

Appendix B8 Land Use



Memorandum

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Subject:	Land Use	Project Name	Feasibility Study and Conceptual Alternatives Analysis for Arlington Avenue Bridges Project
Date:	December 21, 2020		
Attention:	Judy Tortelli / Washoe RTC		
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1. Project Background

The Regional Transportation Commission (RTC) of Washoe County, in cooperation with the City of Reno and other local agencies, has initiated the Arlington Avenue Bridges Project (project) to conduct a feasibility and conceptual alternatives analysis to determine options for the rehabilitation or replacement of the two Arlington Avenue bridges across the Truckee River. The bridges are showing signs of wear resulting from the variety of modifications made, their age, and the repeated exposure to flood events.

The purpose of the project is to improve safety, evaluate alternatives that meet the changing community needs, and work to improve flood conveyance in downtown Reno. The project is needed to address structurally deficient bridges, provide safe and Americans with Disabilities Act (ADA) compliant multimodal improvements, address hydraulic capacity needs, and respond to regional and community plans. The overall goal is to ensure Arlington Avenue continues to foster a vibrant downtown for residents and visitors.

This feasibility study will:

- Develop specific bridge concepts and analyze based on their ability to meet the project's purpose and need,
- Analyze pedestrian access to the park and river,
- Identify design and environmental constraints,
- Review current flood protection requirements, and
- Define scope of future phases of the project.

The alternatives and concepts will also be analyzed based on input received from project stakeholders. This project will identify a bridge type and aesthetic package to carry forward into National Environmental Policy Act (NEPA) clearance and design beginning in 2021. Construction is anticipated to begin in 2026.

2. Existing Land Use

Arlington Avenue is bordered by mixed-use properties and includes commercial, institutional, residential, and recreational land uses. Figure 1 shows the existing land use based on the City of Reno land use codes. Arlington Avenue serves as a primary arterial and access point across the Truckee River. There are few undeveloped parcels along Arlington Avenue or within the surrounding area.

- **North Side:** The City of Reno classifies the area along Arlington Avenue, north of the Truckee River, as “Downtown Mixed-Use”. This area is primarily commercial and includes the 22-story Arlington Towers building in the northeast quadrant of the Arlington Avenue/First Street intersection. This building is a mix of retail and office uses with nearly 200 residential units (condominiums). Adjacent to the Truckee River is the Truckee River Walk, a multi-use path.
- **Truckee River:** Arlington Avenue crosses through Wingfield Park, an island in the Truckee River. This park, owned by the City of Reno, has grassy areas and multimodal paths for recreation. On the east side of the road, is the Wingfield Park Glenn Little Amphitheater which hosts concerts and events. Adjacent to the island is the Truckee River Whitewater Park which provides in-stream recreation for kayaks, rafts, and innertubes. Although this area is classified as “Downtown Mixed-Use” by the City of Reno, it is primarily a recreational area.
- **South Side:** The south side of the Truckee River is a mix of residential and commercial properties. Adjacent to the Truckee River on the west side of Arlington Avenue is the Barbara Bennett Park. This park contains tennis and basketball courts. The east side of Arlington Avenue is classified by the City of Reno as “Downtown Mixed-Use” and contains more commercial properties while the west side is classified as “Suburban Mixed-Use” and contains a larger number of residential areas.

Figure 1- Existing Land Use Map



Source: City of Reno; Esri



3. Project compatibility with local and regional plans

Local plans were reviewed to determine the compatibility of the Project with local and regional planning goals. To determine compatibility, the goals from applicable sections of each local and regional plan were evaluated. Table 1 summarizes the purpose of each plan and the compatibility with the project.

The project is not expected to change existing or future land use in the area. The project is compatible with local and regional plans as it will support future land use and zoning designations. Since there are few undeveloped areas within the study area, there is little room for growth, however the project will support local redevelopment goals.

Table 1: Combability with Local and Regional Plans

Plan	Plan Summary	Compatibility
<i>Reimagine Reno</i> (City of Reno 2017)	This master plan provides a roadmap for day-to-day decision-making, short-term actions, and long-term initiatives and strategies to achieve the community's vision. The plan reflects the ideals, values, and desires of the community, aligning them with plans, policies, and initiatives. Supports reinvestment in local roadways to create a safe and efficient transportation network. Invest in new bike lanes and sidewalks in order to increase safety and connectivity between destinations within the city and promote greater use of alternative modes of transportation.	Compatible
<i>Washoe County Master Plan, Land Use and Transportation</i> (Washoe County Department of Community Development 2011)	The purpose of the Land Use and Transportation Element is to set goals, policies, and action items that will shape communities throughout Washoe County through the year 2025. Desire to reinvest in local roadways to ensure safe travel with an emphasis on increased pedestrian and bicycle friendly facilities.	Compatible
<i>Bicycle and Pedestrian Master Plan</i> (Regional Transportation Commission 2017)	The purpose of the Bicycle and Pedestrian Master Plan is to make the region as bicycle and pedestrian friendly as possible in order to encourage people of all ages, abilities, and means to walk and/or bicycle. Supports safety improvements for Arlington Avenue. Arlington Avenue is listed as a medium priority for pedestrian and bicycle improvements	Compatible
<i>Complete Streets Master Plan</i> (Regional Transportation Commission 2016)	The purpose of the Complete Streets Master Plan is to identify the long-range strategy for Complete Street treatments in the Reno - Sparks metropolitan area. Arlington Avenue is listed as a complete streets project which has seen an increase in safety since implementation.	Compatible
<i>2012 Truckee Meadows Regional Plan</i> (Truckee Meadows Regional Planning Agency 2017)	The Truckee Meadows Regional Plan provides a blueprint for development in Washoe County. The document prescribes where growth will occur and where growth will be limited. Promote connectivity within the region by providing corridors that support pedestrian and bicyclists.	Compatible

In 2009, the City of Reno completed the TRAction Visioning Project which was part of the Truckee River Flood Management Project's master plan to improve safety along the Truckee River Corridor. The TRAction Project looked for the best solutions to improve flood protection in downtown Reno and analyzed alternatives for six downtown bridges:

- Booth Street



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

The TRAction Project Report suggested that the Arlington Avenue bridges be replaced to increase flood capacity, but also to ensure pedestrian access to Wingfield Park is maintained.

The scope of this Arlington Avenue Bridge Feasibility Study builds upon the previous project by further developing the concepts and reviewing determinations as first presented in the TRAction Project.

4. Summary

The project is not expected to change existing or future land use in the area. Since there are few undeveloped areas within the study area, there is little room for growth. Existing land uses are expected to remain the same in the future, as downtown mixed-use properties will continue to dominate the surrounding area. The project will continue to support and provide access to the recreational areas along the river. Improving the roadway and pedestrian corridor can support economic investment and redevelopment in the existing commercial areas, while improving accessibility and safety in the residential areas.