

Appendix B5 Cultural Resources

To: Judy Tortelli, Project Manager, Regional Transportation Commission of Washoe County

From: Mark Bowen, Senior Architectural Historian

Date: January 5, 2021

Copies to: Brian Boyd, Jacobs; Ken Greene, Jacobs

Subject: Cultural Resources Preliminary Assessment, Arlington Avenue Bridges Project Washoe County, Nevada

INTRODUCTION

This technical memorandum provides a preliminary cultural resources assessment for the Arlington Avenue Bridges Project, Washoe County, Nevada. This constraints-level analysis provides background information and identifies contextual history of the proposed project area along with information related to previously identified cultural resources in the project area. This technical memorandum also describes previously recorded cultural resources in the area and examines the potential for previously unrecorded cultural resources to occur within the project area.

The following attachments are provided:

- Attachment 1 – Nevada Cultural Resources Information System (NVCRIS) map showing archaeological and built environment surveys and National Register-eligible resources (no archaeological sites included)
- Attachment 2 – Resource Inventory/Evaluation Forms
- Attachment 3 – 2018 Nevada Department of Transportation (NDOT) Bridge Reports

PROJECT DESCRIPTION

The Arlington Avenue Bridges Project is located in Reno, Nevada, in Section 11 of Township 19 North, Range 19 East on the U.S. Geological Survey (USGS) 7.5-minute Reno quadrangle (1982). The Project scope includes replacement of the two Arlington Avenue Bridges over the Truckee River for the Regional Transportation Commission of Washoe County. The project limits run along Arlington Avenue between Island Avenue and W. First Street. Arlington Avenue has two bridges that connect to Wingfield Park, which is in the middle of the Truckee River. Both bridges are included as part of the future project.

METHODS

Jacobs Engineering Group Inc. (Jacobs) conducted a preliminary desktop review of available data pertaining to cultural resources in the proposed project area in support of eventually satisfying state and federal cultural resources compliance regulations.

To assess existing cultural resources in the proposed project area, the following activities were conducted:

- Desktop review of available data sets for identifying cultural resources and surveys completed within the proposed project area. Datasets included the NVCRIS in 2019 and 2020.
- Review of USGS topographic maps (1893, 1950, 1959, 1967, and 1982), publicly available aerial imagery (NETR 1966, 1967, and 1980), and recent street view photographs taken in the project vicinity for assessing the presence of unmapped or sensitivity for previously unrecorded resources (Google Earth Pro, n.d.).

Mark Bowen, Jacobs architectural historian, and Jane Weigand, Jacobs archaeologist, conducted a search of the NVCRIS system to assess the presence of significant cultural resources, including both built environment and archaeological resources. Jacobs senior archaeologist, Brian Ramos, PhD, provided senior peer review of this document.

For this analysis, the project study area (Attachment 1) includes all areas of proposed disturbance, including temporary work areas. The project area extends approximately 50 feet from the roadway centerline on both sides. A 250-foot records search area buffer was considered for the purposes of this memorandum. Staging areas have not yet been determined, but the records search area buffer likely covers potential adjacent/nearby staging areas. The project study area could require modification and additional assessment by credentialed project cultural resources staff once additional development of the project design are completed and formal compliance reports (i.e., Section 106) are initiated.

SETTING AND BACKGROUND

The area for consideration is in a highly urbanized area of downtown Reno. Topography in the study area is predominantly hilly, sloping south toward Truckee River. No areas of undisturbed native soils are understood to be located in the area. The Truckee River has largely been channelized in the area over numerous years. Multiple soil series are mapped within the survey area, with the most prevalent Orr sandy loam, 0 to 2 percent slopes (U.S. Department of Agriculture, Natural Resources Conservation Service 2019). The land immediately surrounding the project survey area consists of residential development, commercial, and transportation corridors. While both the relatively gentle sloping landforms and proximity to water could indicate a higher level of sensitivity for previously unrecorded archaeological sites, the extensive development of the project area and relative rarity of deeply buried sites in similar contexts suggests otherwise.

Prehistoric Context

The project is located along the western margin of the Great Basin culture area, as defined in Volume 11 of the *Handbook of North American Indians* (edited by D'Azevedo 1986). [The following contextual section was adapted from Drews and Giambastiani 2016 *Cultural Resources Overview of the Heinz Ranch, South Parcel (approximately 1,378 acres) for the Stone Gate Master Planned Community, Washoe County, Nevada.*]

It is well documented that the Washoe Indians occupied areas east of the Sierra Nevada from Antelope Valley north to Honey Lake, including the Carson Valley and Lake Tahoe area. Northern Paiute groups inhabited the area east of Washoe territory; however, it was common for the two groups to share areas for hunting and gathering, to trade resources, and to intermarry, which would have blurred any cultural boundary between the two groups. According to D'Azevedo (1986:471), the Washoe and Northern Paiute jointly used fishing and gathering sites around Honey Lake and eastward to Pyramid Lake, and the Northern Paiutes were permitted to hunt and fish in the Truckee Meadows and to hunt deer and gather in nearby mountains.

The Washoe were able to maintain a more sedentary lifestyle than other Great Basin peoples due to the relatively diverse and ubiquitous distribution of subsistence resources. Information regarding Washoe settlement/subsistence patterns suggests that winter camps were located at lower elevations on valley bottoms and that the peripheral, higher-elevation valleys and surrounding hills were targeted in the late summer and fall for logistical forays (D'Azevedo 1986). Several permanent settlement sites were established throughout Washoe territory, providing elders and young children a place to reside while temporary groups mobilized in search of food. Procurement activities depended on the availability of resources in proximity to habitation areas.

Although academic discussion of the Washoe group them with Great Basin Indians, the Washoe had strong cultural affinities to both California and Great Basin Regions. Evidence of prehistoric occupation in the area dates as early as 10,000 years before the present (BP). By 6000 BP, Washoe ancestral populations were deeply entrenched in the Sierra Nevada. Specific to the eastern slope of the Sierra Nevada, Middle Archaic sites represent multipurpose camps for both seed processing and hunting and are found on meadow margins and upland valleys while hunting base camps are found on ridges and saddles adjacent to springs and small streams. Seed-processing camps are located on valley margins near springs and creeks.

Historic Context

[The following historic context was adopted from the Kautz Environmental Consultants, Inc.'s 2003 study: Truckee River Shared Use Path: Downtown Riverfront Trails Enhancement - Arlington Avenue to Ralston Street, Historic Resources Assessment (Christensen and Kautz 2003). All citations are contained therein.]

The City of Reno lies along both banks of the Truckee river at the north end of Truckee Meadows and had long been within the core territory of the Washoe Tribe of Nevada and California at the time of Euroamerican contact. Reno incorporated in 1903 with the inclusion of municipal services that included flood control, water and other utilities transmission, taxing functions, education, and a formal legal and political infrastructure. Reno became the crossroads of Washoe County and expanded its economic and political power throughout the west. The Transcontinental Railroad linked Reno to the rest of the world in the 1860s and the city's link to the Comstock mines existed through the construction of the Virginia and Truckee Railroad in

1872. By 1900, Reno had surpassed the population of Virginia City to become Nevada's largest and most prosperous city.

Following a series of local and national economic depressions during the last part of the nineteenth century, the gold discoveries in notable mines such as Tonopah, Goldfield, and the other late mining booms of central and southern Nevada funneled wealth into Reno. Reno also became the supply center for the agricultural expansion that accompanied the Newlands Project and the vast farming enterprises at Fallon located approximately 50 miles to the east of Reno.

Reno's population grew from about 4,500 in 1900 to ca. 11,000 by 1910, 18,000 by 1930, and 21,300 by 1940. Accompanying this growth was the construction of five new schools by 1910, a Carnegie Library (1903), a new post office (1907), and a new County courthouse (1910-11).

A series of socio-political, natural, and economic factors stimulated the growth of downtown Reno. Gambling was outlawed between the years 1910 and 1931. Following its re-legalization in 1931, many buildings were retrofitted to accommodate gaming. The Riverside Hotel built in 1927, added a casino to the ground floor and built a major expansion in 1950. Abe Zetooney, owner of the Art Deco style El Cortez Hotel increased the nightly rates to \$6 a night instead of the prevailing rate of the time of \$2.50 per night. Other properties include the (former) Mapes Hotel built in 1948 as the prototype of the modern high-rise hotel casino and famous for the remote broadcasts of the Ed Sullivan television show. The gaming industry continues to draw tourists to Reno and notably influenced the architecture and economic viability of downtown Reno.

During the early part of the twentieth century, most states stiffened their divorce laws in conformity to Edwardian concepts of morality. Nevada, in contrast, took advantage of its reputation as a divorce center acquired when in 1906, the wife of the president of US. Steel obtained a highly publicized divorce there. Reaping the economic benefits of its fame as a "divorce center," Reno in 1927 reduced its residency requirements from six months to three months to acquire ability to divorce. Then in 1931 the residency requirements reduced further to only six weeks. By 1936, officials issued more than 3,000 divorce decrees to the economic benefit of divorce lawyers, hotels, divorce/dude ranches, apartments, and entertainment localities. Between 1929 and 1939, courts in Washoe County granted over 30,000 divorces. Locally, the construction of dude ranches and apartment complexes accommodated the divorcees, with the Riverside Hotel as perhaps the most prominent example of this design goal. The 1927 construction of the original Riverside Hotel coincided with a new California law imposing a three-day waiting period for marriages. Owners apparently wished to cash in on these new potential clients.

Nature parks today comprise a conspicuous place in the downtown Reno landscape along with other areas left within an open-space setting. Examples include Wingfield Park (dedicated 1921) that includes three tracts previously named Riverside Park, Belle Isle, and Fulton Park. Acquisition and development of Wingfield park began in 1906 when the City acquired the land which eventually became the park.

Reno became the financial heart of Nevada during the early part of the twentieth century. George Wingfield reinvested the wealth he acquired during the Goldfield mining boom into financial and development projects in northern Nevada including in and around Reno. Two of his most important contributions include the Reno National Bank (1915) and the Riverside Hotel (1927).

The Southern Pacific Railroad and the national highway systems both contributed to the growth and economic vitality of the downtown Reno area. Adjacent to Commercial Row, the railroad constructed its Southern Pacific Depot (1925) and the American Railway Express Station (1925 - 26), as well as the Freight Station (1931), all of which serve as examples of industrial Mediterranean and Art Moderne design, respectively and prominent in the downtown area. Downtown Reno transportation further improved through the construction of a number of bridges crossing the Truckee River. The city constructed six bridges during the first half of the twentieth century which all remain crossing streets today (albeit many having been replaced or upgraded) at the following locations -- Arlington Avenue, South Arlington Avenue, Sierra Street, Virginia Street, Center Street, and Lake Street.

The Truckee River is central to the origin and subsequent development of Reno. Water from the Truckee River supplied the agricultural, industrial, entertainment, and domestic needs of its citizens since the city initially settled. There has been much documentation of the construction of ditches, bridges, dams, the modification of tributaries, and the construction of floodwalls along the river's course through downtown Reno. It is not surprising that there exists a systematic relationship of various modifications along the river that arguably responded to adjacent construction such as the Riverside Hotel which preceded improvements to the floodwalls resulted. As the park infrastructure expanded with improvements such as vehicular access to Belle Isle in 1921, the retaining walls along the river were accordingly improved. Thus, each facet of the complex system that comprised Reno development during the critical years of growth between 1910 and 1960, impacted other aspects so that development, population, economics, and infrastructure were spiraling in an interconnected complex that has resulted in the face of modern downtown Reno.

RESULTS

The desktop cultural resources records review identified numerous cultural studies completed previously in the vicinity of the project constraints area (Table 1). However, possibly due to the urbanization of the area (including the Truckee River), it does not appear that intensive archaeological-focused surveys were completed in the constraints area and previous studies have focused on the built environment.

The desktop cultural resources records review identified a total of five previously recorded cultural resources within the project constraints area. It should be noted that each of the five resources have been recorded using different Nevada State Historic Preservation Office (SHPO) identification numbers; however, the determination of no significance for all five appear to be

consistent (Table 2 and Attachment 2). In Table 2, the "Item Count" enumeration notes when the same resources have been identified multiple times using differing SHPO numbers.

The bridge crossing of the Truckee River along Arlington Avenue includes two structures that span the river through the small Belle Island. The northern span (Bridge Number B-1532) is a 3-span, 122-foot, reinforced concrete T-beam bridge. The bridge was evaluated for historical significance as part of a Nevada statewide survey and concurred with by the Nevada SHPO as not meeting the criteria for listing on the National Register of Historic Places (NRHP; Attachment 3).

Similarly, the southern span (Bridge Number B-1531) is a single-span, 48-foot, reinforced concrete haunched girder bridge. The bridge was evaluated for historical significance as part of a Nevada statewide survey and concurred with by the Nevada SHPO as not meeting the criteria for listing on the NRHP (Attachment 3).

No prehistoric or archaeological resources have been identified in the immediate project area and pedestrian archaeological surveys are unlikely to identify any previously unrecorded resources given the high degree of development in the area. One archaeological resource was identified just north of the Project, but it is outside of the likely APE for the project and at enough distance to easily be avoided by possible project activities.

**Table 1: Cultural Resources Studies Performed Within
 Project Constraints Area Plus 0.25-Mile Buffer**

Item Count	Report Number	Date	Author	Title
1	180	2006	Ringhoff, Mary	A Historic Resources Assessment for the ReTrac Enhancement Project in Downtown Reno, Washoe County, Nevada
2	3281	2009	Historic Resource Associates	Cultural Resources Study of the River/Cal Neva Project, Cingular Site No. N057, 140 N. Virginia Street, Reno, Washoe County, Nevada, 89501
3	6985	2006	Ringhoff, Mary et al.	The Archaeology of "The Biggest Little City in the World" The ReTrac Project, Reno, Washoe County, Nevada: Historic Resources
4	7890	2018	Creger, Cliff, and Suzan Slaughter	Letter Report for the Architectural Survey of Historic Bridges in Nevada
5	7890	2012	Creger, Cliff, and Suzan Slaughter	Letter Report for the Architectural Survey of Historic Bridges in Nevada
6	8013	2012	Chambers Group	Master Cultural Resource Report: A Class III Cultural Resource Inventory for the Digital 395 Broadband Project (#5569)
7	8013	2012	Chambers Group	Master Cultural Resource Report: A Class III Cultural Resource Inventory for the Digital 395 Broadband Project (#5569)
8	18205	2012	Mehls, Steven	Addendum to A Historic Resources Assessment for the ReTRAC Project in Downtown Reno, Washoe County, Nevada

**Table 1: Cultural Resources Studies Performed Within
 Project Constraints Area Plus 0.25-Mile Buffer (continued)**

Item Count	Report Number	Date	Author	Title
9	21287	2016	Campana, ZoAnn	Newlands Heights Neighborhood Architectural Inventory and Survey
10	22508	2008	N/A	Powning's Addition Survey, Reno, Washoe County
11	A_429	2008	N/A	Newland Heights Historic District National Register of Historic Places Inventory - Nomination Forms
12	A_429	1982	N/A	Newland Heights Historic District National Register of Historic Places Inventory - Nomination Forms
13	A_438	2002	N/A	Historic Property Studies within and Near the Truckee Meadows Project Western Area of Potential Effects, Reno, Washoe County, Nevada - Volume I
14	A_440	2002	N/A	Draft - Historic Property Studies within and Near the Truckee Meadows Project Western Area of Potential Effects, Reno, Washoe County, Nevada - Volume IV (Historic Resources Inventory Forms - Map References 65 - 118)
15	A_455	2002	Kautz, Robert R.	Reno Midblock Project: Truckee River Floodwall and Riverwalk, Cultural Resources Evaluation (CRR: WA02-018S; Project: STP-0031(055); EA No. 72593)
16	A_456	2002	Kautz, Robert R.	Reno Midblock Project: Truckee River Floodwall and Riverwalk, Cultural Resources Evaluation (CRR: WA02-018S; Project: STP-031(055); EA No. 72593)
17	A_457	2003	Christensen, Teri H.	Truckee River Shared Use Path: Downtown Riverfront Trails Enhancement - Arlington Avenue to Ralston Street, Historic Resources Assessment (Contract No. 1140; FWP-WA-2003-133; CRR: WA003-0045; Project: 72944; EA No: Federal ID No. STP-0031(063)
18	A_473	1984	Lockett, Cari	Survey of River Rock Structures in Reno and Sparks, Nevada
19	A_475	2000	Starzak, Richard	Request for Determination of Eligibility for the Reno Railroad Corridor, City of Reno, Washoe County, Nevada
20	A_476	1992	Moore, Mark W.	Cultural Resources Inventory and Evaluation: Truckee River Flood Control Project, Washoe and Storey Counties, Nevada (Contract No. DACW05-90-C-0099) Summary Report
21	A_496	1983	Koval, Ana Beth	Reno Cultural Resources Survey Phase II (Volume 1 of 3)
22	A_497	1983	Rainshadow Associates	Reno Cultural Resources Survey, Phase II (Volume 2 of 2)
23	A_515	1996	Koval, Ana B.	Reno Bicycle Path, Historical/Architectural Survey Report
24	A_622	2002	N/A	Historic Property Studies within and Near the Truckee Meadows Project, Western Area of Potential Effects, Reno, Washoe County, Nevada, Volume III: Historic Resources Inventory Forms - Map References 1 to 64 (Volume 1 of 5)

Table 1: Cultural Resources Studies Performed Within Project Constraints Area Plus 0.25-Mile Buffer (continued)

Item Count	Report Number	Date	Author	Title
25	A_623	2008	N/A	Draft: Historic Property Studies within and Near the Truckee Meadows Project, Western Area of Potential Effects, Reno, Washoe County, Nevada, Volume V: Historic Resources Inventory Forms-Newlands Heights Historic District Addendum and Map References 119-
26	A_624	1986	Porter, Jeanette	Revised Nevada State Historic Preservation Plan DeLongchamps Study Unit
27	A_627	2002	N/A	An Evaluation of the Truckee River Floodwalls, Wingfield Park to Sierra Street, Downtown Reno (Summit Project 1203-007)
28	A_637	1984	Anderson, Jinny	Family Locally Operated Grocery Stores in Reno and Sparks, Washoe County, Nevada
29	DBI_NV_2007_220	2001	Mehls, Steven F.; Stoner, Edward J.; and Renee Kolv	Treatment and Discovery Plan for the Reno Railroad Corridor
30	23805	2018	Thomas, Alexis	2nd Street Pedestrian Safety Improvements, Reno, Washoe County

Table 2: Cultural Resources Located Within Study Area

Item Count	SHPO Resource Number	Name	Additional Information	Disposition
1	B3253	Arlington Ave Bridge	Bridge B-1531	Confirmed Not Eligible in 1991 based on 12/1990 evaluation.
2	B3266	Wingfield Park	—	Confirmed Not Eligible in 1991 based on 12/1990 evaluation.
3	S 102	North Arlington Ave Bridge	Bridge B-1532	Determined Not Eligible 2001
1	S 103	Truckee River Bridge	Bridge B-1531	Determined Not Eligible 2003
4	S 104	Wingfield Park Dam	—	Confirmed Not Eligible in 2001 following similar 1991 evaluation.
3	S 106	North Arlington Ave Bridge/Chestnut Street Bridge	Bridge B-1532	Update April 2003 Confirmed Not Eligible
4	S 107	Wingfield Park Dam	—	Update April 2003 Confirmed Not Eligible
5	S 109	Truckee River Retaining Walls	—	Update April 2003 Confirmed Not Eligible
5	S 180	Truckee River Retaining Walls	—	Determined Not Eligible 2002
3	S 458	Truckee River Bridge	Bridge B-1532	Update October 2003 Confirmed Not Eligible

RECOMMENDATIONS

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of federally funded or federally authorized undertakings that have the potential to impact historic properties and provide the SHPO, affected Tribes, and other consulting parties an opportunity to comment. The National Historic Preservation Act defines historic properties as any district, site, building, structure, or object that is listed in or eligible for listing in the NRHP. To satisfy this requirement, cultural resources may be identified through a records search; consultations with Native American Tribes, the SHPO, other knowledgeable parties; and through field investigations by qualified archaeologists, historians, ethnographers, or other researchers with specialized expertise. The following steps will be required once compliance with Section 106 of the National Historic Preservation Act is initiated for the proposed undertaking:

- Clearly define proposed undertaking and any alternatives.
- Initiate Section 106 studies through NDOT to satisfy the SHPO.
- Initiate Native American consultation with appropriate groups in concert with NDOT.
- Complete Section 106 cultural resources identification and effects studies based on guidance provided by the NDOT cultural resources requirements that will also include development of an Area of Potential Effects map based on the project footprint and possible vertical elements that might require consideration of built environment resources beyond the proposed undertaking footprint.

The proposed project constraints area has been surveyed previously for cultural resources and several identified resources were evaluated for their ability to meet the criteria for listing on the NRHP. No significant cultural resources were identified in the constraints area as individual resources and none appear to have turned 50 years of age since the last surveys. The overall feeling of the area is not considered particularly cohesive or possessive of a distinctive character, thus additional studies are not likely to identify any new landscape-themed resources that incorporate the bridges, Wingfield Park, or other historic buildings, structures, or features. For example, a 2003 cultural analysis of Wingfield Park in relation to the bridges indicated "... the park itself lacks enough integrity to convey an accurate image of historical significance and setting, and the bridge is not contributory to what is essentially a modern park." Furthermore, "...integrity [of the park] has been too substantially diminished and the park no longer reflects a historic space because of improvements which occurred in the 1970s, 1980s, and 1990s." (Christensen and Kautz 2003: 47-49). Given this, the likelihood of identifying a new historic landscape or historic district or that Wingfield Park could be considered a historic resource beyond any previous analysis is low given all the changes to the area over time. However, these aspects should be considered when future Section 106 studies are completed.

REFERENCES

Christensen, Teri H., and Robert R. Kautz. 2003. *Truckee River Shared Use Path: Downtown Riverfront Trails Enhancement - Arlington Avenue to Ralston Street, Historic Resources Assessment*. Kautz Environmental Consultants, Inc., Reno, NV.

D'Azevedo, Warren. 1986. "Washoe." In *Great Basin*, edited by Warren L. D'Azevedo, pp 466-498. *Handbook of the North American Indians*, Vol. 11, William Sturtevant, general editor, Smithsonian Institution, Washington, DC.

Google Earth Pro. n.d. Google Street View of project area. Accessed December 8, 2020.

NETR. various dates. Historical aeriels reviewed for Reno, Nevada, for years 1966, 1967, and 1980. <https://www.historicaerials.com/viewer>. Accessed December 3, 2020.

Nevada Cultural Resources Information System (NVCRIS). n.d. Search of cultural resources report and resource database. <https://nvcris-info.shpo.nv.gov/>. Accessed February 5, 2019, and December 14, 2020.

U.S. Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS). 2019. Web Soil Survey. Accessed March 21, 2019.
<http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.

U.S. Geological Survey (USGS). various dates. USGS Historical Topographic Map Explorer reviewed for Reno, Nevada, for years 1893, 1950, 1959, 1967, and 1982.
<https://livingatlas.arcgis.com/topoexplorer/index.html>. Accessed December 3, 2020.

ATTACHMENT 1
NEVADA CULTURAL RESOURCES INFORMATION SYSTEM MAP

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ATTACHMENT 2
RESOURCE INVENTORY/EVALUATION FORMS

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RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S476_1

SCAN COVER SHEET ID (report_resource): **S476_1**



Truckee River/Meadows Historic/Cultural Resources Inventory

IDENTIFICATION: address Arlington Ave. at Truckee River
city Reno zoning n/a parcel # n/a
common name Arlington Avenue Bridge historic name Belmont Street Bridge
county Washoe local subdivision n/a
present owner City of Reno
owner's address P.O. Box 1900, Reno, NV 89505
present use vehicular and pedestrian bridge original use vehicular and pedestrian bridge

DESCRIPTION, ALTERATIONS, AND RELATED FEATURES:

LOCATION: Across the south channel of the Truckee River between Belle Isle and the south bank at Arlington Avenue.

PHYSICAL DESCRIPTION:

Bridge Type: Concrete Slab, vehicular and pedestrian
of Lanes: 4, Length: 47.5', Width: 52.5'

The Arlington Street Bridge is a concrete slab bridge built by the City of Reno in 1938. The structure gives the appearance of being a shallow arch in design. The slight thickening of the concrete at the ends, which produces the arch, is done to combat sheer forces at the bridge abutments. The concrete balustrade is of a classical design. (NDOT Bridge Survey Form B-1531)

RELATIONSHIP TO SURROUNDINGS:

The bridge is in downtown Reno adjacent to Wingfield Park. The adjacent area is commercial and high density residential.



NR list?
No.

NR ellg?
No, determined
ineligible by
NDOT, SHPO,
and FHA.

Inventoried 12/90 by
Ana B. Koval and
Katharine Boyne

Truckee River/Meadows Historic/Cultural Resources Inventory

Belmont Street Bridge

Landscaping n/a

Street Furniture n/a

THREATS TO SITE: none known XXX
 vandalism private development
 neglect zoning
 other public works project

ADJACENT LAND USES:

park, commercial

PHYSICAL CONDITION: Excellent

Good Fair XXX Deteriorated

Approx setback n/a

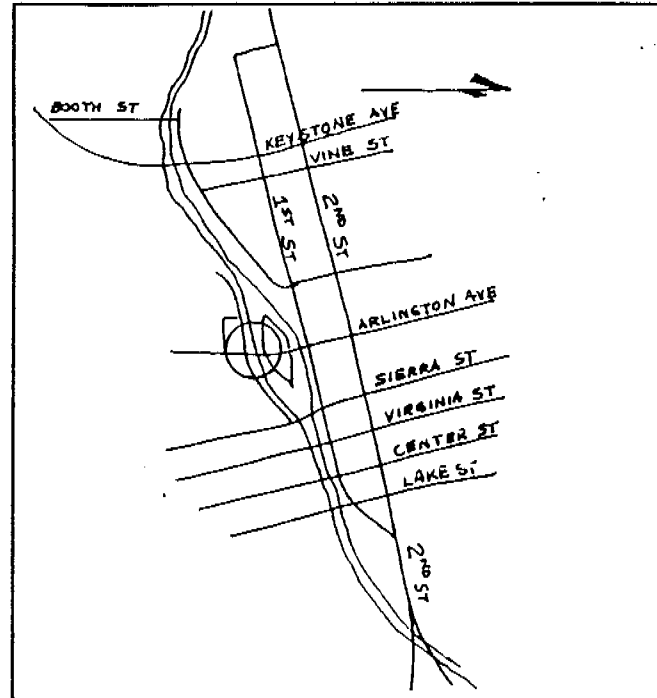
HISTORICAL BACKGROUND:

architect City of Reno
 builder Nevada Rock & Sand Company
 construction date 1938 estimated factual XX

Original site? XXX Moved? NO Unknown

Source City of Reno Official Records

SITE MAP:



SIGNIFICANCE:

This bridge was determined ineligible by the Nevada Department of Transportation, the Federal Highway Administration, and the State Historic Preservation Office, presumably for lack of integrity.

The Reno City Council on August 23, 1938, awarded the contract for the South Arlington Avenue Bridge to the Nevada Rock and Sand Company. The Bid was for \$20,111.50. A portion of the funds for the bridge was provided by the Public Works Administration— a grant of \$11,597.00.

The South Arlington Avenue Bridge replaced the 1921 Belmont Street Bridge which had been undercut by the flood waters in 1937. The new bridge was 20 feet longer and 20 feet wider than the original bridge. The 1938 bridge had two feet more clearance between the deck and the water.

SOURCES:

Inventory of Nevada Bridges, page 71. Goodwin, Victor, *Flood Chronology: Truckee River Subbasin: 1861-1976*. NAER Inventory Card. Reno City Official Records - Book C, page 40, 45, & 87. Sanborn continued below.....

SOURCES:

Fire Insurance Maps - Reno: 1885, 1904, 1906, 1918 to 1953; 1930 revised, and 1955 to 1972. Map of City of Reno, revised 3-31-1931. *Nevada State Journal*, July 22, 1920, 8:2, March 29, 1921, 8:6, and August 23, 1938, 1:2. *Reno Evening Gazette*, September 19, 1939, 14:2-3. Pine, Edward L. *Highlights of My Life*. UNR Oral History Program, 1982.

RESOURCE RECORDING FORM SCAN COVER SHEET
Nevada State Historic Preservation Office

S476_13

SCAN COVER SHEET ID (report_resource): **S476_13**



Truckee River/Meadows Historic/Cultural Resources Inventory

IDENTIFICATION: address Truckee River at Arlington Avenue
 city Reno zoning parcel #
 common name Wingfield Park historic name Wingfield Park
 county Washoe local subdivision n/a
 present owner City of Reno
 owner's address P.O. Box 1900, Reno, NV 89505
 present use park original use park

DESCRIPTION, ALTERATIONS, AND RELATED FEATURES:

Wingfield Park, dedicated April 17, 1921, includes the Truckee River and land southwest and northeast of the river where Arlington Avenue now spans the waterway. Wingfield Park encompasses three separate tracts of land previously named Riverside Park, Belle Isle, and Fulton Park. Riverside Park lies along the south bank of the Truckee River west of Arlington Avenue, being lot #2 of the Grimmon Tract addition to the City of Reno. This Park, once called Grimmon Park, came to the City in 1906 when Robert Grimmon and the Newlands Company sold the land to Reno. In 1908 plans were drawn for a baseball diamond and lap cinder tract to be constructed at Riverside Park. In 1910 the Park was fenced; trees were planted in 1915. The tennis courts at Wingfield Park were described by Walter Tilberg Clark in his literary work, City of Trembling Leaves. At one time, bath houses were located here; the water west of Belle Isle was calm due to the dams at the Island. During the 1930s, the CCC boys maintained and enhanced the Park as part of the Works Projects Administration contribution to Reno. Belle Island lies in the Truckee River. The south Arlington Avenue Bridge spans the Truckee River from the south bank to Belle Isle while the north Arlington Avenue Bridge spans the River from Belle Isle to the north bank. Belle Isle, as a piece of real estate, was not patented until 1974 when a Reno City Employee, James R. Underwood, undertook the initiative after discovering that the Island had never been surveyed and was thus considered nonexistent.

CONTINUED UNDER SIGNIFICANCE

RELATIONSHIP TO SURROUNDINGS:

Wingfield Park is located on the Truckee River in downtown Reno. There is commercial development both north and south of the park with residential areas nearby.



NR 11st?
No.

NR ellg?
No, the park lacks the integrity necessary for consideration.

Inventoried 12/90 by
Ana B. Koval and
Katharine Boyne

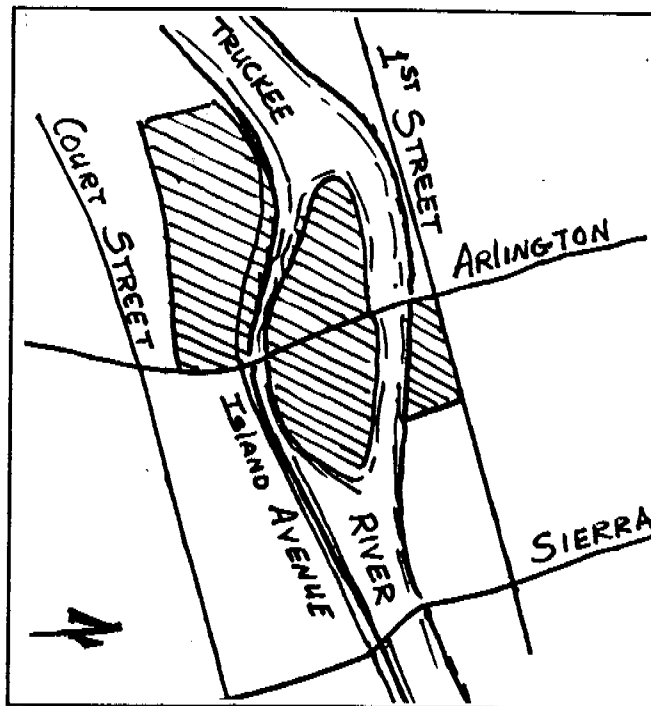
Truckee River/Meadows Historic/Cultural Resources Inventory

Wingfield Park

Landscaping Lawn and mature trees.

Street Furniture Benches, trails, lights, pedestrian bridge.

SITE MAP:



THREATS TO SITE: none known XXX

vandalism private development

neglect zoning

other public works project

ADJACENT LAND USES:

commercial

PHYSICAL CONDITION: Excellent

Good XX Fair Deteriorated

Approx setback n/a

HISTORICAL BACKGROUND:

architect

builder

construction date 1921 estimated factual XX Source Reno City Records

Original site? yes Moved? Unknown

SIGNIFICANCE:

Wingfield Park is the oldest City of Reno Park on the Truckee River. The completion of the Chestnut and the Belmont Street Bridges coincided with the execution of the Wingfield park design. Many of the historic features of the park are gone and it is not appear to be eligible to the National Register.

CONTINUED FROM DESCRIPTION

The island, originally named Hinckley Island, became Belle Isle with the addition of an amusement Park in the 19 teens. The amusement park folded and the Wingfield bank took ownership, then the Reno Business' Men's Association held the park until it was transferred to the City of Reno on January 21, 1920. The first airplane to land in Reno landed in the park.

Fulton Park lies on the north bank of the Truckee River on the east side of Arlington Avenue and south of First Street. In 1912, Mary B. and Robert L. Fulton, sold to the City of Reno for the consideration of \$1.00 this small tract of land for the use and benefit of the public as an open lot, park, and/or street. In 1921, this small parcel was included into Wingfield Park and has since been landscaped and enhanced as the rest of the Park has.

SOURCES:

City of Reno Official Records Index. Washoe Co Doc #352785; Washoe Co Deeds Book 30/pg 185, 4 /pg 39, 46/pg 281-2, 52/pg 381, 54/ pg 155-6. Washoe Co Liens & Misc. Bk I pg 193, L pg 203-5. NHS Washoe Co Site Files "Wingfield Park", "Belle Isle", "Hinckley Island." Sanford's Oral History. Sanborn Maps - Reno: 1904, 1906, 1918-53, 1930 revised, and 1955-72. Reno Evening Gazette, 8/24/51, pg 11.

P
2-1

RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S440_50

SCAN COVER SHEET ID (report_resource): **S440_50**



NEVADA STATE HISTORIC PRESERVATION OFFICE
 HISTORIC RESOURCES INVENTORY FORM

Rev. 3/00

For Office Use Only	
YR Built	_____
NR Eligible?	Y / N
District?	Y / N

MAP REFERENCE #115

1. PROPERTY NAME

1A. Historic Name

Chestnut Street Bridge

1B. Current/Common Name

North Arlington Avenue Bridge (#B-1532)

2. PROPERTY ADDRESS

Street Address	Arlington Avenue at Truckee River
City, Zip Code	Reno, NV 89501
County	Washoe

3. PROPERTY OWNERSHIP

3A. Original Owner

Name	City of Reno
------	--------------

3B. Current Owner

Name	City of Reno
Mailing Address	P. O. Box 1900, Reno, NV 89505
Assessor's Parcel Number (APN)	011-10x-xx

4. CURRENT PROPERTY STATUS

<input type="checkbox"/>	Occupied	<input type="checkbox"/>	Vacant
X	Other (please specify): Open to traffic		

5. PROPERTY USE

5A. Current Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
X	Other (please specify): Infrastructure				

5B. Historic Use

	Residential		Commercial		Religious
	Educational		Governmental		Industrial
X	Other (please specify): Infrastructure				

6. CURRENT ACCESS

X	Permitted-local public resource		By owner permission only
	Permitted-state public resource		Restricted
	Permitted-federal public resource		Other (specify)

7. ACREAGE

0.17		Estimated
------	--	-----------

8. PROPERTY LOCATION

8A. UTM Location/Reference(s)

Zone <u>11</u> <u>257886E</u> <u>4378567N</u>	Zone <u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	Zone <u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
---	--	--

8B. Township/Range/Section/Map

T19N R19E Sec 11 / Reno, 1982.

9. RESOURCE DESCRIPTION

9A. Resource Type

	Building	X	Structure		District		Object		Site
	Other (specify)								
	Contributing element to a historic district (specify district name)								

9B. Exterior Resource Features

	Basement		Number of stories
	Porch		Balcony
	Dormer(s)		Chimney
X	Other (please specify): Balustrades, Abutments; roadway at deck		

9C-F. Materials and Systems (See instructions and enter codes from Appendix A)

9C. Roofing Material(s)	9D. Exterior Surface Material(s)
	ES-4
9E. Building Structural System	9F. Foundation Structural System
SS-1; SS-6	F-2; F-6

9G. Written Description

See continuation sheet

9H. Associated Structures/Features

Associated structures/features (submit <i>Associated Structures Summary</i>)		Yes	X	No
---	--	-----	---	----

9I. Integrity

X	Original site		
X	Altered (describe on continuation sheet)	Date altered	
	Moved	Date moved	
Moved from			

9J. Condition

	Good	X	Fair
	Poor		Ruins

9K. Threats

10. RESOURCE DATE AND SIGNIFICANCE

10A. Architect/Engineer/Designer

George Pollock Company

10B. Builder/Contractor

Unknown

10C. Architectural Style/Period (See Appendix B)

Utilitarian with Classical Revival elements

10D. Construction Date(s)

1921 / 1967		Circa
-------------	--	-------

10E. Date(s) of Significance

1921

10F. Historic Resource Theme (See Appendix C)

Land Usage: Townsite Development and City Planning;
 Transportation and Communication: Automobile;

10G. National Register Eligibility (See Appendix D)

	Listed	Date Listed	
	Eligible under:		
	Criterion A	Criterion B	Criterion C
	Other (specify)		
X	Not Eligible		
	Unevaluated		

10H. Justification

See continuation sheet

11. BIBLIOGRAPHY

See continuation sheet

12. FORM INFORMATION

Report Number/Name	Historic Resources Inventory and Evaluation Report, Truckee Meadows Project, Western Area of Potential Effects, April 2002.
Date Surveyed	10/26/2001
Surveyor Name	Christopher McMorris, Toni Webb
Company	JRP Historical Consulting Services
Address	1490 Drew Ave Ste 110, Davis CA 95616
Telephone Number	(530) 757-2521

13. ATTACHED DOCUMENTATION

X	Continuation sheets
X	Photographs
X	Location maps
	Plans
	Other (please specify)
	Associated Structures Summary Form
	Historic District Addendum (if applicable)

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 9G PAGE NO. 1

WRITTEN DESCRIPTION

The North Arlington Avenue Bridge (#B-1532) crosses a portion of the Truckee River on the north side of Wingfield Park in downtown Reno. The structure is a three span concrete tee beam bridge. **Photograph 1** shows the bridge's east side. **Photograph 2** shows the deck of the bridge with a view facing north, and **Photograph 3** shows the east and underside of the bridge. George Pollock Company designed the structure, and it is unclear what company originally built the bridge in 1921 and widened it in 1967. The structure is 18.6 meters (61 feet) wide and 37.2 meters (122 feet) long. It has a 13.7 (45 feet) wide four lane roadway with 1.8 meter (6 feet) sidewalks on either side. The bridge three spans are each approximately 13.1 meters (43 feet) wide. The bridge is built with multiple deck slabs formed by "T" shaped reinforced concrete beams that are thicker at the abutments and at the two concrete piers walls. The side walks are partially cantilevered out over the river supported by soffit braces. The bridge abutments are integrated into the river retaining walls. The bridge's railings are formed by concrete frieze panels with concrete end posts. These end posts originally supported light posts, but are now topped with flower urns. The structure also has three conduit pipes attached under the east side railing.¹

¹ Nevada Department of Transportation, *National Bridge Inventory Recording and Coding Guide*. Structure Number: B-1532.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 10H PAGE NO. 1

JUSTIFICATION

During the early 20th century, Reno experienced enormous growth and a great influx of wealth largely because of the northern Nevada mining booms and newly irrigated agricultural lands created during this period. Reno's development during this period included urbanization of its downtown, residential growth at its periphery, and the beginnings of its tourist trade. Accommodating this growth depended upon more than just building attractions and facilities. Transportation infrastructure was also a key factor. Just as motorists demanded improved highways at the state and national levels, local road improvements such as wider streets and improved river crossings were clearly linked to urban growth and tourism. In addition to improving the aesthetics of urban life, Reno public officials desired the city to become more efficient. In the 1920s and 1930s, the city, county, and state constructed bridges to alleviate growing congestion and provide greater cross-river access.

During this period, the progressive reformers, including local public offices and prominent citizens, embellished public open spaces in the city by establishing parklands along the Truckee River. This riverfront restoration began in 1906, when Robert Grimmon and his Newlands Company sold the land west of Arlington Avenue on the south side of the river to the City of Reno. This land became Riverside Park and at one time included bath houses, a baseball diamond, and a bandstand. In 1912, L.E.C. Hinckley organized the Belle Island Amusement Park Company and built an arcade, theater, dance pavilion and other entertainments venues on Belle Island situated just north of Riverside Park in the Truckee River. In the same year, Mary B. and Robert L. Fulton sold the parcel on the north bank east of Arlington Avenue (then Chestnut Street) to the City of Reno. In 1914 when the owners of the Belle Island park defaulted on their mortgage, John S. Cook and Company purchased the property. Subsequently, George Wingfield and his Reno Business Mens' Association acquired the property and made plans to further develop its recreational facilities. Except for connecting the island to both the north and south shores of the Truckee River, most of these plans did not come to fruition. Instead, Wingfield and the Reno Business Mens' Association later donated the Belle Island property to the city as parkland. In 1921, the City of Reno combined Riverside Park, Belle Island, and the Fulton property on the north side of the River east of Arlington Avenue to create Wingfield Park, in honor of George Wingfield. The park included a children's playground, a wading pool, and tennis courts, and it was considered one of the centerpieces of municipal revitalization during the progressive era in Reno.²

As part of its development of Wingfield Park, the City of Reno constructed motor vehicle bridges from the north and south over the island in 1921. The northern approach to the island was from Chestnut Street (now North Arlington Avenue). The George Pollock Company of Sacramento designed the structure. NDOT does not have a record of who constructed the bridge. The southern approach on to Wingfield Park was from Belmont Road (now South Arlington Avenue), perhaps designed along with the Chestnut Street approach. That bridge was later replaced in 1938 after the original bridge had been severely damaged in the 1937 flood. The City of Reno and Nevada Department of Highways widened the west side of North Arlington Avenue Bridge in 1967.³

The North Arlington Bridge has been previously evaluated for the National Register. The Nevada Department of Transportation surveyed the structure as part of its state-wide historic bridges inventory. Recorded by Kenneth C. Knight

² Advertisement for Reno Business Mens' Association plans for Belle Island, *Nevada Newsletter and Advertiser*, May 19, 1917; Washoe County Deed Books, *Reno Evening Gazette*, June 16, 1908, 5; March 1, 1910, 2; and March 31, 1915, 3; *Nevada State Journal*, January 13, 1920; C. Elizabeth Raymond, *George Wingfield: Owner and Operator of Nevada*, 136; Washoe County Photograph #3982, Nevada Historical Society; and Reno Chamber of Commerce, "Reno Washoe County Nevada: The Recreational Center of America," promotional pamphlet for Nevada's Transcontinental Highways Exposition, 1927, 12.

³ Kenneth C. Knight, *An Inventory of Nevada's Historic Bridges*, (Carson City, NV: Nevada Department of Transportation, 1988), 71 and 103; and Nevada Department of Transportation structure maintenance files, Bridges B-1531 and B-1532.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 10H PAGE NO. 2

in 1986, the NDOT historic bridge inventory was completed in 1988 and found that the North Arlington Avenue Bridge was not eligible for listing in the National Register of Historic Places. In 1990, Rainshadow Associates surveyed the North Arlington Avenue Bridge as part of the US Army Corps of Engineers' Truckee River Flood Control project and found that it did not appear eligible for the National Register.

Like Nevada, many states in recent decades have conducted systematic statewide evaluations of historic bridges to develop an appropriately broad context for determining National Register significance.⁴ Although the types of historic bridges vary from one state to another, and inventory methods differ from one state to the next, these bridge inventories have helped clarify the approaches that are most useful in evaluating a bridge's historic significance. Bridges have mostly been evaluated under two National Register Criteria: Criterion A, for their role in local history, especially their contribution to local transportation or their role in community building, and Criterion C, in relation to possible engineering significance. Bridges are infrequently, if ever, evaluated as significant under Criteria B or D. Important persons associated with bridges are usually involved with their design or construction, thus making them significant under Criterion C. Under Criterion D, historic buildings and structures can be occasionally recognized for the important information that they yield, or might yield, regarding historic construction materials or technologies, but 20th century bridges in Nevada can be studied through various written sources and documented construction types and thus are not principal sources for historical information in this regard.

To be eligible under Criterion A, the North Arlington Avenue Bridge would need to be significant for its association with an important aspect of Reno's historic development. Typically, Criterion A is applied to a bridge for its role in the development of a community or region and the development of its transportation system. Applying Criterion A in this fashion should be done cautiously, recognizing the notable role that almost any bridge plays in its community. Bridges, perhaps more so than any other infrastructure element, are inherently important to local communities because their benefits are distributed widely on both the local and regional levels. Examining a bridge from this perspective makes it imperative to show particular importance within the events and trends to which the bridge is associated. The significance of the North Arlington Bridge largely rests in its association with the development of Wingfield Park, one of Reno's most important public spaces since inception in 1921. If sufficient number of features and integrity of features existed to convey the appearance of Wingfield Park from the 1920s to the 1950s (its period of significance), then this bridge could be considered to be a contributing element. However, many changes have been made to park, such as the removal of its curvilinear paths, historic plantings, and older buildings. The amphitheater, built in 1992, also interrupts the sense of the park's historic appearance. Individually, the bridge is not important within the context of Reno's transportation development or its effect on local community residential and/or commercial growth. It was a secondary crossing outside of the city's commercial center. The bridge too has lost some of its historic integrity, having been widened on its west side in 1967. Thus, the former Chestnut Street bridge does not appear to be significant under Criterion A. Similarly, the bridge does not appear to be associated with any significant historical person that would make it eligible under Criterion B.

To be eligible under Criterion C, the North Arlington Avenue Bridge would most likely be eligible as a "distinguished example of its type, period, or method of construction." Based on the historic inventories nation-wide, one can examine four general attributes that help define a bridge's significance within the field of engineering. The four attributes are: 1) rarity; 2) use of new or innovative design and construction methods; 3) bold engineering achievement; and 4) aesthetics. For evaluating this structure under Criterion C, it is fair to rely, at least in part, on the NDOT historic bridge inventory which compared bridges from across the state examining technological significance, rarity, and aesthetics among its assessment categories. NDOT found that the North Arlington Avenue Bridge was the oldest tee-beam bridge in Nevada

⁴ The approaches taken by various states is analyzed in detail in Stephen D. Mikesell, "Historic Preservation that Counts: Quantitative Methods for Evaluating Historic Resources," *The Public Historian*, (Vol. 8, No. 4, Fall 1986), 61-74.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 10H PAGE NO. 3

but that it was technologically insignificant. This type of concrete bridge design dates back to the early 20th century, thus it cannot be considered a new or innovative design of its period. This structure also cannot be construed as a bold engineering achievement, and it has limited aesthetic value. "Bold" engineering achievements typically involve long spans or designs constructed to overcome considerable natural obstacles or to incur severe natural demands, for which this bridge does neither. NDOT rated the bridge's aesthetics as "good." This most subjective of assessments indicates that the bridge fits well into its setting both in terms of its scale and design. The North Arlington Avenue Bridge's exterior design is formed by its simple classically-inspired frieze panel balustrades that provide some sense of character to what would have otherwise been a utilitarian river crossing. This use of classical-detail is modest when compared with the substantial civic artistic expression of the Beaux-Art designed Virginia Street Bridge built in 1905. (The Chestnut Street bridge was similarly modest in comparison to the original Center Street Bridge built in 1926.) In addition, the bridge has also lost some of its integrity from being widened in 1967. The bridge's overall form was modified, however, the Nevada highway department did retain the bridge's original balustrades. Lacking technological significance and aesthetic value, as well as some of its historic integrity, however, the bridge does not appear to be significant under Criterion C. Therefore, the North Arlington Avenue Bridge does not appear to meet the criteria for listing in the National Register of Historic Places. •

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 11 PAGE NO. 1

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Nevada Department of Transportation. *National Bridge Inventory Recording and Coding Guide*. Structure Number: B-1532.

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Nevada State Journal

Knight, Kenneth C. Knight and T.H. Turner. *An Inventory of Nevada's Historic Bridges*. Carson City, NV: Nevada Department of Transportation, 1988.

Mikesell, Stephen D. "Historic Preservation that Counts: Quantitative Methods for Evaluating Historic Resources." *The Public Historian*. Vol. 8, No. 4, Fall 1986, 61-74.

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Washoe County Deed Books

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 1

PHOTOGRAPHS

The following applies to all photographs:

Name of Photographer: Toni Webb

Date of Photo: October 26, 2001

Location of Original Negative: JRP Historical Consulting Services, Davis, California

Photograph 1

Description of View: North Arlington Avenue Bridge, east side, camera facing west.

Photograph 2

Description of View: North Arlington Avenue Bridge deck, camera facing north.

Photograph 3

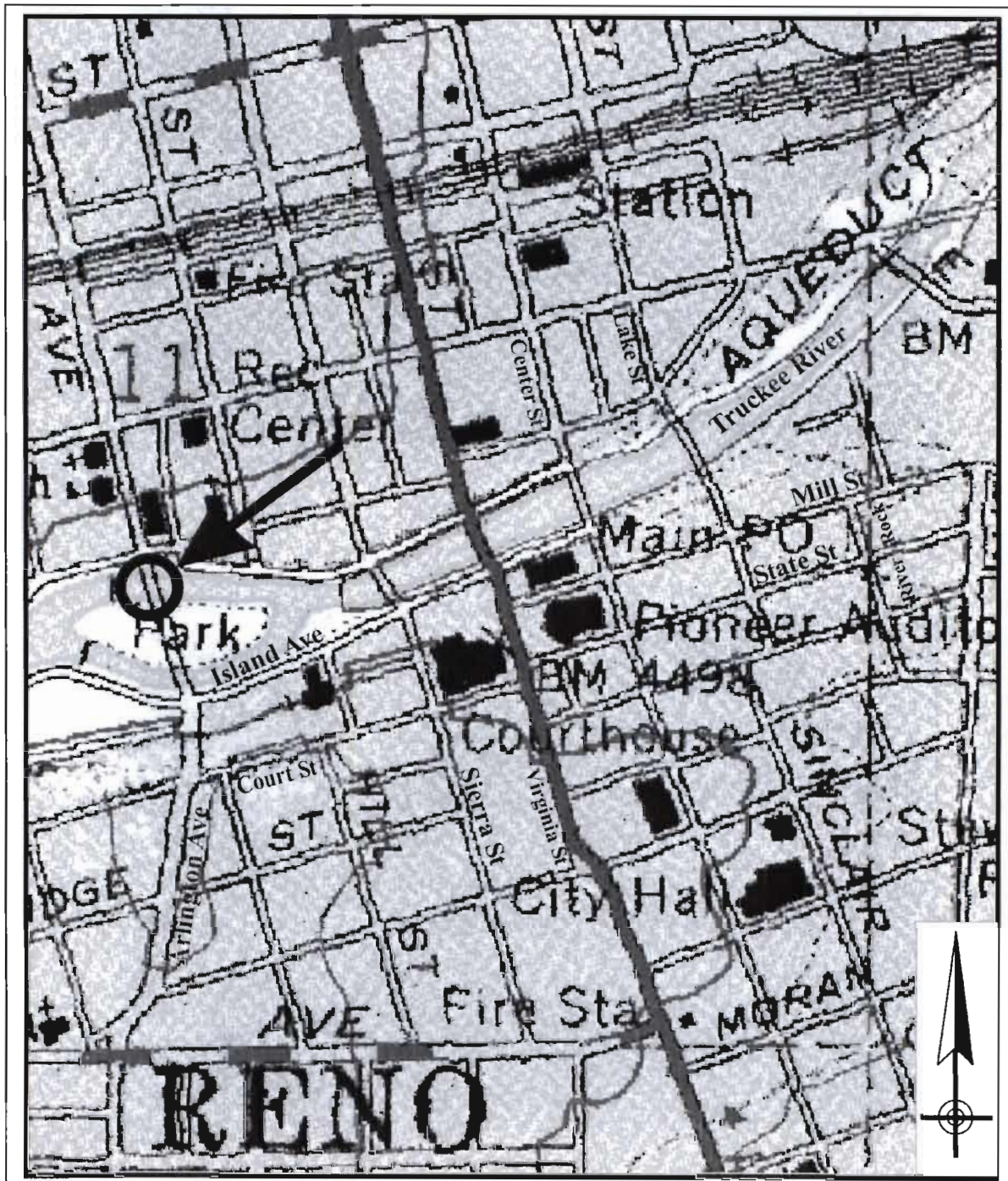
Description of View: North Arlington Avenue Bridge, east side and under side, camera facing northwest.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 2

LOCATION MAP



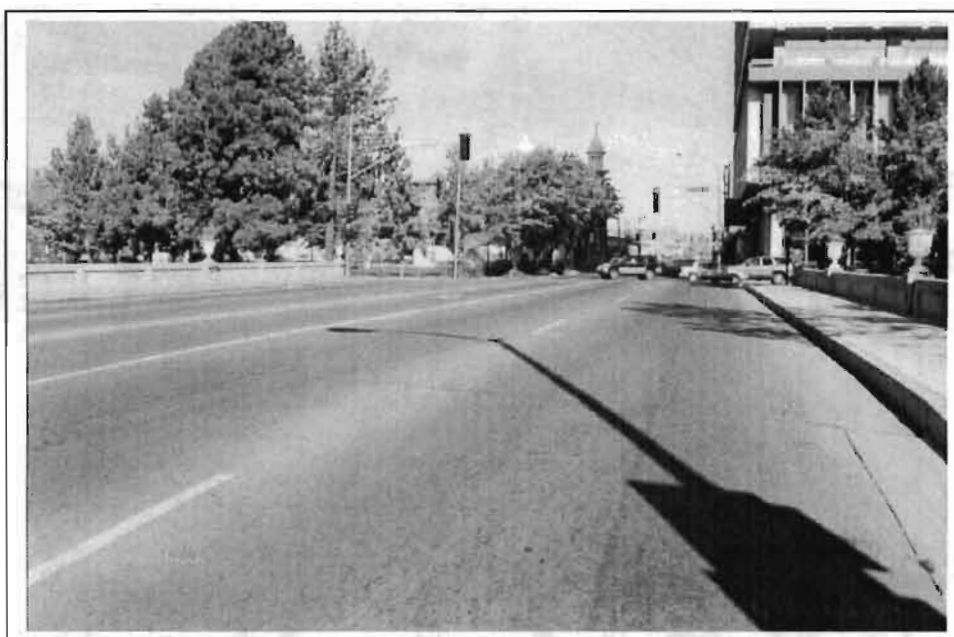
Base Map: 3-D TopoQuads Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS

PHOTOGRAPHS

North Arlington Avenue Bridge



Photograph 1: North Arlington Avenue Bridge, east side, camera facing west, 10/26/01.



PHOTOGRAPHS

North Arlington Avenue Bridge



Photograph 3: North Arlington Avenue Bridge, east side and under side, camera facing northwest, 10/26/01.

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM**

Rev. 3/00

For Office Use Only

YR Built 1938
NR Eligible? Y/N
District? Y/N

SHPO Resource # S103

1. PROPERTY NAME

1A. Historic Name

Truckee River Bridge

1B. Current/Common Name

Bridge Number B-1531

2. PROPERTY ADDRESS

Street Address	State Route 658/Arlington Avenue
City, Zip Code	Reno
County	Washoe

3. PROPERTY OWNERSHIP

3A. Original Owner

Name	City of Reno
------	--------------

3B. Current Owner

Name	Reno Department of Public Works
Mailing Address	P.O. Box 1900, Reno NV 89505
Assessor's Parcel Number (APN)	N/A

4. CURRENT PROPERTY STATUS

<input checked="" type="checkbox"/>	Occupied	<input type="checkbox"/>	Vacant
<input type="checkbox"/>	Other (please specify)		

5. PROPERTY USE

5A. Current Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
<input checked="" type="checkbox"/>	Other (please specify) Highway bridge				

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM**

Property Name/Address Bridge Number B-1531 State Route 658/Arlington Avenue Page No. 2

5B. Historic Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
<input checked="" type="checkbox"/>	Other (please specify) Highway bridge				

6. CURRENT ACCESS

<input checked="" type="checkbox"/>	Permitted-local public resource	<input type="checkbox"/>	By owner permission only
<input type="checkbox"/>	Permitted-state public resource	<input type="checkbox"/>	Restricted
<input type="checkbox"/>	Permitted-federal public resource	<input type="checkbox"/>	Other (specify)

7. ACREAGE

Less than one acre	<input type="checkbox"/>	Estimated
--------------------	--------------------------	-----------

8. PROPERTY LOCATION

8A. UTM Location/Reference(s)

11-257914-4378686

8B. Township/Range/Section/Map

T19N/R19E/Section 11/USGS Reno, Nev. 7.5', 1967, Photorevised 1982
--

9. RESOURCE DESCRIPTION

9A. Resource Type

<input type="checkbox"/>	Building	<input checked="" type="checkbox"/>	Structure	<input type="checkbox"/>	District	<input type="checkbox"/>	Object	<input type="checkbox"/>	Site
<input type="checkbox"/>	Other								
<input type="checkbox"/>	Contributing element to a historic district (specify district name)								

9B. Exterior Resource Features

<input type="checkbox"/>	Basement	<input type="checkbox"/>	Number of stories
<input type="checkbox"/>	Porch	<input type="checkbox"/>	Balcony
<input type="checkbox"/>	Dormer(s)	<input type="checkbox"/>	Chimney
<input type="checkbox"/>	Other (Please specify)		

9C-F. Material and Systems (See instructions and enter code from Appendix A)

9C. Roofing Material(s)	9D. Exterior Surface Material(s)
	Concrete ES-4
9E. Building Structural System	9F. Foundation Structural System
Concrete SS-1	Concrete F-2

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM**

Property Name/Address Bridge Number B-1531 State Route 658/Arlington Avenue Page No. 3

9G. Written Description

See continuation sheet

9H. Associated Structures/Features

Associated structures/features (submit *Associated Structures Summary*) Yes No

9I. Integrity

<input checked="" type="checkbox"/>	Original site		
	Altered (describe on continuation sheet)	Date Altered	
	Moved	Date Moved	
	Moved from		

9J. Condition

<input checked="" type="checkbox"/>	Good	<input type="checkbox"/>	Fair
	Poor	<input type="checkbox"/>	Ruins

9K. Threats

None known.

10. RESOURCE DATE AND SIGNIFICANCE

10A. Architect/Engineer/Designer

City of Reno

10B. Builder/Contractor

City of Reno

10C. Architectural Style/Period (See Appendix B)

No Style Vernacular

10D. Construction Date(s)

1938 Circa

10E. Date(s) of Significance

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM**

Property Name/Address Bridge Number B-1531 State Route 658/Arlington Avenue Page No. 4

10F. Historic Resource Theme (See Appendix C)

Automobile

10G. National Register Eligibility (See Appendix D)

<input type="checkbox"/>	Listed	Date Listed	
<input type="checkbox"/>	Eligible under:		
<input type="checkbox"/>	Criterion A	<input type="checkbox"/>	Criterion B
<input type="checkbox"/>		Criterion C	<input type="checkbox"/>
<input type="checkbox"/>	Other (Specify)		
<input checked="" type="checkbox"/>	Not Eligible		
<input type="checkbox"/>	Unevaluated		

10H. Justification

See continuation sheet

11. BIBLIOGRAPHY

See continuation sheet

12. FORM INFORMATION

Report Number Name	Nevada Bridge Survey Update
Date Surveyed	October 2003
Surveyor Name	John Snyder
Company	P.S. Preservation Services
Address	P.O. Box 2650, Carson City NV 89702
Telephone Number	(775) 849-2930

13. ATTACHED DOCUMENTATION

<input checked="" type="checkbox"/>	Continuation Sheets
<input checked="" type="checkbox"/>	Photographs
<input checked="" type="checkbox"/>	Location Maps
<input type="checkbox"/>	Plans
<input type="checkbox"/>	Other (please specify)
<input type="checkbox"/>	Associated Structures Summary Form
<input type="checkbox"/>	Historic District Addendum (if applicable)

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET**

Property Name: Bridge Number B-1531 City, County: Reno, Washoe

SECTION NO. 9G, 10H, 11 PAGE NO. 5

9G. Bridge Number B-1531 is a single-span, 48-foot reinforced concrete haunched girder bridge carrying Arlington Avenue over the Truckee River in Reno. The eleven haunched girders rest on reinforced concrete gravity-type abutments with wingwalls. The bridge carries four traffic lanes and two sidewalks between solid reinforced concrete railings with recessed panels, set between panelled endposts; the endposts act as plinths for new, cast concrete planters in the form of Classical urns.

10H. Though unaltered save for the planters, this bridge nonetheless is a minor example of its type that displays no engineering significance. With no known association to persons or events important in history, it does not appear to meet the eligibility criteria of the National Register of Historic Places.

11. See Bridge Survey Bibliography.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Bridge Number B-1531 City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 6

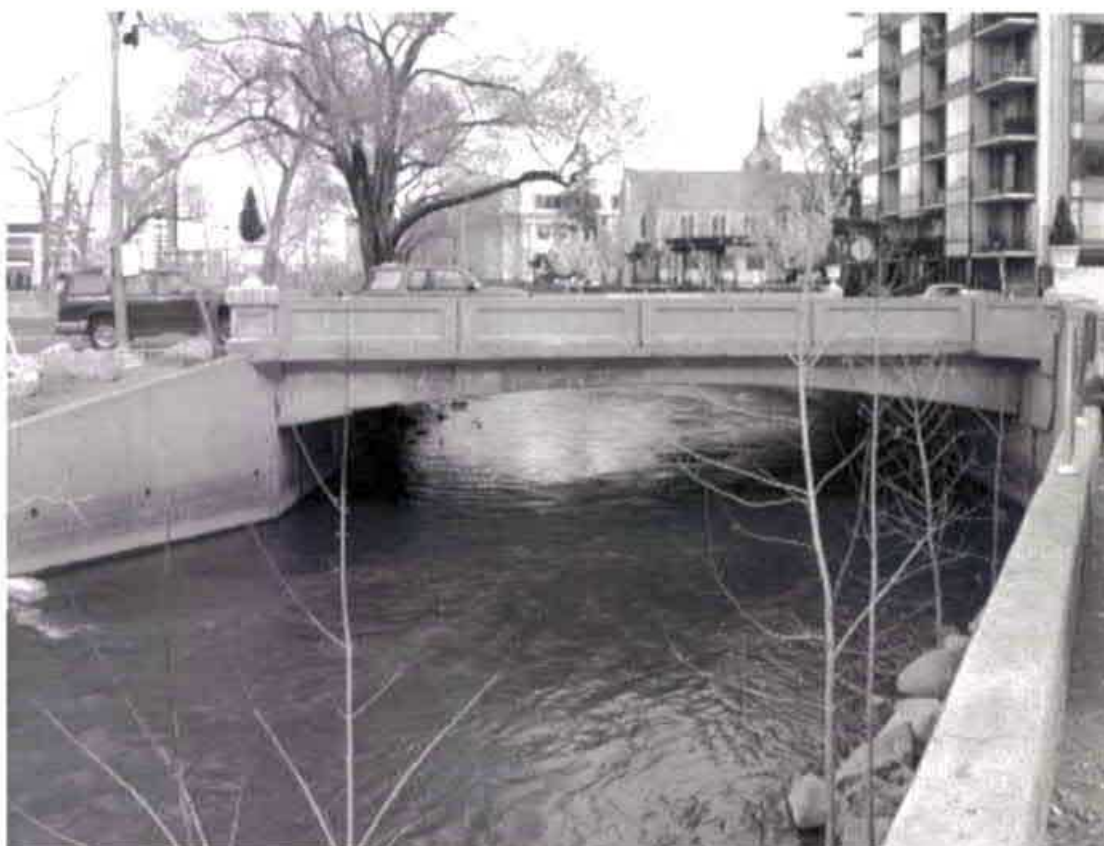


Photo Description Bridge B-1531, State Route 658/Arlington Avenue over Truckee River, Reno, elevation view east, photo R1020D2

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Bridge Number B-1531 City, County: Reno Washoe

SECTION NO. 13 PAGE NO. 7



Photo Description Bridge B-1531, State Route 658/Arlington Avenue over Truckee River, Reno, deck view north, photo R1021D2

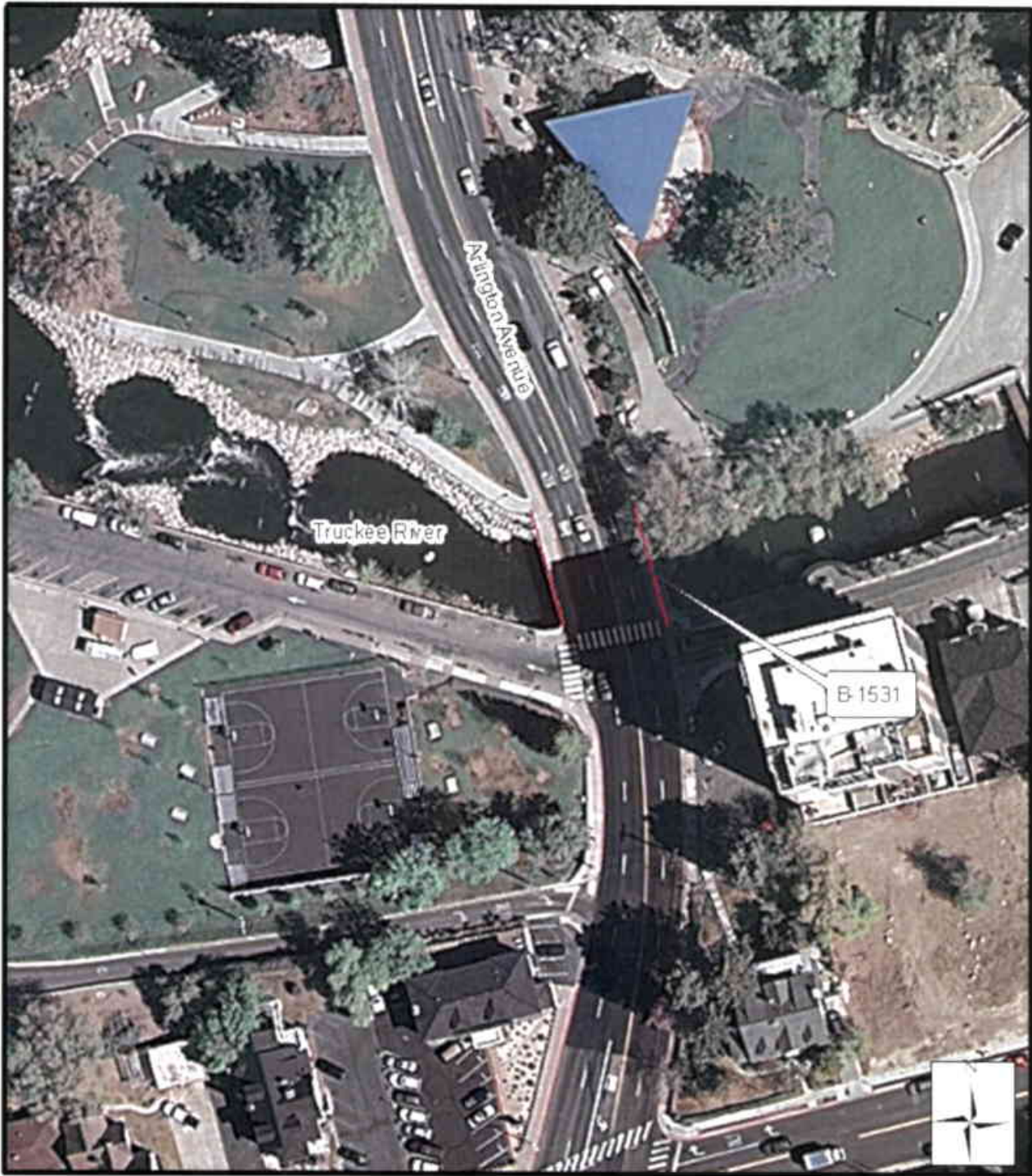
NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Bridge Number B-1531 City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 8



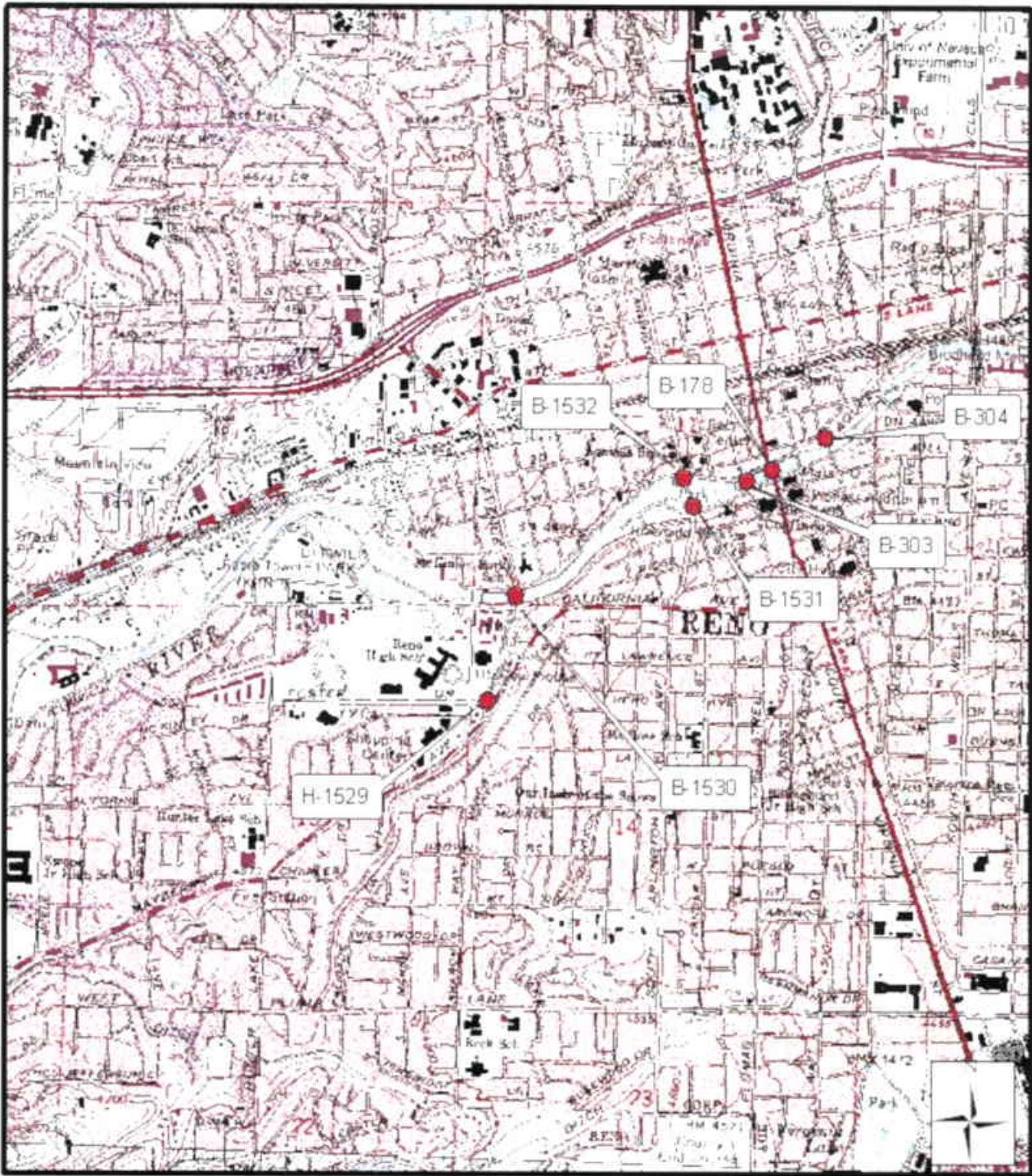
Photo Description Bridge B-1531, State Route 658/Arlington Avenue over Truckee River, Reno, endpost detail, view east, photo R1022D2



Map Reference: Reno, Nevada 7.5" USGS quadrangles
T19N, R19E



1:1,000



Map Reference Reno, Nevada 7.5" USGS quadrangles
T19N, R19E



1:24,000

2-1

RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S440_51

SCAN COVER SHEET ID (report_resource): **S440_51**



NEVADA STATE HISTORIC PRESERVATION OFFICE
 HISTORIC RESOURCES INVENTORY FORM

Rev. 3/00

For Office Use Only	
YR Built	_____
NR Eligible?	Y / N
District?	Y / N

MAP REFERENCE #116

1. PROPERTY NAME

1A. Historic Name

Belmont Road Bridge

1B. Current/Common Name

South Arlington Avenue Bridge (#B-1531)

2. PROPERTY ADDRESS

Street Address	South Arlington Avenue at Truckee River
City, Zip Code	Reno, NV 89501
County	Washoe

3. PROPERTY OWNERSHIP

3A. Original Owner

Name	City of Reno
------	--------------

3B. Current Owner

Name	City of Reno
Mailing Address	P. O. Box 1900, Reno, NV 89505
Assessor's Parcel Number (APN)	011-10x-xx

4. CURRENT PROPERTY STATUS

<input type="checkbox"/>	Occupied	<input type="checkbox"/>	Vacant
X	Other (please specify): Open to traffic		

5. PROPERTY USE

5A. Current Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
X	Other (please specify): Infrastructure				

5B. Historic Use

	Residential		Commercial		Religious
	Educational		Governmental		Industrial
X	Other (please specify): Infrastructure				

6. CURRENT ACCESS

X	Permitted-local public resource		By owner permission only
	Permitted-state public resource		Restricted
	Permitted-federal public resource		Other (specify)

7. ACREAGE

0.07		Estimated
------	--	-----------

8. PROPERTY LOCATION

8A. UTM Location/Reference(s)

Zone <u>11</u> <u>257919E</u> <u>4378464N</u>	Zone <u> </u> <u> </u> E <u> </u> N	Zone <u> </u> <u> </u> E <u> </u> N
---	--	--

8B. Township/Range/Section/Map

T19N R19E Sec 11 / Reno, 1982.

9. RESOURCE DESCRIPTION

9A. Resource Type

	Building	X	Structure		District		Object		Site
	Other (specify)								
	Contributing element to a historic district (specify district name)								

9B. Exterior Resource Features

	Basement		Number of stories
	Porch		Balcony
	Dormer(s)		Chimney
X	Other (please specify): Balustrades, Abutments, Slab deck		

9C-F. Materials and Systems (See instructions and enter codes from Appendix A)

9C. Roofing Material(s)	9D. Exterior Surface Material(s)
	ES-4
9E. Building Structural System	9F. Foundation Structural System
SS-1; SS-6	F-2; F-6

9G. Written Description

See continuation sheet

9H. Associated Structures/Features

Associated structures/features (submit <i>Associated Structures Summary</i>)		Yes	X	No
---	--	-----	---	----

9I. Integrity

X	Original site		
X	Altered (describe on continuation sheet)	Date altered	
	Moved	Date moved	
Moved from			

9J. Condition

X	Good		Fair
	Poor		Ruins

9K. Threats

10. RESOURCE DATE AND SIGNIFICANCE

10A. Architect/Engineer/Designer

City of Reno

10B. Builder/Contractor

Nevada Rock and Sand Company

10C. Architectural Style/Period (See Appendix B)

Utilitarian with Classical Revival elements

10D. Construction Date(s)

1938		Circa
------	--	-------

10E. Date(s) of Significance

1938

10F. Historic Resource Theme (See Appendix C)

Land Usage: Townsite Development and City Planning;
 Transportation and Communication: Automobile

10G. National Register Eligibility (See Appendix D)

	Listed	Date Listed	
	Eligible under:		
	Criterion A	Criterion B	Criterion C
	Other (specify)		
X	Not Eligible		
	Unevaluated		

10H. Justification

See continuation sheet

11. BIBLIOGRAPHY

See continuation sheet

12. FORM INFORMATION

Report Number/Name	Historic Resources Inventory and Evaluation Report, Truckee Meadows Project, Western Area of Potential Effects, April 2002.
Date Surveyed	10/26/2001
Surveyor Name	Christopher McMorris, Toni Webb
Company	JRP Historical Consulting Services
Address	1490 Drew Ave Ste 110, Davis CA 95616
Telephone Number	(530) 757-2521

13. ATTACHED DOCUMENTATION

X	Continuation sheets
X	Photographs
X	Location maps
	Plans
	Other (please specify)
	Associated Structures Summary Form
	Historic District Addendum (if applicable)

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: South Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 9G PAGE NO. 1

WRITTEN DESCRIPTION

The South Arlington Avenue Bridge (#B-1531) crosses a portion of the Truckee River on the south side of Wingfield Park in downtown Reno. The structure is a single span concrete slab bridge. **Photograph 1** shows the bridge's east side, and **Photograph 2** shows the deck of the bridge with a view facing north. The City of Reno designed the structure, and the Nevada Rock and Sand Company built the bridge in 1938. The structure is 16.0 meters (52.5 feet) wide and 14.6 meters (48 feet) long. It has a 13.7 (45 feet) wide four lane roadway with 1.8 meter (6 feet) sidewalks on either side. The bridge's single span is 14.0 meters (46 feet) wide. The bridge's slab structure is thicker at each end in order to resist shear forces at the abutments. This gives the bridge's span the appearance of a shallow arch structure. The south abutment is integrated into the river retaining wall, and the north abutment is a wingwall design. The bridge's railing is formed by concrete frieze panels with concrete end posts. These end posts originally supported light posts, but are now topped with flower urns. The structure also has three conduit pipes attached under the east side railing.¹

¹ Nevada Department of Transportation, *National Bridge Inventory Recording and Coding Guide*. Structure Number: B-1531.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: South Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 10H PAGE NO. 1

JUSTIFICATION

During the early 20th century, Reno experienced enormous growth and a great influx of wealth largely because of the northern Nevada mining booms and newly irrigated agricultural regions of the period. Reno's development during this period included urbanization of its downtown, residential growth at its periphery, and the beginnings of its tourist trade. Accommodating this growth depended upon more than just building attractions and facilities. Transportation infrastructure was also a key factor. Just as motorists demanded improved highways at the state and national levels, local road improvements such as wider streets and improved river crossings were clearly linked to urban growth and tourism. In addition to improving the aesthetics of urban life, Reno public officials desired the city to become more efficient. In the 1920s and 1930s, the city, county, and state constructed bridges at the Truckee River, such as the structure at Belmont Road (now South Arlington Avenue), to alleviate growing congestion and provide greater cross-river access.

During this period, the progressive reformers, including local public offices and prominent citizens, embellished public open spaces in the city by establishing parklands along the Truckee River. This riverfront restoration began in 1906, when Robert Grimmon and his Newlands Company sold the land west of Arlington Avenue on the south side of the river to the City of Reno. This land became Riverside Park and at one time included bath houses, a baseball diamond, and a bandstand. In 1912, L.E.C. Hinckley organized the Belle Island Amusement Park Company and built an arcade, theater, dance pavilion and other entertainments venues on Belle Island situated just north of Riverside Park in the Truckee River. In the same year, Mary B. and Robert L. Fulton sold the parcel on the north bank east of Arlington Avenue (then Chestnut Street) to the City of Reno. In 1914 when the owners of the Belle Island park defaulted on their mortgage, John S. Cook and Company purchased the property. Subsequently, George Wingfield and his Reno Business Mens' Association acquired the property and made plans to further develop its recreational facilities. Except for connecting the island to both the north and south shores of the Truckee River, most of these plans did not come to fruition. Instead, Wingfield and the Reno Business Mens' Association later donated the Belle Island property to the city as parkland. In 1921, the City of Reno combined Riverside Park, Belle Island, and the Fulton property on the north side of the River east of Arlington Avenue to create Wingfield Park, in honor of George Wingfield. The park included a children's playground, a wading pool, and tennis courts, and it was considered one of the centerpieces of municipal revitalization during the progressive era in Reno.²

As part of its development of Wingfield Park, the City of Reno constructed motor vehicle bridges from the north and south over the island in 1921. The northern approach to the island was from Chestnut Street (now North Arlington Avenue). The southern approach was from Belmont Road (now South Arlington Avenue), perhaps designed along with the Chestnut Street approach. The 1937 flood damaged the first Belmont Road bridge which was replaced by the current concrete slab structure completed in 1938. The new structure was both wider and longer than the original Belmont Road Bridge. The old bridge's light fixtures were reused on the new structure. It is unclear when these light posts were removed.³

The South Arlington Bridge has been previously evaluated for the National Register. The Nevada Department of Transportation surveyed the structure as part of its state-wide historic bridges inventory. Recorded by Kenneth C. Knight

² Advertisement for Reno Business Mens' Association plans for Belle Island, *Nevada Newsletter and Advertiser*, May 19, 1917; Washoe County Deed Books, *Reno Evening Gazette*, June 16, 1908, 5; March 1, 1910, 2; and March 31, 1915, 3; *Nevada State Journal*, January 13, 1920; C. Elizabeth Raymond, *George Wingfield: Owner and Operator of Nevada*, 136; Washoe County Photograph #3982, Nevada Historical Society; and Reno Chamber of Commerce, "Reno Washoe County Nevada: The Recreational Center of America," promotional pamphlet for Nevada's Transcontinental Highways Exposition, 1927, 12.

³ Kenneth C. Knight, *An Inventory of Nevada's Historic Bridges*, (Carson City, NV: Nevada Department of Transportation, 1988), 71 and 103; and Nevada Department of Transportation structure maintenance files, Bridges B-1531 and B-1532.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: South Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 10H PAGE NO. 2

in 1986, the NDOT historic bridge inventory was completed in 1988 and found that the South Arlington Avenue Bridge was not eligible for listing in the National Register of Historic Places. In 1990, Rainshadow Associates surveyed the South Arlington Avenue Bridge as part of the US Army Corps of Engineers' Truckee River Flood Control project and found that it still appeared to not be eligible for the National Register.

Like Nevada, many states in recent decades have conducted systematic statewide evaluations of historic bridges to develop an appropriately broad context for determining National Register significance.⁴ Although the types of historic bridges vary from one state to another, and inventory methods differ from one state to the next, these bridge inventories have helped clarify the approaches that are most useful in evaluating a bridge's historic significance. Bridges have mostly been evaluated under two National Register Criteria: Criterion A, for their role in local history, especially their contribution to local transportation or their role in community building, and Criterion C, in relation to possible engineering significance. Bridges are infrequently, if ever, evaluated as significant under Criteria B or D. Important persons associated with bridges are usually involved with their design or construction, thus making them significant under Criterion C. Under Criterion D, historic buildings and structures can be occasionally recognized for the important information that they yield, or might yield, regarding historic construction materials or technologies, but 20th century bridges in Nevada can be studied through various written sources and documented construction types and thus are not principal sources for historical information in this regard.

To be eligible under Criterion A, the South Arlington Avenue Bridge would need to be significant for its association with an important aspect of Reno's historic development. Typically, Criterion A is applied to a bridge for its role in the development of a community or region and the development of its transportation system. Applying Criterion A in this fashion should be done cautiously, recognizing the notable role that almost any bridge plays in its community. Bridges, perhaps more so than any other infrastructure element, are inherently important to local communities because their benefits are distributed widely on both the local and regional levels. Examining a bridge from this perspective makes it imperative to show particular importance within the events and trends to which the bridge is associated. The significance of the South Arlington Bridge rests on its association with the development of Wingfield Park. The structure, however, is not associated with the park's initial development, but rather with the park's maintenance as the city's most prominent public space. If sufficient number of features and integrity of features existed to convey the appearance of Wingfield Park from the 1920s to the 1950s (its period of significance), then this bridge could be considered to be a contributing element. However, many changes have been made to park, such as the removal of its curvilinear paths, historic plantings, and older buildings. The amphitheater, built in 1992, also interrupts the sense of the park's historic appearance. Thus, the park lacks the integrity to convey its significance, even with the intactness of the former Belmont Road bridge. Individually, the bridge is not important within the context of Reno's transportation development or its effect on local community residential and/or commercial growth. It was a secondary crossing outside of the city's commercial center. Thus, the former Belmont Road bridge does not appear to be significant under Criterion A. Similarly, the bridge does not appear to be associated with any significant historical person that would make it eligible under Criterion B.

To be eligible under Criterion C, the South Arlington Avenue Bridge would most likely be eligible as a "distinguished example of its type, period, or method of construction." Based on the historic inventories nation-wide, one can examine four general attributes that help define a bridge's significance within the field of engineering. The four attributes are: 1) rarity; 2) use of new or innovative design and construction methods; 3) bold engineering achievement; and 4) aesthetics. For evaluating this structure under Criterion C, it is fair to rely, at least in part, on the NDOT historic bridge inventory which compared bridges from across the state examining technological significance, rarity, and aesthetics among its

⁴ The approaches taken by various states is analyzed in detail in Stephen D. Mikesell, "Historic Preservation that Counts: Quantitative Methods for Evaluating Historic Resources," *The Public Historian*, (Vol. 8, No. 4, Fall 1986), 61-74.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: South Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 10H PAGE NO. 3

assessment categories. NDOT found that the South Arlington Avenue Bridge was the oldest concrete slab bridge in the state, but that its design was technologically insignificant. While the structure may be the oldest of its type in the state, concrete slab bridge design dates back to at least the 1910s and thus it cannot be considered a new or innovative design of its period. This structure also can not be construed as a bold engineering achievement, and it has limited aesthetic value. "Bold" engineering achievements typically involves long spans or designs constructed to overcome considerable natural obstacles or to incur sever natural demands, for which this bridge does neither. NDOT rated the bridge's aesthetics as "good." This most subjective of assessments indicates that the bridge fits well into its setting both in terms of its scale and design. The South Arlington Avenue Bridge's exterior design is formed by its simple classically-inspired frieze panel balustrades that provide some sense of character to what would have otherwise been a utilitarian river crossing. The reconstruction of this bridge appears to have largely replicated the bridge's original 1921 design which matched the design at the Chestnut Street bridge (now North Arlington Avenue). This use of classical-detail is modest when compared with the substantial civic artistic expression of the Beaux-Art designed Virginia Street Bridge built in 1905. (The Belmont Road bridge was similarly modest in comparison to the original Center Street Bridge built in 1926.) Lacking both technological importance and substantial aesthetic value, the South Arlington Avenue Bridge does not appear to be significant under Criterion C.

Therefore, although the South Arlington Avenue Bridge retains much of its historic integrity from when it was reconstructed in 1938, the structure lacks important historic associations as well as engineering significance. Therefore, the South Arlington Avenue Bridge does not appear to meet the criteria for listing in the National Register of Historic Places.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: South Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 11 PAGE NO. 1

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Nevada State Journal

Knight, Kenneth C. Knight and T.H. Turner. *An Inventory of Nevada's Historic Bridges*. Carson City, NV: Nevada Department of Transportation, 1988.

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Rowley, William D. *Reno: Hub of the Washoe Country, An Illustrated History*. Produced in cooperation with the University of Nevada- Reno. Woodland Hills, CA: Windsor Publications, 1984.

Washoe County Deed Books

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: South Arlington Avenue Bridge **City, County:** Reno, Washoe

SECTION NO. 13 **PAGE NO.** 1

PHOTOGRAPHS

The following applies to all photographs:

Name of Photographer: Toni Webb

Date of Photo: October 26, 2001

Location of Original Negative: JRP Historical Consulting Services, Davis, California

Photograph 1

Description of View: South Arlington Avenue Bridge, east side, camera facing west.

Photograph 2

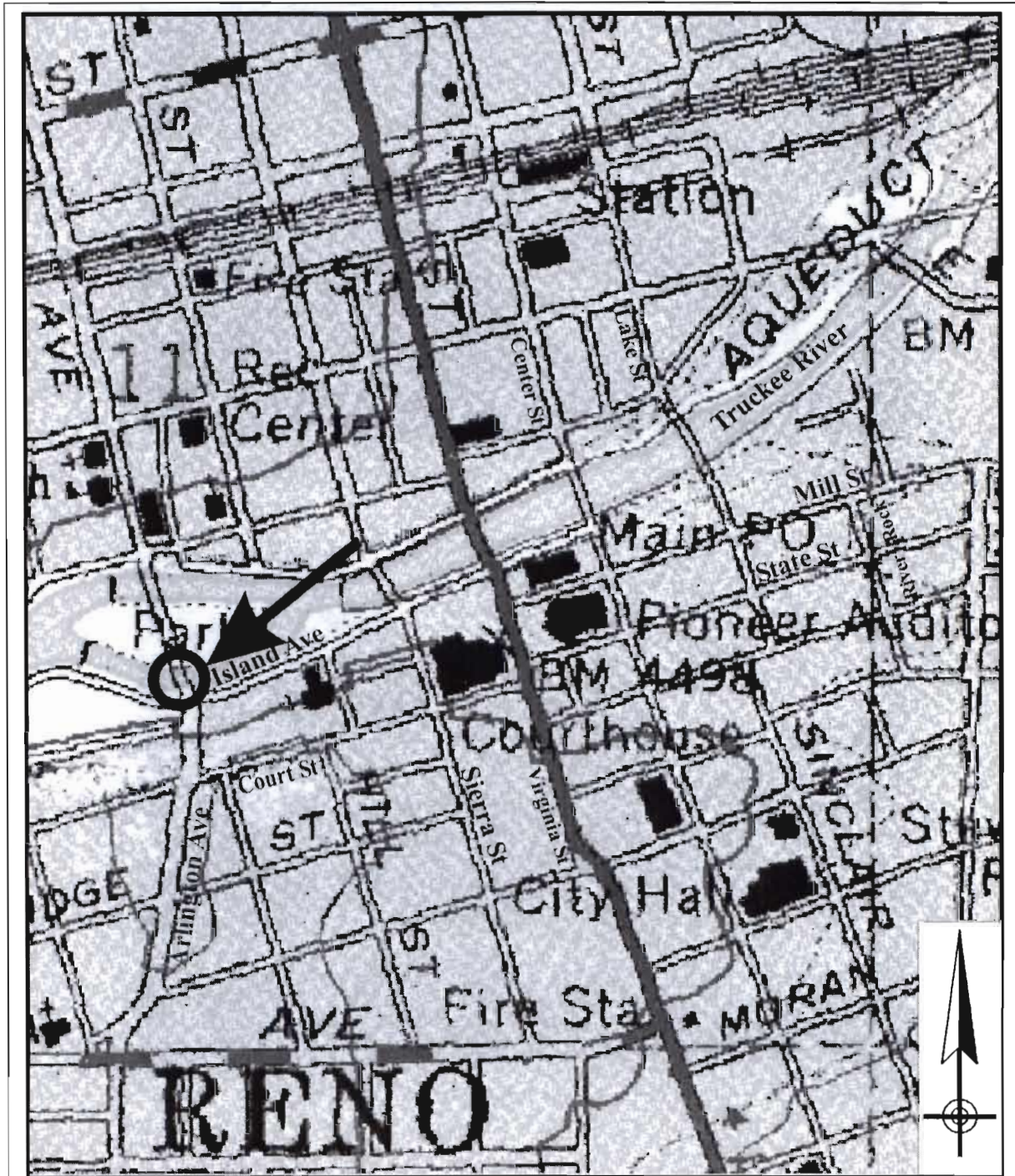
Description of View: South Arlington Avenue Bridge deck, camera facing north.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: South Arlington Avenue Bridge City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 2

LOCATION MAP



Base Map: 3-D TopoQuads Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS

PHOTOGRAPHS

South Arlington Avenue Bridge



Photograph 1: South Arlington Avenue Bridge, east side, camera facing west, 10/26/01



Photograph 2: South Arlington Avenue Bridge deck, camera facing north., 10/26/01

2-1

RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S440_53

SCAN COVER SHEET ID (report_resource): **S440_53**



NEVADA STATE HISTORIC PRESERVATION OFFICE
 HISTORIC RESOURCES INVENTORY FORM

Rev. 3/00

For Office Use Only	
YR Built	_____
NR Eligible?	Y / N
District?	Y / N

MAP REFERENCE #118

1. PROPERTY NAME

1A. Historic Name

Wingfield Park Dam

1B. Current/Common Name

Wingfield Park Dam

2. PROPERTY ADDRESS

Street Address	west of Arlington Ave at Truckee River
City, Zip Code	Reno, NV 89501
County	Washoe

3. PROPERTY OWNERSHIP

3A. Original Owner

Name	City of Reno
------	--------------

3B. Current Owner

Name	City of Reno
Mailing Address	P.O. Box 1900, Reno, NV 895505-1900
Assessor's Parcel Number (APN)	011-10x-xx

4. CURRENT PROPERTY STATUS

<input type="checkbox"/>	Occupied	<input type="checkbox"/>	Vacant
X	Other (please specify): abandon		

5. PROPERTY USE

5A. Current Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
X	Other (please specify): Infrastructure				

5B. Historic Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
X	Other (please specify): Infrastructure				

6. CURRENT ACCESS

X	Permitted-local public resource	<input type="checkbox"/>	By owner permission only
<input type="checkbox"/>	Permitted-state public resource	<input type="checkbox"/>	Restricted
<input type="checkbox"/>	Permitted-federal public resource	<input type="checkbox"/>	Other (specify)

7. ACREAGE

<input type="checkbox"/>	<input type="checkbox"/>	Estimated
--------------------------	--------------------------	-----------

8. PROPERTY LOCATION

8A. UTM Location/Reference(s)

Zone <u>11</u> <u>257845E</u> <u>4378565N</u>	Zone <u>11</u> <u>257814E</u> <u>4378498N</u>	Zone <u> </u> <u> </u> E <u> </u> N
---	---	--

8B. Township/Range/Section/Map

T19N R19E Sec 11 / Reno, 1982.

9. RESOURCE DESCRIPTION

9A. Resource Type

<input type="checkbox"/>	Building	X	Structure	<input type="checkbox"/>	District	<input type="checkbox"/>	Object	<input type="checkbox"/>	Site
<input type="checkbox"/>	Other (specify)								
<input type="checkbox"/>	Contributing element to a historic district (specify district name)								

9B. Exterior Resource Features

<input type="checkbox"/>	Basement	<input type="checkbox"/>	Number of stories
<input type="checkbox"/>	Porch	<input type="checkbox"/>	Balcony
<input type="checkbox"/>	Dormer(s)	<input type="checkbox"/>	Chimney
<input type="checkbox"/>	Other (please specify)		

9C-F. Materials and Systems (See instructions and enter codes from Appendix A)

9C. Roofing Material(s)	9D. Exterior Surface Material(s)
9E. Building Structural System	9F. Foundation Structural System
	F-2

9G. Written Description

See continuation sheet

9H. Associated Structures/Features

Associated structures/features (submit <i>Associated Structures Summary</i>)		Yes	X	No
---	--	-----	---	----

9I. Integrity

X	Original site		
X	Altered (describe on continuation sheet)	Date altered	
	Moved	Date moved	
	Moved from		

9J. Condition

	Good		Fair
X	Poor		Ruins

9K. Threats

10. RESOURCE DATE AND SIGNIFICANCE

10A. Architect/Engineer/Designer

H.L. Senger / City of Reno Engineer / U.S. Army Corps of Engineers

10B. Builder/Contractor

Weichman & Probasco

10C. Architectural Style/Period (See Appendix B)

No style

10D. Construction Date(s)

1951		Circa
------	--	-------

10E. Date(s) of Significance

1951

10F. Historic Resource Theme (See Appendix C)

--

10G. National Register Eligibility (See Appendix D)

	Listed	Date Listed	
	Eligible under:		
	Criterion A	Criterion B	Criterion C
	Other (specify)		
X	Not Eligible		
	Unevaluated		

10H. Justification

See continuation sheet

11. BIBLIOGRAPHY

See continuation sheet

12. FORM INFORMATION

Report Number/Name	Historic Resources Inventory and Evaluation Report, Truckee Meadows Project, Western Area of Potential Effects, April 2002.
Date Surveyed	10/26/2001
Surveyor Name	Christopher McMorris, Toni Webb
Company	JRP Historical Consulting Services
Address	1490 Drew Avenue, Suite 110, Davis CA 95616
Telephone Number	(530) 757-2521

13. ATTACHED DOCUMENTATION

X	Continuation sheets
X	Photographs
X	Location maps
	Plans
	Other (please specify)
	Associated Structures Summary Form
	Historic District Addendum (if applicable)

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Wingfield Park Dam City, County: Reno, Washoe

SECTION NO. 9G PAGE NO. 1

WRITTEN DESCRIPTION

The structure(s) described on this form are the remains of dams built on the Truckee River at the west end of Wingfield Park in Reno in 1951. The Wingfield Park dam is actually two structures situated on either side of the Wingfield Park island, both located just west of Arlington Avenue. The structures are not functioning. Elements that remain are two to three foot high concrete foundations, a spillway, and two fish ladders. The north side of the dam, shown in **Photograph 1**, has a spill way located on its north end adjacent to the upright wheel mechanism situated on top of the river retaining wall that controlled the gate to the Kelly-Sullivan irrigation ditch. The gate to the irrigation ditch appears to have been permanently sealed. A fish ladder is located at the south end of this part of the dam. The fish ladder, shown in **Photograph 2**, is a U-shaped concrete structure placed against the island's north retaining wall. This part of the structure was built as part of an earlier dam, likely the structure built at this location in 1921. It has a low wall set between two wide walls situated parallel to the river. Inside the ladder there is one concrete step and steel-lined grooves in the walls where wood gates were once installed. The portion of the dam located on the south side of the Wingfield Park island is shown in **Photograph 3**. It is similar to the north side, but does not have a spillway nor any remaining components related to wooden gates. The remains of another fish ladder are located on the south end of the structure, shown in **Photograph 4**. The ladder, likely of the same origins as the one on the north dam, is set against the adjacent retaining wall, and it has a concrete step inside along with steel grooves along its walls.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Wingfield Park Dam City, County: Reno, Washoe

SECTION NO. 10H PAGE NO. 1

JUSTIFICATION

The remains of the Wingfield Park dam structures have their antecedents with water diversion measures from the early 20th century that also served to create a recreational pond west of Wingfield Park. The first dams at what was then Belle Island were used to divert water into the Kelly-Sullivan irrigation ditch, some of which was used by the Riverside Mill. The earliest structures, built on either side of the island, were likely constructed around 1900. The second dams came with the establishment of Wingfield Park in 1921 and the construction of the Belmont Road and Chestnut Street bridges (now North and South Arlington Avenue). While still serving the function of diverting water into the adjacent irrigation ditch, the pond west of the island became a familiar feature, used for boating, swimming, and ice skating, at this central Reno recreation spot. The third set of dams replaced the 1921 structures in 1951, after flood waters had been impeded several times in the intervening years.

The last of these floods, before the removal of the 1921 dams, came in November 1950. During that flood the dams at Wingfield Park backed-up water which spread out to adjacent streets. After the flood, the US Army Corps of Engineers agreed to clear the left-over debris out of the Truckee River in Reno with the stipulation that the city modify or remove the dams then in place at Wingfield Park. The city's faced two issues at the time regarding the removal of that structure. First, water still flowed into the Kelly-Sullivan ditch at that time and city officials wanted to maintain that flow, even though the dam's main function was by that time largely one of creating a recreational and ornamental pond-like setting just west of Wingfield Park. Still, the ditch had users in the Truckee Meadows that required irrigation water. Alternatively, the city considered lowering the level of the ditch so that the dam would be unnecessary. Second, city officials were concerned that without a dam the river bed may dry up during low water period causing possible sanitary problems. The Army Corps agreed to replacing the existing dam with a structure that had removable flashboards, so that those impediments could be removed during flood conditions. The city engineer's office along with Boise, Idaho bridge engineer H.L. Senger designed the new flashboard dam, which the Army Corps approved. Though the dam was removed, the existing fish ladders remained and were integrated into the new structure. Work on removing the old dams began in February 1951, though it was delayed until August of that year when flows into the Kelly-Sullivan ditch were less important. Under contract with the city, Reno contractors Weichman & Probasco used dynamite to remove the old concrete structure and build the new flashboard dam, with a concrete base at the river bed. The new dam was completed by September 1951, permitting water to still be diverted into the Kelly-Sullivan ditch as well as allowing the formation of the ornamental pond at the west end of Wingfield Park. Over the next several decades, the flashboards were regularly removed at the threat of flooding. They were permanently removed during the 1980s.¹

The Wingfield Park dam was previously surveyed in 1990 by Rainshadow Associates who stated that this property did not appear to meet the criteria for listing in the National Register. Rainshadow Associates, however, did not discuss any of the National Register criteria to explain this conclusion. Within the historic context stated above, the dam is associated with the history of recreation in Reno as well as the history of the city's irrigation ditches, that might make them significant under Criterion A. The structures that make up the former dam, however, do not have the historic integrity to convey that significance. Under the other National Register criteria, the dams do not have any known

¹ "Dams in Park Make Problem for Officials," *Nevada State Journal*, December 13, 1950; "Puzzling Problem," *Nevada State Journal*, December 28, 1950; "Council Approves Removal of Dams," *Nevada State Journal*, February 6, 1951; "First Demolition," *Nevada State Journal*, February 10, 1951; "River Clearance To Start Soon," *Nevada State Journal*, March 13, 1951; "Clearing of Truckee Channel Starts Soon," *Nevada State Journal*, August 9, 1951; "Bids on Removal of Dams Will be Opened Monday," *Nevada State Journal*, August 11, 1951; "Crowds Turn Out for Blasting of Wingfield Dam," *Nevada State Journal*, August 23, 1951; *Reno Evening Gazette*, August 24, 1951; "Army Engineers to begin their work Thursday," *Nevada State Journal*, September 16, 1951; "Wingfield Park Dam Work Being Completed Today," *Nevada State Journal*, September 26, 1951; and Ed Schenk, City of Reno Park Planning Manager, personal communication with Christopher McMorris, February 6, 2002.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Wingfield Park Dam City, County: Reno, Washoe

SECTION NO. 10H PAGE NO. 2

association with significant historical persons that would make them significant under Criterion B. They do not embody distinctive engineering characteristics that would make them significant under Criterion C, and they have not yielded, nor will likely yield, important information that would make them significant under Criterion D. Therefore, lacking historic and engineering significance, as well as historic integrity, the Wingfield Park Dam does not meet the criteria for listing in the National Register of Historic Places.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Wingfield Park Dam City, County: Reno, Washoe

SECTION NO. 11 PAGE NO. 1

BIBLIOGRAPHY

Nevada State Journal

Rainshadow Associates. "Cultural Resources Inventory and Evaluation: Truckee River Flood Control Project, Washoe and Storey Counties, Nevada." Prepared for Department of the Army, Corps of Engineers, Sacramento. June 1992.

Reno Evening Gazette.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Wingfield Park Dam City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 1

PHOTOGRAPHS

The following applies to all photographs:

Name of Photographer: Toni Webb

Date of Photo: October 26, 2001

Location of Original Negative: JRP Historical Consulting Services, Davis, California

Photograph 1

Description of View: Wingfield Park Dam, north side, camera facing northwest.

Photograph 2

Description of View: Wingfield Park Dam, north side fish ladder, camera facing west.

Photograph 3

Description of View: Wingfield Park Dam, south side, camera facing northwest.

Photograph 4

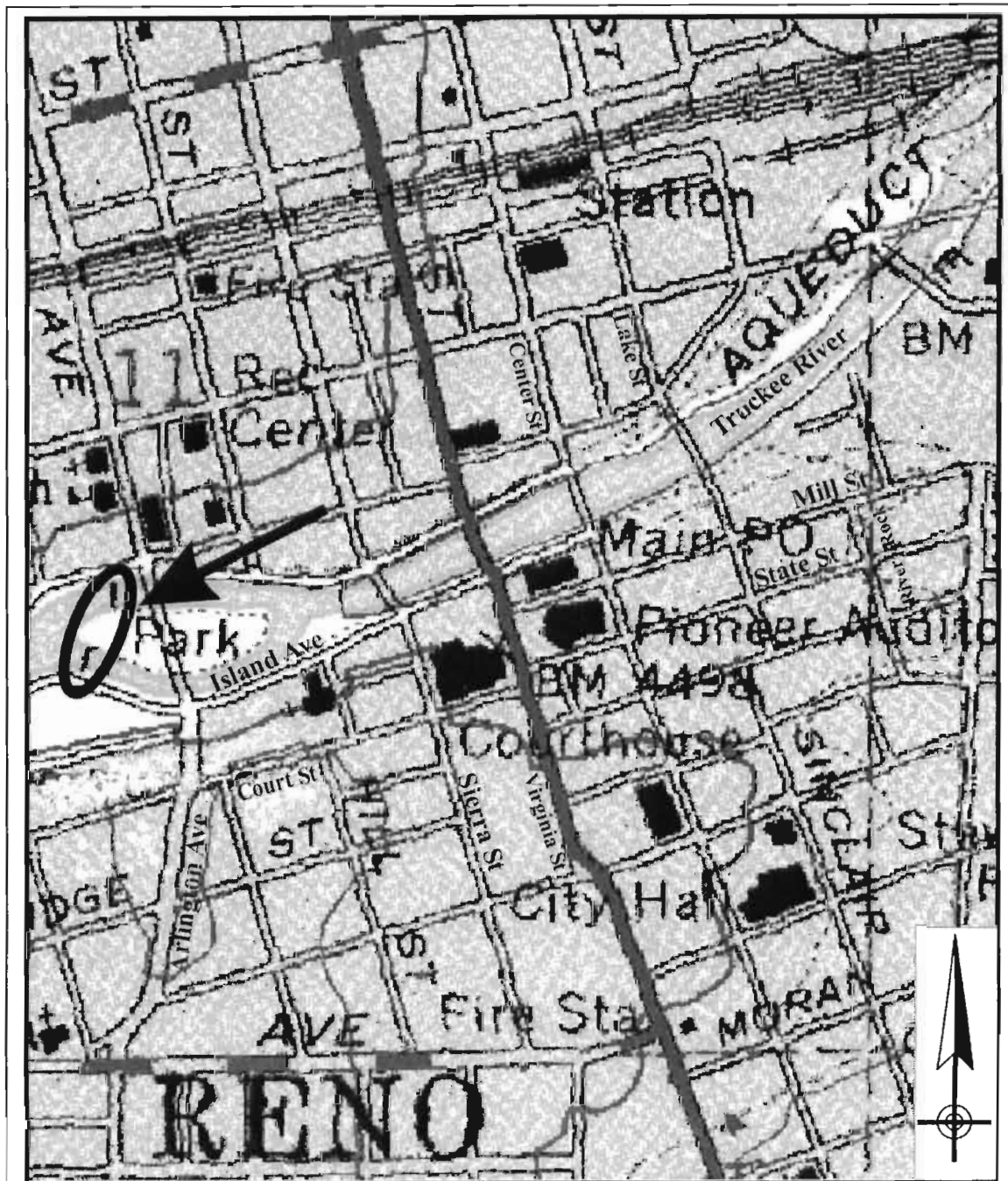
Description of View: Wingfield Park Dam, south side fish ladder, camera facing southwest.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Wingfield Park Dam City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 2

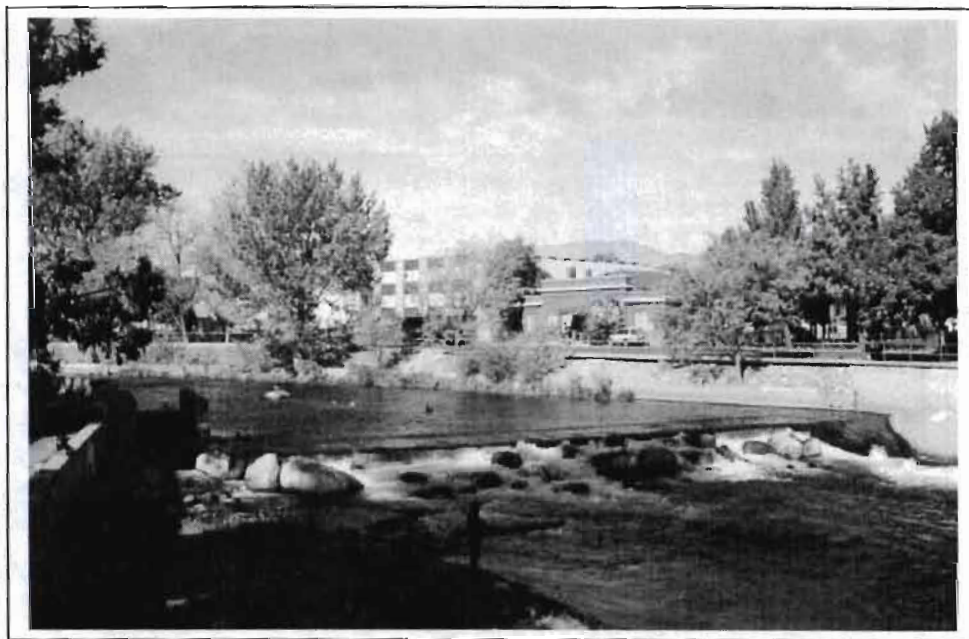
LOCATION MAP



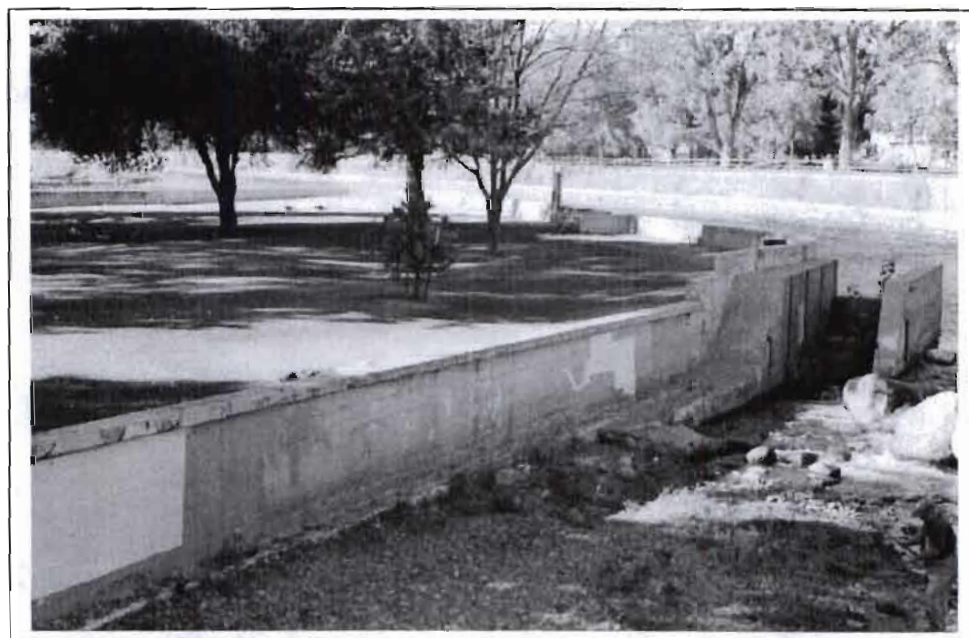
Base Map: 3-D TopoQuads Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS

PHOTOGRAPHS

Wingfield Park Dam



Photograph 1: Wingfield Park Dam, north side, camera facing northwest, 10/26/01.



Photograph 2: Wingfield Park Dam, north side fish ladder, camera facing west, 10/26/01.

PHOTOGRAPHS

Wingfield Park Dam



Photograph 3: Wingfield Park Dam, south side, camera facing northwest., 10/26/01.



Photograph 4: Wingfield Park Dam, south side fish ladder, camera facing southwest, 10/26/01.

Sd. 10/22/07

RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S476_14

SCAN COVER SHEET ID (report_resource): **S476_14**



5929

Truckee River/Meadows Historic/Cultural Resources Inventory

IDENTIFICATION: address Truckee River at Arlington Avenue
city Reno zoning n/a parcel # n/a
common name Wingfield Park Dam historic name Belle Isle Dam
county Washoe local subdivision n/a
present owner City of Reno
owner's address P.O. Box 1900, Reno, NV 89505
present use flood control dam original use diversion dam

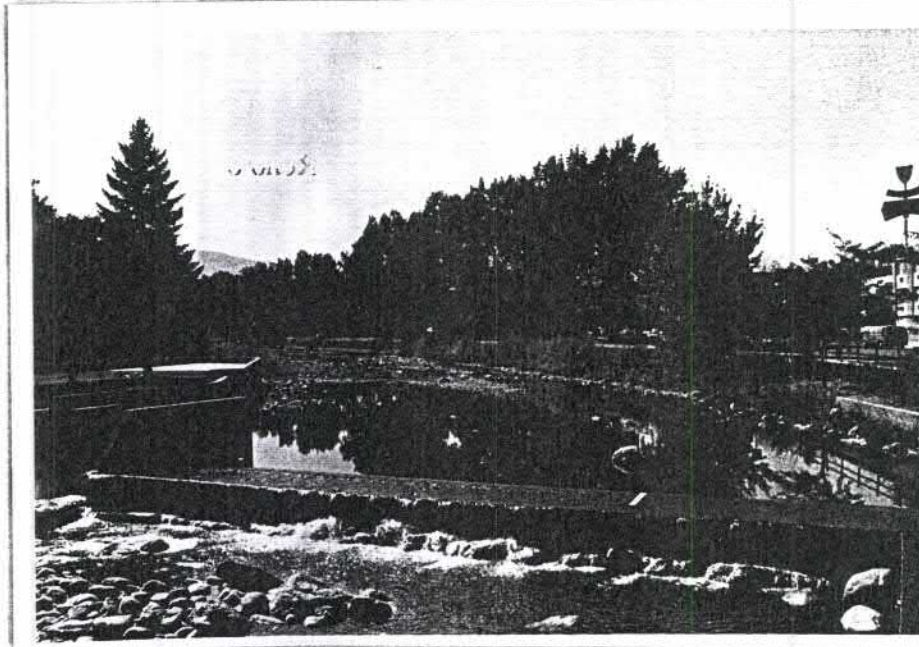
DESCRIPTION, ALTERATIONS, AND RELATED FEATURES:

LOCATION: Truckee River at Belle Isle

DESCRIPTION: The Wingfield Park Dams, constructed in 1951, are not intact. The concrete foundations remain while the wooden gates have been removed.

RELATIONSHIP TO SURROUNDINGS:

The dam is in the Truckee River at Wingfield Park. The Park is located in downtown Reno with commercial development both north and south of the river and park.



NR list?

No.

NR elig?

No, does not appear to meet any of the criteria.

Inventoried 12/90 by
Ana B. Koval and
Katharine Boyne

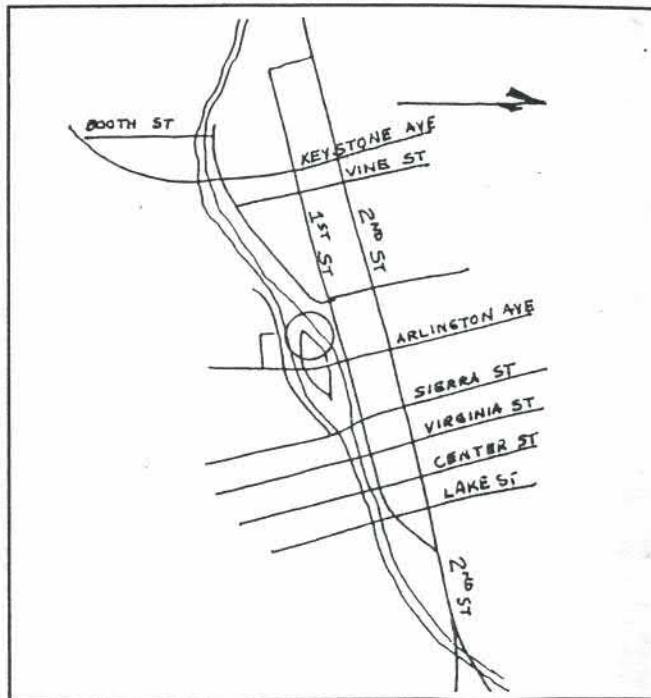
Truckee River/Meadows Historic/Cultural Resources Inventory

Belle Isle Dam

Landscaping n/a

Street Furniture n/a

SITE MAP:



THREATS TO SITE: none known
vandalism private development
neglect XXX zoning
other public works project

ADJACENT LAND USES:

park, commercial

PHYSICAL CONDITION: Excellent

Good Fair XXX Deteriorated

Approx setback n/a

HISTORICAL BACKGROUND:

architect n/a

builder Corps of Engineers

construction date 1951 estimated factual XX Source newspaper

Original site? yes Moved? Unknown

SIGNIFICANCE:

The dam does not appear to meet any of the criteria of the National Register of Historic Places and it is not yet 50 years old.

This is the third dam arrangement that has been constructed at this locale. The first dam near Belle Isle was constructed and owned by the Riverside Mill Company and diverted water from the Truckee River along Front Street (now called First Street) through its ditch and flume terminating at the Mill north of Second Street five blocks to the east. The second damming of the Truckee River at this location was completed in 1921 when the Chestnut and Belmont Street Bridges (Arlington Street Bridges) and Wingfield Park were constructed. The 1921 dams were used for diversion as well as flood control. The Sullivan and Kelly ditch waters were diverted at this point. In 1951, the 1921 dams were demolished with dynamite and replaced with the flood control design in place today.

SOURCES:

Reno Evening Gazette, August 24, 1951, p 11. City of Reno Official Records Index.

RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S457_9

SCAN COVER SHEET ID (report_resource): **S457_9**



NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge/Chestnut Street Bridge City, County: Reno, Washoe

SECTION NO: RECORD UPDATE (April 2003) PAGE NO: 1

NOTE: The data presented on this page represents an attachment or update record for a building or structure which was previously recorded in the recent past, with the original form on file at the Nevada State Historic Preservation Office. Because the previous *Historic Resources Inventory Form* was generally thought to adequately describe the resource, a new form was not provided. Instead, based on an understanding with the SHPO office, this continuation sheet has been provided to document only basic property information, the status of the property during the most recent inventory, and any minor changes observed or differences in NRHP recommendations. The original form is typically only referenced herein.

Property Address: Arlington Avenue at the Truckee River, Reno, Washoe County, Nevada 89503

Property Ownership: Original: City of Reno
Current: City of Reno

Assessor's Parcel Number: n/a

Current Property Status: In Use (vehicular traffic)

Property Use: Current: Bridge (city infrastructure) Historic: Bridge (city infrastructure)

Construction Date: 1921; Renovated 1967

National Register Eligibility: Not Eligible

Form Information:

Original Inventory/Documentation: Christopher McMorris / Toni Webb, October 26, 2001, JRP Consulting Services, 1490 Drew Avenue, Suite 110, Davis CA 95616. K.C. Knight, 1988, Nevada Department of Transportation. M.W. Moore and T.D. Burke, 1992, Archaeological Research Services, Inc., Virginia City, NV.

Original Associated Report Number/Name: *Historic Resources Inventory and Evaluation Report, Truckee Meadows Project, Western Area of Potential Effects, April 2002. An Inventory of Nevada's Historic Bridges*, 1988, Carson City (Knight). *Cultural Resources Inventory and Evaluation: Truckee River Flood Control Project, Washoe and Storey Counties, Nevada*, 1992 (Moore & Burke).

Current Inventory/Update Record: Teri H. Christensen. April 2003. Kautz Environmental Consultants, Inc., 5200 Neil Road, Suite 200, Reno, NV 89502.

Current Associated Report Number/Name: *Downtown Riverfront Trails Enhancement - Arlington Avenue to Ralston Street - Historic Resources Assessment*.

Written Description: This is a historic bridge across the north channel of the Truckee River as it flows around Wingfield Park. It was formerly known as the Chestnut Street Bridge. The structure was previously documented in 1986 (Knight 1988), Moore and Burke (1992), and McMorris and Webb (2001). The bridge was built in 1921, designed by the George Pollock Company of Sacramento, and is reportedly Nevada's oldest T-beam bridge (Moore and Burke 1992; McMorris and Webb 2001). It was constructed in association with developments at Wingfield Park when the City of Reno desired access to the island from both the north and south (McMorris and Webb 2001:1, Section 10H). The structure underwent many repairs after a flood in 1937, and was widened to four lanes in 1967 (Koval and Boyne 1992).

This bridge has a concrete slab deck, three spans long, atop concrete piers and abutments, with the latter incorporated into the river flood walls. The bridge rails are low, formed concrete, frieze panels and the bridge walk area is partially cantilevered out over the river. According to McMorris and Webb (2001:1, Section 9G) the concrete end posts on the bridge originally had light fixtures but these have been removed and replaced with modern decorative flower urns.

Justification: All previous recordations recommended that this bridge was not eligible for the NRHP. Although construction of the North Arlington Bridge was linked to a locally significant event or trend--development of "one of Reno's most important public spaces," Wingfield Park--the park itself lacks enough integrity to convey an accurate image of historical significance and setting, and the bridge is not contributory to what is essentially a modern park (McMorris and Webb 2001:2, Section 10H). Integrity of the bridge itself was seriously diminished through reconstruction and widening in the 1960s. Finally, McMorris and Webb (2001:2-3, Section 10H) also argued that "based on historic inventories nation-wide...attributes that help define a bridge's significance within the field of engineering...are: 1) rarity; 2) use of new or innovative design and construction methods; 3) bold engineering achievements; and 4) aesthetics," and that although this was the oldest T-beam bridge in Nevada "it was technologically insignificant," not new or innovative, not an engineering achievement, and lacked obvious aesthetic values. The bridge also did not have associations with persons of note, and given historic documentation and records of construction, did not offer any real potential for yielding additional information. Consequently, it did not meet any of the NRHP criteria for significance (A, B, C or D). The current inventory agrees with these previous arguments and recommends that this structure remain ineligible for the National Register.

**NEVADA STATE HISTORIC PRESERVATION OFFICE
 HISTORIC RESOURCES INVENTORY FORM
 CONTINUATION SHEET**

Property Name: North Arlington Avenue Bridge/Chestnut Street Bridge City, County: Reno, Washoe

SECTION NO: RECORD UPDATE (April 2003) PAGE NO: 2

Attachments: Photographs

INDEX TO ATTACHED PHOTOGRAPHS					
Project No: KEC-306 (f)		B&W	ASA: 100	Roll #: 4	No. Exp: 2
Photograph No.	Property Name Street Address City, County, State	Date of Photo/ Photographer	Location of Original Negative	Direction Facing	Description
306-R4-F4	North Arlington Avenue Bridge Arlington & Truckee River Reno, Washoe, NV	4-2-03 T. Christensen	KEC, Inc.	11°	View of west elevation of bridge from Wingfield Park Island.
306-R4-F13	North Arlington Bridge Reno, Washoe, NV	4-2-03 T. Christensen	KEC, Inc.	79°	View of west side of bridge. Note possible fish ladder along retainning wall on island.

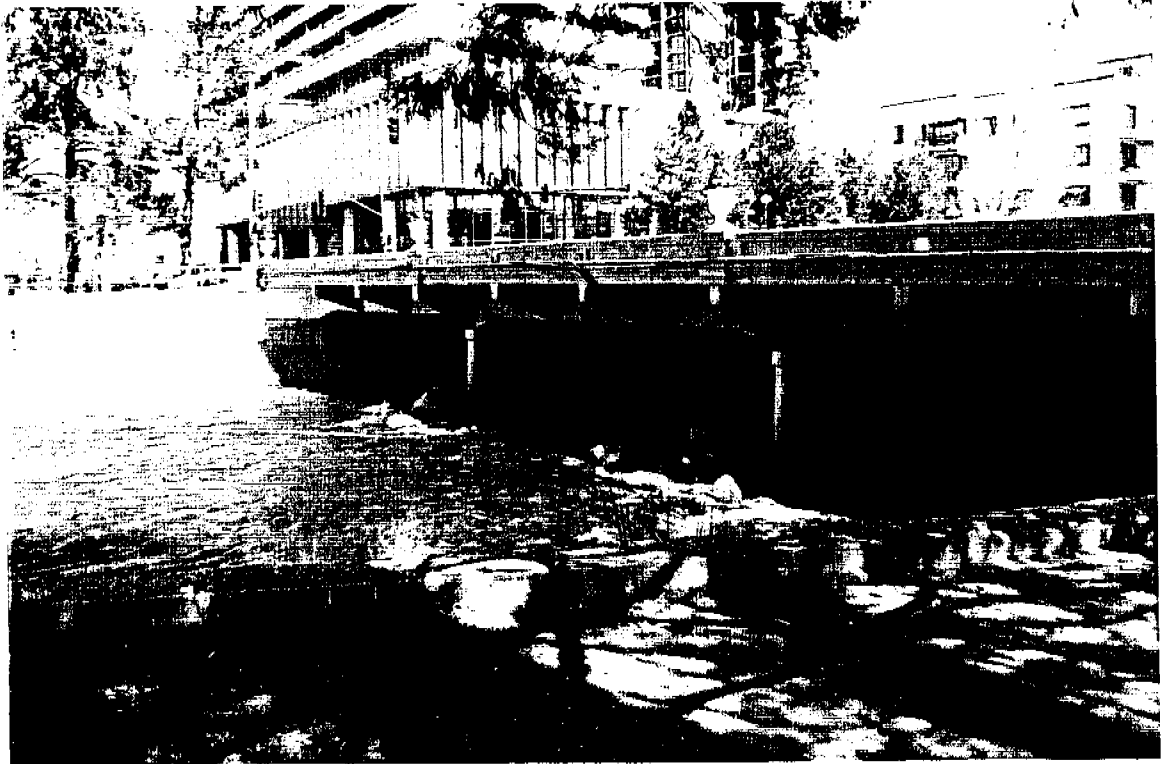
NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: North Arlington Avenue Bridge/Chestnut Street Bridge City, County: Reno, Washoe

SECTION NO: RECORD UPDATE (April 2003) - Photographs

PAGE NO: 3

306-R4-F4



306-R4-F13



RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S457_10

SCAN COVER SHEET ID (report_resource): **S457_10**



**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET**

Property Name: Wingfield Park Dam

City, County: Reno, Washoe

SECTION NO: RECORD UPDATE (April 2003) PAGE NO: 1

NOTE: The data presented on this page represents an attachment or update record for a building or structure which was previously recorded in the recent past, with the original form on file at the Nevada State Historic Preservation Office. Because the previous *Historic Resources Inventory Form* was generally thought to adequately describe the resource, a new form was not provided. Instead, based on an understanding with the SHPO office, this continuation sheet has been provided to document only basic property information, the status of the property during the most recent inventory, and any minor changes observed or differences in NRHP recommendations. The original form is typically only referenced herein.

Property Address: Truckee River (west of Arlington Avenue), Reno, Washoe County, Nevada 89503

Property Ownership: Original: City of Reno
Current: City of Reno

Assessor's Parcel Number: n/a

Current Property Status: Abandonend / Ruins

Property Use: Current: n/a Historic: Concrete dam (city infrastructure)

Construction Date: 1951

National Register Eligibility: Not Eligible

Form Information:

Original Inventory/Documentation: Christopher McMorris / Toni Webb, October 26, 2001, JRP Consulting Services, 1490 Drew Avenue, Suite 110, Davis CA 95616. Also, Rainshadow Associates, 1992, Department of the Army, Corps of Engineers, Sacramento.

Original Associated Report Number/Name: *Historic Resources Inventory and Evaluation Report, Truckee Meadows Project, Western Area of Potential Effects, April 2002. Also, Cultural Resources Inventory and Evaluation: Truckee River Flood Control Project, Washoe and Storey Counties, Nevada, 1992.*

Current Inventory/Update Record: Teri H. Christensen. April 2003. Kautz Environmental Consultants, Inc., 5200 Neil Road, Suite 200, Reno, NV 89502.

Current Associated Report Number/Name: *Downtown Riverfront Trails Enhancement - Arlington Avenue to Ralston Street - Historic Resources Assessment.*

Written Description: The Wingfield Park Dams consist of remnant historic structures located within the Truckee River, west of the Arlington Street Bridges and along the north and south sides of Wingfield Park Island. These concrete diversion and flood control dams were constructed in 1951 by Weichman & Probasco, and designed by H.L. Senger, a City of Reno Engineer and the U.S. Army Corps of Engineers (McMorris and Webb 2001). The dams are no longer functioning and only the northern one is within the APE, but is presently obscured by water flow. Adjacent to the dam's location (south side) is the remains of a concrete fish ladder constructed against the concrete flood wall around Wingfield Park Island (McMorris and Webb 2001).

Justification: The dams were previously recorded and evaluated in 1990 (Rainshadow Associates 1992) and again in 2001 (McMorris and Webb 2001). Both inventories indicated that the dams were not eligible for the National Register. The dams are mostly gone, resulting in the loss of original historic integrity with respect to design, materials, workmanship, feeling and association. Further, they are not associated with important persons and are not unique or distinctive engineering structures that have the potential to yield additional information regarding the history of the area. The current inventory agrees with these previous recommendations that the remnants of this historic structure does not meet Criteria A, B, C, or D, and is not eligible for the NRHP.

Attachments: Photographs

INDEX TO ATTACHED PHOTOGRAPHS					
Project No: KEC-306		B&W		ASA: 100	
				Roll #: 4	
				No. Exp: 1	
Photo. No.	Property Name Street Address City, County, State	Date of Photo/ Photographer	Location of Original Negative	Direction Facing	Description
306-R4-F5	Wingfield Park Dam Truckee River (west of bridge) Reno, Washoe, NV	4-2-03 T.H. Christensen	KEC, Inc.	279°	Dam location (whitewater), fish ladder (left) and concrete walls

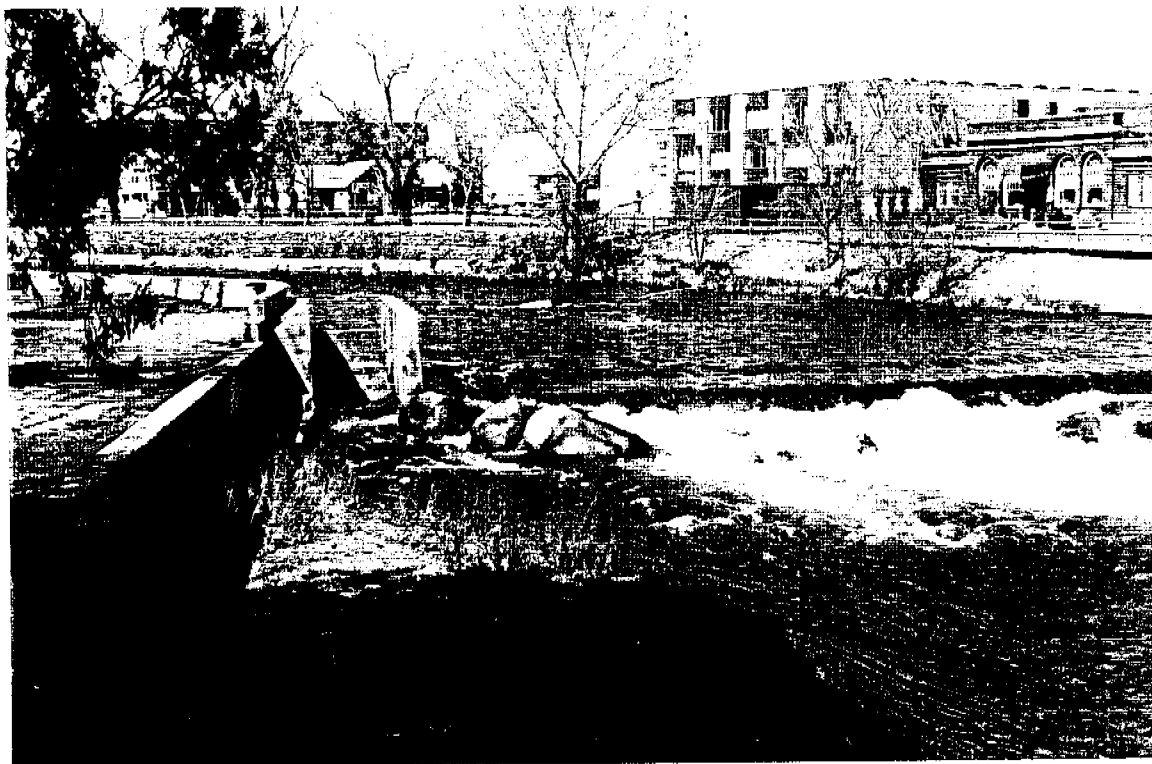
NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Wingfield Park Dam

City, County: Reno, Washoe

SECTION NO: RECORD UPDATE (April 2003) - Photograph PAGE NO: 3

306-R4-F5



RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S457_12

SCAN COVER SHEET ID (report_resource): **S457_12**



NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Truckee River Retaining Walls City, County: Reno, Washoe

SECTION NO: RECORD UPDATE (April 2003) PAGE NO: 1

NOTE: The data presented on this page represents an attachment or update record for a building or structure which was previously recorded in the recent past, with the original form on file at the Nevada State Historic Preservation Office. Because the previous *Historic Resources Inventory Form* was generally thought to adequately describe the resource, a new form was not provided. Instead, based on an understanding with the SHPO office, this continuation sheet has been provided to document only basic property information, the status of the property during the most recent inventory, and any minor changes observed or differences in NRHP recommendations. The original form is typically only referenced herein.

Property Address: Truckee River (vicinity of Wingfield Park), Reno, Washoe County, Nevada 89503

Property Ownership: Original:
Current: City of Reno

Assessor's Parcel Number: n/a

Current Property Status: In Use

Property Use: Current: Retaining / Flood Control Walls Historic: Retaining / Flood Control Walls

Construction Date: c. 1900s to late 1990s

National Register Eligibility: Not Eligible

Form Information:

Original Inventory/Documentation: Christopher McMorris / Toni Webb, October 2001 and February 2002, JRP Consulting Services, 1490 Drew Avenue, Suite 110, Davis CA 95616. Also, R. McQueen, 2002, Summit Envirosolutions, Inc., and M. W. Moore and T.D. Burke, 1992, Archaeological Research Services, Inc.

Original Associated Report Number/Name: *Historic Resources Inventory and Evaluation Report, Truckee Meadows Project, Western Area of Potential Effects*, April 2002. Also, *An Evaluation of the Truckee River Floodwalls, Wingfield Park to Sierra Street, Downtown Reno, Washoe County, Nevada*, February 2002. *Cultural Resources Inventory and Evaluation: Truckee River Flood Control Project, Washoe and Storey Counties, Nevada*, May 1992.

Current Inventory/Update Record: Teri H. Christensen. April 2003. Kautz Environmental Consultants, Inc., 5200 Neil Road, Suite 200, Reno, NV 89502.

Current Associated Report Number/Name: *Downtown Riverfront Trails Enhancement - Arlington Avenue to Ralston Street - Historic Resources Assessment*.

Written Description: There are several sections of retaining or flood control walls visible within the project's APE or directly adjacent to the project area. Formal National Register evaluations for different portions of the flood walls in Downtown Reno were completed in 2002 (McQueen 2002; McMorris and Webb 2002) which complemented other less specific work also addressing these engineering structures. These mixed concrete and stone structures constructed along the banks of the Truckee River through downtown Reno were built, re-built and modified over a long period time, ranging from the early 1900s up to the late c. 1990s. Each segment identified within the current APE is described briefly below, and linked to the segments previously described by McMorris and Webb (2002).

- **Section E.** This section is located along the north bank of the Truckee River following Riverside Drive, roughly between Bell Street (west end) and Stevenson Street (east end). The wall in this area consists of a "poured concrete base that juts out into the river approximately four feet adjacent to loose river rock. This base is uncoursed rubble above, held together by concrete mortar and wire mesh" and the section was probably rebuilt following the 1997 flood (McMorris and Webb 2002:1, Section 9G).
- **Section G.** This section extends along the north side of the Truckee River between Stevenson Street and mid-block towards Arlington Avenue. The walls here consist of low concrete walls at the base that hold back a canted wall of stone rubble in concrete. McMorris and Webb (2002) suggest that this section may date to c. 1951, but the appearance suggests it may be later, perhaps another rebuilt section following the 1997 flood.
- **Section H.** This is a small section of poured concrete wall located along the north bank, just west of the North Arlington Avenue Bridge. This section was probably constructed sometime between c. 1951 and the 1960s.

NEVADA STATE HISTORIC PRESERVATION OFFICE
 HISTORIC RESOURCES INVENTORY FORM
 CONTINUATION SHEET

Property Name: Truckee River Retaining Walls

City, County: Reno, Washoe

SECTION NO: RECORD UPDATE (April 2003) PAGE NO: 2

- *Section D:* This is a large section of wall located along the south bank of the Truckee River stretching roughly from the Grimmon Carriage House at the west end to midway along the front of Riverside (Barbara Bennett) Park at the east end. These walls vary from six to eight feet tall and are made of uncoursed and irregular coursed, mixed stone rubble, rough cut stone and some ashlar cut stone set in concrete mortar with concrete and stone coping in some sections. These walls probably date to the 1920s and are associated with general historic improvements made to the park at that time (McMorris and Webb 2002).
- *Section F:* These walls are located on the south side of the Truckee River, extending around the margins of Riverside (Barbara Bennett) Park from Arlington Avenue west towards the western end of the park. Walls in this area are constructed of poured concrete. McMorris and Webb indicate these may date to the c. 1920s but the overall design and appearance suggests a later date, perhaps c. 1950s-60s.
- *Wingfield Park Island.* The retaining walls around Wingfield Park Island are prominent vertical concrete structures distinctly separating the island from the river. There are concrete stepped access points on both sides of the west half of the island. Based on historic photographs located by McQueen (2002:6), these concrete walls likely post-date the 1950s, possibly representing improvements undertaken c. 1959-1963.

Justification: Both McQueen (2002) and McMorris and Webb (2002) recommended that none of the Truckee River retaining or flood walls were eligible for the National Register. According to McQueen (2002) who inventoried several small sections of retaining walls, including those west of Wingfield Park, "all wall segments within the Project Area appear built and/or heavily modified (and eliminating any historic fabric) after 1959," which would make them ineligible for NRHP consideration as they would not meet the 50 year age requirement. General loss of authentic historic integrity was also a factor in this recommendation. In contrast, McMorris and Webb suggest that some flood wall sections, such as those around Fulton Park and Riverside Park may actually have been constructed c. 1920 or earlier. However, McMorris and Webb (2002:4, Section 10H) continued with this statement:

While the older Truckee River retaining walls are essential pieces of infrastructure associated with Reno's urban development, they tend to be associated with the development of individual properties or certain short and well-defined sections of riverfront. They do not appear to be significant structures within the broader context of Reno history. Their level of importance is similar to that of much of the city's infrastructure, valuable, if essential for the support of basic urban land uses...but not significant...under Criterion A.

The walls also do not have significant associations with persons of prominence (Criterion B), are not unique or distinctive engineering structures embodying distinctive characteristics of a type, period or method of construction (Criterion C), and with respect to the overall system of walls, integrity has been seriously diminished, a consequence of modern maintenance and rebuilding following floods and general development throughout the Truckee River corridor (McMorris and Webb 2002). Based on the data presented in the previous records, and present field observations, the current inventory agrees with the recommendation that none of these retaining or flood control walls are NRHP eligible structures.

Attachments: Photographs

INDEX TO ATTACHED PHOTOGRAPHS					
Project No: KEC-306 (1)		B&W	ASA: 100	Roll #: 4	No. Exp: 4
Photo. No.	Property Name Street Address City, County, State	Date of Photo/ Photographer	Location of Original Negative	Direction Facing	Description
306-R4-F11	Truckee River Flood Walls Truckee River Reno, Washoe, NV	4-2-03 T. Christensen	KEC, Inc.	61°	Improved walls along north channel just west of Arlington Avenue Bridge, and around Wingfield Park Island.
306-R4-F14	Truckee River Flood Walls Truckee River Reno, Washoe, NV	4-2-03 T. Christensen	KEC, Inc.	190°	View of stone and concrete walls on south side of river, opposite Bicentennial Park.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

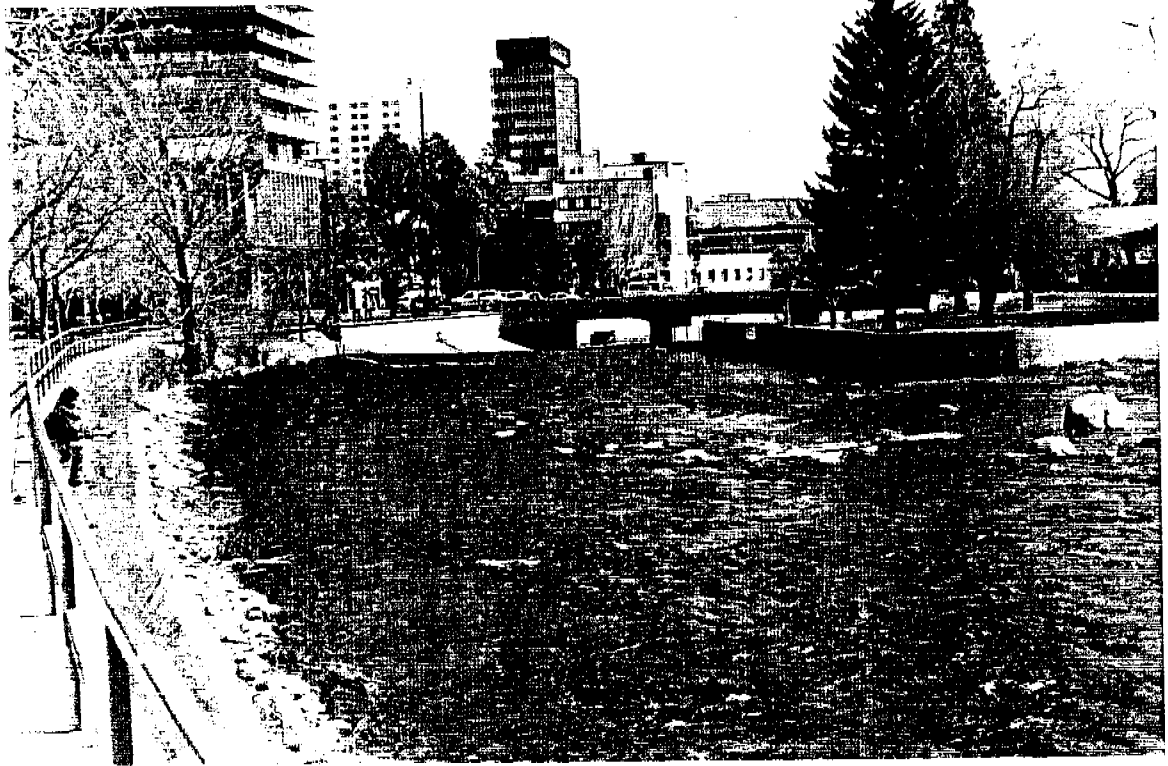
Property Name: Truckee River Retaining Walls

City, County: Reno, Washoe

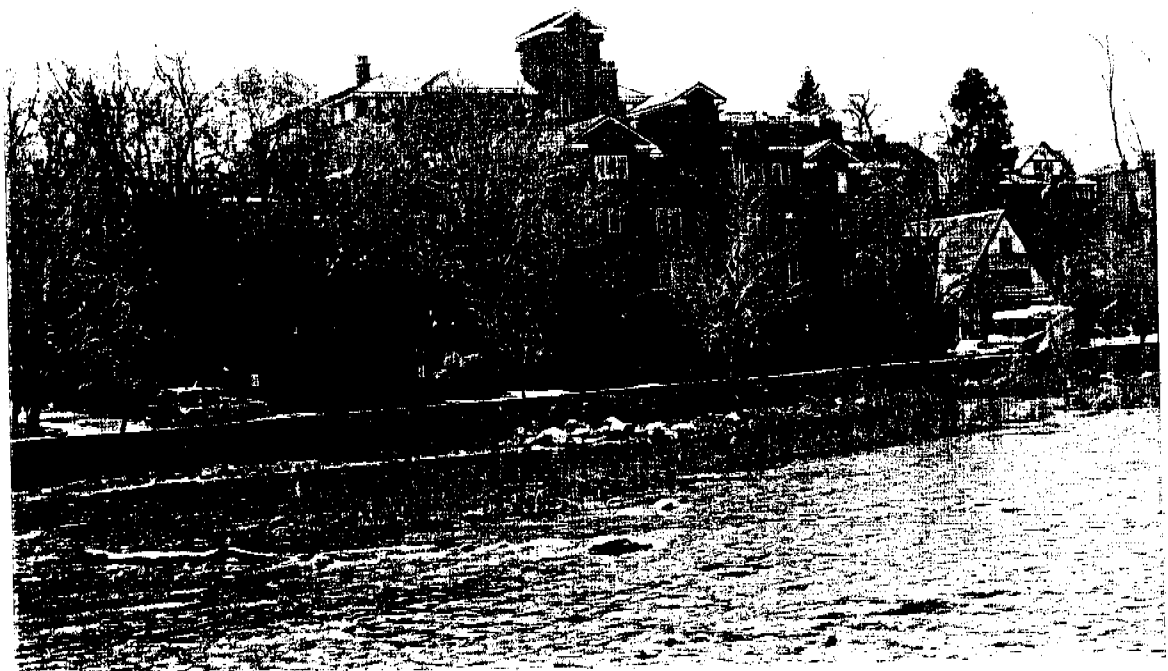
SECTION NO: RECORD UPDATE (April 2003) - Photographs

PAGE NO: 3

306-R4-F11



306-R4-F14



**End
of
Scan**

RESOURCE RECORDING FORM SCAN COVER SHEET

Nevada State Historic Preservation Office

S622_44

SCAN COVER SHEET ID (report_resource): **S622_44**



NEVADA STATE HISTORIC PRESERVATION OFFICE
 HISTORIC RESOURCES INVENTORY FORM

Rev. 3/00

For Office Use Only	
YR Built _____	
NR Eligible?	Y / N
District?	Y / N

MAP REFERENCE #44

1. PROPERTY NAME

1A. Historic Name

--

1B. Current/Common Name

Truckee River retaining walls

2. PROPERTY ADDRESS

Street Address	Truckee River in Reno, between Washington Street and Lake Street
City, Zip Code	Reno, NV 89501
County	Washoe

3. PROPERTY OWNERSHIP

3A. Original Owner

Name	
------	--

3B. Current Owner

Name	City of Reno
Mailing Address	Public Works, 350 South Center Suite #400, Reno, NV 89501
Assessor's Parcel Number (APN)	Book 11, Pages 7, 9, 10, 11, 12, 14, and 45

4. CURRENT PROPERTY STATUS

<input type="checkbox"/>	Occupied	<input type="checkbox"/>	Vacant
<input checked="" type="checkbox"/>	Other (please specify): In use		

5. PROPERTY USE

5A. Current Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
<input checked="" type="checkbox"/>	Other (please specify): Infrastructure				

5B. Historic Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
X	Other (please specify): Infrastructure				

6. CURRENT ACCESS

X	Permitted-local public resource	<input type="checkbox"/>	By owner permission only
<input type="checkbox"/>	Permitted-state public resource	<input type="checkbox"/>	Restricted
<input type="checkbox"/>	Permitted-federal public resource	<input type="checkbox"/>	Other (specify)

7. ACREAGE

<input type="checkbox"/>	<input type="checkbox"/>	Estimated
--------------------------	--------------------------	-----------

8. PROPERTY LOCATION

8A. UTM Location/Reference(s)

See continuation sheet

8B. Township/Range/Section/Map

T19N R19E Sec 11 and Sec 12 / Reno, 1982
--

9. RESOURCE DESCRIPTION

9A. Resource Type

<input type="checkbox"/>	Building	X	Structure	<input type="checkbox"/>	District	<input type="checkbox"/>	Object	<input type="checkbox"/>	Site
<input type="checkbox"/>	Other (specify)								
<input type="checkbox"/>	Contributing element to a historic district (specify district name)								

9B. Exterior Resource Features

<input type="checkbox"/>	Basement	<input type="checkbox"/>	Number of stories
<input type="checkbox"/>	Porch	<input type="checkbox"/>	Balcony
<input type="checkbox"/>	Dormer(s)	<input type="checkbox"/>	Chimney
<input type="checkbox"/>	Other (please specify)		

9C-F. Materials and Systems (See instructions and enter codes from Appendix A)

9C. Roofing Material(s)	9D. Exterior Surface Material(s)
	ES-4; ES-25 (stone)
9E. Building Structural System	9F. Foundation Structural System
SS-1	F-2; F-5; F-9

9G. Written Description

See continuation sheet

9H. Associated Structures/Features

Associated structures/features (submit <i>Associated Structures Summary</i>)		Yes	X	No
---	--	-----	---	----

9I. Integrity

X	Original site		
X	Altered (describe on continuation sheet)	Date altered	
	Moved	Date moved	
Moved from			

9J. Condition

	Good	X	Fair
	Poor		Ruins

9K. Threats

10. RESOURCE DATE AND SIGNIFICANCE

10A. Architect/Engineer/Designer

see 10H

10B. Builder/Contractor

see 10H

10C. Architectural Style/Period (See Appendix B)

No Style

10D. Construction Date(s)

1900s to 1990s	X	Circa
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10E. Date(s) of Significance

circa 1908-1938

10F. Historic Resource Theme (See Appendix C)

Land usage

10G. National Register Eligibility (See Appendix D)

	Listed	Date Listed	
	Eligible under:		
	Criterion A	Criterion B	Criterion C
	Other (specify)		
X	Not Eligible		
	Unevaluated		

10H. Justification

See continuation sheet

11. BIBLIOGRAPHY

See continuation sheet

12. FORM INFORMATION

Report Number/Name	Historic Resources Inventory and Evaluation Report, Truckee Meadows Project, Western Area of Potential Effects, April 2002.
Date Surveyed	October 24 and 26, 2001; February 5 and 7, 2002
Surveyor Name	Christopher McMorris / Toni Webb
Company	JRP Historical Consulting Services
Address	1490 Drew Avenue, Suite 110, Davis CA 95616
Telephone Number	(530) 757-2521

13. ATTACHED DOCUMENTATION

X	Continuation sheets
X	Photographs
X	Location maps
	Plans
	Other (please specify)
	Associated Structures Summary Form
	Historic District Addendum (if applicable)

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UTM Location/Reference(s)

The following table provides UTM location references for the retaining wall sections described on this form and shown on the location map. The table shows the eastern and western ends of all sections.

Section	West end of Section	East end of Section
A	Zone 11 4378310N 257495E	Zone 11 4378406N 257580E
B	Zone 11 4378300N 257543E	Zone 11 4378339N 257580E
C	Zone 11 4378339N 257580E	Zone 11 4378377N 257622E
D	Zone 11 4378377N 257622E	Zone 11 4378489N 257795E
E	Zone 11 4378406N 257580E	Zone 11 4378564N 257773E
F	Zone 11 4378485N 257934E	Zone 11 4378460N 257933E
G	Zone 11 4378564N 257713E	Zone 11 4378581N 257824E
H	Zone 11 4378481N 257824E	Zone 11 4378582N 257886E
I (north)	Zone 11 4375820N 257886E	Zone 11 4378584N 257922E
I (south)	Zone 11 4378460N 257933E	Zone 11 4378503N 258035E
J (east)	Zone 11 4378569N 257922E	Zone 11 4378577N 257960E
J (west)	Zone 11 4378572N 258022E	Zone 11 4378577N 257960E
K	Zone 11 4378577N 257960E	Zone 11 4378553N 258022E
L	Zone 11 4378503N 258035E	Zone 11 4378595N 258260E
M	Zone 11 4378612N 258196E	Zone 11 4378667N 258329E
N	Zone 11 4378595N 258260E	Zone 11 4378592N 258350E
O (north)	Zone 11 4378667N 258329E	Zone 11 4378675N 258353E
O (south)	Zone 11 4378632N 258366E	Zone 11 4378620N 258335E
P	Zone 11 4378750N 258367E	Zone 11 4378716N 258443E
Q (north)	Zone 11 4378716N 258443E	Zone 11 4378734N 258430E
Q (south)	Zone 11 4378690N 258495E	Zone 11 4378678N 258465E

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SECTION NO. 9G PAGE NO. 1

WRITTEN DESCRIPTION

The historic resources inventoried on this form are the stone and concrete retaining walls along the Truckee River in Reno. These permanent structures are located between Washington Street at Riverside Drive west of downtown Reno to the Lake Street bridge at the east end of downtown Reno. The retaining walls are a mix of types with various materials, dimensions, and decorative elements. They have built dates that span the entire 20th century. The various sections are described below, with each wall type described under a letter. This letter corresponds to the retaining wall segment marker on the Location Map included with this form. Some wall segment letters refer to sections on both sides of the river that are of similar design. In general the sections are from west to east and include both historic and non-historic period elements of the Truckee River retaining walls. This form does not record the river retaining walls at Wingfield Park island. They are recorded separately on the Wingfield Park form. As shown in the photographs, recordation of these structures in October 2001 and February 2002 benefited from relatively low water levels in the Truckee River. There are some areas along the walls where the base of the structures were not visible beneath the water line.

The following describes the sections of the river retaining walls:

- A. Section A is located on the north bank running from the base of Washington Street at Riverside Drive to the base of Bell Street at Riverside Drive. This section of wall is approximately five feet tall and is approximately 395 feet long. Largely built in the 1990s, it is made up of rip-rap and river rock with concrete mortar held in place by wire mesh. The wall sits beneath a sidewalk, approximately ten feet wide, that has a concrete masonry unit wall with a steel railing above the river retaining wall. Its design is similar to the wall shown in **Photograph 5**.
- B. Section B is on the south bank at the base of the Newlands Heights bluffs across the river from Lundsford Park (at Washington and Jones streets). This section, shown in **Photograph 1**, is a poured concrete wall approximately six feet tall and 190 feet long. It is unclear when this wall was constructed, but may have been privately built by an adjacent property owner.
- C. Section C is on the south bank also at the base of the Newlands Heights bluffs. Shown in **Photograph 2**, it sits across the river from the end of Bell Street at Riverside Drive. This section is approximately five to six feet tall and 180 feet long. It is a stepped back rip-rap embankment held together by wire mesh. This section was likely recently built, perhaps after the 1997 flood.
- D. Section D is on the south bank located along the western end of Island Avenue. This segment is approximately six to eight feet tall and approximately 770 feet long. It runs from the edge of the property at 600 Island Avenue, as shown in **Photograph 3**, to the western edge of the southern half of the former Wingfield Park dam, shown in **Photograph 4**. The wall is made up of uncoursed rubble with concrete mortar and has stone steps leading to the river at 600 Island Avenue. This section of retaining wall likely dates to the 1920s when the city made improvements around Wingfield Park.
- E. Section E is on the north bank located along Riverside Drive from the end of Bell Street to the end of Stevenson Street. It is comprised of a poured concrete base that juts out into the river approximately four feet adjacent to loose river rock. This base is under uncoursed rubble above held together by concrete mortar and wire mesh. The side walk from Section A continues over this wall. This segment, shown in **Photograph 5**, is approximately eight to twelve feet tall and is approximately 825 feet long. This section was largely rebuilt after the 1997 flood.

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- F. Section F is on the south bank located along Island Avenue at the Barbara Bennett Park. The segment is from the southern part of the former Wingfield Park dam to the east side of South Arlington Avenue (former Belmont Street) bridge. This section is made up of a poured concrete wall approximately eight to ten feet tall and approximately 465 feet long. It was likely built as part of the improvements made around Wingfield Park during the 1920s.
- G. Section G is a transitional area on the north bank between the rubble and river rock walls along Riverside Drive and the high poured concrete walls that line the river channel in the urban core of Reno between Arlington Avenue and Lake Street. This segment, shown in **Photograph 6**, is at West First Street from Stevenson Street to just west of the northern portion of the former Wingfield Park dam. It is comprised of a low concrete wall holding back rubble masonry set in concrete, together standing ten to twelve feet tall and is approximately 215 feet long. The rubble section slants up to meet the First Street sidewalk which is set back from the river's edge approximately ten feet. Parts of this section may be quite old, but its overall character likely dates from the reconfiguration of the dam at this location in 1921 and again in 1951.
- H. Section H is a short segment on the north bank that contributed to the water flow from the former Wingfield Park dam. It is a poured concrete wall approximately ten to twelve feet high and approximately 100 feet long with a spillway at the base. The segment continues under the north end of the North Arlington Avenue bridge and includes the poured concrete wall around the opening where Peavine Creek empties into the Truckee River, shown in **Photograph 7**. Above the creek entry, the wall is capped by stone coping. The portion associated with the dam likely dates to when the dam was reconstructed in 1951. The Peavine Creek entrance appears to date to the 1960s.
- I. Section I is comprised of segments on either bank of the river east of Arlington Avenue. Both are large uncoursed rubble walls with stone coping a steel pipe railings each approximately ten to twenty tall. The section on the north bank is short, approximately 100 feet long, running from the confluence of Peavine Creek into the Truckee River to a point adjacent to the southwest corner of the Truckee Lane Building at 246-254 West First Street. This north bank section, shown in **Photograph 8**, has a drain pipe protruding from near its east end. This segment is adjacent to a small landscaped area at the southeast corner of North Arlington Avenue and West First Street called Fulton Park. The south bank segment, shown in **Photograph 9**, runs along Island Avenue, approximately 340 feet long, from just east of the South Arlington Avenue bridge to a point at the end of Rainbow Street. Its railing is comprised of contemporary steel railings with concrete piers as well as cantilevered rounded balconies and other decorative elements that are part of the Truckee Riverwalk. This segment also is where the southern wood and steel footbridge leading to Wingfield Park Island sits. At the eastern end of the segment the masonry is more carefully set in courses rather than in the more random configuration seen to closer to the South Arlington bridge. The components of Section I date to at least the 1920s when the city remodeled Wingfield Park from the Belle Island Amusement Park. The south bank wall may be older. It likely replaced the board walk that stood along what is now Island Avenue during the early part of the 20th century.

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- J. Section J is in two parts along the north bank. This segment runs along the footpath behind Truckee Lane Building at 246-254 West First Street, approximately 150 feet long, is then interrupted by the newer concrete steps at the West Street Plaza, formerly known as Brick Park. It then resumes proceeding east, approximately 620 feet past the Sierra Street bridge to just west of the Virginia Street bridge. The segments are poured concrete walls of varying heights approximately ten to twenty feet tall with balustrades and light post bases like those on the Sierra Street bridge, as shown in **Photograph 10**. The concrete balustrades have beveled square openings and light posts on decorative bases. The light post bases' art deco design is formed by three successively larger rounded groves set in a box shape. There are several drains pipes, some with covers, intermittently protruding from the center of the wall. The light posts along the balustrades are fluted iron columns topped with globe light fixtures. Section J was built in the mid-1930s in conjunction with construction of the Sierra Street bridge.
- K. Section K is the steps and river access at the West Street Plaza. This segment, approximately 210 feet wide, interrupts the river channel's retaining walls with concrete steps, flanked by poured concrete walls, leading down from the plaza. This section, shown in **Photograph 11**, appears to have been built in the 1970s.
- L. Section L is the Truckee Riverwalk built on the south bank in 1991. The walk extends from the South Arlington bridge to the Virginia Street bridge following Island Avenue and former Island Avenue alignment. The retaining walls and elements at the river associated with the Riverwalk design are only the approximately 850 feet span from Rainbow Street to Virginia Street. The wall at Section I, described above, is older than the Riverwalk design, but the segment from South Arlington Avenue to Rainbow Street has the railing and decorative elements of the Riverwalk. From Rainbow Street to Sierra Street, shown in **Photograph 12**, the retaining wall is a poured concrete structure approximately fifteen to twenty feet tall. The wall is topped by several rounded balcony-like elements slightly cantilevered over the river with steel railings and pergola-like structures. At the southwest corner of the Sierra Street bridge, the Cochrane Ditch intake and diversion channel is integrated into retaining wall system. This includes a dead-end ramp from the sidewalk down towards the river, apparently designed to someday created a path under the Sierra Street bridge to meet up with the lower portion of the Riverwalk between the Sierra Street and Virginia Street bridges which is the focal point of the design. The area of the Riverwalk between Sierra Street and Virginia Street, shown in **Photograph 13**, has a series of stairs leading down from the sidewalk with pergola structures adjacent to the Riverside Hotel and its adjacent empty parcel. There is a central fountain at a gable and pyramidal roof structure. Ramps at either end of this segment lead down from the sidewalk. At the river there is an uncoursed rubble wall, approximately six feet tall with concrete coping and chain fences between metal posts. The wall includes two sets of steps that lead to the water. Dead-end ramps lead to the base of both the Sierra Street bridge and the Virginia Street bridge. The design also includes four pyramidal and two half-pyramidal roof structures set symmetrically on either side of the fountain. New concrete adjacent to the Virginia Street bridge has been scored to match the masonry finish on the bridge.

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- M. Section M is on the north bank from just west of Virginia Street to Center Street. This section, shown in **Photograph 14**, is a concrete wall fifteen to twenty feet tall horizontally scored like the masonry on the Virginia Street bridge. It is approximately 430 feet long and has a simple metal railing on it as well as a large storm drain protruding from it to the east of Virginia Street. The segment west of Virginia Street is topped by the balustrade described in Section J which continues from the west to the Virginia Street bridge. Under the balustrade the scored concrete at the bridge abutment gives way to a fifty feet long uncoursed rubble masonry segment, as shown in **Photograph 15**. This section is likely the oldest section of retaining wall in downtown Reno. It was likely built circa 1908 after the previous year's flood.
- N. Section N is on the south bank from Virginia Street to Center Street in front of the U.S. Post Office at 50 South Virginia Street, as shown in **Photograph 16**. The approximately twenty feet tall and approximately 295 feet long concrete wall is horizontally scored similar to the Virginia Street bridge and has an Art Deco design concrete balustrade. The balustrade is comprised of square rails with chamfered cornered openings and rounded posts with vertical grooves. The last two segments of the balustrade have recently been replaced in kind as part of the Center Street bridge project. The original part of this section, nearest the Virginia Street bridge, was built along with the segment on the north bank circa 1908. The wall between Virginia Street and Center Street on the south bank was completed in the 1930s to compliment the U.S. Post Office which had been completed in 1933.
- O. Section O is the abutments to the recently rebuilt Center Street bridge. The poured concrete abutments flank the Center Street bridge deck by five to ten feet on either side. On the retaining wall at the bridge's southwest corner, there are historic high water marks. These marks are marble and slightly protrude from the wall. The original Center Street bridge was built in 1926. The Nevada Department of Transportation and the City of Reno rebuilt the bridge in 1996 - 1997, likely replacing the abutments with the bridge.
- P. Section P is at the base of the AT&T building on the north bank between Center and Lake streets, as shown in **Photograph 17**. This wall is approximately fifteen to twenty feet tall and approximately 330 feet long. It is poured concrete and has stone face railing posts with decorative iron railings. Vertical lines are inscribed in the walls directly beneath the railing posts. The wall carries a walkway and an arched arcade at the building's first floor. The arcade juts out into the river supported on two concrete piers. East of the arcade the concrete walkway, which ends at steps next to the Lake Street bridge, is cantilevered out over the riverbed. Section P appears to have been constructed along with the Nevada Pacific Telephone Company building (now AT&T building) in 1972. Some of this segment has likely been modified and improved since the 1970s.
- Q. Section Q is the concrete abutments of the Lake Street bridge. The abutments are only at the bridge and do not extend outward on either side of the bridge. The Nevada Highway Department and City of Reno built the Lake Street bridge and its abutments in 1937.

There are additional portions of the river bank east of Lake Street that have similar structures to prevent erosion or that provide support for adjacent structures. In addition to the bridge abutments at Second Street, Kuenzli Street, Sutro Street, and around Wells Avenue, these elements include the extension of concrete foundations down towards the river bed at the mid-1950s motels on the north bank to the west of the Second Street bridge, shown in **Photograph 18**, and the remains of a concrete retaining wall east of the Kuenzli Street bridge. There are also the remaining abutments of the 19th century Virginia & Truckee Railroad bridge also west of the Second Street bridge, shown in **Photograph 19**, and a retained rip-rap stepped back embankment on the north bank east of Sutro Street.

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JUSTIFICATION

The retaining walls standing along the Truckee River in Reno were built at various times during the 20th century. For most of these walls, the city government appears to have been responsible for initiating their construction. As the city's urban core grew and developed, the retaining walls were built for the purposes of protecting buildings and structures adjacent to the river as well as to place some control over the channel in which the river ran.

The oldest extant retaining walls on the Truckee River are around the Virginia Street bridge. After the flood of 1907, the City of Reno Engineer's Office, built walls on either side of the bridge between 1908 and 1910. The walls were built in successive projects. The first project extended a wall two hundred feet on the south bank of the river west of the bridge, adjacent to the old Riverside Hotel. The second project was at the base of Center Street on the north bank, but did not extend all the way to Virginia Street. The third project connect the wall at the base of Center Street to Virginia Street protecting the city's new federal building (Section M). Senator George S. Nixon fund construction of the north bank wall at Center Street to provide for the construction of what became the Majestic Theater on his river front property. He also helped acquire funding for the retaining wall adjacent to the federal building located at First Street and Virginia Street. The wall at the bridge's northwest corner had likely been constructed along with the bridge and did not extend much beyond the abutment. There were only small uncoursed rock walls west of Virginia Street on the north bank behind the houses on West First Street. These types of walls were located intermittently along the river banks, perhaps built by private property owners. At the southeast corner of the Virginia Street bridge, only a short wall extended beyond the bridge abutment, even though trustees of the Carnegie Library, which was situated on the adjacent parcel, wished to build a full wall on the south bank east of the bridge. The southern walls were all later remodeled or replaced. There as also a wooden board walk on the south bank between Belmont Street (now South Arlington Avenue) and Virginia Street, during the early 20th century that was later replaced.¹

In the 1920s, retaining walls were added along with other structures or features at or in the river. Walls in the area around Wingfield Park likely date to when the city dedicated the park in 1921, though some of the walls at what was Riverside Park on the south bank (Section F) and Fulton Park on the north bank (Section I) may predate the Wingfield Park dedication. The wall along the west end of Island Avenue on the south bank (Section D) and to the east of the South Arlington bridge on the south bank (Section J) appear to date from this period. The retaining wall west of the North Arlington bridge (Section H) was likely built in conjunction with or predated the Wingfield Park / Riverside Mill dam which was rebuilt in 1921. Its current form likely took shape when the US Army Corps of Engineers replaced the Wingfield Park dam in 1951. The city awarded a contract for construction of retaining walls to C.R. Hill, a local engineer, in September 1922. While it is unclear which walls he may have built, the length of the walls described in the

¹ "Reno Compelled to Build Sea Walls on Truckee," *Tonopah Daily Sun*, March 26, 1907; "Wall Along the Truckee," *Nevada State Journal*, October 28, 1907; "Plan Seawall for Island Avenue West," *Nevada State Journal*, May 16, 1908; "Embankment to Have Stone Wall," *Nevada State Journal*, October 6, 1908; "Hauling Stone for Sea Wall," *Reno Evening Gazette*, August 23, 1909; "Retaining Wall Back of Library," *Reno Evening Gazette*, July 29, 1909; "Appropriation for Sea Wall is Reported in Bill," *Reno Evening Gazette*, February 1, 1910; "Sea Wall is to be Completed," *Reno Evening Gazette*, March 22, 1910; "The Truckee River Through Reno and Sparks: Wet-Mantel or Rain-On Snow Floods," in *Flood Chronology Truckee River Basin, Lower Half, Carson River Subbasin, Calvada Subbasin, Eastern California—Western Nevada, 1861-1976*, Nevada Department of Conservation and Natural Resources, Resources Agency of California, and United States Department of Agriculture, September 1977, np; Washoe County Photographs, #2766, #3801, #3808, #3799, #3800, Nevada Historical Society.

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award suggests that he was responsible for some of the walls east of Arlington Avenue (Section I). When the City of Reno built the initial Center Street bridge in 1926, it does not appear to have added new walls adjacent to the bridge.²

The single largest effort to build retaining walls along the Truckee River in Reno came during the 1930s when federal "Work Relief program" funding (WPA / PWA, for example) became available in an effort to spur employment during the Depression. The retaining walls built during this period were among several large scale projects built in Reno including bridges, street / alley and sewer / storm drain improvements, flood control measures, construction of a municipal golf course, public park improvements, and school building improvements. Construction of the much of the retaining wall built during this period was essentially an extension of the construction conducted to build the Sierra Street bridge in 1937 (Section J). The other walls built during the Depression were to improve the appearance of the river walls adjacent to the US Post Office. (Section N). No retaining walls appear to have been constructed adjacent to the Lake Street bridge which was also built during this period. The I. Christensen Company constructed the retaining walls, built along with the Sierra Street bridge. These walls stretched from near Chestnut Street (now North Arlington Avenue) to near Virginia Street on the north bank (Section J) and along Island Avenue on the south bank. It is unclear how far the wall built with the Sierra Street bridge stretched on the south bank. It likely ran from at least Virginia Street to Rainbow Street, the area rebuilt in 1991 as the Truckee Riverwalk, where it met up with earlier uncoursed rubble wall near Wingfield Park. The federal government funded construction of the wall east of Virginia Street at the base of the U.S. Post Office after the post office was completed in 1933. At least portions of the walls at the river by the post office dated to ca. 1908 when the city extended retaining walls from the Virginia Street abutments after the 1907 flood. The beginnings of south bank wall between Virginia Street and Center Street (Section N) had been built with scribed concrete to match the Virginia Street bridge. In 1935, W.H. Wine contractor constructed the wall continuing the scribed concrete pattern, but with the addition of an Art Deco style balustrade to compliment the design of the post office. Relief workers also built what were likely the first retaining walls along Riverside Drive. Although the residential street had been tree-lined and had some landscaped features, no walls or structures are visible at the river bank in historic photographs until the late 1930s and 1940s. These walls were dry laid river rock walls were approximately five feet tall and were built before the 1937 flood in which they apparently helped prevent erosion of the river's north bank. These Riverside Drive walls remained in place at least into the 1960s.³

The City of Reno and citizen groups periodically conducted planning efforts to beautify the Truckee River. As shown, efforts began in the early 20th century and were also part of the efforts that the federal government funded during the Depression. Such planning continued in the post-World War II period, although flood control took more prominence after the 1950 and 1955 floods. In the mid-1970s, the city began plans for an improved walkway along the river. These plans continued into the 1980s. Over time the city dedicated several parks along the river, such as Brodhead Park east of the Kuenzli Street bridge which was dedicated in 1973.⁴ Culmination of some of those planning efforts came with construction projects along the river. The area now referred to West Street Plaza was originally Brick Park built at a

² Washoe County Photographs, #3864, #3895, #6958, #2941; "Contract Awarded for Construction of Retaining Wall," *Nevada State Journal*, September 12, 1922; and Nevada Historical Society; *Nevada Highways and Parks*, March 1937 and September 1940.

³ John A. Cooper, "Report of Work Relief Programs in Reno, Nevada," Municipal Division of the United States Community Improvement Appraisal, Office of the Mayor, Reno, Nevada, March 1, 1938, 1-5 and 10-12; "Funds are Sought For River Wall," *Reno Evening Gazette*, March 3, 1934; "Truckee Wall Work To Start," *Nevada State Journal*, July 31, 1935; "Reno's New Retaining Wall," *Nevada State Journal*, July 10, 1949; Washoe County Photographs #2944, #3982, #6950, #6964; and Eastman's Original Collection, Department of Special Collections, General Library, University of California, Davis, Photographs #5789, #5790, and #5791.

⁴ See "Truckee River" clippings file at the Nevada Historical Society; and plaque at Brodhead Park.

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former parking lot in the 1970s. Its construction included the steps down to the river (Section K). The City of Reno remodeled the park in 1999. A similar type of improvement effort came with the completion of the Raymond I. Smith Truckee River Walk (Section L) dedicated in July 1991. The architect for the river walk design was Archidea and David A. Noval Construction Company built the structure.⁵ Individual buildings also have contributed to the addition of retaining walls. The Nevada Pacific Telephone (now AT&T) Building just east of Center Street on the north bank (Section P) was built in 1972. This design included the arcade that juts out over the river. The adjacent concrete retaining walls were also likely built at that time. Historic photographs of previous buildings on that site do not show any retaining walls at this location.⁶

Many sections of the river retaining wall have been repaired or replaced over time. The entrance of Peavine Creek into the Truckee River just east of Arlington Avenue (part of Section H) was likely built into its current form in the 1960s, replacing earlier structures that separated West First Street and the irrigation ditches that ran along the north bank east of the dam at Chestnut Street, for example, during the early 20th century as well as the initial structures that took Peavine Creek under ground during the 1930s or 1940s.⁷ More recently, the flood of 1997 caused damage to some of the city's retaining walls. Some of the segments along Riverside Drive, for instance, had to be rebuilt and strengthened (Sections A, C, and E). The wall at the eastern end of Riverside Drive (Section E) was largely rebuilt after the 1997 flood. Its location just upstream from the river's turn at Wingfield Park made it vulnerable to erosion. The base of the wall was washed out. The repair to this section included installation of the concrete base.⁸

Several structures that had been built in the river were removed and not replaced, mostly to allow the river to flow more freely. The two most prominent of these were the landscaped garden in the middle of the river between the Virginia Street and Center Street bridge and the temporary dam built just west of Virginia Street. The landscaped river garden was built in 1936 atop an existing sandbar with funding and labor from the WPA. Although inaccessible to pedestrians, it originally had a central fountain and curvilinear paths. After World War II, the feature was neglected and became overgrown. Following the 1950 flood, the U.S. Army Corps of Engineers deemed the island a flood hazard and had it removed in 1951. Its removal was part of a larger Corps project, that took place throughout the 1950s, that cleared much of the debris and obstructions from the river. The temporary dam was built in October 1925 in preparation for the Exposition celebrating the completion of the transcontinental highway. The dam was likely removed soon after the Exposition.⁹

The retaining walls along the Truckee River in Reno do not appear to have been previously evaluated for listing in the National Register. Rainshadow Associates briefly discussed the retaining wall in the "Cultural Resources Inventory and Evaluation: Truckee River Flood Control Project, Washoe and Storey Counties, Nevada," prepared for Department of

⁵ Sanborn Fire Insurance map, *Reno*, 1972; "West Street Plaza Has New Design" City of Reno website, November 23, 1999, online at www.cityofreno.com, accessed January 2002; and plaque at Raymond I. Smith Truckee River Walk.

⁶ Sanborn Fire Insurance map, *Reno*, 1972. See photographs of 1955 flood, for example, for photographs of previous buildings at this location.

⁷ Glenn Daly, City of Reno, personal communications with Christopher McMorris February 1, 2002; Sanborn Fire Insurance Maps, *Reno*, 1906, 1918, 1933, and 1948.

⁸ Glenn Daly, City of Reno, personal communications with Christopher McMorris February 1, 2002.

⁹ "Crowds Watch as Bulldozers Rip Out Island in River," *Nevada State Journal*, September 22, 1951; "Reno's River Island Was Handsome Thing in Its Hey-Day," *Nevada State Journal*, September 23, 1951; "Bulldozing the Rocks," *Nevada State Journal*, December 29, 1956; and Washoe County Photographs #2886, #3806, #3807, and #4041, Nevada Historical Society.

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the Army, Corps of Engineers, Sacramento in June 1992. Rainshadow, however, neither prepared a historic resource inventory form for the resource nor discussed the retaining walls' eligibility under National Register Criteria.

The possible significance of the Truckee River retaining walls lies in their importance within the efforts to protect and beautify Reno's growing urban environment during the early to mid 20th century. As discussed, construction of the retaining walls occurred sporadically and over a relatively long period of time. The evaluation of these walls can be split into those within the period of potential historic significance listed on this form (1908-1938) and those not within the period of significance (i.e., those built in the modern, or non-historic, period). Those within the period of potential significance relate to the extant examples of flood protection structures, urban park improvements and beautification of the Truckee River corridor during the earlier phase of river enhancement works in Reno. These had greater influence on the city's development and the development of properties along the river than later walls. Included in the period of construction are three sets of walls built at different times: 1) the walls at the Virginia Street bridge built after the 1907 flood; 2) the walls around Wingfield Park built in the 1920s; and 3) the walls built as work relief projects during the Depression of the 1930s. Each of the walled sections included in the historic period of potential significance further controlled the flow of the Truckee River as it passed through Reno. This helped create defined developable areas along the river and established some dependable protections against mild to moderate flood conditions. The walls were most valuable to the development of commercial properties along the river. While important to individual or groups or property owners, the walls were generally not built as a result of an overall planning scheme, nor essential for development of the city as a whole. In fact, at least one of the retaining walls was funded by a private citizen with development interests or options along the river. The piecemeal construction of these early retaining walls was the result of various funding sources available at different times mixed with the variety of commercial, civic, and engineering interests participating in the decision making process at any one time. Without some or all of them, the city's commercial core would have likely remained further from the river where it had originally been centered around Commercial Row or been focused elsewhere. As a group, they are not a cohesive set of resources that represent a significant or distinguishable entity. They also do not appear to be individually significant. The walls built after the period of significance mostly replaced or improved earlier structures, continuing to serve the same functional uses of the prior structures.

While the older Truckee River retaining walls are essential pieces of infrastructure associated with Reno's urban development in the 20th century, they tend to be associated with the development of individual properties or certain short and well-defined sections of the riverfront. They do not appear to be significant structures within the broader context of Reno history. Their level of importance is similar to that of much of the city's infrastructure, valuable, if not essential for the support of basic urban land uses and the development of commerce, but not historically significant as outlined under Criterion A. The walls are not known to be associated with any significant historical person or persons that would make them significant under Criterion B. Although some of the retaining walls were constructed with design features or architectural characteristics to blend with surrounding structures, these are essentially functional engineering works. As engineering features, the walls do not appear to embody distinctive characteristics of type, period, and method of construction. They do not appear to be important examples of construction practices of their time, and they are not significant examples of the variation, evolution, or transition of construction types. They also do not appear to be important works of significant master architects or builders, and they do not form an entity that would make them significant as a historic district. Furthermore, many segments of historic period retaining walls have been altered or replaced in whole by modern structures, such as the current retaining walls found at the Truckee River Walk on the south bank of the river and construction of the West Street Plaza on the north bank of the river. Thus, the remaining retaining walls along the Truckee River do not appear to be significant under Criterion C. Although some components of the retaining walls retain historic integrity, the walls both as a group possess compromised integrity and individually by section lack historical and architectural/engineering significance. Therefore, the Truckee River retaining walls do not appear to meet the criteria for listing in the National Register of Historic Places.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Truckee River retaining walls / City, County: Reno, Washoe

SECTION NO. 11 PAGE NO. 1

BIBLIOGRAPHY

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Sanborn Fire Insurance Company. Maps of Reno, Nevada. 1906, 1918, 1933, 1948, 1955, and 1972.

"West Street Plaza Has New Design." City of Reno website. November 23, 1999. Online at www.cityofreno.com, accessed January 2002.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Truckee River retaining walls City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 1

PHOTOGRAPHS

The following applies to all photographs:

Name of Photographer: Christopher McMorris

Location of Original Negative: JRP Historical Consulting Services, Davis, California

Photograph 1

Date of Photograph: 10/26/01

Description of View: section B, south bank opposite Lundsford Park, camera facing east

Photograph 2

Date of Photograph: 10/26/01

Description of View: Section C, south bank west of Island Avenue, camera facing east

Photograph 3

Date of Photograph: 10/26/01

Description of View: Section D, south bank east end at Island Avenue, camera facing southeast

Photograph 4

Date of Photograph: 10/26/01

Description of View: Section D, south bank at Island Avenue and Barbara Bennett Park, camera facing southwest

Photograph 5

Date of Photograph: 10/26/01

Description of View: Section E, north bank, Riverside Drive near Ralston Street, camera facing north

Photograph 6

Date of Photograph: 2/6/02

Description of View: Section G, north bank, West First Street near Stevenson Street, camera facing east

Photograph 7

Date of Photograph: 10/24/01

Description of View: Section H, Peavine Creek east of Arlington Avenue, camera facing northwest

Photograph 8

Date of Photograph: 2/7/02

Description of View: Section I, north bank, east of Arlington Avenue, camera facing northeast

Photograph 9

Date of Photograph: 2/6/02

Description of View: Section I, south bank, east of Arlington Avenue, camera facing east

Photograph 10

Date of Photograph: 10/24/01

Description of View: Section J, north bank, west of Sierra Street, camera facing northeast

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Truckee River retaining walls City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 1

PHOTOGRAPHS

Photograph 11

Date of Photograph: 2/7/02

Description of View: Section K, north bank, West Street Plaza, camera facing northeast

Photograph 12

Date of Photograph: 2/7/02

Description of View: Section L, south bank, east of Rainbow Street, camera facing east

Photograph 13

Date of Photograph: 2/7/02

Description of View: Section L, south bank between Sierra Street and Virginia Street

Photograph 14

Date of Photograph: 2/6/02

Description of View: Section M, north bank between Virginia Street and Center Street, camera facing northeast

Photograph 15

Date of Photograph: 10/24/01

Description of View: Section M, north bank, west of Virginia Street, camera facing north

Photograph 16

Date of Photograph: 10/24/01

Description of View: Section N, south bank between Virginia Street and Center Street, camera facing southeast

Photograph 17

Date of Photograph: 2/7/02

Description of View: Section P, north bank between Center Street and Lake Street, camera facing northeast

Photograph 18

Date of Photograph: 2/7/02

Description of View: North bank, East Second Street Motels, camera facing west

Photograph 19

Date of Photograph: 2/7/02

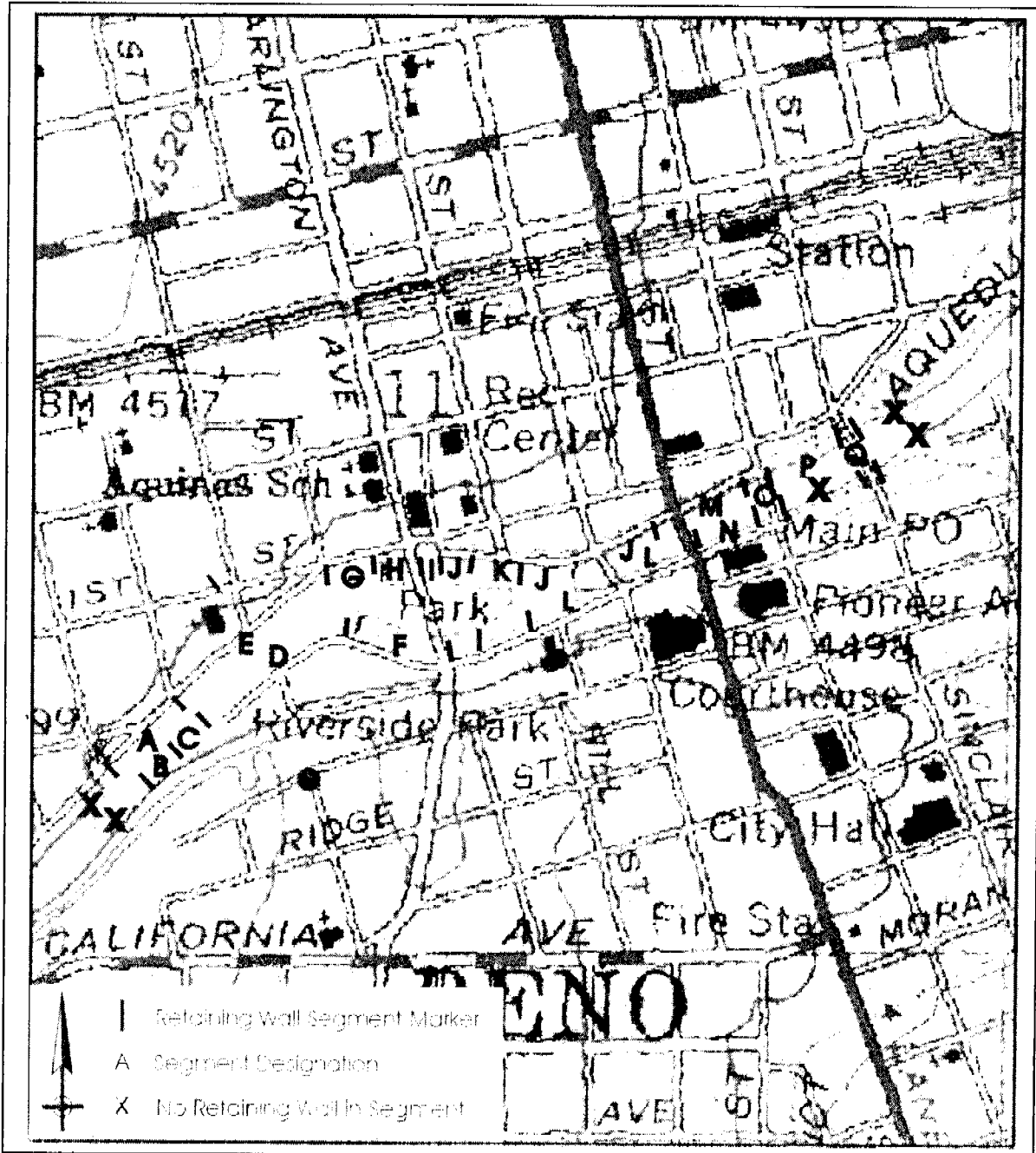
Description of View: Virginia & Truckee Railroad Abutment, south bank west of Second Street, camera facing southwest

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET

Property Name: Truckee River retaining walls City, County: Reno, Washoe

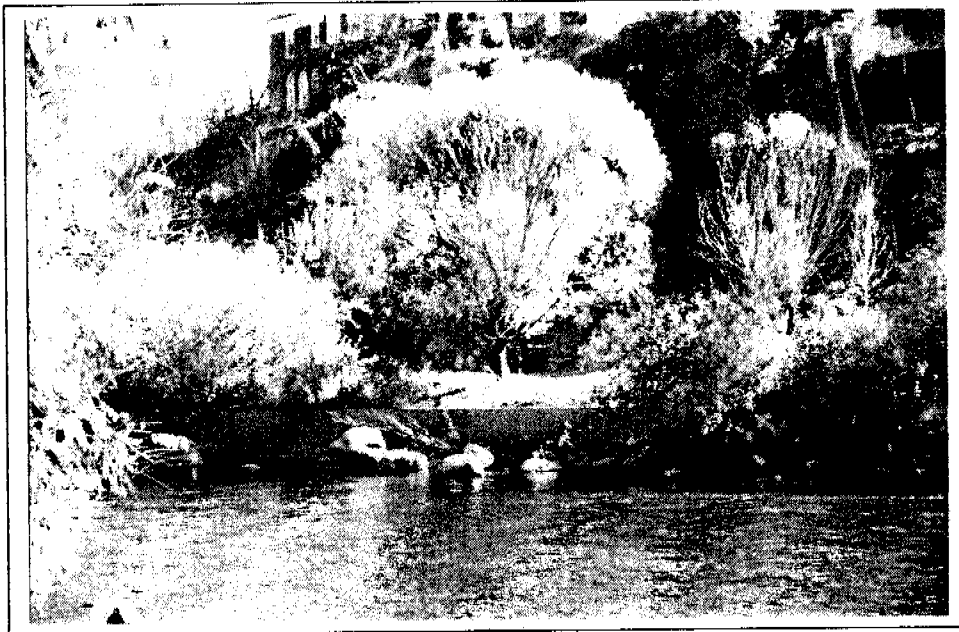
SECTION NO. 13 PAGE NO. 2

LOCATION MAP



PHOTOGRAPHS

Truckee River Retaining Walls



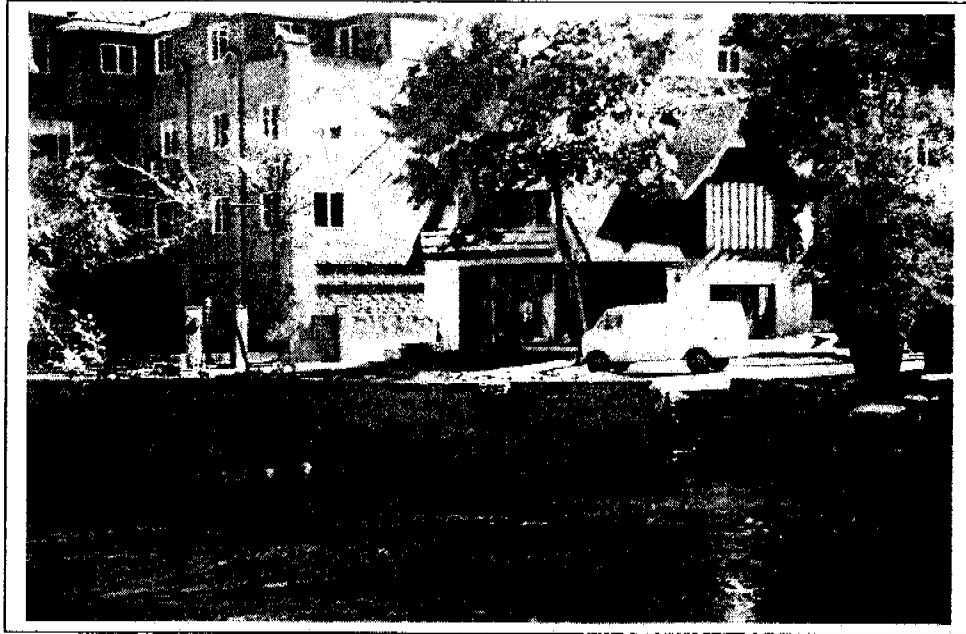
Photograph 1: Section B, south bank opposite Lundsford Park, camera facing east, 10/26/01.



Photograph 2: Section C, south bank west of Island Avenue, camera facing east, 10/26/01.

PHOTOGRAPHS

Truckee River Retaining Walls



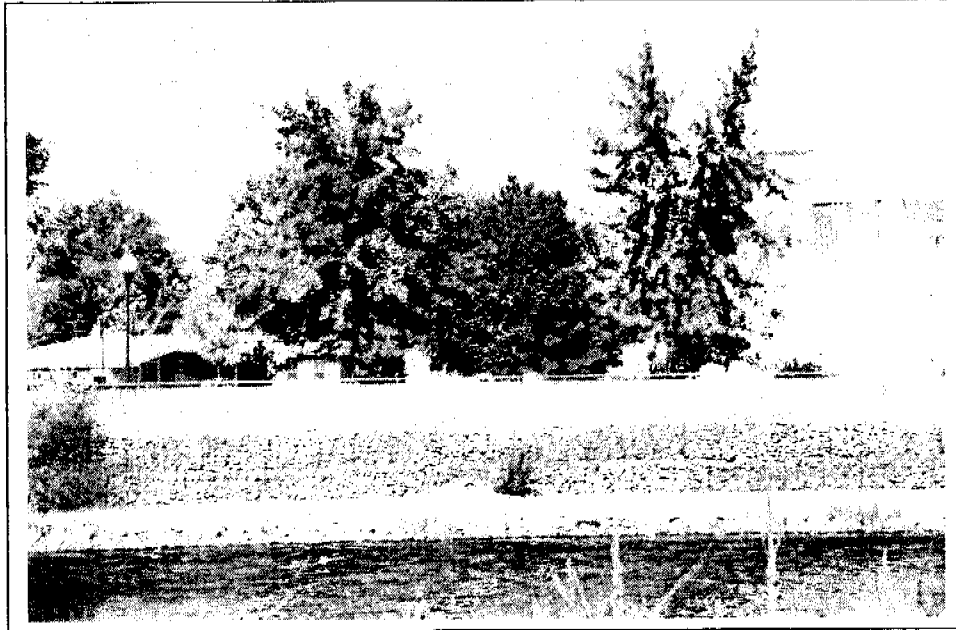
Photograph 3: Section D. south bank, west end of Island Avenue, camera facing southeast, 10/26/01.



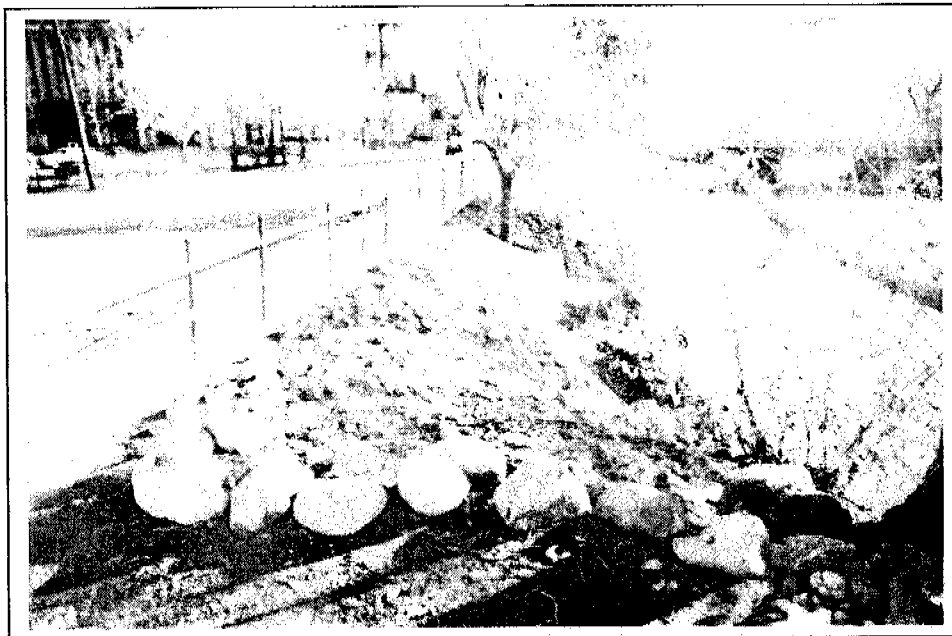
Photograph 4: Section D. south bank at Island Avenue and Barbara Bennett Park, camera facing southwest, 10/26/01.

PHOTOGRAPHS

Truckee River Retaining Walls



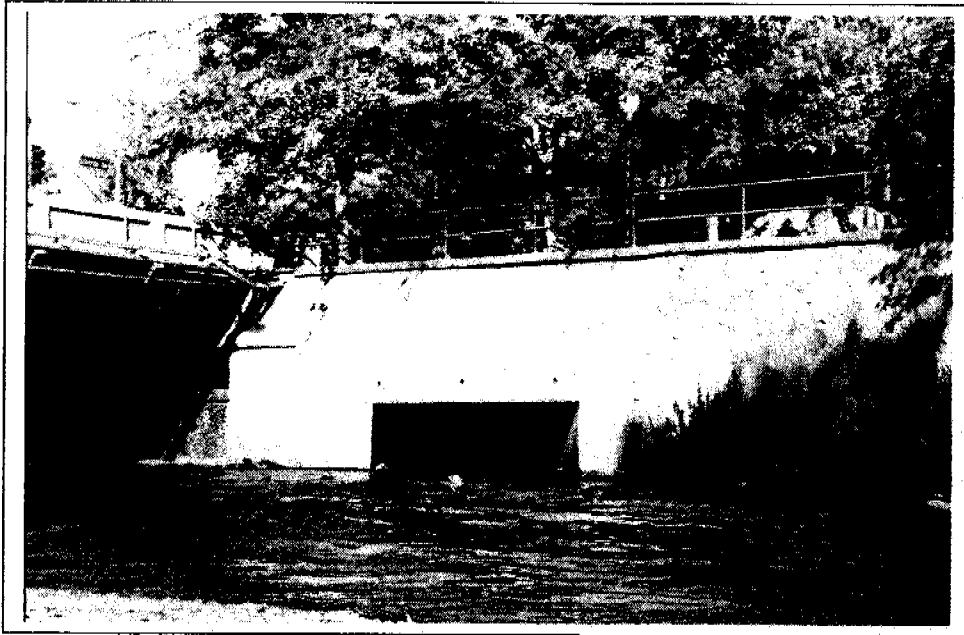
Photograph 5: Section E, north bank, Riverside Drive near Ralston Street, camera facing north 10/26/01.



Photograph 6: Section G, north bank, West First Street near Stevenson Street, camera facing east, 2/6/02

PHOTOGRAPHS

Truckee River Retaining Walls



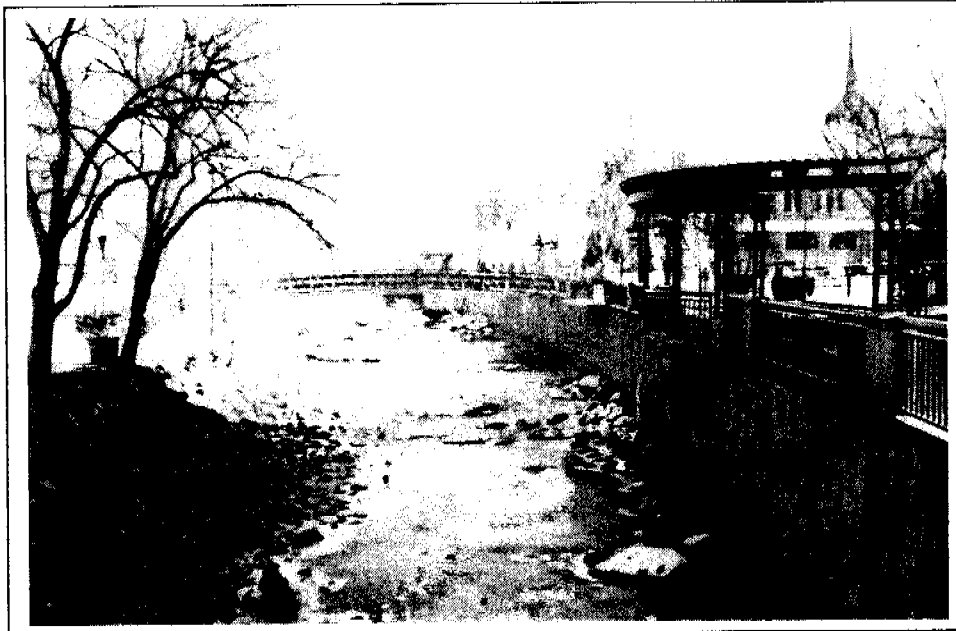
Photograph 7: Section H, north bank, Peavine Creek east of Arlington Avenue, camera facing northwest, 10/24/01.



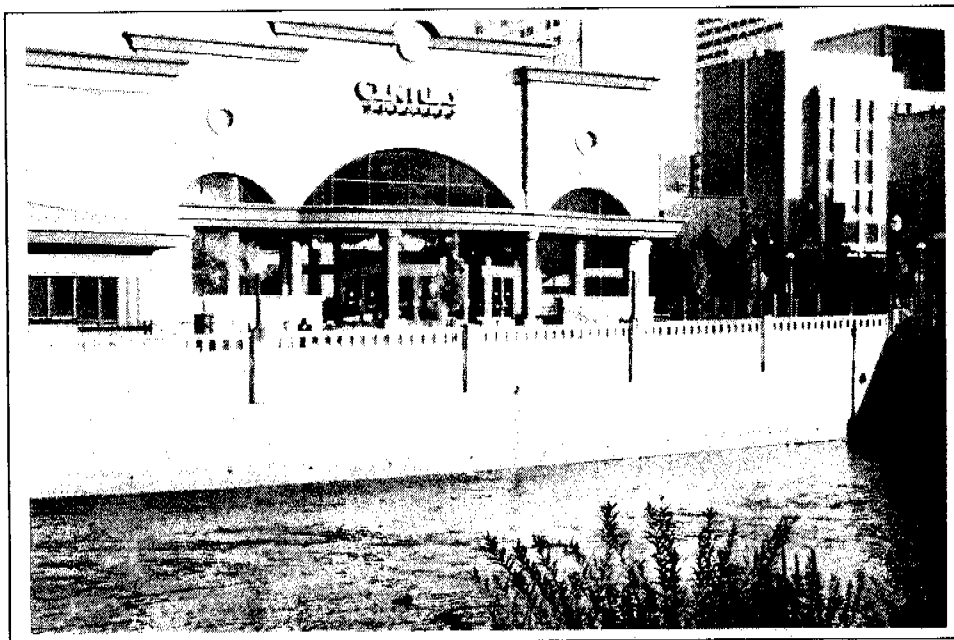
Photograph 8: Section I, north bank, east of Arlington Avenue, camera facing northeast, 2/7/02.

PHOTOGRAPHS

Truckee River Retaining Walls



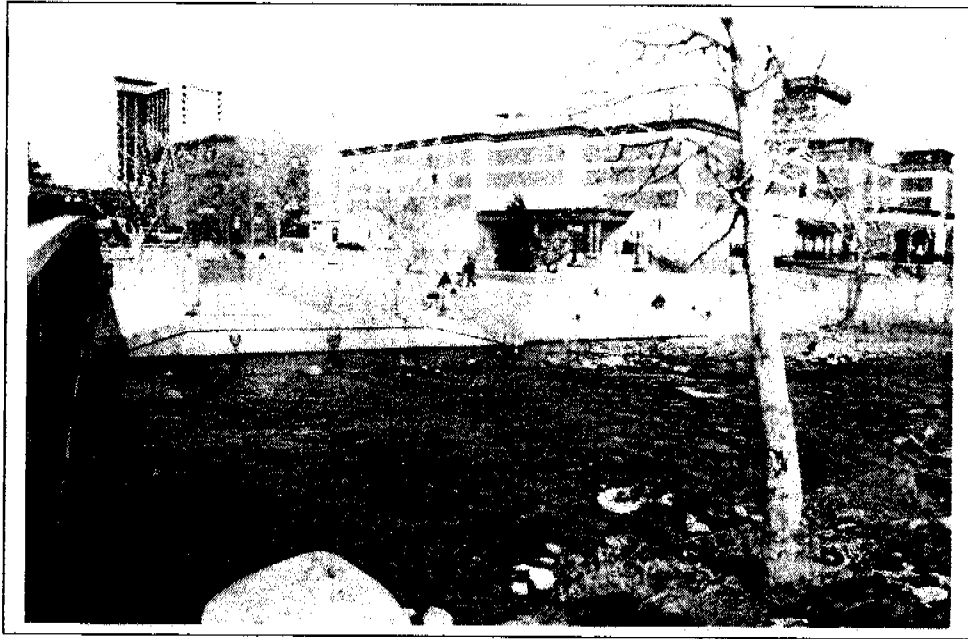
Photograph 9: Section I, south bank, east of Arlington Avenue, camera facing east, 2/6/02.



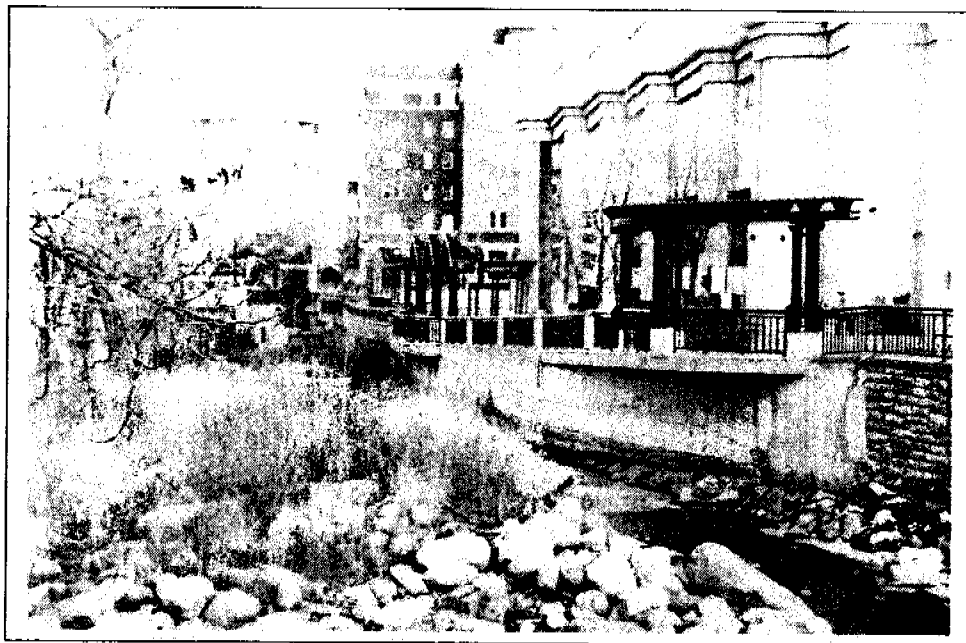
Photograph 10: Section J, north bank, west of Sierra Street, camera facing northeast, 10/24/01.

PHOTOGRAPHS

Truckee River Retaining Walls



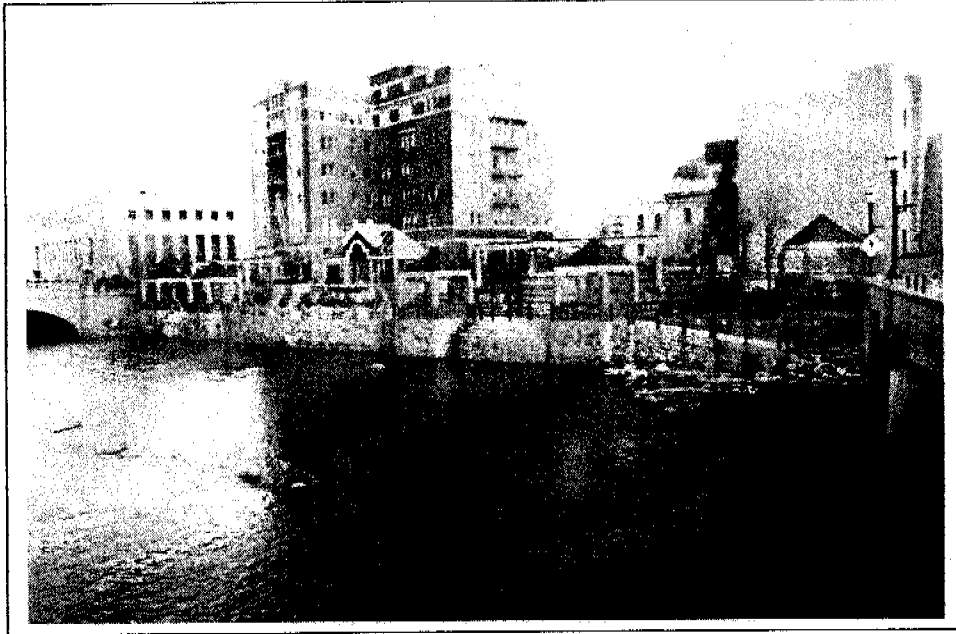
Photograph 11: Section K, north bank, West Street Plaza, camera facing northeast, 2/7/02.



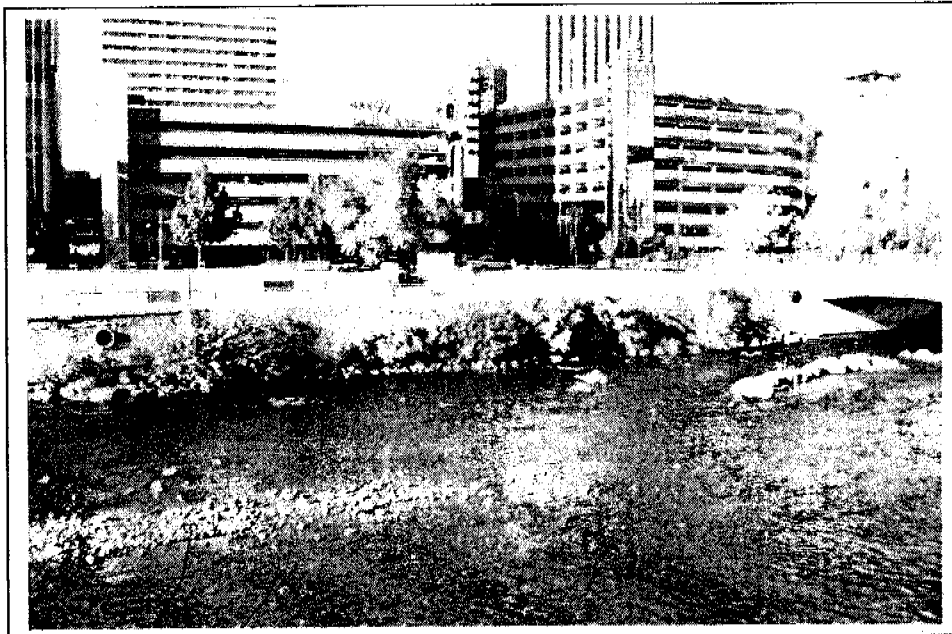
Photograph 12: Section L, south bank, east of Rainbow Street, camera facing east, 2/7/02.

PHOTOGRAPHS

Truckee River Retaining Walls



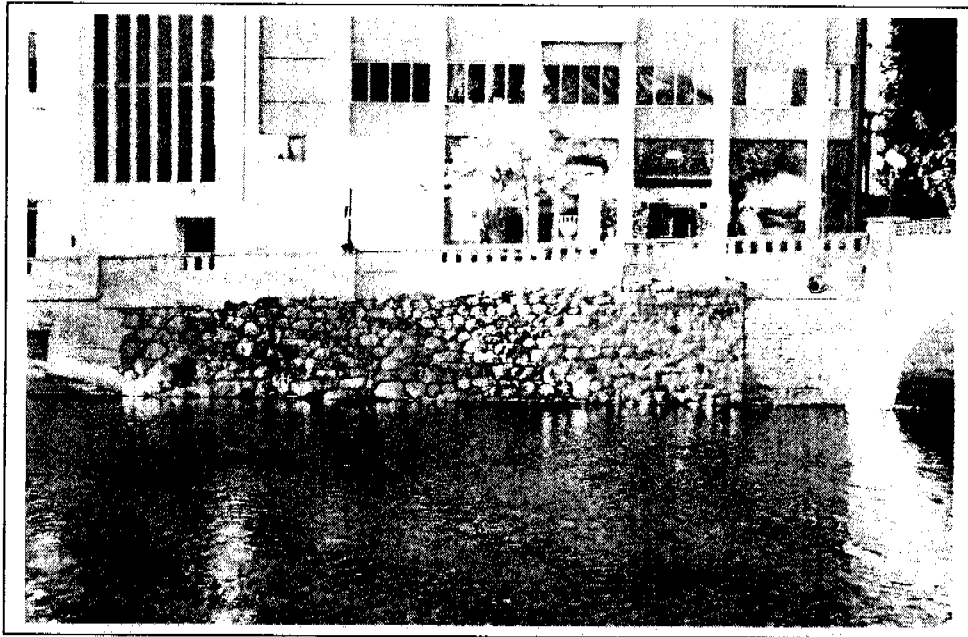
Photograph 13: Section L, south bank between Sierra Street and Virginia Street, camera facing southeast, 2/7/02.



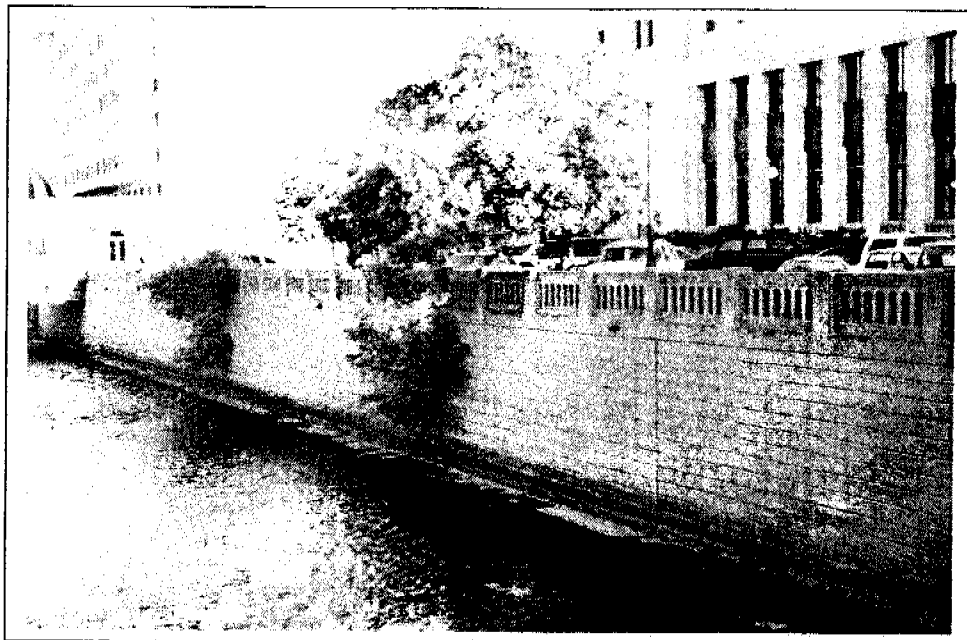
Photograph 14: Section M, north bank between Virginia Street and Center Street, camera facing northeast, 2/6/02.

PHOTOGRAPHS

Truckee River Retaining Walls



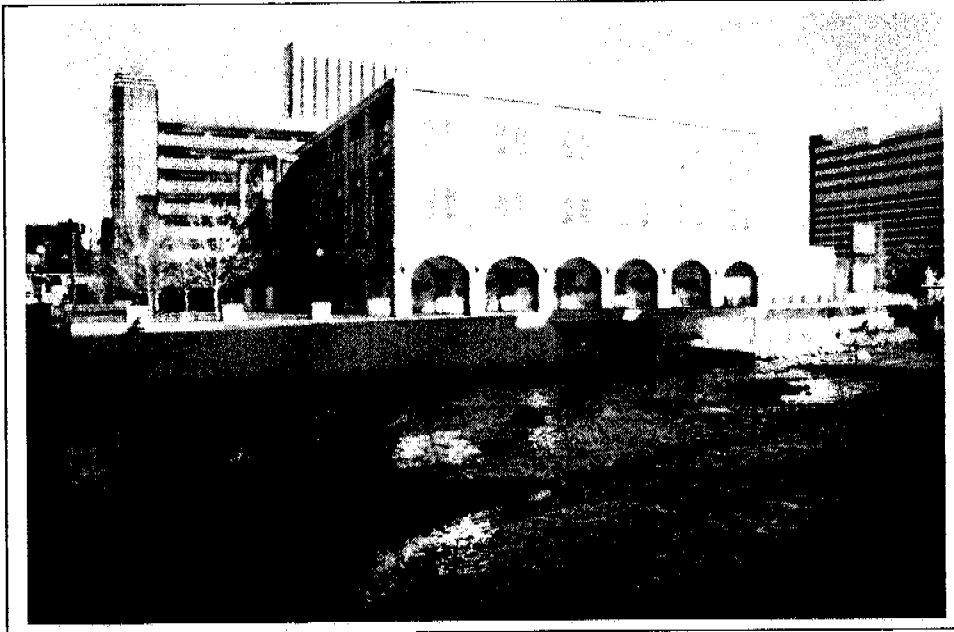
Photograph 15: Section M, north bank, west of Virginia Street, camera facing north, 10/24/01.



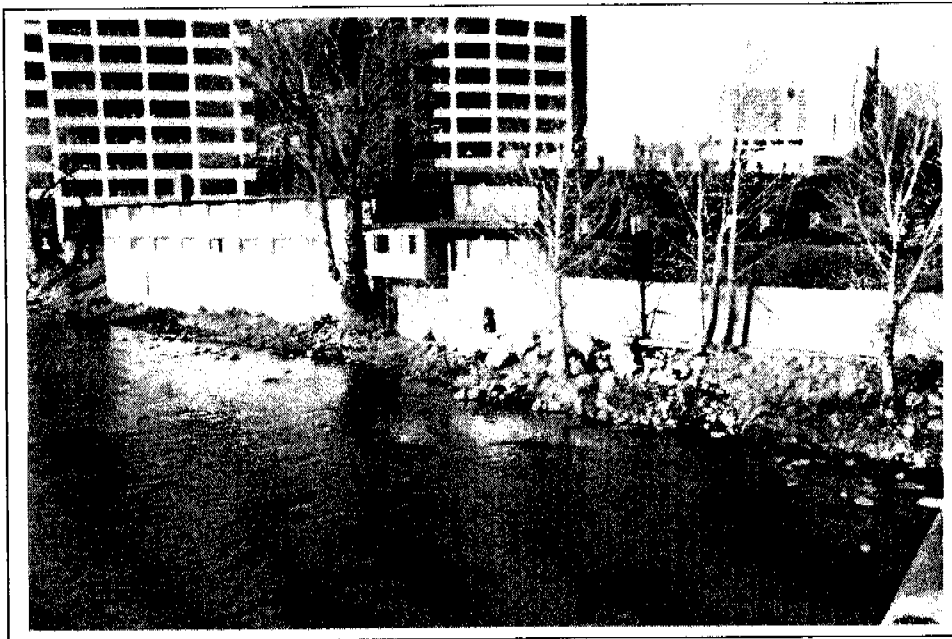
Photograph 16: Section N, south bank between Virginia Street and Center Street, camera facing southeast, 10/24/01.

PHOTOGRAPHS

Truckee River Retaining Walls



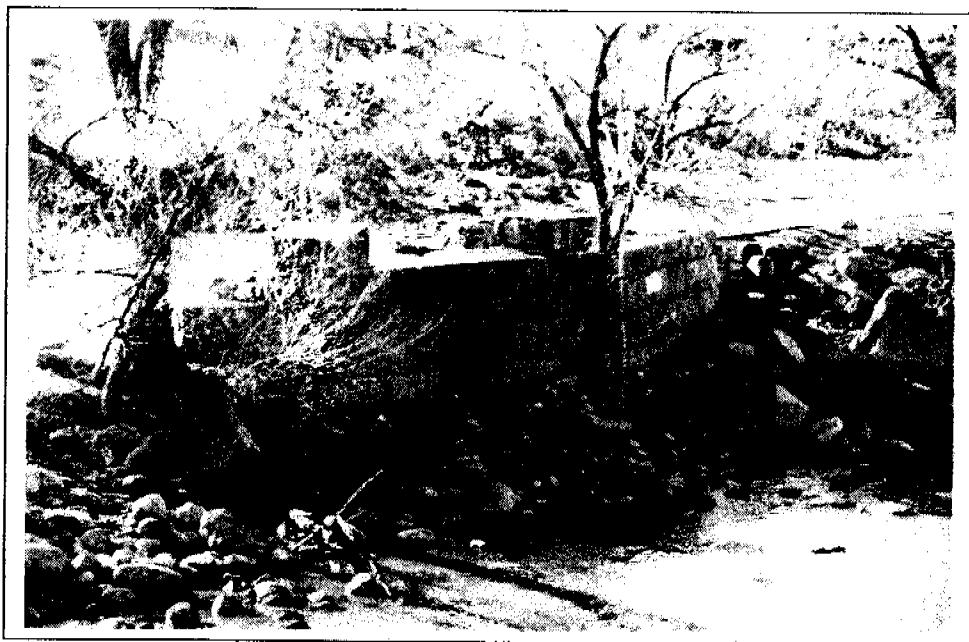
Photograph 17: Section P, north bank between Center Street and Lake Street. camera facing northeast, 2/7/02.



Photograph 18: North bank, East Second Street Motels, camera facing west. 2/7/02.

PHOTOGRAPHS

Truckee River Retaining Walls



Photograph 19: Virginia & Truckee Railroad Bridge Abutment, south bank west of Second Street, camera facing southwest, 2/7/02.

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM**

Rev. 3/00

For Office Use Only	
YR Built	1921
NR Eligible?	Y / N
District?	Y / N

SHPO Resource # S458

1. PROPERTY NAME

1A. Historic Name

Truckee River Bridge

1B. Current/Common Name

Bridge Number B-1532

2. PROPERTY ADDRESS

Street Address	State Route 658/Arlington Avenue
City, Zip Code	Reno
County	Washoe

3. PROPERTY OWNERSHIP

3A. Original Owner

Name	City of Reno
------	--------------

3B. Current Owner

Name	Reno Department of Public Works
Mailing Address	P.O. Box 1900, Reno NV 89505
Assessor's Parcel Number (APN)	N/A

4. CURRENT PROPERTY STATUS

<input checked="" type="checkbox"/>	Occupied	<input type="checkbox"/>	Vacant
<input type="checkbox"/>	Other (please specify)		

5. PROPERTY USE

5A. Current Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
<input checked="" type="checkbox"/>	Other (please specify) Highway bridge				

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM**

Property Name/Address Bridge Number B-1532 State Route 658/Arlington Avenue Page No. 2

5B. Historic Use

<input type="checkbox"/>	Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Religious
<input type="checkbox"/>	Educational	<input type="checkbox"/>	Governmental	<input type="checkbox"/>	Industrial
<input checked="" type="checkbox"/>	Other (please specify) Highway bridge				

6. CURRENT ACCESS

<input checked="" type="checkbox"/>	Permitted-local public resource	<input type="checkbox"/>	By owner permission only
<input type="checkbox"/>	Permitted-state public resource	<input type="checkbox"/>	Restricted
<input type="checkbox"/>	Permitted-federal public resource	<input type="checkbox"/>	Other (specify)

7. ACREAGE

Less than one acre	<input type="checkbox"/>	Estimated
--------------------	--------------------------	-----------

8. PROPERTY LOCATION

8A. UTM Location/Reference(s)

11-257864-4378780

8B. Township/Range/Section/Map

T19N/R19E/Section 11/USGS Reno, Nev. 7.5', 1967, Photorevised 1982
--

9. RESOURCE DESCRIPTION

9A. Resource Type

<input type="checkbox"/>	Building	<input checked="" type="checkbox"/>	Structure	<input type="checkbox"/>	District	<input type="checkbox"/>	Object	<input type="checkbox"/>	Site
<input type="checkbox"/>	Other								
<input type="checkbox"/>	Contributing element to a historic district (specify district name)								

9B. Exterior Resource Features

<input type="checkbox"/>	Basement	<input type="checkbox"/>	Number of stories
<input type="checkbox"/>	Porch	<input type="checkbox"/>	Balcony
<input type="checkbox"/>	Dormer(s)	<input type="checkbox"/>	Chimney
<input type="checkbox"/>	Other (Please specify)		

9C-F. Material and Systems (See instructions and enter code from Appendix A)

9C Roofing Material(s)	9D Exterior Surface Material(s)
	Concrete ES-4
9E. Building Structural System	9F Foundation Structural System
Concrete SS-1	Concrete F-2

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM**

Property Name/Address Bridge Number B-1532 State Route 658/Arlington Avenue Page No. 3

9G. Written Description

See continuation sheet

9H. Associated Structures/Features

Associated structures/features (submit <i>Associated Structures Summary</i>)		Yes	<input checked="" type="checkbox"/>	No
---	--	-----	-------------------------------------	----

9I. Integrity

<input checked="" type="checkbox"/>	Original site		
<input checked="" type="checkbox"/>	Altered (describe on continuation sheet)	Date Altered	1938, 1967
	Moved	Date Moved	
Moved from			

9J. Condition

<input checked="" type="checkbox"/>	Good		Fair
	Poor		Ruins

9K. Threats

None known

10. RESOURCE DATE AND SIGNIFICANCE

10A. Architect/Engineer/Designer

Unknown

10B. Builder/Contractor

George Pollock Co. of Sacramento, California

10C. Architectural Style/Period (See Appendix B)

No Style Vernacular

10D. Construction Date(s)

1921		Circa
------	--	-------

10E. Date(s) of Significance

**NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM**

Property Name/Address Bridge Number B-1532 State Route 658/Arlington Avenue **Page No.** 4

10F. Historic Resource Theme (See Appendix C)

Automobile

10G. National Register Eligibility (See Appendix D)

<input type="checkbox"/>	Listed	Date Listed	
Eligible under:			
<input type="checkbox"/>	Criterion A	<input type="checkbox"/>	Criterion B
<input type="checkbox"/>		<input type="checkbox"/>	Criterion C
<input type="checkbox"/>		<input type="checkbox"/>	Criterion D
Other (Specify)			
<input checked="" type="checkbox"/>	Not Eligible		
<input type="checkbox"/>	Unevaluated		

10H. Justification

See continuation sheet

11. BIBLIOGRAPHY

See continuation sheet

12. FORM INFORMATION

Report Number/Name	Nevada Bridge Survey Update
Date Surveyed	October 2003
Surveyor Name	John Snyder
Company	P.S. Preservation Services
Address	P.O. Box 2650, Carson City NV 89702
Telephone Number	(775) 849-2930

13. ATTACHED DOCUMENTATION

<input checked="" type="checkbox"/>	Continuation Sheets
<input checked="" type="checkbox"/>	Photographs
<input checked="" type="checkbox"/>	Location Maps
<input type="checkbox"/>	Plans
<input type="checkbox"/>	Other (please specify)
<input type="checkbox"/>	Associated Structures Summary Form
<input type="checkbox"/>	Historic District Addendum (if applicable)

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Bridge Number B-1532

City, County: Reno, Washoe

SECTION NO. 9G,9I,10H,11

PAGE NO. 5

9G. Bridge Number B-1532 is a 3-span, 122-foot reinforced concrete haunched girder bridge carrying Arlington Avenue across the Truckee River in Reno. The superstructure consists of eleven lines of haunched girders, carried on two reinforced concrete piers and reinforced concrete gravity-type abutments with wingwalls; reinforced concrete brackets carry cantilevered sidewalks on both sides of the bridge. The bridge carries four traffic lanes and two sidewalks between solid reinforced concrete railings with recessed panels, with panelled endposts; the endposts act as plinths for new, cast concrete planters in the form of Classical urns.

9I. The bridge was built in 1921 as a 2-girder bridge, then was substantially widened in 1938 with an additional nine lines of girders; it received new railings at that time as well. The bridge was further altered in 1967, at which time the cantilevered sidewalks were added.

10H. The major alterations to this bridge have resulted in a loss of integrity of design and workmanship from its original construction date. Though it retains a reasonable degree of integrity from its 1938 appearance, the 1967 alterations further compromised overall integrity. The bridge exhibits no engineering or architectural significance and, with no known association to persons or events important in history, does not appear to meet the eligibility criteria of the National Register of Historic Places.

11. See Bridge Survey Bibliography.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Bridge Number B-1532 City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 6



Photo Description Bridge B-1532, State Route 658/Arlington Avenue over Truckee River, Reno, deck view north, photo R1023D2

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Bridge Number B-1532 City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 7



Photo Description Bridge B-1532, State Route 658/Arlington Avenue over Truckee River, Reno, elevation view east, photo R1024D2

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Bridge Number B-1532 City, County: Reno, Washoe

SECTION NO. 13 PAGE NO. 8



Photo Description Bridge B-1532, State Route 658/Arlington Avenue over Truckee River, Reno, substructure view southeast, photo R1025D2. Original pier/ribs at center.

NEVADA STATE HISTORIC PRESERVATION OFFICE
HISTORIC RESOURCES INVENTORY FORM
CONTINUATION SHEET

Property Name: Bridge Number B-1532

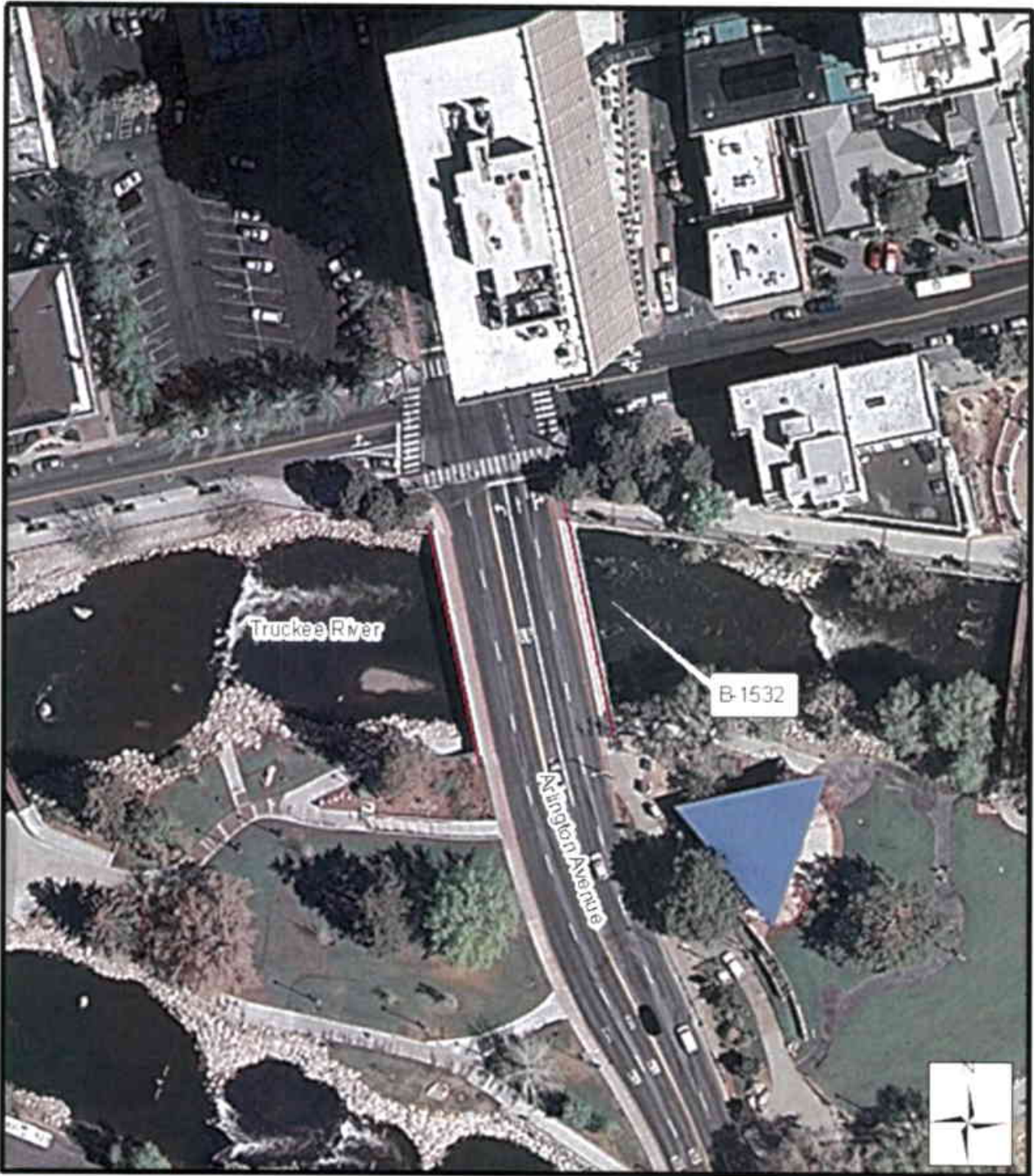
City, County: Reno, Washoe

SECTION NO. 13

PAGE NO. 9



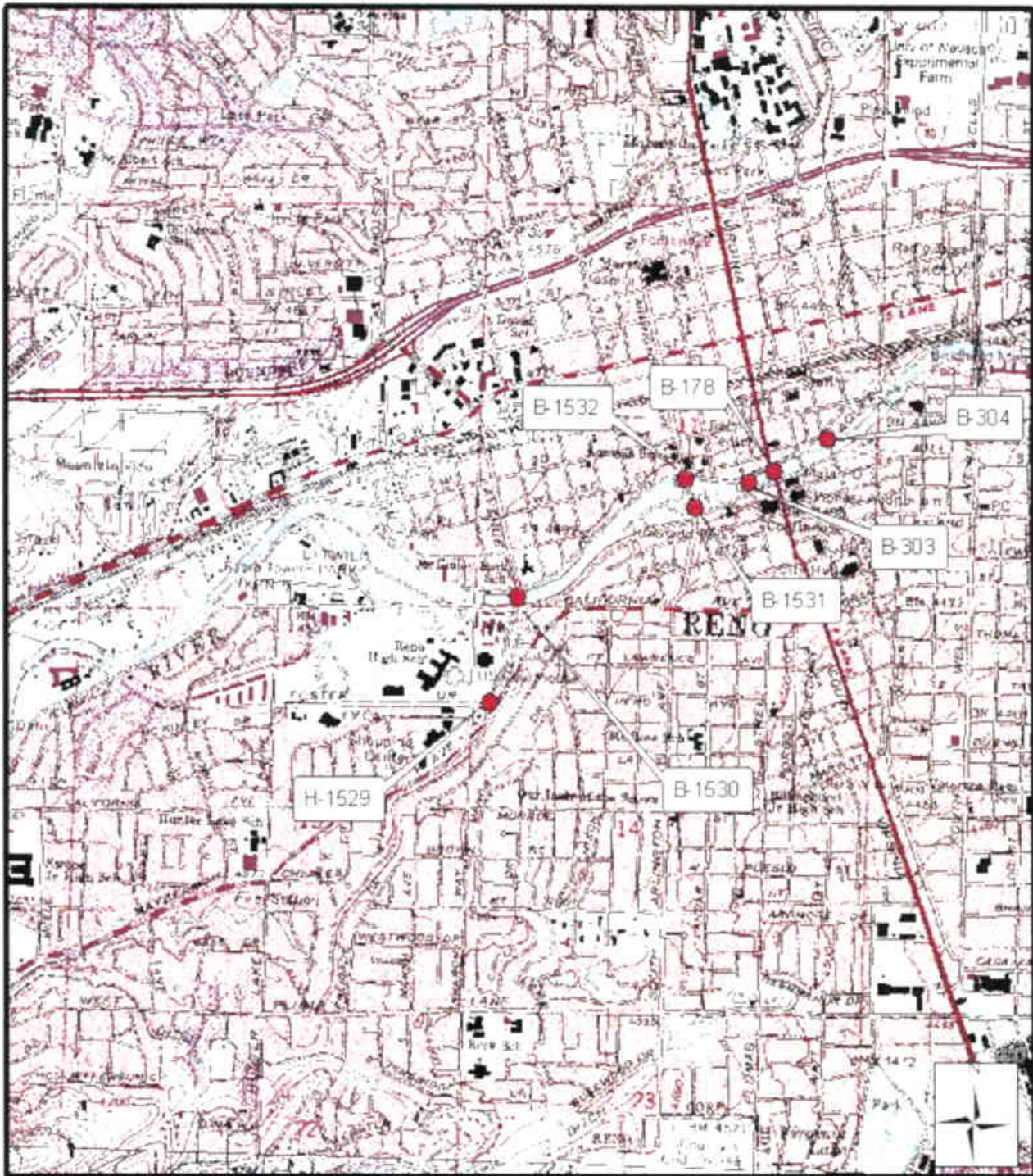
Photo Description Bridge B-1532, State Route 658/Arlington Avenue over Truckee River, Reno, oblique view southeast, photo R1026D2



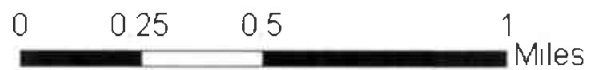
Map Reference: Reno, Nevada 7.5" USGS quadrangles
T19N, R19E



1:1,000



Map Reference: Reno, Nevada 7.5" USGS quadrangles
T19N, R19E



1:24,000

ATTACHMENT 3
2018 NEVADA DEPARTMENT OF TRANSPORTATION
BRIDGE REPORTS

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Last Modified: 05/31/2018

Structure Inventory and Appraisal

Bridge No.: B1531

1. State Code	329 (Nevada)	63. Rating Method	1 (Load Factor (LF))
2. District	02 (District 02)	64. Operating Rating	45.0
3. County	031 (Washoe)	65. Rating Method	1 (Load Factor (LF))
4. Place Code	60600 (Reno)	66. Inventory Rating	27.0
5. Inventory Route	151006580	67. Struc Eval	4 (Meets minimum tolerable limits)
6. Feature Intersected	TRUCKEE RVR	68. Deck Geometry	5 (Somewhat better than minimum adequacy)
7. Facility Carried	ARLINGTON AV	69. Underclearance, Vert & Horiz	N (Not applicable)
8. Structure No.	B1531	70. Posting	5 (Equal to or above legal loads)
9. Location	RENO - S BRIDGE	71. Waterway Adequacy	6 (Occasional Overtopping of Approaches)
10. Min Vertical Clearance	99.99 ft.	72. Approach Alignment	8 (Equal to present desirable criteria)
11. Milepoint	0.000	75A. Type Of Work	31 (Replacement)
12. Base Hwy Network	0 (Inventory Route is not on the Base Network)	75B. Work Done By	1 (Work to be done by contract)
13A. LRS Inv Route		76. Len of Struc Impr	70.20912
13B. Subroute No.		90. Inspection Date	04/03/2018
16. Latitude	39 ° 31 ' 25.30 "	91. Frequency	12
17. Longitude	119 ° 48 ' 58.65 "	92A. FC Frequency	
19. Detour Length	3.1	92B. UW Frequebcy	48
20. Toll	3 (On Free Road)	92C. SI Frequency	
21. Maintenance Resp	04 (City or Municipal Highway Agency)	92A-1. FC Required	N
22. Owner	04 (City or Municipal Highway Agency)	92B-1. UW Required	Y
26. Functional Class	16 (Urban)	92C-1. SI Required	N
27. Year Built	1938	93A. FC Inspection Date	
28A. Lanes On	3	93B. UW Inspection Date	09/18/2015
28B. Lanes Under	0	93C. SI Date	
29. Avg Daily Traffic	13000	94. Bridge Impr Cost	\$ 326
30. Year of ADT	2014	95. Rdwy Impr Cost	\$ 33
31. Design Load	0 (Other/Unknown)	96. Total Proj Cost	\$ 489
32. Appr. Roadway Width	44.9 ft.	97. Year of Impr Cost	2006
33. Median	0 (No median)	98A. Border Bridge Code	(Not Applicable)
34. Skew	0 degrees	98B. % Responsibility	
35. Structure Flared	0	99. Border Bridge No.	
36A. Bridge Railings	0 (Does not meet acceptable standards/safety feature is required)	100. STRAHNET	0 (Not a STRAHNET route)
36B. Transitions	0 (Does not meet acceptable standards/safety feature is required)	101. Parallel Structure	N (No parallel structure)
36C. Approach Guardrail	0 (Does not meet acceptable standards/safety feature is required)	102. Direction of Traffic	2 (2-way traffic)
36D. Approach GuardRail Term	0 (Does not meet acceptable standards/safety feature is required)	103. Temp Structure	
37. Historical Significance	5 (Not eligible)	104. Hwy Sys Inv Route	0 (Structure/Route is NOT on NHS)
38. Navigation Control	0 (No navigation control on waterway (bridge permit not required))	105. Fed Lands Hwys	0 (Not Applicable)
39. Vertical Clearance	0.0 ft.	106. Year Reconstructed	0000
40. Horiz. Clearance	0.0 ft.	107. Deck Type	1 (Concrete Cast-in-Place)
41. Posting Status	A (Open)	108A. Wearing Surface	6 (Bituminous)
42A. Type of Service On	5 (Highway-pedestrian)	108B. Deck Membrane	0 (None)
42B. Type of Service Under	5 (Waterway)	108C. Deck Protection	0 (None)
43A. Main Span Material	1 (Concrete)	109. Truck ADT	4 %
43B. Main Span Design	01 (Slab)	110. Desig National Net	0 (Inventory route not on network)
44A. Appr. Span Material	0 (Other)	111. Pier Protection	1 (Navigation protection not required)
44B. Appr. Span Design	00 (Other)	112. Bridge Length	Y
45. No. of Spans Main Unit	001	113. Scour Critical Bridges	5 (Scour within limits of footing or piles)
46. No. of Appr. Spans	0000	114. Future ADT	25000
47. Horiz. Clearance	44.9 ft.	115. Year Future ADT	2034
48. Length Max Span	45.9 ft.	116. Min Nav Vert Clear	0 ft.
49. Structure Length	47.9 ft.	201. Contract Number	City
50. Curb/Sdwk Width	LT 5.91 ft. RT 5.91 ft.	202. Seismic Risk	
51. Width Curb to Curb	44.9 ft.	203. Structure Name	
52. Deck Width Out to Out	61.0 ft.	204. Culvert Barrel Height	
53. Min. Vert. Clearance Over	9999 ft.	205. Culvert Barrel Width	
54A. Min. Vert. Underclear	N (Feature not a highway or railroad)	206. Culvert Barrel Length	
54B. Min. Vert. Underclear	0 ft.	207. Total Deck Area	2922 sq ft.
55A. Min. Lat. Underclear Right	N (Feature not a highway or railroad)	208. Last Access	04/03/2018
55B. Min. Lat. Underclear Right	0 ft.	Required Inspection Date	
56. Min. Lat. Underclear Left	0 ft.	209. Access Required	12
58. Deck	4 (Poor Condition (advanced deterioration))	Inspection Frequency	
59. Superstructure	4 (Poor Condition (advanced deterioration))	210. Date of Next Access	04/03/2019
60. Substructure	6 (Satisfactory Condition (minor deterioration))	Required	
61. Channel/Channel Prot	7 (Bank protection needs minor repairs)	211. Bridge Inventory	South to North
62. Culvert	N (Not Applicable)	Direction	

Sufficiency Rating: 55.50 FO: N SD: Y

Last Modified: 06/29/2018

Structure Inventory and Appraisal

Bridge No.: B1532

1. State Code	329 (Nevada)	63. Rating Method	1 (Load Factor (LF))
2. District	02 (District 02)	64. Operating Rating	42.4
3. County	031 (Washoe)	65. Rating Method	1 (Load Factor (LF))
4. Place Code	60600 (Reno)	66. Inventory Rating	25.6
5. Inventory Route	151006580	67. Struc Eval	4 (Meets minimum tolerable limits)
6. Feature Intersected	TRUCKEE RVR	68. Deck Geometry	6 (Equal to present minimum criteria)
7. Facility Carried	ARLINGTON AV	69. Underclearance, Vert & Horiz	N (Not applicable)
8. Structure No.	B1532	70. Posting	5 (Equal to or above legal loads)
9. Location	RENO - N BRIDGE	71. Waterway Adequacy	6 (Occasional Overtopping of Approaches)
10. Min Vertical Clearance	99.99 ft.	72. Approach Alignment	8 (Equal to present desirable criteria)
11. Milepoint	0.000	75A. Type Of Work	31 (Replacement)
12. Base Hwy Network	0 (Inventory Route is not on the Base Network)	75B. Work Done By	1 (Work to be done by contract)
13A. LRS Inv Route		76. Len of Struc Impr	152.55720
13B. Subroute No.		90. Inspection Date	04/03/2018
16. Latitude	39 ° 31 ' 28.47 "	91. Frequency	12
17. Longitude	119 ° 49 ' 00.08 "	92A. FC Frequency	
19. Detour Length	3.1	92B. UW Frequebcy	48
20. Toll	3 (On Free Road)	92C. SI Frequency	
21. Maintenance Resp	04 (City or Municipal Highway Agency)	92A-1. FC Required	N
22. Owner	04 (City or Municipal Highway Agency)	92B-1. UW Required	Y
26. Functional Class	16 (Urban)	92C-1. SI Required	N
27. Year Built	1921	93A. FC Inspection Date	
28A. Lanes On	4	93B. UW Inspection Date	09/19/2015
28B. Lanes Under	0	93C. SI Date	01/20/2017
29. Avg Daily Traffic	13000	94. Bridge Impr Cost	\$ 709
30. Year of ADT	2014	95. Rdwy Impr Cost	\$ 71
31. Design Load	0 (Other/Unknown)	96. Total Proj Cost	\$ 1063
32. Appr. Roadway Width	61.4 ft.	97. Year of Impr Cost	2007
33. Median	0 (No median)	98A. Border Bridge Code	(Not Applicable)
34. Skew	0 degrees	98B. % Responsibility	
35. Structure Flared	0	99. Border Bridge No.	
36A. Bridge Railings	0 (Does not meet acceptable standards/safety feature is required)	100. STRAHNET	0 (Not a STRAHNET route)
36B. Transitions	0 (Does not meet acceptable standards/safety feature is required)	101. Parallel Structure	N (No parallel structure)
36C. Approach Guardrail	0 (Does not meet acceptable standards/safety feature is required)	102. Direction of Traffic	2 (2-way traffic)
36D. Approach GuardRail Term	0 (Does not meet acceptable standards/safety feature is required)	103. Temp Structure	
37. Historical Significance	5 (Not eligible)	104. Hwy Sys Inv Route	0 (Structure/Route is NOT on NHS)
38. Navigation Control	0 (No navigation control on waterway (bridge permit not required))	105. Fed Lands Hwys	0 (Not Applicable)
39. Vertical Clearance	0.0 ft.	106. Year Reconstructed	1967
40. Horiz. Clearance	0.0 ft.	107. Deck Type	1 (Concrete Cast-in-Place)
41. Posting Status	A (Open)	108A. Wearing Surface	6 (Bituminous)
42A. Type of Service On	5 (Highway-pedestrian)	108B. Deck Membrane	0 (None)
42B. Type of Service Under	5 (Waterway)	108C. Deck Protection	0 (None)
43A. Main Span Material	1 (Concrete)	109. Truck ADT	4 %
43B. Main Span Design	04 (Tee Beam)	110. Desig National Net	0 (Inventory route not on network)
44A. Appr. Span Material	0 (Other)	111. Pier Protection	1 (Navigation protection not required)
44B. Appr. Span Design	00 (Other)	112. Bridge Length	Y
45. No. of Spans Main Unit	003	113. Scour Critical Bridges	3 (Foundations unstable for scour conditions)
46. No. of Appr. Spans	0000	114. Future ADT	25000
47. Horiz. Clearance	61.3 ft.	115. Year Future ADT	2034
48. Length Max Span	43.0 ft.	116. Min Nav Vert Clear	0 ft.
49. Structure Length	122.0 ft.	201. Contract Number	City
50. Curb/Sdwk Width	LT 5.91 ft. RT 5.91 ft.	202. Seismic Risk	
51. Width Curb to Curb	61.4 ft.	203. Structure Name	
52. Deck Width Out to Out	75.5 ft.	204. Culvert Barrel Height	
53. Min. Vert. Clearance Over	328 ft.	205. Culvert Barrel Width	
54A. Min. Vert. Underclear	N (Feature not a highway or railroad)	206. Culvert Barrel Length	
54B. Min. Vert. Underclear	0 ft.	207. Total Deck Area	9211 sq ft.
55A. Min. Lat. Underclear Right	N (Feature not a highway or railroad)	208. Last Access	04/03/2018
55B. Min. Lat. Underclear Right	0 ft.	Required Inspection Date	
56. Min. Lat. Underclear Left	0 ft.	209. Access Required	12
58. Deck	4 (Poor Condition (advanced deterioration))	Inspection Frequency	
59. Superstructure	5 (Fair Condition (minor section loss))	210. Date of Next Access	04/03/2019
60. Substructure	4 (Poor Condition (advanced deterioration))	Required	
61. Channel/Channel Prot	7 (Bank protection needs minor repairs)	211. Bridge Inventory	South to North
62. Culvert	N (Not Applicable)	Direction	

Sufficiency Rating: 54.50 FO: N SD: Y