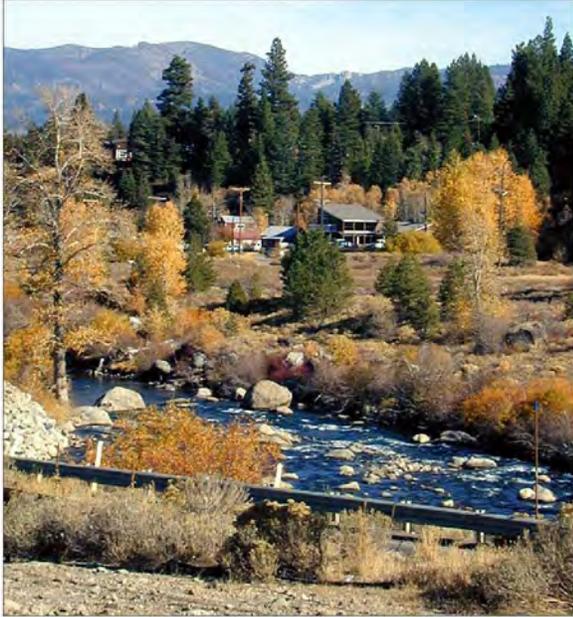


# Downtown River Revitalization Strategy



## Truckee, California

Adopted October 20, 2005  
Town Council Resolution No. 2005-52

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## Participants in the Planning Process

Many stakeholders participated in the planning process, including:

Downtown business owners  
Downtown property owners  
River corridor residents, business and property owners  
Truckee-Donner Historical Society  
US Forest Service  
Truckee River Watershed Council  
Lahonton Regional Water Quality Control Board  
Local residents and professionals

\* A special thanks to Mike Blide at the Cottonwood Restaurant for generously donating the use of his restaurant to hold a public workshop.

Photographs and sketches are used in this strategy to illustrate the general intent of proposed actions. It is understood that the specific details of designs that would actually be implemented will vary and will be subject to the town's review processes as well as other agencies, as appropriate. A specific example relates to photographs that illustrate the potential character of some development and street scenes. Some of these do not have the level of landscaping that would be expected.

# Introduction to the Strategy

Truckee has worked diligently in the past decade to build a strong center for the community that is a vital part of the economy and a cultural and symbolic focus for the quality of life that the region offers. This effort builds on a framework of historic resources, circulation systems and streetscape enhancements that has garnered recognition nationally. A key element is the Truckee River which runs east west through the downtown area. It has shaped town development providing water, food and recreation. Today the community seeks to make better use of lands and resources along this portion of the river. This plan lays out a vision and strategy for doing so.

This is a master strategy, which establishes a vision for development along the edges of the Truckee River as it courses through downtown. It describes actions to revitalize underutilized lands, abate environmental degradation and redevelop the community's neglected waterfront. As such, it outlines a framework of circulation and land use that will establish a climate for investment, both for the public and private sectors. The economic conditions that support redevelopment are also outlined, and strategies for implementation are included.

## Purpose

The purpose of the strategy is:

- To provide overall direction for public and private investment,
- To establish priorities for phasing and for public actions,
- To identify areas of teamwork and collaboration,
- To coordinate implementation strategies.

This strategy is not a regulatory plan or document and does not have a legally binding effect on later actions and activities that the Town may take. It is a study/report that assists the Town Council, Planning Commission, other Town review bodies, and Town staff in identifying, analyzing, prioritizing, and implementing future actions that the Council may consider.



The plan provides strategic direction to implement the *Downtown Specific Plan*, which was adopted following certification of a program EIR. The strategies provided in this plan support the *Downtown Specific Plan* and EIR. Additional environmental review and discretionary decisions may be required prior to the approval and construction of the actual projects identified in this plan.

View looking west along the Truckee River.

## A. Objectives...



View looking north to downtown from the Cottonwood Restaurant.

The term “habitat enhancement” as used in this strategy includes the restoration and protection of habitat and recognizes that damaged habitat may need to be manipulated in order to provide an enhancement of the habitat.

## Themes

The strategy focuses around three themes - social, environmental, and economic conditions in the area. A fundamental precept is that any actions should provide improvements in each of these sectors. It is within this context that a variety of planning variables is considered, including land use, transportation, historic preservation, parks and open space.

## A. Goals and Objectives

The recommendations in this *Downtown River Revitalization Strategy* are intended to accomplish these goals:

### Environmental Goals

- Protection and enhancement of the Truckee River is a high priority.
- Enhance the environmental educational opportunities for residents and visitors alike, and increase restoration and beautification opportunities of the river corridor.
- Maintain a healthy ecosystem.
- Provide a healthy riparian environment by protecting and improving the river corridor with sensitive river access.
- Protect a living corridor and functioning ecosystem.

Best practices for natural resource management are expected as well. The strategy identifies ways in which the Town can continue to collaborate with public agencies and other natural resource advocates to incorporate development concepts that will promote revitalization of natural habitats.

### Social Goals

- Protect the natural habitat/environment while improving public access.
- Increase community interaction using the river as a venue.
- Create gathering spaces/areas for people to socialize, recreate and learn.
- The river is a place for both social gathering and quiet refuge and connection with the natural world.
- Protect, interpret and educate the public of the archaeological and historic uses of the Truckee river corridor.

Encouraging people to celebrate their sense of community is a fundamental objective.

### Economic Goals

- Promote appropriate redevelopment of the riverfront corridor.
- Encourage visitor-oriented business along the river corridor while finding appropriate locales for the existing businesses.
- Promote economic diversity and prosperity for residents.
- Provide mixed use opportunities encompassing a variety of housing, light industrial, retail, office and cultural spaces.

Economic development strategies serve a key role in the strategy. A fundamental objective is to establish a climate for investment, for private developers, for the town itself and for other governmental agencies and non-profit organizations. An understanding of overall market potential and the feasibility of selected development is therefore included. Job creation also is projected.

## B. The Scope of the Strategy

Achieving these goals requires considering a variety of land planning, urban design, transportation, resource management and economic development strategies in an integrated way, such that all elements combine to reinforce an overall vision for the project area and assure its efficient servicing and operation.

The strategy includes concepts for housing, mixed use, lodging and industrial facilities as well as open space, trails and habitat enhancement. These concepts promote fundamental principles of good urban design. Among these are concerns for the character of the pedestrian experience, a sense of the quality of public spaces, compatible streetscapes, a positive business environment and a sense of identity.

As a strategic plan, general concepts are outlined. More detailed designs will be developed in later phases of implementation and, along the way, refinements and adjustments will occur. Nonetheless, the essential elements should remain intact and any future development should be consistent with its policies.

The strategy provides strategic direction to implement the *Downtown Specific Plan*, which was adopted following certification of a program EIR. The strategies provided in this plan support the *Downtown Specific Plan* and EIR. Additional environmental review and discretionary decisions may be required prior to the approval and construction of the actual projects identified in this strategy.

### The Planning Area

The strategy covers the segment of the Truckee River that runs through downtown, which extends from the confluence of Donner Creek at the western end to the intersection with Trout Creek on the eastern end. It sets the vision for public improvements, including trails and open space, as well as for enhanced private development opportunities. It also addresses the potential relocation of some existing uses. (See map on page IN-7.)

## C. Policy Base

The *Downtown River Revitalization Strategy* draws upon these existing policies and regulations:

### The General Plan

In 1996, the town adopted the *Town of Truckee General Plan*. It recognizes the Truckee River as one of the town's primary assets, and envisions development that is pedestrian-oriented and provides public access to recreation and open space. It also states that circulation should be improved through an enhanced road system and by encouraging alternative means of transportation.

## B. Scope...



Workshop participants mapped key assets along the corridors.



Stake holders assigned preferred uses to sites along the river corridor in public workshops.

## C. Policy Base...



Workshop 2a



Workshop 2a

## The Specific Plan

Later, in 1997, the Town of Truckee adopted the *Downtown Specific Plan*, which charts a direction for development in the core of the community that builds on its more important assets. These include the historic resources of Downtown Truckee and the Truckee River. The plan outlines design standards for the river edge, and envisions it as a corridor of amenities that serves as a core for public and private investment.

The specific plan also mentions public access, in-stream enhancements and other amenities. A river trail, parks and public access points are ideas set forth in the specific plan. Additional pedestrian crossings are also described, with the intent of more closely knitting the two sides of town together and providing alternative modes of access to the downtown core. Some of the specific policies are included in the margin notes of the *Downtown River Revitalization Strategy*.

## Design Guidelines

In 2003, the town then adopted *Historic Downtown Design Guidelines*. These include guidelines for the river corridor, which envision new buildings that respect the context and promote site improvements that value the natural resources of the area. The guidelines also acknowledge that some stone walls and other features along the river edge may have historic significance.

## Placer County River Planning

More recently, Placer County has engaged in the creation of a plan for portions of the river outside of town. This project, currently underway, addresses natural resources and connections to regional trail systems.

Each of these documents contributes to the policy base for river enhancement. Now, a more detailed plan is needed to achieve the vision for the downtown portion of the river. That plan must reflect community wisdom, address technical environmental and engineering issues and establish a climate for investment through creative design, regulation and organization.

## D. The Planning Process

This *Downtown River Revitalization Strategy* is a product of community efforts brought together through a variety of meetings, workshops and on-site analysis. While the key ideas stem from the *Downtown Specific Plan* and even earlier *General Plan* policies, the focus of planning effort extended from November 2004 through May 2005 and included the following activities:

### Public Outreach

The planning process included a range of methods for stakeholders to contribute their ideas.

#### **Focus Groups**

In an effort to solidify key stakeholder input, two focus groups were formulated. The first group, which consisted of affected property and business owners, was

created in order to identify constraints and other issues associated with working and operating a business along the Truckee River and within the town overall. The second group, which consisted of professionals, experts and regulatory bodies, helped to identify Federal, State and local regulations as well as existing conditions related to the Truckee River watershed. The primary task of the second focus group was to establish a knowledge base for opportunities and constraints for future implementation program.

### **Resource Panel**

In conjunction with the stakeholder groups identified above, a panel of people representing a range of Truckee's diverse population met to provide local insight and input. The resource panel included a wide range of community members, including technical experts and professionals, special districts and utilities, non-profit and for-profit organizations, property and other interested citizens.

### **Self-guided Walking Tour**

As a precursor to public workshops that were planned, a self-guided walking tour was created to encourage one-on-one interactions with the river and surrounding area. Tour participants were encouraged to visit a selection of places along the river, in order to review issues and opportunities. They then were invited to report their findings at the next public workshop. Although many participants had lived and worked in Truckee for several years, they were energized by the opportunity to look closer and identify areas in need of improvement, preservation, protection and reuse.

### **Public Workshop #1**

On December 7, 2004, the community participated in a workshop in order to identify assets and issues associated with the planning area and to draft statements envisioning its character for the future. During the workshop, participants placed cutouts representing open space, residential, commercial and industrial uses on a map of the river corridor. Participants then outlined policies for their favorite locations, as a precursor to the following Workshop #2.

### **Public Workshop #2a**

In a second workshop in January 2005, more than 50 people gathered to generate development concepts for a selection of key sites and to coordinate these in an overall framework strategy. In this session, they worked with other cutouts that represented uses for specific "Opportunity Sites."

### **Public Workshop #2b**

In February 2005, another 30 citizens joined in a replay of the second workshop, in which they generated plan framework concepts. The findings from this workshop reinforced those set forth in the previous January meeting.

### **Public Workshop #3**

The ideas generated in the previous workshops were synthesized into a set of framework concepts and development principles, which were discussed in a public workshop on March 31, 2005. At this session, participants helped to refine the proposals and then outlined priorities for implementing the plan recommendations.

### **Website**

Workshop exercises were also posted on the town's website and citizens were

## **D. Planning Process...**



Participants at the workshop sessions presented their ideas verbally and graphically.

## E. Organization...

### Goal

The Town of Truckee  
Downtown Specific Plan

#### “Truckee River Corridor :

- Establish a park on State owned property along the south side of the River.
- Establish a bicycle/pedestrian trail along the south side of the River.
- Link the Downtown Commercial Core with the Truckee River.
- Provide suitable access for river recreation.
- Improve views from the river corridor.
- Improve the appearance of the Bridge Street bridge with architectural details and paint.
- Improve the quality of wildlife and fishery habitat in the Truckee River and its tributaries.
- Support a Truckee River Day.
- Protect and improve water quality in the Truckee River and its tributaries.
- Design environmentally sensitive and aesthetically pleasing new pedestrian/bicycle bridge crossings.
- “Cluster” new residential development along the River.
- New projects adjacent to the river must mitigate any adverse visual impacts.
- Increase the visibility of the River.”

invited to submit their ideas via the internet. Summaries of workshop findings and strategy draft materials were also posted on the web site.

## Professional Analysis and Synthesis

The planning work generated by members of the community was supported by analyses from members of a consulting team as well as numerous town staff. This work was summarized in several orientation presentations during the public workshops and focus group meetings as well as the summary of findings presented in this report.

## E. Strategy Organization

### Basic Organization

The strategy is presented in four major divisions as well as a set of appendices. Chapter 1, “Existing Conditions,” summarizes the current status of social, environmental and economic conditions. The inefficient use of some lands, environmental concerns and assets to be valued are described in it. Then, Chapter 2, “Framework Plan,” presents the basic concept for improvements. This focuses on a pedestrian and bicycle circulation system of trails and walkways that shape a “figure eight” to link properties in the planning area. It also links three activity centers, or “nodes,” around which public and private improvements are to be focused. Chapter 3, “Opportunity Sites,” then describes potential improvement scenarios for 22 specific locations. Chapter 4, “Implementation Approach,” then outlines a set of criteria for setting priorities to implement the strategy and also summarizes some of the development tools that may be used, including actions the town can take and a range of funding programs that may be considered. Finally appendices provide additional information about the river itself and employment generation benefits that may accrue from implementing the strategy. Fold-out maps at a larger size also are provided at the end of the document.

### Illustrations

Throughout the document, sketches illustrate the potential character of some selected improvement projects and photographs from other communities provide suggestions for the potential character of some of the proposed land uses. It is important to note that these images are intended to convey a general approach to improvements, not specific design solutions, and that more detailed analysis, design and discussion would be necessary before any actual work would occur.

Four maps also appear in the strategy. The first map identifies the groupings of Opportunity Sites. (See the page that follows.) The second map (Appendix D, Framework Map) illustrates the basic framework concept in Chapter 2. This map also shows the basic circulation systems and the location of the nodes of activity. The third map (Appendix E, Future Land Use Map) builds on the framework by adding recommendations for uses and public sector improvements. The fourth map (Appendix F, Zoning Map) shows the current zoning of properties in the study area.

## Opportunity Sites



The strategy provides concepts for approximately 140 acres of land. Within this there are 22 “Opportunity Sites,” for which specific recommendations are made. These are labeled using an alpha-numeric system. The individual sites are then organized into seven groupings, labeled A through G. This labeling system is used throughout to refer to these sites. Occasionally, the current owner name is also added as a supplement to this coding system.

(This map reappears in Chapter 3 to facilitate reference to the discussion of the individual sites that is presented there.)

Site	Acre	
A-1	44.50	Fish & Game
A-2	1.98	
B-1	20.11	Henderson property
B-2	2.46	
B-3	5.46	
C-1	7.24	Arnold property
C-2	1.75	
C-3	6.51	
C-4	2.94	
D-1	7.85	Bright property east
D-2	17.78	Bright property west
E-1	1.48	Town-owned
E-2	0.56	
E-3	0.57	
E-4	1.90	
F-1	1.25	
F-2	1.25	
F-3	2.00	
G-1	5.00	Town-owned
H-1	0.75	
H-2	1.10	
H-3	2.50	Union Pacific Railroad
	<b>136.94</b>	Total acreage of all sites

Note: These figures are approximate.

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# Chapter 1: Existing Conditions

Throughout the history of the area, the Truckee River has provided a source for jobs, recreation and the daily needs for food and water. The town began along its banks. In 1863, an early settler, Joseph Gray, erected a stage station, where water was available, in anticipation of the transcontinental railroad passing through the river basin. Lumbermen followed, providing material for construction, telegraph poles, railroad ties and fuel. The first lumber mill located at the river edge in 1867. Others quickly followed and by 1868, fourteen mills operated in the immediate vicinity of the river.

Ice production followed as a major industry in the region. The Truckee River basin supplied most of the ice used in the west in the late nineteenth and early twentieth centuries. Ice ponds were established throughout the region, and a major one was located at Trout Creek.

Hydroelectric power also drew upon the river. One facility was located on East River Street. And, of course, many residential neighborhoods grew up along the river and its tributary creeks, drawing upon the convenient water supply.

## A. Cultural Resources

Remnants of this history still survive in the area and represent tangible links to the past. These include many historically significant buildings, particularly along West River Street, East River Street and Riverside Drive. Others are on the south side of the river. Most of these resources are described in the *Town of Truckee Historic Resources and Architectural Inventory*; they include buildings, structures and objects. These properties add to the aesthetic qualities of the area and their preservation is a high priority. Many remain in the original families' ownership and thus they reflect a physical connection with earlier residents. Some of the buildings in this area are in poor condition, while others have undergone reha-



West River Street, river banks: Sheet flow run-off in this area enters the river with little filtration.

## A. Cultural Resources...



Looking south across the Truckee River to the Hilltop area above and residential neighborhood below.



East River Street, looking west.

West River Street, looking north across the railroad tracks from Opportunity Site E-1. The visual connection to the historic structures in the Brickelton area should be considered in the redevelopment on Site E-1 and E-2.

bilitation. Any development that occurs along the river edge should consider the appropriate treatment of these resources and should facilitate their preservation. Design guidelines for development in the Downtown Overlay District are included in Volume 3 of the *Downtown Specific Plan* and would be applicable to development in much of the river revitalization area.

The downtown segment of the river also contains sites of historic and prehistoric habitation, which are known to have archeological resources. Early commercial and industrial activity along the river is well-documented and some sites, such as the ice pond, are well-known. A survey of cultural resources in 2003 indicates that many other archeological sites are likely to be along the river.

## B. Truckee River and Environs

The Middle Truckee River, which runs through downtown, ranges in elevation from approximately 6,200 feet at the Lake Tahoe outlet to 5,000 feet at the state line. The drainage area for this portion covers more than 400 square miles. This segment is also fed by Donner Creek as it descends from Donner Lake.

Water flows are regulated by long-standing contracts: As part of a 1935 operating agreement between the federal government, Sierra Pacific Power Company, Truckee-Carson Irrigation District and Washoe County Water Conservation District, a minimum flow of between 300 and 500 cubic feet per second must be maintained at the state line.

The State has identified the Truckee River and a number of its tributaries as “Impaired” for sedimentation/siltation and/or organics under Section 303(d) of the federal Clean Water Act. “Impaired” means water bodies that do not or are not expected to meet water quality standards after applying existing required controls.

Road construction and maintenance, railroad construction, forestry, recreation uses, land management and development practices, are among the factors that have caused sediment production, increased runoff and degradation of riparian and aquatic habitats in the watershed.



## Natural Features and Wildlife

The dominant vegetation type in the watershed is mixed conifer forest, with Great Basin sage scrub in lower elevation areas. Riparian vegetation – primarily cottonwood, quaking aspen, dogwood, willow, sedges and grasses – grows along the Truckee River, its tributaries, and the margins of wetland areas.

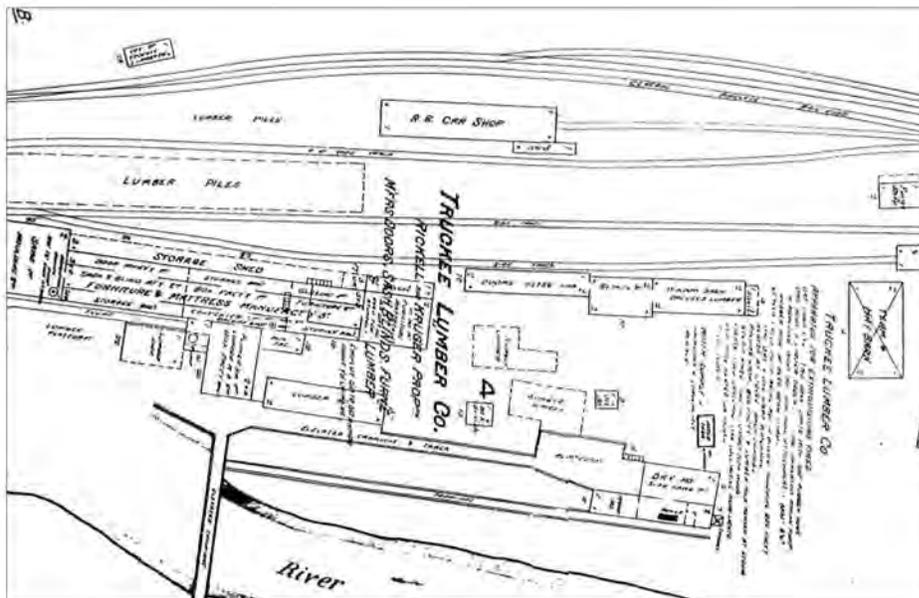
The Middle Truckee River provides habitat for both native and non-native fish species. Native species include mountain whitefish, Paiute sculpin, Lahontan redbreast sucker, Tahoe sucker, and mountain sucker, as well as the listed cui-ui and Lahontan cutthroat trout. Introduction of non-native species, beginning in the 1800s, resulted in major populations of rainbow and brown trout. These are supplemented with hatchery-reared fish in certain areas to improve recreational fishing.

The Middle Truckee River is host to a number of other special status species or species of concern, including the Lahontan cutthroat trout, California spotted owl, Northern goshawk, and willow flycatcher; marten, fisher, wolverine and Sierra Nevada red fox; foothill yellow-legged frog and mountain yellow-legged frog; and plant species including the Dog Valley lilies, Donner Pass buckwheat, Long-Petaled Lewisia and others.

Because meadow/riparian zones link land with water, they are extremely important for most wildlife species and they support proportionally larger densities and varieties of species than other habitat zones. They are also used for recreation, grazing, water development and other activities. As a result, riparian zones are identified by many river advocates as critical habitat for conservation and restoration.

## Floodplain

The 100-year floodplain of the Truckee River varies in width and location. In some places it is contained within the river banks, but in many places, it reaches inland as much as three hundred feet. The floodplain is slightly entrenched in the glaciated channel in the well-confined alluvial valley. There are several broad



Existing Conditions-Background

## B. Truckee River...



New residential along East River Street: Other improvements in Opportunity Sites F and H should complement these uses.

### Goal

Truckee Trails and Bikeways Master Plan

"New development should provide for trail alignment reservations, dedications, and/or construction when trail corridors are identified within the plan through these private lands."

The Truckee Lumber Company once occupied a substantial amount of land at the west end of Riverside Drive. A bridge connected to some of the operations which lay on the south side of the river. (ca. 1885)

## B. Truckee River...

### Goal

Truckee Trails & Bikeways Master Plan

“The trail and bikeway system should be planned to minimize land use and user conflicts to provide a safe and enjoyable experience for the user.”



Housing on the south side of the Truckee River, above the existing pedestrian bridge #1: Development on the north side should be conceived to complement this use.



Power substation

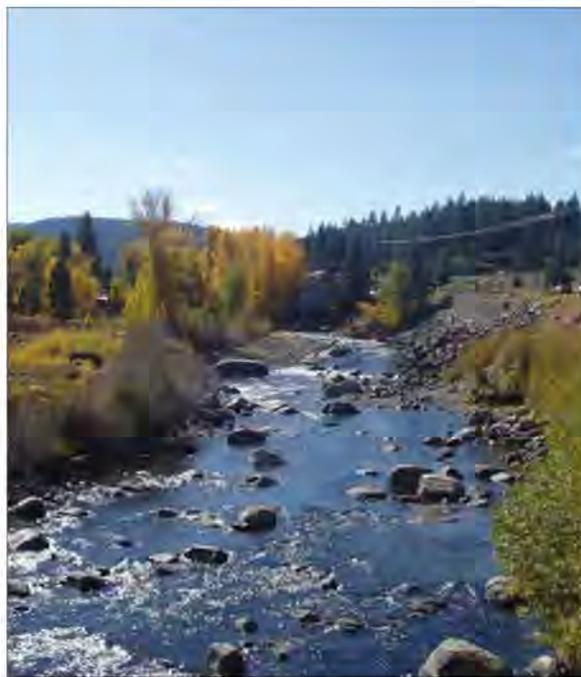
The edge of the Truckee River at the western edge of Opportunity Site E-1. The curve in the river is an area where cutting into the road is a concern, Site E-4.

valley terraces associated with the floodplain within the river reach. The channel itself has riffle/pool sequences and limited meandering within the floodplain. The river has down cut head-ward through a Pleistocene expansion bar. A huge outwash event deposited a very large series of gravel, cobble and boulder bars from the point that the canyon expands (near 89 and West River Street) all the way down to Teichert and TTSA. Then the river cuts back through this bar, leaving a fairly steep channel. The channel has a large cobble bed with a mixture of boulders and coarse gravels.

The Lahontan Regional Water Quality Control Board regulations do not allow buildings or parking lots to be constructed within the 100-year floodplain. However, projects necessary for public recreation and projects to mitigate sources of erosion may be allowed with appropriate environmental mitigation for any adverse impacts resulting from such projects. Environmental efforts could include such measures as construction of facilities that control erosion, maintenance of existing in-stream sediment within the river, enhancement of in-stream or terrestrial habitat, and wetland or riparian enhancement. However, no improvements should be constructed until a geomorphic assessment of the river is performed and an analysis of the function of the habitat and plant communities is undertaken and completed. Please refer to the “Hydrology and Stream Report” (in Appendix B) for more information. The river lacks cover for aquatics and streamside vegetation and woody debris should be considered as part of the habitat improvements for the River.

## Flooding

While flooding issues are known, there is not a detailed analysis of specific areas of need. The flood of January 1997 caused significant flooding in the downtown Truckee area, even though the flooded areas were not shown in the 100-year floodplain. The 1997 flood caused severe bank erosion along West River Street.



## Drainage

Drainage in the downtown Truckee area is provided by a number of courses that eventually, through man-made or natural means, are directed into the Truckee River or Trout Creek. The majority of these drainage courses do not include water treatment facilities prior to discharge into the Truckee River or Trout Creek. All Town facilities and new development is required to treat its water.

Urban development adjacent to surface waters has created a significant concern for hazardous

substance spills and stormwater discharges. Most of the existing industrial properties in this area do not utilize a centralized runoff treatment facility. More recently approved industrial users employ grease and oil traps/separators, while older users drain stormwater runoff directly to the Truckee River. Drainage from the south side of the Truckee River flows directly over or through the ground and into the river.

The East River Street residential area and the Hilltop area also drain directly into the Truckee River. As a result there is the potential for trace amounts of toxic substances to be washed into it.

## River Health

The river is currently listed in the EPA Clean water Act section 303 (d) as impaired due to sediment similar to other rivers in the Eastern Sierra Nevada. Evaluations are ongoing to determine if there might be other impairments. This is not unusual and sediment standards are still being developed. This is a non-point source issue, which refers to pollution caused by rainfall or snowmelt moving over and through the ground, picking up and carrying away natural and human-made pollutants and depositing them into bodies of water. This impairment could range from requiring maintenance of the sediment for any River features to simply impacting fishery hatches.

## Erosion/ Bank Stabilization

Another concern is that portions of the watershed are highly erosive. River banks in the downtown area are unstable in some areas and are subject to significant erosion activities during high run-off periods.

## C. Land Patterns & Uses

### Neighborhood Context

This river revitalization strategy area is framed with these adjoining neighborhoods (see map on page 2 in Chapter 2: The Strategy Framework):

#### ***Downtown Core***

The Downtown Core includes commercial and residential properties along Donner Pass Road and adjoining blocks.

#### ***West River Street***

West River Street contains a mix of commercial, residential and industrial properties. Portions lie within the Downtown Historic Preservation Overlay District, where higher concentrations of historic buildings exist.

#### ***Hilltop***

The Hilltop area includes residential and commercial uses and has development potential. It offers broad views of the river.

## **B. Truckee River...**

### **Goal**

The Town of Truckee  
Downtown Specific Plan

“Phase out industrial land uses located along the Truckee River corridor, and ensure that new riverfront development protects the scenic and environmental quality of the river through development of strict design standards. Provide industrially zoned lands within appropriate locations in the downtown study area which could accommodate those industrial uses relocating off the river.”



Pedestrian connection to downtown



Willows along the river



Steps connect a trail segment to a ledge on the south bank.

### C. Land Patterns...

#### Goal

Truckee Trails & Bikeways Master Plan

"The trail and bikeway design should adhere to a consistent design format to promote the development of a safe and recognizable and uniform system in keeping with the mountain character of Truckee."



The confluence of Donner Creek with the Truckee River: view looking south, from the bridge over West River Street. River restoration work is a high priority in this area.



Pedestrian bridge with marker.

The Truckee River in the West River Street area: habitat restoration along the river edges should be included in improvement work for this area.

### South East River Street

This residential enclave overlooks a portion of the river. Public access is somewhat restricted.

### Future College Campus

A community college is anticipated to be developed on lands to the north of the railroad and west of the downtown core, in an area known as "Hippie Hill."

### Regional Park

Park lands on the south side of the river include active and passive recreation areas.

### Regional Trail

The regional trail system runs through many of the properties on the south banks of the river. Some segments are incomplete, but the Trails and Bikeways Master Plan calls for their ultimate construction.

## Public Places

The Town of Truckee has grown in the past decade. During that period, the community has worked to provide increased community services, including parks and recreation facilities. Some places for meetings and community gatherings have been created as a part of these initiatives. However, the town still lacks a central "place," that could be considered a central civic space. It also lacks sufficient places where the public can gain access to the river safely and legally.

Downtown Truckee serves as the core of the community in terms of dining, specialty retail and some entertainment, but it doesn't provide sufficient public places where citizens can gather to meet the community's needs. The community needs more gathering places for events and celebrations that are centrally located. Historically, the river played more of a role in social activities than it presently does. It had several public focal points, including the ice palace.

## Recreation

Limited opportunities exist to engage in compatible recreational activities along the river in downtown Truckee. There are no formal places for boating, fishing or simply observing the river from safe, appropriately-designed public places.



Existing recreation includes fly fishing, rafting and kayaking; there are no commercial rafting outfitters in the project area. The flows of the Truckee River in the Downtown area are variable and seasonal, with higher flows ending around July. The flows are supplemented by releases from Lake Tahoe, and these releases are controlled by very specific decrees. The releases are not managed for recreation, but rather for water supply (to Reno) and some fisheries' needs. Releases were controlled by ditch decree.

## Existing Property Use

The properties along the north side of the river are more developed than those on the opposite bank. East and West River Streets both contain houses, as well as some commercial and industrial buildings. Riverside Drive is a narrow lane that is primarily residential, but some artist studios also are in the area.

Physically, the north side is more clearly integrated into the town's street system. Many residential lots abut the river, and these have houses that face the street. Back yards overlook the river. Many of these properties have historic significance. Some encroach into the floodplain.

Some existing industrial uses have potential negative effects on environmental quality and occupy large expanses of land. There are also visual impacts in some areas, where outdoor storage and use areas negatively impact valued scenic areas.

A mobile home park exists at the western end of West River Street, at the edge of the strategy area.



## C. Land Patterns...

### Goal

The Town of Truckee  
Downtown Specific Plan

West River Street Industrial  
Area:

- Relocate industrial uses off the river.
- Upgrade industrially-zoned areas.
- Increase landscape buffers on West River Street.
- Convert industrial lands adjacent to the Truckee River to residential and commercial uses.



A portion of the Old County Corp yard site E-1 is now owned by the town.

View looking northeast from the Hilltop area: The residential neighborhood along South East River Street is in the center of the image and the Railyard is in the background.

## C. Land Patterns...

### Goal

Truckee Trails & Bikeways Master Plan

“The trail and bikeway system should link the Town’s historic downtown, residential and commercial areas, and recreational, educational, natural, and historical resources utilizing public and private lands as necessary and appropriate.”



West River Street, just east of the confluence with Donner Creek: looking to industrial properties on the north side of road. This area is under-utilized and may be a good “receiving site” for some uses that would be relocated from the south side of the road at Opportunity Site C-1.

### Goal

The Town of Truckee Downtown Specific Plan

“Provide open space to accommodate a Town Square, outdoor pond/ice skating rink, public access to the Truckee River, protection of the historic “Ice Palace” site and protection of the historic Hilltop Ski Area. Provide an integrated pedestrian and bicycle network that links these open spaces and other destination points within the downtown study area.”

Some existing buildings along Riverside Drive could provide live-work opportunities. Artist studios would be an appropriate use to consider.

## Land Ownership

Ownership varies widely along the river corridor. The largest single holding is that held by the Department of Fish and Game along the southern river bank. Other large holdings are the Bright property, which lies adjacent to the Fish and Game lands, and the Arnold property on the north shore. In addition, the town owns right-of-way for streets and the railroad owns right-of-way flanking the tracks.

This diversity of ownership is an important factor in contemplating improvements. It influences the types of redevelopment strategies that may be used, and also has an effect upon the ways in which properties may be maintained.

## D. Economic Conditions

An analysis of economic conditions indicates that some lands are currently underutilized and that market conditions exist which would support more intense development. Key findings are:

### Market Opportunities

Overall, a strong private development market exists (particularly for-sale residential with an increasingly stronger commercial and industrial market) which is projected to continue in the near future.

Generally, real estate market support exists for private sector development of uses consistent with the vision, goals and objectives of the *Downtown River Revitalization Strategy*. Such development may be accomplished through: 1) rehabilitation of existing buildings; 2) rehabilitation and adaptive reuse of existing buildings; and/or 3) selective new infill development.

### Residential

- Demand exists for additional single-family ownership housing – both low density detached single-family housing units on individual lots and detached/attached higher density single-family ownership housing (i.e. town homes, condominiums).



- Live-work units also are an appropriate housing/mixed use development product for the Truckee River Corridor, particularly in those areas where new infill development would be adjacent to existing service commercial or light industrial uses.
- There also is a need for additional affordable multi-family rental units within the Town of Truckee and including these in the area should be considered.

### **Office**

- New office occupants would be either professional or high-tech related users; with users occupying 1,000 to 5,000 square feet.
- Potential office development may be small suites (i.e. 5,000 square feet) one to two stories, with total building size approximately 5,000 to 10,000 square feet.
- Office space could be developed as part of vertical mixed use buildings with office stacked over retail space or with office on the ground floor and residential units above.
- Appropriate on-site parking (either dedicated and/or joint use) must be provided to support the occupancy of any new office development.

### **Retail**

- Potential demand also exists for additional service retail, specialty retail and restaurant space that complements existing downtown Truckee businesses.
- Service retail, specialty retail and/or restaurant space could serve residents, businesses and visitors (including users of the Truckee River), with users occupying 1,000 to 2,500 square feet and restaurants occupying slightly larger space.
- Potential retail development in small one to two story buildings (i.e. 5,000 square feet) would be viable.
- Retail space could be developed as part of vertical mixed use buildings with retail space on the ground floor and either residential or office space stacked above.
- An appropriate amount of on-site parking must be provided to support any new service retail, specialty retail and/or restaurant space.



Existing Conditions-Background

### **D. Economic Conditions...**



Some existing industrial buildings can be incorporated into the redevelopment of Opportunity Site A-3 on the north side of West River Street.



The East River Street residential area.



The residential enclave along Fox Mead Lane would remain.

View looking north from Site E-1: The railroad tracks are in the center of the image.

## D. Economic Conditions...



West River Street (CC Construction Building): This parcel could be included in the redevelopment of Opportunity Site E-1.

## Lodging

- Potential demand exists for additional hotel rooms in the Truckee area beyond that met by recent additions (Hampton Inn & Suites and Cedar House) to the hotel market.
- The potential hotel product type could be a boutique hotel with 50 to 100 rooms, with the hotel oriented to the Truckee River.
- The hotel project could include ancillary retail (focused on services to hotel guests, visitors, river users and businesses) and/or restaurant space – also oriented toward Truckee River.
- Timing for the additional rooms should be considered in the context of other planned/approved hotel rooms (i.e. Gray's Crossing), so the market can absorb the additional hotel room nights.

## Development Constraints

There are some constraints that could affect the developability of certain properties that will need to be addressed. These constraints include:

- Acquisition and assembly of property, in order to create sites appropriate for planned private and/or public development, may be difficult because of ownership patterns.
- Financing assistance for installation of public infrastructure and improvements (streets, water sewer, drainage, parking, etc.) to serve planned private and/or public development activities will be needed in some cases.
- Assistance in remediating any existing contamination in order to make sites suitable for development also may be needed.

In essence, development may be impeded by fragmented ownership patterns, site mitigation expenses and new infrastructure costs. In addition, it is important to address the ongoing operation and/or relocation of industrial businesses. To the extent that such uses are incompatible, the Town of Truckee should work with the existing business owners/tenants to address appropriate physical and economic measures to relocate them to areas of Truckee designated for industrial uses. This relocation should occur in a manner that avoids negative effects on business operations and overall financial conditions of the businesses.



View looking northwest from the Hilltop area: The Old County Corp Yard is in the center of the image.

# Chapter 2: The Framework Plan

This section provides an overview of the development concept for circulation, future use and environmental improvements along the river. Information provided within this section is based on the public workshops held in conjunction with existing goals and policies of the *General Plan* and *Downtown Specific Plan*.

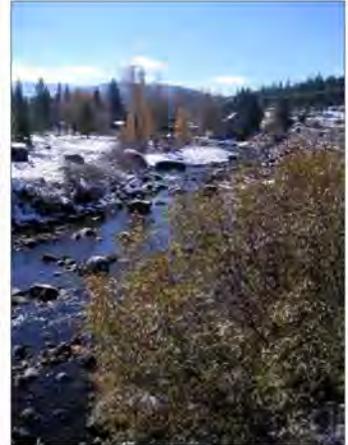
The objective is to use the river as a focal point and connector that links complementary resources that will serve the community on several levels. Along this connector, several public places are focal points and provide access to the river in various ways. Future use strategies promote the “best use” of river edge property, taking economics, environmental conditions and social development into consideration. In this regard, balance is sought in providing access to the river while also protecting it.

Environmental considerations will also include green building principles, which are to be used throughout both the construction of structures and for site designs. River edges are to be protected and natural habitat areas are to be enhanced.

The framework has three concentrations of uses, or “activity areas,” which span the river and combine natural resource protection, river access and town-related activities to create distinct places. These areas are:

- West River – near the confluence of Donner Creek
- Central River – near the Old Country Corporation Yard
- East River – near the existing pedestrian bridge and Trout Creek

Several areas are to remain undeveloped and, in these places, habitat enhancement should occur. Bank stabilization and other remedial work would be included after a geomorphic assessment of the river is performed and an analysis of the habitat and plant communities have been undertaken.



View of the Truckee River, looking west

The Town of Truckee Historic Resources & Architectural Inventory is periodically updated, and as new resources in this area are identified, they also should be taken into consideration.



View of the Truckee River, looking east

Where future development is proposed to occur along the river edges, the uses should be those that best serve the community in terms of providing appropriate economic stimuli and supporting social and cultural activities. Future uses would include boutique hotels, specialty retail, professional offices and residential. Civic facilities would include public plazas, river overlooks and water access points as well as open space set aside for passive recreation.

The framework plan addresses enhanced regional circulation and improved opportunities for use of alternative modes of transportation. Sidewalks would be constructed along West and East River Streets, and trail segments would be installed to link with other established ones such that a continuous pedestrian system would exist on both sides of the river in the downtown area.

## Framework Map

(This reduced version of the framework map is provided in this chapter for quick reference. See a larger size of the Framework Map at the end of the document.)

Key features of the framework concept:

- Three Activity Areas that span the river
- Figure 8 pedestrian circulation loop extending from Donner Creek to Trout Creek
- Six river access and habitat enhancement points
- Two public plazas
- River bank stabilization
- Habitat restoration
- Street improvements



The Strategy Framework

## A. Redevelopment Principles

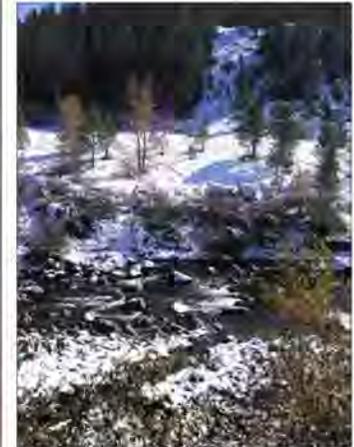
Any redevelopment work should serve to meet as many objectives as possible:

### Environmental Protection Design Principles

Best practices for water resource management should apply throughout the area, including these specific principles:

- River edges are to be protected.
- Riparian habitat areas should be restored where feasible.
- Coordinate habitat enhancement efforts on sites that will be impacted by new development activities.
- Remove sources of contamination potentially affecting river quality.
- Bank stabilization should occur where erosion patterns threaten established developed areas. Such stabilization should also serve to enhance habitat.
- Drainage should be controlled such that detention infiltration and filtering occur through natural means prior to release of water into creeks and streams.
- Alternative modes of transportation that will minimize impacts on ecosystems should be promoted.
- Impacts of new development along the river will be mitigated.
- Recreational access points will be carefully sited to minimize impacts.
- Sediment that negatively impacts proper functioning conditions or beneficial uses in the Truckee River and its tributaries is reduced to non-harmful levels.
- Water resources are managed to preserve and improve existing water quality and quantity.
- Structure and ecological function of riparian, wetland and wet meadow systems are protected and enhanced.
- Changes to channel shape and structure that could negatively affect proper functioning condition or beneficial uses are avoided and existing degraded channel shape and structure are corrected.
- Habitat supports viable populations of native and desired non-native riparian and aquatic-dependent species.
- Connectivity over space and time is maintained or improved to ensure movement of riparian and aquatic-dependent species within the corridor for survival, migration and reproduction.
- Where invasive species are adversely affecting the viability of native species, work to eradicate the invasive species or reduce their negative impacts on native species.
- Promote or require, where possible and environmentally appropriate, public access along the frontage of the river.
- Avoid activities and encroachments in the 100-year floodplain of the river.
- Within the appropriate regulatory documents add a finding required to approve riverfront development that requires that such development result in improving and enhancing the natural characteristics and function of the river adjacent to the project.

### A. Redevelopment Principles



West River Street, looking to Fish & Game lands on the south bank.

## A. Redevelopment Principles...



View from western end of Riverside Drive, looking south to the Bright Property.



West River Street, just east of the confluence with Donner Creek: Looking east. The stand of trees along the river edge should be preserved, and similar trees should be planted along the northern side of the road (although not as densely as that along the south side).

## Social Enhancement Principles

River improvement is a unique opportunity to provide a focus for the Town of Truckee that can be shared by everyone. As the community continues to grow, the need for a sense of identity and central gathering place will become more critical. Therefore, development along the river should enrich the cultural and recreational by following these principles:

- Provide places for public access to the river.
- Develop parks and open space for compatible recreation.
- Provide places for community gatherings and events.
- Provide education and interpretation of historic river corridor uses.
- Provide for proper management of public uses and areas along the river.

## Economic Development Principles

Development concepts should recognize the unique opportunity of improvement along the river and should be designed to position the community for the future as a distinctive place with a high quality of life. It should include these principles:

- Development should generate new jobs for community residents that provide incomes allowing new employees to afford safe and decent housing.
- Development should contribute to a stable, year-round economy.
- Development should serve a diversity of users, including local residents and visitors.

## Future Use Principles

Future uses should be considered in coordinated areas, and they should be linked to adjoining uses to create neighborhoods along the river. The following are key principles for future use along the river:

- Reinforce existing residential development.
- Promote mixed use development, with job-creating uses and residential opportunities for local residents.
- Make “best” use of the river edge; future uses should be those that respect the river and provide opportunities for appropriate public access.
- Provide space for industrial uses in the downtown, including “new industrial” uses.
- Plan for open space and habitat preservation areas as “land uses.”
- Promote green building principles related to building siting and construction.
- Where portions of the strategy area lie within the downtown overlay, the relevant design guidelines shall apply.
- Promote and maximize land uses that provide for public activity and access to river areas (e.g., hotels, restaurants).

## Circulation

Circulation for pedestrians, bicyclists and automobiles should be efficient and support the planned future uses. Future transit opportunities also should be included. Alternative modes of transportation should interconnect to encourage their use. Key circulation principles include:

- Improve auto circulation; don't exacerbate it without impacting pedestrian circulation and safety.
- Provide opportunities for future transit systems.
- Connect and expand pedestrian systems, both for recreation and also for an alternative transportation mode.

## Street Character

Streets in the strategy area must be improved for safety, to mitigate erosion and to enhance circulation. Along the westernmost portion of West River Street, a green, forested edge should be developed. This is a restoration of an earlier character. Farther east on West River Street and along East River Street, sidewalks and crosswalks should be installed. High quality streetscape and landscape improvements should be considered as part of the proposed right-of-way improvements. Native and other appropriate indigenous vegetation should be used. The Downtown Truckee Design Standards address appropriate landscape species to guide future landscape installations.

## Pedestrian Systems

Sidewalks and trails should be considered as a coordinated system for pedestrians. A basic concept that was developed through the workshops was a pedestrian circulation pattern that starts at Donner Creek, goes through Old County Corp Yard site and ends at Trout Creek in a "figure 8" pattern along the river. Other trail connections should also be addressed. A trail connection to the future campus should lead along the edge of Donner Creek, if feasible. This will also serve new residents in the area.

On the south side of the river and west of Bridge Street, trails should connect with other parts of the regional system. One all-season trail should be provided, which serves as a part of the regional transportation system. This should be designed to minimize impacts while also meeting functional needs. These could be constructed of low-impact, porous materials.

Within the downtown, sidewalks and trails near the river should be conceived as a recreational walking tour, in a "figure 8" arrangement as mentioned above. This will help to promote this urbanized section of the river as an amenity for visitors seeking quick encounter with nature and the river. Local residents also promoted a design that would link downtown and residential neighborhoods to the river. Using an underpass or overpass to downtown should be considered. The pedestrian crossing over the railroad tracks at Bridge Street should be substantially improved to enhance pedestrian safety and to foster pedestrian access. Also pedestrian connections should be provided between the Hilltop area and the Downtown and the Hilltop area and the river.

## Pedestrian Bridges

Three pedestrian bridges should provide connections across the river to complementary uses:

- Bridge #1 – at the eastern end of downtown, on East River Street (existing)
- Bridge #2 – at the proposed River Plaza (Old County Corp Yard site)

## A. Redevelopment Principles...



View looking east along Riverside Drive: A trend in adaptive use to arts-related businesses here should be encouraged.



View from the Town Maintenance Yard to the north bank.



West River Street, just east of the confluence with Donner Creek, looking north to industrial properties on north side of road. This area should be redeveloped to increase the density of uses and improve efficiency of land utilization. The road edge should be planted with evergreen trees to continue a "forest" character. A sidewalk also should be installed.

## A. Redevelopment Principles...

- Bridge #3 – near the confluence with Donner Creek, on the western edge of downtown (or perhaps further west, along State Highway 89)

There is the potential for a fourth pedestrian bridge between Opportunity Sites C-1 and C-2.

### Parking

Parking should be provided in coordination with policies set forth in the *Downtown Specific Plan* and determined in conjunction with a Downtown-wide transit plan and parking plan. It should be planned to be subordinate to other land uses, while also meeting needs. The following public parking areas should be constructed to provide parking for the general public:

- Along railroad right-of-way, north of the Old County Corp Yard site. This site is identified in the *Downtown Specific Plan*, and redevelopment concepts in this document rely upon its construction as part of the river improvements. (Site E-2)
- Along railroad right-of-way on East River Street. This facility would supplement other downtown parking resources. (Site E-3)
- At the eastern end of East River Street. This parking lot would be developed to serve public river access facilities to be constructed at the base of the existing pedestrian bridge (Site F-1).

Other parking design principles:

- Parking ratios for on-site lots should be calculated to assume sharing of uses.
- Parking lots should be located away from the river edge.
- Parking along the railroad right-of-way should be promoted.
- Parking lots edges should be landscaped to provide visual buffers and also to filter storm water run-off.



Improvements at the Bridge Street bridge that would make the crossing more pedestrian friendly should be addressed. Improved access to the river could also be considered.



## Parks & Recreation

The following parks are proposed:

- At the confluence with Donner Creek.
- At a proposed civic plaza on the Old County Corp Yard site.
- At the existing eastern pedestrian bridge (Bridge #1).
- At a midpoint along East River Street.
- At the historic ice pond.

In addition, large areas of open space are planned on the Fish & Game property, portions of the Bright property and at the confluence with Trout Creek. It is important to provide for proper management of public uses and areas along the river in order to minimize the impacts of human activity and to further the environmental protection design, social enhancement, and economic development principles of this strategy.

## Habitat/Resource Protection Areas

Habitat restoration is a key part of the development strategy. Whenever other improvements occur, habitat restoration and mitigation should be a part of the project scope. The following principles apply:

- Provide a filtration buffer along the perimeter of each site that drains toward the river.
- Provide on-site detention and infiltration areas, develop them as site amenities, and link them to trails and open space.
- Minimize access into habitat areas along the river edge.
- Provide opportunities for interpretation of wildlife habitat and hydrology.
- Perform geomorphic assessment of the River and analyze function of habitat and plant communities before planning improvements.

## A. Redevelopment Principles...



South River Street, view looking north to downtown.



The western edge of Riverside Drive, looking north to intersection with West River Street: Sidewalks and crosswalks should be constructed that strengthen the connection from the proposed pedestrian bridge over the river to the north side of West River Street and to Front Street beyond.



# Chapter 3: Opportunity Site Concepts

This section describes improvements for a series of “Opportunity Sites.” Each of the Opportunity Site concepts illustrates a basic parcel layout, with appropriate orientation of buildings, internal circulation and general design character. Note that these are preliminary sketches, to illustrate how the framework plan concepts may be realized in actual development and that each of the project concepts may be executed in a variety of ways. Many would involve acquisition of property or negotiations to engage the current owners in the redevelopment. Relocation of some existing uses also would be addressed. In addition, different implementation strategies could be applied. Funding mechanisms, phasing of development, design and permitting are all tasks that would be resolved in implementation.



There are many opportunities for habitat improvements to occur along the riverbank.



Some trails in the conservation areas would remain unimproved (potential character).



Potential river overlook character.

## A. Activity Areas

A series of opportunity sites are identified. These in turn are grouped in three nodes, or Activity Areas. They are:

### West River Area

- A-1 West End Open Space
- A-2 Donner Creek Confluence Park

- B-1 Western Industrial/Mixed-Use Redevelopment Site
- B-2 Central Industrial/Mixed-Use Enhancement Site
- B-3 Eastern Industrial/Mixed-Use Redevelopment Site

- C-1 River-oriented Mixed-Use Site
- C-2 River-oriented Expansion Site
- C-3 Additional River-oriented Redevelopment Opportunity

### Central River Area

- D-1 Bright Property West
- D-2 Bright Property East

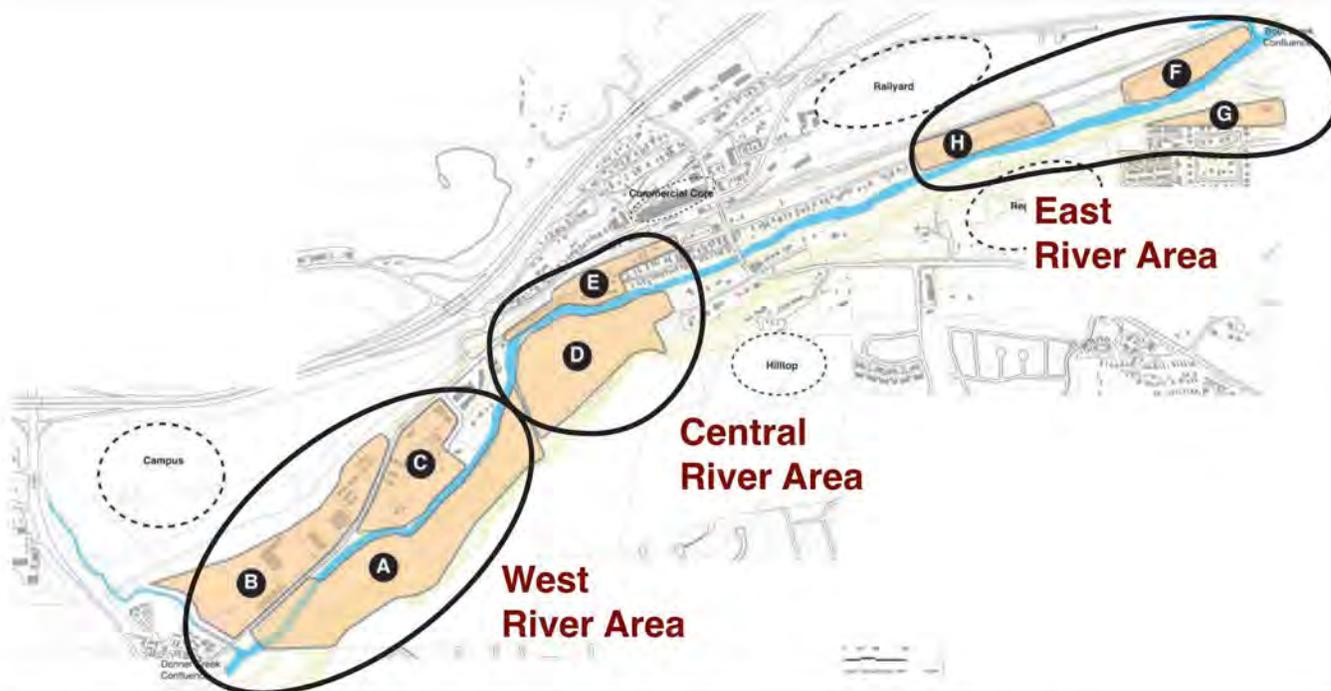
- E-1 Central River Village
- E-2 Central River Corridor
- E-3 Central River Parking
- E-4 Central Riverbank Enhancement

### East River Area

- F-1 Trout Creek Confluence Area
- F-2 East River Edge
- F-3 East River Bridge Area

- G-1 Town Maintenance Yard

- H-1 East River Habitat Restoration Area
- H-2 East River Public Park
- H-3 Rail Edge Live/Work Site



The activity areas along the Truckee River include a variety of conditions. Many are urbanized, while some retain natural features.

## B. West River Area Opportunity Sites

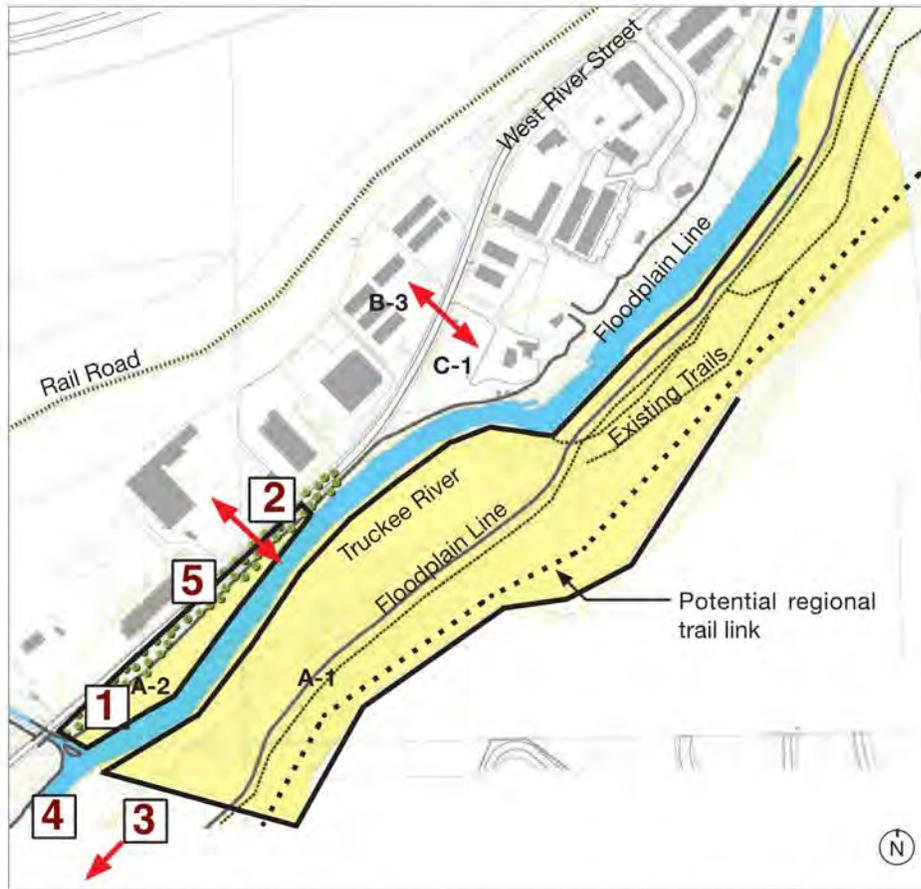
The West River Area begins at the confluence with Donner Creek then extends east to the intersection of West River Street and River Park Place. This area contains these opportunity sites:

### Site A-1: West End Open Space

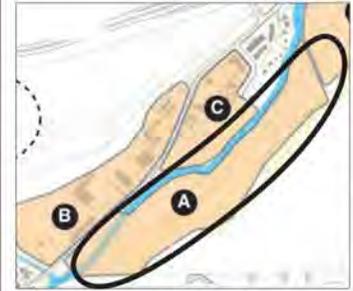
This site lies along the south shore of the river and is owned by the State of California Department of Fish & Game. It should remain a resource conservation area and also provide a link for regional trails. Some trails should be designed to fit into the regional circulation system.

#### Appropriate Improvements:

- Habitat restoration along river edge.
- Low-impact, multi-purpose trails.
- Interpretive markers.



Site Area A showing subareas A-1 and A-2. The numbered squares identify the future use actions as noted to the right.



Detail of West River Area.

#### Future use actions for Site Areas A-1 and A-2

**1**

##### Donner Confluence Park

- Put-in for non-commercial rafts, canoes, and kayaks
- Overlook
- Interpretation

**2**

##### Enhanced Pedestrian Crossing

- Link from river access to parking on north side of West River Street

**3**

##### New Pedestrian Bridge

- Locate up river to the west

**4**

##### Enhance Confluence

- Sidewalks at bridge
- Remove old footings
- Habitat restoration

**5**

##### Active Street Edge

- Maintain and enhance existing evergreen edge by preserving and planting trees and adding landscaping
- Sidewalk

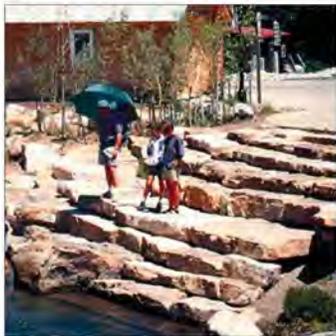
## B. West River...



Confluence of Donner Creek with the Truckee River, showing abutment remnants of an earlier bridge. These footings should be removed and habitat areas should be restored.



Interpretive markers and resource viewing points should be provided.



River access points should be provided.

## Site A-2: Donner Creek Confluence Park

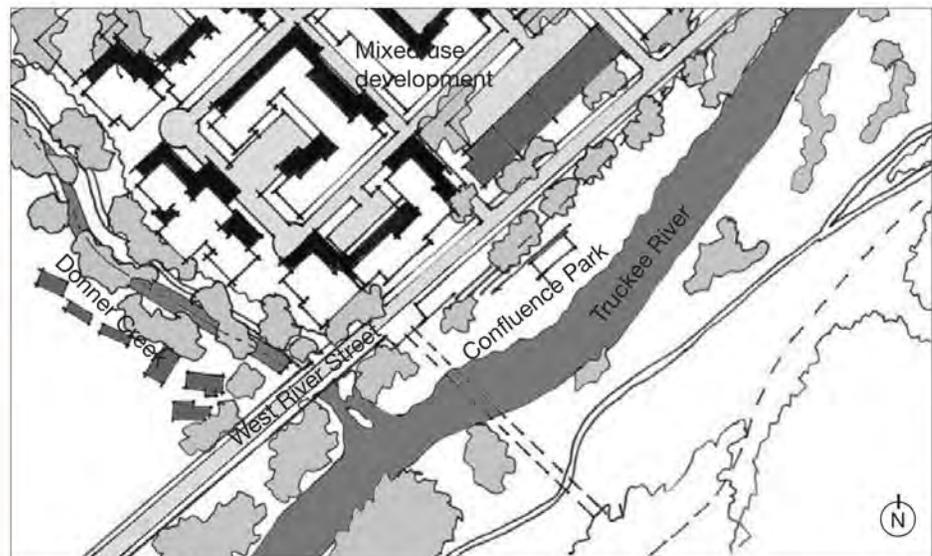
The Confluence Area where Donner Creek joins the Truckee River should be developed as a community park, with a place to reach the river. A put-in facility for non-commercial rafts, canoes and kayaks would be included. A pedestrian bridge may also be located in this area, pending more detailed analysis of topographic conditions. Habitat improvements include removing old bridge footings and bank stabilization work. Interpretive materials would help explain the river's history in the community. A small parking area would be provided on the north side of West River Street and a crosswalk would be installed to link it to the park. Parking for A-2 would be located on the north side of the road on Site B-1.

### Appropriate Improvements:

- River landing area
- Habitat restoration area
- Interpretive markers
- Trail connection



Concept for a river access point at the Donner Creek Confluence Park.



Confluence Park Area sketch plan concept (Site A-2).

## Site B-1: Western Industrial/Mixed-Use Redevelopment Site

This site becomes the focus of new industrial development, as well as other compatible residential and commercial uses. The site is flanked on the west by Donner Creek. This edge should be developed with housing that faces onto a greensward along the creek. Room for a trail should be reserved in this greenspace. This also serves as a biofilter area.

Along the West River Street edge, new buildings should provide visual interest. This includes the adaptive reuse of some existing structures as well as new compatible construction. These should have entrances that face the street.

## Site B-2: Central Industrial/Mixed-Use Enhancement Site

This area should extend the internal street grid created in B-1. It includes some existing buildings that can be retained, while overall density and site efficiency would be enhanced.

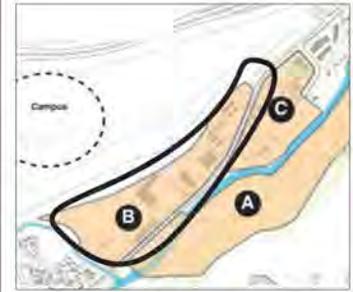
## Site B-3: Eastern Industrial/Mixed-Use Site

This area also should extend the internal street grid created in B-1. It also includes some existing buildings that can be retained, while overall density would increase and site efficiency would be enhanced. This may be a later phase that expands on the improvements established in B-1.



Site Area B showing subareas B-1, B-2 and B-3. The numbered squares identify the future use actions as noted to the right.

## B. West River...



Detail of West River Area.

### Future use actions for Site Areas B-1, B-2 and B-3

- 1** **Enhanced Pedestrian Crossing**
  - Link from river access to parking across the street
- 2** **Active Street Edge**
  - Line with live-work
  - Maintain and enhance existing evergreen edge by preserving and planting trees and adding landscaping
  - Sidewalk
- 3** **Maintain as Open Space**
  - Detention area
  - Civic Open Space
- 4** **New Industrial**
  - Internal street grid
  - Parking and outdoor walk area along Railroad ROW
- 5** **Provide live-work edge along Donner Creek**
- 6** **Maintain a minimum 25' Reserve Area** (from edge of Donner Creek)
  - Biofilter area
  - Trail

**B. West River...**



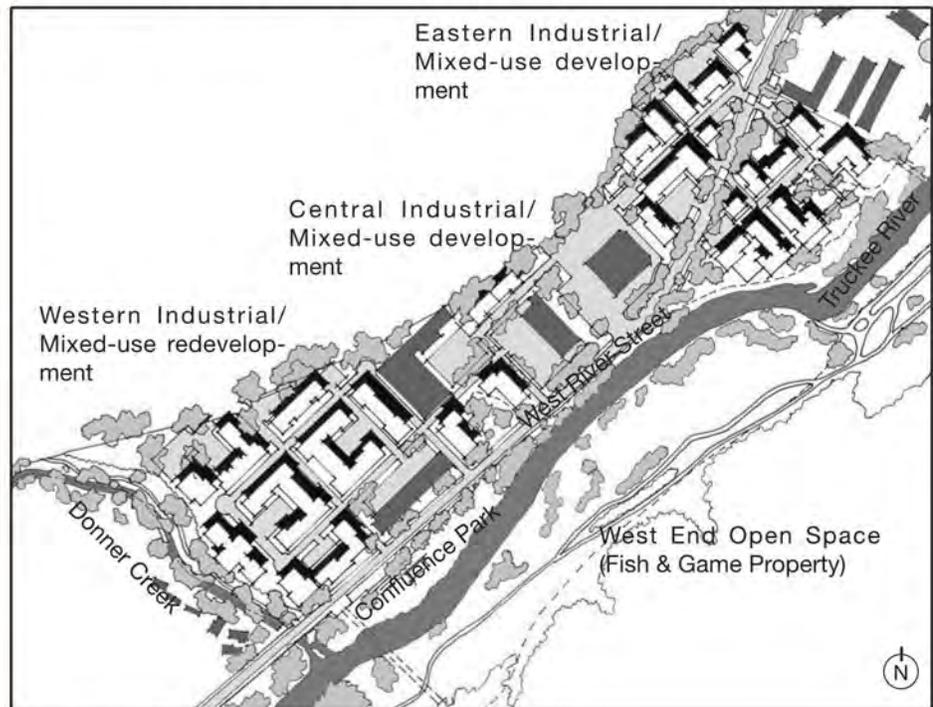
Existing conditions at Site B-3.



Potential character of residential along Donner Creek edge.



Potential character of New Industrial and Mixed-Use development along the West River Street Edge: View looking from the river to Site B-1.



Sketch plan concept for Sites B-1, B-2, and B-3.

## West River Potential Character Images

These images convey the potential character of industrial and mixed-use development that could occur on Sites B-1, B-2 and B-3.

### B. West River...



Character of potential industrial development in Site Area B. A new industrial/mixed-use is shown above to the left (light industrial below, residential above). To the right, on the same building open storage bays are located on the backside of the building.



Potential character of mixed-use development along West River Street edge in Site Area B.



Potential character of live-work units with professional offices on the street level and residential above.



Potential character of new industrial buildings.



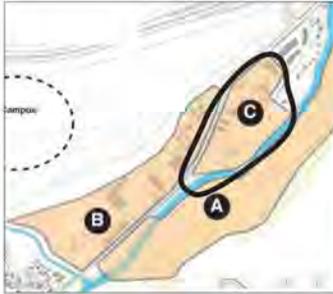
A potential character of new industrial development, note the change in materials to break up the building mass.



Mixed-use in an industrial setting may also include retail and professional offices.



**B. West River...**



Detail of West River Area.

**Future use actions for Site Areas C-1, C-2 and C-3**

- 1**  
**River Village**
- Hotel/Commercial (Mixed use)
  - Live-work
  - Civic use
  - Residential
  - Riverfront restaurant

- 2**  
**Potential Pedestrian Bridge**

- 3**  
**Maintain Open Space**
- Detention area
  - Amenity focus

- 4**  
**Plaza/Overlook**

- 5**  
**Natural Resource Protection Area**
- Habitat restoration
  - Interpretive marker
  - Low-impact trails

- 6**  
**Pedestrian Connection**
- Between River Park Place and Pedestrian Bridge

Evidence of early historic uses may survive in this area and should be addressed in improvement plans.

**Site C-1: River-oriented Mixed-Use Site**

This site is a key redevelopment area. It offers a large piece of land for redevelopment in the planning area with important views of the river at a significant bend in the river channel. It would include removal of deteriorated and underutilized buildings, clean up of soils and restoration of the river edge.

It should be planned as a coordinated cluster of buildings, some of which overlook the river and others that define the edge of West River Street. A public plaza that overlooks the river would be included.

**Appropriate Improvements:**

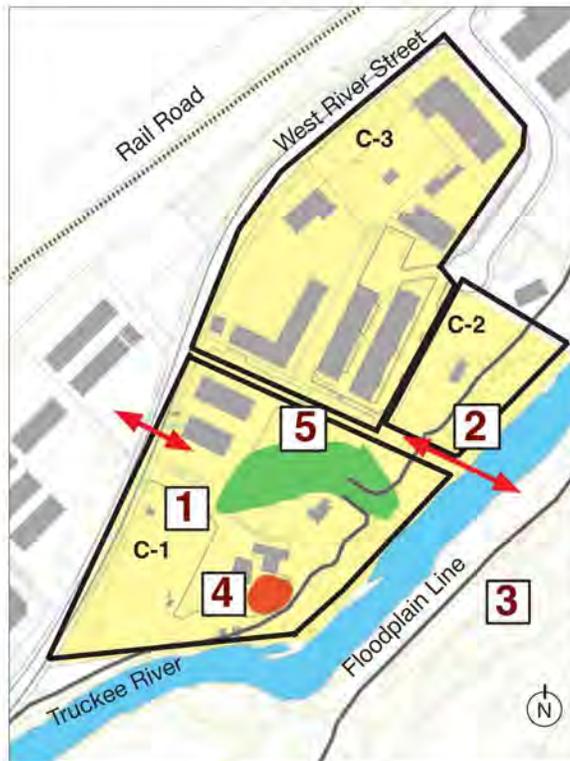
- Hotel /Mixed-use commercial (office, retail and/or residential)
- Live-work units
- Public plaza
- Northside trail connection
- Riverfront restaurant
- Residential

**Site C-2: Potential River-oriented Expansion**

A smaller parcel lies to the east of site C-1 and is currently undeveloped. It would be desirable to include this parcel in redevelopment. It would serve to improve drainage along this shore edge and could facilitate extension of internal street systems.

**Appropriate Improvements:**

- Live-work units
- Mixed-use commercial (office, retail and/or residential)
- Restaurant

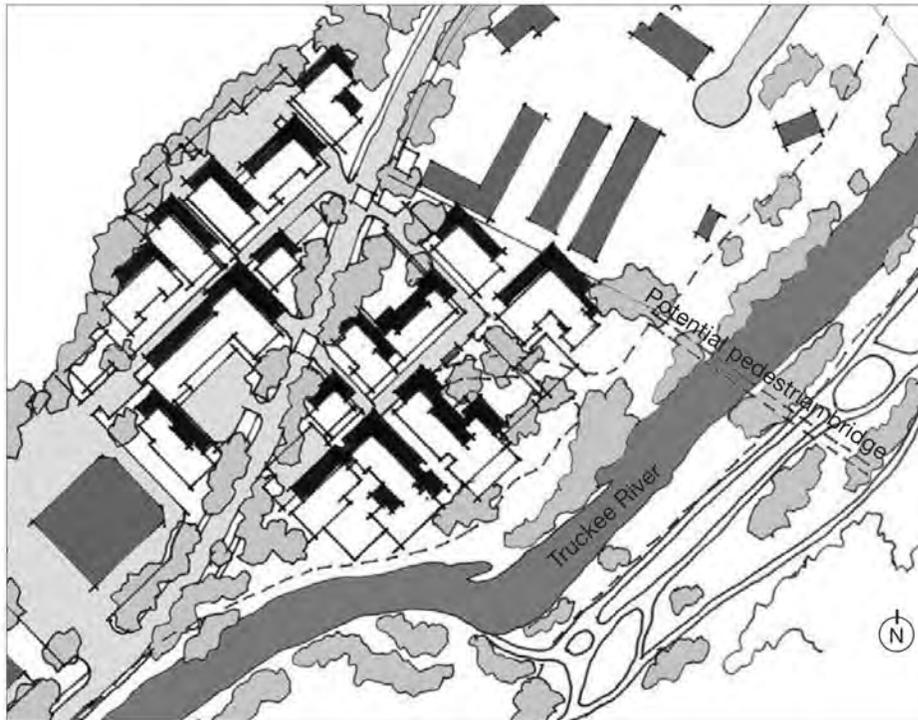


Site Area A showing subareas C-1, C-2 and C-3. The numbered squares identify the future use actions as noted to the left.

## Site C-3: Additional River-oriented Redevelopment Opportunity

This area is relatively new, in terms of its development. Curb and gutter helps to control drainage to some extent and parcels are more formally defined. It could redevelop in the future in a manner that extends the site development patterns of site C-1.

Existing light industrial uses would relocate and new mixed use development, which is oriented to the street, would occur.



Illustrative sketch plan of redevelopment on Site C-1 and B-3.



Potential character of the edge along West River Street Site C-1.



Potential development character on Site C-1

## B. West River...



Existing conditions in Area C-3. This area is presently in good condition, but redevelopment may be stimulated by implementation of improvements in Area C-1.



Detail of Central River Area

**Future use actions for Sites E-1, E-2, E-3, E-4, D-1 and D-2**

**1**

**Crosswalk**

- Connects E-1 with parking

**2**

**Central River Village**

- Plaza
- Offices
- Retail
- Live-work

**3**

**Pedestrian Bridge**

- River Access

**4**

**Public Parking Lot**

**5**

**Preserve Historic Ice Pond**

- Consider appropriate re-use

**6**

**River Bank Enhancement**

- Retaining walls
- Habitat Restoration
- Sidewalk
- Interpretive site

**7**

**South Central Village**

- Boutique Hotel/Multifamily
- Nature Center
- Parking
- Trailhead

**8**

**Bright Property - West**

- Improved trails
- Parking
- Trailhead

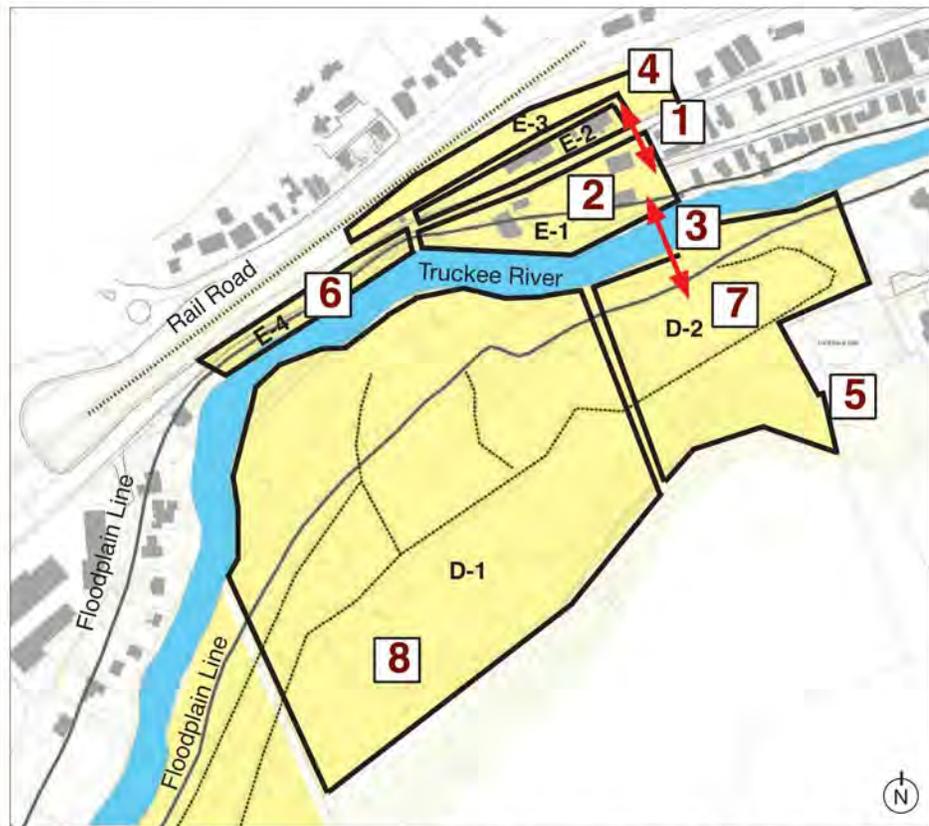
## C. Central River Area Opportunity Sites

The Central River Area extends from the intersection of West River Street and Foxmead Lane on the western edge to approximately two blocks west of Bridge Street. The focus of improvements is the Old County Corp Yard site, as well as land on the south bank. A new pedestrian bridge would link these properties and provide an important circulation option for trail users.

The Bright property constitutes approximately 30 acres, with important river frontage. Key considerations here are:

- Minimizing traffic impacts on South River Street and at the intersection with Brockway Road.
- Providing uses that will reinforce development on the north side of the river (Site E).
- Providing a trailhead experience that will help to orient visitors to open space adjoining the property.

The plan balances commercial development with environmental protection actions. At the eastern portion, a small boutique hotel could be developed or multifamily residential units could be constructed. Parking would accommodate hotel users, as well as open space visitors. An interpretive center would help to explain the river and its environs.



Site Area D and E showing subareas D-1 and D-2, as well as E-1, E-2, E-3 and E-4. The numbered squares identify the future use actions as noted to the left.

## Site D-1: Bright Property West

This segment of the Bright Property would become an extension of the Fish & Game lands, to increase the area of natural resource protection. It also may be possible to accommodate some additional rooms of the hotel or housing that is shown for site D-2, pending further environmental review.

## Site D-2: Bright Property East

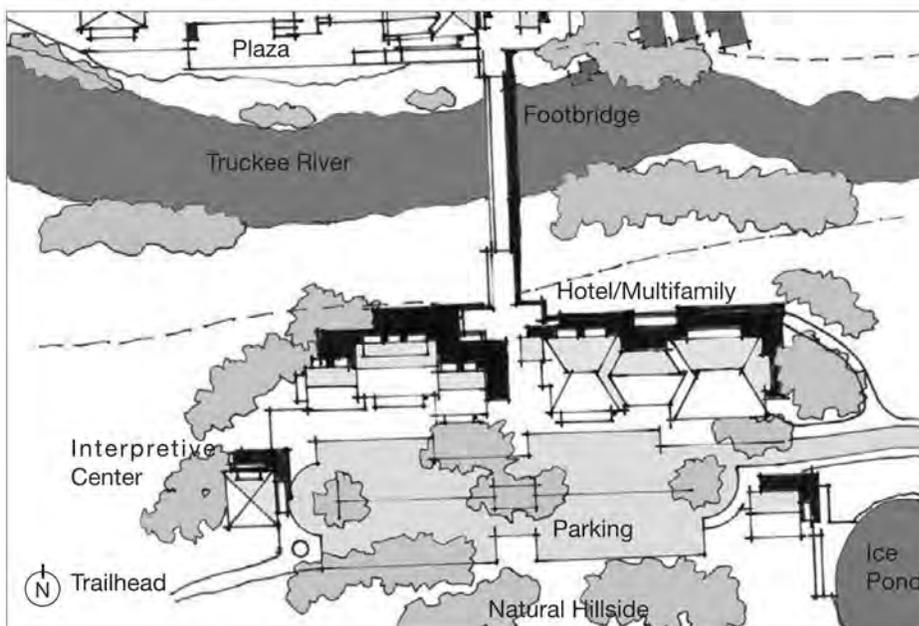
This segment of the Bright Property would be developed with a small hotel as a focus (as a preferred use). Multifamily housing would be an appropriate alternative. A visitor center also would be included, which would serve as a trail head and location to interpret the natural history of the area. This would be designed as a complement to the development on the north side of the river. A new pedestrian bridge would link the two portions of the development. The historic ice pond would be restored so it can be used as an ice skating venue in colder months. Potential land uses for this property are defined in the Downtown Truckee Specific Plan.

### Appropriate Improvements:

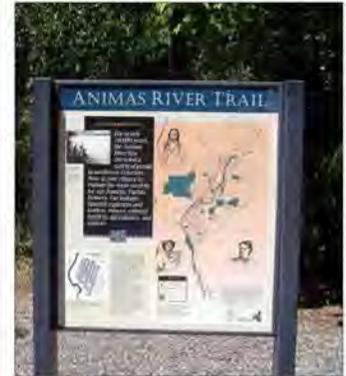
- Boutique Hotel/Multifamily housing
- Parking
- Interpretive Center
- Trailhead
- Historic ice pond restoration
- Single family housing



Concept sketch looking south to a potential development on the Bright Property. View from proposed public plaza on the north side of the river.



## C. Central River...



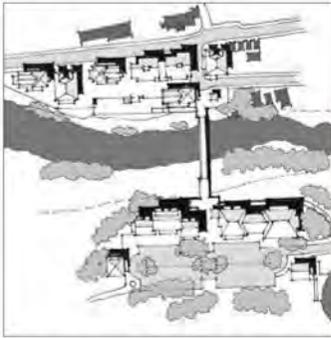
Provide interpretive markers along the river trail system.



Potential hotel character on the Bright Property.

Evidence of early historic uses may survive in this area and should be addressed in improvement plans.

**C. Central River...**



Both sides of the river in the Central River Area would develop in a coordinated manner.



Potential river edge walk, Site E-1.



Potential restaurant character, Site E-1.

**Site E-1: Central River Village (Old County Corp Yard Site)**

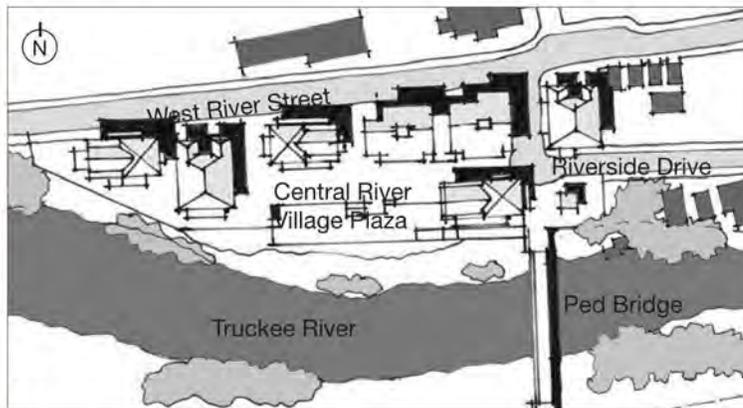
This site is a key one, because it offers important river access opportunities as well as social, economic and environmental benefits. In this area, a major civic plaza should be constructed to serve as a gathering place for festivals and events and to provide general access to the river. This could be an urban space, as opposed to other places where a more natural character would be maintained. Commercial uses could line the street edge to frame the plaza and to shield the plaza from traffic and noise. A new pedestrian bridge would connect it with improvements on the south side of the river, such that both sides function as one coordinated complex. Vehicle trips on South River Street could also be reduced by using this pedestrian connection to Downtown. Access to the river would be provided at the base of the new pedestrian bridge. Because of this site's importance, the Town Council should solicit public input through an early public involvement program on how best to develop the site.

**Appropriate Improvements:**

- Central River Plaza
- Retail
- Office
- Live-work
- Restaurant



Potential river overlook character at Central River Village Plaza



Sketch plan of Site E-1.

## Site E-2: Central River Corridor

This parcel would be redeveloped with commercial and live-work buildings that mirror the new development on site E-1. This is also a potential site for a Railroad Heritage Center. This would create a distinct enclave on this portion of the block. Building forms would reflect the design traditions of West River Street, as described in the *Downtown Historic Design Guidelines* for the character area. An enhanced crosswalk would facilitate access to the plaza on the south side of the street.

### Appropriate Improvements:

- Railroad Heritage Center
- Retail
- Offices
- Live-work



Concept sketch of a potential railroad heritage center on Site E-2



Potential commercial along E-2

## Site E-3: Central River Public Parking

This area would be developed as a public parking lot, as described in the *Downtown Specific Plan*. New enhanced pedestrian crosswalks would facilitate circulation to site E-1.

## Site E-4: Central Riverbank Enhancement

A stretch of the river cuts close to West River Street in this area. A major riverbank enhancement project could be considered here. This should include habitat restoration as well. In the process, a pedestrian walkway and new stepped retaining walls should be constructed along the riverside. Ideally, the road would be realigned to the north, to provide room for these improvements.

## C. Central River...



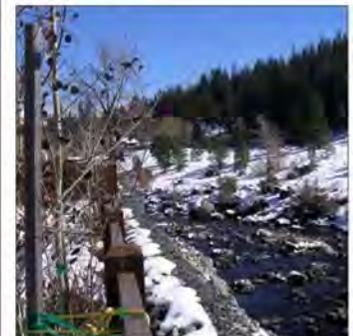
View looking north to the Central River Village.



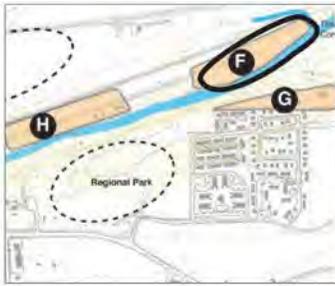
Potential character of commercial buildings along West River Street on Sites E-1 and E-2.



West River Street at Opportunity Sites E-1 and E-2. Buildings should be oriented to the street and align at the sidewalk edge.



West River Street at bank stabilization at Site E-4.



Detail of East River Area.



Railroad crossing over Trout Creek: Improvements would be limited to habitat restoration and protection.

**Future use actions for Site Areas F-1, F-2 and F-3**

**1**

**Resource Protection Area**  
• Habitat restoration

**2**

**Parking**

**3**

**River-oriented Mixed-Use**

**4**

**Enhance base of existing bridge with river access/overlook**

## D. East River Area Opportunity Sites

### Site F-1: Trout Creek Confluence Protection Area

Lands around the confluence of Trout Creek with the Truckee River would be protected. Habitat enhancement could occur here.

### Site F-2: East River Edge

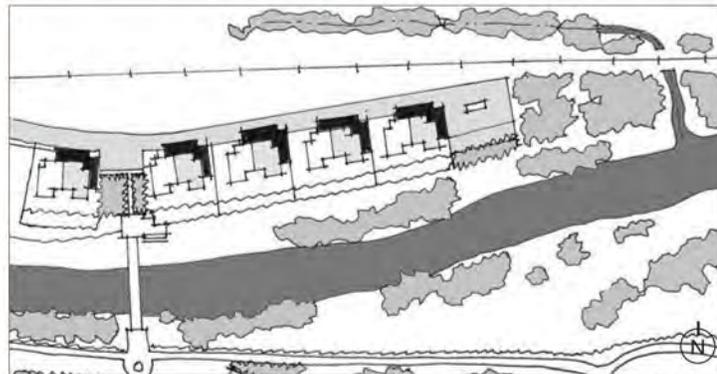
A landscaped parking lot would be developed to serve uses at this end of the road. It also would serve as a buffer to site F-1.

### Site F-3: East River Bridge Area

While discussion during the workshops focused on housing options for this area, the proximity of the airport and the location within the Airport Compatibility Zone may limit residential uses in F-3. Developing this area with live-work buildings that accommodate some light industrial uses may be a more appropriate response.



Site Area F showing subareas F-1, F-2 and F-3. The numbered squares identify the future use actions as noted to the left.



Illustrative sketch plan, Sites F-1, F-2 and F-3.

## East River Potential Character Images

These images convey the potential character of development that could occur on Site F-3.



Potential character of Site F-3 with live-work buildings.



Potential character of interpretive markers.

## D. East River...



Trout Creek enters the main channel of the Truckee River: This area would be protected as wildlife habitat. (Site F-1)



East River Street, view looking west; railroad along the right edge.

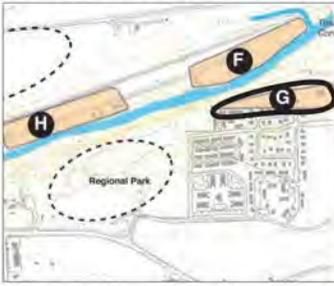


View from Site F-2.



The eastern end of Opportunity Site F would be reserved for habitat protection.

**D. East River...**



Detail of East River Area.

**Future use actions for Site Area G**

**1**

**Regional Park Extension**

- Extension of Regional Park
- Park Interpretive Site
- Trailhead/Parking
- Shelter
- Park Storage

**2**

**Existing Pedestrian Bridge**



The existing east pedestrian bridge links neighborhoods to the south with East River Street.



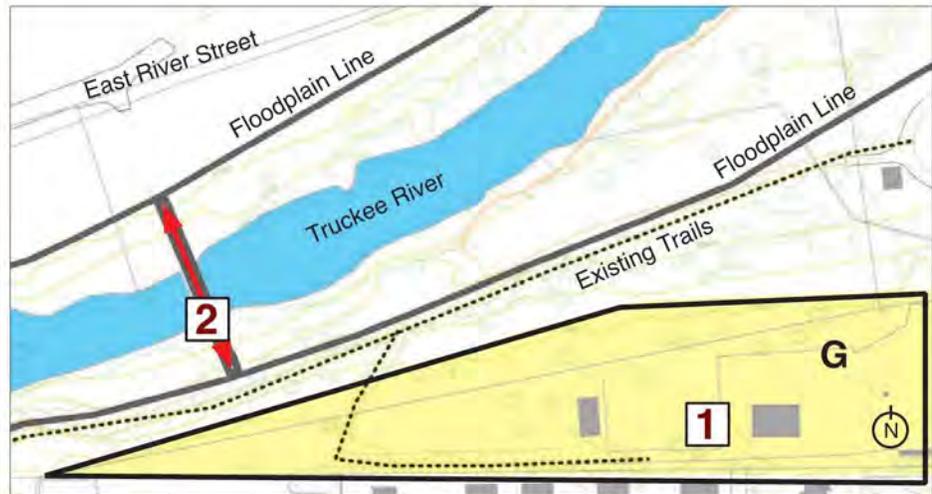
Existing view to the east from the Town Maintenance Yard.

**Site G: Town Maintenance Yard**

This site, on the south side of the river, would be redeveloped as an extension of the Regional Park with a trailhead and potentially a maintenance facility for the parks and open space system.



Illustrative sketch of a potential park shelter at the trailhead.



Site Area G. The numbered squares identify the future use actions as noted to the left.

## Site H-1: East River Resource Protection Area

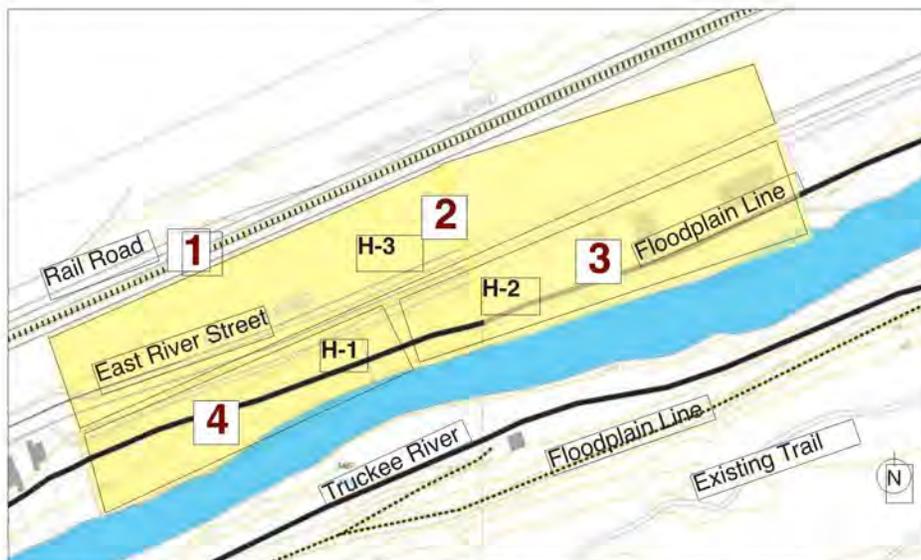
Wildlife habitat restoration would occur in this area.

## Site H-2: East River Live/Work Site and Neighborhood Park

This area could be developed as mixed use, live-work development which could complement the residential uses on the south side of the street. Those portions of the area not appropriate for development may be improved to serve as a small passive park for the neighborhood.

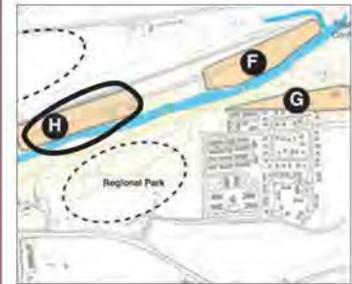
## Site H-3: Rail Edge Live/Work Site

This area could develop as an edge of mixed-use; live-work development that could include some light industrial. This would serve as a buffer along the rail line while complementing the residential uses on the south side of the street. These lands are within the railroad right-of-way. A potential connection to the Railyard should also be considered



Site Area H showing subareas H-1, H-2 and H-3. The numbered squares identify the future use actions as noted to the right.

## D. East River ...



Detail of East River Area.

## Future use actions for Site Areas H-1, H-2, and H-3

- 1** Potential connection to the Railyard
- 2** Live-work development
- 3** Live-work development
- 4** Resource Protection Area
  - Habitat restoration



Potential character of a live-work unit that could occur on site H-3.



# Chapter 4: Implementation Approach

Successful implementation requires a coordinated effort between public and private entities. It requires vision, investment and commitment from a broad base within the community—private citizens, public officials and many town departments. This chapter provides a framework for that coordination.

The Implementation Approach recommends a program of public and private activities to achieve the vision set forth in the strategy. It identifies priorities for overall development as well as some of the regulatory, financing and administrative actions that will be needed. It also identifies potential lead projects and sites, outlines public participation options and recommends a sequence of high priority activities. First, a general approach to implementation is set forth. Then, the range of tools that the town may use is presented. A summary of how some of these tools may be applied to specific Opportunity Sites then follows.

## A. General Approach

The strategy outlines a framework for improvements within the river corridor while remaining flexible in some of the specific types of actions and uses that may occur, such that the town can have the ability to respond to changing conditions and use its resources to its best advantage. It is important to realize that flexibility is built into the strategy. While specific projects are identified, many of these can be modified as opportunities come to light; however, it is important that the fundamental concepts of the strategy should be upheld.

The community should use a bilateral approach for implementing the recommendations contained in the strategy: It should be both proactive and responsive. The town should follow the priorities presented later in this chapter, which provide some scheduling for implementing specific strategy recommendations and, at the same time, they should be poised to modify strategies to respond to projects that may be proposed by private developers and/or other funding opportunities that may be presented related to proposed public improvements. Also, the town should coordinate its planned actions with the work of other public agencies and be ready to refine its schedule to be responsive to the activities of others. For example, if Public Works plans to construct new curbs and repair sidewalks along a section of a street, then the crosswalk improvements recommended in this strategy should occur at the same time.

In essence, implementation should proceed in the order recommended and yet the schedule should remain flexible to accommodate changing conditions, especially where opportunities to share construction costs and administration arise. In order to help the community execute refinements in the implementation schedule in an orderly manner, a series of prioritization criteria is presented later in this chapter. These can be applied when such changing conditions merit.

In general, implementation should include these strategies:

## **B. Prioritization Criteria**

Recommendations for phasing of improvements are made later in this chapter; however, they should be considered to be dynamic and should be changed in response to plans and projects by other agencies, proposed private development and other public funding opportunities that may present opportunities to combine efforts and maximize benefits.

In general, the community should set a high priority on an improvement when it can help support private development that is consistent with the vision and the environmental, economic and social goals for the area.

However, there will still be times when decision-makers need to reassess the priority of a recommended action or one of the tasks necessary to implement it. When this occurs, the community should use the following criteria. Projects that meet several of the criteria should be given the highest priority for near-term implementation.

### **Economic Criteria**

- The **project will generate funds** to cover portions of development costs. (For example, resulting uses will generate property tax or sales tax revenues.)
- The **project will leverage investment** from other sources. (For example, property owners will finance a portion of sidewalk construction costs through an assessment program.)
- **Grant funds are available** to cover portions of development costs.
- The project **fits within a larger capital improvement project**, such that cost savings will be realized. (For example, sidewalks could be constructed when a street is to be repaved.)
- **Funding for maintenance** of the improvement is provided. (This is an important consideration for streetscape, gateways and parks improvements.)
- The project will **generate jobs** for the community.

### **Location Criteria**

- The project is **located in a focus area** of the plan. The high priority areas are:
  - Central River Area
  - West River Area
- The project will have **high public visibility**.

### **Ownership and Project Control Criteria**

- The project is **under the appropriate ownership** or control.
- The project **ownership or control can be obtained** with reasonable effort.

### Public Benefits Criteria

- The project will **provide a direct benefit** to local residents. (For example, a new park or public plaza.)
- The project will **serve multiple users** or interest groups. (For example, an outdoor plaza that may be used by local residents as well as visitors and that may be used for festivals.)

### Relationship to Other Projects Criteria

- The project will **connect to existing public improvements**. (For example, extension of existing sidewalks into adjoining blocks.)
- The project will **enhance existing improvements** and will not cause other desired improvements to become obsolete.
- The project provides **opportunities to connect with other future public improvements**. (For example, a gateway that can later serve as a trail-head for a river connection.)
- The project will **function well upon its completion**, and later phases of construction are not required for this phase to perform adequately.

### Compliance with Community Plans and Administration

- The project **will help to accomplish broader goals** of the community that are noted in the *Truckee Downtown Specific Plan, Trails and Bike-ways Master Plan* and the *General Plan*.
- The project **fits within current work plans** of downtown organizations, town staff and institutional partners.
- **Adequate administrative oversight is available** for the project.

### Prioritization Categories

Based on consideration of the criteria described above, priorities for implementation are arranged in the following four phases:

#### Phase One

These are the highest priority. They should be implemented as soon as possible. Many of these are items that must be set in place before other projects can be accomplished. For example, accepting the strategy as official policy is an early step that should be taken. (Generally scheduled for years 1-3 of implementation.) Other more detailed studies also should occur in this phase. Among these are studies of the river itself and some preliminary engineering studies. Also, baseline studies need to be accomplished in this phase such as a riverline geomorphic assessment and an analysis of the functions of the habitat and plant communities within the flood plain. In addition, a policy paper should be developed that addresses regulatory amendments that may be needed to implement strategy recommendations. For example, mixed-use development is recommended for sites presently zoned industrial. A text amendment to the code may be necessary to expand the uses permitted in this zoning category, or a planned development option may be preferred.

## **B. Prioritization...**

### ***Phase One Priorities***

The high priority projects focus on development in the Central River Area, concentrating on the Old County Corp Yard Site (E-1) and other improvements related to making that site work effectively. This site, envisioned as the "Central River Village," would include habitat improvements along the river edge, construction of a public plaza and river overlook and development of a mixed-use complex.

Associated improvements would include construction of a public parking lot on the north side of West River Street as well as installation of sidewalks along the street.

In addition, preliminary work would begin in the West River Area in this early phase. This would focus on securing development agreements with property owners in order to begin planning for infrastructure work and ultimately redevelopment.

Some habitat restoration work would also begin in the Easter River Area, on site H-2. A geomorphic assessment and flood control strategy should be executed to assist in determining priorities for restoration work. Seeking funding for such a study should be a high priority.

Development of the Central River Village is preferred, because of its highly visible location, and the fact that development there will more directly complement the commercial core and also help to stimulate parking and sidewalk construction that has been discussed in this part of downtown. The fact that the town already owns a portion of the site means that it can move more quickly to begin site preparation and infrastructure work here as well.

### ***Phase Two***

These are also of high priority, but usually require more ground work to accomplish. In some cases, a different Priority A category must be in place first. (Generally scheduled for years 4-6 of implementation.)

### ***Phase Two Priorities***

Second phase priorities focus on stimulating redevelopment in the West River Area and in continuing habitat enhancement projects there.

### ***Phase Three***

These are projects that require more ground work, fund-raising and may include coordination with the following groups: private property owners, Union Pacific Railroad and/or the Lahontan Regional Water Quality Control Board to name a few. (Generally scheduled for years 7-10 of implementation.)

### ***Phase Four***

These are more complex projects, and those that require that a strong market be established first. They also include later phases of special projects and systems improvements that may have been initiated in early stages. (Generally scheduled for years 11-15 of implementation.)

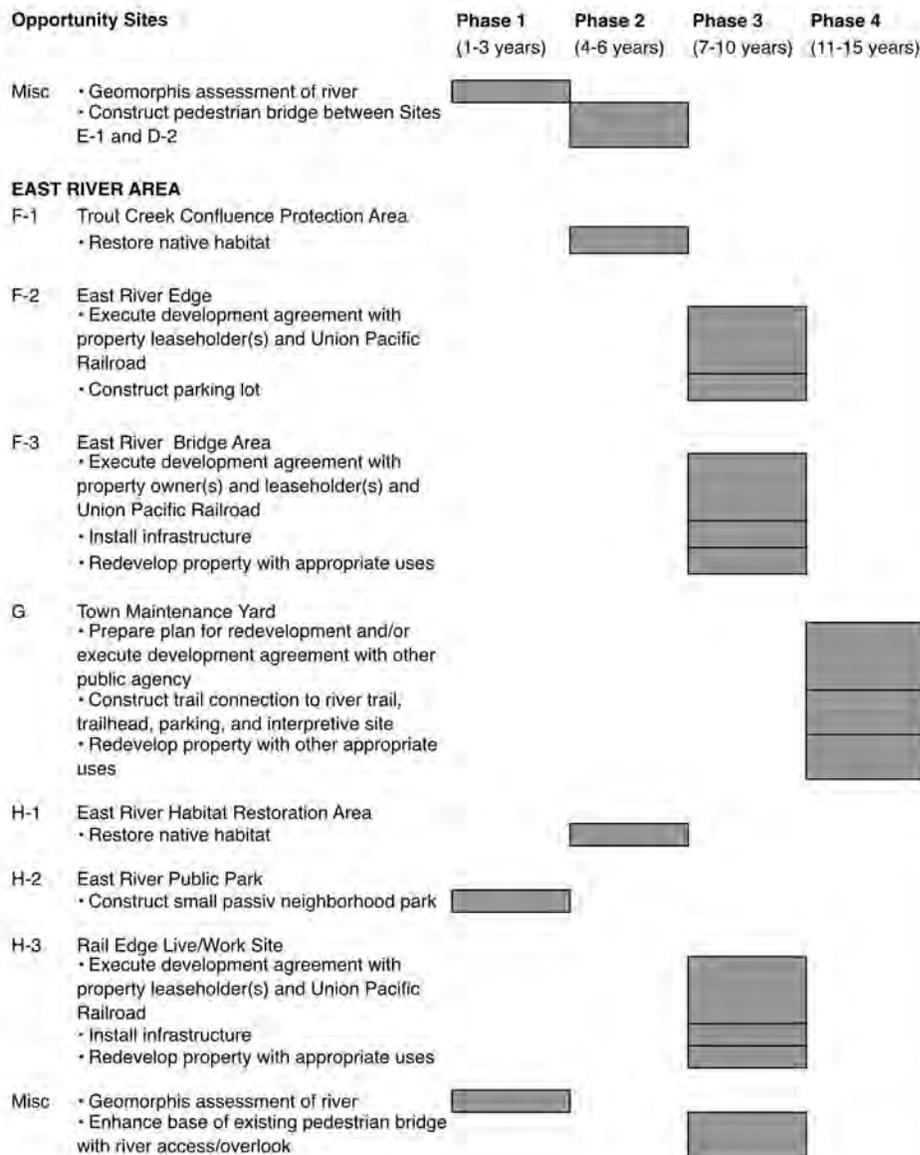
**Downtown River Revitalization Strategy: Phasing Strategy by Opportunity Sites**

Opportunity Sites	Phase 1 (1-3 years)	Phase 2 (4-6 years)	Phase 3 (7-10 years)	Phase 4 (11-15 years)
<b>WEST RIVER AREA</b>				
A-1 West End Open Space • Restore native habitat • Install trails and interpretive markers		■		
A-2 Donner Creek Confluence Park • Restore native habitat • Remove footings in river • Construct river landing area • Install parking area on north side of street, crosswalk, trail connection, and interpretive markers • Install sidewalk(s) across Donner Creek bridge and along street		■	■	■
B-1 Western Industrial/Mixed Use Redevelopment Site • Execute development agreement with property owner • Install infrastructure including street landscaping, sidewalk(s), biofilter area and trail along Donner Creek • Redevelop property with appropriate uses	■	■		
B-2 Central Industrial/Mixed Use Enhancement Site • Execute development agreement with property owner • Install infrastructure including street landscaping and sidewalk(s) • Redevelop property with appropriate uses	■	■		
B-3 Eastern Industrial/Mixed Use Site • Execute development agreement with property owner • Install infrastructure including trail/sidewalk connection • Redevelop property with appropriate uses		■	■	■
C-1 River-Oriented Mixed-Use Site • Execute development agreement with property owner • Clean up soil and restore native habitat • Install infrastructures including street landscaping, West River Street sidewalk(s), and street pedestrian crossing • Redevelop property with appropriate uses	■	■		
C-2 River-Oriented Expansion Site • Execute development agreement with property owner • Install infrastructure including trail/sidewalk connection from Business Park Drive to Site C-1 • Develop property with appropriate uses		■	■	■

**B. Prioritization...**

Opportunity Sites		Phase 1 (1-3 years)	Phase 2 (4-6 years)	Phase 3 (7-10 years)	Phase 4 (11-15 years)
C-3	<p>Additional River-Oriented Redevelopment Opportunity</p> <ul style="list-style-type: none"> <li>• Execute development/use agreement with property owner</li> <li>• Redevelop property with appropriate uses</li> </ul>				
Misc	<ul style="list-style-type: none"> <li>• Geomorphic assessment of river</li> <li>• Construct pedestrian bridge near Site A-1</li> <li>• Construct potential pedestrian bridge near Site C-1</li> </ul>				
<b>CENTRAL RIVER AREA</b>					
D-1	<p>Bright Property West</p> <ul style="list-style-type: none"> <li>• Execute land use approval/development agreement with property owner</li> <li>• Install infrastructure including trails, trailhead, and parking</li> </ul>				
D-2	<p>Bright Property East</p> <ul style="list-style-type: none"> <li>• Execute land use approval/development agreement with property owner</li> <li>• Install infrastructure including trails, trailhead, and parking</li> <li>• Restore historic ice pond</li> <li>• Construct visitor/interpretive/nature center</li> <li>• Develop site with appropriate uses</li> </ul>				
E-1	<p>Central River Village</p> <ul style="list-style-type: none"> <li>• Adopt Pre-development Plan</li> <li>• Execute development agreement with developer</li> <li>• Install infrastructure</li> <li>• Develop site with appropriate uses and civic plaza</li> </ul>				
E-2	<p>Central River Corridor</p> <ul style="list-style-type: none"> <li>• Execute development agreement with property leaseholder(s) and Union Pacific Railroad</li> <li>• Install infrastructure</li> <li>• Redevelop property with appropriate uses including railroad heritage center</li> </ul>				
E-3	<p>Central River Public Parking</p> <ul style="list-style-type: none"> <li>• Execute development agreement with property leaseholder and Union Pacific Railroad</li> <li>• Construct public parking lot and street pedestrian crossing</li> </ul>				
E-4	<p>Central Riverbank Enhancement</p> <ul style="list-style-type: none"> <li>• Realign street to the north, if feasible</li> <li>• Restore retaining walls</li> <li>• Enhance retaining walls</li> <li>• Install sidewalk and interpretive signage</li> </ul>				

## B. Prioritization...



### Downtown River Revitalization Strategy: Phasing Strategy by Phases

#### Phase 1 (1-3 years)

- Adopt Pre-development Plan for Opportunity Site E-1
- Execute land use approvals/development agreements with property owners, developers, and Union Pacific Railroad for Opportunity Sites B-1, B-2, C-1, D-1, D-2, E-1, E-2 and E-3.
- Construct small passive neighborhood park on Opportunity Site H-2.
- Geomorphic assessment of river.

## **B. Prioritization...**

### **Phase 2 (4-6 years)**

- Restore native habitat at Opportunity Sites A-1, A-2, C-1, F-1 and H-1.
- Install trails and interpretive markers at Opportunity Site A-1.
- Remove footings in river at Opportunity Site A-2.
- Install infrastructure and redevelop Opportunity Site B-1.
- Install infrastructure and redevelop Opportunity Site B-2.
- Execute development agreement with property owner of Opportunity Site B-2.
- Clean up soil, install infrastructure, and redevelop Opportunity Site C-1.
- Execute development agreement with property owner of Opportunity Site C-2.
- Install infrastructure at Opportunity Site D-1.
- Install infrastructure, restore historic ice pond, construct visitor/interpretive/nature center, and develop Opportunity Site D-2.
- Install infrastructure and develop Opportunity Site E-1, including civic plaza.
- Install infrastructure and redevelop Opportunity Site E-2 including railroad heritage center.
- Construct pedestrian bridge between Opportunity Sites E-1 and D-2.

### **Phase 3 (7-10 years)**

- Construct river landing at Opportunity Site A-2.
- Install parking area, crosswalk, trail connection, interpretive markers, and sidewalk at Opportunity Site A-2.
- Install infrastructure and redevelop Opportunity Site B-3.
- Install infrastructure and develop Opportunity Site C-2.
- Execute development/use agreement with property owner of Opportunity Site C-3.
- Construct pedestrian bridges near Opportunity Sites A-1 and C-1 (potential).
- Realign West River Street, restore native habitat, enhance retaining walls, and install sidewalk and interpretive signage for Opportunity Site E-4.
- Execute development agreement with leaseholder and Union Pacific Railroad and construct parking lot for Opportunity Site F-2.
- Execute development agreement with leaseholder and Union Pacific Railroad, install infrastructure, and redevelop Opportunity Site F-3.
- Execute development agreement with leaseholder and Union Pacific Railroad, install infrastructure, and redevelop Opportunity Site H-3.
- Enhance base of existing eastern pedestrian bridge with river access/overlook.

### **Phase 4 (11-15 years)**

- Redevelop Opportunity Site C-3.
- Prepare plan for redevelopment and/or execute development agreement with other public agency; construct trail connection, trailhead, parking, and interpretive site; and redevelop Opportunity Site G.

## **C. Alternatives for Town Participation in Strategy Implementation**

### *C. Town Participation...*

There are several physical constraints identified that could affect the feasibility of development of certain properties designated for development that will need to be addressed by the Town of Truckee and/or private sector entities. In order to adequately address these constraints, the town may be involved through the following:

#### **Option: Acquire and Assemble Land.**

Land assembly may be affected by the following:

- Substantial number of parcels that are smaller in size and of an irregular configuration
- Substantial number of underdeveloped properties
- Substantial number of different property ownerships

These conditions could limit the ability to develop such properties in a coordinated, efficient manner. Because the strategy area is within an established redevelopment project area, the Town of Truckee could assist in the acquisition and assembly of properties through voluntary agreements with existing property owners and/or through its redevelopment authority. The probable source of funding for such land acquisition and assembly activities would be redevelopment tax increment revenue received by the town from the existing redevelopment project area.

#### **Option: Building Expansion/Rehabilitation and/or Adaptive Reuse.**

The town could implement a program designed to provide financing assistance on a loan basis for private redevelopment activities consistent with the strategy. The program could assist the following types of activities if the resulting uses are consistent with the strategy.

- Rehabilitation of existing buildings
- Expansion of existing business and commercial facilities if such expansion results in a net increase in employment
- Adaptive reuse (and rehabilitation) of existing buildings

The program could be established as a low-interest loan program with a required match provided by the building owner. Loan proceeds could be used to help finance real property improvements related to building code and established rehabilitation standards. This could be established as a revolving loan program with repayments by borrowers used by the town to make subsequent loans within the approved guidelines of the program.

**Option:  
Enhance Physical Suitability of Property for  
Development.**

A substantial portion of the strategy area has historically been used for light industrial purposes which could have contaminated ground water and soils. These contamination factors could defer redevelopment because of the remediation/mitigation costs involved to clean up the sites. This makes it difficult for private financing to purchase, clean-up and develop such properties so that there is a reasonable economic return on investment. This could inhibit redevelopment. A potential role for the Town of Truckee is to provide assistance for the remediation of properties designated for development.

**Option:  
Provide Public Infrastructure Improvements.**

The town requires that developers complete certain off-site public improvements in conjunction with proposed new development. The following are required for proposed new development projects:

- Streets shall be graded and surfaced prior to issuance of any building permit, including extension of any street to the intercepting paving line of any road, street or highway.
- All underground utilities, sanitary sewers and storm drains in streets, or alleys shall be constructed prior to the surfacing of streets.
- Public street infrastructure, including curb and gutter, sidewalks, street lights, street signs and fire hydrants, shall be installed.
- Public plazas, open spaces, water quality measure, trails, etc. as identified in this strategy also would be required.

A potential role for the town is to assist in financing and installation of public infrastructure and utilities improvements that are needed to serve the proposed development.

**Option:  
Assist in Relocating Existing Businesses.**

The strategy recommends relocation of some existing light industrial and service commercial-related businesses. Many of these existing operate in a low-cost environment and utilize a substantial amount of outdoor storage area. That amount of outdoor storage area is unlikely to be available at potential relocation sites or, if available, would be more costly than the existing locations. Therefore these businesses will need to use space more efficiently in any new locations. The town will need to work with them to address appropriate physical and economic measures to relocate them to areas of town designated for such uses in a manner that does not negatively affect the business operations and overall financial conditions of such uses.

There are two potential approaches for relocation assistance:

First, the Town of Truckee could relocate some of the existing industrial and service commercial-related businesses into other sites in the Downtown River Revitalization Strategy area. The town would create “receiving” sites where businesses could relocate with assistance by the town. The businesses would be those that are compatible with other planned new development on the “receiving” sites as described in the strategy.

A second option is for the town to work with existing businesses on relocation to other potential properties in Truckee such as Pioneer Commerce Center and Truckee Industrial Subdivision Park.

**Option:  
Establish a Parking District.**

The community has discussed creating a parking district for some time. Implementing the strategy provides a stimulus to follow through on that initiative. The town should pursue a parking district program, rather than using a project-by-project approach to providing parking for the proposed private (and public) development in the Downtown River Revitalization Strategy area. This parking district program should include the river corridor, along with the existing downtown Truckee core area and the Site.

Proposed parking locations should be in safe and convenient locations, in close proximity to the existing and/or planned uses. In addition, parking should be well integrated into public and private development projects.

Parking developed on a district basis could be incorporated into:

- 1) New surface parking lots strategically located to serve businesses, tourists and visitors (including users of the Truckee River) with connections to key activity points provided by a shuttle system. Eventually a parking structure will also be needed.
- 2) New mixed-use development projects consistent with the proposed strategy, and not developed as stand alone parking. The parking should be joint use parking or shared parking.

To be successful, a parking program needs to be comprehensive and include other elements in addition to structured parking such as on-street parking management and enforcement and a residential permit parking in the residential neighborhoods immediately adjacent to downtown Truckee.

Parking facilities are a means to assist in redevelopment and revitalization activities in urban downtown areas. The structured parking developed under a district approach could be developed with public financing or a combination of public and private sector financing. The most probable sources of public financing are: 1) redevelopment tax increment funding; and/or 2) lease revenue bond financing (issued by the Town of Truckee). Private sector financing could be provided as part of the financing of a proposed parking facility, if the parking facility is intended to provide parking for private uses.

**Option:  
Offer Town-owned Properties for Redevelopment.**

The town presently owns a few parcels in the planning area, which it could prepare and offer for redevelopment. It would issue a Request for Qualifications and Proposals (RFQ/P) to select a private team to develop projects consistent with the strategy. The objective would be to select the most qualified “business and development partner” for the town.

This process allows the town to focus on selecting a business and development partner that has the qualifications, experience and capability to undertake and successfully implement envisioned new development.

Once a private development team is selected, the town should work with the team to refine the design and development program and negotiate the terms and conditions for disposition of the subject property, including any potential public financing investment. These provisions would be embodied in a disposition and development agreement between the town’s Redevelopment Agency and the selected private development team, consistent with the California Redevelopment Law (CRL).

The primary focus of the town’s marketing efforts should be toward local and regional real estate development companies that have qualifications, experience and successful track records in development and operation of projects similar in type, scale and character to that envisioned in the strategy.

**Option:  
Facilitate Redevelopment.**

There are a number of pre-development activities that the Town of Truckee could undertake in order to appropriately “set-the-table” for the prospective private developers in regards to the identified development opportunity sites.

For example:

- Prepare preliminary title reports
- Determine market value of the property through appraisal
- Prepare initial Environmental Site Assessment (ESA) reports
- Remediate any existing hazardous material conditions
- Remove existing structures (if planned to be removed)
- Assess public infrastructure capacity (water, sewer, drainage, etc.)

These activities result in a site(s) ready for development, and provide evidence that the town is serious in regard to implementing the envisioned private development. The probable source of funding for such pre-development activities would be redevelopment tax increment revenue received by the Town of Truckee from the existing redevelopment project area.

**Option:**  
**Facilitate Private Development.**

The Town of Truckee should approach the owners of the sites identified for potential new development to determine if such owners have an interest in pursuing development consistent with the proposed strategy. If so, the town should work with any interested owner in attempting to structure an Owner Participation Agreement (OPA) for such development in accordance with provisions of California Redevelopment Law. The OPA would set forth the terms and conditions of a proposed arrangement between the town and respective property owner including any potential public financing investment.

The town's efforts should be focused on those sites with owners who demonstrate an interest in pursuing projects consistent with the proposed strategy, and located in an area of the strategy area that contributes to the overall objective of achieving the envisioned development in a concentrated manner.

## **D. Financing Tools**

Implementation will require development and construction of numerous public capital improvement projects that will enhance the riverfront for residents, businesses and visitors. In developing an overall funding program for riverfront improvements, it will be necessary for the Town of Truckee to establish new sources of locally controlled funding that can be dedicated toward riverfront improvements. To do so, the town will need to link riverfront development with updating existing fee programs and considering new fee programs. In addition, the Town of Truckee should consider establishment of assessment districts.

The Town of Truckee should also consider the timing and location of planned private development to correspond with specific public improvements so that a critical mass of public and private investments creates the desired catalyst effect and adds economic value to the riverfront location. Riverfront improvements will help make subsequent private development projects more economically attractive and more feasible for the private sector.

**Tool:**  
**Redevelopment Tax Increment**

The Town's Redevelopment Plan was adopted on October 15, 1998 with a 45-year life. The town is able to incur debt (loans, advances, bonds, etc.) secured by and payable from tax increment revenue until October 15, 2018.

Based on information provided by the Town of Truckee, the overall amount of redevelopment tax increment revenue projected to be generated in the project area over the five-year period ending in fiscal year 2009/10 is approximately \$10.0 million. Of that total approximately \$2.0 million would be available for low and moderate income housing activities (20% housing, set-aside funding) and approximately \$5.8 million would be available for non-housing projects, programs and activities after deducting obligations for 20% housing set-aside, pass-through agreements, County Administration Fee and projected operational expenditures.

**D. Financing Tools...**

Of the total \$5.8 million projected to be available for non-housing activities, approximately \$3.4 million has tentatively allocated for operational expenditures and \$1.2 million for “capital outlay” obligations over the subject five-year period, leaving approximately \$1.2 million for other non-housing activities. Such other non-housing activities to be determined by the Town could include: 1) public facility improvements; 2) street and traffic circulation improvements; 3) economic development and business retention; and 4) and community beautification.

Due to current obligations for capital outlay expenditures in fiscal year 2005/06, the available tax increment funding for non-housing activities is projected to begin in fiscal year 2006/07.

	<u>FY 05/06</u>	<u>FY -06/07</u>	<u>FY 07/08</u>	<u>FY 08/09</u>	<u>FY 09/10</u>
Revenues (1)	919,655	962,595	1,130,980	1,308,560	1,496,795
Expenditures	<u>714,675</u>	<u>526,615</u>	<u>640,460</u>	<u>705,255</u>	<u>771,075</u>
Balance	204,980	435,980	490,520	603,305	725,720
Capital Outlay	380,872	200,000	200,000	200,000	200,000
Available for Non-Housing Activities	(175,892)	235,980	290,520	403,305	525,720

Footnotes:  
 (1) Based 58% of the projected “gross” annual redevelopment tax increment revenue (deduction for 20% housing set-aside funding and 22% for required pass-through agreements).  
 Source: Town of Truckee, A. Plescia & Co.

Typical mechanisms for providing redevelopment public financing assistance, if such assistance is determined by the town to be necessary to make certain new private development in the strategy economically feasible, are:

- Land Disposition: Transfer of town-owned property for a particular development project at a negotiated value.
- Building Rehabilitation/Adaptive Reuse: Town loan financing for rehabilitation of existing buildings, expansion of existing business and commercial uses, and/or adaptive reuse of existing buildings.
- Public Improvements: Town financing for installation of public infrastructure and/or improvements such as water, sewer, drainage, streets, curb/gutter/sidewalks, landscaping, street lights, etc. directly related to a particular development project.
- Parking: Town financing of on-site public parking to serve planned private development(s) and/or provide public parking.

**Tool:**  
**Capital Improvements Program**

The Town of Truckee Capital Improvements Program (CIP) is a potential source of funding for constructing off-site public infrastructure and improvements including water, sewer, storm water, streets, curb/gutter/sidewalks, landscaping and street lights. The CIP generally includes a variety of federal, state and local funding sources designated to fund such improvements, with the priorities and criteria for allocation of CIP funding established by the Town of Truckee in the context of a separate annual budget document.

CIP funding is a potential means to finance certain public infrastructure and improvements that would serve the Redevelopment Agency or privately-owned sites designated for development with the proposed strategy. The Town of Truckee Redevelopment Agency should give consideration to having such public infrastructure and improvements be given priority consideration in the criteria and process for allocation of annual CIP funding.

**Tool:**  
**Development Impact Fees**

The Town of Truckee Development Impact Fee Calculation Report (January 2004) identifies several proposed development impact fees. Two of the proposed fees could potentially provide funding for identified priority public projects within the strategy area, including:

**1. Streets, Signals and Bridges Fee**

This fee would be imposed on residential (single family, multiple family, mobile homes), commercial lodging, commercial/office uses and industrial uses. Fee revenues are used to finance improvements to complete the existing street, roadway and bridge system and to complete the system of traffic signals to ensure smooth movement of vehicles through intersections related to projected development growth.

Based on the Town of Truckee Development Impact Fee Calculation Report (January 2004), the current schedule of projects to be financed with this fee includes several projects either in or adjacent to the strategy area. These potential projects include: 1) West River Street/Bridge Street Intersection Improvements; 2) Bridge Street/Commercial Row Signalization and Geometric Improvements; and 3) SR-89/UPRR Under crossing.

**2. Storm Drainage Collection Fee**

This fee could be imposed on residential (single family, multiple family and mobile homes), commercial lodging, commercial/office uses and industrial uses. Fee revenues are used to finance expansion of storm drainage facilities necessary to extend the level of services to support projected development growth.

Development of new residential and commercial uses on previously vacant property will require installation of additional storm drainage lines to increase the drainage capacity of the system. The revenues raised from the Storm Drainage Facilities Impact Fee would be limited to capitalize costs related to

## **D. Financing Tools...**

that growth, and not used to repair, replace or rehabilitate any existing storm drainage lines.

Based on the Town of Truckee Development Impact Fee Calculation Report (January 2004), the current schedule of projects to be financed with such a fee includes projects that would affect the Downtown River Revitalization Strategy area. These potential projects include Trout Creek Restoration (\$2,800,000).

### **Tool: Potential Riverfront Improvement Fee**

An option for consideration by the Town of Truckee would be establishment of a Riverfront Improvement Fee. Such a fee could be imposed in the general geographical area within the boundaries of the strategy with the exact boundaries to be determined based on further analysis and a specific nexus study. It would create a funding source dedicated for riverfront improvements.

Receipt of funds from such a fee program would be dependent on new development proceeding in the Downtown River Revitalization Strategy area, meaning that a fee program could only begin to provide funding once the proposed development is underway. Therefore there would still be the need for the town to provide some form of interim financing to assist catalyst development in the area. A riverfront fee program could be established as a mechanism to repay interim public or private investments made from other funding sources and potentially pay for a portion of the proposed long-term capital improvement projects.

The Town of Truckee should first consider the amount of funding that could be provided from existing fee programs prior to consideration of a new fee program and explore private developer, property owner and business owner receptiveness to a potential riverfront improvement fee. If the Town of Truckee determines, based on those considerations, that such a financing option warrants further consideration, then the next level of analysis would include evaluating the nexus between demand from proposed riverfront improvements and new development, the amount of infrastructure that is needed and the proportion of the cost that could be captured in such a fee program.

### **Tool: Assessment Districts**

The town could consider the establishment of an assessment district to finance capital improvements and/or operating and maintenance costs for riverfront improvements. There are a number of different mechanisms that may be used. All of these mechanisms involve levying of a charge on properties within a specific geographical area to raise funds that directly benefit the subject area. These mechanisms have varying property owner/voter approval requirements and eligible uses of funds.

The Town of Truckee could consider issuance of bonds for development that would be financed through either assessment districts or community facilities districts.

The authority for local government to form assessment districts, levy assessment and/or issue bonds for the purposes of financing construction of public improve-

ments is embodied in several pieces of legislation including: 1) Improvement Act of 1911; 2) Improvement Act of 1913; and 3) Improvement Act of 1915. Eligible facilities under an Assessment District (AD) include public improvements of a local nature (i.e. streets, utilities, water, sewer, storm drainage, etc.) that provide special benefit to properties within the AD area.

**Tool:**  
**Mello-Roos Community Facilities Districts**

The Mello-Roos Community Facilities Act of 1982 authorizes bonds to be issued by a Community Facilities District (CFD) to finance facilities necessary due to growth and development. Bonds issued by the CFD are secured by a levy of special taxes, which must be approved by a 2/3 vote of the residents or landowners within the proposed district. Eligible facilities under a CFD include public improvements with a useful life of five years or more such as streets, utilities, water, sewer, storm drainage, etc. and specified public services (i.e. police, fire, library, etc.).

**Tool:**  
**Property and Business Improvement Districts**

The Property and Business Improvement District Law of 1994 which provides the authority for cities to fund property-related improvements, maintenance and activities through the levy of assessments upon the real property that benefits from those improvements. Specific improvements include acquisition, construction, installation or maintenance of property with an estimated useful life of five years or more including, but not limited to, the following: 1) parking facilities; 2) benches, booths, kiosks, display cases, pedestrian shelters and signs; 3) trash receptacles and public restrooms; 4) decorations; 5) lighting and heating facilities; 6) parks; 7) fountains; 8) planting areas; 9) closing, opening, widening or narrowing of existing streets; 10) facilities or equipment, or both, to enhance security of persons and property within the area; 11) ramps, sidewalks, plazas and pedestrian malls; and 12) rehabilitation or removal of existing structures. Examples of eligible activities include promotion, marketing, economic development, retail retention and attraction, security, street and sidewalk cleaning, and other related municipal services.

The formation of Property and Business Improvement Districts ("PBID") is subject to a vote of the property owners within a proposed district. In regard to the strategy, any consideration for establishment of a PBID would include an area that also includes the downtown core (Commercial Row) and the proposed Rail-yard development as a single district. The assessments levied on properties can be tiered so that properties within a district pay an assessment that is in direct relation to the extent of benefit that is determined to be provided by the PBID.

## **E. State and Federal Funding Programs**

There are a number of state and federal grant programs that the Town of Truckee could pursue to assist with funding for proposed public riverfront improvements. A brief description of some of those programs is provided below.

**Program:**  
**Infrastructure State Revolving Fund**

The Infrastructure State Revolving Fund (ISRF) provides low-cost financing (loans) to public agencies for a wide variety of infrastructure projects and is administered by the State of California Technology Commerce and Trade Agency. Loan funding is available in amounts from \$250,000 to \$10,000,000, with loan terms up to thirty (30) years and interest rates at below-market levels. Eligible applicants include cities, counties, redevelopment agencies, special districts, assessment districts and joint powers authorities. Eligible project activities include streets, highways, parking, drainage, water supply, flood control, environmental mitigation measures, parks and recreational facilities, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, public safety facilities and power and communication facilities. Potential applications of this funding source for the Downtown River Revitalization Strategy area could include, streets, parking (public), streetscape improvements and utilities.

**Program:**  
**Brownfield Assessment and Cleanup Program**

The brownfield assessment and cleanup cooperative program administered by the US Environmental Protection Agency (EPA) provides grant funding to address properties contaminated by petroleum and hazardous substances, pollutants or contaminants. Brownfield sites are real property, the expansion, redevelopment or reuse of which may be complicated by the presence of hazardous materials. Eligible applicants include, among others, general purpose units of local government. The type of assistance is grant funding provided through cooperative agreements with EPA, with funding levels ranging from approximately \$200,000 to \$1,000,000 depending on the applicant and specific nature of the funded activity. Basically, brownfield grants may be used to: 1) inventory, characterize, assess brownfield sites; 2) capitalize a revolving loan fund to carry out cleanup activities; and 3) carry out cleanup activities. Potential applications for the Downtown River Revitalization Strategy area include remediation of existing properties that might be contaminated by hazardous materials.

**Program: Proposition 40**

The California Clean Water, Clean Air, Safe Neighborhood Parks and Coastal Protection Act of 2002 (Proposition 40) authorized \$2.6 billion in state bonds, administered by the State Department of Parks and Recreation. Projects to receive funding include local assistance programs for the (1) acquisition and development of neighborhood, community and regional parks and recreation areas; (2) acquisition, development and restoration of water resources, including the acquisition and development of river parkways and protecting urban streams; (3) land, air and water conservation programs including acquisition; and (4) acquisition, restoration, preservation and interpretation of California's historical and cultural resources including sites and places that preserve and demonstrate culturally significant aspects of California history. Potential applications of this funding source for the strategy area could include parks, riverfront promenades, riparian enhancements and riverfront historical/interpretative features.

## **Program: Proposition 50**

Proposition 50, the Water Security, Clean Drinking Water, Coastal and Beach Protection Act of 2002, approved a state general obligation bond of approximately \$3.4 billion to fund a variety of projects. These include water quality improvement projects (including river parkways that provide water quality improvements), Cal-fed Bay-Delta Program, and Integrated Regional Water Management. Potential applications of this funding source for the strategy area could include riverfront promenades and riparian enhancements.

## **Program: Propositions 204, 12 and 13**

This is a series of resource-related bond measures passed between 1990 and 2001 that provide \$5.1 billion in funding for park and habitat conservation purposes and water-related purposes. According to the Legislative Analyst's Office approximately \$721 million of these funds is estimated to be available for appropriation after the 2002-03 fiscal year. Potential applications of this funding source for the strategy area could include parks and riparian enhancements.

## **Department of Fish and Game**

The California Department of Fish and Game sponsors a program for fishing piers through the Wildlife Conservation Board. The maximum grant amount is \$250,000 and can be used to fund the pier structure only. Grant funds must be matched on a one-to-one basis by the applicant, and the grant requires that the majority of pier railing space be allocated to fishing. Potential applications of this funding source for the strategy area could include fishing piers and public outlook facilities.

## **Department of Boating and Waterways**

The California Department of Boating and Waterways provides low-interest loans and grants for public docks, marinas and boat launches. Approximately \$50 million annually is divided equally between loans and grants statewide. Potential applications of this funding source for the strategy area could include public launch facilities.

## **Land and Water Conservation Fund**

This is a program that provides federal funds from the National Park Service and is administered by the California Department of Parks and Recreation. The Land and Water Conservation Fund is authorized through 2015 and provides matching grants for acquisition and development of facilities that provide for or support outdoor recreation. The program provides for acquisition and development of neighborhood, community and regional parks that include recreation projects and/or acquisitions of wetlands. Potential applications of this funding source for the strategy area could include riparian land acquisition, development or preservation.

## **Recreation Trails Program**

The Recreation Trails Program provides funds for recreational trails and trails-related projects and is administered at the federal level by the Federal Highway Administration (FHWA) and at the state level by the California Department of Parks and Recreation. The allocation for the State of California was approximately \$3.2 million, based on the federal Fiscal Year 2003 appropriation. Eligible applicants include cities, counties, districts, state agencies and non-profit organizations with management responsibilities over public lands. The program is a matching program that can provide up to 80% of the project costs. Potential applications of this funding source for the strategy area could include riverfront promenades.

## **TEA-21/T3 Funding**

The federal government provides funding for local transportation projects through various components of the six-year program known as TEA-21. The program was reauthorized in 2004 and is called T3, designating it as the third six-year authorization for federal transportation funding. Potential applications of this funding source for the strategy area could include pedestrian enhancements; street, bicycle and pedestrian improvements that enhance regional connectivity and promote congestion relief; and air quality enhancements such as riverfront promenades or new river crossings.

## **F. Regulatory Tools**

The Town of Truckee could consider the following revisions to its zoning ordinance provisions and related development standards as a means to assist implementation of proposed development in the strategy area.

### **Riverfront Zoning District**

This potential approach is based on the recognition that the strategy area is a unique area that combines industrial, commercial and residential uses of economic value to the Town of Truckee. The purpose of such a zoning district would be to:

- preserve certain existing uses in the area and promote their continued economic viability;
- protect the quality and character of the Truckee River corridor;
- allow new residential, commercial, light-industrial and mixed uses in the area that are compatible with and enhance the character of the area;
- promote public access to and utilization of the Truckee River; and/or
- create a vibrant core of mixed uses that serves the needs of existing residents, business owners, employees, visitors and river users.

The allowable uses of such a zoning district could be those approved by the Town of Truckee in the context of the plan. In addition such a zoning district could include specific standards related to expansion of existing allowed uses, setbacks, lot coverage, building height, residential density, river access and architectural design.

In regard to river access, expansion of existing uses, adaptive reuse or new development on vacant or underdeveloped properties located along the Truckee River would be required to establish an adequate setback from the edge of river to provide flood plain protection and public access in accordance with the provisions of the strategy.

## **Mixed-Use Overlay Zone**

This potential approach could provide the means for the Town of Truckee to identify certain areas within the strategy area where all allowed development would be in the form of mixed-use projects occupied by a combination of commercial, retail, office and residential use. This approach would ensure that a mixture of residential and commercial uses would be included when certain parcels of property are either redeveloped or developed by a property owner.

In terms of residential component in a mixed-use project, the type of residential use could include townhomes, flats, live-work units, etc., while complying with the maximum density requirements of the applicable underlying zoning district.

Design considerations could include, but not be limited to, the following:

- achieving compatibility of the different uses;
- minimizing potential impacts (noise, odors, etc.) on residents;
- potential impacts of mixed-use projects on adjacent properties;
- ensuring that residential units are of a residential character;
- integration of the street pedestrian environment with the non-residential uses; and
- compatibility of uses in terms of building scale, height and design, etc.

## **Joint Use/Shared Parking Provisions**

The purpose of a joint use or shared parking program would be to provide the means to reduce the overall required on-site parking that would otherwise be provided for multiple uses on a single site or parcel. Joint use or shared parking for multiple commercial uses could be established if such uses cooperatively establish and operate the parking and generate parking demands primarily during different hours of operation.

Considerations for joint use or shared parking by the Town of Truckee could be based on the following:

- sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time;
- there is a lack of potential conflict between the uses on a site based on the nature of uses and operation times; and/or
- parking designated for joint use should be located in close proximity to any structure or use served.

The amount of joint use or shared on-site parking for commercial uses for a particular development (expansion of existing buildings, adaptive reuse or new construction) should be the amount of on-site parking that would otherwise be required individually for the specific uses with a 10% to 20% reduction. The percent of the reduction to the required on-site parking would be based on

## **F. Regulatory Tools...**

the specific combination of uses, related hours of operation and peak parking demand and proposed basis for operation of the subject joint use or shared parking.

## **G. Administrative Actions**

There are a several actions that could be considered by the Town of Truckee in relation to ongoing implementation of the strategy. These potential actions include the following as further described below:

- expedited planning/building entitlement process
- commitment of town staff resources to coordinate implementation activities
- ongoing coordination with existing property and business owners and institutional partners regarding ongoing strategy implementation

### **Expedited Planning and Building Entitlement Process**

The Town of Truckee could consider establishment of a process whereby review and approval of discretionary planning and building entitlements is given priority and expedited timing for proposed residential or mixed-use projects in the downtown Truckee area consistent with the *Truckee Downtown Specific Plan* and this strategy.

For such projects, a stipulated period for completing such review and approval (or disapproval) would be committed to by the town. The period should be less than the current average period of time required for completing such review and approval. This approach would assure private developers of desired urban residential or mixed-use development projects that required planning and/or building entitlements would be completed within a reasonable period of time.

### **Formation of “A” Team (Technical Assistance)**

In order to assist in the expedited planning and/or building entitlement process described above, the Town of Truckee could consider establishing an internal staff team that would provide technical input and assistance for urban residential and mixed-use development projects in downtown Truckee consistent with the strategy. The team would include representatives of the various Town departments that are involved in review and discretionary approval of projects including Redevelopment, Planning, Building, Public Works, Fire and Environmental Health.

This approach could provide for a single point of contact for a prospective developer and consistency of policy direction among the participating town departments. The team should include a high level representative from each department who is authorized to commit to an appropriate policy direction and/or decision related to a particular development project.

## Ongoing Community Coordination

Leadership from private business, neighborhood and community organizations is an important element for successfully implementing the Downtown River Revitalization Strategy. The Town of Truckee should continue to maintain a strong working relationship with property and business owners in downtown Truckee. This working relationship is particularly important in regard to:

- development and operation of a potential comprehensive district parking program;
- marketing of available development sites;
- establishing an overall design theme for public and streetscape improvements; and
- maintaining a consistent level of ongoing management, maintenance and security.

In addition, the town should continue to enhance its relationship with its “institutional partners” (such as Nevada County), various special districts and public interest organizations. This would be particularly important in regard to undertaking and completing a successful program for enhancement to the Truckee River for habitat preservation, flood plain management and recreation uses.

## H. Opportunity Site Implementation Actions

This section presents specific proposed activities related to implementing the development program for each of the identified opportunity sites that involve private development (building rehabilitation, adaptive reuse and/or new development) and/or public improvements.

### West River Area

#### **Site A**

This area would remain open space. Improvements would be limited to construction of a new trail at the foot of the hillside, installation of some interpretive markers, habitat restoration along the shoreline and perhaps construction of a pedestrian bridge. Costs for some of these improvements may be assumed by the State Department of Fish and Game, but funding for ongoing maintenance would need to come from the Town of Truckee. In addition, the town may need to assist with the funding of the improvements.

Because it is important that the trail and interpretive package be consistent throughout the river area, the town may wish to take the lead on the design of such improvements.

#### **Sites B-1, B-2 and B-3**

There is a potential opportunity for the Town of Truckee to pursue an Owner Participation Agreement with the existing property owner for redevelopment of the properties through a combination of rehabilitating existing buildings, rehabilitation/adaptive reuse of existing buildings and new infill development consistent with the designated land uses for the sites as identified in Chapter

## G. Administrative Actions...

## **H. Opportunity Site Implementation Actions...**

3. This should include preparation of a master plan for the overall revitalization of the property and a phasing plan to identify the sequence and timing of the proposed revitalization activities.

The improvements on Sites B-1, B-2 and B-3 could potentially include some space as a “receiving” location for certain light industrial or service commercial businesses currently located from the south side of West River Street (Site C-1) that are suited for the strategy area but might need to be relocated due to redevelopment of Site C as described below.

### **Site C**

In regard to redevelopment of the property consistent with the designated uses identified in Chapter 3 there is a potential opportunity for the Town of Truckee to either: 1) pursue an Owner Participation Agreement with the property owner; or 2) pursue acquisition and assembly of the property and subsequent transfer of the property to a private development entity through a Disposition and Development Agreement.

The town could potentially also be involved in removal of existing buildings, remediation of the property (if necessary) and/or installation of public improvements related to the proposed redevelopment depending on the projected economics of the proposed redevelopment.

Under either approach there would need to be an effort by the town to assist in identifying other sites within the Town of Truckee to locate any existing light industrial or service commercial uses potentially relocated from Site C-1 related to redevelopment of the property. Such sites would need to be designated for such uses and should be of a size, location and cost (i.e. lease rate) that doesn't negatively affect the ongoing business operations and economics of the subject businesses.

The effort by the town for redevelopment of Site C-1 should be considered as the first phase of a larger overall redevelopment of the entire Site C area as indicated in Chapter 3.

## **Central River Area**

### **Sites D-2, E-1 and E-2**

There is an opportunity for the Town to pursue an Owner Participation Agreement with the owner of the property immediately south of the Truckee River (Site D-1) for new limited private development clustered near the landing of a new pedestrian bridge crossing over the Truckee River. Such proposed development should be coordinated with the location, design and construction timing for installation of the proposed new pedestrian bridge across the Truckee River at that location and should comply with the proposed development on the north side of the river (Sites E-1 and E-2).

Regarding Site E-1, there is an opportunity for the Town of Truckee to transfer this town-owned property (former Nevada County corporation yard property) to a private developer for development of both private and commercial uses as described in Chapter 3 through a Disposition and Development Agreement (DDA). The town would likely be directly involved in the design, financing and development of the proposed public/civic uses on the property.

Revitalization of Site E-2 would probably require a public/private development arrangement between the town and property owner (or subsequent owner/developer) due to the potential mixture of potential private development (i.e. commercial, hotel, residential, etc.) and/or public improvements/facilities (i.e. railroad museum). Alternatively the town could pursue acquisition and assembly of property and transfer the portion of the property proposed for private development through a DDA.

For all three of these sites the town may need to be involved in activities related to removal of existing structures, remediation of property (if necessary) and/or installation of public improvements, depending on the projected economics of the proposed private development.

## **East River Area**

### ***Sites F-1, F-2, F-3 and H-3***

Sites F-1 includes only habitat restoration around the confluence of Trout Creek with the River. Site F-2 includes development of a landscaped surface public parking lot north of the river which would likely be designed, financed and constructed by the Town of Truckee. The funding for such an improvement could be from the potential state or federal funding programs described earlier in this chapter if the town were successful in securing such funding.

Sites F-3 and H-3 are intended to be developed with live-work units. There is an opportunity for the town to either: 1) pursue an Owner Participation Agreement with the property owner; or 2) pursue acquisition and assembly of land area sufficient to support the proposed private development and subsequent transfer of the property to a private developer through a Disposition and Development Agreement. The town could also potentially be involved through financial assistance in the expansion of flood plain enhancement along the Truckee River at this location (Site F-1), construction of a street system (public right-of-way) at the terminus of East River Street, and /or coordination with applicable state and federal regulatory agencies to permit the proposed development.

## ***H. Opportunity Site Implementation Actions...***

## Summary Chart of Potential Funding Sources, by Project

Improvement/Activity	Potential Funding Sources
<b>West River Area</b>	
Riparian Edge Enhancement (A-1)	Proposition 40; Proposition 50; Propositions 204/12/13; Land/Water Conservation Fund
Development Agreements (B-1, B-2, C-1)	Redevelopment tax increment; Capital Improvements Program; Infrastructure State Revolving Fund; Brownfield Assessment/Cleanup Program; Assessment District Financing
<b>Central River Area</b>	
Riparian Edge Enhancement (D-2)	Proposition 40, Proposition 50; Propositions 204/12/13
Central Pedestrian Bridge (D-2)	Capital Improvements Program; Streets/Signals/Bridges Fee (proposed); Infrastructure State Revolving Fund; TEA-21/T3; Assessment District Financing
Central River Village (E-1)	Brownfield Assessment/Cleanup Program; Propositions 40 and 50; Department of Fish & Game; Recreation Trails Program; TEA-21/T3;
Central River Parking (E-3)	Redevelopment Tax Increment; Capital Improvements Program; Infrastructure State Revolving Fund; Assessment District Financing
West River Street/Sidewalks (Miscellaneous)	Redevelopment Tax Increment; Capital Improvements Program; Infrastructure State Revolving Fund; Assessment District Financing
<b>East River Area</b>	
Habitat Restoration (H-2)	Proposition 40; Proposition 50;

# Appendix A Employment Generation Report

## I. INTRODUCTION

The purpose of this report is to present preliminary information regarding the potential new employment that could be generated from proposed redevelopment activity within the Downtown River Revitalization Strategy area. The Downtown River Revitalization Area is defined as that area immediately north and south of the Truckee River between State Route 89 on the west and Trout Creek on the east.

The Town of Truckee is undertaking an effort to prepare a Strategy for revitalization of the area along the Truckee River that runs through the downtown core of Truckee. As part of that effort, the Town of Truckee is attempting to identify the type and extent of new employment that could result from such revitalization activities and the relationship of such potential new employment to targeted income groups (very low, low, below moderate and moderate income households).

The preparation of the Downtown River Revitalization Strategy is being funded, at least in part, by Community Development Block Grant (CDBG) funds (Grant #02-EDBG-871) through the California State Department of Housing and Community Development (HCD). As part of the funding agreement between HCD and the Town of Truckee, has provided assurances to HCD that the Town of Truckee's CDBG program has been developed so as to primarily benefit targeted income persons and households, and each activity in the program meets one of three established objectives: 1) benefit to low and moderate income persons; 2) elimination of slums and blight; and/or 3) meets an urgent community need certified by the grantee as such.

## II. PRELIMINARY FINDINGS

Based on the preliminary information presented in this report are the following general findings in relation to potential new employment resulting from implementation of the Downtown River Revitalization Strategy.

1. The preliminary projection of direct construction activity for the proposed redevelopment activity is approximately \$94.0 million over the build-out period for such redevelopment activity.
2. The preliminary estimate of construction related jobs generated by the proposed redevelopment activity is approximately 100, with an additional 100 of indirect jobs.
3. The preliminary estimate of total construction payroll (including benefits) is approximately \$56 million over a projected ten year build-out period, or approximately \$5.6 million per year.

Note that this report focuses on employment generation associated with development with the planning area. Additional job generation would also occur because of the river restoration and rehabilitation work that is envisioned in the strategy. This would include jobs related to planning and construction of these improvements, as well as their maintenance. Other jobs would also be induced by recreation-related uses that these improvements would stimulate.

Furthermore, other jobs may be generated related to the rehabilitation of existing buildings, particularly historic structures along Riverside Drive, as a result of redevelopment nearby.

4. The preliminary estimate of the permanent jobs generated by operations of the proposed redevelopment activity is approximately 300, with an additional 300 of indirect jobs.
5. The preliminary estimate of total operations payroll (including benefits) is approximately \$15.7 million per year at full build-out of the proposed redevelopment activity.
6. A substantial amount of the projected new construction-related and operations-related (permanent) employment could provide higher paid jobs with annual salaries that exceed the median annual salary for the local Truckee labor force; and provide a substantial number of opportunities for new and/or upgraded employment – in particular for very low, low, below moderate and moderate income persons in Truckee.

## **III. FUTURE USE AND DEVELOPMENT**

### **A. Existing Development**

The Downtown River Revitalization Strategy Area includes existing development consisting of residential, commercial, retail and industrial uses.

The properties along the north side of the river are more developed than properties to the south of the river. East River Street and West River Street both contain a number of housing units as well as some commercial and industrial buildings (uses). Riverside Drive is a narrow lane that is primarily residential (housing) with some artist studio space. Industrial uses are generally low in intensity with substantial amounts of open space and outdoor storage area. In addition there is an existing mobile home park located at the far western end of West River Street near Highway 89.

The south side of the river is less developed than the north side of the river with existing uses being primarily residential (housing) which is accessed from South River Road.

The Town of Truckee goal to redevelop the Truckee Riverfront and transform the Downtown River Area into a pedestrian-oriented environment would potentially require relocation of a number of existing industrial businesses. In order to appropriately relocate such businesses the Town of Truckee will need to work with the existing business owners (and tenants) to identify suitable locations for relocation while taking into account the physical and economic implications on the businesses.

The effort to retain existing industrial related employment is intended to include development of "receiving areas" within the subject study area suitable for relocation (and potential expansion) of certain existing industrial related businesses.

### **B. Proposed Future Uses**

Preparation of the Downtown River Revitalization Strategy included preparation of a real estate development market assessment which included technical information related to existing and projected real estate market conditions and

potential private real estate development opportunities for residential, office, retail and hotel uses. Based on the technical information included in that report are the following preliminary findings:

1. There is general real estate market support for private sector development of uses consistent with the approved vision, goals and objectives of the Downtown River Revitalization Strategy; with such development being accomplished through:

- Rehabilitation of existing buildings;
- Rehabilitation and adaptive reuse of existing buildings;
- Selective new infill development.

2. There is potential for the following types of private sector development in the Downtown River Revitalization Strategy Area:

### ***Residential***

- Single-family ownership housing – both low density detached single-family housing units on individual lots and detached/attached higher density single family ownership housing (i.e. town homes, condominiums);
- Live-work units particularly in those areas where proposed new infill development would be adjacent to existing service commercial or light industrial uses; and
- Additional affordable multiple family rental units potentially in either a vertical or horizontal mixed use product type – with such rental units above/ adjacent to retail or office uses.

### ***Office***

- New office development with either professional (i.e. accounting, legal, real estate, insurance, finance, etc.) or high-technology related users occupying under 1,000 to 2,500 square feet;
- Small floor plate product (i.e. 5,000 square feet), one to two story buildings, with total building size approximately 5,000 to 10,000 square feet; and
- Office space as part of vertical mixed-use buildings with office stacked over retail space or with office on the ground floor and residential units stacked above.

### ***Retail***

- Additional service retail, specialty retail and restaurant space complimentary to downtown Truckee;
- Service retail, specialty retail and/or restaurant with users occupying 1,000 to 2,500 square feet with restaurants occupying slightly larger space;
- Small floor plate product (i.e. 5,000 square feet), one to two story (with retail on ground floor only) buildings, with total building size approximately 5,000 to 10,000 square feet; and
- Retail space as part of vertical mixed-use buildings with retail space on the ground floor and either residential or office space stacked above.

### ***Lodging***

- Hotel product type could be boutique hotel(s) with 50 to 100 rooms with orientation to Truckee River; and
- Hotel(s) could include ancillary retail (focused on services to hotel guests, visitors, river users and businesses) and/or restaurant space.

## C. Proposed Development Program

The Downtown River Revitalization Strategy includes designation of a proposed future use framework and development program for various areas within the planning area. Certain designated development opportunity sites are grouped into three areas: West area, Central area, and East area. The following is a description of the proposed future uses and development program for each of those areas.

### West Area

This area would include either a hotel/mixed-use option (residential/live-work units, boutique hotel, retention of existing industrial uses and development of new additional industrial uses) or a residential/mixed-use option (residential/live-work units, retail/office uses, existing industrial uses and additional of new additional industrial uses.) See Table 1 below for specifics.

**Table 1:**  
Future Use Development Program – West Area (Sites B-1, B-2, B-3 and C-1)

Future Use	Development Program	
	Hotel/Mixed-Use	Residential/Mixed-Use
Live-Work	292,000 SF (292 units @ 1,000 SF/unit)	292,000 SF (292 units @ 1,000 SF/unit)
Hotel	100 rooms	NA
Mixed-Use (Retail/Office)	NA	35,000 – 40,000 SF
Industrial		
Existing	94,800 SF	94,800 SF
New	149,400 SF	149,400 SF
Total	244,200 SF	244,200 SF

Source: Winter and Company, RACESTUDIO, A. Plescia & Co.

### Central Area

This area would include development of either a hotel/mixed-use option (commercial, hotel and residential uses) or a museum/mixed-use option (commercial, residential and railroad museum uses). Either option would also include a nature center, skate hut and public parking.

**Table 2:**  
Future Use Development Program – Central Area (Sites D-2, E-1 and E-2)

Future Use	Development Program	
	Hotel/Mixed-Use	Museum/Mixed-Use
Commercial (Retail/Office)	55,800 SF	48,000 SF
Hotel	50 rooms	NA
Residential (Town Homes)	12 units	24 units
Museum	NA	6,000 SF
Nature Center	2,000 SF (@ trail head)	2,000 SF (@trail head)
Skate Hut	1,200 SF	1,200 SF
Parking (Public)	80 spaces	112 spaces

Source: Winter and Company, RACESTUDIO, A. Plescia & Co.

## East Area

This area would include development of live/work units and public parking at the trailheads both north and south of the river, landing for raft pull-out and a transit stop (see Table 3 below).

**Table 3:**  
**Future Use Development Program – East Area (Sites F-1, F-2, F-3 and H-3)**

<u>Future Use</u>	<u>Development Program</u>
Live-Work Units	24,000 SF (16 units @ 1,500 SF/unit)
Parking (Public)	35 spaces (@ trail heads north and south of river)

Source: Winter and Company, RACESTUDIO, A. Plescia & Co.

## Overall

The overall preliminary development program for the West, Central and East areas is summarized below in Table 4. For the purposes of this report the preliminary development programs for the West, Central and East areas that are used to project the potential number of construction related and operations (permanent) related employment is based on the “preferred” preliminary development programs for West (hotel/mixed-use), Central (hotel/mixed-use) and East (live-work) areas as indicated in the Downtown River Revitalization Strategy. Also included are the public improvements and facilities related to these preliminary development programs.

**Table 4:**  
**Future Use Development Program – Summary**

<u>Future Use</u>	<u>Potential Development Program</u>
Residential	
Live/Work	314 units
Town homes	24 units
Total	320 units
Hotel	150 rooms
Commercial (Retail/Office)	55,800 SF
Industrial	
Existing	94,800 SF
New	149,400 SF
Total	244,200
Nature Center	2,000 SF (@ trail head)
New/Rehabilitated Pedestrian Bridges	Two (2)
Boat Raft Access	Three (3)
Skate Hut	1,200 SF
Parking (Public)	115 to 147 spaces

Source: Winter and Company, RACESTUDIO, A. Plescia & Co.

## D. Preliminary Construction Costs

The preliminary construction costs for the proposed development improvements are based on direct construction cost information from RS Means: Square Foot Costs (2004). This information has been adjusted upward five-percent (5%) to establish a 2005 value, and by 10% for the extra ordinary costs associated with construction activity in the general Truckee area. The preliminary construction costs for retail and commercial uses include construction costs for tenant improvements ranging from \$40 to \$50 per square foot for commercial uses and \$50 to \$75 per square foot for retail uses, but do not include off-site public infrastructure or improvements.

**Table 5:  
Preliminary Construction Costs**

<u>Building Type</u>	<u>Construction Cost Factor (1)</u>	<u>Preliminary Direct Construction Cost</u>
Residential	\$145/SF	\$48,600,000
Commercial (Retail) (2)	\$165/SF	9,500,000
Hotel	\$125,000/room	18,750,000
Industrial	\$110/SF	16,400,000
Public Improvements/Facilities		750,000
Total		\$94,000,000

Footnotes:  
(1) Based on 2004 construction costs escalated by 5% to 2005 value.  
(2) Includes tenant improvement costs of \$40 to \$50 per SF – retail, and \$50 to \$75 per SF - commercial.

Source: RS Means: Square Foot Costs (2004)

Table 5 above presents the estimated construction costs in 2005 values based on the preliminary development program for the Downtown River Revitalization Strategy, including adjustments for the general Truckee area. Based on the extent of proposed development improvements the projected total direct construction costs of such improvements is approximately \$94.0 million.

## IV. Employment

### A. Existing Employment

Existing employment within the Downtown River Revitalization Strategy area consists primarily of jobs related to the existing industrial and commercial/retail businesses. Based on preliminary survey information provided by the Town of Truckee there are approximately 80 existing full-time and part-time jobs within the Downtown River Revitalization Strategy area. The majority of these jobs are related to the industrial businesses located along West River Street and East River Street.

There are a few factors which affect the overall number of existing jobs due to the nature of some of the existing businesses. These factors tend to reduce overall level of employment that might otherwise be associated with such uses and include:

- A number of the existing businesses are owner operated; and
- A number of businesses provide services which are seasonal (i.e. paving, underground construction, etc.) thereby causing related employment to be seasonal.

## B. Construction Related Employment

Table 6 below presents information related to potential construction related employment associated with build-out of the proposed redevelopment activity. The information is presented for both direct construction employment and indirect (or induced) construction employment.

<b>Table 6: Direct Construction Related Employment</b>		
<b>Construction Payroll</b>		
Direct Construction	\$94,000,000 (1)	
Construction Payroll Cost	\$56,400,000	60% of direct construction cost
Annual Construction Payroll (including benefits)	\$ 5,640,000	10 year construction period
Payroll (excluding benefits)	\$ 4,000,000	70% of total payroll
<b>Construction Employment</b>		
Annual Payroll	\$ 5,640,000	
Annual Full-Time Employment Generated by Construction	100	\$54,900 average annual salary with benefits (2)
Footnotes:		
(1) See Table 5		
(2) Based on		
Average annual salary (2004)	38,067	
CPI factor (2005)	1.03	
Benefits	40%	
Estimated annual pay with benefits	54,400	
Source: California Employment Development Department		

## C. Operations Related (Permanent) Employment

The preliminary estimate of permanent employment related to ongoing operations of the proposed redevelopment activity (retail, commercial, industrial and public uses only) is based the number of employees per square foot of gross building area, as adjusted by type of use (see Table 7 below). For example retail trade is estimated to generate one job per 600 square feet; manufacturing/industrial one job per 1,000 square feet; and services at 400 square feet of building area.

<b>Table 7: Estimates of Employees by Building Area</b>	
<u>Future Use</u>	<u>Building Area Per Employee</u>
Manufacturing/Industrial	1,000 SF
Services	
Lodging (hotel and motel)	Two (2) rooms
Health Services	400 SF
Transportation & Utilities	
Transportation	400 SF
Communications	400 SF
Public Utilities	400 SF
Trade	
Retail	600 SF
Wholesale	1,000 SF
Food, Eating/Drinking	400 SF
Finance, Insurance & Real Estate	400 SF
Public/Government	400 SF
Source: Town of Truckee, A. Pletscia & Co.	

The proposed overall redevelopment program (see Table 4) is the basis for estimating the potential new operations related (permanent) employment using certain industry standards for employees per square foot of building area. The preliminary estimate of total new permanent jobs related to the ongoing operations of the proposed redevelopment activity (retail, commercial, industrial and public uses only) is presented in Table 8. The estimated number of new permanent jobs at full build-out of the proposed redevelopment activity is approximately 350 (estimated annual total payroll of \$15.7 M).

Permanent Employment			
Employment – Completed Development	350		
Permanent Payroll			
Total Annual Payroll	\$15,700,000	\$44,700 per employee	
Direct Annual Payroll	\$11,000,000	70% of total payroll	

*Source: California Employment Development Department, A. Plescia & Co.*

For the purposes of this report the average annual salary used in Table 8 above was based on the mean 2004 annual salary for all occupational categories for Nevada County. That figure was then adjusted by using a Consumer Price Index (CPI) adjustment of 3% in order to present the information in 2005 values; and then adjusted to include employment benefits (30% of gross annual salary).

## D. Direct and Indirect Employment

The preliminary estimate of the total employment including both direct and indirect jobs is summarized in Table 9.

- *Direct Construction Employment* is the estimated number of direct construction related and operations (permanent) jobs generated by the proposed redevelopment activity.
- *Indirect Employment* is the estimated number of jobs created (generated) indirectly by the proposed private development activity. These are jobs related to materials, transportation, suppliers, accounting, legal, etc. related to the projected construction activity. The number of total direct and indirect jobs is usually a multiplier factor applied to the number of direct jobs. For the purposes of this report a multiplier factor of 2.0 is used for estimating the total number of direct/indirect jobs and a factor of 1.9 for estimating the amount of total direct/indirect payroll.

	<u>Direct Impact</u>	<u>Multiplier</u>	<u>Indirect Impact</u>	<u>Total</u>
<b>Construction Impacts</b>				
Construction Employment	100	2.0	100	200
Construction Payroll	\$4.0 million	1.9	\$3.5 million	\$7.5 million
<b>Operations Impacts</b>				
Employment	350	2.0	350	700
Payroll	\$11.0 million	1.9	\$10.0 million	\$21.0 million

## V. TARGETED INCOME GROUP

### A. Truckee Labor Force

The characteristics of the Truckee labor force are generally described below with information regarding employment status, employment occupations, employment industries and household income. The information presented below is from the 2000 Census except where indicated. Information regarding the extent of employment and unemployment is presented in Table 10 below. As of 2000 the unemployment rate for the Town of Truckee was 3.0%; however based on more recent information from the State Employment Development Department the unemployment rate for Truckee in 2004 was approximately 3.4%.

**Table 10:  
Employment Status**

<u>Item</u>	<u>Number</u>	<u>Percent</u>
Population (16 years and over)	10,688	100.0
Labor Force	8,441	79.0
Civilian	8,435	78.9
Employed	8,110	75.9
Unemployed	325	3.0
(% of Civilian Labor Force)	3.9%	
Military	6	0.1
Not in Labor Force	2,247	21.0

*Source: US Bureau of Census 2000*

The majority (approximately 75.9%) of employed persons in the Town of Truckee as of 2000 were employed in the following occupations: 1) management, professional and related occupations; 2) service; and 3) sales and office occupations.

**Table 11:  
Employment Occupations**

<u>Item</u>	<u>Number</u>	<u>Percent</u>
Employed Persons (16 years and over)	8,110	100.0
Occupations		
Management, professional and related occupations	2,597	32.0
Service	1,599	19.2
Sales and office	2,006	24.7
Farming, fishing and forestry	43	0.5
Construction, extraction and Maintenance	1,305	16.1
Production, transportation and material moving	600	7.4

*Source: US Bureau of Census 2000*

Table 12 below presents information regarding employment industries for the Town of Truckee. The industries that employed the majority of the Town of Truckee labor force as of 2000 were: 1) construction; 2) retail trade; 3) education, health and social services; and 4) arts and entertainment and recreation.

**Table 12:  
Employment Industries**

<u>Industry</u>	<u>Number</u>	<u>Percent (%)</u>
Agriculture, forestry, fishing and fishing	121	1.5
Construction	1,360	16.8
Manufacturing	310	3.8
Wholesale trade	207	2.6
Retail trade	940	11.6
Transportation, warehousing and utilities	313	3.9
Information	188	2.3
Finance, insurance and real estate	546	6.7
Professional scientific, management, administrative and waste management	806	9.9
Education, health and social services	1,165	14.4
Arts, entertainment, recreation, accommodation and food services	1,567	19.3
Other services	253	3.1
Public administration	334	4.1

*Source: US Bureau of Census 2000*

Table 13 below presents information regarding the distribution of household income for the Town of Truckee as of 2000. The median household income for the Town of Truckee in 2000 was \$58,848. However based on information from the US Department of Housing and Urban Development (HUD) the median household income for the Town of Truckee in 2005 is approximately \$63,600.

**Table 13:  
Household Income**

<u>Category</u>	<u>Number</u>	<u>Percent</u>
Less than \$10,000	146	2.6
\$10,000 to \$14,999	138	2.7
\$15,000 to \$24,999	329	6.3
\$25,000 to \$34,999	594	11.5
\$35,000 to \$49,999	873	16.8
\$50,000 to \$74,999	1,438	27.7
\$75,000 to \$99,999	823	15.9
\$100,000 to \$149,999	465	9.0
\$150,000 to \$199,999	160	3.1
\$200,000 or more	219	4.2
	5,185	100.0

*Source: US Bureau of Census 2000*

## B. Household Income Categories

Table 14 below presents information regarding annual income for very low, low and moderate income households for 2005 for the Town of Truckee. The very low, low and moderate income households are the categories collectively constitute the “targeted income group” for the Town of Truckee.

<u>No. of Persons In Household</u>	<u>Very Low (50%)</u>	<u>Low (80%)</u>	<u>Median (100%)</u>	<u>Moderate (120%)</u>
1	22,250	35,600	44,500	53,400
2	25,450	40,700	50,875	61,050
3	28,600	45,800	57,250	68,700
4	31,800	50,900	63,600	76,300
5	34,350	54,950	68,700	82,450
6	36,900	59,000	73,750	88,500
7	39,450	63,100	78,875	94,650
8	42,000	67,150	83,950	100,750

*Source: US Department of Housing and Urban Development*

## VI. POTENTIAL NEW EMPLOYMENT

### A. Type of Employment

As described earlier in this report the proposed redevelopment activity associated with implementation of the Downtown River Revitalization Strategy would result in creation of new construction related and operations related (permanent) employment.

The construction related employment would involve construction jobs at various levels including but not limited to construction management, construction trades (electrical, plumbing, framing, etc.) and basic construction labor. The operations related (permanent) employment would involve various occupational categories including but not limited to management, sales, business/financial operations, food preparation/serving, office/administrative support, maintenance, etc.

## B. Wages and Salaries

Table 15 below presents information regarding hourly and annual wages for various occupational categories from the California State Employment Development Department, 2003 Occupational Employment Statistics (OES) Survey. The information presented below is for the Northern Counties Region which includes Nevada County along with the counties of Colusa, Glenn, Lassen, Modoc, Plumas, Sierra, Siskiyou, Tehama and Trinity.

This information is presented as a means to indicate the general hourly and/or annual wage levels for the occupational categories related to the proposed redevelopment activity as indicated above in Section VI.A.

The projected amount of new direct and indirect construction related and operations related (permanent) employment generated by the proposed redevelopment activity could provide for a substantial number of new jobs to the local Truckee economy. A large number of these new jobs could be higher paid jobs with annual salaries that exceed the median annual salary for Truckee labor and could provide additional opportunities for new and/or upgraded employment, particularly for very low, low, below moderate and moderate income persons.

**Table 15:**  
**Employment Wage Data (2004)**

<u>Occupational Category</u>	<u>Mean Hourly Wage</u>	<u>Mean Annual Wage</u>
Management Occupations	33.28	69,226
Business/Financial Operations	23.83	49,567
Computer and Mathematical	27.92	58,082
Architecture and Engineering	25.32	52,663
Life, Physical & Social Science	17.78	36,979
Community and Social Services	18.19	37,846
Legal	27.81	57,843
Education Training and Library	18.99	39,513
Arts, Design Entertainment Sports and Media	16.88	35,114
Healthcare Practitioners	27.80	57,815
Healthcare Support	10.92	22,701
Protective Services	21.39	44,495
Food Preparation and Serving Building and Grounds Cleaning And Maintenance	8.50	17,686
Personal Care and Services	11.16	23,222
Sales	10.08	20,952
Office and Administrative Support	12.86	26,743
Construction	13.04	27,114
Installation, Maintenance & Repair	18.30	38,067
Production	16.44	34,189
Transportation and Material Moving	13.58	28,250
	13.51	28,088

Source: California Employment Development Department

## C. Targeted Income Group

The projected amount of new construction related and operations related (permanent) employment generated by the proposed redevelopment activity could provide for a substantial number of new jobs to the local Truckee economy. Principally these new jobs could provide additional opportunities for new and/or upgraded employment, particularly for very low, low and moderate income persons.

The Targeted Income Group (TIG) requirements for maximum annual salary based on United States Housing and Urban Development (HUD) guidelines is \$50,900 for a family of four persons. Based on information contained in this report it is concluded that approximately 60% to 75% of the new construction and operations (permanent) employment projected to be generated by the proposed redevelopment activity could potentially meet the TIG income requirements and qualify as TIG jobs. This is based in part on the following:

- The overall average annual salary of the 100 new construction related jobs projected to be generated by the proposed redevelopment activity is estimated to be \$38,067 (in 2005 dollars) which is less than the TIG income requirement of \$50,900;
- The overall average annual salary of the 350 new operations (permanent employment) projected to be generated by the proposed redevelopment activity is estimated to be \$44,700 (in 2005 dollars) which is less than the TIG income requirement of \$50,900;
- Of the 21 occupational categories listed in Table 15, approximately 16 (or approximately 75%) have a "mean annual wage" of under \$50,900 (TIG requirement for a family of four persons).

## **CAVEATS AND LIMITATIONS**

1. The analysis contained in this document is based, in part, on data and information from secondary sources. A. Plescia & Co. believes that these sources are reliable, however, A. Plescia & Co. cannot guarantee the accuracy of such data and information.
2. The analysis assumes that neither the local or national economy will experience a major recession. If an unforeseen change occurs in either the local or national economy the information contained in this document might not be valid.
3. The information contained in this document is based on economic considerations, not political considerations. Therefore the information should not be construed as a representation nor opinion that any required governmental approvals would be secured for any proposed development projects.
4. The information, analysis and opinions contained in this document are based on the informed judgement of A. Plescia & Co. based on market, business and economic conditions as of the date of this document. The information, analysis and opinions contained in this document should not be relied upon as sole input and basis for any final business decisions regarding any proposed development projects.
5. Any preliminary assessment of construction costs, employment projections, etc. is based on the best available data and information at the time of preparation of this document. No warranty or representation is made that these estimates would actually materialize.

## **ACKNOWLEDGEMENTS**

Some of the preliminary technical information used in the preparation of this document regarding potential new employment resulting from the proposed redevelopment activity described in the Downtown River Revitalization Strategy was provided by the following:

### ***Town of Truckee***

Stephen L. Wright, Town Manager  
Tony Lashbrook, Community Development Director  
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Jaime LaChance, Administrative Secretary

### ***Consultants***

Winter & Company  
RACESTUDIO  
DinsmoreSIERRA  
Love Engineering

## **SOURCES OF INFORMATION**

This report was prepared in part with technical information from the following sources:

1. Truckee Downtown Specific Plan (Town of Truckee)
2. Economic, Demographic and Fiscal Analysis, Town of Truckee General Plan, 1995 to 2014
3. Occupational Employment Statistics Survey (California Employment Development Department)
4. Nevada County Economic and Social Indicator Review (Nevada County Economic Resource Council)
5. Nevada County Community Data Summary (Nevada County Council Resource Council)
6. Truckee Facts (Truckee Donner Chamber of Commerce)
7. U.S. Bureau of Census, Census 2000

# Appendix B

## Hydrology & Stream Report

The Truckee *Downtown Specific Plan* published policies that are echoed in this Downtown River Revitalization Strategy. Both plans call for the improvement in the quality of wildlife and fisheries habitat in the Truckee River and its tributaries. Flood control projects shall maintain and protect the ecological value of waterways. Riparian vegetation along the river should be protected. Programs that encourage sport fishing are also supported. Degraded portions of waterways should be enhanced or restored. A summary of the policies for the Truckee River Corridor as published in the Truckee *Downtown Specific Plan* follow:

- Relocate industrial uses off the river.
- Convert industrial lands adjacent to the Truckee River to residential and commercial uses.
- Establish a park on State-owned property along the south side of the River.
- Establish a bicycle/pedestrian trail along the south side of the River.
- Link the Downtown Commercial Core with the Truckee River.
- Provide suitable access for river recreation.
- Improve views from the River corridor.
- Improve the appearance of the Bridge Street bridge with architectural details and paint.
- Improve the quality of wildlife and fishery habitat in the Truckee River and its tributaries.
- Support a Truckee River Day.
- Protect and improve water quality in the Truckee River and its tributaries.
- Design environmentally sensitive and aesthetically pleasing new pedestrian/ bicycle bridge crossings.
- “Cluster” new residential development along the River.
- New projects adjacent to the River must mitigate any adverse visual impacts.
- Increase the visibility of the River.
- Establish setbacks from the Truckee River in the Zoning Ordinance.
- Maintain and protect ecological value of waterways.
- Protect riparian vegetation along the Truckee River.
- Projects shall not result in an increase in the rate of runoff or erosion.
- Encourage programs which improve sport fishing.
- Coordinate with agencies to establish a restoration program for degraded portions of DSA waterways.

This river revitalization strategy recognizes that the beauty of the river is not in the adjacent development or built environment, but rather in the aesthetic qualities of the natural environment. This Strategy calls for a limited number of recreational improvements to be constructed within or adjacent to the 100-year floodplain of the Truckee River. These include pedestrian bridges and raft/tube landings for a “put in” near the confluence with Donner Creek and a “take out” at the existing river pedestrian bridge off of West River Street. The “put-in”/“take-out” should be located on a natural, stable point bar. These recreational improvements could be mitigated through the construction of two mitigation areas off of West River Street. Before any improvements are constructed adjacent to or within the 100-

year floodplain, a geomorphic assessment of the river should be performed to insure that proposed uses can be tied to the geomorphic form. For any proposed improvements to “fit” or “function”, the overall process geomorphology at the site needs to be assess. The climate, and the past and present geology and geomorphology form the soils, which combine to form the hydrograph, or runoff patterns, which in turn dictate the form and distribution of the vegetation and habitat types and biota. The design must be based in how these processes function together, carefully integrating the built environment into the physical function of the site. The natural geomorphic form should dictate the location and type of restoration proposed.

A flood control strategy should be adopted by the Town that would not allow impediments to the flood conveyance. The 100-year flood should be allowed to pass freely through the town.

As a part of the flood strategy, we recommend unstable banks of the river be repaired and planted with native riparian vegetation and manmade fill on the west end of West River Drive that was placed in the floodplain after the 1997 flood be removed and the bank restored. All improvements should consider the natural environment and enhance the natural functions of the environment while improving the aesthetic values.

Adjacent to the river, this master strategy recommends that industrial uses located along the Truckee River Corridor be phased out and that new development protects the river. The new development will be designed to not increase the rate of erosion or runoff. However, it is the goal of this Strategy to actually decrease storm hydrographs and runoff over existing conditions. Runoff will be detained or retained in ponds or will utilize infiltration to assist in accomplishing these goals. The entire riverside of each development parcel adjacent to the river or its tributaries will utilize a 25-foot wide bio-filter edge. This bio-filter will be a grass filter strip to accept sheet flow runoff from parking lots and trap pollutants. The 25-foot wide bio-filter edge should be considered a minimum riparian edge. In some areas, a 50-200 foot buffer is required (of which some could be a bio-filter).

The impacts of Storm water on streams fit into four categories. These include stream hydrology, stream morphology, water quality and aquatic ecology. The extent of impact is related to the climate, land use, and the measures implemented to address the impacts.<sup>1</sup>

Briefly, the impacts on streams are:

***Stream Hydrology:***

Urban Development affects the environment through changes in the size and frequency of storm runoff events, changes in base flows of the stream and changes in stream flow velocities during storms results in decrease in travel time for runoff. Peak discharges in a stream can increase from urbanization due to decrease in infiltration of rainfall into the ground, loss of buffering vegetation and resultant reduced evapotranspiration. This results in more surface runoff and larger loads of various pollutant constituents found in storm water.

***Stream Morphology:***

When the hydrology of the stream changes, it results in changes to the physical characteristic of the stream. Such changes include streambed degradation,

stream widening, and stream bank erosion. As the stream profile degrades and the stream tries to widen to accommodate higher flows, in stream bank erosions increase along with increases in sediment loads. These changes in the streambed also result in change to the habitat of aquatic life.

### ***Stream Quality:***

Water quality is impacted through urbanization as a result of erosion during construction, changes in stream morphology, and washing off of accumulated deposits on the urban landscape. Water quality problems include turbid water, nutrient enrichment, bacterial contamination, organic matter loads, metals, salts, temperature increases and increased trash and debris.

Developers are encouraged in this river revitalization to use porous pavement in parking lots and in snow storage areas. Detention is recommended in landscaping areas and shall be designed to also function as infiltration and sedimentation basins. Impervious areas shall not be directly connected to the floodplain. Best Management Practices (BMP's) shall be utilized during construction and in the design of all new development to improve storm water runoff quality.

BMP's used in the development include grass filter buffer strips, grass drainage swales, porous pavement, landscape detention, retention and infiltration basins, constructed wetlands and others.

Construction BMP's mitigate the increased soil erosion and subsequent deposition of sediment off site during the period of construction from the start of earth disturbance until final landscaping and storm water quality measures are effectively in place. Many references detail these measures.

As a supplement to the above measures for new development, this master plan recommends that sand be cleaned up between snowstorms. Areas within the river corridor that will not be redeveloped should be analyzed and existing untreated storm water runoff should be retrofitted with BMP's.

## **A. Regulatory Base**

### **FEMA**

The Federal Insurance and Mitigation Administration (FIMA), a component of the Federal Emergency Management Agency (FEMA), manages the National Flood Insurance Program (NFIP) which oversees the floodplain management and mapping components of the Program. Communities participating in the NFIP are provided with a Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS).

FEMA stipulates minimum guidelines to regulate floodplain development including the following:

- No development within the 100-year floodplain may result in a rise in the base flood elevation (BFE).
- No encroachment within the floodway resulting in a water surface rise in excess of one foot.

## **A. Regulatory Base**

## Corps of Engineers

Under Section 404 of the Clean Water Act projects must obtain a permit from the US Army Corps of Engineers prior to discharge of dredged or fill material into waters of the United States, including wetlands. **The purpose of the Section 404 program is to insure that the water quality is protected from discharges of dredged or fill material that could permanently alter or destroy these valuable resources.**

If a project involves discharge of dredged or fill material, it will be necessary for the Corps to evaluate the proposed activity under the Section 404(b) (1) guidelines prepared by the Environmental Protection Agency. The guidelines restrict discharges into aquatic areas where less environmentally damaging, practicable alternatives exist.

Wetlands are areas that are inundated or saturated by surface or groundwater with such frequency and duration so as to support vegetation typically found in saturated soil conditions. Wetlands serve important functions relating to fish and wildlife, as well as protection of other areas from erosion; storage areas for storm and floodwaters; and recharge areas where surface and ground water connect.

## Lahontan Regional Water Quality Control Board

The Lahontan Regional Water Quality Control Board has targeted five watersheds including the Truckee and Upper Truckee watersheds as highest priority watersheds. The watersheds are selected based on their resource value, known water quality problems and opportunities for implementing Regional Water Quality Control Board programs.

The Regional Board's guidelines for projects are more stringent than FEMA's and prohibit any new development within the floodplain. However, the Regional Board may grant exemptions under the following categories for new projects:

- Projects intended to reduce or mitigate sources of erosion or water pollution or restore previously disturbed floodplain areas.
- Essential transportation facilities.
- Projects necessary to protect public health.
- Projects necessary for public recreation.
- Projects for outdoor public recreation within portions of the 100-year floodplain which have been altered prior to June 26, 1976.

Prior to granting an exemption the Regional Board must find that the project incorporates all of the following:

- Project included in at least one of above categories valid for exemption.
- No reasonable alternative to locating the project within the 100-year floodplain.
- The project by its nature must be located within the floodplain.
- The project includes necessary mitigation for erosion and surface runoff problems caused by the project.
- The project will not reduce the flood flow attenuation capacity, the surface flow treatment capacity, or the ground water treatment flow capacity from existing conditions.

## Truckee River Watershed Council

The Truckee River Watershed Council (TRWC), although not a regulatory agency, was founded to develop watershed assessment and use it to improve management and planning for the watershed. The mission of the TRWC focuses on water quality and riparian and aquatic life. The TRWC's areas of focus include maintaining or improving the health of riparian and aquatic habitat; and decreasing sedimentation in the watershed. Projects involving water quality and river restoration are of particular interest to the TRWC.

## B. River Improvements

Some additional information on the proposed river improvements follows:

- Trails should be designed to meet ADA regulations and American Association of State Highway and Transportation Officials (AASHTO) geometric design guidelines as appropriate.
- Pedestrian Bridges should preferably span the 100-year floodplain and should be 200 to 300 feet in length and 10 to 12 feet wide.
- Raft/Tube “put ins” and “take outs” should be located on a natural stable point bar.
- General Habitat Restoration along the river corridor – The floodplain should be typically vegetated by three zones: a riparian edge, an under story and an over story. Areas lacking these zones could be planted with native vegetation such as willow, dogwood, sedges, grasses, quaking aspen and cottonwood. The vegetation should be functioning habitat and plant communities and these functions should be studied before new vegetation is planted.
- Habitat Restoration Area – A portion of the study area has been designated for habitat restoration. As stated earlier, a geomorphic analysis of the river and an analysis of the function of the habitat and plant communities should be performed, before any habitat restoration is constructed. At this time, we believe the area between East River Street and the Truckee River should be excavated and planted with native vegetation creating a wetland riparian edge and terrestrial habitat area planted with willow, dogwood, sedges, grasses, quaking aspen and cottonwood.
- The bank of the river adjacent to West River Street was severely eroded during the 1997 flood and was subsequently stabilized. After the appropriate studies are undertaken, this reach of river could be enhanced by stepping the bank back utilizing concrete or boulder retaining walls. The benches created could be used for planting or a depressed trail with scenic overlooks. Ideally, the road would be realigned to the north into railroad right-of-way, to provide room for these improvements. However, we believe the planting areas should be developed whether the road can be realigned or not.
- Bio-filter Edge – They are uniformly graded and densely vegetated areas of turf grass, shrubs and trees. They require sheet flow to promote filtration, infiltration and settling to reduce runoff pollutants. They can be used to remove larger sediment from runoff off impervious areas. Infiltration areas can be provided within this edge. Whenever concentrated runoff occurs, it should be evenly distributed across the width of the buffer via a flow spreader. This may be a porous pavement strip or another type of structure to achieve uniform sheet-flow conditions.

## A. Regulatory Base...

## B. River Improvements...

These edges are typically located adjacent to impervious areas. When used, they should be incorporated into site drainage, street drainage and master drainage planning. Because their effectiveness depends on having an evenly distributed sheet flow over their surface, the size of the contributing area, and the associated volume of the runoff have to be limited. Flow can be directly accepted from an impervious area such as from a parking lot and building roofs, provided the flow is distributed uniformly over the strip. They help reduce some of the runoff volume from small storms and are more effective when combined with infiltration areas.

The grass and other vegetation provide aesthetically pleasing green space, which can be incorporated into a development landscaping plan. In addition, their use adds little cost to a development that has to provide open space, and their maintenance should be no different than routine maintenance of the site's landscaping. Eventually, the grass strip next to the spreader or the pavement will have accumulated sufficient sediment to block runoff. At that point in time, a portion of the strip will need to be removed and replaced.

Grass and trees within these buffer strips can provide wildlife habitat and help reduce runoff through infiltration.

Pollutant removal depends on many factors such as soil permeability, site slope, the flow path length along the buffer, the characteristics of drainage area, runoff volumes and velocities, and the type of vegetation. The general pollutant removal of both particulate and soluble pollutants is projected to be low to moderate. These edges rely primarily upon the settling and interception of solids, and to only a minor degree, on biological uptake and runoff infiltration.



## Workshop #1 Summary

# Downtown River Revitalization Plan

A "Vision" is a general description of what the community wants to be and how it will appear at some point in the future.

### Overall Project Summary

The Town of Truckee has undertaken the development of a Downtown River Revitalization Plan. The plan for the river is an important step in implementing the town's vision for the heart of the community.

The plan will build on the accomplishments already in place, including those documents that contribute to the policy base for river enhancements, e.g. The Town of Truckee General Plan, Downtown Specific Plan, and the Downtown Design Guidelines. In this project more specific policy will be written and a vision for the character and scale of development will be created. This will include developing visions for the Downtown River design framework, sketch plans for opportunity sites and infrastructure design concepts for trails, overlooks, bridges and parks. The project will be executed through a series of public workshops. The workshops will provide hands-on opportunity for citizens and business owners in the Town of Truckee to develop a revitalization plan for the riverfront area.

Community participation is the most fundamental concept of this planning effort.

The following is a summary of the first two work sessions that were held on December 7th:

### Summary of December 7, 2004 Worksessions

#### Public Session

Over 40 people participated in the first community workshop to prepare a planning and implementation strategy for the Truckee River. The workshop provided an opportunity for participants to identify opportunities and discuss some preliminary planning goals.

The participants worked as members of six teams that were given three assignments. The first was to map their favorite places along the river and name them. The second assignment was to identify social, environmental, and economic opportunities for residents, part time residents and visitors. The third task included drafting social, environmental and economic goal statements.

#### Team Reports

Each of the six teams presented their top opportunities for residents regarding social, environmental and economic aspects of the river area. They also read their goal statements.

#### Social Opportunities for Residents

The team reports included opportunities to create low impact access to the river. Connections to adjacent park lands, trail access and an opportunity to plan the river area to include a civic gathering place were also mentioned as opportunities.

#### Social Goal Statements:

- "Protect the natural habitat/environment while improving public access."
- "Increase interaction between humans and the community with the river as a venue."
- "Provide opportunities for people to gather and have a river experience."
- "Promote gathering and recreation opportunities with facilitated access."
- "Create gathering spaces/areas for people to socialize, recreate and learn."
- "River is a place for both social gathering and quiet refuge and connection with the natural world."



### Environmental Opportunities for Residents

Opportunities to preserve and restore the natural ecosystem and habitat were presented by team spokespeople. They wanted to make sure that access to the river supported this opportunity.

#### Environmental Goal Statements:

- "Protect and restore undeveloped areas."
- "Enhance the environmental educational opportunities for residents and visitors alike, and increase restoration and beautification opportunities of the river corridor."
- "Maintain a healthy ecosystem."
- "Provide appropriate use, conservation and education involving the river."
- "Provide a healthy riparian environment by protecting and improving the river corridor with sensitive river access."
- "The river is a living corridor and functioning ecosystem, protect & enhance."

### Economic Opportunities for Residents

The potential development sites in the river area were viewed as an opportunity to diversify the local economy and remove blight. The teams suggested a mix of businesses, housing and visitor facilities was possible in the river area.

#### Economic Goal Statements:

- "Promote appropriate redevelopment of the riverfront corridor."
- "Show visitor oriented business to the river corridor while finding appropriate locales for the existing businesses."
- "Promote economic diversity and prosperity for the residents."
- "Use redevelopment to create mixed commercial uses that provide public access to the river, and protect important environmental resources."
- "Provide mixed-use opportunities encompassing a variety of housing, light industrial, retail, office and cultural spaces."
- "The town shall capitalize on the amazing opportunity for river front redevelopment on NE side."

### Resource Group Summary

The first Resource Group meeting was held as part of the community participation program to prepare a plan for the Truckee River. The 20 participants reviewed the overall process, worked in groups to identify assets and issues, and discussed who else should be included in the Resource Group.

#### Group Discussion Summary

The participants worked as members of three groups to discuss assets and issues facing the planning area. The groups were organized by interest in investment, environment and technical issues. Each group mapped assets and issues on an aerial photo and identified the top three of each.

#### Investment Group

This group included property owners, business owners and economic development staff. The top assets included key sites on East River Street, Hendrickson property and the Bright property. Issues included traffic access to the planning area, parking and relocation assistance. They also felt the environmental constraints on the area could make investment a challenge.



that was inappropriate, inappropriate uses along to the river, maintaining the environmental quality of the area and addressing hydrological problems.

#### Environmental Group

The group of people interested in environmental opportunities included advocates and public agencies. The top environmental assets identified were the river's scenic quality, the CDFG property, and existing habitat. The group pointed out the overall view shed of the site was the resulting asset. Issues included access



### Technical Group

The technical group included agency and city staff. Key assets identified by the group included redevelopment opportunities, the legacy trail system, and existing historic structures. Issues included defining access, working with the Corps of Engineers on the flood plain and maintaining the flow of the river.

#### Other Issues

The participants also discussed the river's relationship to adjacent areas and other non-physical issues.

#### Relationship to adjacent areas:

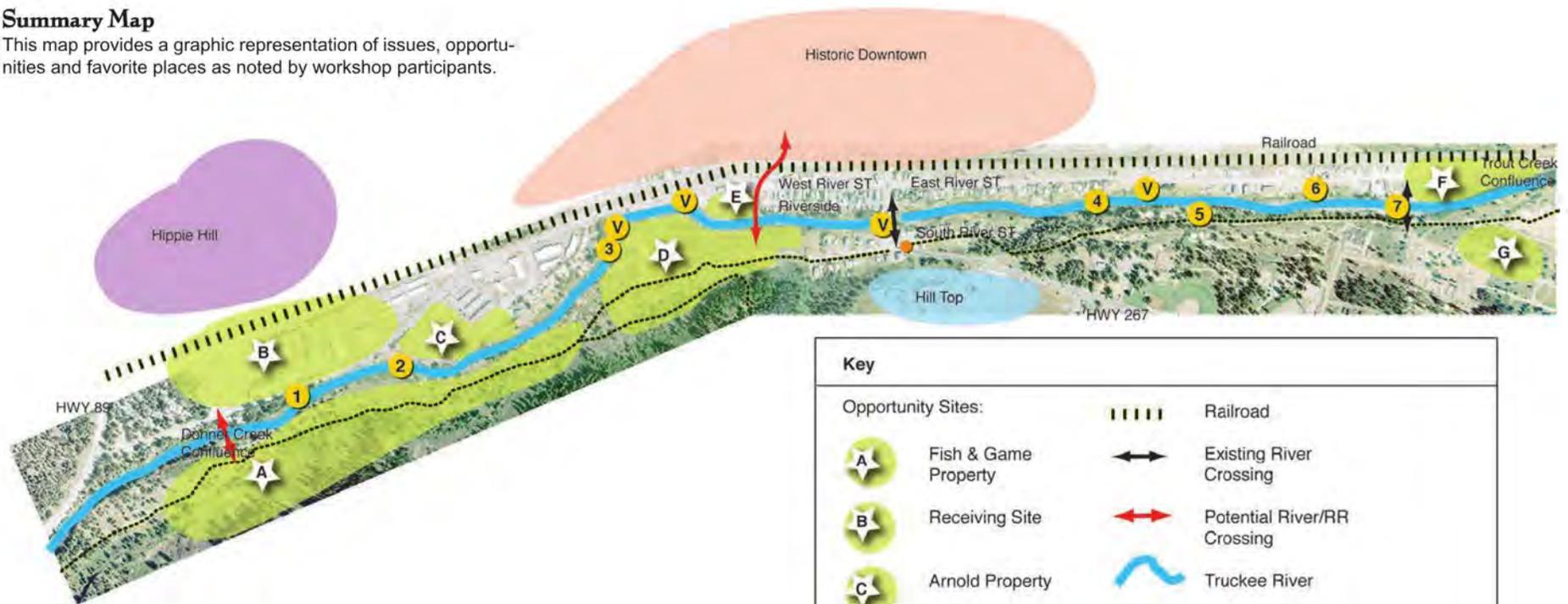
- Hill Top is closer than it is perceived to be
- Mill site
- Hippie Hill
- Affordable housing neighborhood
- Downtown
- West edge mobile home park
- Regional trail connections

#### Non-physical

- Tourism market
- Hotel market
- Recreational sports/lifestyle
- Educational opportunities
- Seasonality of Truckee
- Public gathering spaces
- Special events

## Summary Map

This map provides a graphic representation of issues, opportunities and favorite places as noted by workshop participants.



## Next Steps

### Workshop #2 - January 8, 2005

The goal of this all-day workshop is to develop a series of design concepts that respond to the information obtained from the initial workshop. City staff, department heads, elected/appointed officials as well as interested citizens are invited to participate. The day will culminate in a public presentation to present the design concepts.

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 Love & Associates  
 RACESTUDIO



Key	
Opportunity Sites:	
	Fish & Game Property
	Receiving Site
	Arnold Property
	Bright Property
	Town Site
	Riverfront Property
	Riverfront Property
	Railroad
	Existing River Crossing
	Potential River/RR Crossing
	Truckee River
	Legacy Trail
	View Point
	Favorite places along the river:
	1. Hidden Rapid
	2. Gephardt Bend
	3. Hunt Rock
	4. Good Fishin
	5. Picnic
	6. Millsite
	7. Annie's Swimming Hole



## Workshop #2 Summary

# Downtown River Revitalization Plan



A "Vision" is a general description of what the community wants to be and how it will appear at some point in the future.

### Overall Project Summary

The Town of Truckee has undertaken the development of a Downtown River Revitalization Plan. The plan for the river is an important step in implementing the town's vision for the heart of the community.

The plan will build on the accomplishments already in place, including those documents that contribute to the policy base for river enhancements, e.g. The Town of Truckee General Plan, Downtown Specific Plan, and the Downtown Design Guidelines. In this project more specific policy will be written and a vision for the character and scale of development will be created. This will include developing visions for the Downtown River design framework, sketch plans for opportunity sites and infrastructure design concepts for trails, overlooks, bridges and parks. The project is being executed through a series of public workshops. The workshops are providing hands-on opportunities for citizens and business owners in the Town of Truckee to develop a revitalization plan for the riverfront area.

Community participation is the most fundamental concept of this planning effort.

The following is a summary of the design charrette that was held on January 8th and then again on February 2nd due to the inclement weather on the 8th. There was a morning and afternoon session on January 8th and an evening session on February 2nd. The following is a summary of those sessions:

### Summary of January 8, 2005 Design Charrette

#### Morning Session

The first of a two-part all-day charrette provided participants an opportunity to identify overall land use/open space, circulation and urban design concepts for the river planning area. Over the morning, four teams worked on maps to identify opportunities for creating places; the patterns of economic activities and land use; and enhancing connections between the river, adjacent areas and the community.



#### Overall Morning Team Summaries

The following summary is based on team presentations. The summary includes "big ideas," places, land use and access features.

#### Some "Big Ideas"

The teams presented organizational concepts that suggested an overall planning framework for the river planning area. These included:

- Viewing the overall circulation pattern as an infinity sign or figure eight that connects opportunity sites at the eastern, central and western portions of the river;
- Planning parking, bridge locations and trailheads together as part of a year-around recreational and town access system; and
- Focusing uses around gathering places that are accessible and have views of the river.

#### Assignment #1: Creating and Preserving Places

The teams' first assignment was to brainstorm about the types of places that should be preserved and/or created along the river and why people would go there (or should not), live there, or work there. Four principles highlighted by presenters included creating places that:

- Enhance natural and cultural resources;
- Benefit from incentives for restoration of historic and natural features;
- Focus on the uniqueness of their river setting; and
- Provide the benefit of physical and visual access for the community.

### Assignment #2: Land Use and Economic Activities

The second assignment was to determine the types and intensity of environmental, social and economic activities that take place around the sites identified in the first assignment. Teams discussed the mix of land uses, their general location and intensity. Four land use principles highlighted by presenters included economic use of the river areas that:

- Support existing neighborhoods, provide places that feel indigenous to Truckee;
- Reflect the “funky” character of the community and utilize a flexible set of zoning standards;
- Are planned to compliment their river setting and views; and
- Site development should be accessible, pedestrian-friendly and support creation of gathering places.

### Assignment #3: Making Connections

The third assignment involved identifying important physical and visual connections between the land uses and places identified by the teams on their maps. The highlights from team presentations regarding making connections included:

- Approaching circulation comprehensively accounting for the variety of modes and access needs of land uses;
- Emphasizing “carless” access to the river (no auto zone);
- Providing parking support for the land use clusters or nodes at the east, central and western portions of the river planning area; and
- Maintaining year-round access to trails for recreational and daily use as community pathways.

### Individual Team Summary Notes

The following pages include summaries of each of the four team’s mapping and writing efforts.

### Team 1



#### Assignment #1: Creating and preserving places

1. Connectivity and recreational opportunities, public benefit and access (multi-use/all users).
2. Environmental respect, enhancement (built, natural).
3. Historic resources/places
  - a. Preservation
  - b. Protection
4. Diversity/mixed-use (“Funkiness”).
5. Density/infill downtown.

#### Assignment #2: Land use and economic activities

1. Promote social and community interaction.
2. Flexible, diverse, innovative, complementary.
3. Sustainable green design.

#### Assignment #3: Making connections

1. Appropriate range of surfaces to accommodate the most users.
2. Appropriate (location, design, number) parking areas, and roadway infrastructure improvements.
3. Comprehensive connectivity planning is a priority.



Team 1 Map

### Team 2



#### Assignment #1: Creating and preserving places

1. Maintain privacy and enhance parking for existing residential.
2. Existing undeveloped areas to remain undeveloped.
3. Provide pedestrian public access along the river.
4. The primary purpose of places we create is to let people focus on the river in a variety of ways.
5. Incorporate/restore environmental protection into plan/design.

6. Restore disturbed areas.
7. Facilitate local business relocation/plan implementation.
8. Make it pretty

Assignment #2: Land use and economic activities

1. Specify land uses to river
  - a. CG River – OS
  - b. River – Retail, etc.
2. People have an easy way to move from space to space without getting in their car.
3. Structures designed to complement the river – not dominate or block.
4. Where there is significant conflict over the existing land use identify these specific sites and evaluate if necessary.
5. Land uses should be highly pedestrian oriented.
6. Land use should retain/complement riparian/natural environment.
7. Primary purpose of land uses along the river is designed to let people focus on the river.
8. Work with RR to use their land for needed parking.

Assignment #3: Making connections

1. People have easy ways to move from place to place without using their cars.
2. Need RR track crossing on east end.
3. Need functional/multi-stop shuttle for tourists and residents alike.
4. Service facilities are oriented away from the river.
5. Non-shuttle connections must feel safe.



Team 2 Map

Team 3



Assignment #1: Creating and preserving places

1. Dedicated public access, trail continuity.
2. Create "softer" uses in (E) industrial.
3. Place names are derived from local historic/natural.
4. No net additional hardscape (Mitigate, BMP's).
5. Retain Truckee's sense of history and pioneer past.

6. Public circulation, continuity and ease of access (cars, people, bikes).
7. Flow of people.
8. Encourage diversity in design while retaining heritage.
9. Being good stewards of environment/ecology/flora and fauna.
10. Incentive restoration (natural and built environment).

Assignment #2: Land use and economic activities

1. Names are derived from local (historic, natural)
2. Accessibility – connections
3. Adaptive re-use (soften corridor, use and appearance, sustainable design).
4. Balance rights of property owners with collective (needs, wants, desires).
5. Land-uses appeal to serve local/permanent residents and visitors.

Assignment #3: Making connections

1. Get people out of their cars.
2. Dedicated public access
3. Transit HUB: Downtown and Railyard.  
Transit = Park once and have many places to access.
4. Flow of people



Team 3 Map

## Team 4



### Assignment #1: Creating and preserving places

1. Facilitate access and social gathering to/on river.
2. Cultural and historic preservation.
3. Reduce sedimentation, river as educator.
4. Encourage pedestrian access with transit (use alt track to move people from one end of town/river to other).

### Assignment #2: Land use and economic activities

1. Live/work and Mixed-use.
2. Pedestrian-friendly.
3. Public access use.
4. Gathering places.
5. Restaurant.
6. No car zone.
7. Information/visitor center.

### Assignment #3: Making connections

1. Get out of car.
2. All-season trails.
3. Unobtrusive transit across town (gondola, trolley, monorail, adjacent train to exist train, shuttle, horse drawn carriages).
4. Town-wide transit to connect community center, railyard, downtown and river.
5. Connect river access from west end to east end (using pedestrian cul-de-sacs).
6. Environmentally sensitive renewable resources.



Team 4 Map

### Afternoon Session

The second part of the all-day workshop for the Truckee River provided an opportunity for participants to define development and design concepts for individual opportunity sites within the context of the morning's framework concepts. The participants worked as members of four planning teams reflecting the morning's organizational ideas.



The teams were divided into the following areas:

- West Team
- Central Team with Natural Emphasis
- Central Team with Economic Development Emphasis
- East Team

### Overall Afternoon Team Summaries

The teams were given four assignments. They had to define central features for their sites, map out land use patterns, identify design characteristics, and as a bonus question summarize the social, environmental and economic benefits of their concepts.

The following summary captures the highlights of the team presentations. Their maps and written summaries are included on following pages.

#### West Team

The West Team used the river pedestrian bridge as an organizational feature and relocated industrial uses to open up the river edge and enhanced trails. Land uses included a mix of light industrial and live-work with parking located in a central court. A potential hotel site was included. Stated benefits of the plan included open space, added cultural uses attached to a hotel and restaurant, and maintaining existing industrial uses.

#### Central Team with Natural Emphasis

The team chose not build on the Bright property instead making it an open space and natural backdrop from the downtown. They suggested the bridge could be visual landmark on the river and plaza at the corporation yard that would become a destination. Trails and pathways would be accessible to the disabled and include educational elements.

### Central Team with Economic Development Emphasis

This team envisioned land uses embracing the river from the north and south. Land uses would enhance access to the river providing a short pedestrian loop accessible from downtown where the bridge design would make it a destination as well as a connector. Restaurants and retail would orient towards the river on the downtown side, and the Bright property would include public uses and mixed-use respecting the historic character of the area. Trails would feature environmental assets of the river.

### East Team

The East Team's proposals reclaimed the river, emphasizing connecting the area while taking advantage of railroad lands. They wanted to introduce a cultural use that could provide a destination at the end of the river loop. The uses would need parking support, and consider the constraints of the airport land use restrictions while enhancing view sheds. Some of the benefits stated included creation of a transit hub, including industrial uses, and keeping options open for the Railyard.



### Individual Team Summary Notes

The following pages include summaries of each of the four team's mapping and writing efforts.

### West Team



#### Assignment #1: Defining central features

1. Use footbridge at or near "Sandy Beach" as connection to south side trails.
2. Relocate existing industrial away from river, closer to railroad.
3. Enhance trails and connections (town, natural).
4. Keep area south of the river as natural open space.

#### Assignment #2: Land use patterns

1. Mixed-use with housing adjacent to Donner Creek mobile home park.
2. Internalize parking and incorporate storm water mitigation.
3. Retain industrial, relocate to better areas.
4. Small hotel with restaurant at bend.

#### Assignment #3: Design character

1. Retain sense of old Truckee with new architecture.
2. Use landscape as buffer/mitigate.
3. Incorporate (E) historic features into site.
4. Consider views from above.

### Bonus Question

Environmental – Preserve and enhance the natural open space along the river.

Social – Added cultural features: Restaurant, hotel and living space.

Economic – Maintain and enhance existing industrial.



West Team Map

### Central Team-Natural Emphasis



Assignment #1: Defining central features

1. Leave open space alone – make it more accessible.
2. Build pedestrian bridge.
3. Plaza café at corp. yard.

Assignment #2: Land use patterns

1. Move West River Street.
2. Create parking on north side of West River Street.
3. Provide disabled access to river.

Assignment #3: Design character

1. River viewpoints.
2. Create plaza with social attraction.
3. Maintain “untouched feeling” open space.



Central-Environmental Emphasis Team Map

Central Team–Economic Development Emphasis



Assignment #1: Strategies Land-use

1. Pedestrian/bridge as destination
2. Restaurant/recreation adjacent to downtown. Public-oriented.
3. Emphasize historic uses e.g., ice-skating, archeological etc. Bright Property provide both commercial and residential uses.
4. Maintain river views and access

Bonus Question

- Tie-in between historic downtown as a destination and south side as destination. Highlight historic uses on both sides of river.
- Town more N/S oriented instead of strictly linear.



Central-Economic Emphasis Team Map

East Team



### Assignment #1: Design character and land use

1. Generally – the “loop” ends at foot bridge:
  - a. Interpretive site and RR museum.
  - b. Transport hub.
  - c. Parking
  - d. Open space “feel” i.e. south of river
  - e. Mini concessions
  
2. From foot bridge west:
  - a. Low density development
  - b. Industrial on north side of East River Street.
  - c. Mixed-use
  - d. Parking
  - e. Limited residential on south side of East River Street.
  - f. View sheds to river and to south side of river and Regional Park.
  
3. Strategy:
  - a. Variety of uses (open space, industrial, multi-use).
  - b. Preserve economic businesses and industrial opportunities (town-wide).
  - c. Attractive
  - d. Opportunities for environmental and cultural education and preservation.

### Bonus Question

#### Economic Incentives and Arguments:

- Keep and prioritize (expand boundary) the area in the re-development boundary.
- Consider or
  - Utilize transfer of development rights.
  - Collaborate with party owners and/or non-profits on creation of interpretive center and museum
  - Continue discussions with Urban Planning on alternative uses of their property.
  - ID/seek businesses for light industrial relocation to this area.
  - Provides “transit hub” multi-modal (horses, walk, bikes, cars).
  - Provides industrial area

- Promotes uses in under-utilized area of Downtown.
- Effective and compliant use with airport noise and safety zone.
- Leaves options open for Railyard site.
- Connectivity: Railyard, Regional Park, Downtown and River.



East Team Map

## Summary of February 1, 2005 Design Charrette

On the evening of February 1, 2005 over 25 people attended the second of two workshops providing an opportunity to develop concepts for the Truckee River area in the downtown. Participants worked in groups to create concepts and draft principles for placemaking, land use and connections.



### Presentation Summaries

The following summary is based on the verbal presentation made by teams.

### Some “Big Ideas”

#### Making Places

The places discussion summary reflected many of the priorities expressed at the January 8 workshop such as the importance of the open space being an important scenic backdrop and focus. One new concept was using the access methods to create linear places and pauses.

#### Land Use

The interest in mixed-use and increasing live-work opportunities was a popular land use concept. Locating new retail and hotel(s) near downtown was also discussed.

#### Making Connections

The teams presented ideas for a loop trail system that included access along both sides of the river. Three of the teams included two new bridges. As at the January meeting, teams wanted a year-round trail system with disabled access to the river and a variety of public and quiet places. Transit shuttles were also discussed.

## Individual Team Summary Notes

The following pages include summaries of each of the four team's mapping and writing efforts.

### Team 1



#### Assignment 1: Making Places

- Appropriate places for public access
- Trailheads—access to pedestrians for parking
- Focus and orient development to river
- Restoration of river
- Preserve historical and ecological resources

#### Assignment 2: Land Use

- Mixed-use where appropriate
- Open space/improved and unimproved
- Housing on Bright property with public access
- Flood plains and open space

#### Assignment 3: Making Connections

- Parking accessibility
- Legacy Trail
- Bridge/s
- Downtown to river



Team 1 Map

### Team 2



#### Assignment 1: Making Places

- All land uses focus on the river
- Preserve open space
- Rest/refuge/safe connections (ADA accessible) end-to-end train
- Dog and human refuse opportunities
- Connection to Sierra College

#### Assignment 2: Land Use

- Community center closer to town (regional park or Railyard)
- Access to commercial row to Bright property
- Mixed-use
- Hotel/retail/restaurant
- Open space—river emphasis

#### Assignment 3: Making Connections

- Study the feasibility of specialized shuttle transit systems for visitors and residents
- Crossing at Donner Creek and other looped transit systems
- Limited service routes
- Parking under structures



Team 2 Map

## Team 3



### Assignment 1: Making Places

- Corporation Yard bridge to Bright, hotel/retail
- Sutton property access to Railyard–river
- South River flood plain open space, and possible bike (summer) and cross country skiing (winter)

### Assignment 2: Land Use

- Arnold live/work
- Parking at Site F-Riverfront property
- Corporation yard hotel/retail bridge

### Assignment 3: Making Connections

- Donner confluence
- Corp yard
- Sutter property
- Circulation loop Donner Creek to Site F-Riverfront property, pedestrian bridge



Team 3 Map

## Team 4



### Assignment 1: Making Places

- Preserve undeveloped open space and historical locations
- Create easy access to recreation on river
- Community meeting places (park)

### Assignment 2: Land Use

- Redevelop or relocate industrial—more mixed-use with residential
- Do not forget our railroad history

### Assignment 3: Making Connections

- Provide access for the public to cross river
- Lengthen Legacy Trail
- Connect residential to service providers



Team 3 Map

## Summary Maps

The following pages show the overall design framework plan and land use map. These maps were developed from the information gathered at the design workshops.

## Next Steps

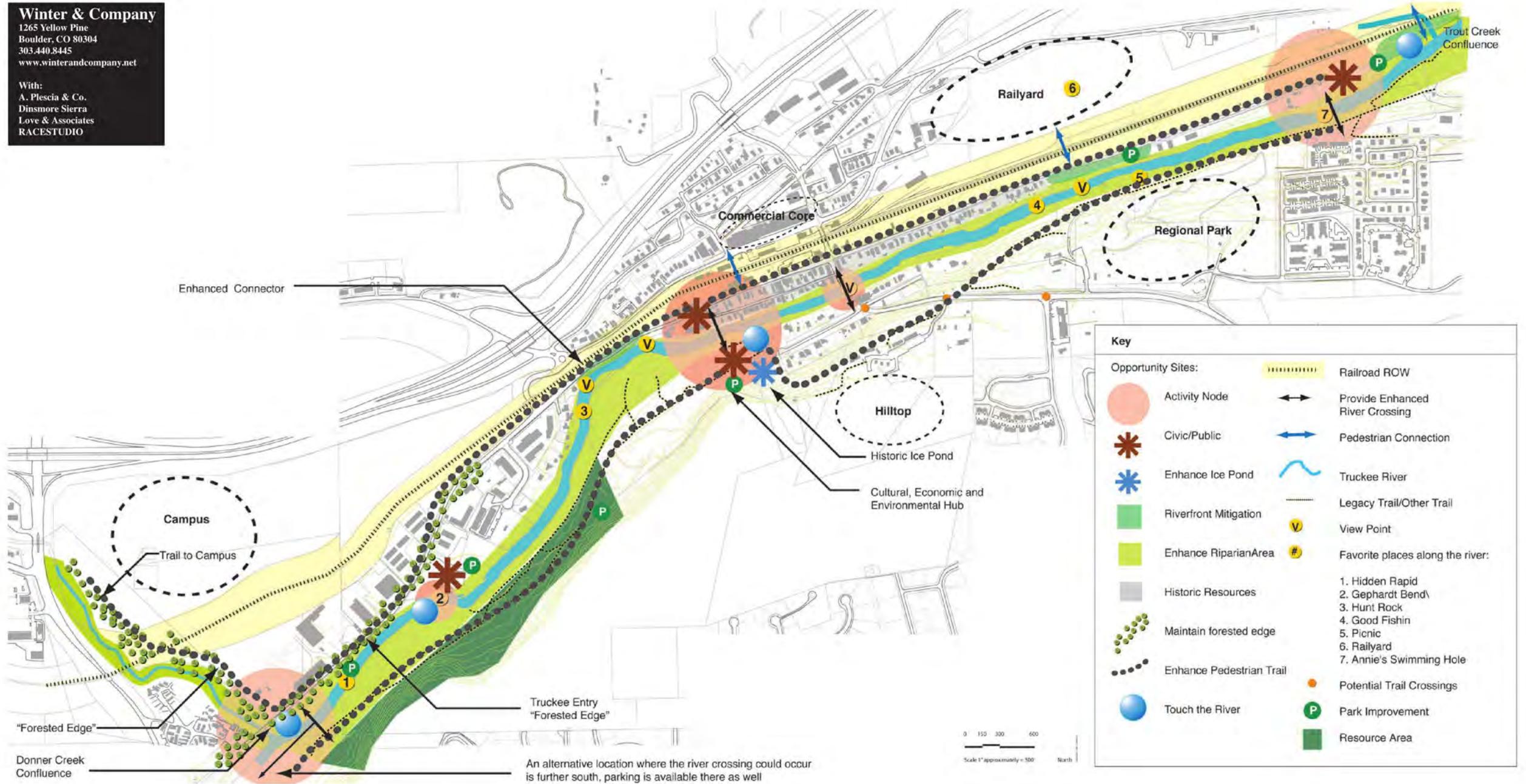
### Workshop #3 - March 31, 2005

The goal of this evening workshop is to present the initial design concepts and draft materials that respond to the information obtained from the design charrette. City staff, department heads, elected/appointed officials as well as interested citizens are encouraged to participate.

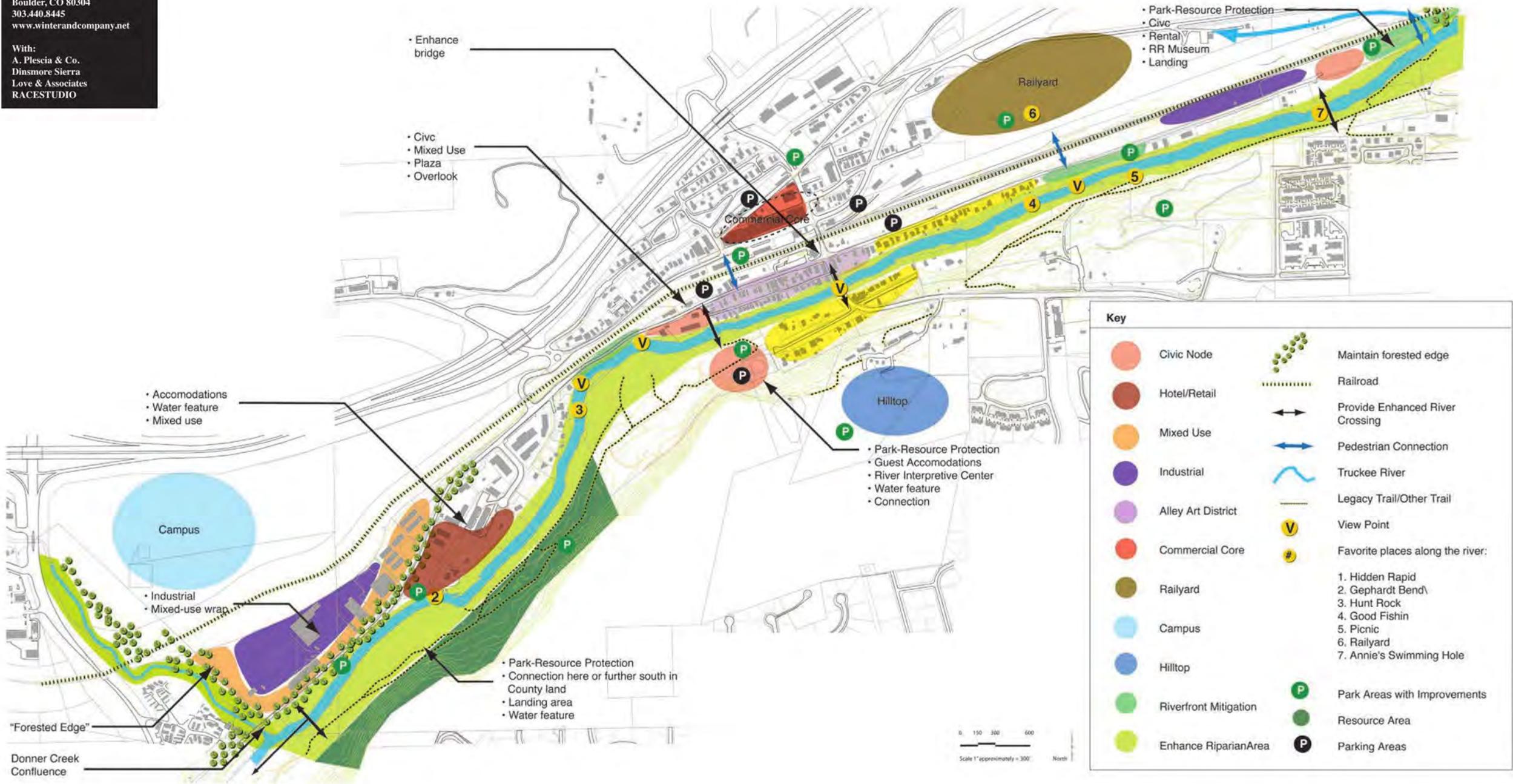
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**Design Framework Map**



Land Use Map



## Workshop #3 Summary

# Downtown River Revitalization Plan



A "Vision" is a general description of what the community wants to be and how it will appear at some point in the future.

### Summary of March 31, 2005 Design Workshop

This workshop was designed to be a hands-on, participatory experience, for community representatives to comment on design concepts that have been generated for the Downtown River Revitalization Plan. Citizens also discussed implementation strategies for the improvements along the river. The following assignment was given:



### Assignment: Truckee Downtown River Revitalization Plan Implementation Priorities

The team assignment was to chart key projects indicating their priority in the overall plan and the benefits they would bring. The key projects were located in three major activity nodes located along the river: West River, Central River and East River.

### Individual Team Summary Notes

For each major activity area a priority project was identified as well as the potential environmental, economic and social benefits of that project.

### Overall Project Summary

The Town of Truckee has undertaken the development of a Downtown River Revitalization Plan. The plan for the river is an important step in implementing the town's vision for the heart of the community.

The plan will build on the accomplishments already in place, including those documents that contribute to the policy base for river enhancements, e.g. General Plan, Downtown Specific Plan, and the Downtown Design Guidelines. In this project more specific policy will be written and a vision for the character and scale of development will be created. This will include developing visions for the Downtown River design framework, sketch plans for opportunity sites and infrastructure design concepts for trails, overlooks, bridges and parks. The plan is being developed through a series of public workshops. The workshops provided hands-on opportunities for citizens and business owners in the Town of Truckee to develop a revitalization plan for the riverfront area.

Community participation is a fundamental principle of this planning effort.

The following is a summary of the design workshop that was held on March 31st.

### Team 1

#### Overall Priority: Site Area C

#### West River Node Priority

##### Arnold Property

- Relocate existing industrial
- Redevelop hotel/restaurant

##### Benefits

###### Environmental:

- Relocate negative effects
- Environmental improvements

###### Social:

- Improve river access for citizens

###### Economic:

- Provide improved industrial sites for economic center: hotel, restaurant and retail



Team 1

### Central River Node Priority

#### Site Area E & D - Central Plaza/Bright Property West

##### Benefits

###### Environmental:

- Open space/view shed
- Education
- Provide parking and access in already disturbed areas

###### Social:

- Central gathering place
- Improved community access from Central Plaza
- Interpretive trail
- Highlight historical past
- Residential development

###### Economic:

- Pedestrian access provides easy connection between Town, Central Plaza and Open Space
- Bring people in: restaurant, shopping & parking (old county corp yard)

### East River Node Priority

#### Site Area F - Trout Creek Confluence

##### Benefit

###### Environmental:

- Create buffer for confluence
- Healthy River = Healthy Community & Economy

###### Social:

- Tie to Civic Center-Railyard

###### Economic:

- Access to river and green spaces increases economic potential

### Issues Realized

- May not be able to sequence priorities. Economics or environmental needs may affect.



Team 2

### Team 2

#### Overall Priority: Site Area C

### West River Node Priority

#### Site Area C - Arnold Property

- Relocate existing industrial
- Redevelop hotel/restaurant

##### Benefits

###### Environmental:

- Improve environment with clean-up

###### Social:

- Provides gathering place

###### Economic:

- Economic gateway

### Central River Node Priority

#### Site Area E-4

##### Benefits

###### Social:

- Connects people

### East River Node Priority

#### Site Area F - Trout Creek Confluence

- East River habitat restoration
- East River Park

### Team 3

#### Overall Priority: West & Central Nodes and the "Integrity of the Figure 8 Concept"

### West River Node Priority

#### Site Area B - Industrial Mixed/Use

- Relocate existing industrial
- Redevelop hotel/restaurant

##### Benefits

###### Environmental:

- Bridge is integral element
- Environmental interaction on south side
- Access and restoration

###### Social:

- "Where people and the environment come together"
- Multi-use, live/work, destination

###### Economic:

- Vibrant, multi-use business core (economic engine)
- Access to college



Team 3

### Central River Node Priority

#### Site Area E·4 - Civic Plaza and the hub of "Figure 8"

- Building
- Parking
- Pedestrian Bridge
- Riverbank enhancement & sidewalks

#### Environmental:

- Access to open space & south river trail system/pedestrian bridge
- Provides habitat restoration

#### Social:

- Civic Plaza
- Education Node "Where downtown meets the river"
- Buildings should be designed to be pedestrian friendly
- Retail business-bring people to river

#### Economic:

- Economics in maintenance yard

### East River Node Priority

#### Trout Creek Confluence (low priority)

- Coordinate plans for this end with future Railyard Development

### Team 4

#### Overall Priority: Site Area E

### West River Node Priority

#### Site Area A·1 - Fish & Game

- Provide bridge connection upstream along HWY 89
- Preserve Fish & Game site

### Central River Node Priority

#### Site Area E·4

- Visual clean-up
- Focal point for area
- "Free form" approach

### Benefits

#### Environmental:

- Clean-up old county corp yard

#### Social:

- Heart of the town

#### Economic

- Attract business; tourism

### East River Node Priority

#### Trout Creek Confluence

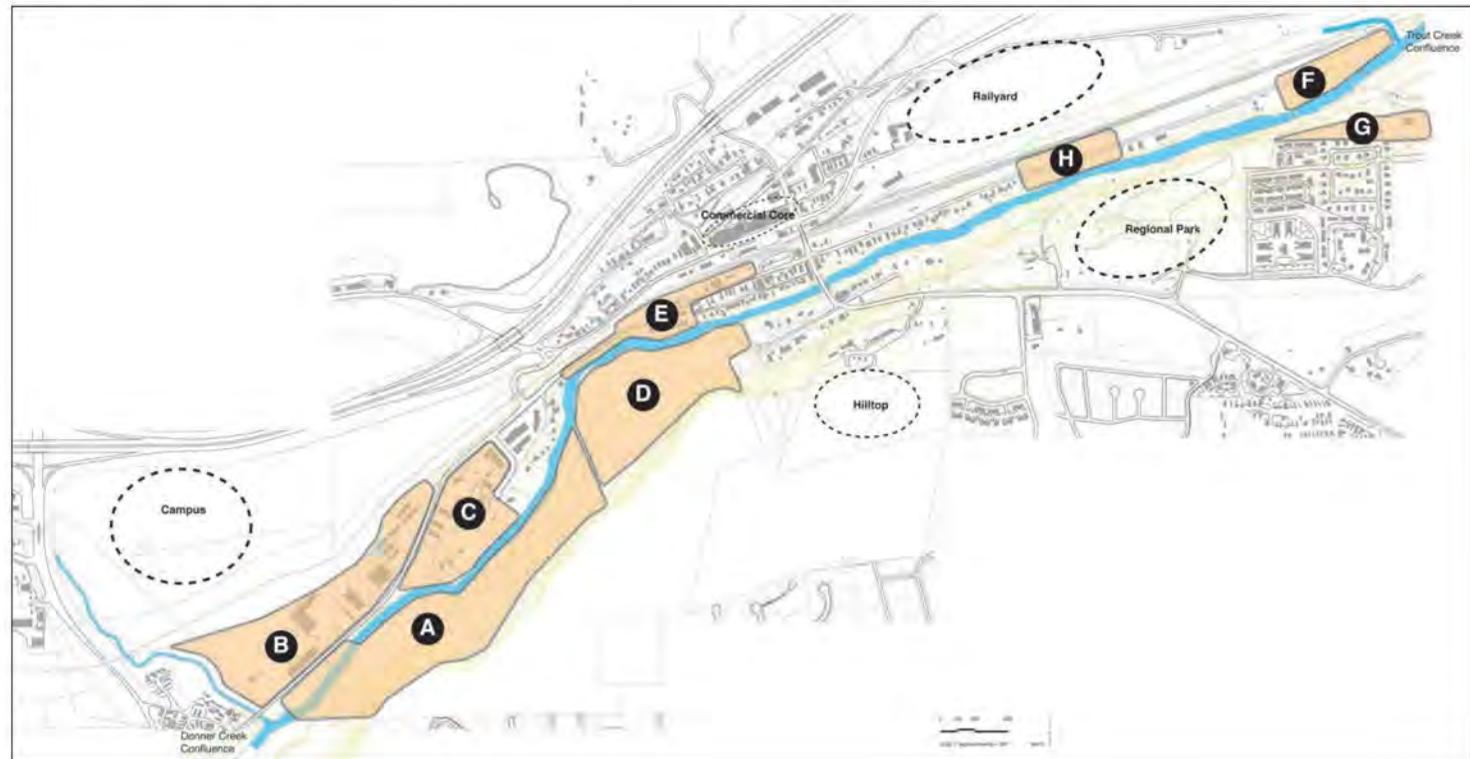
- Conservation of confluence high importance
- Tie into railyard

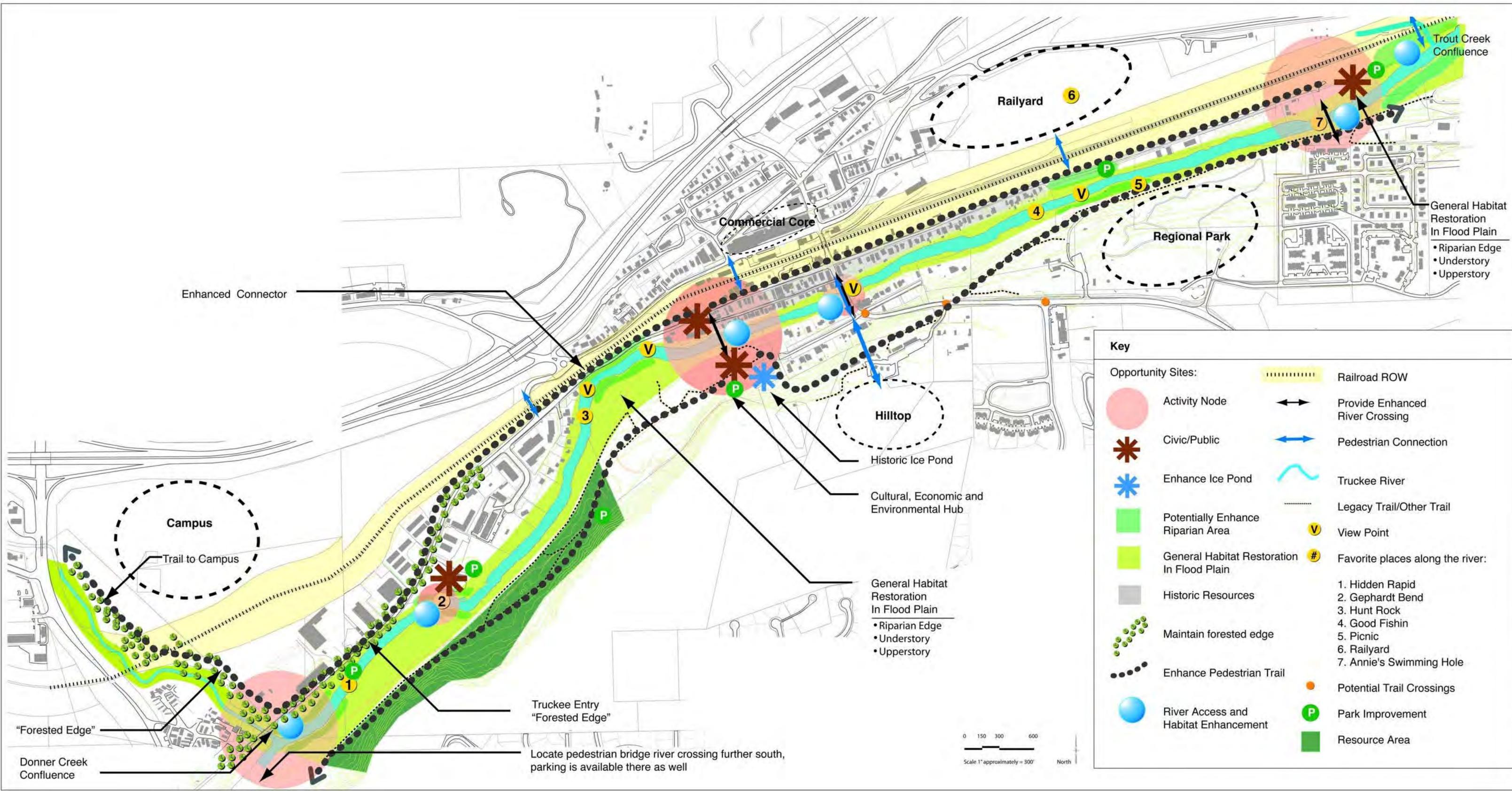
### Opportunity Sites Area Map

The area map shows the general locations of the opportunity sites that were discussed. For more detailed information please see Chapter 3 Opportunity Sites that is posted on the town's web site ([www.townoftruckee.com](http://www.townoftruckee.com)).



Team 4





Enhanced Connector

Campus

Trail to Campus

Donner Creek Confluence

"Forested Edge"

Truckee Entry "Forested Edge"

Locate pedestrian bridge river crossing further south, parking is available there as well

Commercial Core

Railyard

Hilltop

Historic Ice Pond

Cultural, Economic and Environmental Hub

General Habitat Restoration In Flood Plain

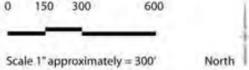
- Riparian Edge
- Understory
- Upperstory

Regional Park

Trout Creek Confluence

- General Habitat Restoration In Flood Plain
- Riparian Edge
  - Understory
  - Upperstory

Key	
<b>Opportunity Sites:</b>	
	Activity Node
	Civic/Public
	Enhance Ice Pond
	Potentially Enhance Riparian Area
	General Habitat Restoration In Flood Plain
	Historic Resources
	Maintain forested edge
	Enhance Pedestrian Trail
	River Access and Habitat Enhancement
	Railroad ROW
	Provide Enhanced River Crossing
	Pedestrian Connection
	Truckee River
	Legacy Trail/Other Trail
	View Point
	Favorite places along the river:
	1. Hidden Rapid
	2. Gephardt Bend
	3. Hunt Rock
	4. Good Fishin
	5. Picnic
	6. Railyard
	7. Annie's Swimming Hole
	Potential Trail Crossings
	Park Improvement
	Resource Area



Map

DRAFT #1

# Downtown River Revitalization Strategy Framework Map

Winter & Company with  
 A. Plescia & Co.  
 Dinsmore Sierra  
 Love & Associates  
 RACESTUDIO

