

Appendix G

Wingfield Park Improvements Process and Timeline



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

April 23, 2021

RENO CITY COUNCIL
c/o Doug Thornley, City Manager
P O Box 1900
Reno, NV 89505

Via email

RE: Arlington Avenue Bridges - Feasibility Study and Conceptual Alternatives Analysis

Mayor Schieve and Reno City Council Members:

Please find attached a technical memorandum by Kaci Stansbury, P.E., with JACOBS regarding Wingfield Park Improvements Process and Timeline. While the full memo includes important information, I would like to highlight the summary on the 4th page:

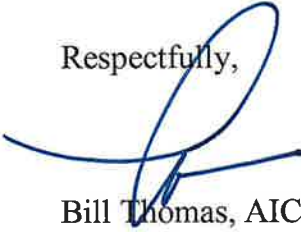
Coordinating the park improvements to run concurrently with the Bridge Project would cause unnecessary delays and cost increases to the Bridge Project. The hydraulic modeling would need to be redone to include the proposed park improvements, which may impact the available freeboard under the bridges and require redesign of the bridges. The Feasibility Study for the Bridges Project would start to become stale and public comments outdated. Construction would be delayed approximately two years, which could result in an increase of construction costs approximately 10%.

- *Park Improvements Cost - \$4,000,000*
- *Schedule – Construction anticipated 2027/2028*
- *Arlington Avenue Bridges Project – delayed 2 1/2 years*
- *Arlington Avenue Bridges Project – \$3,000,000 potential cost increase*

Park improvements should proceed under their own scope of work and managed by the City of Reno. Construction of the park improvements should be completed after the Arlington Avenue Bridges Project is complete to ensure the improvements are not damaged during construction as well as allowing the park improvements to build upon the aesthetics and design features that are included in the Bridges Project. Adding park improvements to Arlington Avenue Bridges Project is not practical and would negate RTC planning efforts completed since 2019.

This project is RTC's top priority federal project and a start date delay would warrant revisiting our prioritization of federal and local transportation funds. Thank you for reviewing this information and for your leadership in this project for our community.

Respectfully,



Bill Thomas, AICP
Executive Director
Your RTC. Our Community.

cc: Hillary Schieve, Mayor



Technical Memorandum

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Subject: Wingfield Park Improvements Process and Timeline

Project Name: Feasibility Study and Conceptual Alternatives Analysis for Arlington Avenue Bridges

Date: April 23, 2021

Attention: Bill Thomas – RTC, Director

From: Kaci Stansbury – Jacobs, Project Manager Barb Santner - Stantec, Sr. Landscape Architect
Sean Brewer – Jacobs, Environmental

Copies to: Judy Tortelli – RTC, Project Manager
Jim Clarke – Jacobs, Environmental
Kerrie Koski – City of Reno, City Engineer

Introduction

The Regional Transportation Commission of Washoe County (RTC) is conducting a feasibility and alternatives analysis for the Arlington Avenue Bridges Project to determine options for the rehabilitation or replacement of the two Arlington Avenue bridges located along Arlington Avenue across the Truckee River in downtown Reno, Nevada. Constructed in the 1920s, the Arlington Avenue Bridges have the lowest bridge rating of any Truckee River crossings in the region and are categorized by NDOT as being structurally deficient. The project is located between Island Avenue and West First Street and includes the roadway area through Wingfield Park, which is located on an island within the Truckee River (see Figure 1).



Figure 1: Project Area



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Process and Timeline for Developing
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The feasibility and alternative analysis includes development and evaluation of potential bridge type concepts based on their ability to meet the purpose and need as well as other established criteria for the project. One such criterion is maintaining connectivity and access for pedestrians and maintenance vehicles within Wingfield Park. The favored single pier concept provides the opportunity for wider sidewalks, a new path connection under the southern bridge, and minimal roadway impacts to the park. The Arlington Avenue Bridges Project is estimated at \$25 million dollars for design and construction.

During the second presentation to Reno City Council on February 24, 2021, Councilwoman Naomi Duerr inquired if improvements to Wingfield Park and/or Barbra Bennett Park were included with the project, and if they weren't, could the scope of the project be expanded to include park improvements. This memo summarizes the process and timeline for developing a separate project for park improvements, including a park masterplan, the NEPA process, design, and construction.

Background

The RTC's Regional Transportation Plan (RTP) is the Truckee Meadows' long-range, multimodal transportation plan. It defines the policies and priorities for the community's future transportation system and is the blueprint to achieving clean air, making roadways accessible to all regardless of age or ability, and providing transportation options. The 2040 RTP, adopted by the RTC in May 2017, and amended in August 2018, lists Preliminary Engineering and NEPA to replace the Arlington Avenue Bridges to occur during the 2017-2021 timeline. The 2050 Regional Transportation Plan, adopted on March 19, 2021 by the RTC lists the replacement of the Arlington Avenue bridges as a multimodal project during the 2021-2025 timeframe. Funding sources for this project include regional, state, and federal monies, and park improvements have never been associated with or included with the scope of the replacement of the Arlington Avenue Bridges.

Formerly known as Belle Isle, the small natural island within the Truckee River is named after George Wingfield, an influential Nevada banker and mining entrepreneur who purchased the land in 1920 and donated the park to the City of Reno for public use. The City owns and maintains the 3-acre park which includes walking paths, grass field, whitewater rafting park, an amphitheater, and endless views of the Truckee River. This park is home to daily events during Reno's Artown celebration the entire month of July, as well as several other special events throughout the year. The amphitheater was constructed in 1992 and the Truckee River Whitewater Park, 2,600 feet in length with class 2 and class 3 rapids, was opened in 2004.

Barbara Bennett Park is named after Reno's first female mayor, elected in 1979, who is credited with the accomplishment of establishing the Reno Planning Commission during her term as mayor. The City of Reno also owns and maintains this 3-acre park, located along the southern side of Island Avenue. Facilities within this park include four tennis courts, two basketball courts, tables/benches, restroom facilities, and a recently updated playground structure.

Park Improvements

The City of Reno does not currently have a master plan for improvements to Wingfield or Barbara Bennett Parks. The process to develop a master plan will require public involvement and could take up to a year to complete. An approximate cost to develop this master plan is \$45,000 to \$55,000, excluding the public outreach costs.



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To develop high-level, preliminary costs for park improvements, Jaime Schroeder and Matt Brezina from the City of Reno provided input on possible park upgrades and suggested that both parks be looked at together. Assumed improvements and high-level associated costs for each park are:

Wingfield Park - 3.2 AC (1.688 AC + 1.521 AC) \$1,600,000 to \$2,200,000

- Assumes modifications to turf, irrigation, trees, paths, railings, lighting, site furnishings
- Excludes:
 - o Amphitheater removal/reconstruction, additional research is necessary to determine this potential cost
 - o Pedestrian bridges
 - o Pedestrian underpass at south Arlington Avenue bridge (assumes underpass and related walls would be as a part of the Arlington Avenue Bridges replacement project), paths to underpass would be included.
 - o Modifications within the Truckee River for kayak/boating features, retaining walls, embankments

Barbara Bennett Park - 2.8 AC: \$840,000 to \$1,120,000

- Assumes modifications to turf, irrigation, trees, paths, railings, lighting, site furnishings, courts
- Excludes:
 - o Modifications to Island Avenue/Eloise Avenue
 - o Restroom replacement
 - o Modifications within the Truckee River for kayak/boating features, retaining walls, embankments

In total, park improvements could total upwards of \$3.5 million for planning through construction, not including outreach efforts necessary for the park master plan.

Process and Timeline

As stated previously, improvements to the parks will require a planning process project. As owners and operators of the parks, that process should be managed by the City of Reno. The RTC is a transportation agency and therefore does not have expertise in park planning, nor does park development align with the RTC's core mission to provide transportation systems.

Further, as currently planned, the Federal Highway Administration will serve as lead federal agency for the bridge project's NEPA process. As a transportation agency, FHWA has, on past projects, been unwilling to oversee non-transportation improvements unless directly associated with or tied to a transportation project. Incorporating park improvements also could reduce RTC's ability to secure federal transportation funds for the bridge project because of the transportation-related criteria by which these funds are awarded.

Depending on the funding sources, different regulatory processes could be triggered, which would impact the timeline differently. If federal funds are used for the construction of the park project, NEPA compliance would be triggered. Conducting the master planning process, public involvement, and adequate preliminary design for environmental analysis and clearance would add approximately 18-24 months to the project timeline.



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Also, for any park improvements affecting the Truckee River, including changes to bank conditions like improved access, the USACE will require a Section 404 permit for any future work associated with the park. The extent of the river impacts would determine the type of 404 permit required and the schedule implications. Also, this permit would require consultation with both the SHPO and USFWS for Section 106 and Section 7 clearances which, in turn, will require more environmental and historic evaluations. A more detailed schedule would be developed as design is advanced to determine potential impacts and the necessary USACE Section 404 permit requirements. The USACE Section 404 permit requirements apply even if federal monies are not used.

Assuming the process to develop the master plan begins January 2022, an estimated timeline (see Figure 2) for the projects to join up to run concurrently, as compared to the Arlington Avenue Bridges project continuing as currently planned, is below:

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Arlington Avenue Bridges Project (RTC Managed)		Feasibility Study & Alternative Analysis	NEPA (EA) & Preliminary Design	Final Design and Permitting	Construction					
Arlington Avenue Bridges Project (RTC Managed) Coordinated with Park Improvements (City of Reno Managed)		Bridge Feasibility Study & Alternative Analysis	Park Master Plan	Bridge NEPA (EA) & Preliminary Design Park Preliminary Design	Bridge Final Design & Permitting Park Final Design & Permitting	Construction				

Figure 2: Estimated Timeline

Summary

Coordinating the park improvements to run concurrently with the Bridge Project would cause unnecessary delays and cost increases to the Bridge Project. The hydraulic modeling would need to be redone to include the proposed park improvements, which may impact the available freeboard under the bridges and require redesign of the bridges. The Feasibility Study for the Bridges Project would start to become stale and public comments outdated. Construction would be delayed approximately two years, which could result in an increase of construction costs approximately 10%.

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