

MILLS PARK MASTER PLAN



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INTRODUCTION

1

PICNIC TABLES & RAILROAD TRACKS



INTRODUCTION

PURPOSE & NEED

The famous Virginia and Truckee Railroad which was headquartered in Carson City went out of business in 1950. A Committee with the intention of locating property for Carson City’s first official park, identified a piece of V&T property currently a part of railroad magnate, Darius Ogden Mill’s Estate as having park potential. Upon receiving a favorable response from the Mills estate, the Park Committee initiated negotiations to obtain the acreage which was located at the eastern edge of the city and known informally as “Foley’s Forest”. In 1951 the Estate sold to the City of Carson”... for and in consideration of the sum of ten dollars (\$10.00), lawful money of the United States...” approximately 50 acres for the park with the stipulation that it be known as Mill’s Park in honor of its benefactor, D.O. Mills. Today, Mills Park is Carson City’s primary regional park with more than 50 acres, the Community Center and Aquatic Facility included. Mills Park has an Arboretum

Master Plan that was completed in 2000. No other master plan for the park exists.

Much of the park is dated with many amenities like the western most pavilion and tennis courts aged beyond reasonable repair. One of the two playgrounds was removed in 2018 due to its age and lack of replacement components available. Two of the four tennis courts were renovated and turned into pickleball courts in 2020.

In early 2022, Design Workshop was contracted for conceptual images and creation of the final master plan package. Public and stakeholder surveys were sent out in June and July of the same year. Carson City staff sorted and compiled all results from the surveys. The community’s main concerns were the unhoused population, lighting, restrooms and a better police/security presence. The most popular improvements or additions to the park were a splash park, new playground, skate park expansion and more community-

based events and activities. Parks staff met with Design Workshop on site to begin putting together ideas for the conceptual layouts. The concepts were then presented through a public meeting and shared on the city website in November. Public comments and feedback were received at the meeting, through email, social media comments and through mail responses. The conceptual master plans were also discussed with stakeholders and city staff directly connected to Mills Park including Carson City Public Works, Facilities, Recreation, Sheriff’s Department and Fire Department staff. Direction was then given to Design Workshop for design of the draft master plan to be presented to the Parks Commission and the Board of Supervisors for final approval or additional changes.

The goal of the master plan is to preserve the park’s natural aesthetic and design, while creating a cohesive user-friendly park that responds to the concerns and needs of the community.



Figure 1: Existing Arboretum & Picnic Area



Figure 2: Historical photo of Mills Park, Ash Canyon Creek with V&T Engine House.

HISTORY & BACKGROUND

CARSON & MILLS PARK RAILROAD

For a number of years Carson City Railroad Association members hoped for a place to build and operate a live steam railroad. An opportunity came in the Spring of 1977 when the golf course near the center of town became a city park. CCRA contacted the city about their desires for at least an acre of the new park area where a live steam railroad could be built. CCRA worked to secure financing for the railroad. In June of 1980 they were successful. The club was awarded \$20,000 from the Fair and Recreation Committee to start laying track. Several thousand ties were ordered and delivered. 100 pieces of old Carson & Colorado Railroad 30 lb. rail were purchased in Lone Pine, California. In addition, another truck load of rail was purchased from the Silver Peak mining area. The name Carson & Mills Park Railroad was decided upon and the line was off and running. The C&MP's big day came on the Fourth of July, 1981. By this time a loop-to-loop, 1/2 mile railroad had been completed (phase 1). Also, by this time a "snow shed" had been constructed to house the train and protect it from the elements.



Figure 3: Historical photo of Mills Park, Wungnema House (1978)

WUNGNEMA HOUSE

A family of Hopi stonemasons, the Wungnemas, built this 1,000 square-foot house, which was completed shortly after World War II. Burton Wungnema, Burton's father Earnest, who came to Carson City to teach masonry at the Stewart Indian School, and Burton's wife Pearl (Talas), built the house on what was then the eastern edge of Carson City. Burton and his wife met as students at the Stewart Indian School, married, and went on to raise their children in the home. Some of their descendants and relatives still live in Carson City. Although Burton died shortly after his twenty-ninth birthday in May of 1956, Pearl and her 8 children continued to live in their home until the 1970s when they moved to a larger house. Pearl passed away in 2001 at the age of 75. After nearly two decades of neglect, the house was acquired by Carson City, restored, and opened for a variety of public uses in December 2000. The Wungnema House is representative of the striking masonry work seen in churches, homes and other structures built by Burton, his father, and his brother around Carson City, Washoe Valley, Reno and Lake Tahoe from 1925 to 1955. The stone used by the family was

quarried locally from multiple locations in the area of Brunswick and Carson River Canyons, just east of Carson City; however, the exact location of most of these quarries have not been determined with any degree of certainty. The distinctively colored rhyolite used for their home came from those quarries. Of particular interest, inside the house, is the living room fireplace's façade, which contains a cut-stone representation of clouds, lightning, and rain, which together form the symbol of the Hopi Water Clan. The hearth was crafted from Kanab Wonderstone, likely procured from near the Hopi homeland in Arizona.

VIRGINIA ORCUTT SKATE PARK

In September 1993, a private citizen, upset over a skateboarder breaking the window in her downtown business, asked the Board of Supervisors for funding to build a skateboard facility for the area youth. After much discussion, it was decided to begin the planning and site selection process. In June 1995, an outdoor site in Mills Park, next to Highway 50 East was selected and approved. An architect from Santa Cruz, CA was hired to design the facility and then met with many area skateboarders for their input. Initial bids for the project were way beyond the City's budget. Donations of materials and services were sought throughout the community with many citizens coming forward to assist. Construction began in March 1997 and finally opened on June 28th of the same year. The park was the first in Northern Nevada with many other communities building their own in the following 5 years. The facility is busy on almost any given day that weather and conditions permit and it was noted almost immediately that it should be even bigger. Bicycles were first allowed in 2009 and the facility now hosts several competitions every year through a partnership between local businesses and the Carson City Parks Department.



Figure 4: Historical photo of Mills Park, before golf course

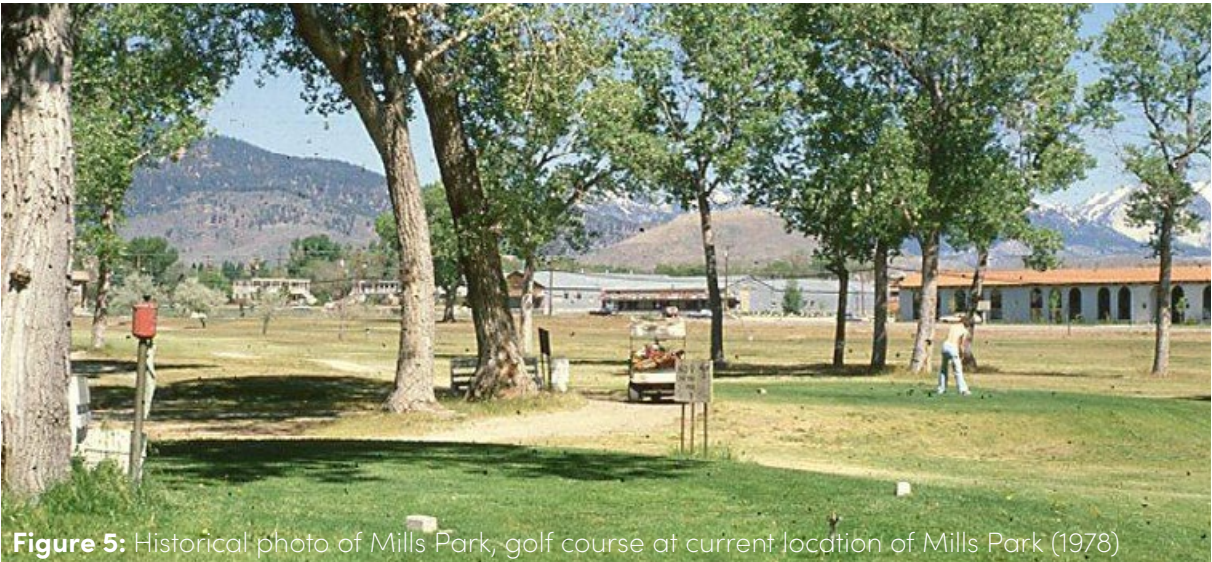


Figure 5: Historical photo of Mills Park, golf course at current location of Mills Park (1978)



Figure 6: Historical photo of Mills Park, Golf course at current location of Mills Park (1978)

PUBLIC ENGAGEMENT

PUBLIC ENGAGEMENT SUMMARY

Carson City has conducted an interactive and inclusive process to gather public input on the future of Mills Park. This included meetings with stake holders, an online survey with more than 1200 respondents, an on-site public meeting, discussions with City staff in multiple departments and review of feedback from all who have responded to develop this plan with the help of a third-party design team. The public meeting was noticed to all adjacent properties, posted on social media, the City’s website and at all City recreation facilities and the City’s booth at BOOnanza. Notice of this meeting was sent out electronically to all interested parties at the public meeting, stakeholders and those that completed the survey.

Carson City’s recreation needs have evolved since the initial construction of the Mills Park and the parks’ amenities must evolve as well. Public input included feedback that urged reinvestment in aging infrastructure as a priority. Mills Park should remain a desirable venue for diverse events, while becoming more marketable to additional user groups and better fulfilling the community’s needs. Proposed improvements include, but are not limited to, an east-west connector road, splash park, dog park, skate park expansion, additional pickleball courts, new restrooms, a new playground and added parking to improve residents and visitor experiences, while enhancing existing events and creating opportunities for new ones.

WRITTEN RESPONSES FROM THE PUBLIC SURVEY

“I THINK A SPLASH PARK WOULD BE NICE AND EXPANDING THE SKATEPARK WOULD BE VERY GOOD. I SEE A LOT OF PEOPLE USING THE SKATE PARK, WHICH I THINK IS A GREAT AMENITY.”

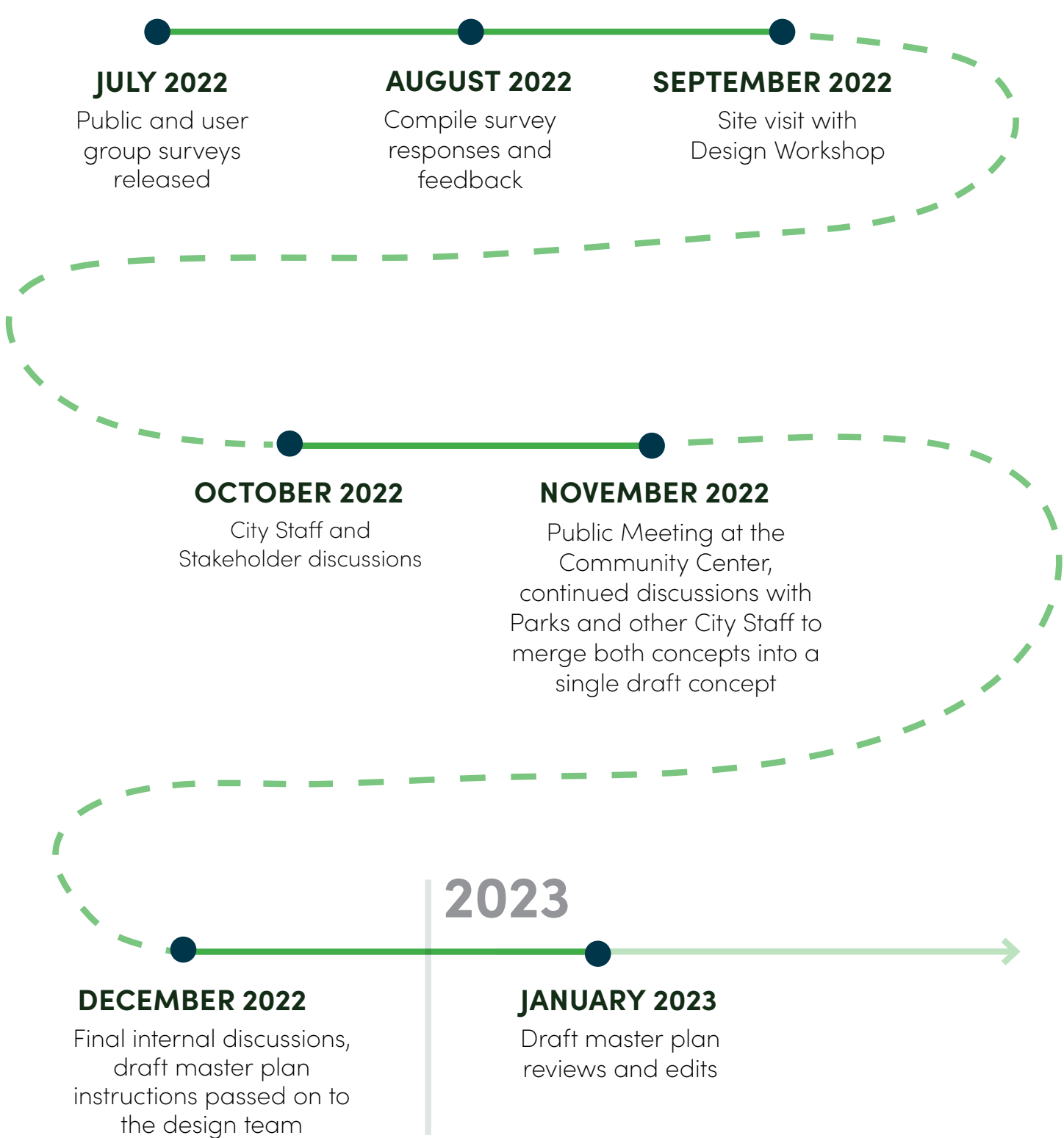
“A BIGGER SKATEPARK AND RESTROOMS”

“MAKE THE PARK THE HUB OF THE COMMUNITY.”

“BRING FARMERS’ MARKET BACK TO THE PAVILION”

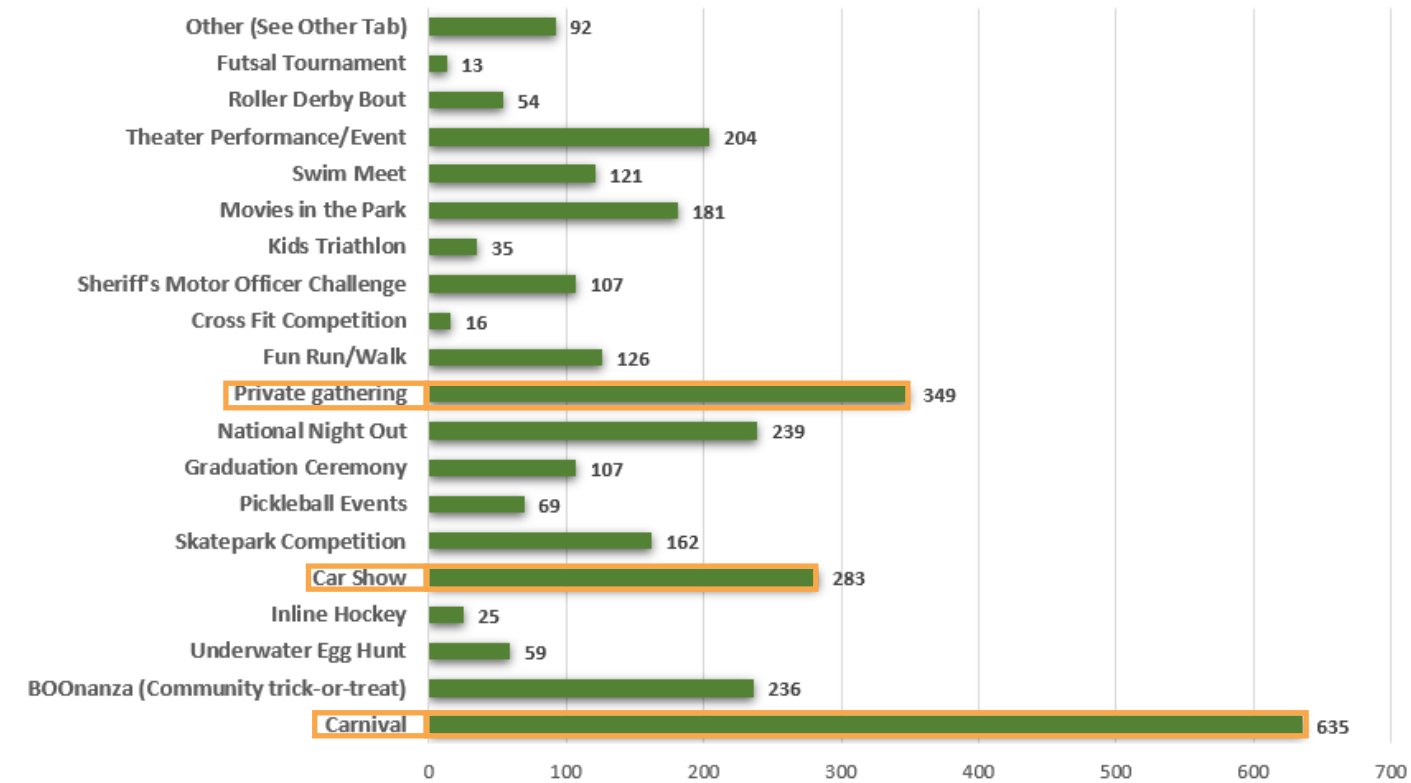
“IF THE PLAYGROUND EQUIPMENT IS UPGRADED, AN OVERALL BIGGER SET WOULD BE GREATLY APPRECIATED. THE CURRENT ONE IS TAILORED TO MUCH SMALLER CHILDREN. AND A SWING SET OR CLIMBING STRUCTURE WOULD BE AWESOME.”

TIMELINE

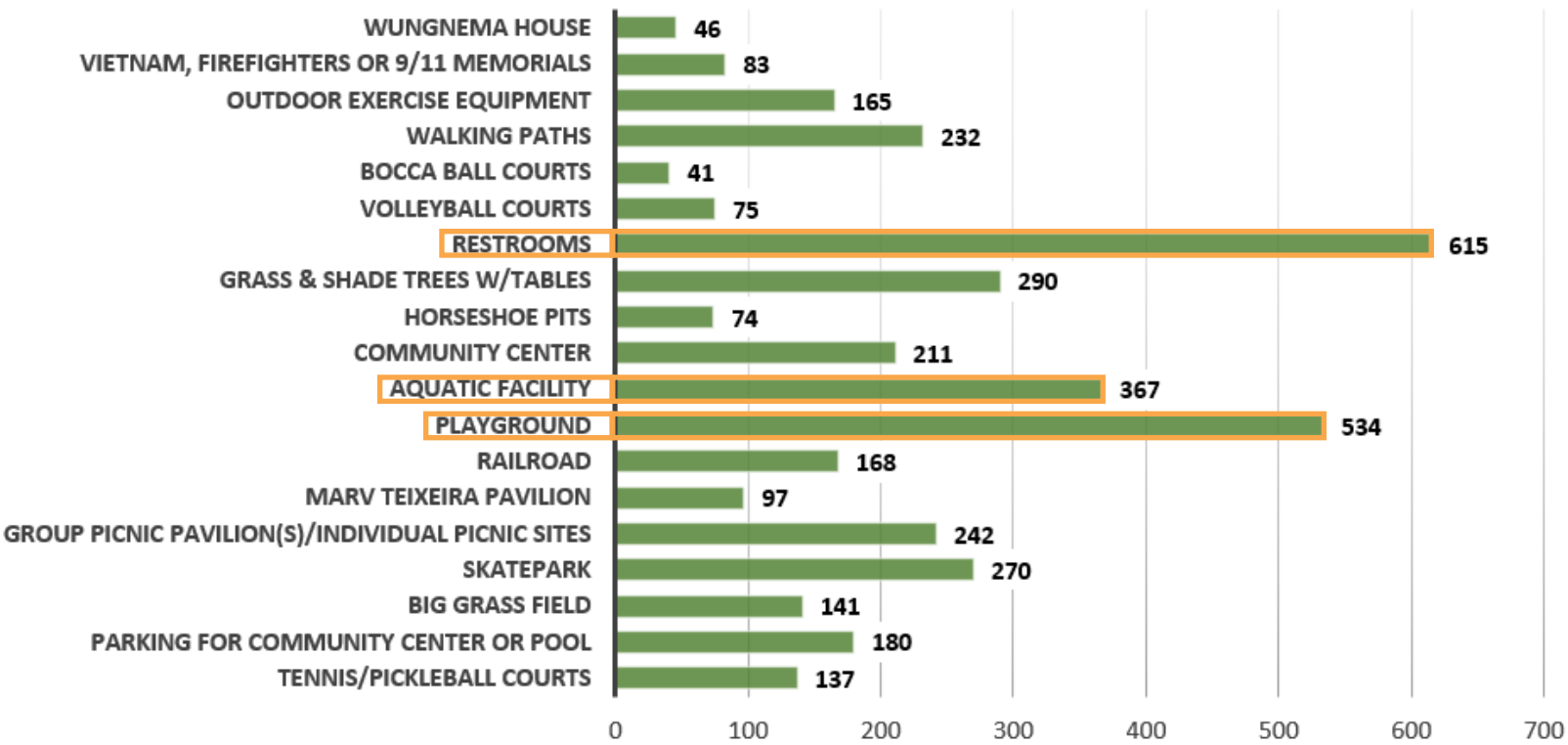


PUBLIC ENGAGEMENT SURVEY RESULTS

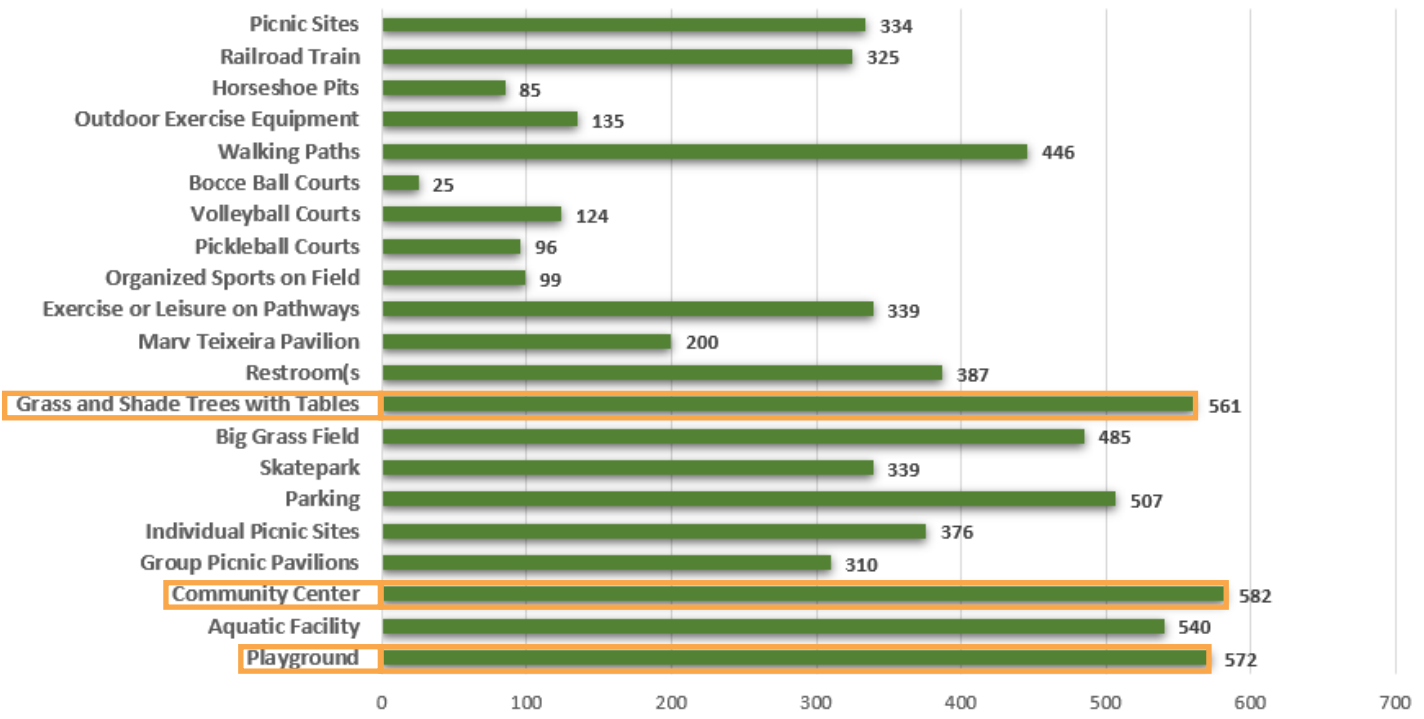
Q1: HAVE YOU BEEN TO MILLS PARK FOR SPECIAL EVENTS OF ANY KIND IN THE PAST 5 YEARS?



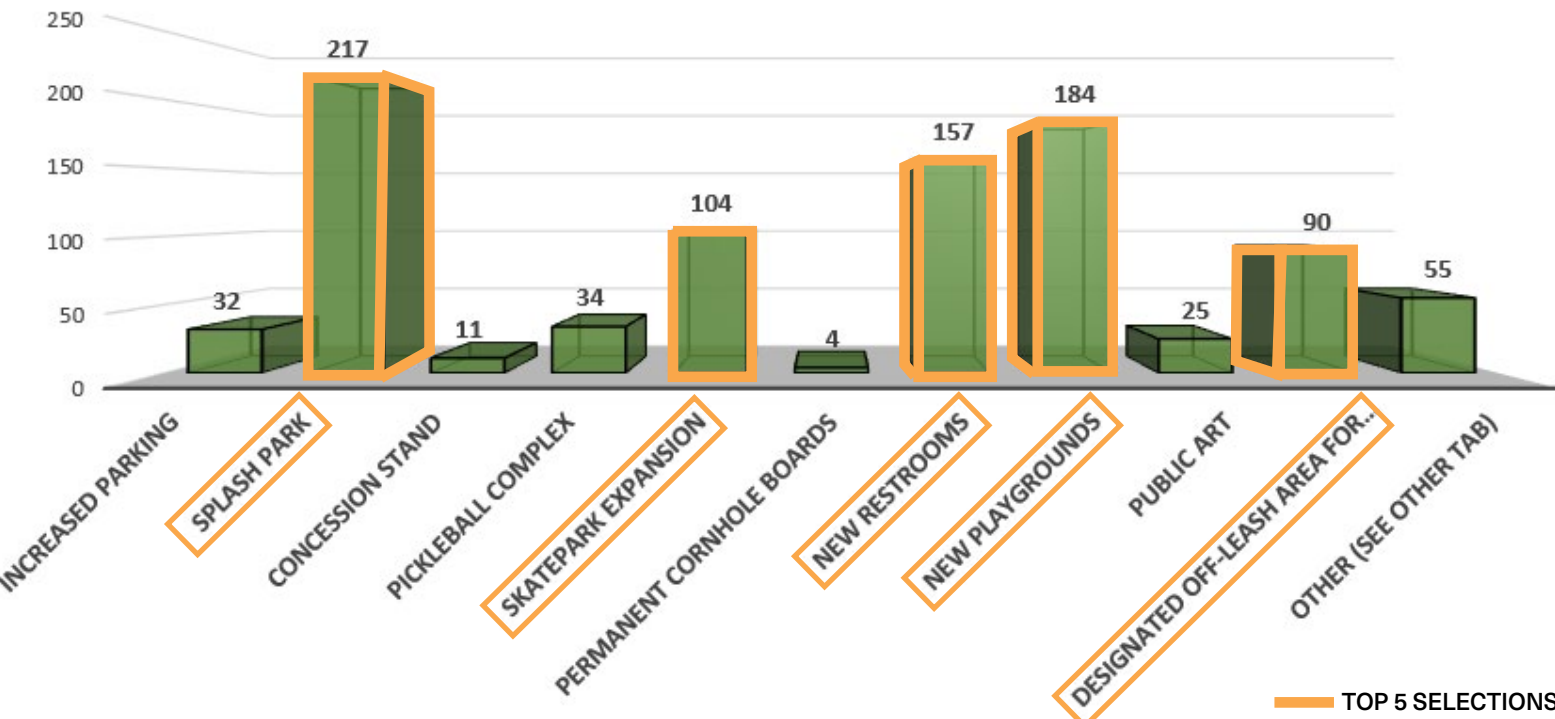
Q6: WHICH EXISTING FACILITIES WOULD YOU MOST LIKE TO SEE IMPROVEMENTS MADE TO?



Q2: HAVE YOU VISITED MILLS PARK FOR OTHER ACTIVITIES IN THE PAST 5 YEARS?

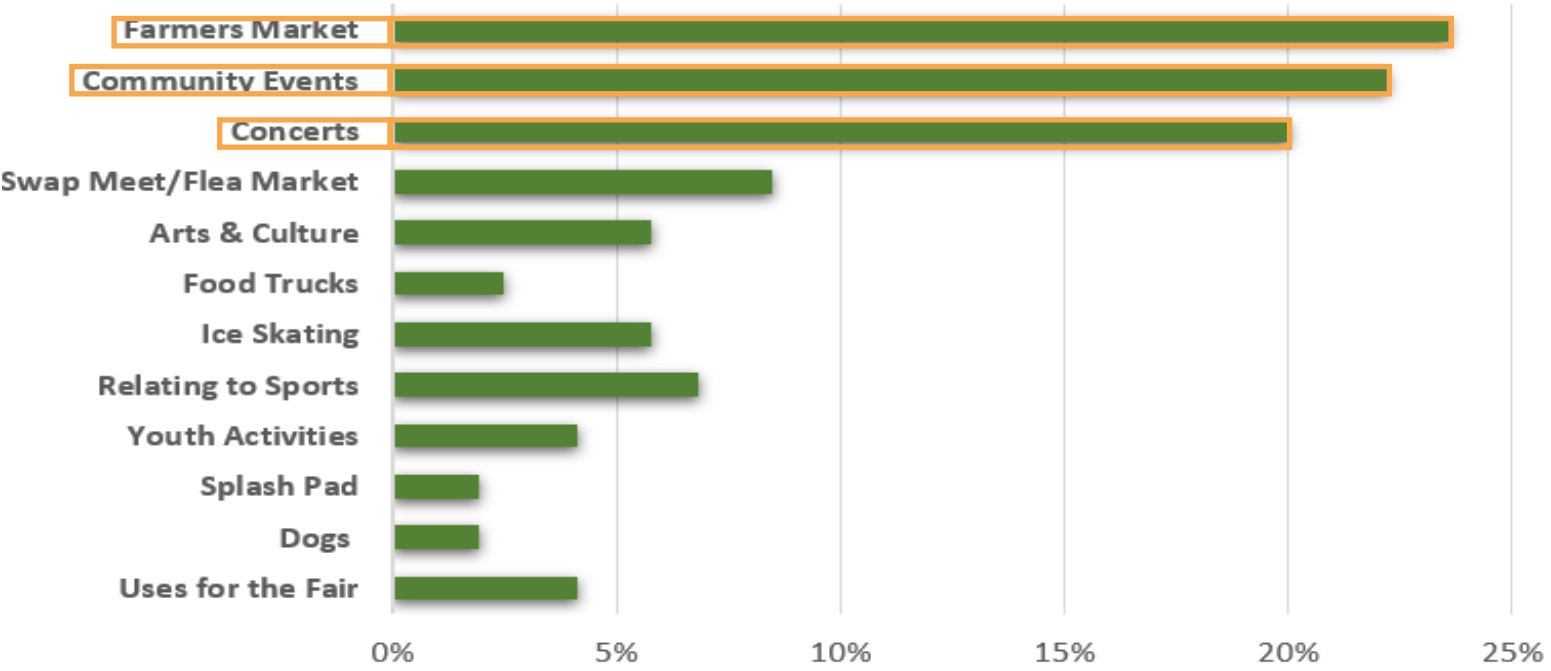


Q7: WHAT NEW AMENITIES/IMPROVEMENTS WOULD YOU LIKE TO SEE AT THE PARK?

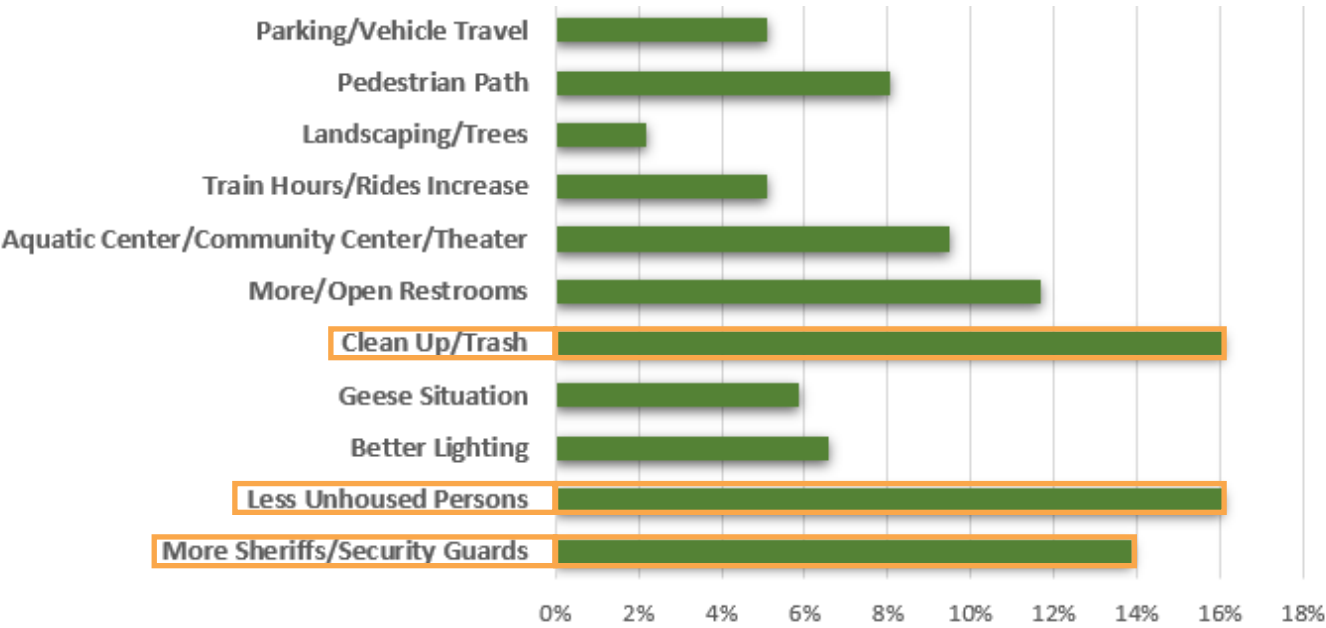


PUBLIC ENGAGEMENT SURVEY RESULTS

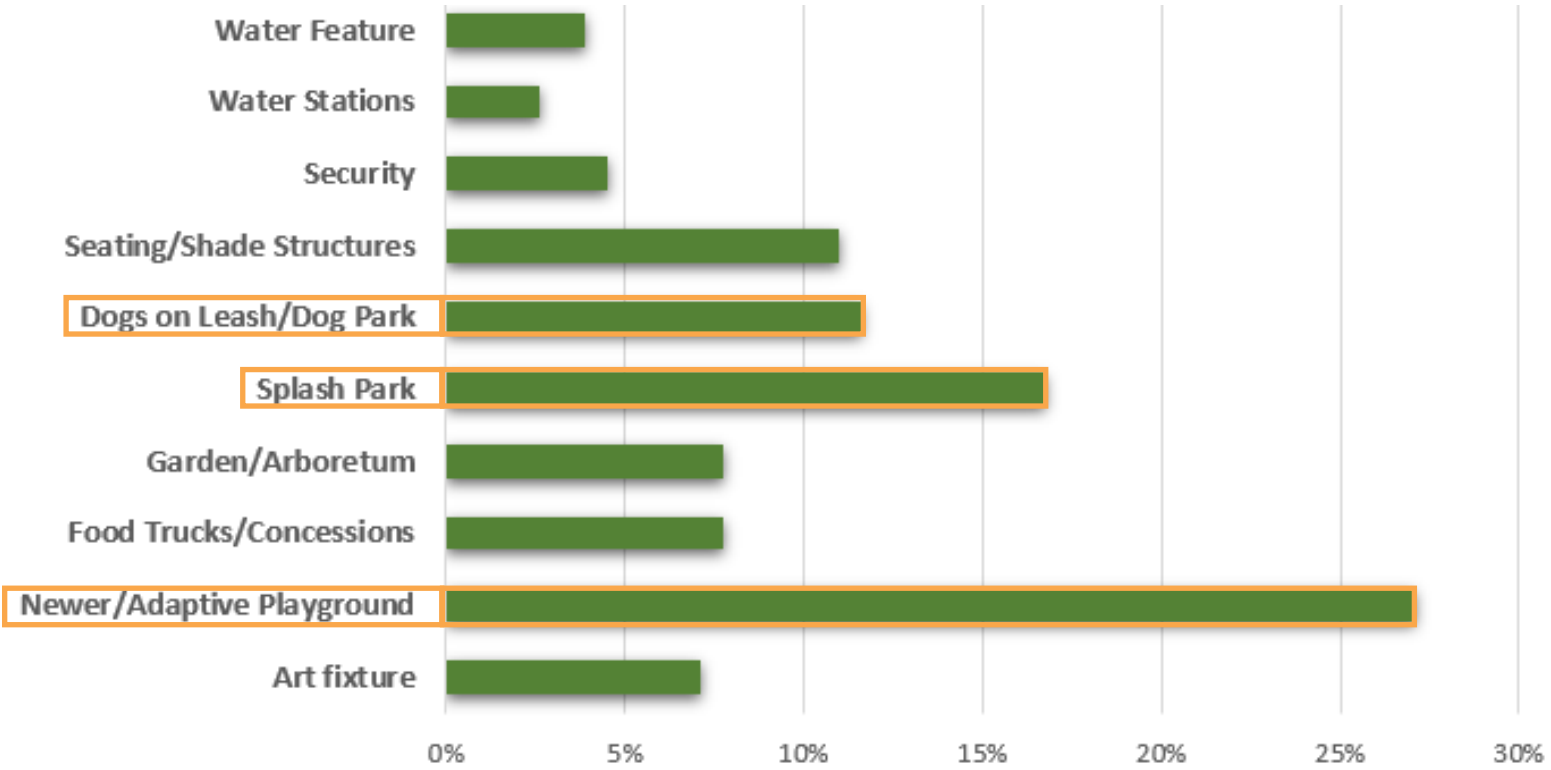
Q8: ARE THERE ANY ADDITIONAL OR WAYS THE MARV TEIXEIRA PAVILION COULD BE USED TO BETTER UTILIZE THAT PORTION OF THE PARK THROUGHOUT THE YEAR?



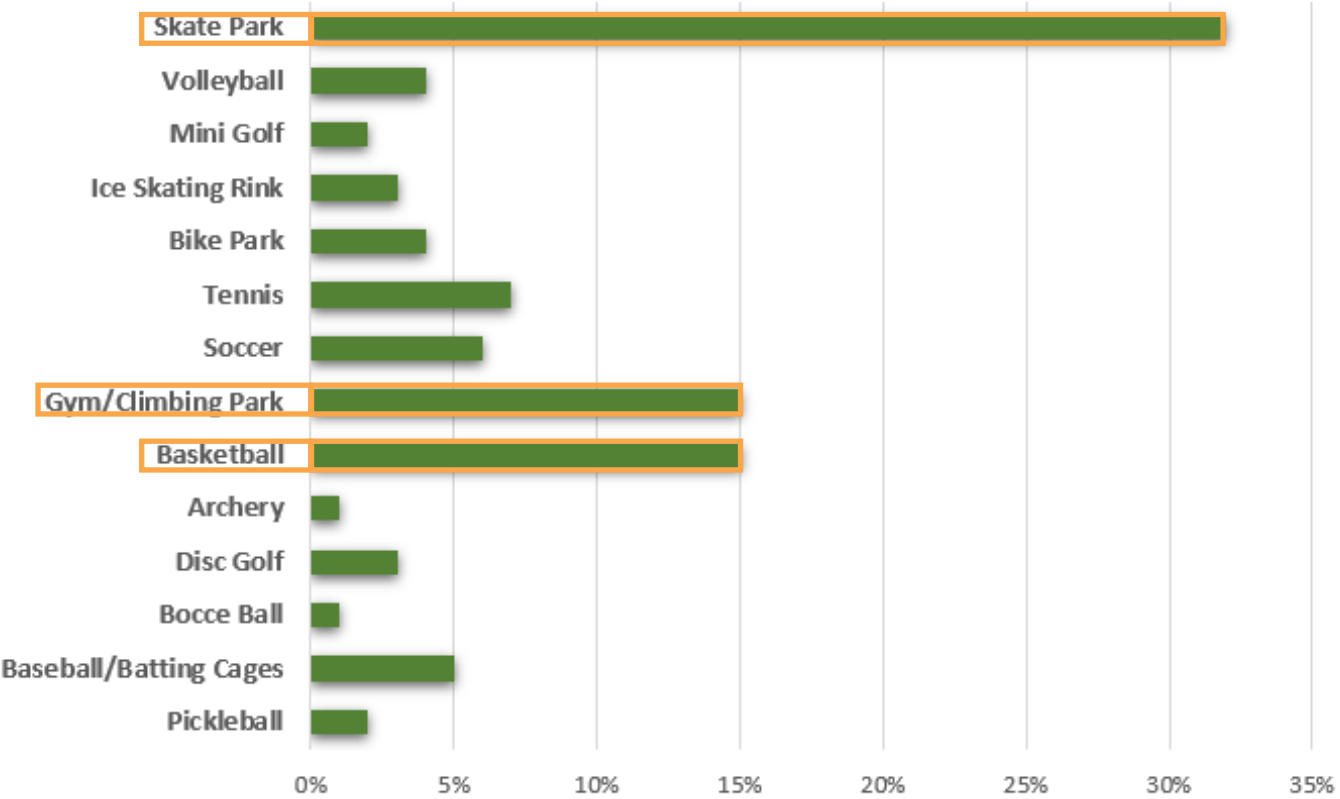
Q9: SUGGESTED IMPROVEMENTS TO MILLS PARK FACILITIES



Q9: IDEAS FOR NEW ADDITIONS TO MILLS PARK



Q9: NEW OR IMPROVED SPORTS FACILITIES



EXISTING CONDITIONS & SITE CONSTRAINTS

3

RAILROAD TRACKS & MAINTENANCE ROAD



DRONE PHOTO, JUNE 2022: CARNIVAL AT MILLS PARK: FIELD & SKATE PARK



DRONE PHOTO, JUNE 2022: MTP PAVILION & RAILROAD PLAZA



DRONE PHOTO, JUNE 2022: CARNIVAL AT MILLS PARK IN PARKING & PICNIC AREAS



DRONE PHOTO, JUNE 2022: ARBORETUM PROTECTION AREA & MTP



DRONE PHOTO, JUNE 2022: CARNIVAL AT MILLS PARK

EXISTING CONDITIONS IMAGES



EXISTING CONDITIONS SITE PLAN



EXISTING CONDITIONS

- 1 PROPOSED ENGINE HOUSE ARCHES** – Carson City Public Works saved some original stones from the V&T Engine House that was torn down in 1991. The Redevelopment Authority funded project will reconstruct 2 arches side by side to represent the historic building at the western edge of Mills Park where original tracks once laid. The project’s civil and structural design were contracted to JK Architecture and the surrounding landscaping designed by Design Workshop. The project is expected to be completed by July of 2023.
- 2 LAWN/SPORTS FIELD**– The large turf area at Mills Park is utilized as a practice area for youth soccer as well as hosting carnivals, National Night Out and a variety of other large events. The vast open area currently measures approx. 6 acres.
- 3 VIRGINIA ORCUTT SKATE PARK**– Carson City’s original skate park was built more than 250 years ago. It was the first skate park in the area and is now due for expansion and a revitalization to keep up with the continuously growing sport.
- 4 PARK MAINTENANCE YARD**– The current maintenance yard is surrounded by a 4’ chain link fence and contains two small sheds. The space offers little to no security from vandalism or options for equipment and tool storage.
- 5 FIREFIGHTERS’ MEMORIAL**– Scheduled to be relocated to Nevada State Capital Grounds in 2023.
- 6 RAILROAD TRACKS**– Operated and maintained by the Carson City Railroad Association
- 7 PLAYGROUND**– The only remaining playground at Mills Park, located off Seely Loop at the east end of the park.
- 8 VOLLEYBALL COURT**– Rarely used
- 9 LARGE PICNIC PAVILIONS**– Pavilion A, located near the southwest corner of the park is not currently rented or available for reservation and in poor condition. Pavilions B and C are located between the Vietnam Veteran’s Memorial and Well House 34 at the east end of the park. These are rented out on a frequent basis with a reservation. They are both in reasonable condition and are currently scheduled for some minor repairs to the vertical support posts in 2023.

- 10 HORSESHOE PITS**– 16 horseshoe pits with a 4’ chain link fence surrounding them. 3–4 pits are used on a very regular basis and partially maintained by park users.
- 11 BOCCE AND VOLLEYBALL COURTS**– Located at the west end of the park and rarely ever used. Bocce ball courts could potentially be relocated to their own location if new interest is shown.
- 12 PICKLEBALL COURTS**– 2 previously unplayable tennis courts were rehabbed with cracks filled, new surfacing and striping for 8 pickleball courts in 2020 by the Carson City Pickleball community through fundraising and volunteer efforts.
- 13 RESTROOMS**– Seely Loop, Oxoby Loop and MTP restrooms are currently in working condition but will need to be remodeled or replaced in the coming years. Palo Verde restrooms at the east end of the park are beyond their usable life span and need to be replaced.
- 14 WUNGNEMA HOUSE**– A historically significant home which is currently used by the Carson City Parks Foundation and several other local non-profit organizations as a meeting place.
- 15 WELL #34**– Carson City Public Works Water Division infrastructure asset
- 16 TRAIN STATION**– Carson City Railroad model train display and ticket window for train rides.
- 17 DECOMMISSIONED TENNIS COURTS**– 2 concrete tennis courts surfaces that are currently in unplayable condition with no remaining surfacing.
- 18 PREVIOUSLY REMOVED PLAYGROUND**– Removed in 2018 due to safety hazards, broken equipment and lack of replacement parts availability.
- 19 KID CLUB**– previously used by the youth program for pre-k and kindergarten activities. Due to lack of staffing and aging infrastructure, the building hasn’t been used in several years.
- 20 FITNESS AREA**– The existing surfacing was a poured in place soft fall material which is now deteriorated beyond repair. Equipment is dated and weathered.

ADDITIONAL CONSIDERATIONS:

- Both identified traffic congestion problem areas require a traffic engineer and careful consideration to help ease the flow of traffic at these critical points. During large events, vehicles are bottlenecked creating disruption to their ingress/egress.
- 2023 storm water project in the northeast corner of the park.
- Mills Park Arboretum Master Plan developed in 2000 defines various tree species areas throughout the park
- Flood Zone identified by the Federal Emergency Management Agency (FEMA). Any solid structures built within this flood zone that prohibit or alter the flow of flood waters will require a Conditional Letters of Map Revision (CLOMR) and can increase the cost of the project by up to \$100,000. Improvements such as playgrounds, fencing, sport courts or parking areas would not apply.

SITE CONSTRAINTS SITE PLAN



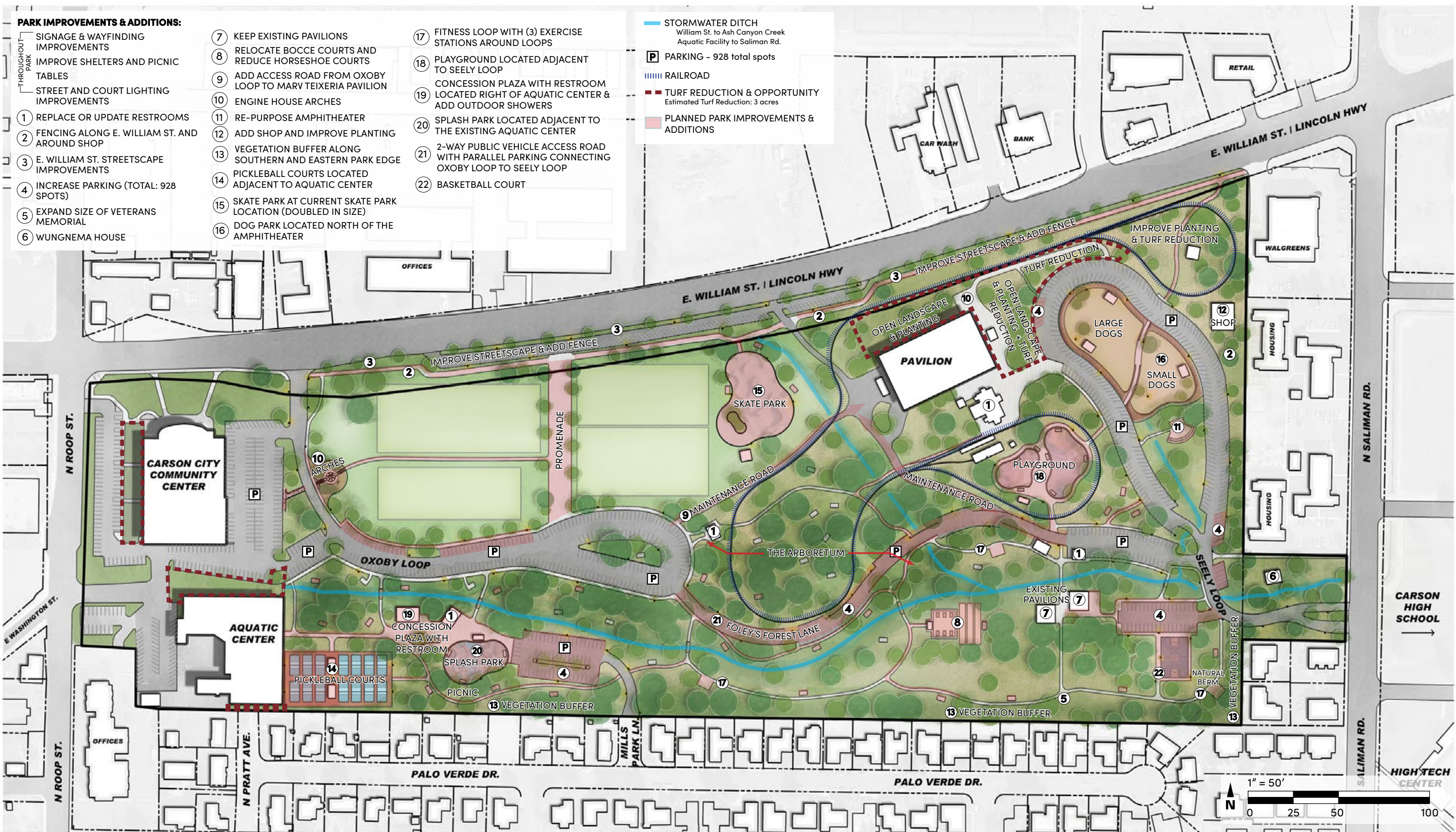
MASTER PLAN

4

SKATE PARK



MASTER PLAN



- 1 **REPLACE OR UPDATE RESTROOMS**– as funding becomes available. 1-2 restrooms scheduled for replacement in the next 3 years.
- 2 **FENCING ALONG E. WILLIAM ST.**– Decorative and functional 4’ fencing to help direct pedestrian park users to enter the park through strategic locations. In conjunction with a new crosswalk on William Street, this can help reduce pedestrians crossing the roadway which create safety concerns and conflicts with traffic.
- 3 **E. WILLIAM ST. STREETScape IMPROVEMENTS**– Funded by Federal Raise Grant, local infrastructure Tax, Utility Funds and the Redevelopment Authority, the project is currently in the planning and design phase throughout 2022. Construction is anticipated in 2024.
- 4 **PARKING**– Potential areas where much needed parking spaces might be added to accommodate large events such as voting, swim meets, carnivals, Boonanza, etc...
- 5 **VIETNAM VETERAN’S MEMORIAL**– Landscape planting should be thinned and cleaned up. Kiosks with images and local stories or photos following the signage master plan could be added to bring a tighter connection with the community.
- 6 **WUNGNEMA HOUSE**– A historically significant home which is currently used by the Carson City Parks Foundation and several other local non-profit organizations as a meeting place.
- 7 **PAVILIONS B AND C**– No major changes needed. Some minor repairs coming soon and potentially fresh paint in the next 5-10 years. A new parking area nearby could enhance the renter’s experience and provide better accessibility.
- 8 **BOCCE BALL COURTS**– potential new location marked in the plan but there are numerous small areas that may fit the need if a demand is present. **HORSESHOE PITS**– Reduce the total number of pits from 16 to approximately 6. Possibly a place for cornhole or other lawn games in the same vicinity.
- 9 **MAINTENANCE ROAD**– This area is already utilized by city staff and Public Safety Officers to get across the park. Shifting the location closer to the railroad tracks allows for irrigation modifications that will reduce muddy conditions and maintenance impacts. Gravel or road base surface is preferred. This will not be open to the public.
- 10 **PROPOSED ENGINE HOUSE ARCHES**– Carson City Public Works saved some original stones from the V&T Engine House that was torn down in 1991. The Redevelopment Authority funded project will reconstruct 2 arches side by side to represent the historic building at the western edge of Mills Park where original

tracks once laid. The project’s civil and structural design were contracted to JK Architecture and the surrounding landscaping designed by Design Workshop. The project is expected to be completed by July of 2023.

- 11 **RE-PURPOSED AMPHITHEATER**– Once the Firefighter Memorial plaques are removed, the space could be a great place for interpretive talks from Park Rangers, Open Space staff or a wide array of other creative and instructional uses. Little to no cost as no other improvements currently needed. Surrounding landscape could be improved upon for better visibility and safety.
- 12 **3,000 SQ. FOOT SHOP AND 8,000 SQ. FOOT SURROUNDING MAINTENANCE YARD**– Estimated construction spring/summer 2023.
- 13 **VEGETATION BUFFER**– 20’-40’ area adjacent to neighbors on the south and east property lines where heavier planting, additional trees and turf reduction can help reduce park use close to the fences, noise reduction and visual impact to neighboring residential properties.
- 14 **PICKLEBALL COMPLEX**– Currently funded \$500,000 through American Recoveries Plan for design and construction of 6 additional pickleball courts spaced to accommodate tournament play.
- 15 **SKATE PARK EXPANSION**– 10,000 square foot expansion to the existing footprint on the north and west sides. Local skate companies and skaters should be organized into a working group to play a direct role in the design process. Surveys and ideas from a wide range of users should also be considered. Most of the existing features can be incorporated into a much larger skate park that has design features for every skill level from beginner to advanced.
- 16 **OFF-LEASH DOG PARK**– Separate fenced areas for large and small dogs with a walkway buffer area between, shade trees surrounding both, double gated entrances and benches around the perimeter. Synthetic turf should be considered in design.
- 17 **FITNESS AREA(S)**– 2-3 separate locations with multiple pieces of equipment in each and spaced around the southeast corner of the park creates the opportunity for users to focus on specific muscle groups at one location or get a full body workout with short cardio intervals between exercise sets.
- 18 **PLAYGROUND**– A new playground at Mills Park should be the largest and most inclusive playground in Carson City with separate structures for all appropriate age groups and also incorporate several accessible features. A perimeter fence

will enhance parental supervision and ensure safety from the adjacent railroad loop. Trees, benches and shaded picnic tables between the fencing and the play area provide a relaxing space for parents and guardians to supervise play. Two entry/exit points leading to close parking and connectivity to the pathway system.

- 19 **CONCESSION PLAZA AND RESTROOM**– A new restroom to replace the current unusable facility at the east end of the park is a top priority for general park users and the growing number of pickleball players. A concession stand would be highly utilized for a frozen snack during hot summer days at the splash park, a cold drink after a pickleball game, a snack during soccer practice or any other countless big events. The concession stand may also be rented out to individual events such as a pickleball tournament.
- 20 **SPLASH PARK**– Playground like structures with water features incorporated. A fenced perimeter and low-cost entry to cover operating expenses creates an affordable option for a little relief from the heat during the hottest times of the year. Outdoor showers would be incorporated into the nearby restroom plaza to rinse off before and after use of the park. Pumps, plumbing and chemicals can be maintained by Carson City Aquatic Facility Staff next door. Soft fall tiles should be considered as surfacing in the play area in lieu of concrete.
- 21 **FOLEY’S FOREST LANE**– A much needed public roadway from Seely Loop to Oxoby Loop including several traffic calming methods like speed bumps or dips, center islands, crosswalks, public art and parallel parking pockets where space allows. To improve park connectivity, ease of use for park users unfamiliar with the site, reduce congestion when parking fills up at either end during large events, increase our Public Safety Officer and Park Ranger’s ability to patrol the entire park, increase maintenance staff’s efficiency and add 30 parking spaces.
- 22 **BASKETBALL COURT AND ADDITIONAL PARKING AREA**– Outdoor basketball courts are one of the most underserved activities in the Carson City Parks system. With little to no equipment needed other than a ball, a new court centrally located in town can offer 1 more free activity for our youth. An additional parking area here provides accessibility to the Vietnam Veterans Memorial, Fitness Equipment, Pavilions and a new basketball court.

OPPORTUNITY ZONES– Areas with no existing amenities that have potential for turf reduction and opportunities for small parking pockets, low maintenance landscaping, skateable features or other small amenities that are a better use of the space.

PRECEDENT IMAGE BOARDS

PICKLEBALL COURTS



DOG PARK



SKATE PARK



PRECEDENT IMAGE BOARDS

SPLASH PARK



PLAYGROUND



BASKETBALL



PRECEDENT IMAGE BOARDS

PROMENADE & SPORTS FIELD



PAVILION

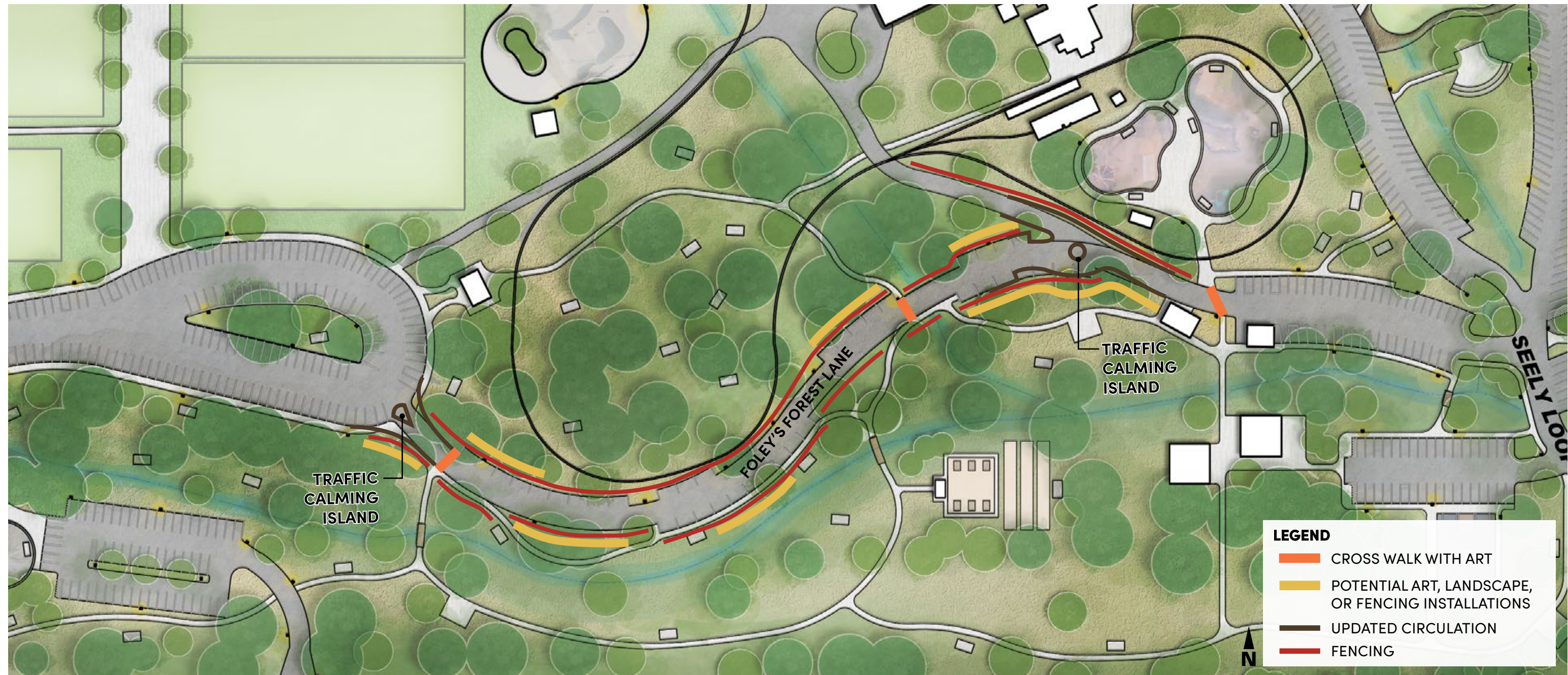


CONCESSION PLAZA



Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime. CPTED is pronounced 'sep-ted' and it is also known around the world as Designing Out Crime, defensible space, and other similar terms. Designing future improvements and elements into Mills Park that follow this approach can help bring more members of the community back to Mills Park, creating a safer environment for our citizens and a less desirable one for criminals.

TRAFFIC CALMING ENLARGEMENT & PRECEDENT IMAGES

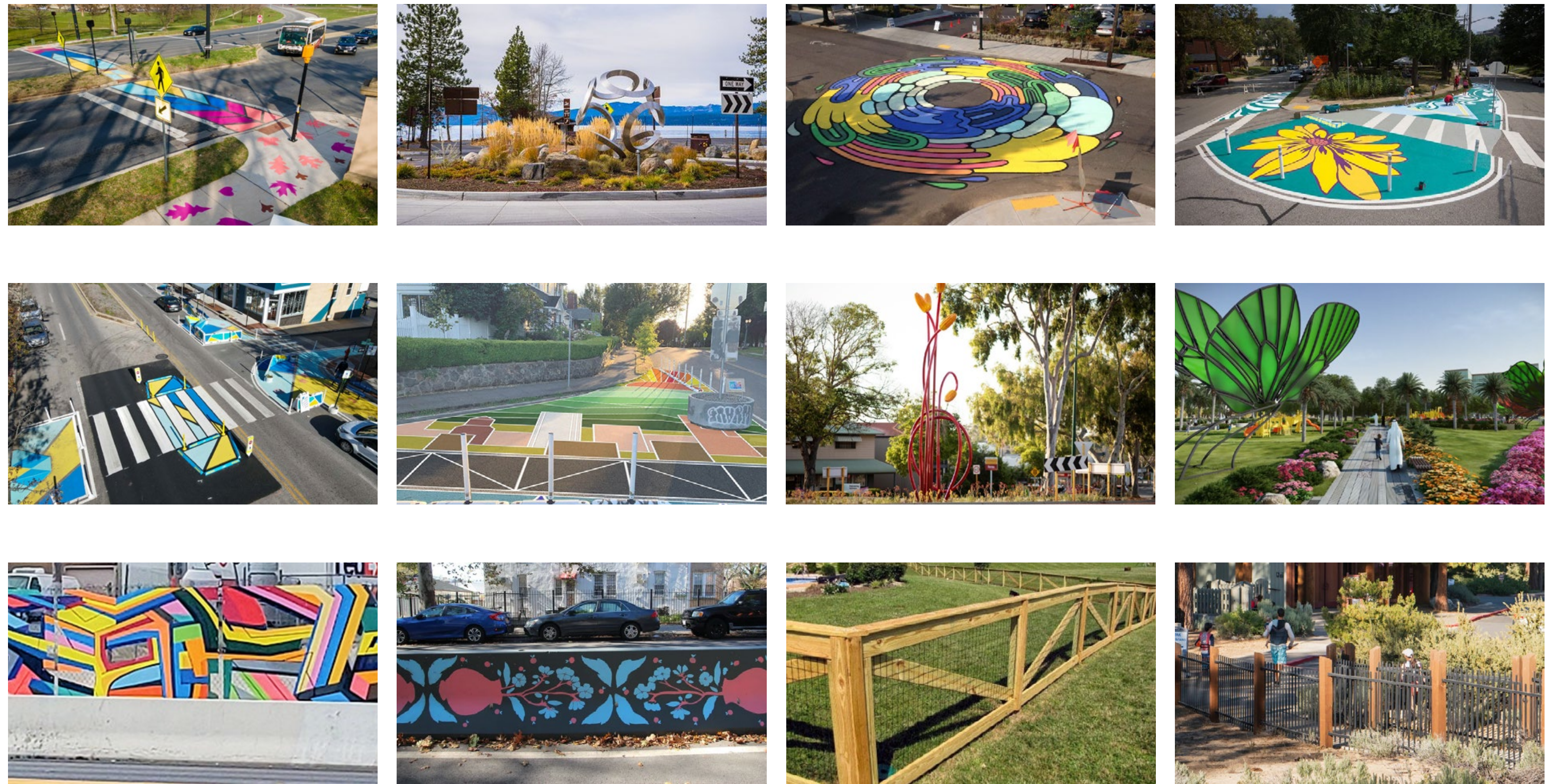


TRAFFIC CALMING ISLANDS



TRAFFIC CALMING PRECEDENT IMAGES

STREET ART, PUBLIC ART, AND FENCING INSTALLATIONS



OPINION OF THE RANGE OF PROBABLE COSTS

The following pages show a range of probable construction costs, based on the master plan level design drawings in this document. This range is an opinion only and will need to be verified by a retained cost estimation specialist or by a contractor in the bidding and negotiation process after completion of construction documents.

PAY ITEM	Description	Quantity	Unit	Unit Price	Extended Total Amount
	Skate Park Expansion				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$43,500
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$8,700
3	Site Demolition (4%)	1	LS		\$17,400
4	Earthwork, Site Work Grading (5%)	1	LS		\$21,750
5	Utility Relocation and Connections (5%)	1	LS		\$21,750
6	Shade Structure Shelter	2	EA	\$80,000	\$160,000
7	Site Furnishings (Trash Receptacle, Benches, Bike Racks, etc.)	1	LS	\$5,000	\$5,000
8	Irrigation	1	LS	\$10,000	\$10,000
9	Landscape Planting	1	LS	\$10,000	\$10,000
10	Signage	1	LS	\$2,500	\$2,500
11	Skate Park Expansion	1	LS	\$250,000	\$250,000
	Subtotal				\$550,600
	20% Contingency (Includes Design and Engineering)				\$110,120
	TOTAL				\$660,720
	Pickleball Courts				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$45,000
2	Site Demolition	1	LS	\$29,040	\$29,040
3	Earthwork, Site Work Grading (5%)	1	LS		\$22,500
4	Utility Relocation and Connections (5%)	1	LS		\$22,500
5	Shade Structure Shelter	1	EA	\$80,000	\$80,000
6	Site Furnishings (Trash Receptacle, Benches, Bike Racks, etc.)	1	LS	\$5,000	\$5,000
7	Lighting and Electrical	1	LS	\$60,000	\$60,000
8	Irrigation	1	LS	\$10,000	\$10,000
9	Landscape Planting	1	LS	\$10,000	\$10,000
10	Fencing	750	LF	\$50	\$37,500
11	Signage	1	LS	\$2,500	\$2,500
12	Pickleball Courts Complete (base and surfaces)	1	LS	\$264,000	\$264,000
	Subtotal				\$588,040
	20% Contingency (Includes Design and Engineering)				\$117,608
	TOTAL				\$705,648
	Restroom #1				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$128,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$25,600
3	Site Demolition (4%)	1	LS		\$51,200
4	Earthwork, Site Work Grading (5%)	1	LS		\$64,000
5	Utility Relocation and Connections (5%)	1	LS		\$64,000
6	Restroom	1	EA	\$320,000	\$320,000
	Subtotal				\$652,800
	20% Contingency (Includes Design and Engineering)				\$130,560
	TOTAL				\$783,360
	Restroom #2				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$128,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$25,600
3	Site Demolition (4%)	1	LS		\$51,200
4	Earthwork, Site Work Grading (5%)	1	LS		\$64,000
5	Utility Relocation and Connections (5%)	1	LS		\$64,000
6	Restroom	1	EA	\$320,000	\$320,000
	Subtotal				\$652,800
	20% Contingency (Includes Design and Engineering)				\$130,560
	TOTAL				\$783,360
	Security Cameras				
1	3-4 Security Cameras (tied into existing electrical)	1	LS	\$250,000	\$250,000
	Subtotal				\$250,000
	20% Contingency (Includes Design and Engineering)				\$50,000
	TOTAL				\$300,000

PAY ITEM	Description	Quantity	Unit	Unit Price	Extended Total Amount
	Restroom #3				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$128,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$25,600
3	Site Demolition (4%)	1	LS		\$51,200
4	Earthwork, Site Work Grading (5%)	1	LS		\$64,000
5	Utility Relocation and Connections (5%)	1	LS		\$64,000
6	Restroom	1	EA	\$320,000	\$320,000
	Subtotal				\$652,800
	20% Contingency (Includes Design and Engineering)				\$130,560
	TOTAL				\$783,360
	Playground				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$100,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$20,000
3	Site Demolition (4%)	1	LS		\$40,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$50,000
5	Utility Relocation and Connections (5%)	1	LS		\$50,000
6	Shade Structure Shelter	2	EA	\$80,000	\$160,000
7	Site Furnishings (Trash Receptacle, Benches, Bike Racks, etc.)	1	LS	\$7,500	\$7,500
8	Irrigation	1	LS	\$5,000	\$5,000
9	Landscape Planting	1	LS	\$25,000	\$25,000
10	Signage	1	LS	\$2,500	\$2,500
11	Fencing	500	LF	\$50	\$25,000
12	Playground (Equipment and Surfacing)	1	LS	\$800,000	\$800,000
13	Paving - Pedestrian Concrete	1,000	SF	\$25	\$25,000
	Subtotal				\$1,310,000
	20% Contingency (Includes Design and Engineering)				\$262,000
	TOTAL				\$1,572,000
	Splash Park and New Parking				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$220,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$44,000
3	Site Demolition (4%)	1	LS		\$88,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$110,000
5	Utility Relocation and Connections (5%)	1	LS		\$110,000
6	Shade Structure Shelter	2	EA	\$80,000	\$160,000
7	Site Furnishings (Trash Receptacle, Benches, Bike Racks, etc.)	1	LS	\$7,500	\$7,500
8	Irrigation	1	LS	\$5,000	\$5,000
9	Landscape Planting	1	LS	\$25,000	\$25,000
10	Signage	1	LS	\$2,500	\$2,500
11	Paving - Pedestrian Concrete	1,000	SF	\$25	\$25,000
12	Paving - Vehicular Asphalt	22,000	SF	\$25	\$550,000
13	Curb and Gutter	900	LF	\$45	\$40,500
14	Concession Building	1	LS	\$400,000	\$400,000
15	Splash Park	1	LS	\$1,000,000	\$1,000,000
	Subtotal				\$2,787,500
	20% Contingency (Includes Design and Engineering)				\$557,500
	TOTAL				\$3,345,000
	Basketball Court and New Parking				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$45,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$9,000
3	Site Demolition (4%)	1	LS		\$18,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$22,500
5	Utility Relocation and Connections (5%)	1	LS		\$22,500
6	Shade Structure Shelter	1	EA	\$80,000	\$80,000
7	Site Furnishings (Trash Receptacle, Benches, Bike Racks, etc.)	1	LS	\$7,500	\$7,500
8	Irrigation	1	LS	\$5,000	\$5,000
9	Landscape Planting	1	LS	\$10,000	\$10,000
10	Signage	1	LS	\$1,000	\$1,000
11	Paving - Pedestrian Concrete	500	SF	\$25	\$12,500
12	Paving - Vehicular Asphalt	12,500	SF	\$25	\$312,500
13	Curb and Gutter	560	LF	\$45	\$25,200
	Subtotal				\$570,700
	20% Contingency (Includes Design and Engineering)				\$114,140
	TOTAL				\$684,840

CONSTRUCTION PHASE COST ESTIMATE

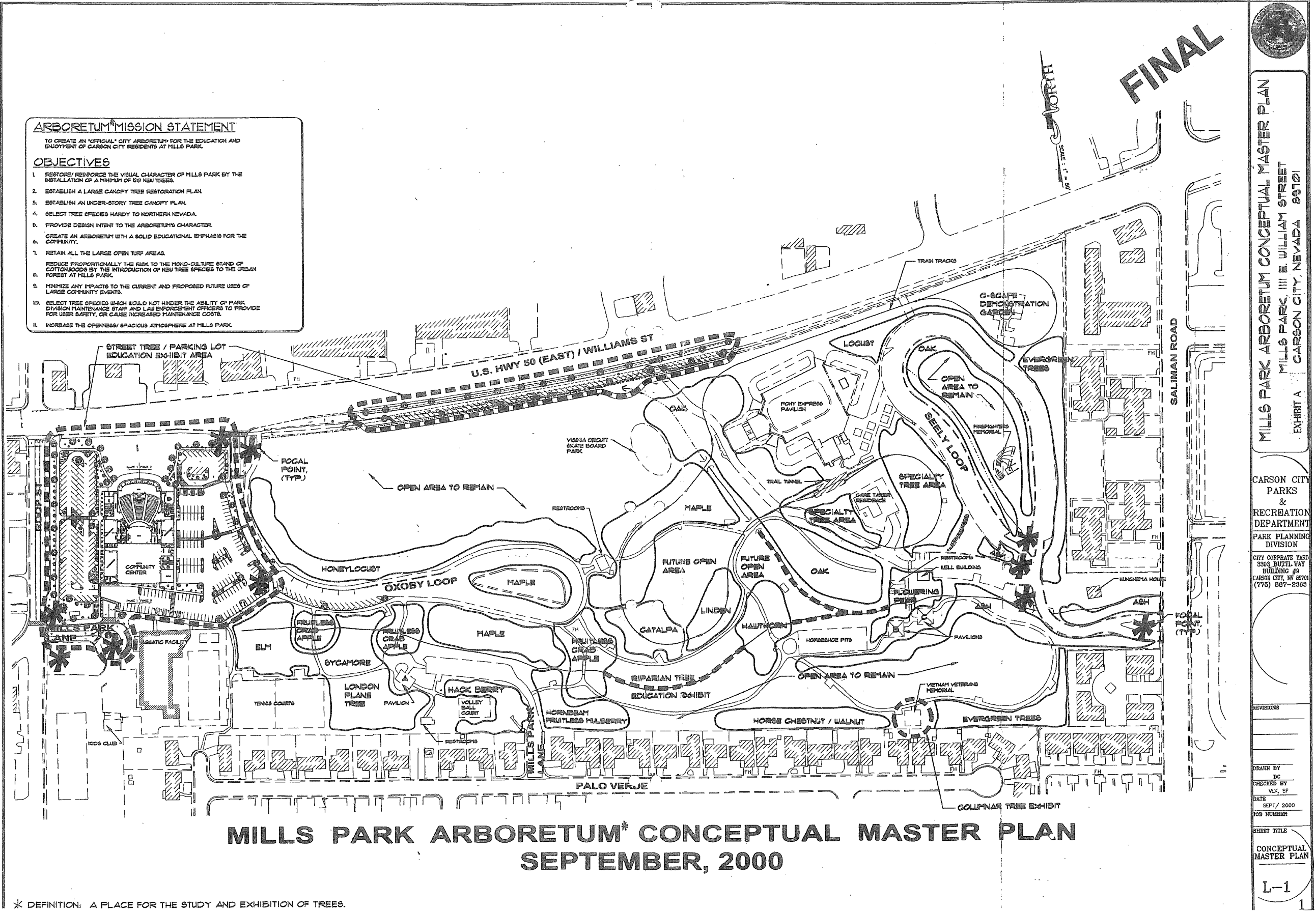
PAY ITEM	Description	Quantity	Unit	Unit Price	Extended Total Amount
	Dog Park				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$50,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$10,000
3	Site Demolition (4%)	1	LS		\$20,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$25,000
5	Utility Relocation and Connections (5%)	1	LS		\$25,000
6	Shade Structure Shelter	3	EA	\$80,000	\$240,000
7	Site Furnishings (Trash Receptacle, Benches, Bike Racks, etc.)	1	LS	\$7,500	\$7,500
8	Irrigation	1	LS	\$10,000	\$10,000
9	Landscape Planting	1	LS	\$25,000	\$25,000
10	Fencing	1,200	LF	\$50	\$60,000
11	Signage	1	LS	\$1,000	\$1,000
12	DG Landscape Mulch	40,000	SF	\$3	\$120,000
13	Paving - Pedestrian Concrete	1,500	SF	\$25	\$37,500
	Subtotal				\$631,000
	20% Contingency (Includes Design and Engineering)				\$126,200
	TOTAL				\$757,200
	Promenade				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$26,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$5,200
3	Site Demolition (4%)	1	LS		\$10,400
4	Earthwork, Site Work Grading (5%)	1	LS		\$13,000
5	Utility Relocation and Connections (5%)	1	LS		\$13,000
6	Irrigation	1	LS	\$10,000	\$10,000
7	Landscape Planting	1	LS	\$25,000	\$25,000
8	DG Landscape Mulch	14,000	SF	\$3	\$42,000
9	Paving - Concrete Unit Pavers	5,000	SF	\$30	\$150,000
10	Paving - Pedestrian Concrete	7,000	SF	\$25	\$175,000
	Subtotal				\$469,600
	20% Contingency (Includes Design and Engineering)				\$93,920
	TOTAL				\$563,520
	Foley's Forest Lane				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$150,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$30,000
3	Site Demolition (4%)	1	LS		\$60,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$75,000
5	Utility Relocation and Connections (5%)	1	LS		\$75,000
6	Irrigation	1	LS	\$5,000	\$5,000
7	Landscape Planting	1	LS	\$15,000	\$15,000
8	Signage	1	LS	\$2,500	\$2,500
9	Paving - Pedestrian Concrete	3,000	SF	\$25	\$75,000
10	Paving - Vehicular Asphalt	50,000	SF	\$25	\$1,250,000
11	Curb and Gutter	3,000	LF	\$45	\$135,000
	Subtotal				\$1,872,500
	20% Contingency (Includes Design and Engineering)				\$374,500
	TOTAL				\$2,247,000
	Fitness Loop				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$20,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$4,000
3	Site Demolition (4%)	1	LS		\$8,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$10,000
5	Utility Relocation and Connections (5%)	1	LS		\$10,000
6	Irrigation	1	LS	\$5,000	\$5,000
7	Landscape Planting	1	LS	\$10,000	\$10,000
8	Signage	1	LS	\$2,500	\$2,500
9	Paving - Pedestrian Concrete	1,200	SF	\$25	\$30,000
10	Fitness Loop Equipment	1	LS	\$150,000	\$150,000
	Subtotal				\$249,500
	20% Contingency (Includes Design and Engineering)				\$49,900
	TOTAL				\$299,400

PAY ITEM	Description	Quantity	Unit	Unit Price	Extended Total Amount
	Parking Expansion				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$170,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$34,000
3	Site Demolition (4%)	1	LS		\$68,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$85,000
5	Utility Relocation and Connections (5%)	1	LS		\$85,000
6	Paving - Pedestrian Concrete	5,500	SF	\$25	\$137,500
7	Paving - Vehicular Asphalt	60,000	SF	\$25	\$1,500,000
8	Curb and Gutter	2,000	LF	\$45	\$90,000
	Subtotal				\$2,169,500
	20% Contingency (Includes Design and Engineering)				\$433,900
	TOTAL				\$2,603,400
	Maintenance Road				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$40,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$8,000
3	Site Demolition (4%)	1	LS		\$16,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$20,000
5	Utility Relocation and Connections (5%)	1	LS		\$20,000
6	Paving - Pedestrian Concrete	1,200	SF	\$25	\$30,000
7	Paving - Vehicular Asphalt	15,000	SF	\$25	\$375,000
	Subtotal				\$509,000
	20% Contingency (Includes Design and Engineering)				\$101,800
	TOTAL				\$610,800
	Repurpose Amphitheater				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$3,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$600
3	Site Demolition (4%)	1	LS		\$1,200
4	Earthwork, Site Work Grading (5%)	1	LS		\$1,500
5	Utility Relocation and Connections (5%)	1	LS		\$1,500
6	Repurpose Amphitheater with Landscaping	1	LS	\$30,000	\$30,000
	Subtotal				\$37,800
	20% Contingency (Includes Design and Engineering)				\$7,560
	TOTAL				\$45,360
	Veterans Memorial Expansion				
1	Mobilization/Demob, Bonding, Insurance (10%)	1	LS		\$5,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$1,000
3	Site Demolition (4%)	1	LS		\$2,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$2,500
5	Utility Relocation and Connections (5%)	1	LS		\$2,500
6	Expand Veterans Memorial	1	LS	\$50,000	\$50,000
	Subtotal				\$63,000
	20% Contingency (Includes Design and Engineering)				\$12,600
	TOTAL				\$75,600
	Wungnema House Improvements				
1	Building repairs and updates per 2020 Carson City Facility Condition Assessment	1	LS	\$100,000	\$100,000
	Subtotal				\$100,000
	20% Contingency (Includes Design and Engineering)				\$20,000
	TOTAL				\$120,000
	Maintenance Shop				
1	Mobilization/Demob, Bonding, Insurance (8%)	1	LS		\$36,000
2	Temporary Fencing, Erosion Controls, Fencing (2%)	1	LS		\$9,000
3	Site Demolition (4%)	1	LS		\$18,000
4	Earthwork, Site Work Grading (5%)	1	LS		\$22,500
5	Utility Relocation and Connections (5%)	1	LS		\$22,500
6	Maintenance Shop	1	LS	\$295,000	\$295,000
	Subtotal				\$403,000
	20% Contingency (Includes Design and Engineering)				\$80,600
	TOTAL				\$483,600



PAVILION & BRIDGE OVER STORMWATER DITCH

MILLS PARK ARBORETUM CONCEPTUAL MASTER PLAN 2000



SIGNAGE MASTER PLAN

IMAGES FROM THE 2018 CARSON CITY PARKS, RECREATION & OPEN SPACE DEPARTMENT SIGNAGE MASTER PLAN



ENTRY KIOSK
SINGLE PANEL - DOUBLE SIDED



ENTRY KIOSK
SINGLE PANEL W/ METAL ROOF



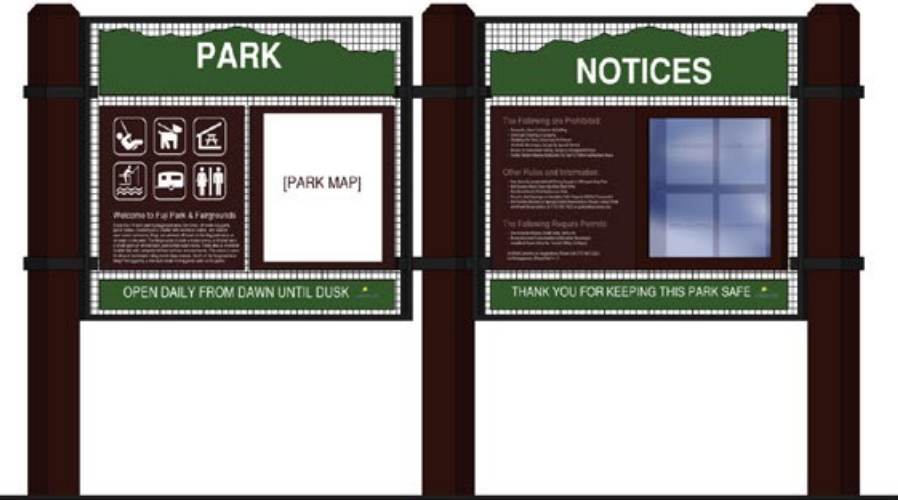
TRAIL DIRECTIONAL SIGN
OPTION 1



TRAIL DIRECTIONAL SIGN
OPTION 2



LARGE INTERPRETIVE SIGN



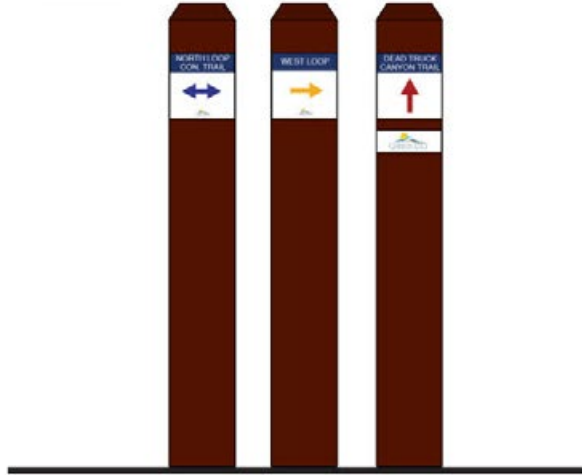
ENTRY KIOSK
DOUBLE PANEL



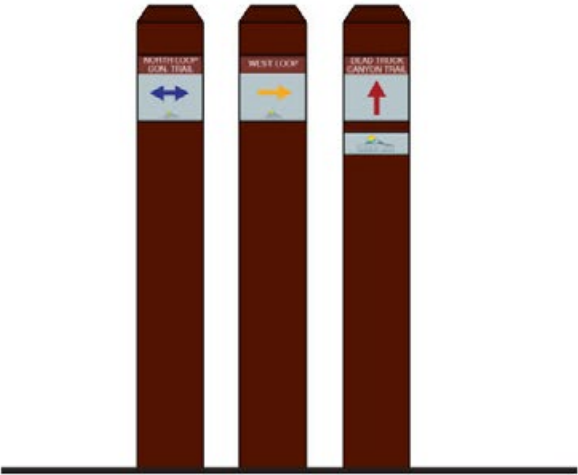
ENTRY KIOSK
TRI PANEL



TRAIL MARKER SIGN



ENTRY KIOSK
6" POST - NAVY AND WHITE



ENTRY KIOSK
6" POST - FIREWEED AND GREY

PARK IMPROVEMENT PLAN ALTERNATIVES OPTION A & B



ALTERNATIVE DESIGNS

These alternatives were developed based input by Carson City staff on the needs and operations of the park, in alignment with initial feedback from the public survey conduction in 20220. The alternatives were then presented to the public on November 15, 2022. Feedback from that meeting was then taken and a preferred master plan was subsequently developed.

PUBLIC MEETING NOTES

- Notes from talking with the public at the Mills Park Master Plan Public Meeting.
- The current exercise equipment area is in poor condition
- Would like to see an exercise loop with all inclusive equipment either along the loop or in a centralized area.
- Better bathrooms for use and changing opportunities. Some people like to exercise in the morning at the park then change to play pickleball.
- Lighting for skate park
- Add simple or “cookie cutter implements” to current skate park and hopefully larger one. – Simple implements like a stand-alone rail, steps, boxes, etc. located in area away from the main area to give users opportunities to be isolated from main group.
- Current bathrooms (portable restrooms) are terrible. Need to open up and improve on current closed facilities.
- Would like to see sidewalk from entrance at Seely loop into the park. Currently there is not one so have to walk in the roadway until they reach a sidewalk
- Sidewalk from MTP starts towards the playground to the south but dead ends into the lawn area. Have to walk either on the grass or in parking spaces to get to playground.
- Is there anything that is going to be built or take place in the empty lot off of Palo Verde?
- Large events create parking issues on Palo Verde and impacts residential homes. Increase parking in park to alleviate the issue.
- Like the addition of dog park. Would like to see the dog park to be grass or DG would be ok. Also would like to see sections for large dogs and small dogs as well as agility equipment.
- Don’t like additional road crossings across the railroad tracks. Would require a lot of security features for the safety of train, cars and pedestrians.
- Good to see turf reduction and water conservation with turf reduction. Would water conservation be the driving force for future changes?
- No dog park. Open Space + Parks + Rec added 4 more dog parks making 6 total in town which is already too many for a city this size, leave a few parks for people who don’t love or want dogs.
- I don’t see the multiuse path along Williams in either plan.
- Opposed to any vehicular access through park.
- I am not in favor of a dog park in the southeast corner. Nowhere near the homes please.
- Water waste/evaporation of splash park?
- Did OSAC approve dog park at Mills?
- Not enough parking
- Don’t like the road out to Hwy 50
- Parking on Hwy 50 along the multi use path
- Public road access through Park & safety. Prefer only accessible for safety and maintenance folks, not general access (both road options)
- More bathrooms
- Don’t like so many track crossings (RR)
- Needs more shade
- For- Promenade and support for events
- For- Lighted skate park and expanded skate park – x3 people
- Farmer’s Market at Pavilion and through the fall to support local farmers and ranchers
- Playground as large as possible – put where Firefighter’s Memorial is – Playground inside RR tracks a safety issue – needs to be close to parking (tot + larger kid areas) W/ SHADE
- For- Large skatepark
- Splash park – make as big as possible
- Add splash components & climbing walls & other amenities to pool – especially for winter (REVENUE)
- Promenade and emergency access
- For- Swings
- For- Lights @ pickleball courts





Prepared by

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