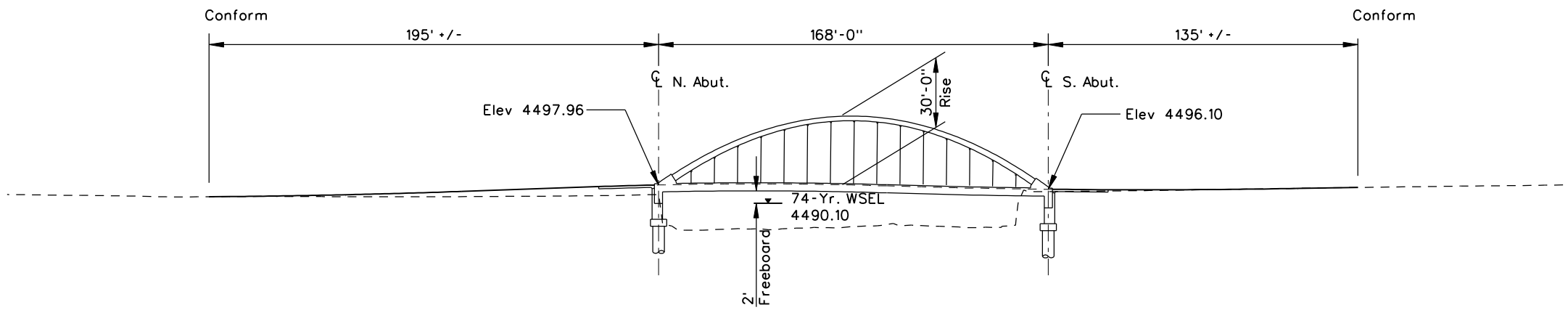
CH2MHILL

RENO TRACTION VISIONING PROJECT

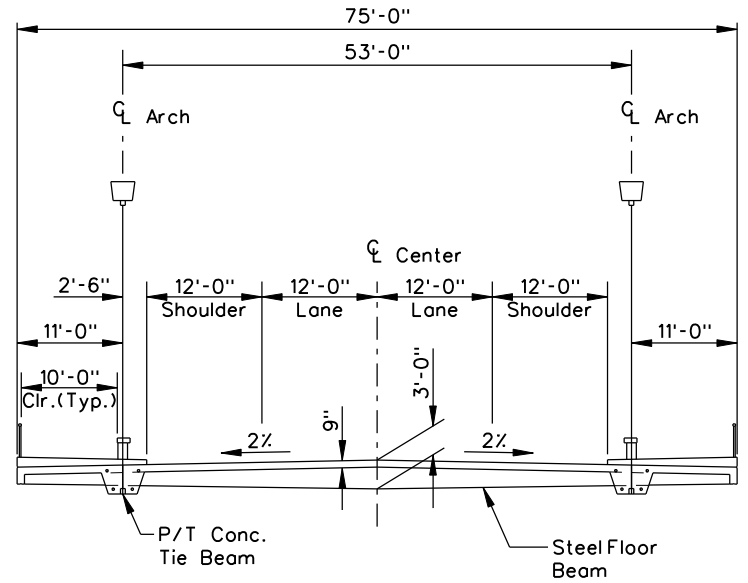
VIRGINIA STREET
SCENARIO 2
74 YEAR FLOOD PROTECTION

3/19/2008

DELIVERABLES/LAYOUT22VIRGINIA.DGN



ELEVATION



TYPICAL SECTION

PLAN

LEGEND

X Retaining Wall Number

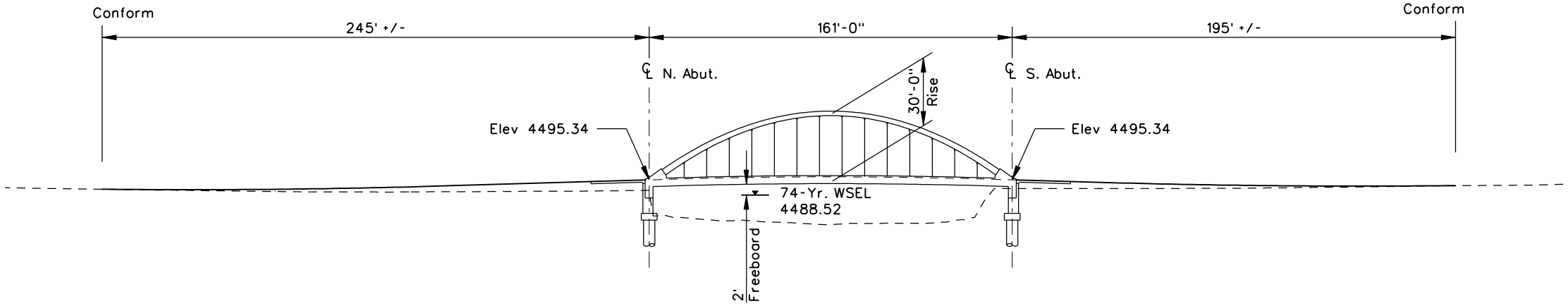
CH2MHILL

RENO TRACTION VISIONING PROJECT

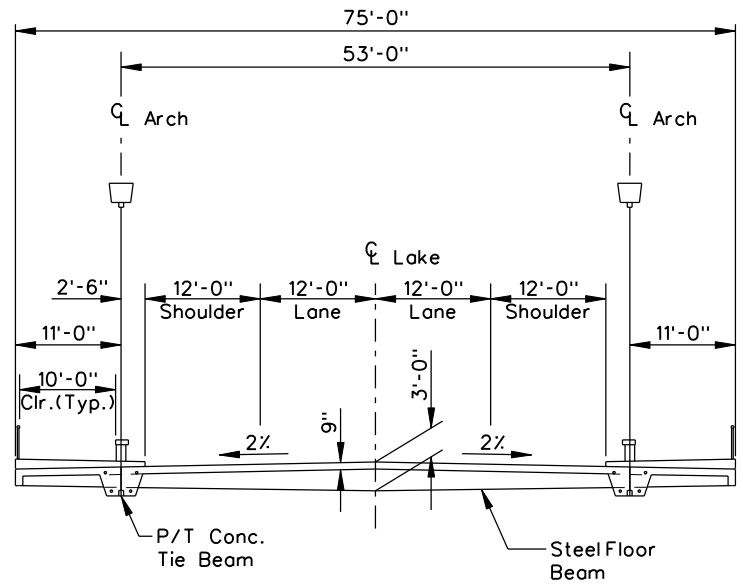
CENTER STREET
SCENARIO 2
74 YEAR FLOOD PROTECTION

3/19/2008

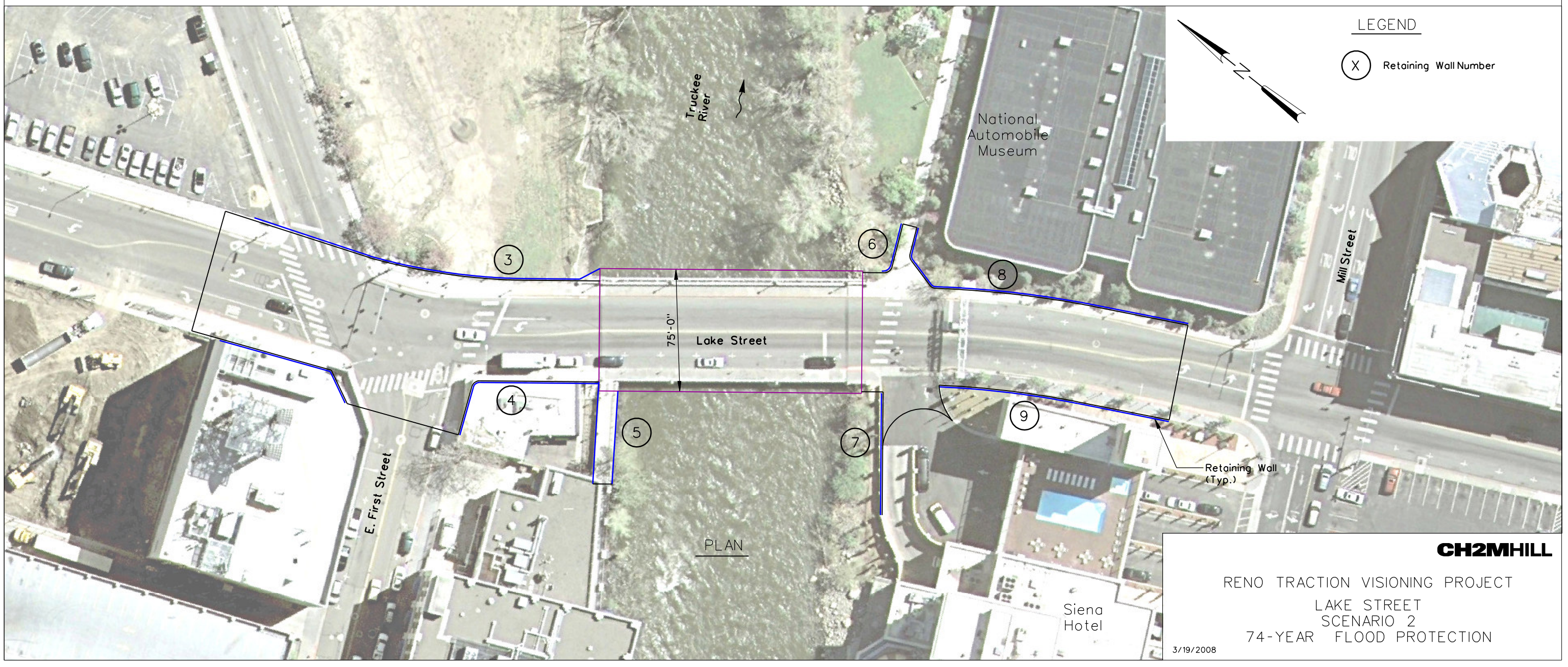
DELIVERABLES/LAYOUT23CENTER.DGN



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

X Retaining Wall Number

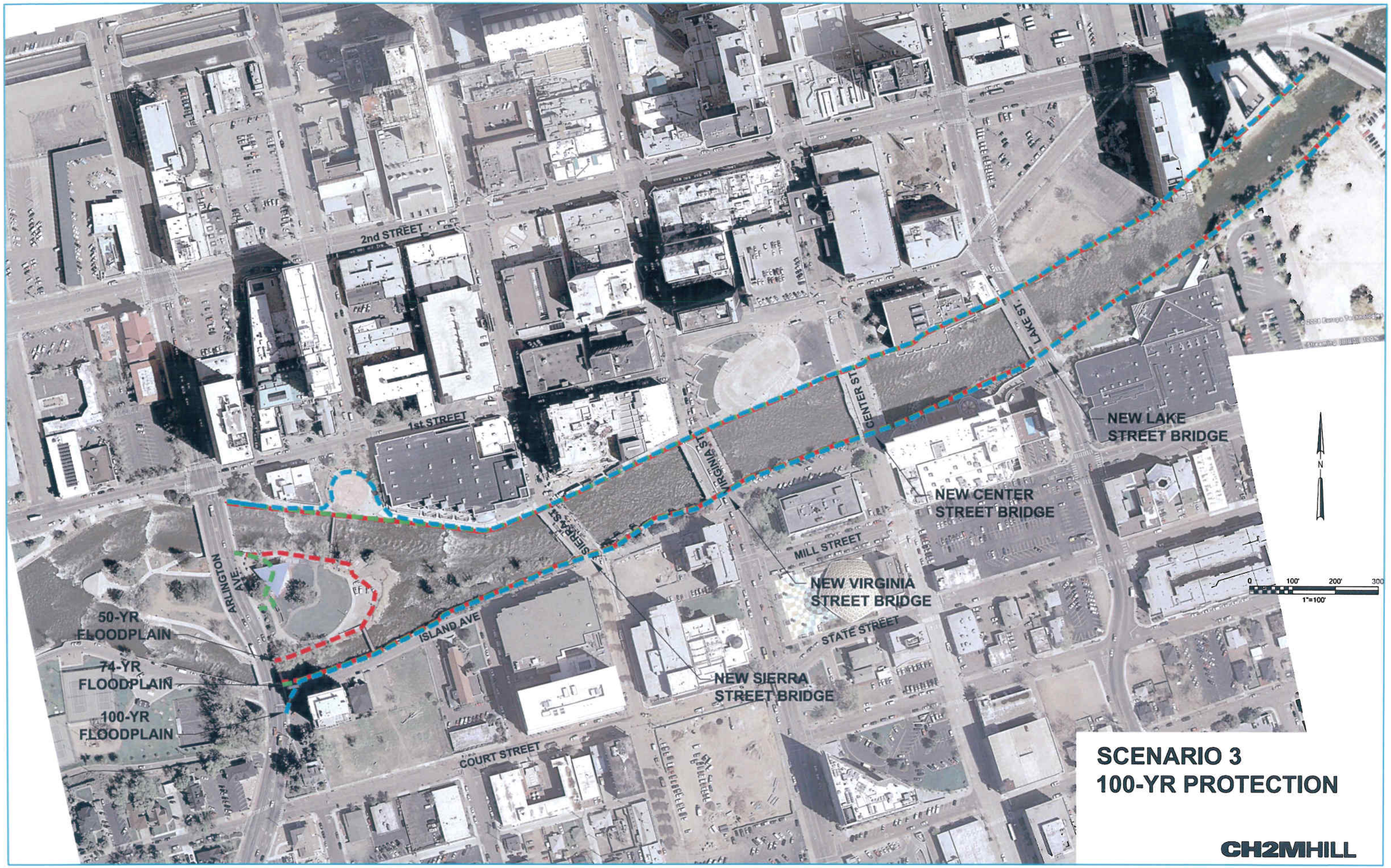
CH2MHILL

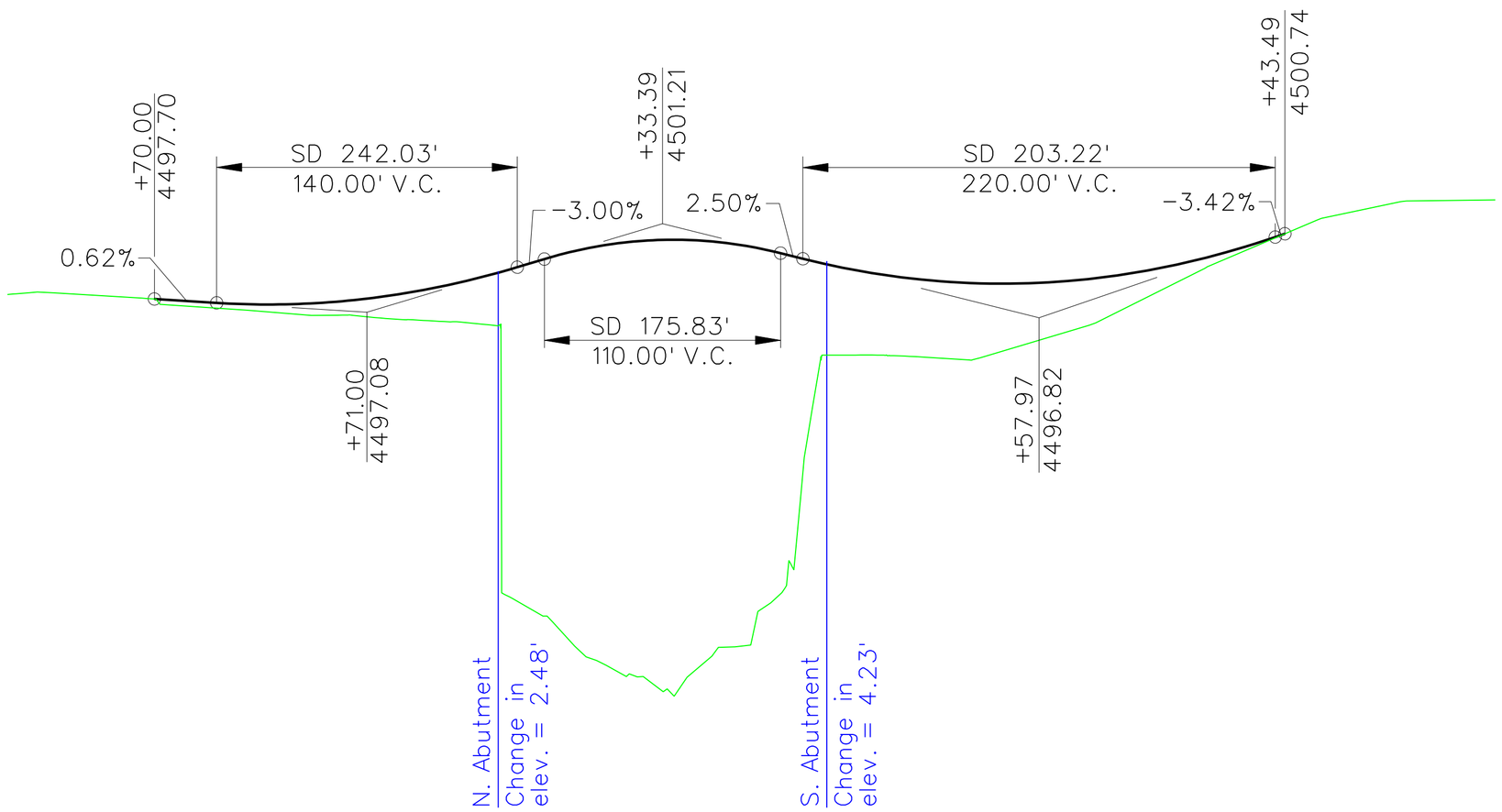
RENO TRACTION VISIONING PROJECT

LAKE STREET
SCENARIO 2
74-YEAR FLOOD PROTECTION

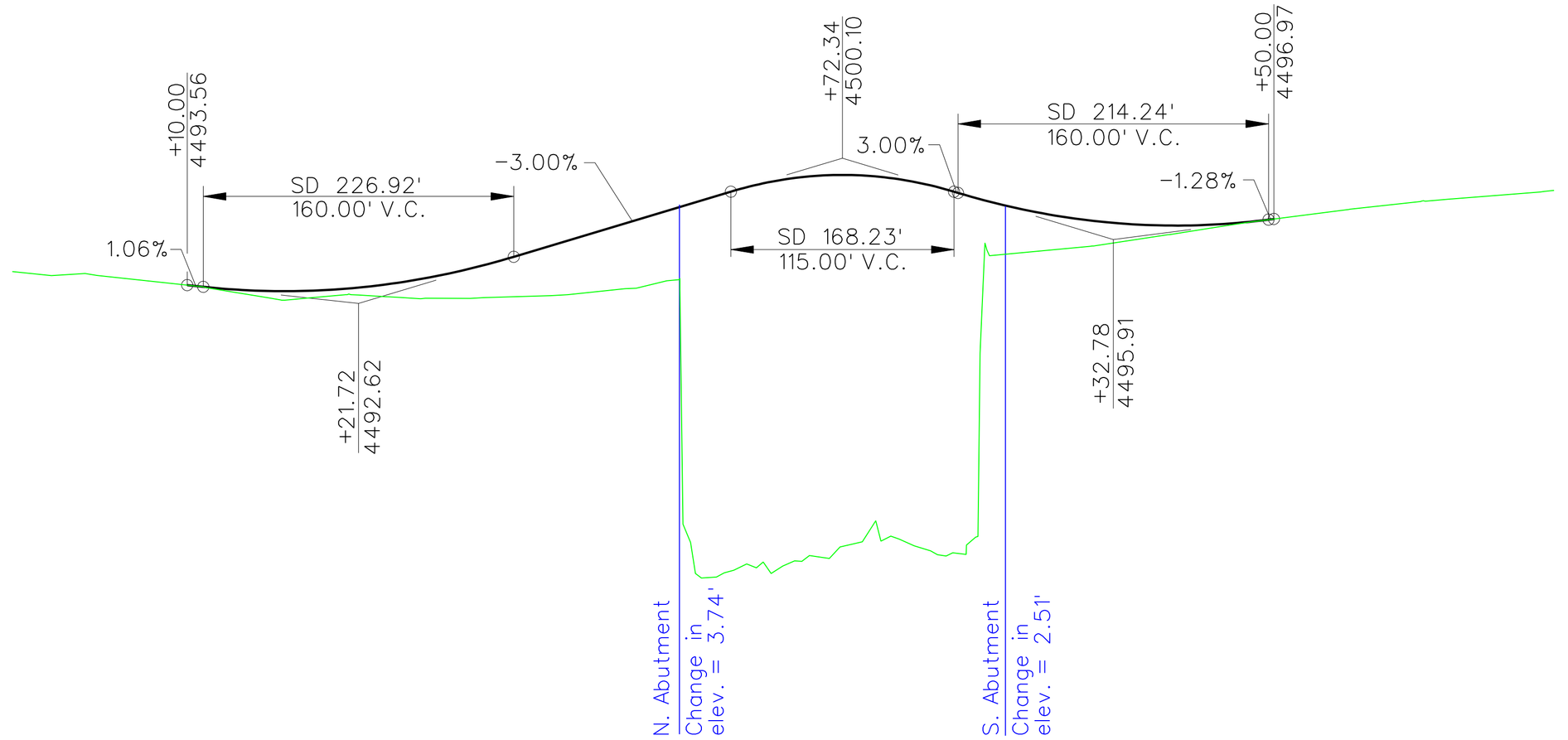
3/19/2008

DELIVERABLES/LAYOUT241AKE.DGN

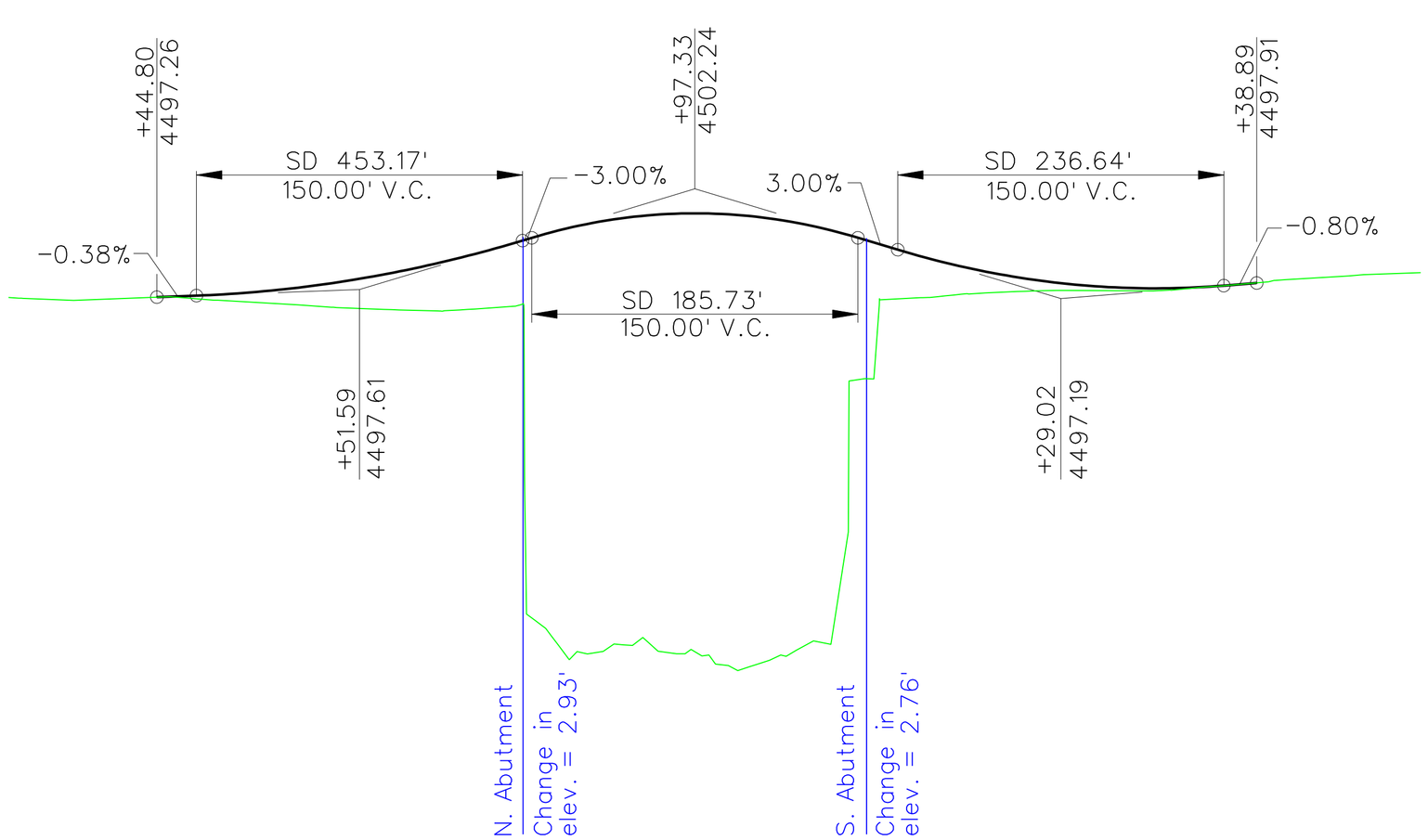

2nd STREET
1st STREET
ARLINGTON AVE.
SIERRA ST
VIRGINIA ST
CENTER ST
LAKE ST.
ISLAND AVE
MILL STREET
STATE STREET
COURT STREET
NEW LAKE STREET BRIDGE
NEW CENTER STREET BRIDGE
NEW VIRGINIA STREET BRIDGE
NEW SIERRA STREET BRIDGE
50-YR FLOODPLAIN
74-YR FLOODPLAIN
100-YR FLOODPLAIN
N
0 100' 200' 300
1"=100'
SCENARIO 3
100-YR PROTECTION
CH2MHILL



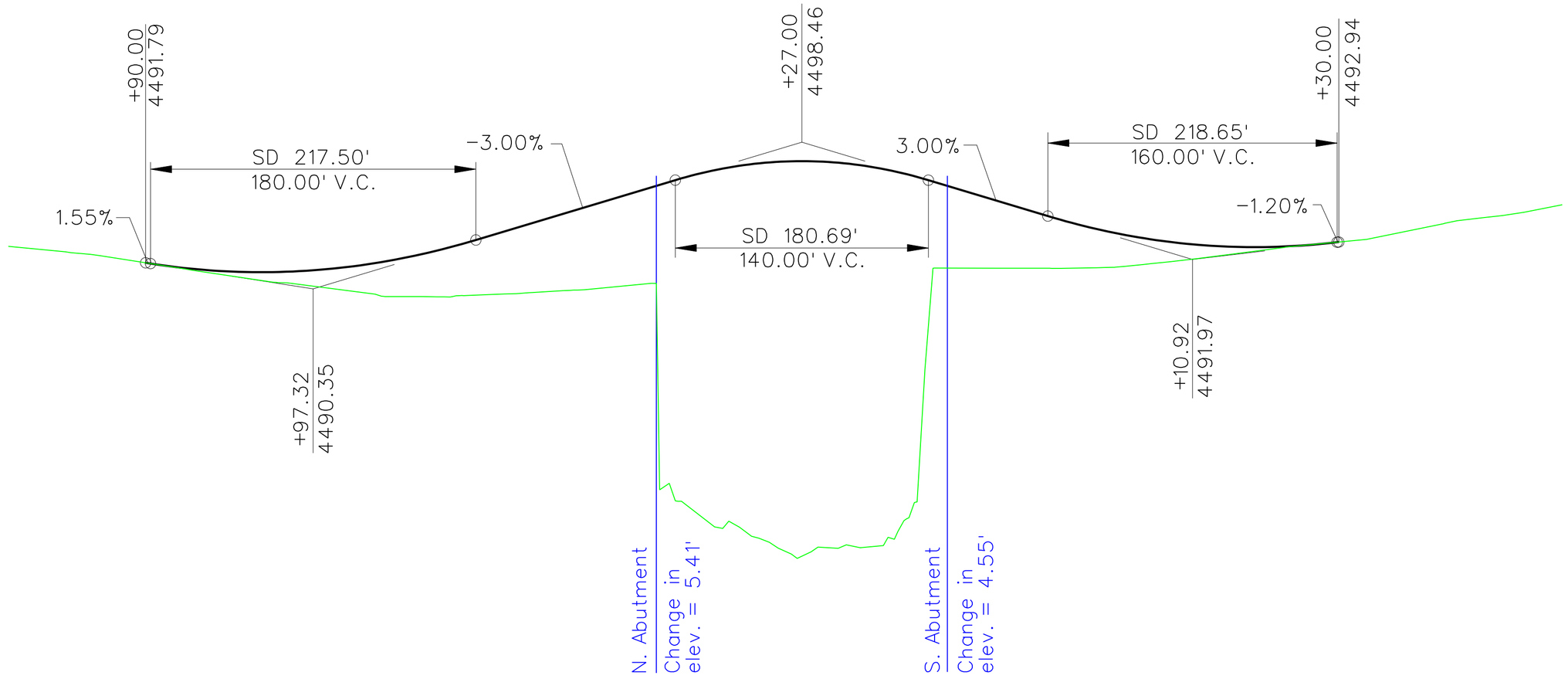
SIERRA STREET
(LOOKING EAST)



CENTER STREET
(LOOKING EAST)



VIRGINIA STREET
(LOOKING EAST)



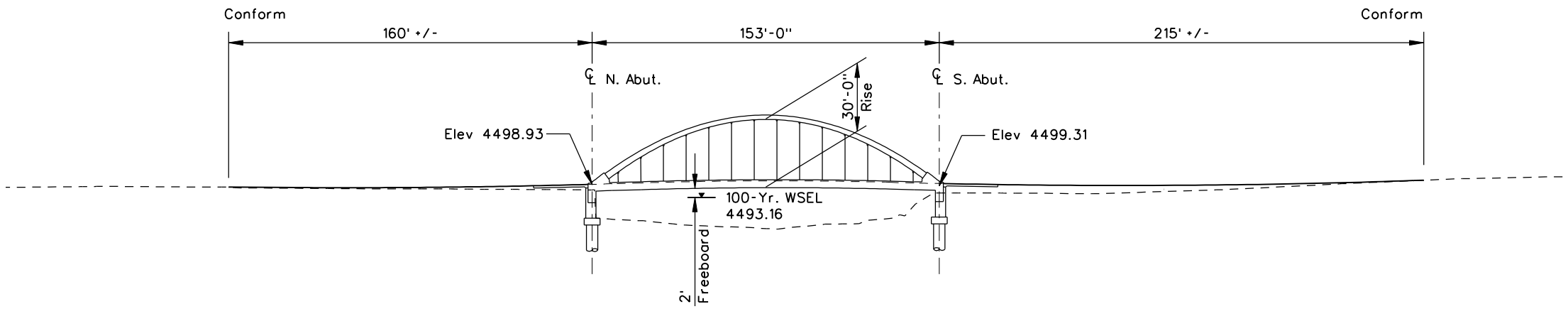
LAKE STREET
(LOOKING EAST)

3/19/2008

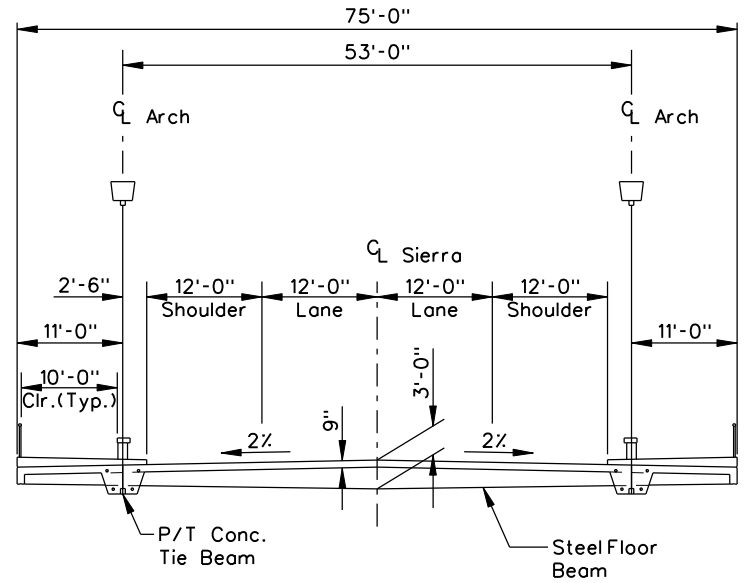
CH2MHILL

RENO TRACTION VISIONING PROJECT

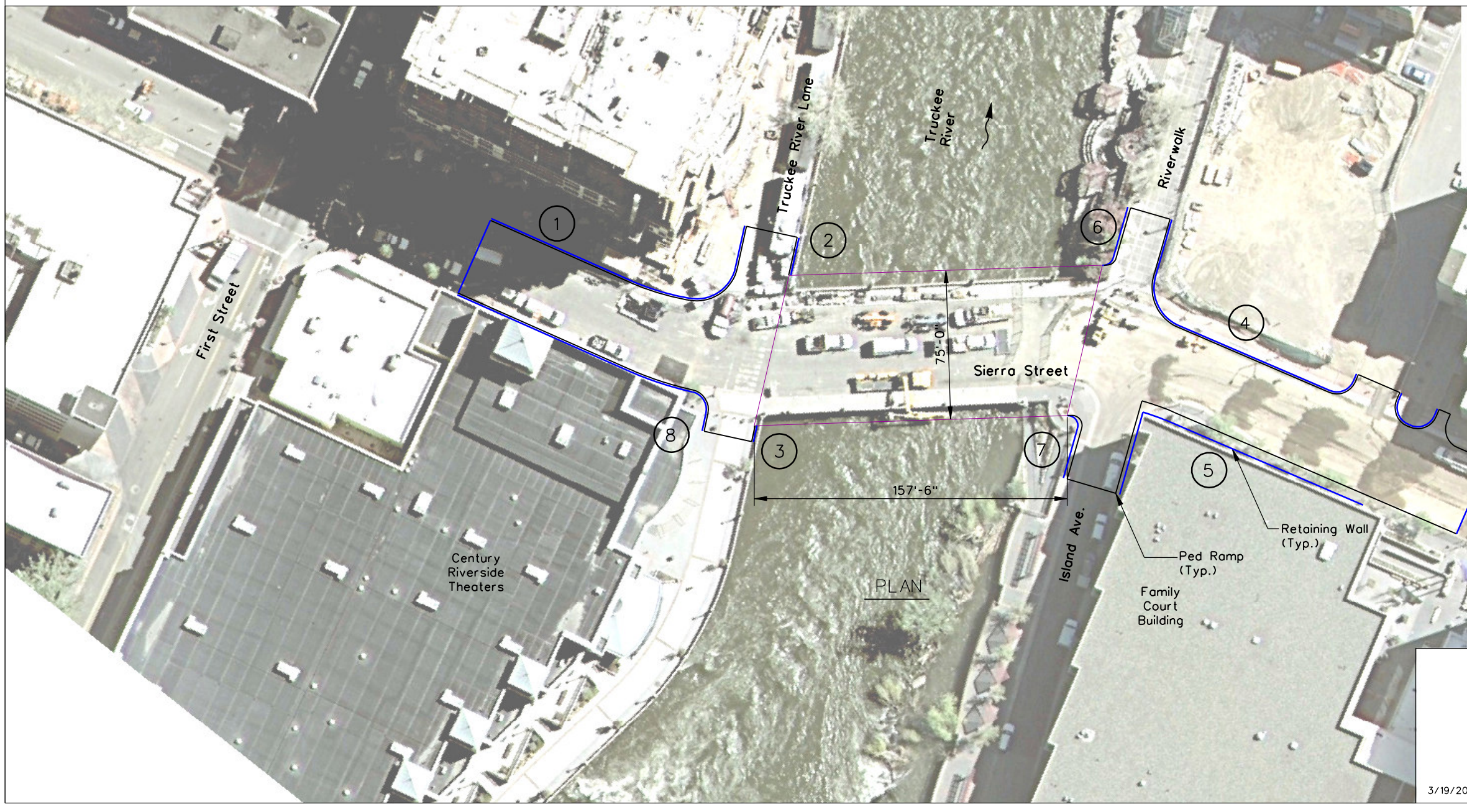
ROADWAY PROFILES
SCENARIO 3
100 YEAR FLOOD PROTECTION



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

(X) Retaining Wall Number

N

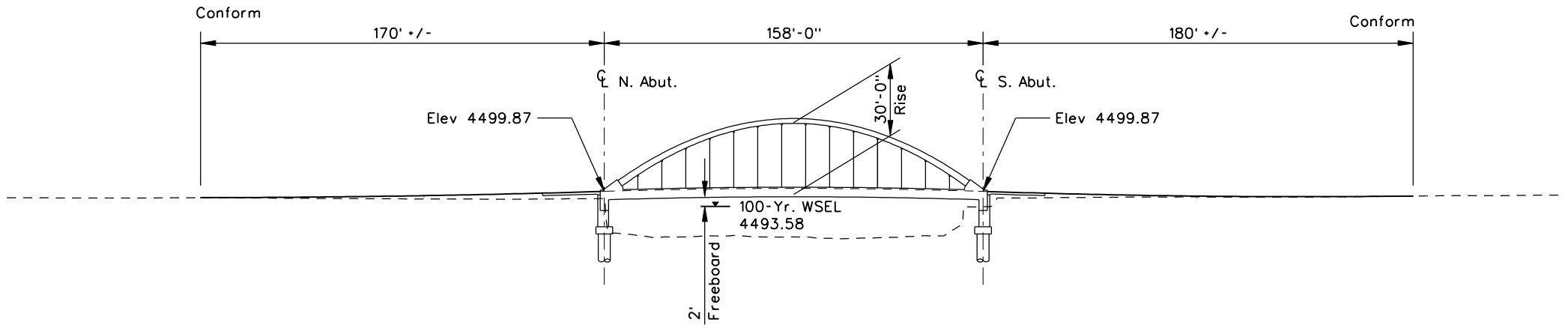
CH2MHILL

RENO TRACTION VISIONING PROJECT

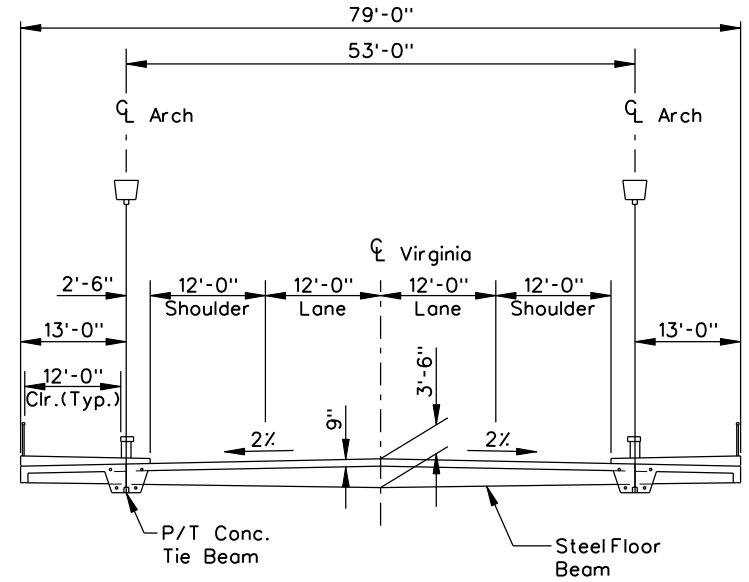
SIERRA STREET
SCENARIO 3
100 YEAR FLOOD PROTECTION

3/19/2008

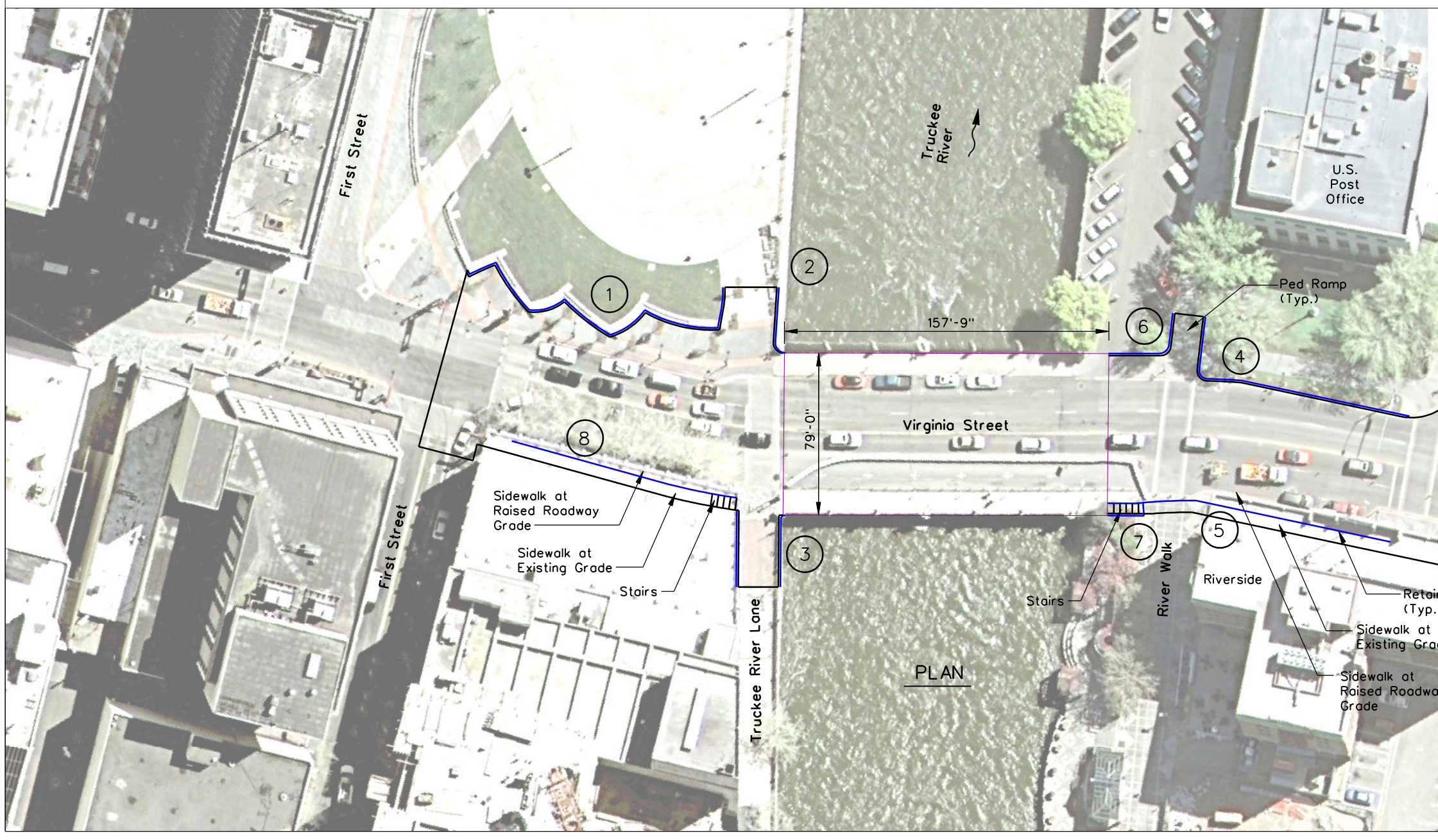
DELIVERABLES/LAYOUT31SIERRA.DGN



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

X Retaining Wall Number

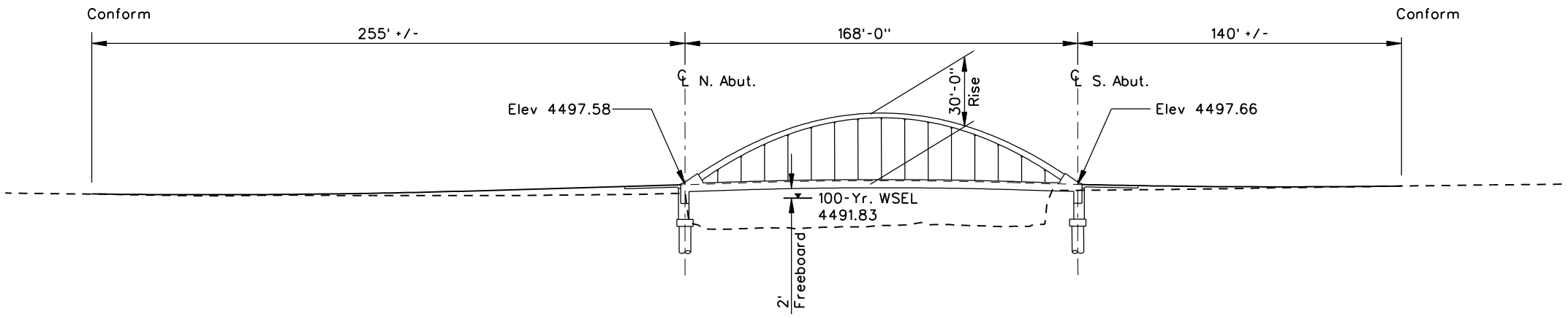
CH2MHILL

RENO TRACTION VISIONING PROJECT

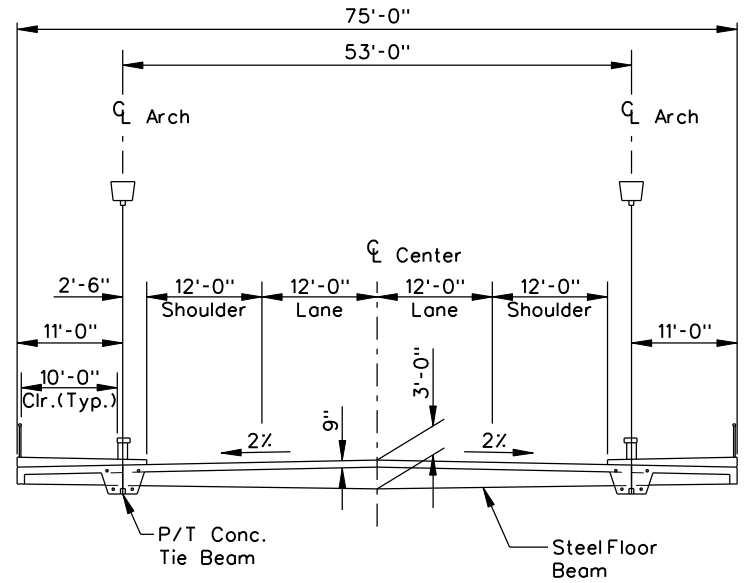
VIRGINIA STREET
SCENARIO 3
100 YEAR FLOOD PROTECTION

3/19/2008

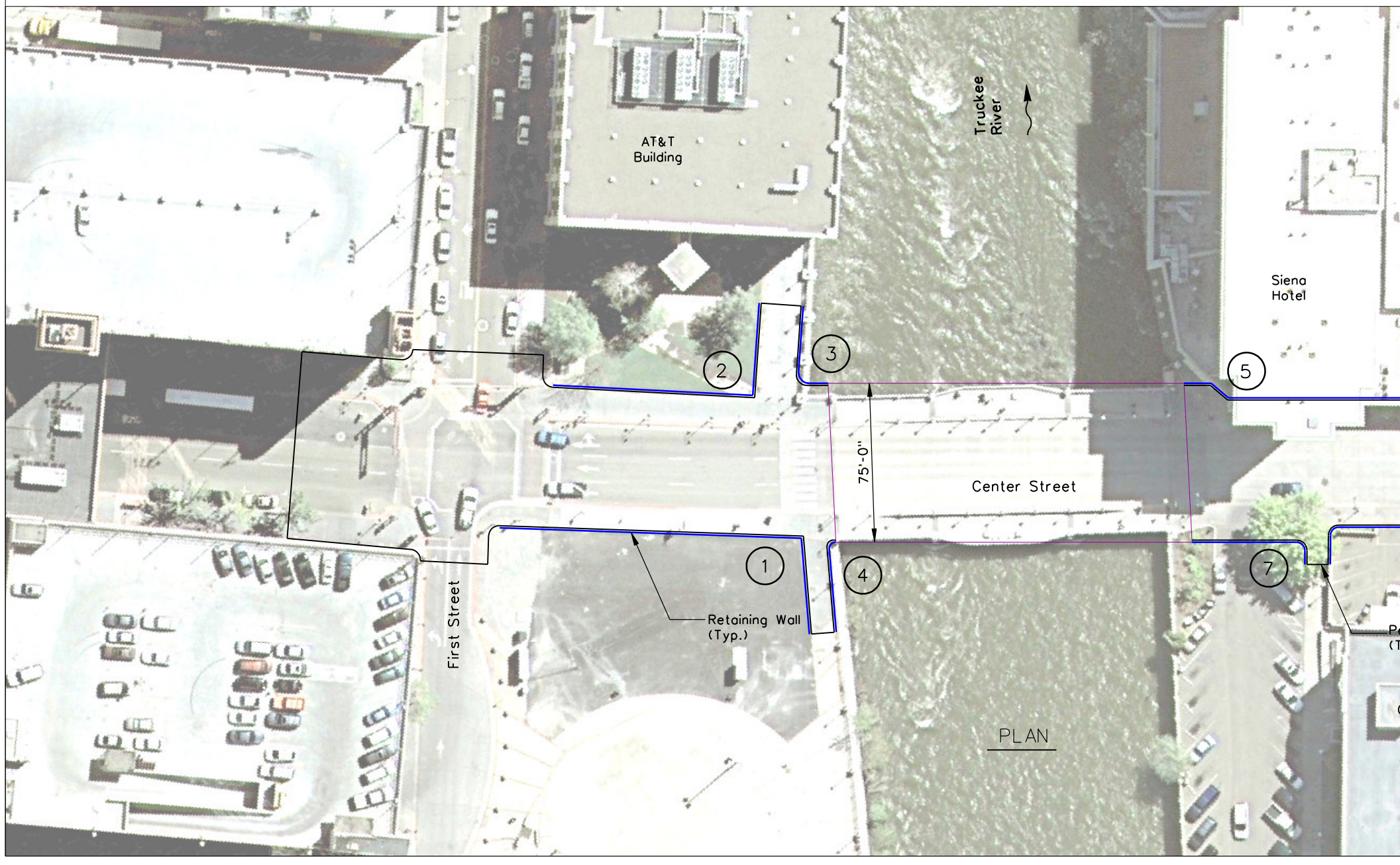
DELIVERABLES/LAYOUT32VIRGINIA.DGN



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

(X) Retaining Wall Number

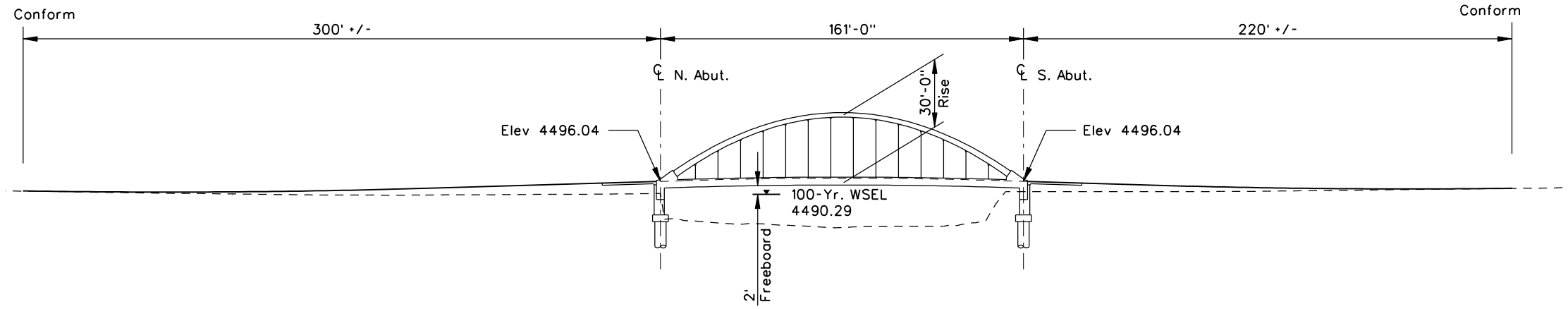
CH2MHILL

RENO TRACTION VISIONING PROJECT

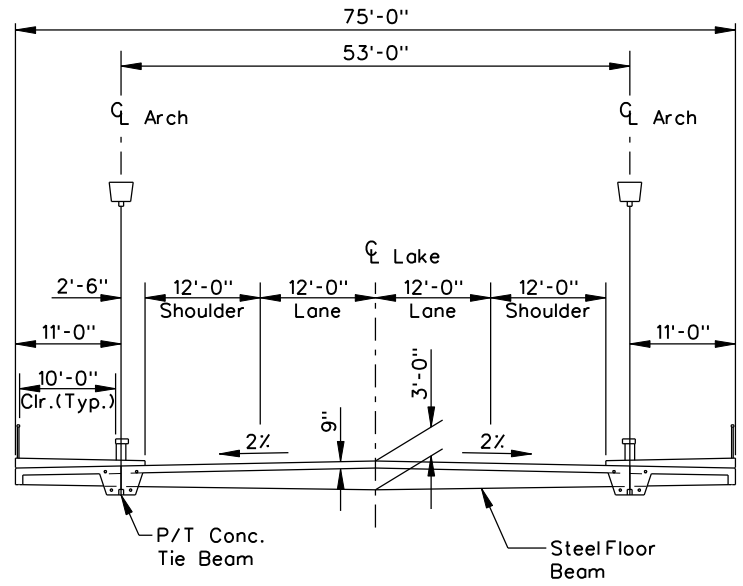
CENTER STREET
SCENARIO 3
100 YEAR FLOOD PROTECTION

3/19/2008

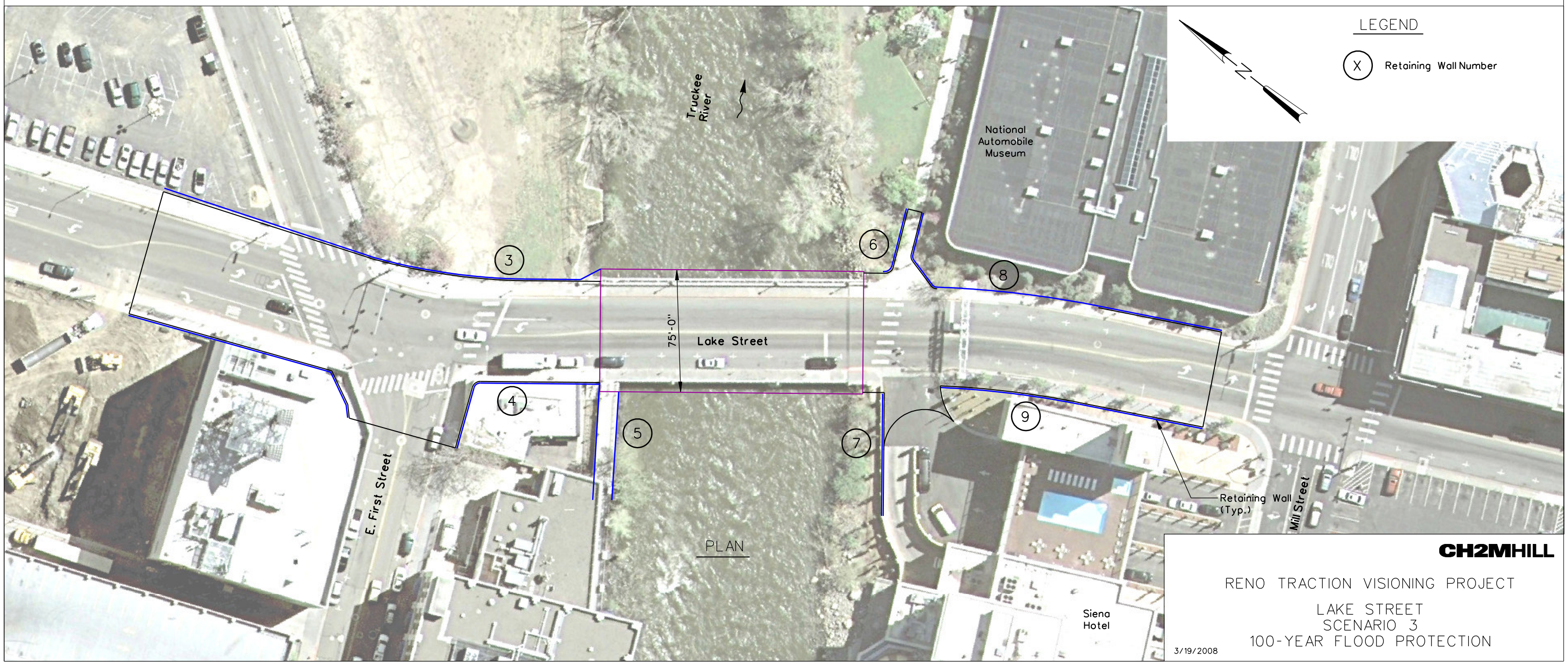
DELIVERABLES/LAYOUT33CENTER.DGN



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

X Retaining Wall Number

CH2MHILL

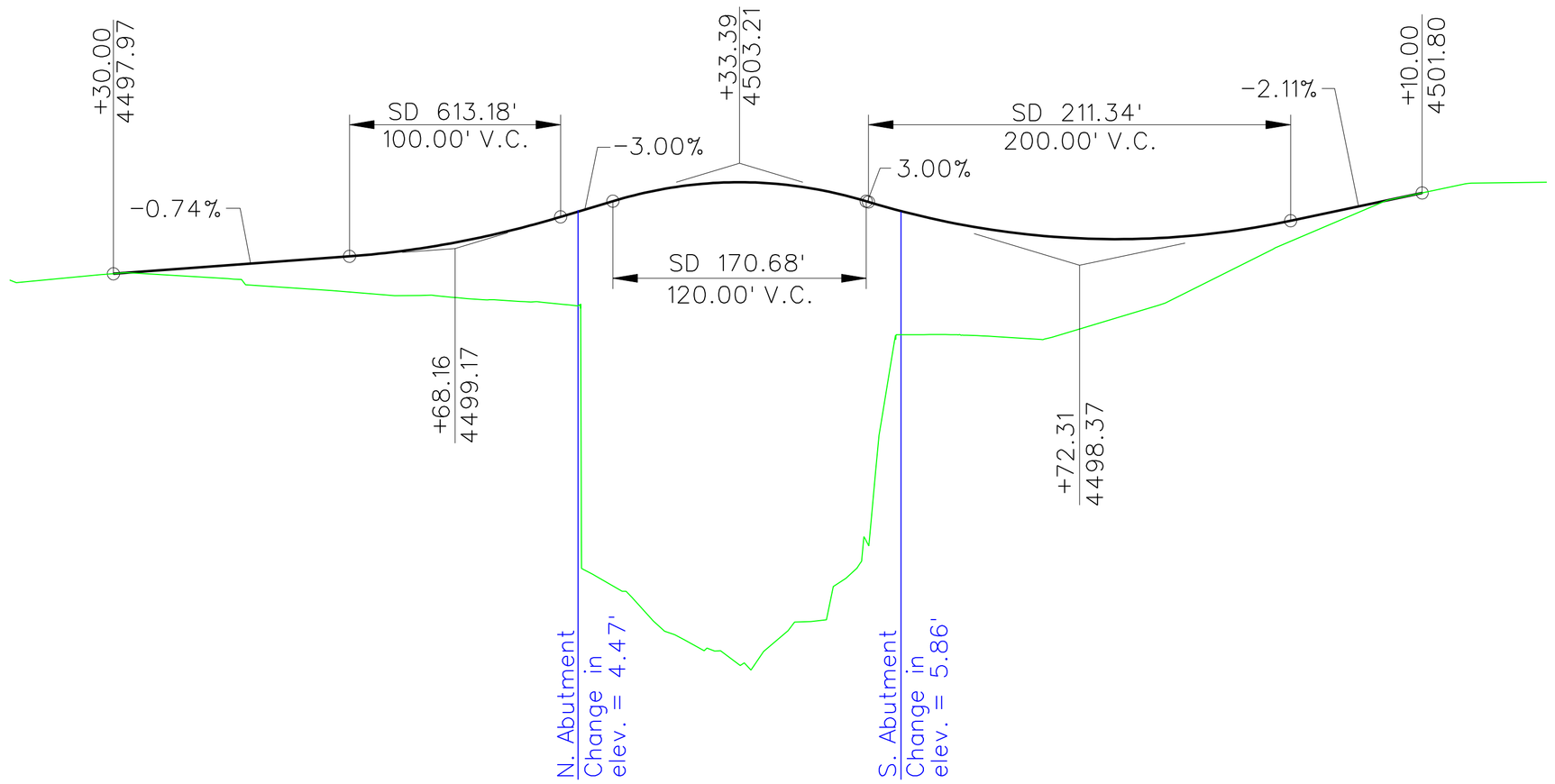
RENO TRACTION VISIONING PROJECT

LAKE STREET
SCENARIO 3
100-YEAR FLOOD PROTECTION

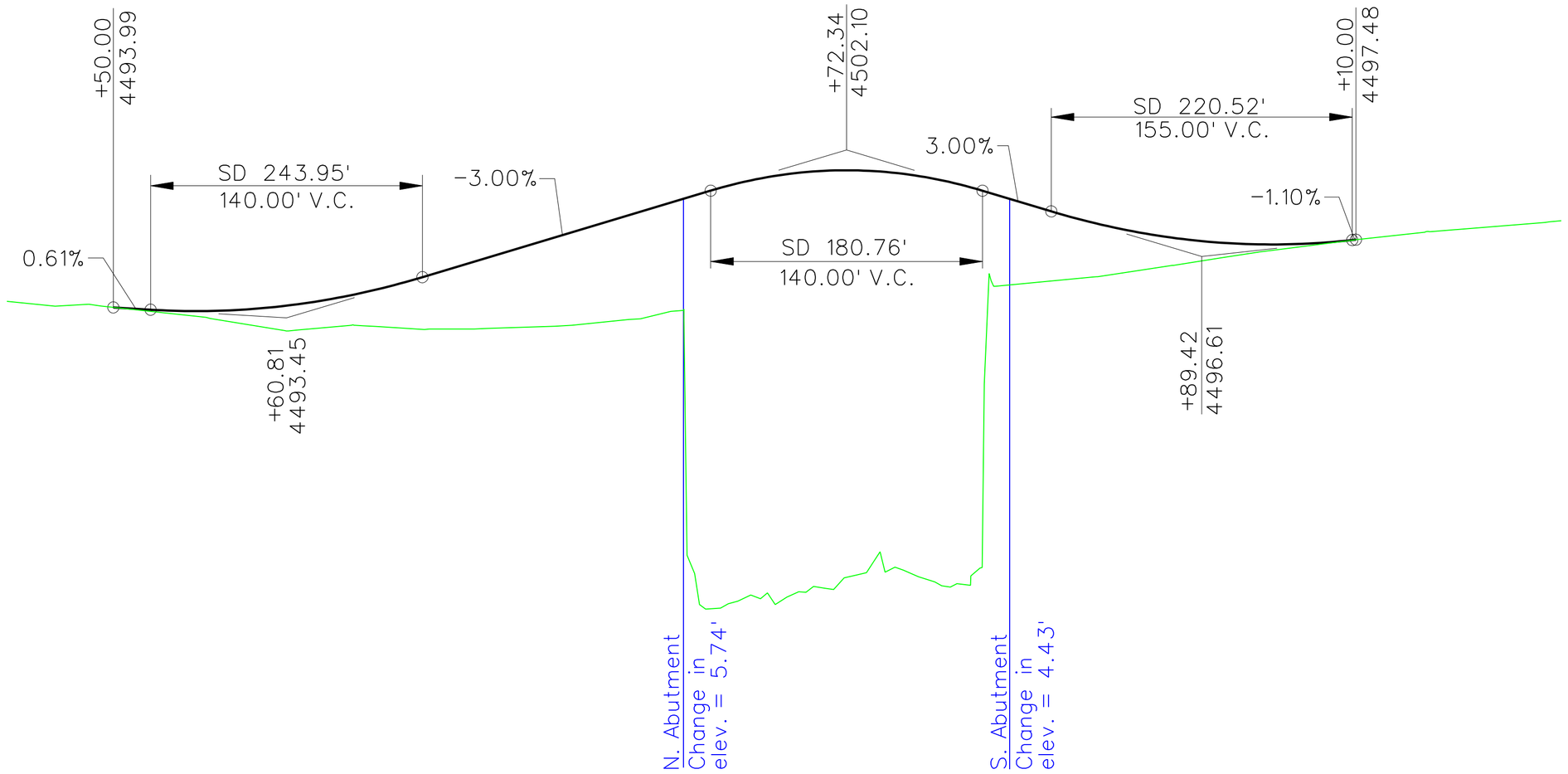
3/19/2008

DELIVERABLES/LAYOUT34LAKE.DGN

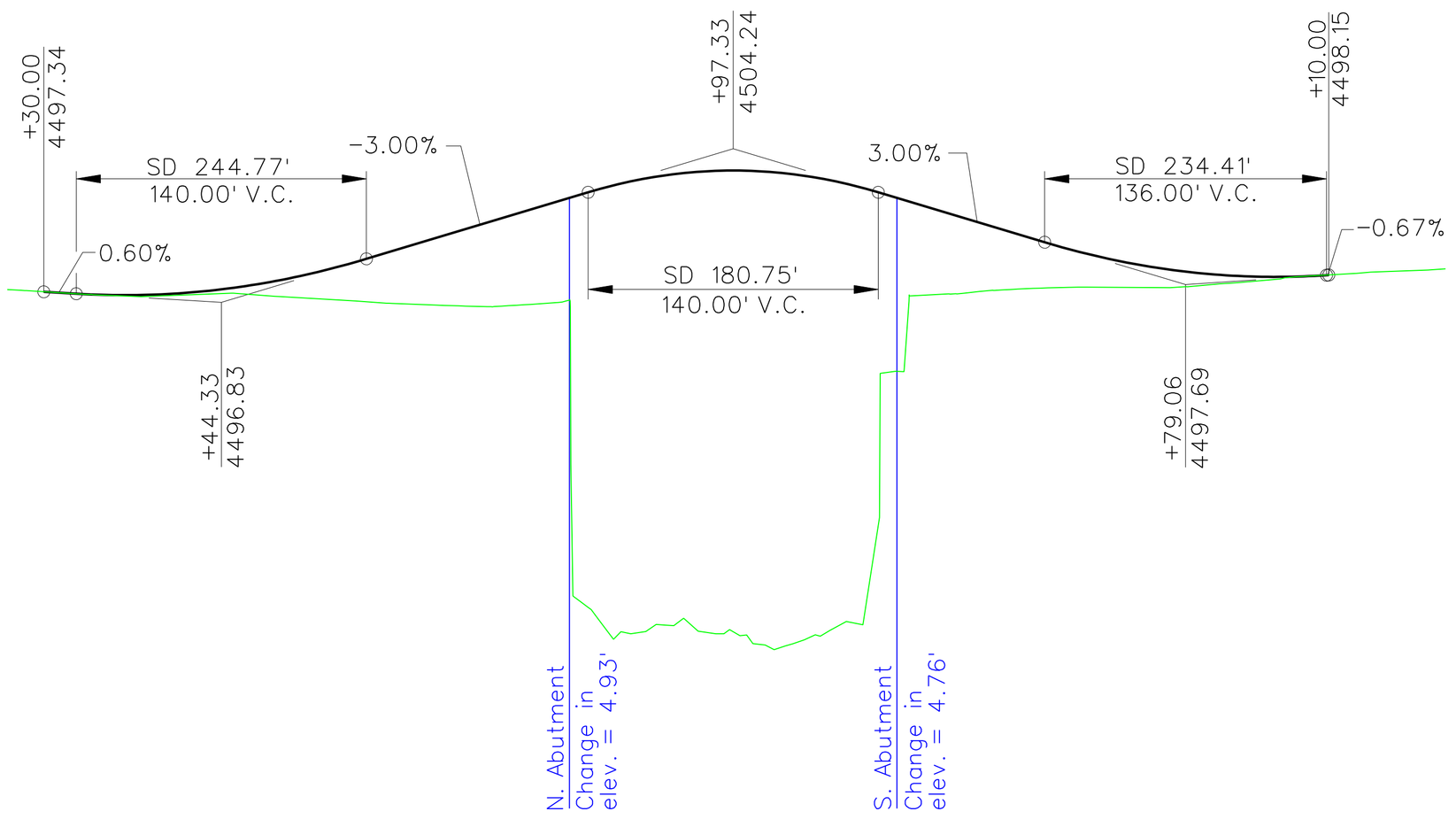

2nd STREET
1st STREET
LAKE ST
CENTER ST
VIRGINIA ST
SIERRA ST
ARLINGTON AVE
ISLAND AVE
MILL STREET
STATE STREET
COURT STREET
NEW LAKE STREET BRIDGE
NEW CENTER STREET BRIDGE
NEW VIRGINIA STREET BRIDGE
NEW SIERRA STREET BRIDGE
50-YR FLOODPLAIN
74-YR FLOODPLAIN
100-YR FLOODPLAIN
N
0
100'
200'
300
1"=100'
SCENARIO 4
COE 100 YR
PROTECTION
CH2MHILL



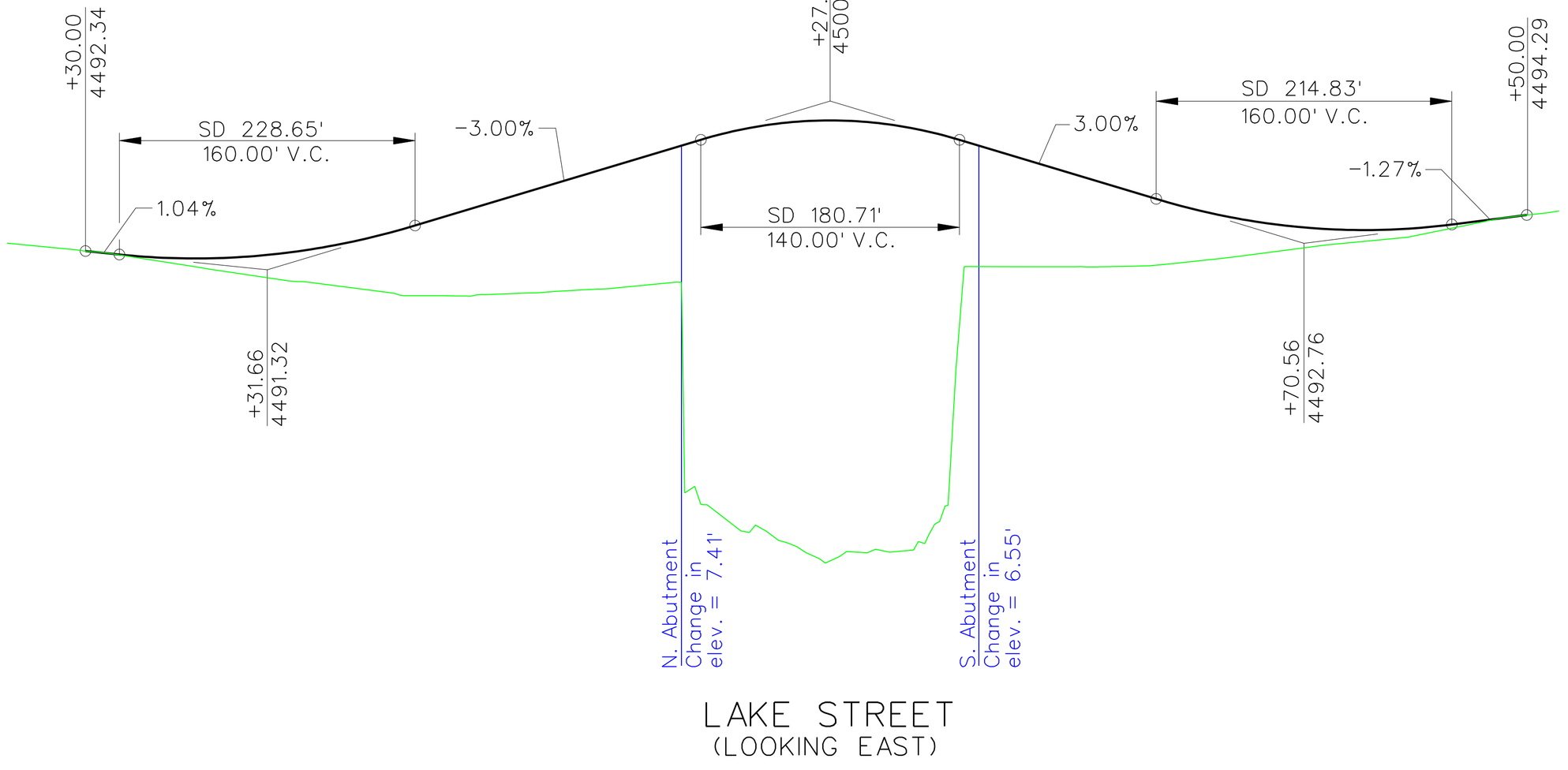
SIERRA STREET
(LOOKING EAST)



CENTER STREET
(LOOKING EAST)



VIRGINIA STREET
(LOOKING EAST)



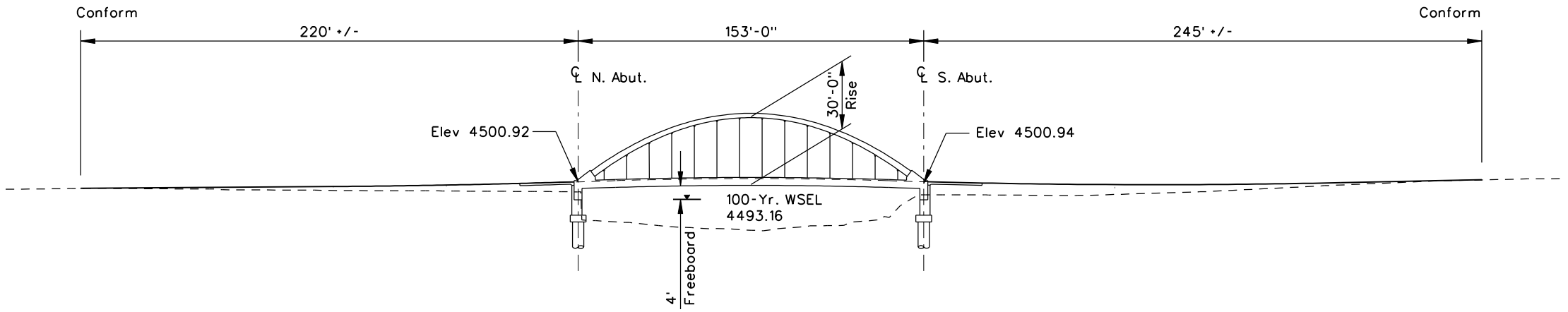
LAKE STREET
(LOOKING EAST)

3/19/2008

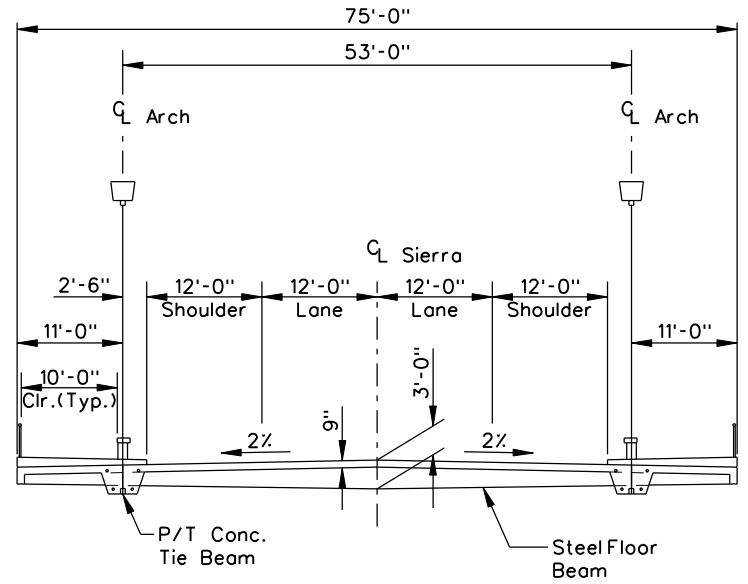
CH2MHILL

RENO TRACTION VISIONING PROJECT

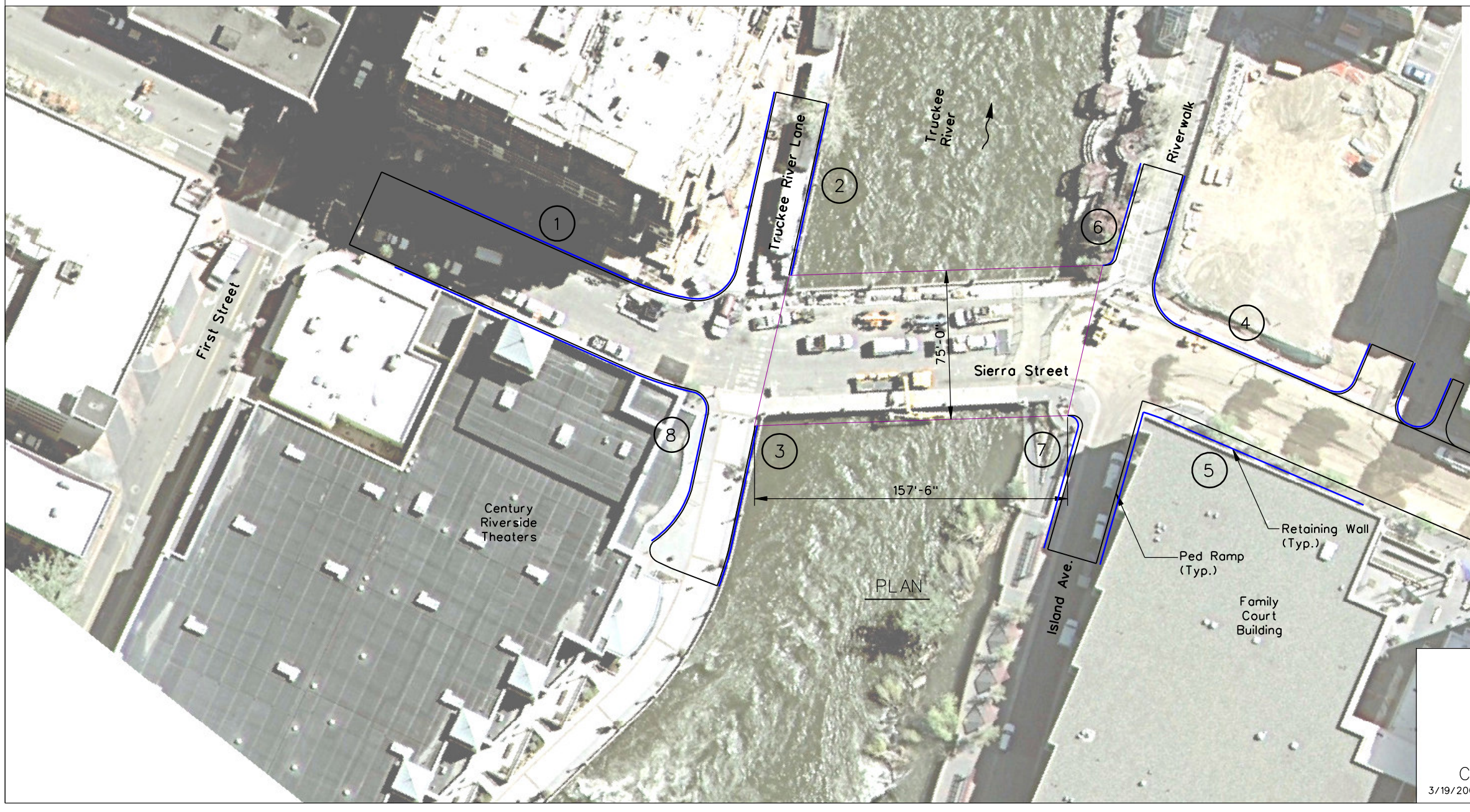
ROADWAY PROFILES
SCENARIO 4
CORPS OF ENGINEERS
FLOOD PROTECTION



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

X Retaining Wall Number

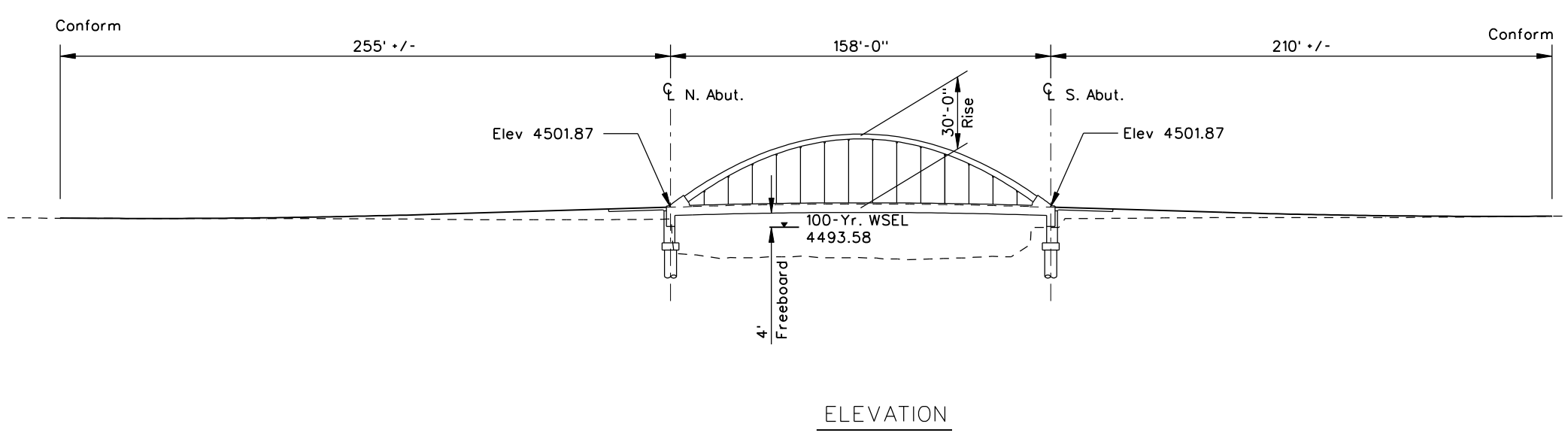
CH2MHILL

RENO TRACTION VISIONING PROJECT

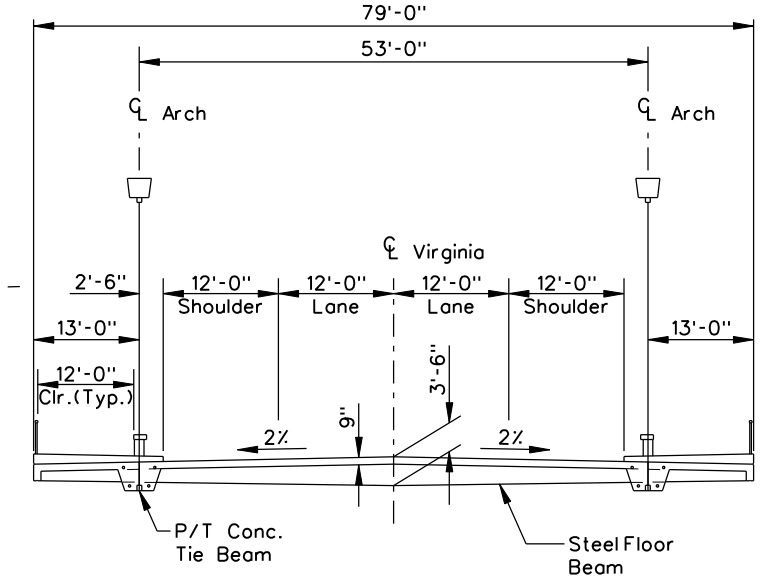
SIERRA STREET
SCENARIO 4
CORPS OF ENGINEERS FLOOD PROTECTION

3/19/2008

DELIVERABLES/LAYOUT41SIERRA.DGN



ELEVATION



TYPICAL SECTION

LEGEND

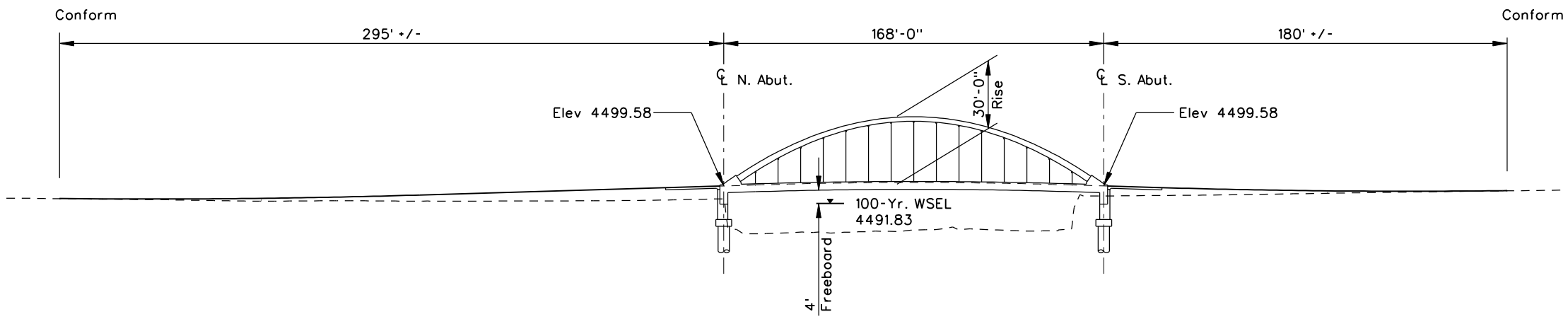
X Retaining Wall Number

PLAN

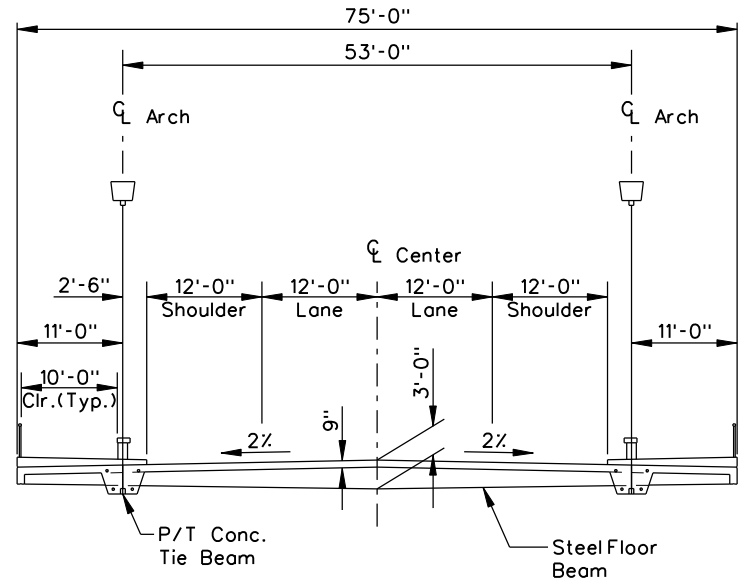
CH2MHILL

RENO TRACTION VISIONING PROJECT
VIRGINIA STREET
SCENARIO 4
CORPS OF ENGINEERS FLOOD PROTECTION
3/19/2008

DELIVERABLES/LAYOUT42/VIRGINIA.DGN



ELEVATION



TYPICAL SECTION

PLAN

LEGEND

(X) Retaining Wall Number

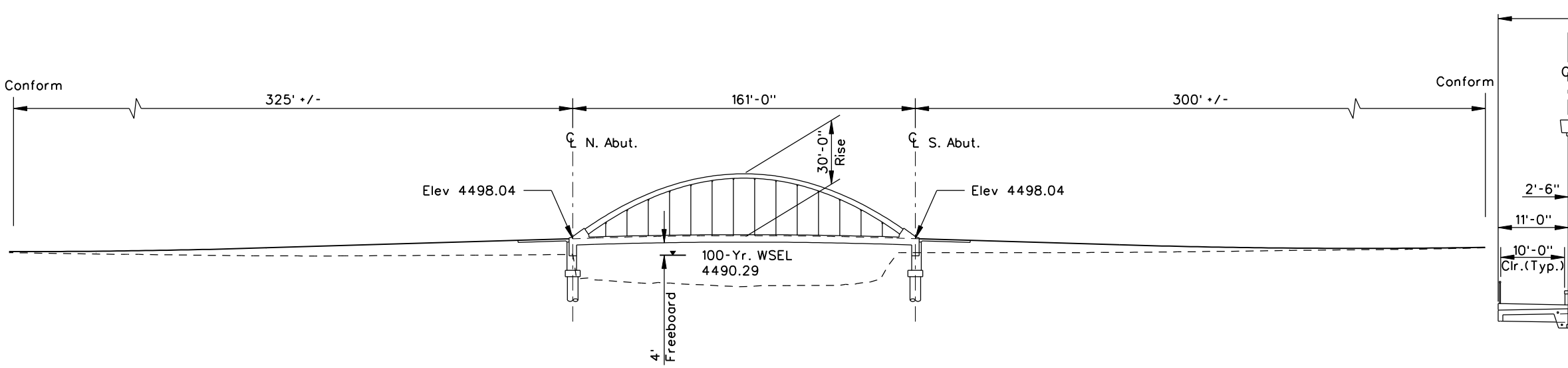
CH2MHILL

RENO TRACTION VISIONING PROJECT

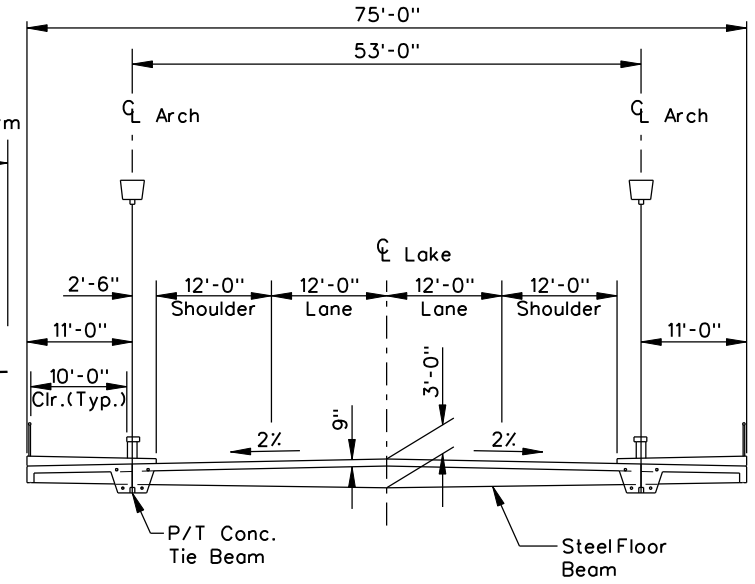
CENTER STREET
SCENARIO 4
CORPS OF ENGINEERS FLOOD PROTECTION

3/19/2008

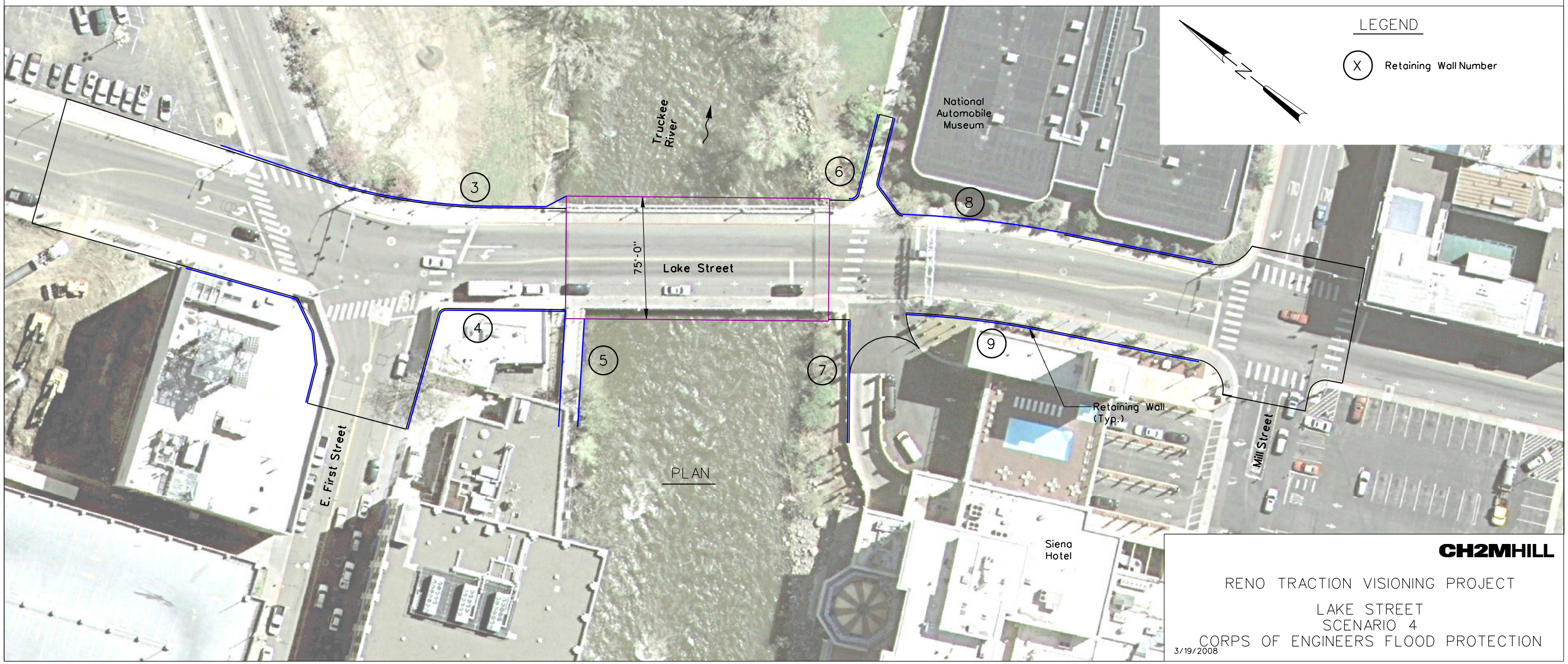
DELIVERABLES/LAYOUT43CENTER.DGN



ELEVATION



TYPICAL SECTION



PLAN

LEGEND

X Retaining Wall Number

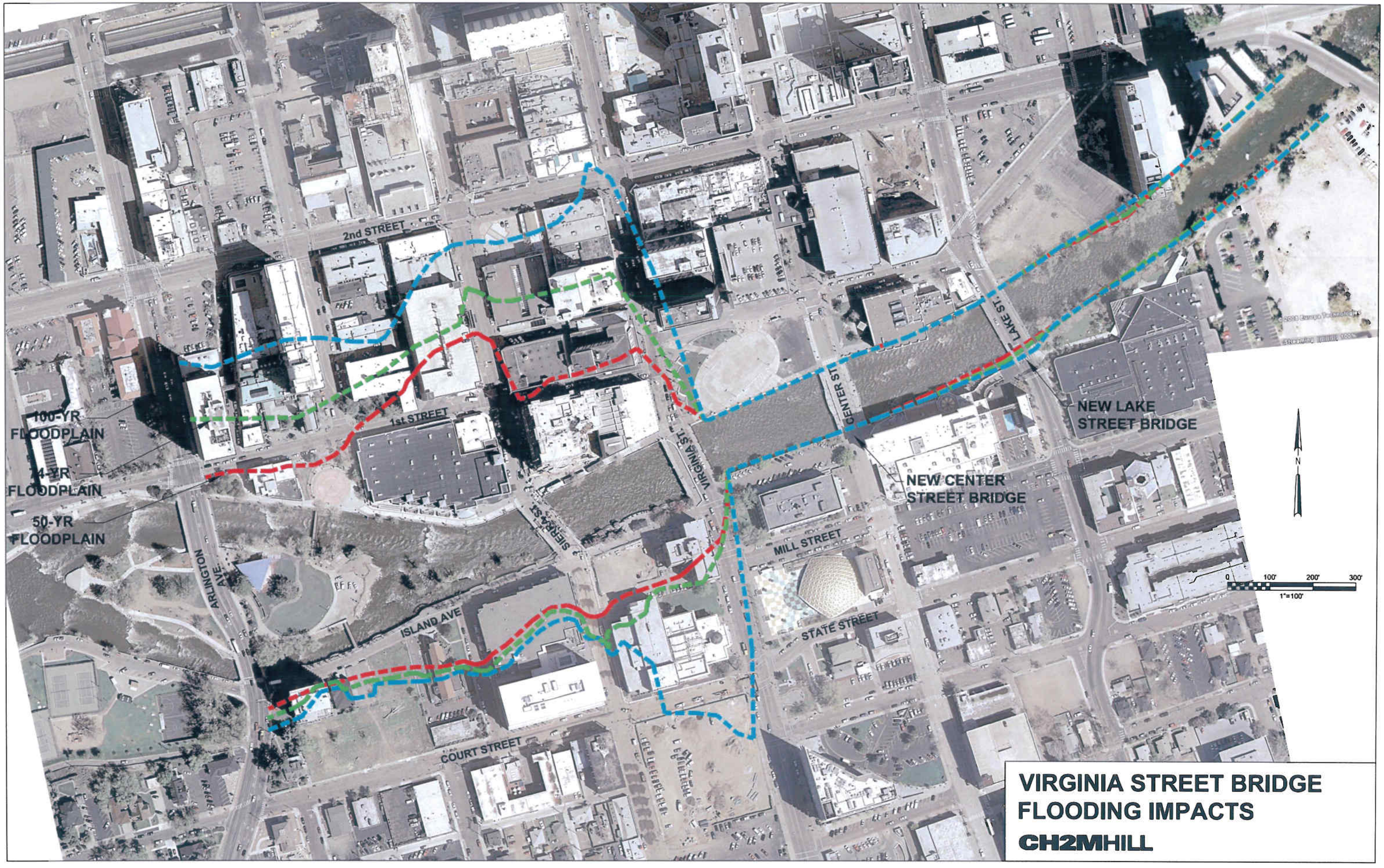
CH2MHILL

RENO TRACTION VISIONING PROJECT

LAKE STREET
SCENARIO 4
CORPS OF ENGINEERS FLOOD PROTECTION

3/19/2008

DELIVERABLES/LAYOUT44LAKE.DGN



VIRGINIA STREET BRIDGE FLOODING IMPACTS

CH2MHILL