

# DOWNTOWN TRUCKEE PLAN

FINAL  
JUNE 2023





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# SENSE OF PLACE

Downtown Truckee is a place to:

Downtown Truckee is the heart and soul of Truckee. It is remembered and cherished for its stunning mountain backdrop, rushing river, and unique and charming historic district.

Those that live and visit Truckee come here for the clean air, scenery, and access to the great outdoors. Historic buildings preserve the area's Old West history and the eclectic "Truckee Funk" character that is still alive and strong in the Town today. Downtown is a vibrant district and crossroads for experiencing world class recreation, arts, culture, history, and community.



**Experience History**



**Shop, Dine, & Stroll**



**Celebrate Community**



**Live and Work**



**Connect to Nature**



**Recreate**

and enjoy a family-friendly, healthy environment designed for generations to come.

# EXECUTIVE SUMMARY

## A. Purpose of the Downtown Truckee Plan

The purpose of this Plan is to implement the Town of Truckee’s General Plan within the boundaries of Downtown Truckee. Within Downtown Truckee are some of the Town’s most notable resources, including the Commercial Row/Brickelltown Historic District (on the National Register of Historic Places), the Truckee River, Trout Creek, and hilltop and mountain views.

The Town’s General Plan envisions infill growth in Downtown Truckee with the clear directive that this growth be accommodated in a manner that “preserves and enhances the area’s historic mountain character.” This Downtown Truckee Plan (DTP) supplements the General Plan’s goals and policies for Downtown Truckee, and sets forth implementation plans and regulations intended to ultimately achieve this directive.

## B. Downtown Truckee

Truckee is located in the Sierra Nevada mountain range of Nevada County, north of Placer County. The town is 12 miles north of Lake Tahoe, 30 miles west of Reno, and 100 miles east of Sacramento. Downtown Truckee is centrally located on the south side of the Town’s boundaries (Figure 1), connected by Interstate 80 (I-80), State Route 89 (SR 89), and State Route 267 (SR 267). The Union Pacific Railroad line stops in the center of Downtown.

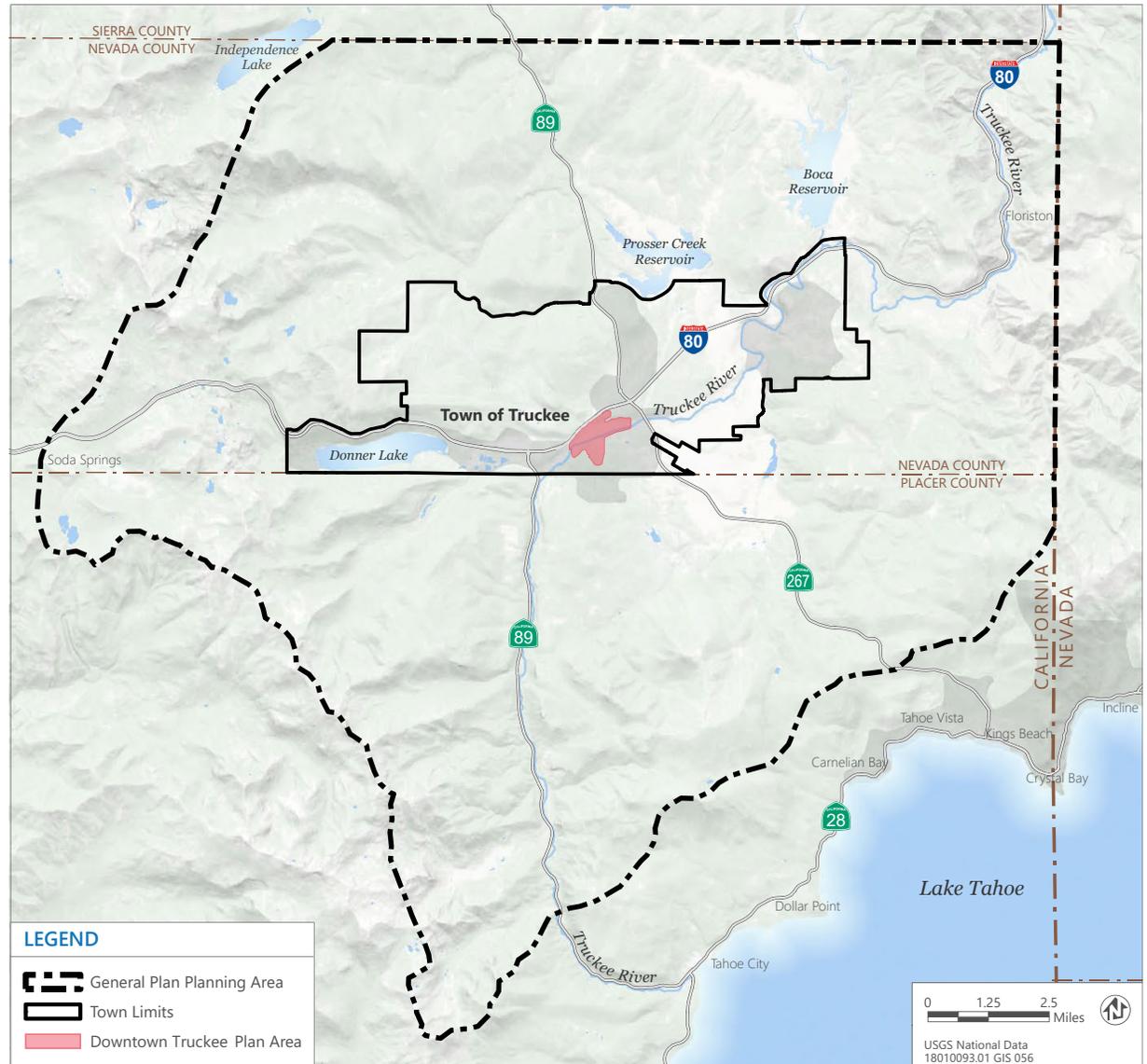


Figure 1: Downtown Truckee Regional Location

## EXECUTIVE SUMMARY

The DTP covers an area of approximately one square mile, with I-80 marking the northern boundary (Figure 2). The Railyard defines the eastern boundary of Downtown Truckee and the McIver Crossing roundabout defines Downtown's western boundary. The southern boundary is formed by the Truckee River and Hilltop and Truckee Springs areas (Figure 3).

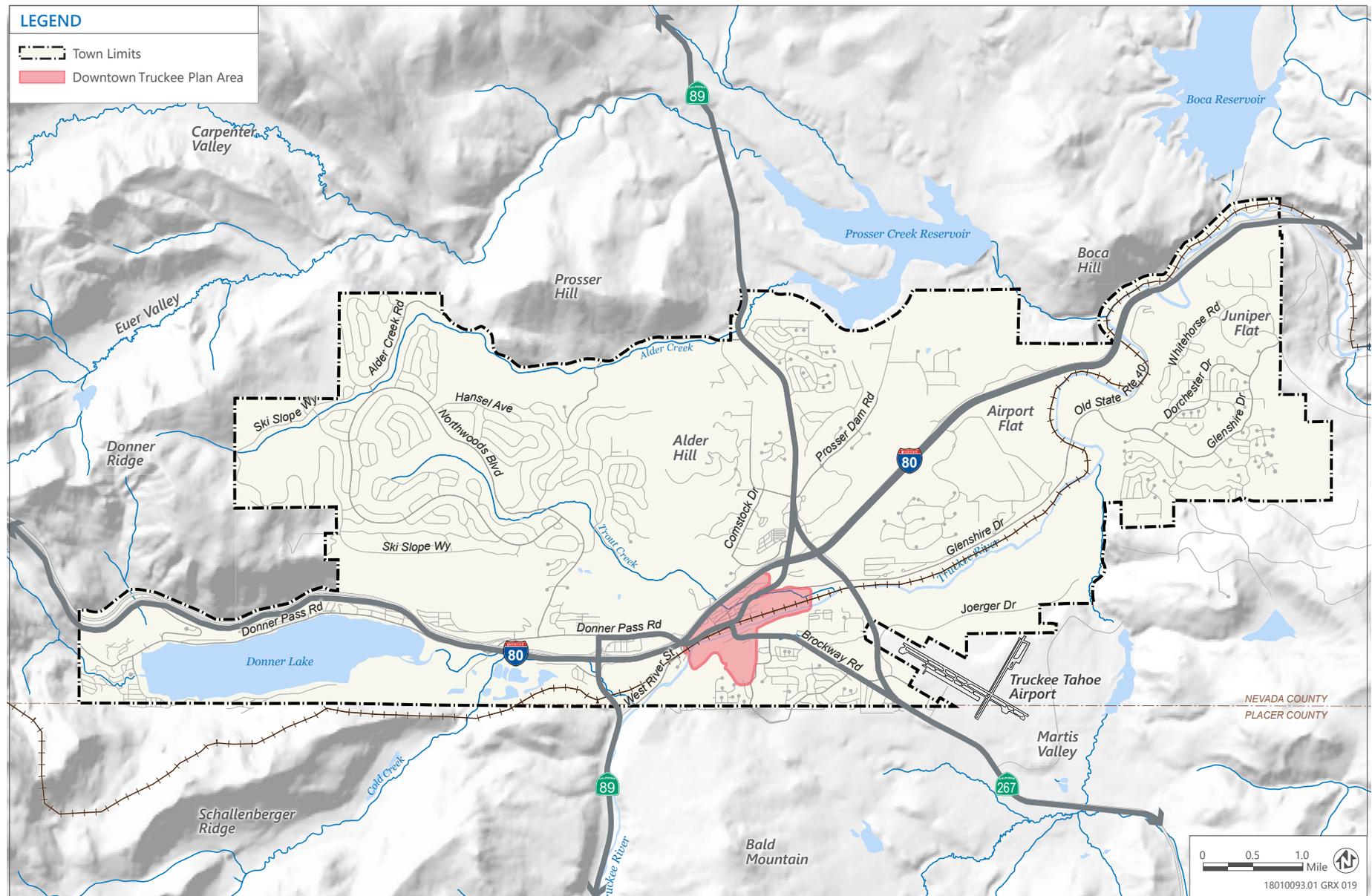


Figure 2: Town Location Map

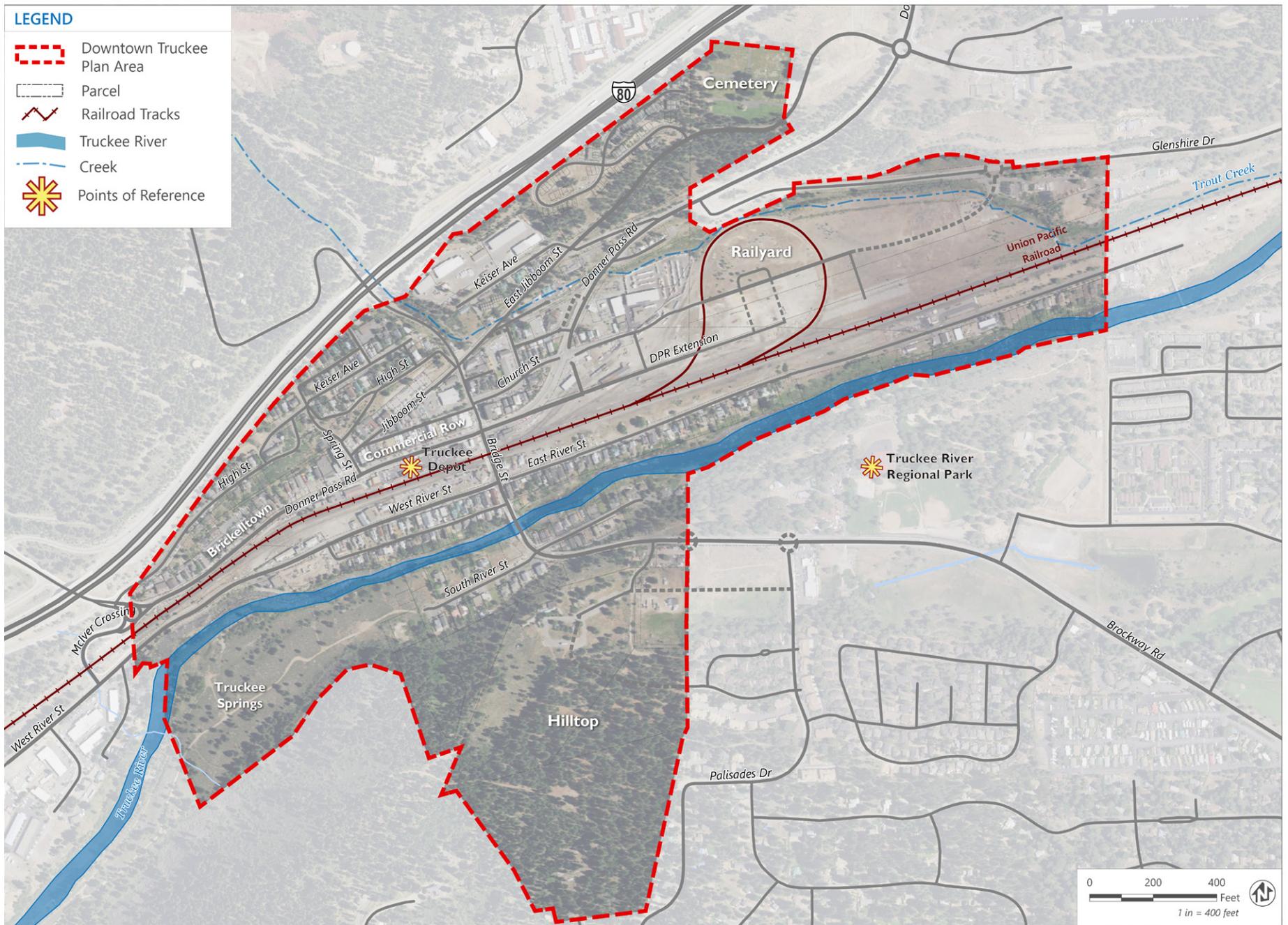


Figure 3: Boundaries of Downtown Truckee

## C. Specific Plan Formulation

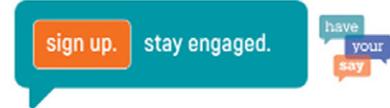
### 1997 Downtown Specific Plan

The Specific Plan was originally prepared through a nearly two-year process that involved local citizens, Town officials, and staff. The process involved a substantial amount of volunteer work by a Downtown Citizens Advisory Committee, who met weekly to provide policy direction for the Specific Plan preparation. The initial planning process began with a Visual Preference Survey and week-long “Downtown Design Workshop.”

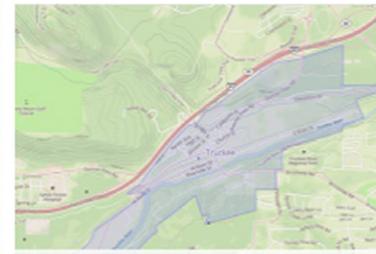
### Downtown Truckee Plan

The Downtown Truckee Plan is an update to Volume II of the 1997 Downtown Specific Plan and updates the vision, Land Use Plan, policies, and improvements to Downtown Truckee. The DTP has been coordinated with development of the Town of Truckee 2040 General Plan, to implement the 2040 General Plan vision for Downtown Truckee.

The General Plan and Downtown Truckee Plan (Truckee 2040) process involved the participation of local town citizens; Town officials and staff; and a General Plan Advisory Committee (GPAC) of community volunteers approved by the Town Council. The GPAC played a key role advising on the vision, policies, land use, climate change, and other elements of the General Plan and DTP. The Truckee 2040 process included in-person and online community workshops and surveys, to gather input on the vision and concepts for Downtown Truckee. The Truckee 2040 website was established as an outreach tool to provide the community information and provide a



Downtown Specific Plan Virtual Workshop



Map Exercise: Big Ideas for Downtown Truckee



Discussion Forum



Project Overview

#### Project Timeline

- 1: Project Initiation (November 2018)
- 2: Existing Conditions Reports (Fall 2018-Spring 2019)
- 3: Issues, Opportunities, and Vision (Winter/Spring 2019)
- 4: Land Use Alternatives (Summer-Fall 2019) **CURRENT**
- 5: General Plan Goals and Policies (Winter 2019-Fall 2020)
- 6: Downtown Specific Plan Update (Fall 2019-Fall 2020)
- 7: Environmental Review (Fall 2020)
- 8: Final Documents and Adoption (Winter 2020-Early 2021)



Truckee 2040 website home page and outreach

forum to receive community input. The website hosted virtual community workshops and surveys and an ongoing mapping exercise and open community discussion forum for ideas for Downtown Truckee. The results of the Truckee 2040 visioning process for Downtown is provided in Appendix A of this Plan.

This DTP updates the vision and priorities for Downtown, based on community and Town input. The Truckee 2040 General Plan vision statement below, developed by the GPAC, continues to recognize the “historic downtown as the heart and soul of the town” and as “a hub that connects a revitalized and accessible Truckee River with neighborhoods and regional amenities through a comprehensive network of multi-use trails and transportation solutions.”

### TRUCKEE 2040 VISION STATEMENT

*In 2040, Truckee is a welcoming, inclusive, and thriving mountain town with a diverse community, strong four-season economy, and healthy environment. Truckee features a variety of housing types, arts and culture, and services to support full-time residents and visitors. Our historic Downtown is the heart and soul of our town. As the hub, it connects a revitalized and accessible Truckee River with our neighborhoods and regional amenities through a comprehensive network of multi-use trails and transportation solutions.*

The DTP addresses Downtown’s challenges and opportunities and sets a vision for a more sustainable and resilient future, focused on the following community priorities:

- ▶ Preserve and enhance the historic mountain character of Downtown Truckee.
- ▶ Provide programs that support and promote the well-being of local businesses.
- ▶ Facilitate a mix and diversity of housing, including rental and home ownership that are affordable to different segments of the community.
- ▶ Relocate unsightly, potentially environmentally damaging outdoor industrial uses along East River Street from the Truckee River and replace these with other cleaner business operations or development opportunities.
- ▶ Ensure future improvements help activate Downtown streets and provide spaces for public activity and gathering.
- ▶ Improve public access to the Truckee River.
- ▶ Continue to improve bicycle, pedestrian, transit, and other transportation solutions (including rideshare, bike share, on-demand transit, and other emerging technologies) that reduce congestion, parking demand, and greenhouse gas emissions from single-occupant vehicle use.
- ▶ Improve parking management to better match parking demand with development needs, serve business customers of Commercial Row and West River Street, and meet employee and residential parking needs.

The subsequent chapters of the DTP describe how the Town can address these priorities.

## D. Relationship to the General Plan, Development Code, and Other Town Plans

Policies contained in this Downtown Truckee Plan are intended to be consistent with and implement the policies of the General Plan for Downtown Truckee. The Downtown Truckee Plan, in coordination with Truckee Municipal Code Title 18, Town of Truckee Development Code (Development Code), Downtown Historic Design Guidelines (Appendix B of the DTP), and townwide Objective Design Standards for residential and mixed-use development shall regulate development within the boundaries of Downtown Truckee. The following diagram illustrates the Plan hierarchy. A summary of each plan follows.



Hierarchy of Guiding Plans and Codes

## Truckee 2040 General Plan

The Truckee 2040 General Plan is a guide to development and conservation of the Town through 2040. The 2040 General Plan sets the vision for how future development in Truckee should occur and provides a policy basis for land use and development decisions in town.

The General Plan included an updated Existing Conditions Report and Environmental Impact Report that also addresses the Downtown Truckee Plan. The Existing Conditions Report and Environmental Impact Report are standalone documents from the 2040 General Plan and DTP.

## Downtown Truckee Plan and Downtown Historic Design Guidelines

The Downtown Truckee Plan implements the General Plan within the boundaries of Downtown Truckee. The DTP sets the vision, policies, projects, implementation plans, and regulations to manage growth and preserve and enhance the mountain character of Downtown. Improvement projects identified in the DTP will be implemented in coordination with public and private partners, addressed in Chapter 7, “Implementation.”

Key guidance for how private development will implement the DTP through site and building design is contained in the Downtown Historic Design Guidelines, incorporated in this Plan as Appendix B. The Downtown Historic Design Guidelines organizes Downtown Truckee into historic character districts and describes the design characteristics of each, accompanied by guidelines for development.

The Downtown Historic Design Guidelines shall apply to properties within the Town’s Historic Preservation (-HP) Overlay District, in addition to the design standards and guidelines in the Town’s Development Code. As an implementation action of the DTP, the Downtown Historic Design Guidelines should be updated to integrate more objective design standards.

## Downtown Master Plans

Two Master Plan areas are within Downtown Truckee: Railyard and Hilltop, as noted in Figure 3 and also addressed in latter chapters of this Plan.

### Railyard Master Plan

The amended Truckee Railyard Master Plan was adopted by the Town in 2016 to support a mix of residential and commercial uses at the eastern end of historic Downtown Truckee. The Railyard Master Plan regulates design and development within the boundaries of the Railyard Master Plan Area.

### Hilltop Master Plan

A master plan for a mixed-use development of residential and commercial uses in the Hilltop area, south of historic Downtown Truckee, was adopted by the Town in 2008. However, the Hilltop Master Plan has not been developed, and the master plan would need to be updated, to help facilitate future development at Hilltop.

## Other Guiding Townwide Plans

### Downtown River Revitalization Strategy

This strategy document establishes a vision for development along the edges of the Truckee River as it flows through the Downtown area. It describes actions to revitalize underutilized lands, abate environmental degradation, and redevelop the community’s neglected riverfront. It outlines a framework of circulation and land use that will establish a climate for both public and private investment.

### Trails and Bikeway Master Plan

This master plan is the long-range planning document for the design and construction of recreational trails and on-street bikeways within and adjacent to the Town of Truckee.

## Development Code and Other Standards

The Development Code contains the zoning, land use, and subdivision regulations for the development and use of private and public land, buildings, and structures within the Town of Truckee. Allowed land uses, townwide design standards, and development regulations governing Downtown Truckee, except for adopted Master Plan Areas, are contained in the Development Code.

The Town of Truckee Objective Design Standards shall regulate the design of residential projects, including single-family, multi-family, and mixed-use developments, and supplement existing Code standards. The Objective Design Standards address design requirements for site and building design, including element, such a facade articulation, window and door placement, materials, roof forms, etc.

## Public Improvement and Engineering Standards

The Town of Truckee Public Improvement and Engineering Standards (PIES) are minimum design, construction and improvement standards for public and private improvements affecting the public infrastructure under the jurisdiction of the Town.

## E. Plan Organization and Content

The Downtown Truckee Plan consists of seven chapters and two appendix sections:

- ▶ Chapter 1, “The Vision,” frames the vision and guiding principles, which will direct future development in Downtown Truckee.
  - ▶ Chapter 2, “Land Use and Character,” describes the land use designations, planning subareas, and projected growth in Downtown Truckee.
  - ▶ Chapter 3, “Mobility and Parking,” describes the planned and proposed mobility networks and parking improvements needed to serve the Downtown area.
  - ▶ Chapter 4, “Public Realm and Streetscape Design,” addresses the design and improvement of the streetscape and public realm through features, such as gateways, street furnishings, and public art that will add definition to the districts in Downtown and enrich the pedestrian experience.
  - ▶ Chapter 5, “Parks, Open Space, and Activity Centers,” identifies the network of parks, open space, plazas, and other public centers of activity that provide diverse experiences that draw people to the Downtown.
  - ▶ Chapter 6, “Historic Resources,” includes policies and programs designed to protect Downtown Truckee’s historic and cultural resources.
  - ▶ Chapter 7, “Implementation,” summarizes how the policies and programs of the DTP will be implemented, priorities for implementation, and potential funding sources.
- ▶ Appendix A, “Truckee 2040 Downtown Community Outreach,” summarizes the community input received from two community visioning workshops conducted for the Downtown Truckee Plan.
  - ▶ Appendix B, “Downtown Historic Design Guidelines” attaches the 2003 Historic Design Guidelines that will continue to serve as the design review guidelines for evaluating development within the Town’s Historic Preservation Overlay District.





# Downtown Plan Vision

## 1.1 Vision and Guiding Principles

This chapter provides the overall vision, supporting principles, and plan concepts that will guide the character of future development in Downtown Truckee.

### 1.1.1 Mountain Town Character

Downtown Truckee will continue to remain:

- ▶ **A mountain town rooted in western history.** Downtown Truckee is comprised of buildings and neighborhoods with a unique history and character, including buildings and a commercial district on the National Register of Historic Places that will continue to be preserved through the Town's regulations.
- ▶ **The social, cultural, and economic heart of the community.** Downtown Truckee is a mixed-use environment with retail shops, services, dining, entertainment, and year-round activities that regularly draw residents and visitors. The Railyard is a new addition to Downtown that will provide new housing, arts, culture, and entertainment.
- ▶ **Uniquely eclectic.** Residents embrace "Truckee Funk," focused on maintaining the historic character of Downtown and using it as the inspiration to create a sense of place for Truckee.

#### Principle 1:

**Protect the significant features that distinguish Downtown Truckee.**

Preserve Downtown Truckee's historic districts and neighborhoods, scenic river, and mountain views. Ensure new development is compatible with Truckee's historic character and well-integrated with the area's natural setting.

#### Principle 2:

**Continue to improve the Downtown as a vibrant center for life in Truckee.**

Prioritize improvements that preserve and enhance Downtown Truckee's pedestrian environment, highlights the surrounding natural environment, and improves the quality of life of residents and visitors.

#### Principle 3:

**Plan for a balanced mix of uses to support a complete community.**

Provide new opportunities for housing, local services, office, and high-wage jobs that enable residents to live, work, and shop in a walkable, bikeable community.



### 1.1.2 Economic Development and Expansion

Economic growth in Downtown Truckee focuses on:

- ▶ **Creation of a year-round economy.** Diverse shops and businesses are open year-round to serve visitors and locals.
- ▶ **Regular community events.** Regular and annual community events, such as Truckee Thursdays, the Farmer's Market, Truckee Day, the Truckee 4th of July Parade, and the Downtown Holiday Festival, bring the community and tourists out to stroll and enjoy Downtown's shops and businesses.
- ▶ **Improvement and investment along the riverfront.** As Truckee evolves, the river is recognized as an important physical, recreational, and historic commodity that adds to the outdoor experience in Truckee and supports its development as a world-class tourist destination.

**Principle 4:**  
**Create a strong and diverse year-round economy.** Attract a mix of businesses to serve local residents, workers, and visitors. A more diverse economy with stable jobs benefits the entire community by supporting existing and new businesses.

**Principle 5:**  
**Leverage growth in the region.** The region's growing population will result in more people and businesses coming to Downtown Truckee. Leverage this growth to create economic opportunities in the Downtown, including the improvement of properties and businesses along the riverfront, rehabilitation of historic properties and homes, and live-work opportunities.

**Principle 6:**  
**Strategically invest in infrastructure improvements.** Make public investments that help leverage private investment to create catalytic changes that add to the placemaking character of Downtown Truckee. Data coverage and telecommunication infrastructure should be expanded to strengthen the local economy and should be considered in future underground projects.



### 1.1.3 Circulation, Mobility, Parking

The mobility network in Downtown Truckee will be designed to include:

- ▶ **A balanced circulation network.** Walking, biking, and transit are prioritized over private automobile use, including the potential for pedestrian-only zones with options for people to move around the Downtown Truckee without a car.
- ▶ **Creative transportation and parking solutions.** Manage vehicular traffic and parking during peak seasons without compromising the town's character and livability, including the potential for a public parking garage to support a "park once" environment in Downtown Truckee.
- ▶ **A frequent, efficient transit system.** Public and private buses and shuttles extend into Truckee's neighborhoods and converge in Downtown Truckee.
- ▶ **Enhanced bike, micro-mobility, and pedestrian facilities and streetscape improvements.** Make travel by active transportation modes possible, comfortable, and safe along Downtown's streets.
- ▶ **Improved crossings of the railroad tracks and river.** Better connect Downtown Truckee to the town's neighborhoods by implementing the transportation improvements above.

#### Principle 7:

##### **Design streets as multimodal facilities.**

Design streets and public right-of-ways to balance a variety of travel modes, prioritizing walking, biking, ridesharing, and transit use.

#### Principle 8:

##### **Manage visitor traffic by supporting a variety of transportation solutions.**

Design public transit, trails, and parking facilities to respond to seasonal visitor fluctuations. Improve the frequency of rail and public transit service to Downtown Truckee. Expand or focus on on-demand public or private shuttles connecting Downtown, neighborhoods, and area destinations.

#### Principle 9:

##### **Connect the Downtown to adjacent neighborhoods.**

Streets, walkways, and trails should be designed as a complete network to provide access in Downtown Truckee to and from existing and future neighborhoods. Strategically invest in crossings of the river and railroad tracks to improve neighborhood connectivity and access through active transportation modes.



### 1.1.4 Vibrant Public Spaces and Placemaking

The quality of the Downtown Truckee environment is enhanced through:

- ▶ **Improved connections to the Truckee River.** Connections to the river and river bike trails add to the diversity and attractiveness of the Downtown experience. Uses along the river's edge also provide opportunities for public use and access.
- ▶ **Preservation of the natural site forms and features.** Preserve creeks, rivers and riparian areas, wetlands, woodlands, and hilltop sites.
- ▶ **Improvement or replacement of vacant and underutilized parcels.** Activate vacant and underutilized sites with vibrant storefronts, inviting public spaces, and active ground floor uses that engage pedestrians on the street and improve Downtown's vitality.
- ▶ **Integrating public art in public spaces.** The arts are a key expression of the character and identity of the community and contribute to the rich culture and vitality in Downtown Truckee.

#### Principle 10:

##### Use the river as a focal point and connector.

Promote and maximize uses for public activity and access to river areas.

#### Principle 11:

##### Promote sustainability and design in harmony with the natural environment.

Downtown development should enhance the surrounding natural setting with integration of and sensitivity to natural resource features, such as rivers, creeks, woodlands, and natural landforms. It should incorporate sustainable design features that efficiently use land and natural resources.

#### Principle 12:

##### Support redevelopment of underutilized parcels that complement the pedestrian activity and public spaces in the Downtown.

Public spaces should be activated with uses and elements that generate activity on the street. Site concepts for catalytic Downtown opportunity sites are presented in Section 2.6 of this document.

#### Principle 13:

##### Weave public art into the Downtown experience.

Integrate art into Downtown public spaces, such as parks, open space, plazas, and streetscape features with identity and wayfinding signage; streetscape elements; murals, sculpture, music, architecture, and other art forms.



Truckee River



Public Art in Downtown Truckee

## 1.2 Downtown Truckee Plan Concepts

Figures 1-1 and 1-2 identify the broad plan concepts that support the vision for Downtown Truckee, including character subareas, parks and open space features, and the connectivity concepts to support a vibrant, pedestrian-oriented Downtown environment. A description of each of these concepts follows.

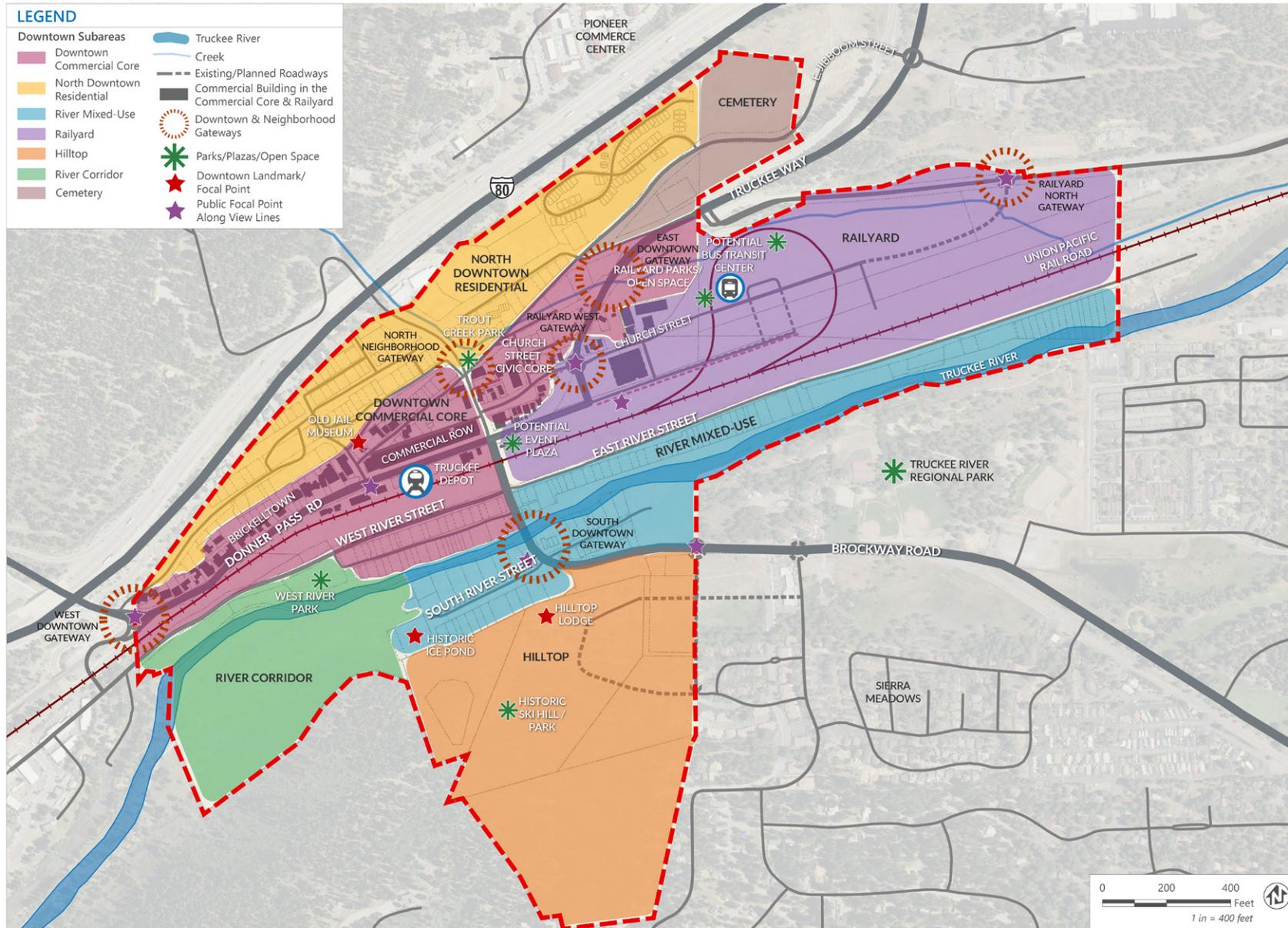


Figure 1-1: Framework for Downtown Character

### 1.2.1 Downtown Subareas

Downtown Truckee continues to evolve with unique subareas, as shown in Figure 1-1, each with a distinct vision, history, land use, character, and needs. These subareas include:

1. Downtown Commercial Core;
2. North Downtown Residential;
3. River Mixed-Use;
4. Railyard;
5. Hilltop;
6. River Corridor; and
7. Cemetery.

Chapter 2, “Land Use” further elaborates on the character, priorities, and strategies for each subarea; and the land use and regulatory framework for Downtown.

### 1.2.2 Streets as Public Spaces

Streets in Downtown Truckee should be designed as an extension of public space to accommodate all users, including pedestrians, bicyclists, and vehicles. They should provide space for social interaction, special events, and in commercial and mixed-use locations, provide a seamless extension of ground floor businesses. Donner Pass Road, Bridge Street, Church Street, Jibboom Street, River Street, and the extension of these streets into the Railyard are key components of a pedestrian-oriented Downtown street network. Infill and infrastructure improvements in the Downtown Commercial Core and River Mixed-Use subareas will help complete this network and support more complete and walkable neighborhoods.

### 1.2.3 Gateways

Gateways are locations where design elements in the street/streetscape or as part of private development establish a sense of visual entry into Downtown Truckee. Landscaping, public art, streetscape design, gateways, branding and wayfinding signage, building architecture, and other elements should distinguish Downtown’s commercial, mixed-use, and neighborhood areas.

### 1.2.4 Riverfront Parks and Open Space System

The Downtown Truckee Plan focuses on improving the riverfront as a public open space resource and amenity by redefining the relationship of the Truckee River to the Downtown community. Connections to the Truckee River Legacy Trail, a new riverfront park, public and private infill development and recreational activity on the river, and new pedestrian bridges will transition Downtown from having its back to the river to connecting with the river.

### 1.2.5 Public Focal Points

Figure 1-1 identifies the location of existing and future Downtown focal points, and locations for key scenic vantage points, including at:

- ▶ Hilltop Lodge and trails;
- ▶ Trout Creek Pocket Park;
- ▶ Eagle Plaza;
- ▶ West River Street Park;
- ▶ A new Downtown town square/plaza;

- ▶ Railyard parks, plaza, and public spaces;
- ▶ The historic ski hill at Hilltop; and
- ▶ Bike and pedestrian bridge crossings.

These focal points are prime locations for gateway features and public art.

### 1.2.6 Active Transportation and Improved Transit Services

On-street and off-street bicycle and pedestrian facilities, as shown in Figure 1-2, fill gaps in the active transportation network, and connect Downtown Truckee to surrounding neighborhoods. New transit facilities, including a proposed new bus transit center in the Railyard and future plans for more frequent transit services, including rail, bus, and shuttle, improve the access and convenience of using transit to circulate around town.

### 1.2.7 Rail and River Crossings

Improving Downtown connectivity will require enhanced crossing of the railroad tracks and river, which currently limit north-south access connections. Additional railroad and river crossings would enhance north/south connections, providing more convenient access between the Downtown Commercial Core subarea and the East and West River Street, to and from available parking, and to the river. Figure 1-2 identifies the location of potential bike and pedestrian rail and river crossings, to improve overall Downtown connectivity and access to the riverfront trail system.

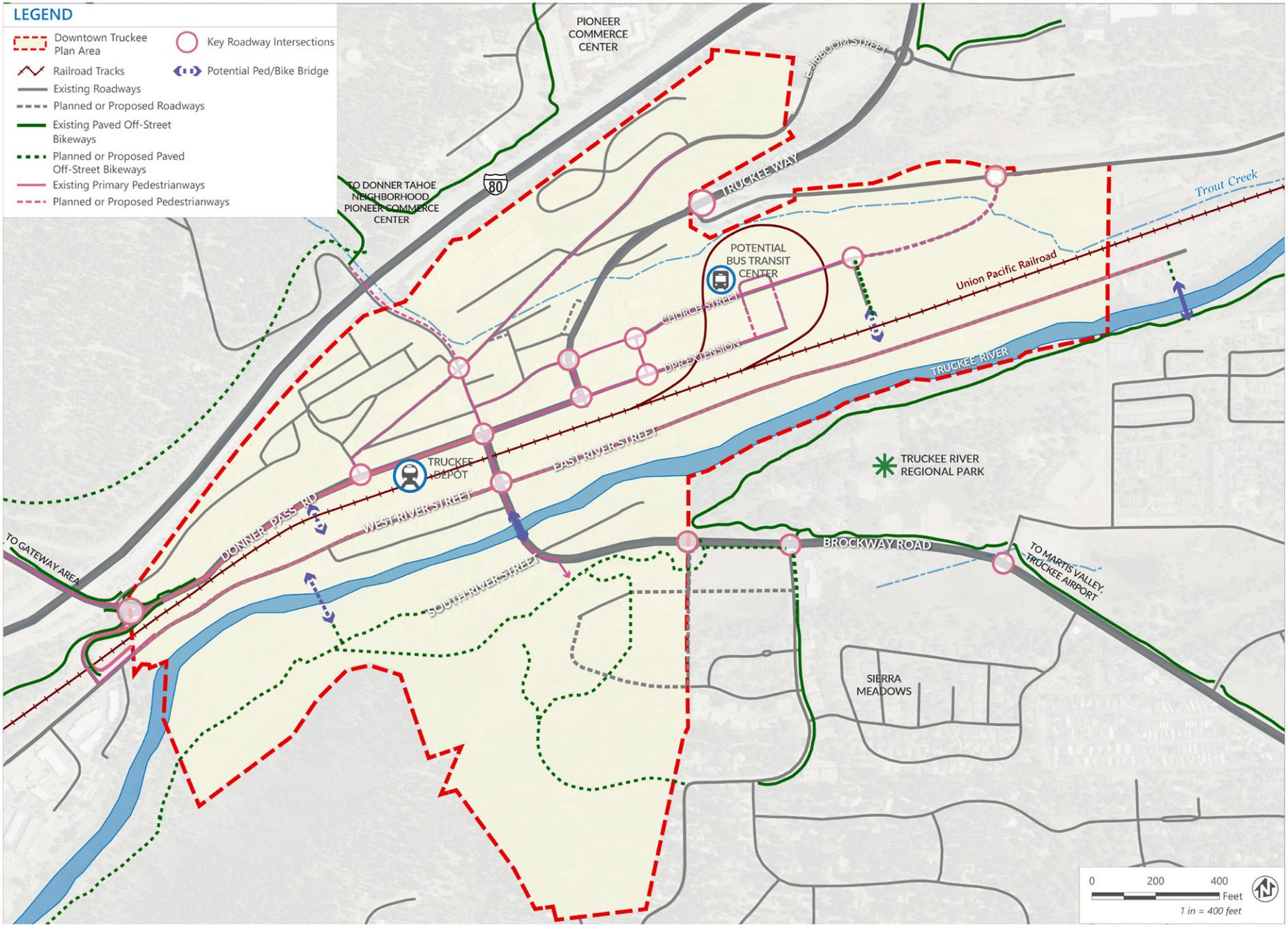


Figure 1-2: Framework for Downtown Mobility

Note: This figure is current as of February 2023.

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BEST PIES PIZZERIA  
BREAD & BEER

REX HOTEL BUILDING  
JoAnne's Stained Glass & Gallery  
JoAnne's Stained Glass & Gallery

REX  
STEAM HEATED  
ROOMS  
DAN SMITH RESTAURANT



NO PARKING  
2-4 PM  
MON-FRI  
PAY PARKING  
15 MIN TO 1 HOUR  
7 DAYS A WEEK

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# Land Use and Character

## 2.1 Introduction

This chapter provides the foundation for the Downtown Truckee Plan (DTP) and describes the overall land use and design philosophy for this area. Section 2.2 establishes the guiding policies for land use. Section 2.3 presents the Land Use Map (Figure 2-1), which establishes the land use designations in the DTP and summarizes the development density and intensity of land uses in Downtown Truckee. Section 2.5 contains the specific land use policies for subareas that comprise the DTP, as identified in Figure 2-2. Section 2.6 describes and identifies the projected growth within the DTP by subarea for the purposes of planning. Because of the broad range of issues covered in the Land Use chapter, policies in this chapter may overlap with those in other chapters.

## 2.2 Guiding Policies

The Truckee 2040 General Plan Land Use Element and Community Character Element contain policies addressing the mix of uses and community character envisioned in Truckee, in addition to the following guiding policies for Downtown Truckee.

LU-1 Enhance the desirability of Downtown Truckee as a community hub with a strong four-season economy, serving locals and tourists.

LU-2 Allow a diverse mix of businesses and local gathering places that create a variety of reasons for people to come and stay in Downtown Truckee.

LU-3 Encourage Downtown riverfront development that provides river access and protects the scenic and environmental quality of the river, as regulated by the Development Code River Protection Overlay District standards.

LU-4 Encourage additional office space along West River Street, Brockway Road, and the Railyard to balance out seasonal fluctuations created by retail uses.

LU-5 Incorporate historic design standards for residential and mixed-use projects in the Historic Preservation Overlay District and/or update the Downtown Historic Design Guidelines, to ensure compatibility with historic properties.

LU-6 Enhance the pedestrian character along Jibboom and Church Streets.

LU-7 Continue to promote the creation of small public spaces and art to activate streets in Downtown Truckee.



Street level activity, including outdoor dining, is desired in the commercial and mixed-use areas of Downtown.



The Plan provides guidance for future residential development, including affordable and workforce housing.

## 2.3 Land Use Designations

LU-8 Encourage the location and retention of public buildings and community services in the Downtown. Such buildings could include a food market or grocery store, theater, recreation center, post office, fire station, and churches. Should the post office decide to relocate from Jibboom Street, relocating it to another site within the Commercial Core or to the Railyard is preferable to relocating it outside of Downtown Truckee.

Land use designations within the DTP are shown on the Land Use Map in Figure 2-1. The purpose of the Land Use Map is to show the land uses that are desirable over the 20-year life of the DTP. These land use designations were used as a basis for applying zone districts and development standards within the DTP (see Truckee Municipal Code, Title 18, “Development Code”). Designations in the DTP are described in Section 2.3.1 and include residential, nonresidential, parks and open space, and Master Plan Areas.

Development intensity is assigned for each land use. Development intensity for residential land uses is reflected as density, measured in dwelling units per gross acre. The allowed density is represented as a range. To ensure efficient use of land and adequate supply of housing to meet housing needs, residential projects shall be required to achieve the minimum densities identified in Development Code Section 18.08.050.C (Density

Requirements for All Residential Zoning Districts). Density standards for residential uses do not include accessory dwelling units or junior accessory dwelling units, which are allowed with a primary single-family dwelling unit or for existing multi-family projects.

Development intensity for nonresidential land uses, including commercial, public, and mixed-use, are expressed as a maximum floor area ratio (FAR). FAR is calculated based on total building floor area in proportion to the total size of the building’s lot. Where no maximum FAR applies, residential densities regulate.

Individual project densities will depend on environmental constraints, such as steep slopes, floodplains, and preservation of natural features such as unique rock outcroppings and existing tree groves.



Existing development along Jibboom Street lacks formal sidewalks



Small plaza with seating activates the sidewalk area in front of this business



The Community Arts Center is a public building in Downtown Truckee

## 2.3.1 Residential Land Uses

**Downtown Low Density Residential** - This land use designation is applied to areas of existing single-family residential development. This designation allows for residential development at a density of 1-6 dwelling units per acre.

**Downtown Medium Density Residential** - This land use designation is applied to areas of existing single-family residential development and areas appropriate for single-family and multi-family dwellings. Limited commercial and small office uses are also permitted. This designation allows for residential development at a density of 7-14 dwelling units per acre.

**Downtown High Density Residential** - This land use designation is applied to areas of existing high density residential development and appropriate for new clustered high density residential development, such as in potential growth areas and larger parcels in the North Downtown Residential or River Mixed-Use subareas, as identified in Section 2.4. This designation allows residential development at a density of 12-24 dwelling units per acre.

## 2.3.2 Non-Residential and Mixed-Use

**Downtown Commercial** - This land use designation is applied to areas that are appropriate for primarily retail stores or offices, although work-live uses are also permitted. This designation differs from the mixed-use designation in that the uses are primarily oriented to commercial or office uses with less emphasis placed on a mix of residential or lodging uses. No maximum FAR shall apply to this land use in the Downtown.



*Single-family homes are supported in the Downtown Low Density Residential range.*



*Townhomes can be accommodated in the Downtown Medium Density Residential range.*



*Apartments can be accommodated in the Downtown High Density Residential range.*

**Downtown Mixed-Use** - This land use designation is applied to areas appropriate for a mix of commercial, office, lodging, and residential uses. In areas of existing mixed-use development, such as in the Downtown Commercial Core, a mix of uses is encouraged. In mixed-use areas, densities of between 12-24 units per acre and no maximum FAR applies.

**Public** - This townwide designation is applied to areas with existing public land uses, such as the Transit Center, Community Recreation Center, the Cemetery, and areas for future acquisition and development for public parking (refer to Chapter 3 for information on plan concepts for future parking facilities). The public designation has been applied only to locations where continued public use is considered appropriate. A maximum FAR of 1.0 applies to this use.

**Master Plan Area** - This townwide designation is applied to areas that will be governed by a separate area plan that provides detailed land use mapping, goals, and policy direction, including the Railyard and Hilltop.

## 2.3.3 Parks and Open Space

**Public Parks** - This designation is applied to existing parks and areas proposed for acquisition and development of a public park.

**Open Space** - This designation is applied to areas with important resource values for protection in open space, such as conservation lands, flood plains, and riparian areas along the Truckee River and Trout Creek. This designation is also applied to buffer areas along the railroad tracks and open space lands in public ownership.

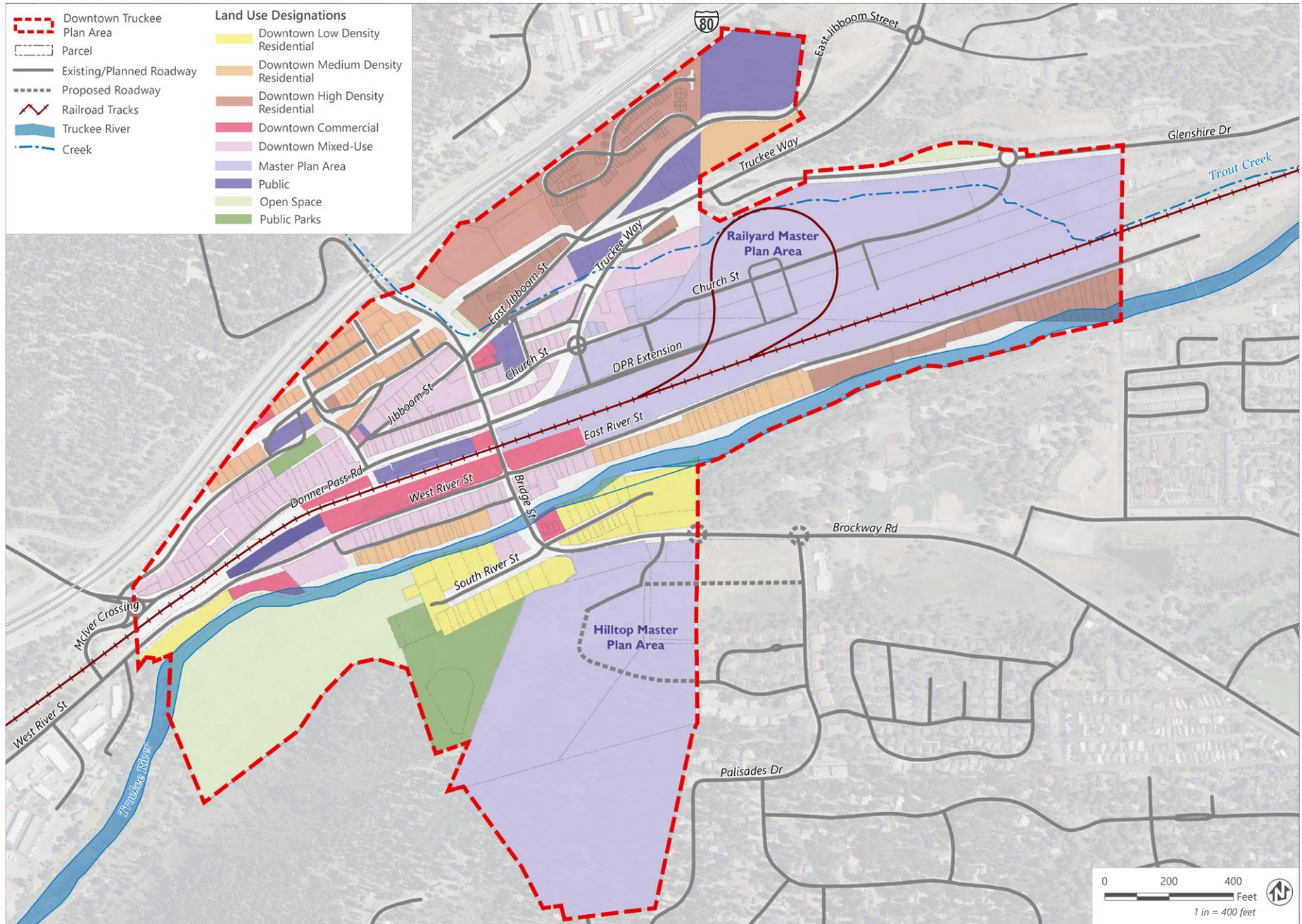


Figure 2-1: Downtown Truckee Plan Land Use Map

## 2.4 Development Code Standards

The DTP land uses are regulated by the Town’s Development Code. Table 2-1 identifies the zoning districts that implement the DTP land use designations.

**Table 2-1 Downtown Truckee Plan Implementing Zoning Districts**

Downtown Truckee Plan Land Use Designations	Implementing Zoning Districts
Downtown Low Density Residential	Downtown Single-Family Residential (DRS)
Downtown Medium Density Residential	Downtown Medium Density Residential (DRM)
Downtown High Density Residential	Downtown High Density Residential (DRH)
Downtown Commercial	Downtown Commercial (DC)
Downtown Mixed-Use	Downtown Mixed-Use (DMU)
Master Plan Area	Downtown Master Plan (DMP)
Public	Public Facilities (PF)
Public Parks	Recreation (REC)
Open Space	Open Space (OS)

Zoning districts in Downtown Truckee also include: Downtown Railroad (DRR), which is now designated Public in the DTP, and Downtown Visitor Lodging (DVL). With the update to the DTP boundaries, parcels previously zoned Downtown Manufacturing (DM) are no longer part of the DTP.

The Downtown High Density Residential riverfront parcels on East River Street and the “Truckee Springs” open space parcel are designated with the River Protection (-RP) Overlay District. The -RP Overlay District is applied to areas where sensitivity and special attention is required for private development next to the river, as addressed in Development Code Section 18.20.050.

A large portion of Downtown Truckee, including Commercial Row, is within the Historic Preservation (-HP) Overlay District, regulated by Development Code Section 18.20.040. Commercial Row is also designated with the Commercial Row (-CR) Overlay District, addressed in Development Code Section 18.20.070. The -HP and -CR Overlay Districts, identified in Chapter 6 of this Plan, apply to areas with a concentration of historic sites that contribute to Downtown’s historic character. Specific historic design guidelines and standards in Appendix B, “Downtown Historic Design Guidelines” apply to these areas, to protect and preserve the architectural diversity and historic patterns of Truckee’s development.

## 2.5 Downtown Truckee Subareas

Downtown Truckee is divided into the following planning subareas, shown in Figure 2-2:

- ▶ Downtown Commercial Core;
- ▶ North Downtown Residential;
- ▶ River Mixed-Use;
- ▶ River Corridor;
- ▶ Hilltop;
- ▶ Railyard; and
- ▶ Cemetery.

Each subarea has unique characteristics, issues, and opportunities; and are accompanied with tailored land use policies and priorities.

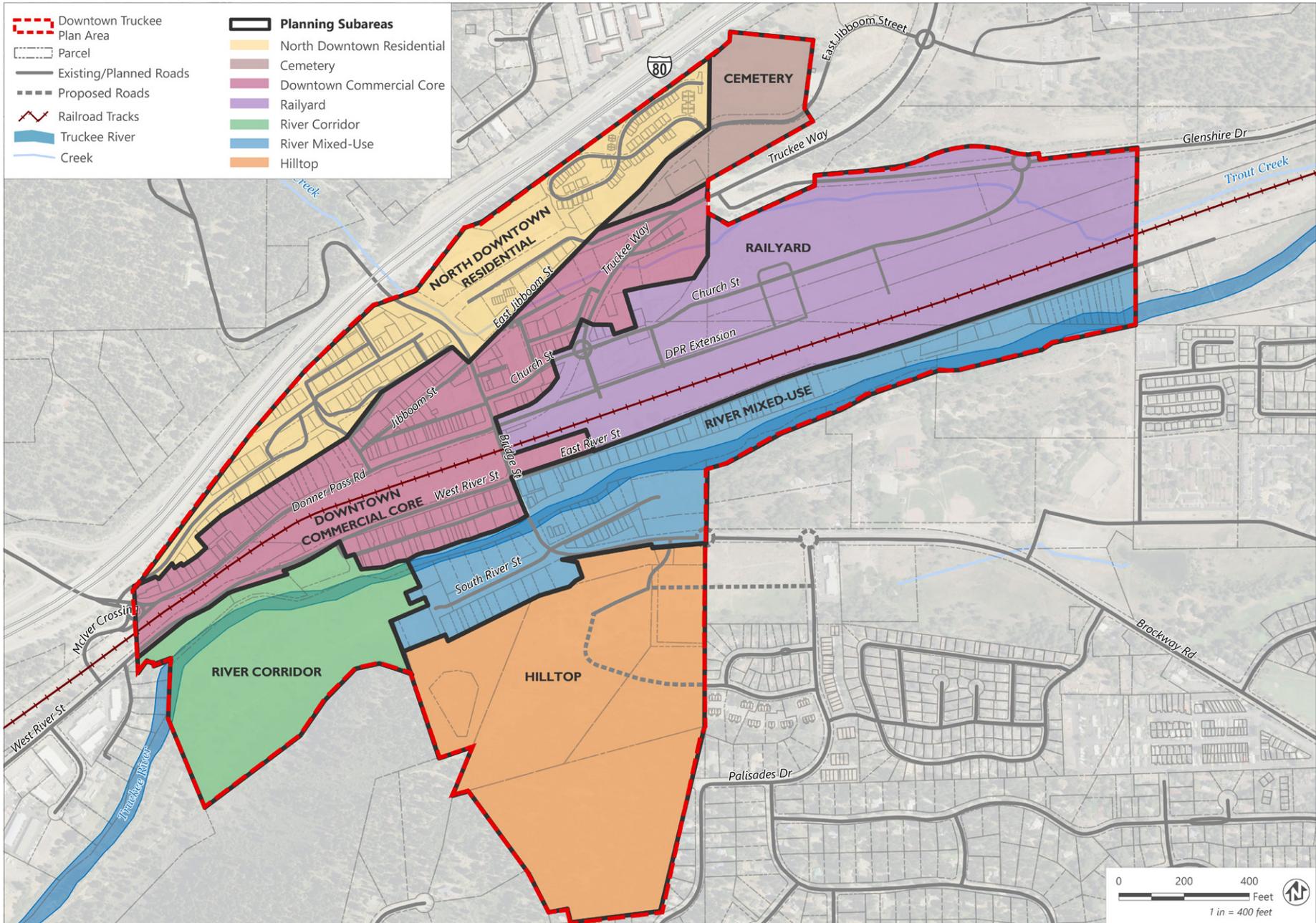


Figure 2-2 Downtown Truckee Plan Subareas

## 2.5.1 Downtown Commercial Core Subarea

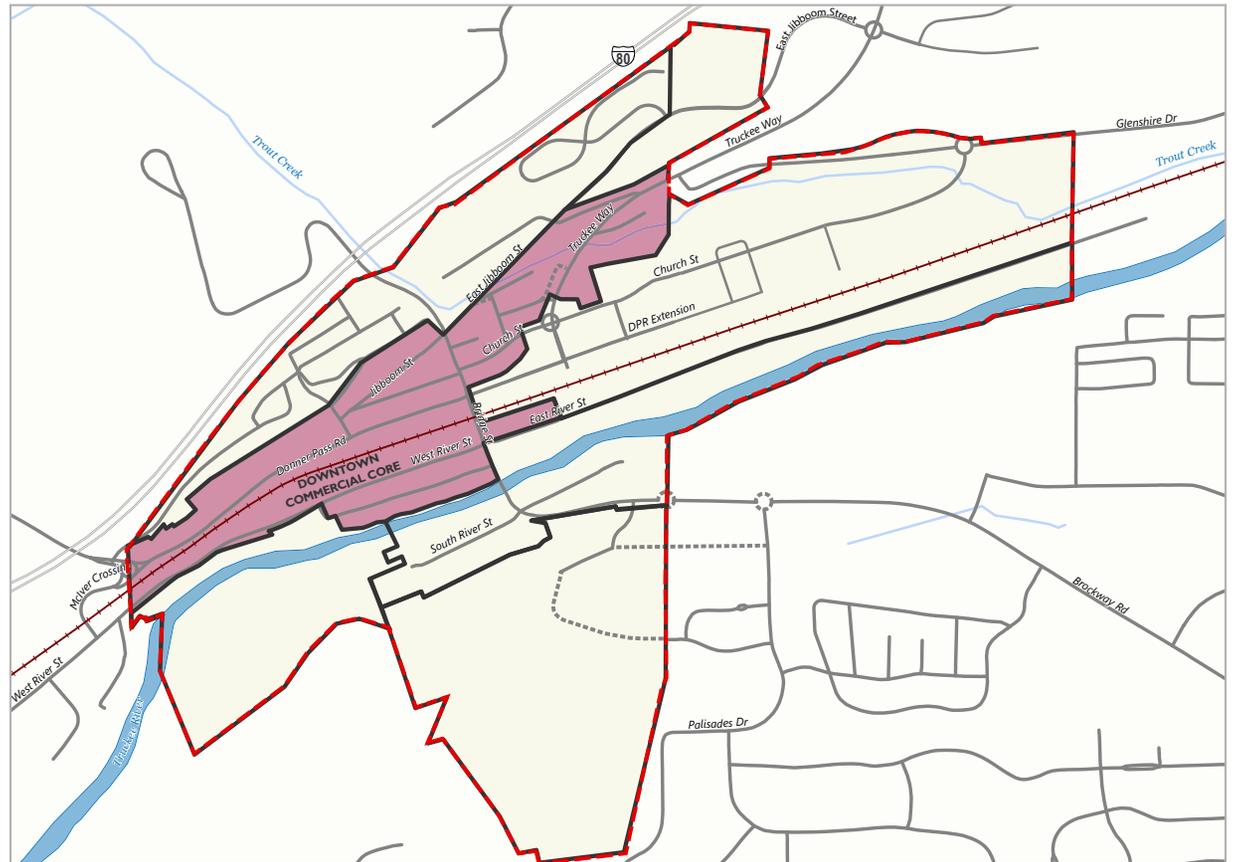
The Downtown Commercial Core (Commercial Core) subarea encompasses Commercial Row and properties along Downtown's historic streets, as shown in the key map to the right. This portion of the DTP functions as the Town's social and commercial core and is a major tourist attraction due to the variety of retail shopping experiences and the rich historic character of the area. The Commercial Core will continue to be the heart and soul of Truckee, enhanced by:

- ▶ Cohesive and well-maintained Downtown architecture with historic integrity.
- ▶ Increased retail, office, and experiential dining and entertainment uses.
- ▶ A streetscape environment with businesses fronting directly onto a busy pedestrian way with on-street parking.
- ▶ Increased public art.
- ▶ Managed public parking.
- ▶ Improved pedestrian and bicycle circulation routes and shared facilities.

Primary land uses in this area are mixed-use and commercial.

### Downtown Commercial Core (CC) Subarea Policies

LU-CC-1 Promote a mix of uses in this area, including residential, lodging, office, retail and entertainment commercial, and public. Extend the mixed land use pattern beyond the Commercial Row area into Brickelltown, Jibboom Street, Church Street, and the West River Street areas.



Downtown Commercial Core Subarea



Brickelltown Streetscape



Commercial Row Winter Streetscape

LU-CC-2 Prioritize improvements that emphasize pedestrians over cars in the Downtown Commercial Core subarea. The following strategies will be used to accomplish this:

- Install streetscape improvements that enhance the pedestrian experience, including landscaping, decorative paving, street furnishings, and plantings.
- Provide integrated pedestrian connections to parking areas, West River Street, the Railyard, and the Truckee River.
- Explore through a public process the option of closing areas to cars to expand the pedestrian experience.
- Explore potential parking pricing strategies to discourage private automobile access.

LU-CC-3 Improve the appearance and function of the alley behind Commercial Row by consolidating and screening dumpsters and installing landscaping. Encourage shop owners to upgrade store appearances from the alley and require that any redevelopment or



*The Truckee Depot is a remodel of a historic structure in the Commercial Core subarea.*

adaptive reuse is designed to address the street and alley.

LU-CC-4 Parcels in the Downtown Mixed-Use designation with frontages on Donner Pass Road, Jibboom Street, and West River Street shall be required to have commercial uses on the ground floor.

- For projects with a property frontage of 100 linear feet or greater, a minimum of 75% of the property frontage is required to have commercial uses on the ground floor.
- For projects with a property frontage of less than 100 linear feet, a minimum of 50% of the property frontage is required to have commercial uses on the ground floor.
- The minimum depth of the commercial uses, measured from the building frontage, shall be 30 feet.
- Corner parcels shall be required to locate commercial uses at the corner, with a customer entrance within 20 feet of the corner.

LU-CC-5 Protect the architectural character of existing historic buildings through preservation and adaptive reuse. Encourage renovations to enhance the architectural character of historic buildings in the Commercial Core subarea, to provide continuity with development on Commercial Row.

LU-CC-6 New development shall complement historic development in the Commercial Core subarea as guided

by the Downtown Historic Design Guidelines and Development Code Historic Preservation Overlay District.

LU-CC-7 Coordinate with the Fire District to consider relocating the existing station and incentivize the reuse of the existing station building with a commercial business that offers both day and evening hours.

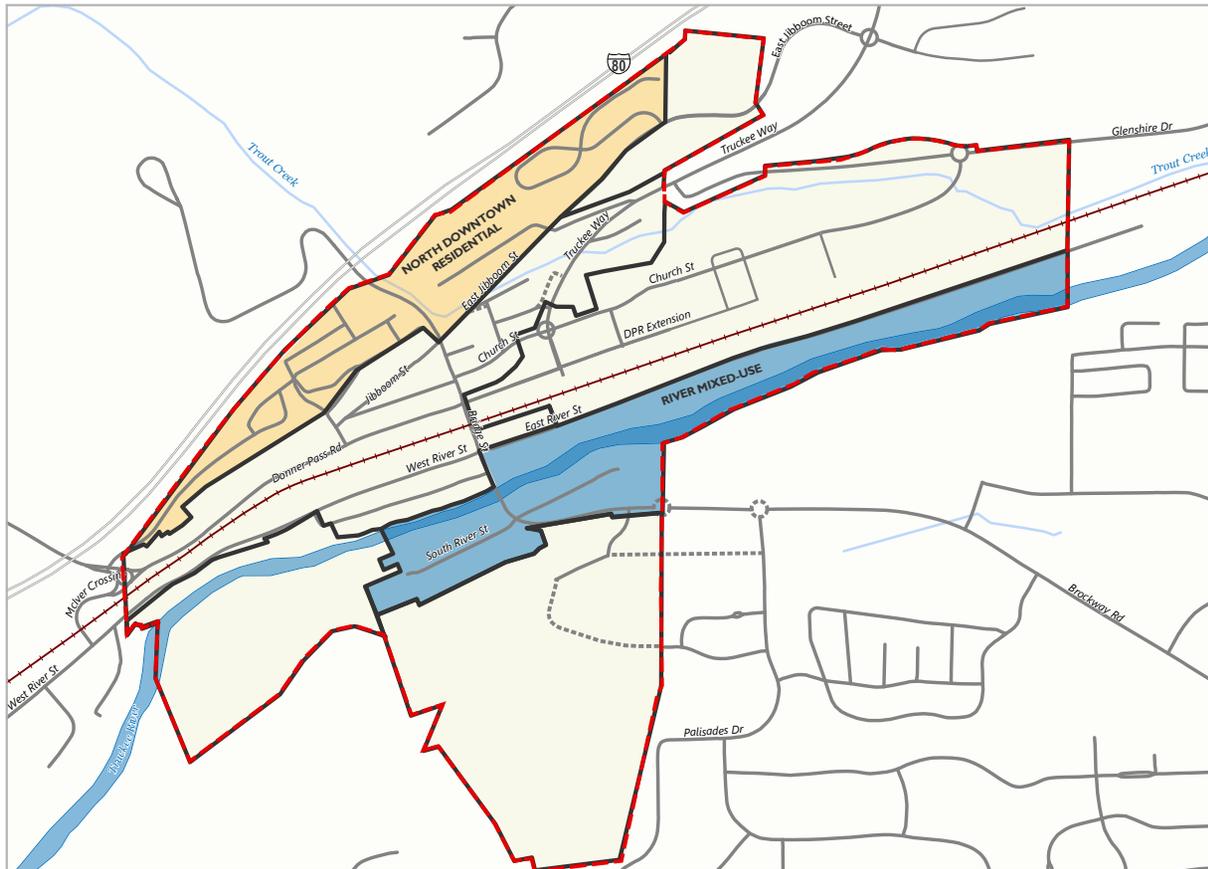
LU-CC-8 Explore and pursue funding to develop a parking structure to consolidate public and private parking in the Commercial Core subarea and free up valuable land for infill development.

LU-CC-9 To ensure proposed streetscape, park, and parking improvements in the Commercial Core subarea are consistent with the Downtown Historic Design Guidelines, all new or substantially modified improvements in the Historic Preservation Overlay District shall be reviewed by the HPAC prior to construction.

LU-CC-10 Develop parking management strategies to reduce overall parking demand.



*Residential street in the North Downtown Residential subarea*



North Downtown Residential & River Street Mixed-Use Subareas

## 2.5.2 North Downtown Residential and River Mixed-Use Subareas

The North Downtown Residential subarea is located on a south-facing hillside north of the Commercial Core subarea. The River Mixed-Use subarea includes the neighborhoods along East River Street, Southeast River Street, and South River Street. Both of these subareas contain a mix of historic and newer residences. The primary goal in these areas is to ensure new infill residential development is designed to preserve and complement the area's historic character. Primary land uses in the North Downtown and River Mixed-Use subareas are Medium Density Residential and High Density Residential. On East River Street, a limited amount of mixed-use development is allowed on properties near the Bridge Street intersection and planned East River Street parking lot (see Chapter 3).

### North Downtown Residential and River Mixed-Use Residential (R) Subareas Policies:

- LU-R-1 New residential and mixed-use development shall be compatible with historic development as guided by the Downtown Historic Design Guidelines and Development Code Historic Preservation Overlay district.
- LU-R-2 Residential garages and driveways shall be accessed from the rear by alleys wherever possible; or where garages face the street, driveway widths shall be limited to 24 feet.
- LU-R-3 Rezone the lands owned by Caltrans to a high density zoning designation upon change of ownership or relocation of the maintenance facility.



Home in the Stoneridge development in the North Downtown Residential subarea



Homes within the River Mixed-Use subarea

LU-R-4 Allow mixed-use projects, compatible with adjacent residential uses, at the west end of East River Street and east end of South River Street.

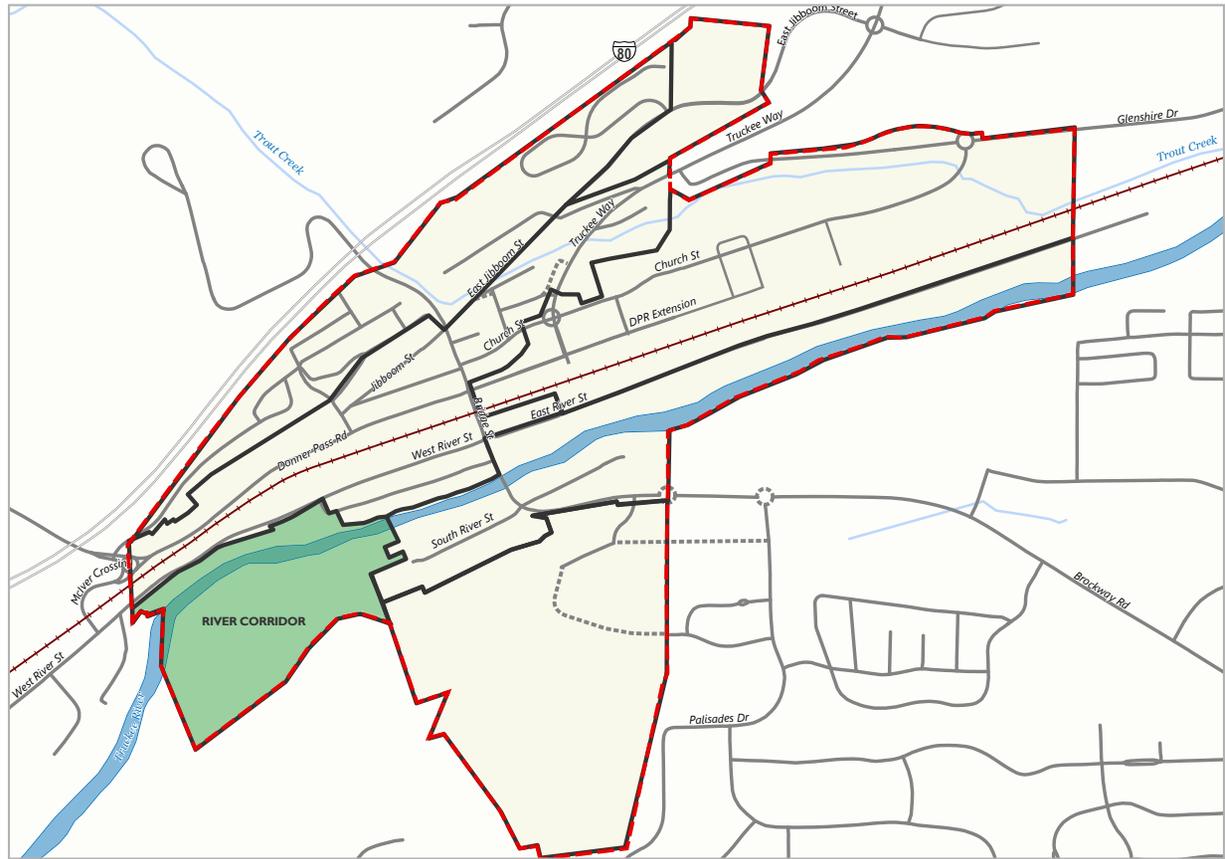
LU-R-5 Where a new commercial project abuts a residential property, ensure building forms are similar in scale and provide appropriate transitions in height and massing.

### 2.5.3 River Corridor and Riverfront Sites

The River Corridor provides a valuable recreational and visual asset for Truckee. The river flows in from Placer County on the west and ultimately, beyond the Town limits to Nevada. Increased public access to the Truckee River is a focus of the Downtown, to support public enjoyment of and views to the river. The River Corridor subarea encompasses the area of the former Truckee Springs Master Plan and parcels south of River Street, including the West River Park, planned as a riverfront amenity. However, the policies of this subarea shall also be applicable to the riverfront properties along the Truckee River in the River Mixed-Use subarea.

#### Truckee Springs

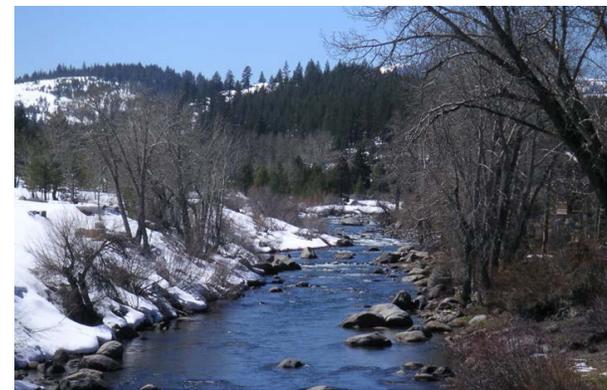
Truckee Springs is an undeveloped property in the River Corridor subarea, south of the Truckee River. Twenty-four acres of the property was recently purchased by the Truckee Donner Land Trust for preservation as permanent open space. The remaining 2 acres of the property is a historic ice pond, owned by the Truckee Historical Society, which was once the site of large winter carnivals between 1913 and 1915. A grand ice palace was constructed on the site



River Corridor Subarea



View of Truckee Springs from Downtown  
© Truckee Donner Land Trust



View along the Truckee River

and a footbridge built across the Truckee River, to connect Downtown to the ice palace.

The 1997 Downtown Specific Plan envisioned housing or lodging compatible with the environmental constraints on the property. However, since the adoption of the Specific Plan, the site was identified as a desirable location for open space and trail connections. In 2022, the Truckee Donner Land Trust purchased the property, preserving it as permanent open space. The Town is working with the Truckee Donner Land Trust to create a connection to the Truckee River Legacy Trail through the Truckee Springs property and the property to the west.

### River Corridor (RC) Subarea Policies:

All new development in the River Corridor subarea and along the Truckee River shall be designed to complement historic resources and establish the Truckee River as a major focal point for Downtown through the following.

- LU-RC-1 Construct the “Truckee River Legacy Trail” along the south side of the Truckee River, ultimately connecting to the existing bike trail along Highway 89 South and extending to the eastern Town boundary.
- LU-RC-2 Link the Downtown Commercial Core subarea and the river through a combination of mini-parks, pedestrian and bicycle bridges, access paths, and public trail signage.
- LU-RC-3 Provide suitable access points for non-commercial river recreation, such as kayaking and fishing.

LU-RC-4 Improve views along the Truckee River by working with owners of commercial and residential properties along the river to incorporate public access easements where feasible.

LU-RC-5 Improve the quality of wildlife and fishery habitats in and along the Truckee River and its tributaries.

LU-RC-6 Continue to host Truckee River Day, as an annual townwide celebration of the Truckee River, to increase public awareness of this important resource.

LU-RC-7 New residential development adjacent to the Truckee River shall be clustered to protect sensitive riparian areas and scenic views to the river.

LU-RC-8 Substantial remodels and residential additions on parcels adjacent to the Truckee River shall be subject to the Development Code River Protection Overlay District standards.

LU-RC-9 Discretionary and ministerial projects adjacent to the Truckee River must fully mitigate any adverse visual impacts through landscaping and other screening. All outdoor storage on parcels adjacent to the Truckee River shall be prohibited.

LU-RC-10 Site and design new development to:

1. Preserve views of and access to the Truckee River.
2. Minimize impact to wetlands, historical/archaeological sites,

avalanche hazard areas, traffic capacity, aspen groves and other native trees, scenic rock outcroppings, wildlife habitat and movement areas, other important natural resource values.

3. Minimize conflicts between recreational use of the riverfront trail and adjacent land uses.

LU-RC-11 The following shall guide the determination of development density and intensity:

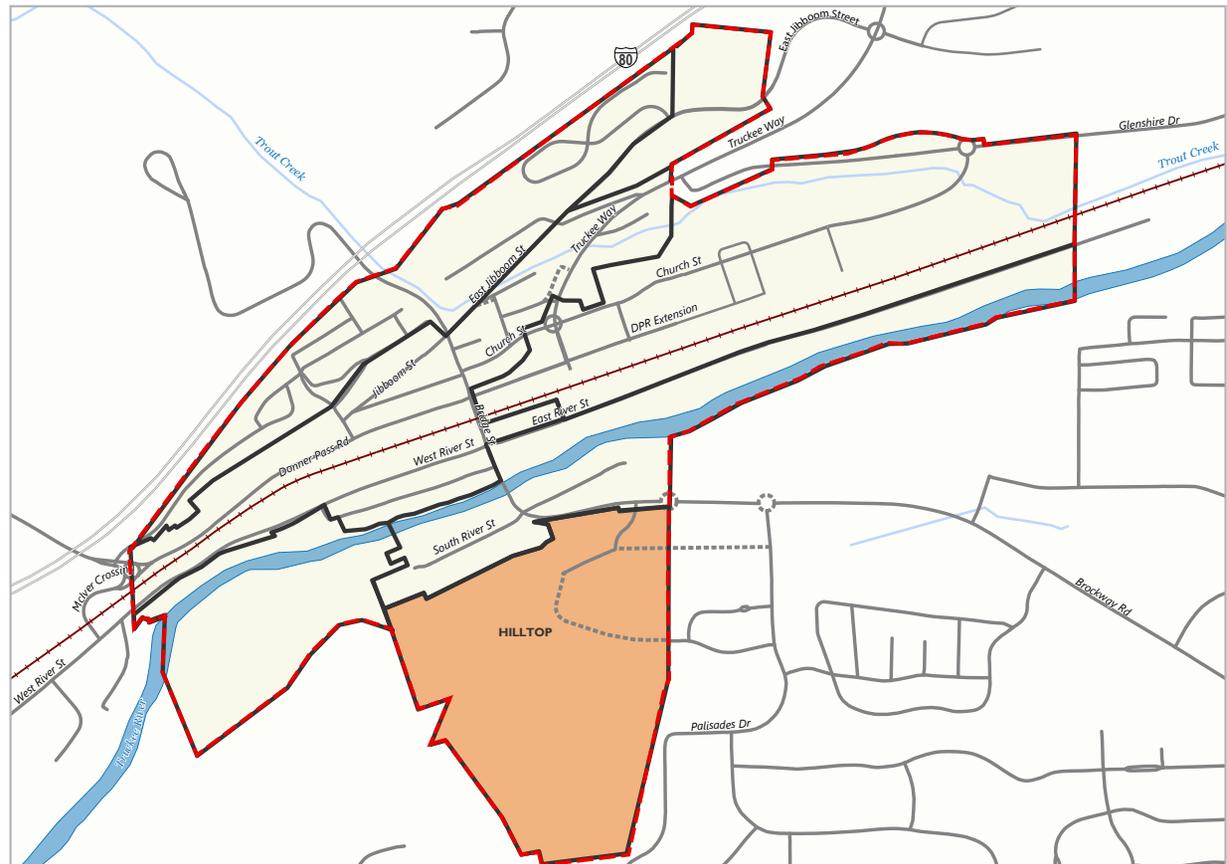
- Review and update the Development Code River Protection Overlay District to require and ensure that visual access to the river is part of all projects.
- Increase the visibility of the river from parks, trails, sidewalks, roadways, and riverfront businesses.
- Enforce and preserve the integrity of the required setbacks from the Truckee River. Areas within the designated river setback area shall be protected by a conservation easement or similar mechanism. Access roads shall be located outside setback areas.
- Prohibit solid fencing and screening of views between buildings.
- Clustering shall be implemented consistent with the requirements of the applicable zoning district.

### 2.5.4 Hilltop Subarea

This Hilltop subarea, defining the southern boundary of Downtown Truckee, contains historic resources, including a historic ski hill and historic cottages, and undeveloped land that is designated mixed-use and residential. Future development in this subarea shall preserve the historic resources and maintain the historic character of the area.

The Hilltop Master Plan and Design Guidelines, adopted in 2008, was the last comprehensive plan for the Hilltop subarea. However, the Master Plan was not implemented due to infrastructure constraints requiring coordination among the property owners of the Master Plan Area. The 2008 Master Plan envisioned the mix of uses shown in Figure 2-3, including multi-family residential, single-family residential, open space, and commercial uses designed to create a walkable neighborhood with access to community open space and trails.

Due to the inactivity in the Master Plan Area, the Hilltop Master Plan should be revisited to determine if an update is warranted. A concept for Hilltop was explored with the community as part of the Downtown Truckee planning process, summarized in Appendix A of this Plan. The proposed concepts continue to recommend preserving the historic ski hill and recreational trails as an amenity for the community, while expanding the preservation of open space on steep slopes. The concepts suggest a mixed-use residential village with a compact development footprint and medium- and high-density housing centered around parks and open space. Some commercial space is envisioned along Brockway Road, along with a new roundabout at the Brockway Road entrance to the community.



Hilltop Subarea



Existing structures along Rue Hilltop Road



Views to Downtown Truckee from the local restaurant at Hilltop

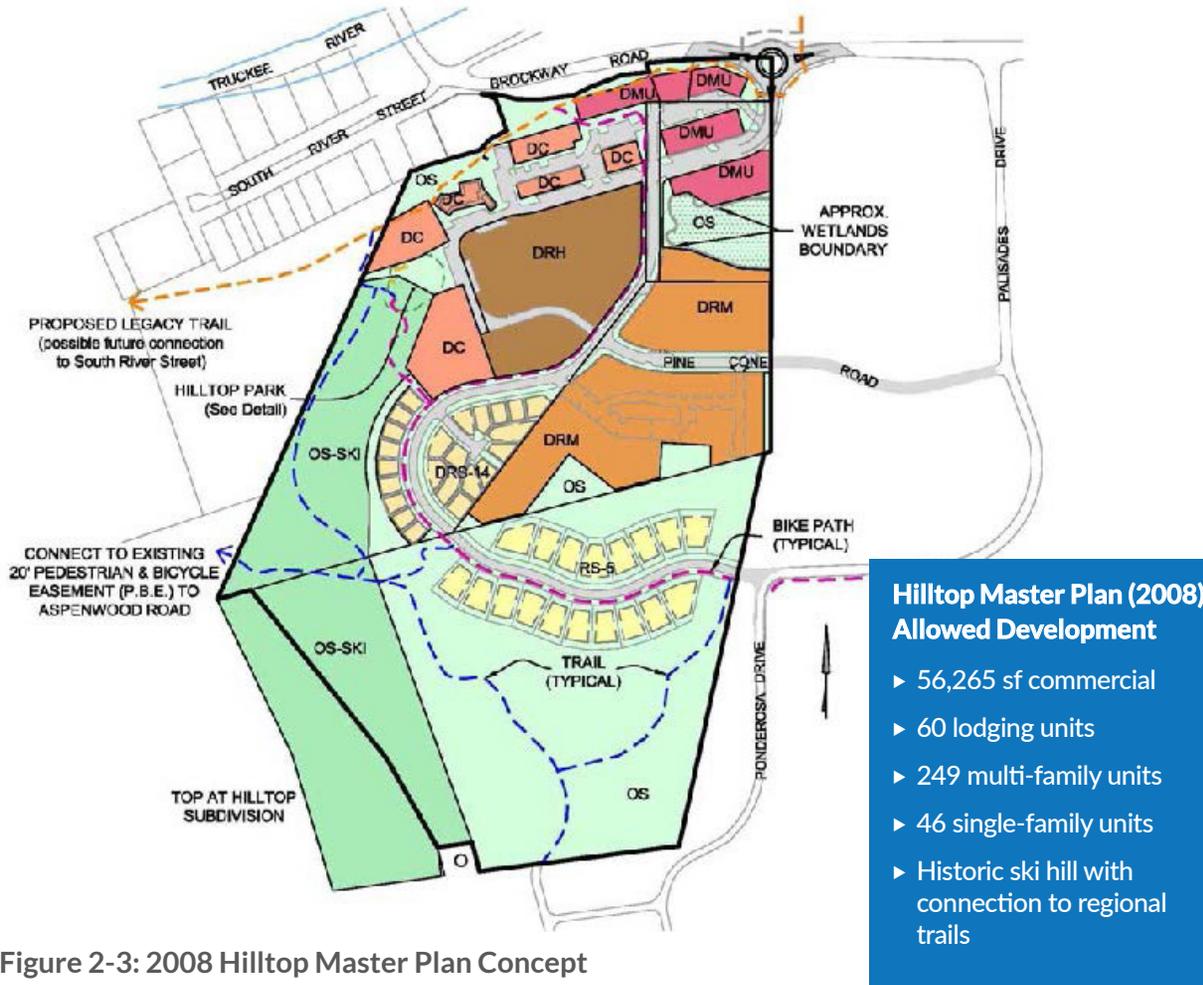


Figure 2-3: 2008 Hilltop Master Plan Concept

**Hilltop (HT) Subarea Policies:**

New development in the Hilltop subarea shall complement the area’s historic character, consistent with the Hilltop Master Plan and design guidelines for the Hilltop Character Area in the Downtown Historic Design Guidelines in Appendix B.

LU-HT-1 Promote development of the Hilltop subarea as an attractive residential area with a mix of commercial, office, and recreational uses, organized around open space and designed in scale and

character with buildings traditionally found in Truckee. Refer to Table 2-2 for allowed development density.

LU-HT-2 The Town shall initiate a review and update of the Hilltop Master Plan to ensure the Master Plan includes the following features:

- Affordable and workforce housing that, at a minimum, meets the Town’s Development Code requirements for affordable housing.
- Preservation and protection of the old

ski hill as a public park.

- Clustering of development to protect sensitive resources, ridgelines, scenic views, and open space.
- A mix of retail and services to support the neighborhoods along Brockway Road and Hilltop.
- A phased and coordinated infrastructure plan may be considered to support future development under a shared plan among property owners.

LU-HT-3 The Master Plan shall include design standards, ensuring new development is compatible in architectural and site design with the existing historic mountain character of Truckee.

LU-HT-4 The Master Plan shall protect and improve existing pedestrian trail access to Ponderosa Palisades and the Truckee River.

LU-HT-5 The Master Plan shall identify how existing historic resources on the site will be protected and rehabilitated, consistent with the Downtown Historic Design Guidelines.

LU-HT-6 The Master Plan shall identify standards for development along the lower ridge line of hilltop (at the end of Rue Hilltop Road).

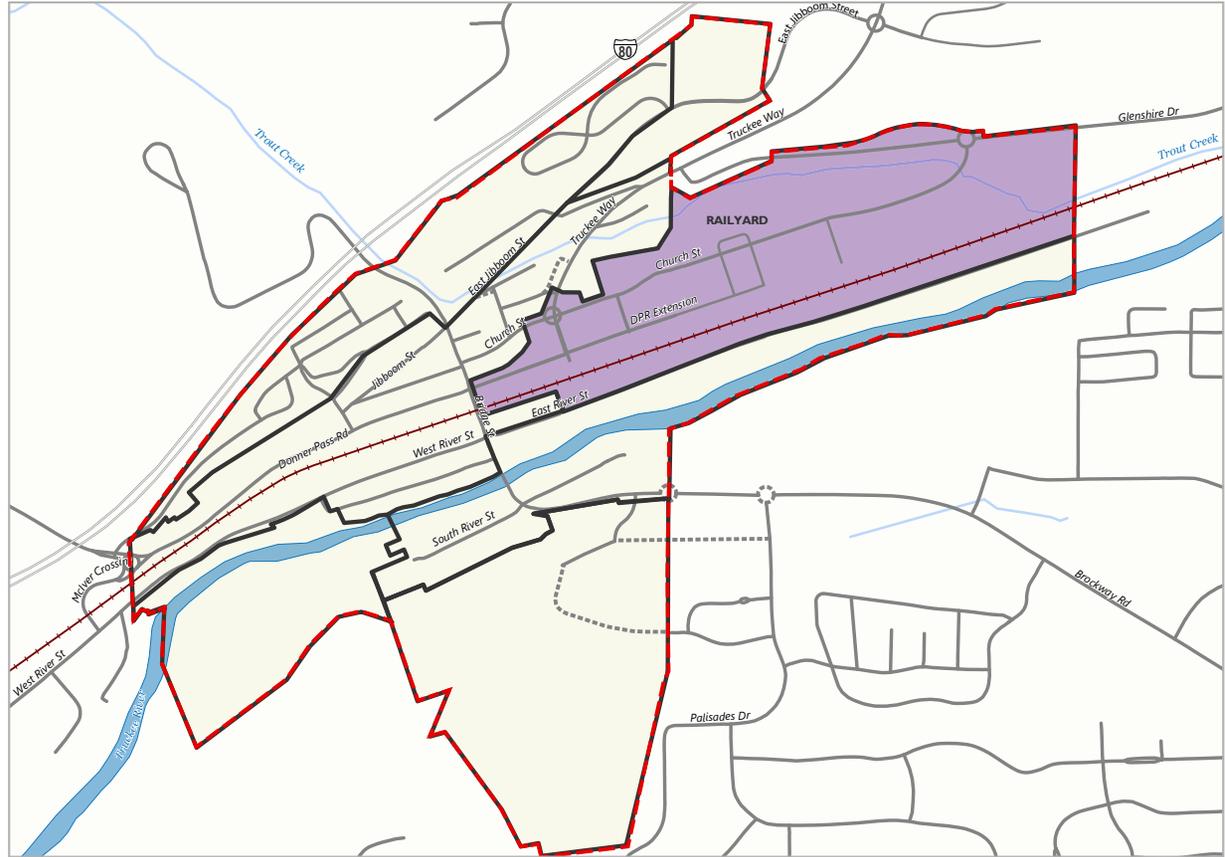
LU-HT-7 The commercially designated parcel at the corner of Palisades Drive and Brockway Road may develop prior to preparation of the Hilltop Master Plan when plans for infrastructure have been developed for the parcel. Site design should consider future pedestrian and vehicle access from the Hilltop Master Plan Area.

### 2.5.5 Railyard Subarea

This Railyard subarea contains the lands governed by the Railyard Master Plan. The subarea is comprised of a 30-acre parcel of land currently owned by Union Pacific and privately owned parcels adjacent to Church Street and Trout Creek Road. Planned land uses are mixed-use, high density residential, public park, open space, and civic/institutional uses.

The Railyard subarea is currently developing in phases under the vision and framework of the Railyard Master Plan, adopted in 2016. The Master Plan guides redevelopment and transformation of the Railyard as a mixed-use retail, entertainment, and urban work-live environment, organized into three districts: Downtown Extension District, Industrial Heritage District, and Trout Creek District. The Railyard is planned with residential, shops, restaurants, and lodging in the Downtown Extension District, extending the activities of Commercial Row to the east. Uses, such as a movie theater, urban grocery store, hotel, and new loft-style multifamily housing are anticipated. Single-family residential and work-live housing is planned within the Industrial Heritage and Trout Creek Districts.

The “balloon track” on the property, which is currently active, will be preserved and integrated into the public open space network. The Railyard Master Plan will be woven by a continuous circulation network with vibrant public spaces that include wide sidewalks, plazas, creekside open space, and recreational and civic uses. The northern part of the balloon track is being planned for the future relocation of the Truckee transit center and a community use, such as a library or post office.



Railyard Master Plan Subarea



Truckee Artists Lofts



Public art in the Railyard subarea reflects the site's railroad history

## Railyard (RY) Subarea Policies

Implementation of the following policies will be required in coordination with the Railyard Master Plan.

LU-RY-1 Ensure development of the Railyard Master Plan Area as an attractive, pedestrian-oriented activity center, physically and visually connected to historic Downtown Truckee. The interface between historic Truckee and the Railyard Master Plan Area should be carefully considered through strong pedestrian connections.

LU-RY-2 Accommodate community serving uses, such as a transit center, post office, community center or auditorium, local governmental facilities, library, and similar uses within the subarea.

LU-RY-3 Provide a variety of housing densities and types within the Railyard's districts.

LU-RY-4 Integrate new public parks and small public spaces into the community design of the Railyard, to provide opportunities for both passive and active recreation, events and community gatherings, and outdoor open space activities.

LU-RY-5 A pedestrian and bicycle railroad crossing from the Donner Pass Road Extension to East River Street shall not be precluded with build-out of the Railyard Master Plan. To ensure the feasibility of a future bicycle and

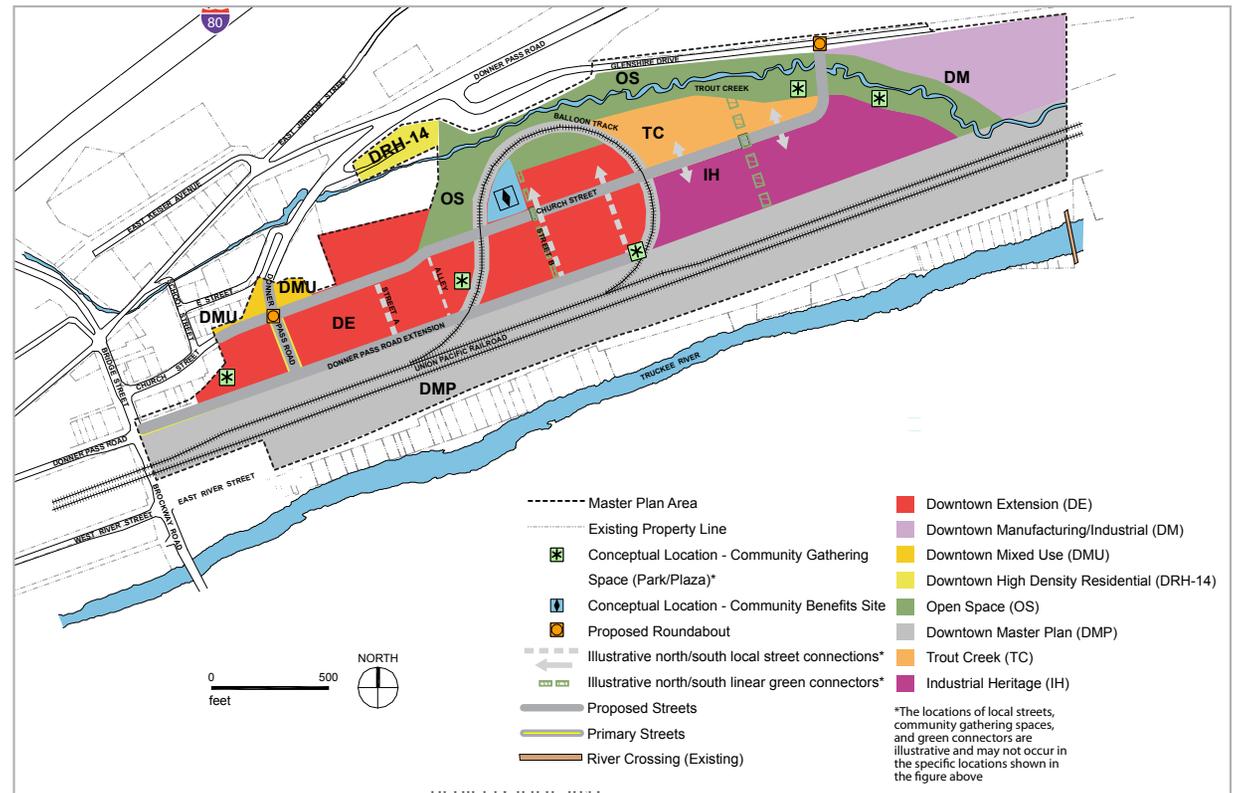


Figure 2-4: Railyard Master Plan Districts

pedestrian connection between East River Street and the Railyard, the infrastructure plans for development east of the balloon track shall include 30 percent design level drawings of a bicycle and pedestrian crossing under the tracks.

LU-RY-6 Celebrate the railroad as a component of Truckee's past as part of new development in the Railyard.

### 2.5.6 Cemetery Subarea

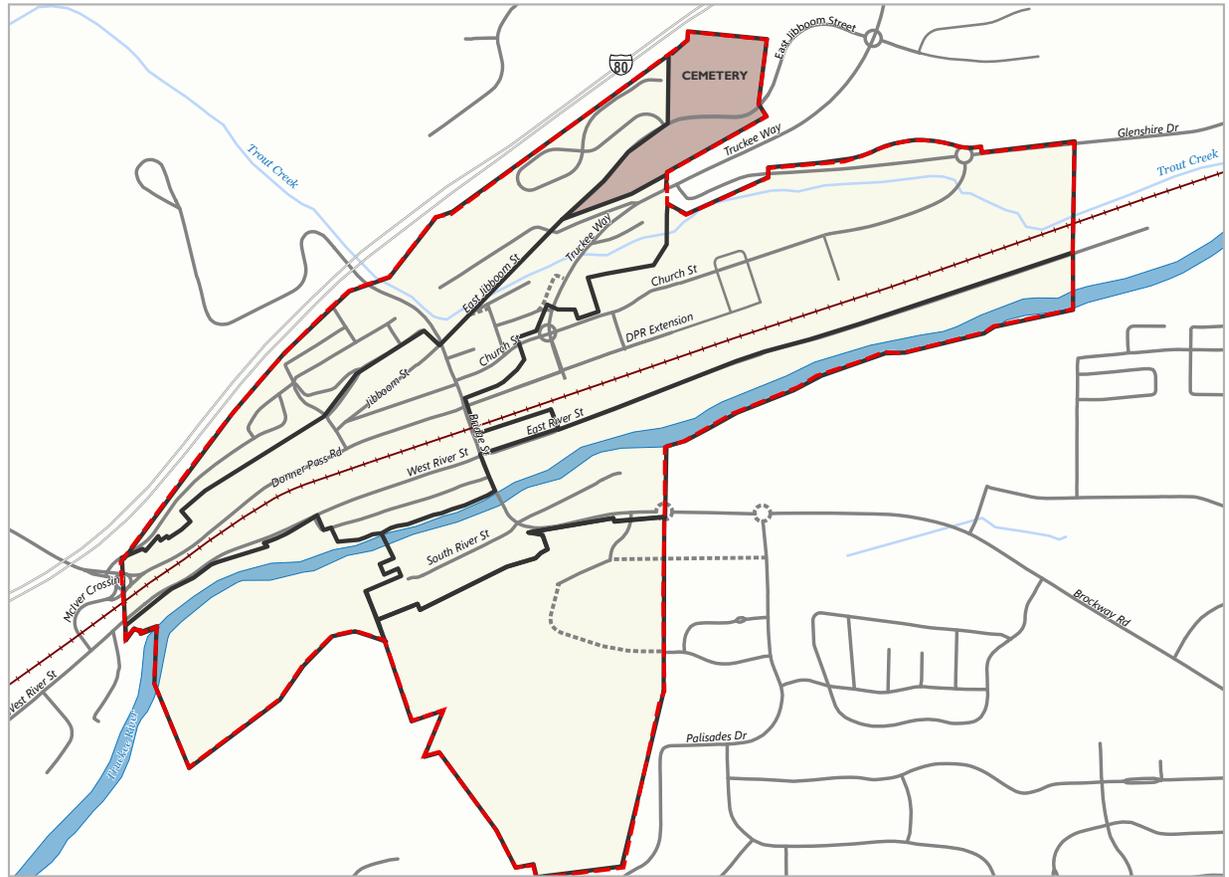
This area is prominently located along I-80, near the off-ramp to Truckee Way, coming into the eastern gateway of Downtown Truckee. This area contains the cemetery and undeveloped land, designated high density residential and public.

#### Cemetery (C) Subarea Policies

LU-C-1 Cluster development to protect aspen groves and other native trees, as well as scenic rock outcroppings, historic and cultural resources, and other significant natural resource values.



Cemetery Site



Cemetery Subarea

## 2.6 Projected Plan Growth

### 2.6.1 Projected Downtown Growth

Table 2.2 identifies the existing development (based on data available through 2018) and projected growth by land use category in the DTP, analyzed in the project environmental analysis. The future growth projections assume a 20-year build-out that will occur through:

- ▶ New development with applications in process or which have been approved.
- ▶ Infill on vacant or underutilized parcels (underutilized includes parcels with an improvement value to land value ratio [IV/LV] equal or less than 0.5).
- ▶ Development in the Downtown Master Plan Areas (as described in Section 2.5).
- ▶ Development within catalytic Downtown opportunity sites, described in Section 2.6.1 and provided in Appendix A.

Subsequent environmental analysis may be required for projects exceeding the area totals assumed by the environmental analysis.

### 2.6.2 Downtown Opportunity Sites

Several catalytic opportunity sites were studied to understand the desired type of uses and character of new development in Downtown Truckee. These Downtown opportunity site concepts were presented in a virtual workshop that included a community survey made available for community input between April and July 2020.

The opportunity site concepts shared were not formal development applications, but used

to understand the potential development character and improvements acceptable to the Truckee community. The Downtown Opportunity Site Concepts are included in Appendix A, “Truckee 2040 Downtown Community Outreach.”

### 2.6.3 Subarea Growth Characteristics

Growth in the respective subareas is expected to take place in the following forms.

**Downtown Commercial Core** – Future growth is planned or anticipated in the commercial and office categories. This growth will occur primarily from infill commercial and office uses in the Brickelltown and Church Street areas and new infill commercial, residential, and work-live uses along Jibboom Street. A new parking garage on Jibboom Street and the potential to relocate the Post Office is considered. The concept for a parking garage, work-live, and mixed-use development is described and illustrated in Appendix Section A.2, Site 2. The opportunity for a public event space at the corner of Donner Pass Road and Bridge Street is described and illustrated in Appendix Section A.2, Site 5.

**North Downtown Residential** – Future growth will occur mainly in the high density residential category with some infill single-family residential development. To support opportunities for additional residential growth in Downtown, the DTP envisions the relocation of the Caltrans maintenance facility and replacing it with a diverse mix of workforce housing, as described and illustrated in Appendix Section A.2, Site 3.

**River Corridor** – Land use assumptions for this area, for the purposes of analysis, reference the Truckee Springs Master Plan development option for a maximum of 40 single-family units, although this property has since been purchased for preservation as open space. Other plans in this subarea consider the potential to relocate and replace aging industrial uses along River Street for more compatible land uses, a new riverfront park, and trail connections to the Truckee River Legacy Trail.

**River Mixed-Use** – This area will experience minor infill growth, primarily with high density residential, single-family residential, duplex, triplex, or fourplex development, accessory dwelling units, and some commercial or mixed-use development.

**Hilltop** – This area is planned for a significant amount of additional growth in the residential, commercial, and office categories. Table 2-2 references the development potential in the Hilltop Master Plan. Additional site design concepts have been studied for the Hilltop Master Plan Area during the Truckee 2040 visioning process, as summarized and illustrated in Appendix Section A.2, Site 6.

**The Railyard** – This is a developing new area for Downtown Truckee. The Railyard Master Plan land use and development assumptions are identified in Table 2-2. Plans include the potential for a bus transit center at the Railyard.

**Cemetery** – This area to the west of the Coburn Crossing development is the site of the historic cemetery and other undeveloped lands. It will experience some new growth in the form of expansion of the cemetery and some clustered residential development.

Table 2-2 Downtown Truckee Plan Land Use Table - Existing and Projected Growth

	Single-Family Residential Units	Multi-Family Residential Units	Lodging Units	Commercial (square feet floor area)	Office (square feet floor area)	Industrial (square feet floor area)	Public / Civic (square feet floor area)	Park / Open Space (acres)
<b>North Downtown Residential &amp; Cemetery</b>								
Existing Development <sup>[1]</sup>	63	58	10	0	0	63,300	0	1.0
Growth Increment <sup>[2]</sup>	10	135	0	3,300	15,000	(30,000)	0	0
<b>Subarea Build-out Total</b>	<b>73</b>	<b>193</b>	<b>10</b>	<b>3,300</b>	<b>15,000</b>	<b>33,300</b>	<b>0</b>	<b>1.0</b>
<b>Downtown Commercial Core</b>								
Existing Development <sup>[1]</sup>	61	42	50	196,200	39,800	16,400	9,300	1.0
Growth Increment <sup>[2]</sup>	9	106	0	35,559	0	(3,050)	0	0
<b>Subarea Build-out Total</b>	<b>70</b>	<b>148</b>	<b>50</b>	<b>231,759</b>	<b>39,800</b>	<b>13,350</b>	<b>9,300</b>	<b>1.0</b>
<b>River Corridor</b>								
Existing Development <sup>[1]</sup>	1	0	0	0	0	0	0	0
Growth Increment <sup>[2]</sup>	0	0	0	10,946	0	(4,009)	0	1.4
<b>Subarea Build-out Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10,946</b>	<b>0</b>	<b>(4,009)</b>	<b>0</b>	<b>1.4</b>
<b>River Mixed-Use</b>								
Existing Development <sup>[1]</sup>	55	4	10	2,000	3,800	14,600	0	0
Growth Increment <sup>[2]</sup>	27	92	30	9,603	0	0	0	0
<b>Subarea Build-out Total</b>	<b>82</b>	<b>96</b>	<b>40</b>	<b>11,603</b>	<b>3,800</b>	<b>14,600</b>	<b>0</b>	<b>0</b>
<b>Railyard</b>								
Existing Development <sup>[1]</sup>	0	0	0	15,900	11,700	26,300	0	0
Growth Increment <sup>[2]</sup>	12	552	60	58,000	45,000	0	0	0
<b>Subarea Build-out Total</b>	<b>12</b>	<b>552</b>	<b>60</b>	<b>73,900</b>	<b>56,700</b>	<b>26,300</b>	<b>0</b>	<b>0</b>
<b>Hilltop</b>								
Existing Development <sup>[1]</sup>	1	30	0	1,000	0	800	0	0
Growth Increment <sup>[2]</sup>	46	249	60	52,000	0	0	0	0
<b>Subarea Build-out Total</b>	<b>47</b>	<b>279</b>	<b>60</b>	<b>53,000</b>	<b>0</b>	<b>800</b>	<b>0</b>	<b>0</b>
<b>Existing Total <sup>[1]</sup></b>	<b>181</b>	<b>134</b>	<b>70</b>	<b>215,100</b>	<b>55,300</b>	<b>121,400</b>	<b>9,300</b>	<b>2.0</b>
<b>Total Growth Increment <sup>[2]</sup></b>	<b>104</b>	<b>1,134</b>	<b>150</b>	<b>169,408</b>	<b>60,000</b>	<b>(37,059)</b>	<b>0</b>	<b>1.4</b>
<b>DTP Projected Build-Out Total</b>	<b>285</b>	<b>1,268</b>	<b>220</b>	<b>384,508</b>	<b>115,300</b>	<b>84,341</b>	<b>9,300</b>	<b>3.4</b>

**Notes:**

[1] Existing development is based on transportation data available through 2018. The build-out total accounts for projected development within the Master Plan Areas, including Railyard and Hilltop that supersede existing development totals. Totals no longer include Truckee Springs, which is anticipated to be protected in open space.

[2] Growth increment is based on proposed development in the pipeline; infill growth on vacant and underutilized sites; as well as, development on catalytic opportunity sites (summarized in the DTP Section 2.6).

Existing Data Source: Nevada County Assessor's Parcel Data, LSC Transportation, Inc.

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# Mobility and Parking

## 3.1 Introduction

This chapter of the Downtown Truckee Plan (DTP) addresses necessary improvements to roadway, transit, bicycle, pedestrian, and parking facilities. The following are the general guiding policies addressing mobility:

- M-1 Facilitate efficient and safe movement of vehicles while enhancing the pedestrian-oriented environment, emphasizing people over cars and use of public transit.
- M-2 Support bike, pedestrian, transit, transportation demand management, and other transportation solutions that reduce automobile dependence, traffic congestion, and air pollution.
- M-3 Ensure circulation and parking improvements do not detract from the historic character of the Downtown Commercial Core subarea.

Circulation network improvements identified in this chapter, in conjunction with streetscape improvements addressed in Chapter 4 of this Plan, reinforce the vision to continue Downtown Truckee’s transformation into a more pedestrian-friendly area.

This chapter organizes the mobility and parking elements of the DTP as follows:

- ▶ Section 3.2 describes the roadway types and recommended improvements to facilitate traffic flow in Downtown Truckee.
- ▶ Section 3.3 addresses existing and proposed future transit services to meet Truckee’s mobility needs.
- ▶ Section 3.4 addresses bicycle and pedestrian circulation.
- ▶ Section 3.5 addresses current and planned parking improvements and management strategies.

## 3.2 Downtown Roadways

Downtown Truckee experiences traffic congestion, particularly during peak summer and winter periods. The Reimagine Bridge Street project (under way in 2024 or 2025) will help improve vehicular and pedestrian safety of the Bridge Street/Donner Pass Road and Bridge Street/River Street intersections. Railroad traffic and short queuing lengths at this intersection, as well as lack of access over the railroad tracks, have historically created traffic delays and impacts in Downtown at

this location. However, alternative railroad track and river crossings will be explored as development at the Railyard and other opportunities become available.

The Town of Truckee developed a computerized traffic model for the townwide Truckee 2040 General Plan and Downtown Truckee Plan update process. Land use projections were developed for the DTP based on the projected 20-year or more growth identified in Table 2.1.

Future Downtown traffic impacts have been determined based on the projected growth in the DTP and through traffic generated by growth outside of the DTP. Improvements and alternatives to mitigate future traffic impacts are summarized in Section 3.2.3.

Section 3.2.1 and 3.2.2 describes the combination of roadway improvements which are intended to balance the needs for future traffic circulation with the protection of Downtown’s historic character. The traffic analysis is contained in the Draft EIR for the Truckee 2040 General Plan and Downtown Truckee Plan Update.

### 3.2.1 Roadway (R) Circulation Policies

The following policies were used to guide formulation of roadway improvements for Downtown Truckee:

- M-R-1 Downtown roadway improvements shall provide safe traffic circulation and crossings, while preserving the historic and scenic qualities of the area. Four-lane roadways and double left turn lanes in the DTP shall be prohibited. Signals installed should be compatible with the character of historic downtown.
- M-R-2 In order to reduce the magnitude of necessary roadway improvements, find opportunities to disperse rather than concentrate traffic.
- M-R-3 Roundabouts shall be considered where they provide a feasible, acceptable, and safe alternative to signalization.

### 3.2.2 Roadway Classifications

Truckee is served by a network of freeways, state highways, and roads, classified as major arterials, minor arterials, collectors, and local roads. Classifications for the roadway found in Downtown Truckee are shown in Figure 3-1 and described in Table 3-1.

Table 3-1: Downtown Truckee Plan Roadway Classifications

Roadway Type	Function and Design Factors	Applicable Roadways
Freeway	Freeways provide for inter-regional and intra-regional travel. They serve high speed traffic and are full access controlled with no at-grade crossings interrupting traffic flow. Interchanges typically connect to major or minor arterials.	▶ Interstate 80
Major Arterial (State Highway)	Major arterials provide for high mobility inter-regional and intra-regional travel. Major arterials are usually partial access controlled with a minimum number of intersections, primarily with other arterials or freeways.	▶ State Route 89
Minor Arterial	Minor arterials typically provide more land access than do major arterials, while still providing adequate mobility for accommodating longer distance trips. Many minor arterials have Class II bike lanes.	▶ Brockway Road ▶ Donner Pass Road ▶ Glenshire Drive ▶ Truckee Way ▶ West River Street
Collector	Collector streets provide both property access and traffic circulation between neighborhoods, commercial areas, and industrial zones. They extend into residential neighborhoods distributing trips from arterials through the area to their ultimate destinations.	▶ Church Street ▶ Donner Pass Road Extension ▶ Jibboom Street ▶ East Jibboom Street (portions) ▶ East River Street ▶ Palisades Drive
Local	All other facilities not listed above, are local roadways. These roads ultimately provide direct access to abutting properties and connections to arterials and collectors.	▶ All Other Roadways Not Identified Above

Source: Town of Truckee 2040 General Plan Existing Conditions Report, February 2019.

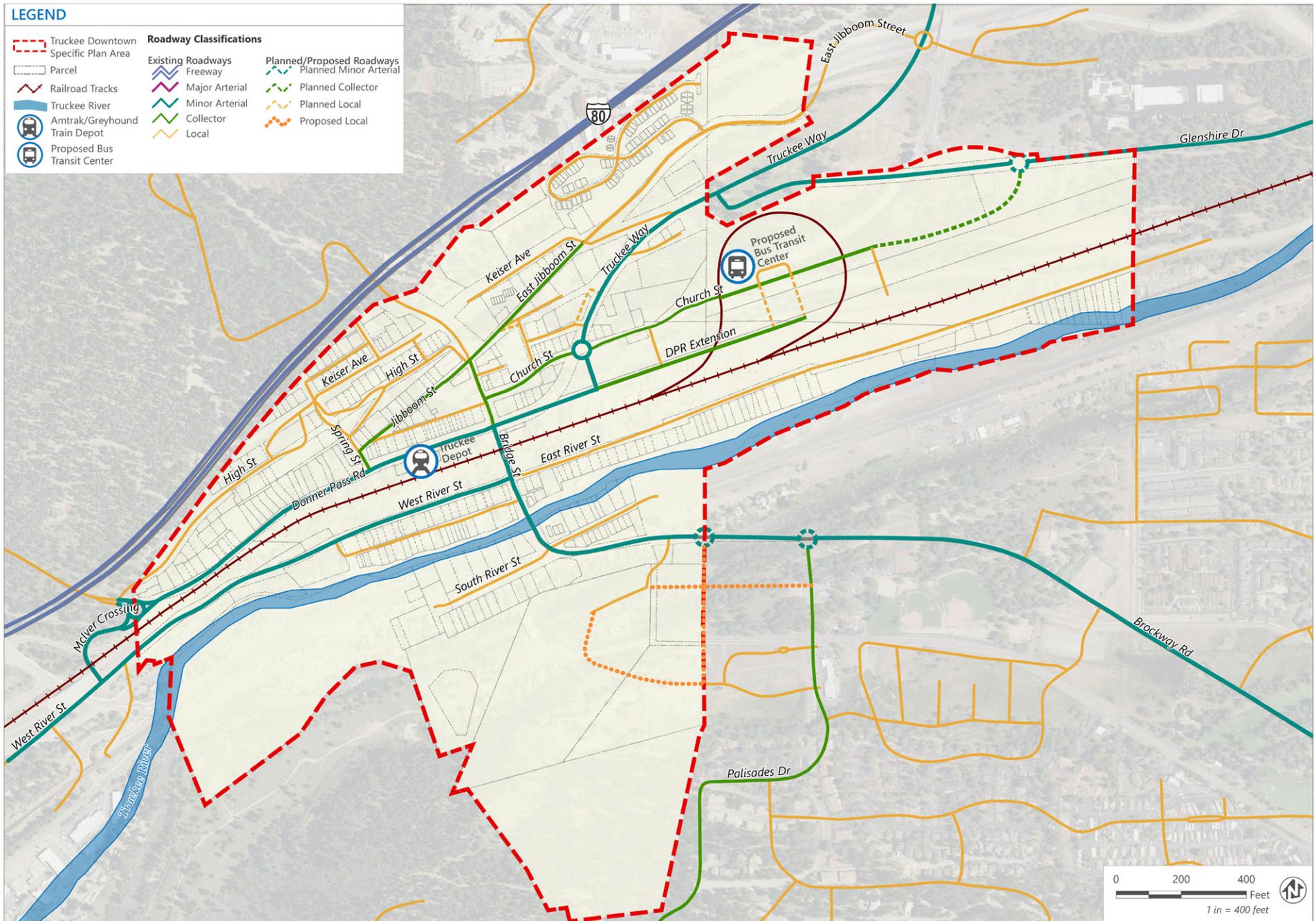


Figure 3-1: Roadway Circulation Network and Classifications

Note: Reflects improvements through February 2023.

### 3.2.3 Roadway Operation Improvements

Roadway improvements are necessary to serve the projected 20-year growth in the DTP. A time frame for construction is identified for each improvement. Locations of proposed improvements are shown in Figure 3.1.

This section focuses on roadway improvements which are capacity enhancing. Streetscape design improvements, such as widening, paving, striping, and alignment adjustments for the purpose of improving the appearance of Downtown Truckee and pedestrian circulation are addressed in Chapter 4.

#### Roadway Operation (RO) Improvement Policies

**M-RO-1 Intersection Improvements at Donner Pass Road and West River Street, at Bridge Street**– Implement intersection improvements at Donner Pass Road and West River Street, at Bridge Street, based on the recommendations of the Reimagine Bridge Street process when funding becomes available.

**M-RO-2 Easterly Railroad Crossing**– This improvement shall be studied in coordination with future development in the Railyard. Prior to any subdivision of land east of the balloon track, development in the Railyard shall ensure the feasibility of a future north-south roadway and pedestrian connection between the Master Plan area and East River Street. 30 percent design level drawings of a potential roadway and pedestrian connection shall be

prepared, with plans to be reviewed and approved by the Town Engineer. Prior to or concurrent with the Town’s approval of improvement plans or subdivision of land east of the balloon track, an easement to accommodate the connection will be required.

**M-RO-3 Easterly River Crossing**– This improvement may be required to address deficiencies in mobility, such as to accommodate future traffic volumes or improve pedestrian and bicycle connections. In order to make the easterly railroad crossing more effective at dispersing traffic from Bridge Street, a direct connection from East River Street to south of the river should be considered. From a traffic flow standpoint, this bridge is not necessary in the 20-year time frame of the Downtown Truckee Plan; however, the future alignment should be identified to protect the option of constructing the bridge in the future. Constructing the bridge in conjunction with the eastern undercrossing will reduce traffic impacts on East River Street, particularly if the alignment of the undercrossing provides a direct connection to the bridge. A potential alignment for a future river crossing should be identified, and its feasibility evaluated prior to constructing the easterly railroad crossing.



*Existing pedestrian and bike crossings of the Truckee River on the Truckee River Legacy Trail*

### 3.3 Transit Services and Improvements

The Town of Truckee operates public transit service for the developed portions of town, including the DTP. Bus routes are designed to serve and connect neighborhoods in Truckee to area destinations in the Truckee Tahoe area, including Downtown Truckee, Donner Lake, and nearby ski resorts. Figure 3-2 identifies the existing public bus transit routes that the Tahoe Truckee Area Regional Transit (TART) system currently provides in Truckee.

Currently, the existing Truckee Depot, located across the street from Commercial Row, serves as a multi-modal transit center for Amtrak train service, TART bus transfers, Greyhound bus lines, and ski area shuttle buses. The Transit Center Relocation Feasibility Study was prepared to plan for future transportation improvements in the area and considered relocating the bus transit center at the Railyard, while maintaining Amtrak and Greyhound bus service at the Truckee Depot. This would help alleviate some of the congestion associated with bus transfers that currently occurs at this location. Figure 3-3 identifies the potential transit routes of the planned public transit network identified in the *Truckee Long Range Transit Plan (LRTP)*. New routes outlined in the LRTP will be implemented as funding is secured, including future transit route updates to be planned in coordination with the potential relocation of the transit center within the north balloon track of the Railyard. Micro-transit is also being explored as an option to improve transit services throughout the Town.

As growth occurs, different forms of transit, including public and private transit services and the frequency of services will be expanded.

These include the potential for a circulator between the historic Truckee Depot and new transit center at the Railyard; continuing neighborhood shuttles to events, such as Truckee Thursdays; continuing private shuttles operated by the local area ski resorts; and/or the potential to reroute existing services.

#### Transit (T) Circulation Policies

- M-T-1 Maintain the Truckee Depot as the transfer point for connections to regional destinations via Amtrak and Greyhound, with pull-out space for TART bus and ski area shuttles until a new transit center is constructed.
- M-T-2 Develop the plans for a new transit

M-T-3

center in the Railyard for bus transfers and other facilities needed to accommodate TART and public and private shuttle services.

Actively work with local and regional organizations and agencies to continue existing transit operations and implement expanded transit services within and to the Town that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.

M-T-4

Evaluate the ability of micro-transit to improve efficiencies, reduce cost, and increase ridership in place of existing fixed route and Dial-A-Ride services.



Preferred Plan Location and Concept for the Truckee Transit Center Relocation Study  
Source: Truckee Transit Center Relocation Feasibility Study, October 2020

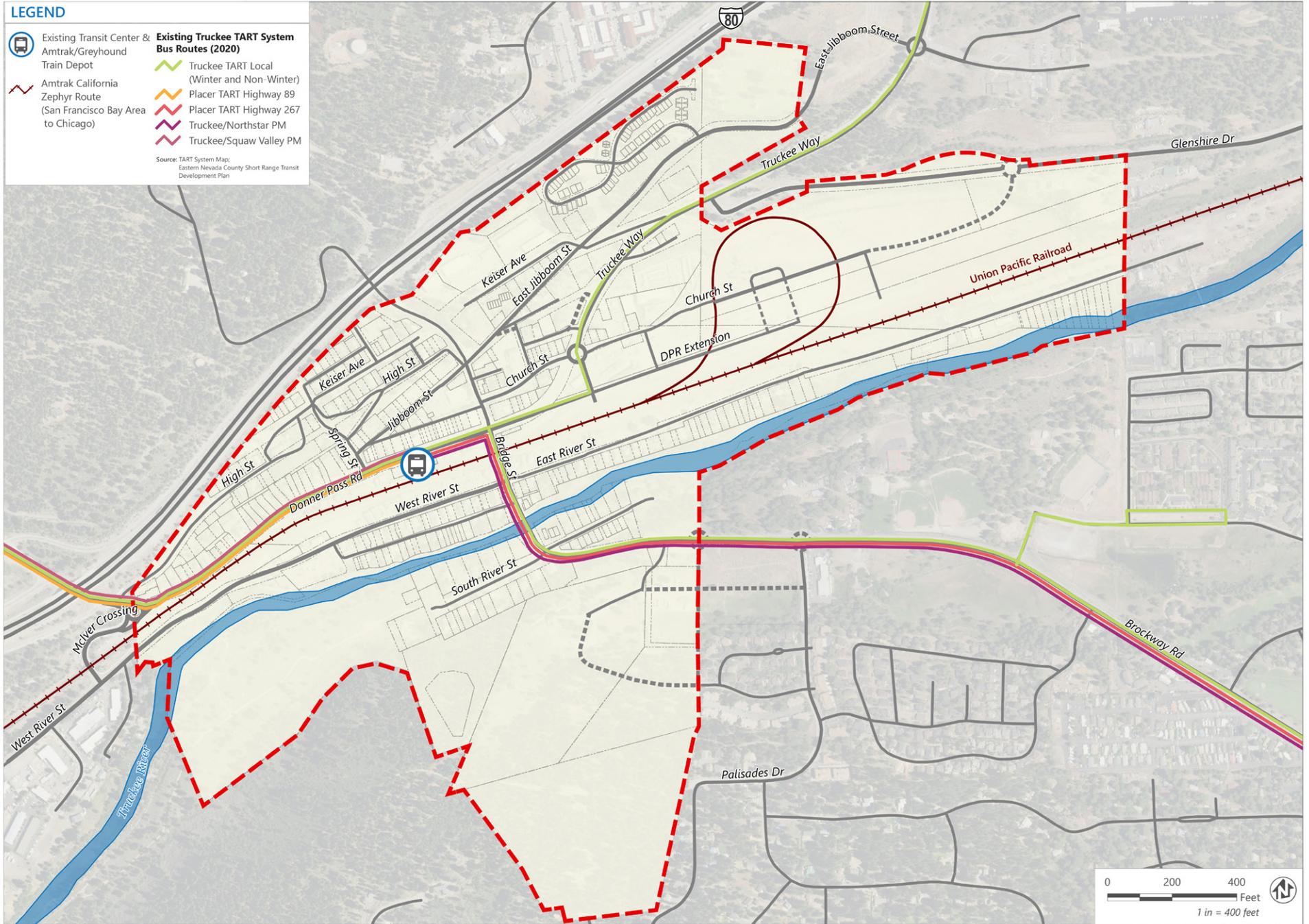


Figure 3-2: Existing Transit Services

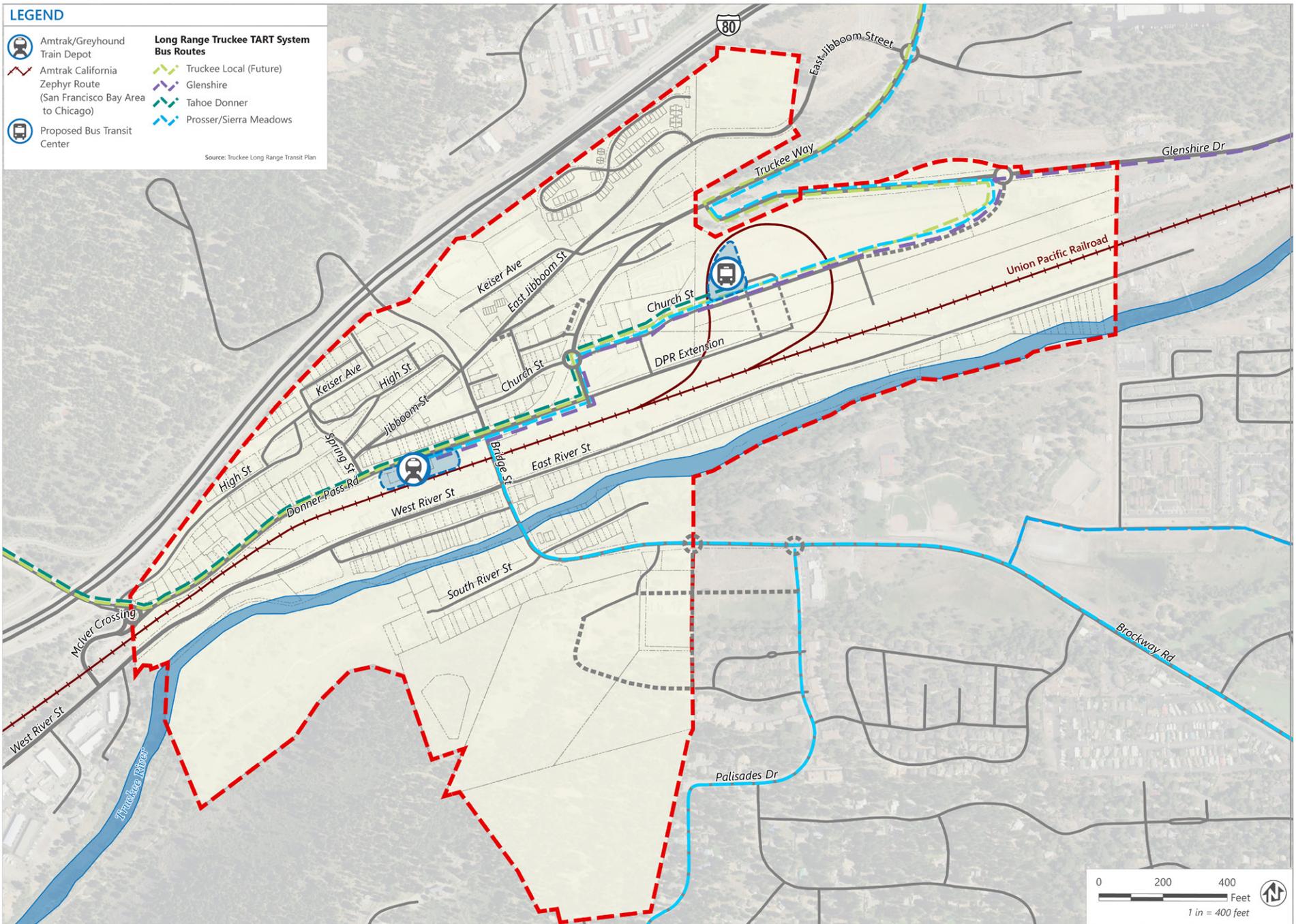


Figure 3-3: Planned Transit Services

### 3.4 Pedestrian and Bicycle Circulation

A safe and interconnected pedestrian and bicycle circulation network is one of the primary needs in Downtown Truckee. Pedestrian and bicycle routes are organized into a cohesive system that includes off-road trails, on-street bike lanes, and sidewalks. Primary pedestrian and bicycle circulation routes have been defined based on major traffic generators and destinations (Figures 3-4 and 3-5).

The following four types of pedestrian/bicycle routes are proposed within the DTP. Standards for these facilities are further described in the Truckee Trails and Bikeway Master Plan, amended in 2015.

- ▶ **Pedestrian Sidewalk** – This right-of-way shall be designated for the sole use of pedestrians.
- ▶ **Class I Bike Path** – Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians.
- ▶ **Class II Bike Lane** – Provides a designated striped lane on a roadway for the use of bicycles. Bike travel will flow with the direction of vehicular traffic.
- ▶ **Class III Bike Route** – Right-of-way designated by signs as a bike route shared with pedestrians and/or vehicles. This type of route is acceptable in areas of slow moving traffic (15 to 25 mph).
- ▶ **Trails** – These are unpaved paths which can be used by pedestrians and mountain bikes.



Class I Bike Path



Class II Bike Lane



Class III Bike Route

#### Bicycle Classifications

#### 3.4.1 Pedestrian and Bicycle (PB) Circulation Policies

The pedestrian and bicycle circulation network was developed based on the following policies:

- M-PB-1 Establish an integrated pedestrian and bicycle network which provides connections between public parks, destinations, and public parking areas.
- M-PB-2 Improve north-south pedestrian and bicycle connections over the railroad and river. Study the feasibility of new crossings as shown in Figure 3-4, consistent with the Town of Truckee Trails and Bikeway Master Plan.
- M-PB-3 Incorporate pedestrian/bicycle pathways into the construction of all proposed railroad crossings.
- M-PB-4 Design streetscape amenities to moderate the climatic effects of high winds, sun, and snow on pedestrians and bicyclists.
- M-PB-5 Promote the use of the pedestrian/bicycle network through publications, printed or stationary trail maps at public locations along the trail network and bicycle hubs in the Downtown.
- M-PB-6 Avoid significant impacts to environmentally sensitive areas when constructing pathways.
- M-PB-7 To reduce the real and perceived threat to pedestrians and bicyclists from vehicles, intersection safety improvements are planned as addressed further in Chapter 4, “Public Realm and Streetscape Design.”

### 3.4.2 Pedestrian Circulation

The purpose of pedestrian improvements is to encourage residents and visitors to experience and interact with Downtown Truckee, create a vibrant activity center, and reduce vehicular reliance while supporting other active transportation modes.

This section seeks to create a comfortable pedestrian experience in the Downtown Commercial Core area by closing gaps in pedestrian amenities and enhancing linkages between Downtown Truckee and surrounding trails, parks, and residential neighborhoods.

The overall pedestrian circulation network in Downtown Truckee is shown in Figure 3-4. The extensive trail network in the Truckee area provides opportunities for Downtown pedestrian paths to connect to larger trail systems. Examples are the Donner Lake Rim trail, the Great Race trail between Hilltop and Tahoe City, and the Truckee River Legacy Trail.



Wide sidewalks are found in the Downtown Commercial Core subarea.

Additional policies related to the design of pedestrian areas are contained in Chapter 4, “Public Realm and Streetscape Design.”

#### Pedestrian (P) Circulation Policies

- M-P-1 Create safe and comfortable pedestrian access on Church Street, Jibboom Street, Bridge Street north of Church Street, and along West River Street.
- M-P-2 Sidewalks widths may range from 6 to 12 feet or wider, depending on site conditions. Wider sidewalks shall be constructed in areas with a high volume of pedestrian traffic.



Continuous sidewalk improvements are needed along Church Street

### 3.4.3 Bicycle Circulation

Recreational and commuter bicycling, including electrical-assist bicycling, are popular among residents and visitors of Truckee. Regionally, the Tahoe Regional Planning Agency has prioritized a bike trail around Lake Tahoe and the Nevada County Transportation Commission has created a Bicycle Master Plan to identify on- and off-road bicycle facilities and support programs throughout Nevada County. The Town of Truckee adopted the amended Trails and Bikeways Master Plan in September 2015 to guide trails and bikeway planning throughout the town. The DTP is intended to implement this Master Plan in conjunction with the proposed improvements shown in Figure 3-5.



Bicycle hubs are encouraged as a Downtown amenity to enhance the town’s trail and bicycle network.

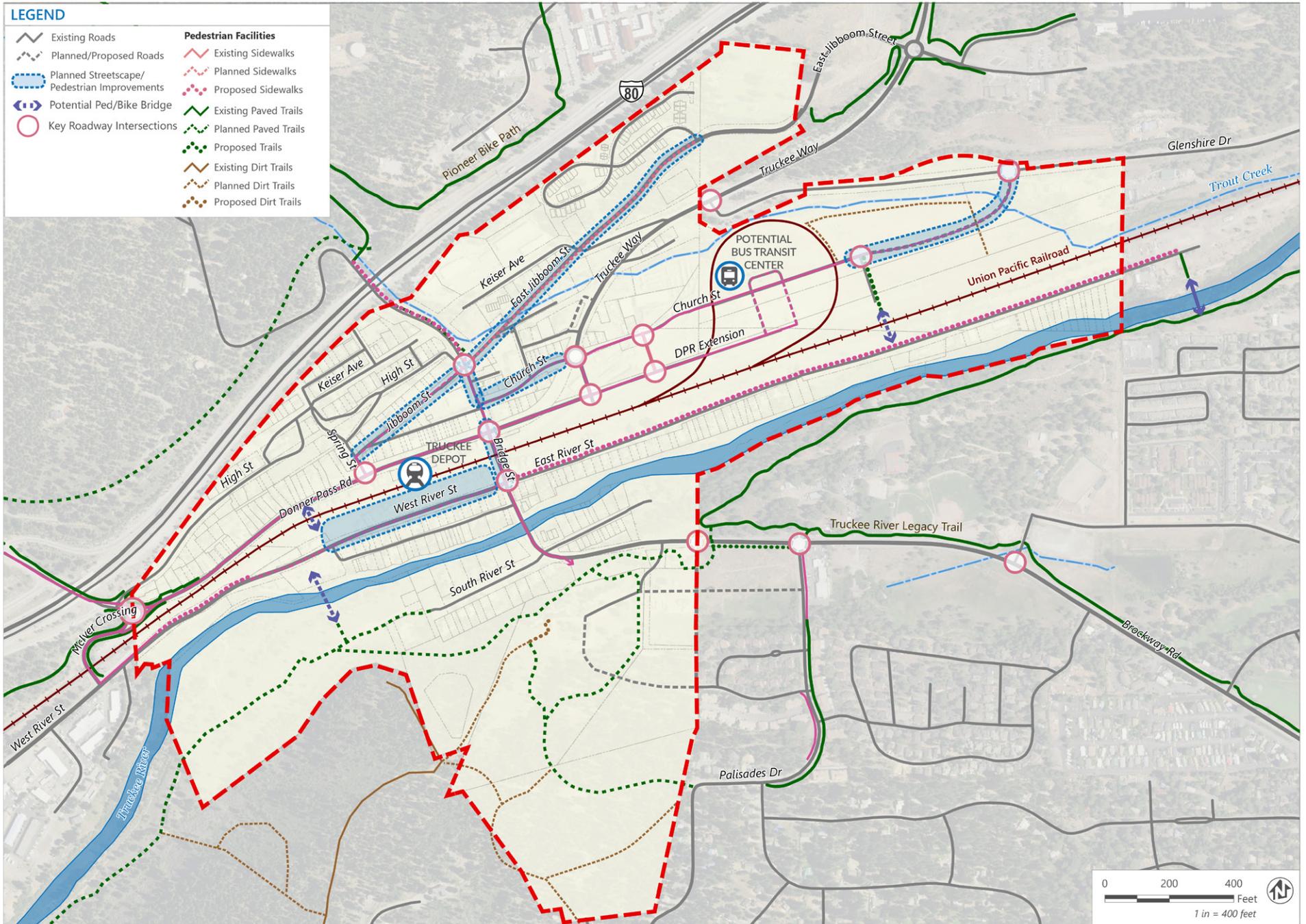


Figure 3-4: Pedestrian Circulation Network

Note: Reflects improvements through February 2023.

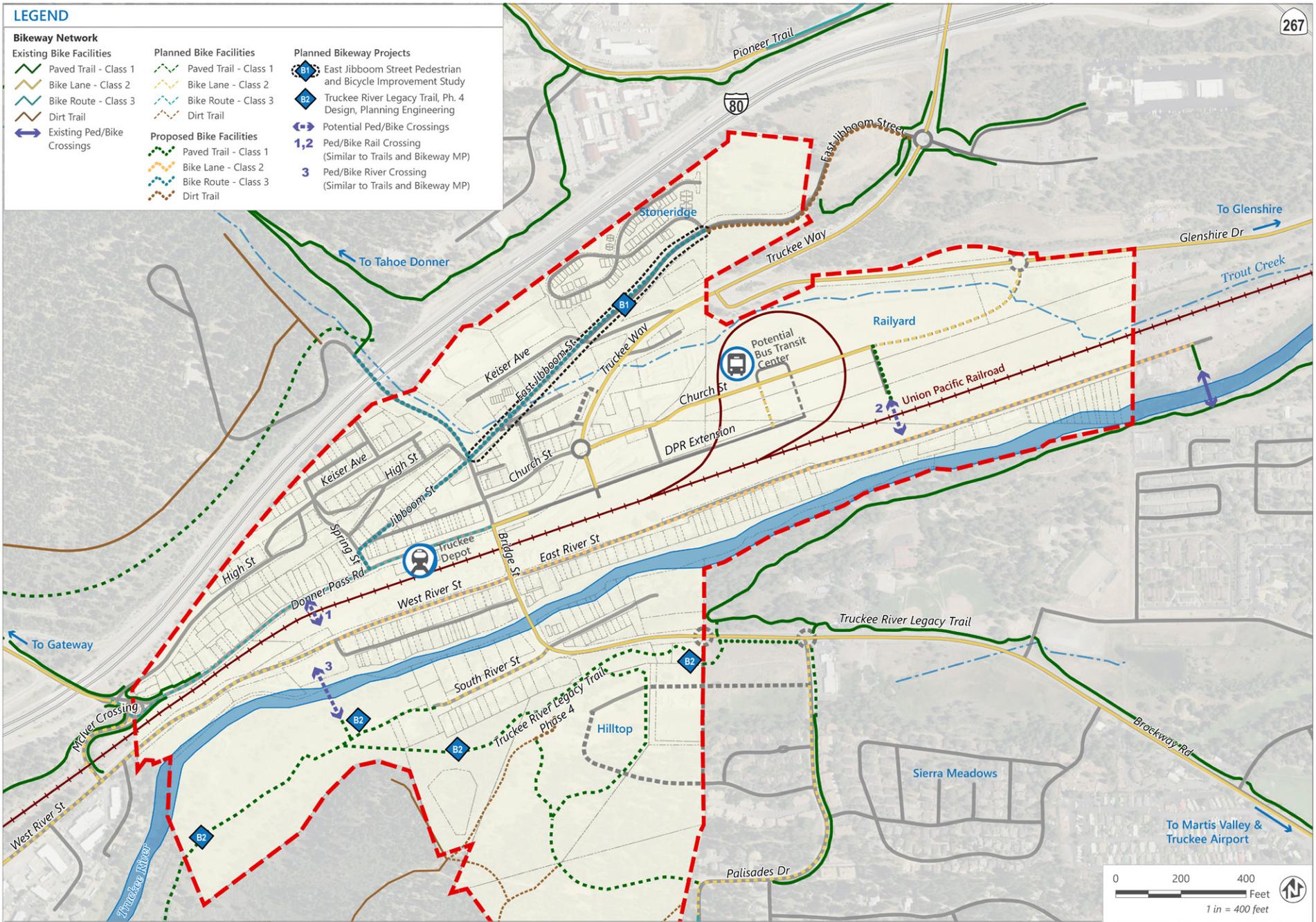


Figure 3-5: Bicycle Circulation Network

Note: Reflects improvements through February 2023.

### Bicycle (B) Circulation Policies

- M-B-1 Coordinate with Nevada County and Placer County on connections to bikeways along the Truckee River Legacy Trail and other regional trails. Such connections include links to Tahoe City and Northstar along SR 267 and SR 89.
- M-B-2 Bikeway improvements shall comply with the design standards for Class I bike paths, Class II bike lanes, and Class III bike routes, and other bicycle facilities in the Trails and Bikeway Master Plan.
- M-B-3 Construct Class I bike paths and Class II bike lanes instead of Class III bike routes, where feasible.
- M-B-4 Keep Class II and III bikeways free of vertical obstructions, and align drainage grates perpendicular to the direction of traffic flow.
- M-B-5 Install bicycle parking racks at key destinations, such as parking areas and transit stops and as part of private development projects, as required by the Truckee Development Code.



*Artistic bike racks enhance the identity of Downtown Truckee.*

### 3.5 Parking

Parking in Downtown Truckee is provided through a combination of private business parking and shared public parking implemented through the Downtown Parking District. This section focuses on on-street and off-street public parking sites with Downtown Truckee. This includes public on-street parking within the street right-of-way and off-street parking provided in surface parking lots or structures, including within the Union Pacific Railroad right-of-way. Existing and planned or potential parking improvements in the Downtown Parking District are shown in Figure 3-6.

A comprehensive Parking Management Plan was prepared for the Railyard Master Plan Area in 2017. The *Railyard Master Plan Area Parking Management Plan* (Railyard Parking Master Plan) expands the Downtown Parking District to encompass the Railyard development.

The *Town of Truckee Parking Action Plan* (Parking Action Plan) was adopted in 2019. The Parking Action Plan includes recommended goals and strategies for parking demand management, employee parking, residential parking, enforcement, loading zones, electric vehicle charging, shared parking, special events, wayfinding, and transportation demand management. The recommendations of this Plan shall be reference in the design of future parking in the Downtown.

The Railyard Parking Management Plan, the Parking Action Plan, and planned or proposed parking improvements identified in Figure 3-6 serve as the basis for the updates to this section of the DTP. In the subareas outside the Downtown Parking district, including within

other Master Plan subareas, parking will be determined by on-site parking requirements contained in the Development Code or as addressed by the applicable Master Plan.

### 3.5.1 Parking (P) Policies

The following policies guide the parking strategy for the Downtown Parking District:

- P-1 New development in Downtown Truckee must address its required parking demand on-site or participate in the Downtown Parking District. Benefiting properties in the Parking District may be required to pay for additional public parking to accommodate existing private parking shortfalls, as needed to manage the public parking supply.
- P-2 Provide a parking app to direct tourists unfamiliar with Truckee to public off-street parking areas and implement variable parking pricing to encourage non-motorized travel.



*Parking structures are encouraged to incorporate active ground floor retail and office uses.*

- P-3 Designate employee parking in and near the Downtown Commercial Core subarea that does not compete with tourist, shopper, or residential parking.
- P-4 Update the Parking District for Downtown, when needed, to improve parking for new infill development while ensuring efficient use of existing and new parking areas.
- P-5 Develop parking facilities compatible with the character of the Downtown Commercial Core subarea. Parking structures shall be constructed to incorporate new retail and office space and/or housing with an architectural theme that complements the historic setting of Downtown Truckee.
- P-6 New development and expansion or use conversion of existing development will be subject to the parking requirements contained in the Development Code, including for shared and off-site parking.



*Provide uniform parking identification signage for public parking lots in the Downtown.*

- P-7 Encourage the Post Office to relocate to an area within the Railyard. Incentivize and work with public and private entities to fund and implement a parking structure on this site with ground floor commercial uses.
- P-8 Provide uniform parking identification signage for public parking lots in Downtown Truckee. Coordinate the look of the parking signage with an overall branded public signage system for Downtown Truckee.
- P-9 Review and update the parking in-lieu fee to better reflect the current costs of constructing new parking and maintaining existing parking.

### 3.5.2 Public On-Street Parking Improvements

Planned streetscape improvements in the Downtown Commercial Core and Railyard subareas will result in the creation of striped and paved on-street parking as shown in Figure 3-6. These new on-street parking improvements are addressed in more detail in the Railyard Parking Management Plan and by streetscape improvement projects identified in Chapter 4. Refer to the Development Code Chapter 18.48 (Parking and Loading Standards) and Chapter 18.50 (Parking Design Guidelines) for applicable parking space and design requirements for private development, outside of the Railyard Master Plan Area.

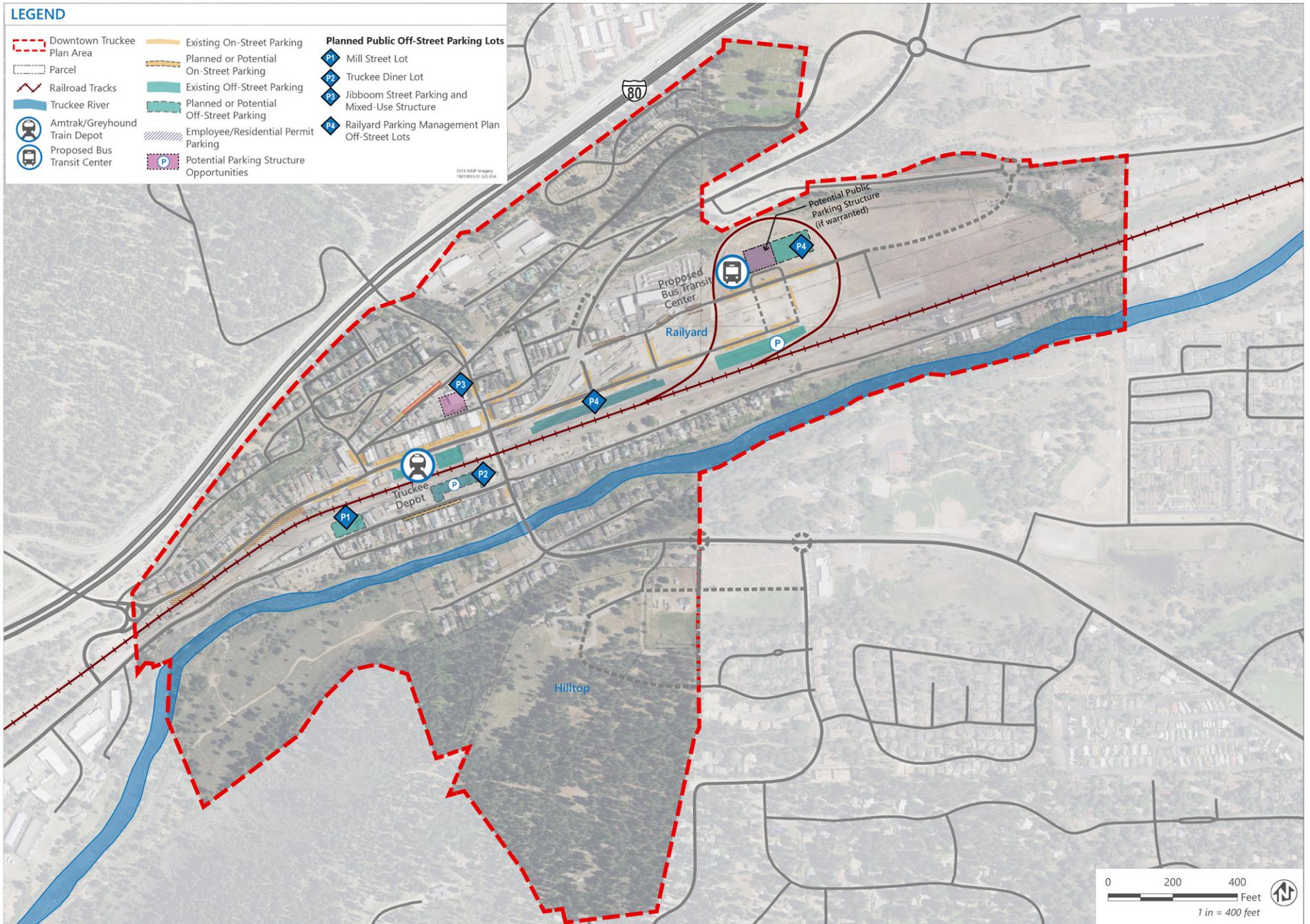


Figure 3-6: Parking Management District

### 3.5.3 Public Off-Street Parking Lot Improvements

To accommodate the existing parking shortfall, replace parking lost to Downtown improvements, and provide public parking to support future growth. The following off-street parking lots and improvements are proposed.

1. **Mill Street Lot**- A new surface lot is planned on the north side of West River Street, approximately 200 feet west of where Mill Street would intersect with West River Street. This lot is proposed to accommodate approximately 53 parking spaces. A conceptual design of the lot is shown in Figure 3-7.
2. **Truckee Diner Lot**- This existing surface lot, adjacent to the Jax at the Tracks Diner, is proposed to be reconfigured with planned improvements on West River Street, to have 82 paid public and employee/residential permit parking spaces, an increase in 32 spaces. A conceptual design of the lot is shown in Figure 3-8.

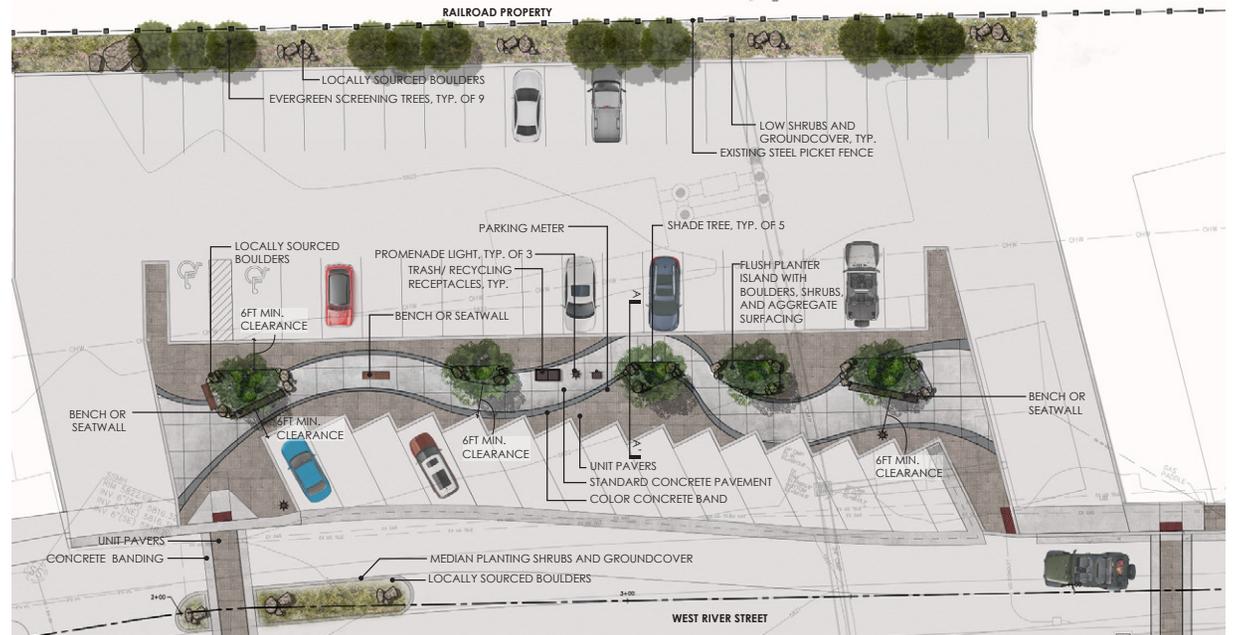


Figure 3-7: Mill Street Lot

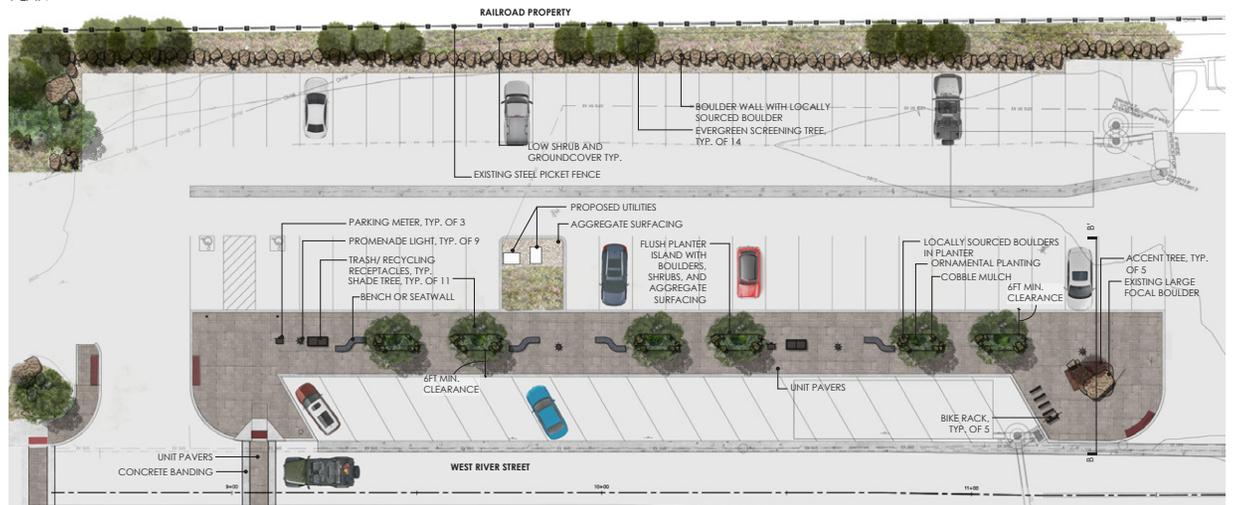


Figure 3-8: Truckee Diner Lot

Source: West River Streetscape Project  
30% Design, February 2022  
Lumos & Associates, CALA

3. **Jibboom Street Parking and Mixed-Use Structure**– A new parking structure concept has been suggested for the south side of Jibboom Street at the site of the existing post office, containing retail or office spaces at the street level along Bridge Street and apartments wrapping the parking structure along Jibboom Street. This parking and mixed-use structure is estimated to accommodate approximately 136 parking spaces wrapped with retail and apartment uses. A conceptual sketch of the structure is shown in Figure 3-9. Critical to the function of the parking and retail structure is an access point to Commercial Row from the rear alley and Jibboom Street.

4. **Railyard Master Plan Area Parking Management Plan**– Parking planned in the Railyard will add to the parking supply adjacent to the Downtown Commercial Core, while accommodating new growth and demand at the Railyard. To maximize the amount of customer parking in the Downtown Commercial Core subarea, longer term employee spaces are being provided along the extension of Donner Pass Road into the Railyard, providing easily accessible parking adjacent to Commercial Row.



Railyard Phase 1 roadway and parking improvements along the extension of Donner Pass Road  
Source: Truckee Railyard website



Figure 3-9: Jibboom Street Proposed Parking Garage



Example of a parking garage lined on the ground floor with storefront commercial uses

### 3.5.4 Downtown Parking District

Together, public on-street and off-street parking spaces comprise a parking system for the Downtown. Each element of the system is related and changes in either element affect the operation of the whole. Parking management consists of the day-to-day functions that make these two systems work efficiently. Enforcement, adjudication, collection of fees and fines, signs, markings, security, installation, maintenance, and collection of revenues from meters are all part of the parking operations of the Downtown Parking District.

Parking management is important for several reasons. The most important being the increase in effective parking supply avoids over parking where valuable development real estate should be prioritized, to create an active and vibrant Downtown environment. By increasing the turnover of on-street spaces, applying appropriate time limits, and encouraging long-term parking in off-street areas or structure(s), the effective parking supply for short-term users can be increased.

General strategies that are being implemented with the parking management program are summarized below. The parking management program will need to be modified as new parking areas are constructed through an ongoing process of responding to changes occurring in the Downtown.

**Time Limits and Parking Fees**– Off-street lots, including the Jibboom Street structure, should provide for longer-term parking than on-street spaces. This will maximize the available

supply of parking and parking turnover in prime locations adjacent to businesses. Where parking fees are charged, the amount of the fees will be determined and coordinated with other elements of the Parking Management program. To maximize the effectiveness of satellite parking, portions of the Railyard will be free-of-charge and without short-term time limitations for employees. If fees are instituted in the Jibboom Street or other potential parking structures, merchant validation should be evaluated during preparation of the Parking Management Program.

**Parking Meters**– Parking meters promote parking turnover, distribute limited on-street parking time equitably, provide space for short-term shopping or business clients, and generate revenue. The on-going management and addition of new parking meters in the Downtown will be coordinated with the Parking Management Program and future streetscape improvements in the Downtown.

**Parking Fines and Enforcement**– The Parking Management Program details how all parking restrictions will be enforced.

**Employee Parking**– Employee parking should be provided in the Railyard and Mill Street lots. Employee parking should be identified on maps and monitored, including an educational program about the costs of parking in customer spaces and an incentive program for using employee parking.

**Residential Parking Program**– Designate Preferential Parking Zones (PPZs) to limit non-residential or customer parking in

residential neighborhoods where such parking is negatively impacting the residential area. PPZs restrict on-street parking for vehicles without a permit, while exempting area residents and guests with displayed parking permits. Vehicles parked off the street, such as in driveways, would not need a permit.



*Parking meters coordinated with streetscape elements in the Downtown Commercial Core subarea.*



*A uniform system of signage for public parking lots will assist Downtown visitors with wayfinding.*





# Public Realm and Streetscape Design

## 4.1 Introduction

The streetscape refers to the public space adjoining Downtown’s roadways and includes the roadway and landscaped medians, on-street bike facilities and parking areas, landscape planters, sidewalk and sidewalk pedestrian amenities, such as benches and streetlights. The “public realm” features addressed in this chapter include streetscapes, gateways, plazas, public art, and other Downtown public open space amenities.

Streetscape design improvements can help establish a sense of visual continuity through Downtown Truckee, while at the same time enhance the unique qualities of subareas, such as the Downtown Commercial Core, Railyard, and Hilltop. Section 4.2 provides the streetscape policies applicable to all areas of the Downtown. Sections 4.3 through 4.5 describe public realm improvements in Downtown’s mixed-use subareas, including the Downtown Commercial Core, Railyard, and River Mixed-Use subareas, which are the focus of Downtown’s streetscape improvements. The Hilltop and Railyard subareas will be developed in accordance with the streetscape design concepts and policies associated with each of their Master Plans, which have been prepared to coordinate with streetscape improvements in Downtown Truckee.

Along Commercial Row, streetscape features, such as sidewalks and historic street lights, contribute to the area’s sense of visual continuity. Recent streetscape improvements have brought greater design consistency in street furniture, landscaping, sidewalks, and other features of the streetscape design into other parts of Downtown Truckee. The Downtown Historic Design Guidelines included as Appendix B of this Plan includes a chapter on design guidelines for public improvements that preserve Downtown’s historic character through various historic context districts. These guidelines should be referenced for streetscape design and public realm improvements in Downtown Truckee.

Additional design guidance for pedestrian amenities, including benches, planters, waste receptacles, bike racks, tree grates, bollards, transit shelters, kiosks, and lighting are discussed in further detail in Section 4.4 of this chapter. The degree to which these improvements are integrated in each subarea will vary, reflecting the anticipated level of pedestrian use and relationship to other local site features.



*Streetscape improvements along Commercial Row*



*Streetscape design improvements along Commercial Row*

## 4.2 Guiding Policies

The following policies guide the design of the public realm/streetscape in Downtown Truckee:

- PR-1 Provide decorative paving, lighting, landscaping, and furnishings that matches or coordinates with existing Downtown improvements, while maintaining an eclectic character that makes Truckee unique. Focus decorative paving and special streetscape treatment on primary commercial-oriented streets in the Downtown Commercial Core, Railyard, and River Street Mixed-Use subareas, including Donner Pass Road, Church Street, Jibboom Street, Bridge Street, and West River Street.
- PR-2 Use decorative paving to identify pedestrian areas.
- PR-3 Coordinate the streetscape elements in other Downtown subareas and Master Plan areas with improvements in the Downtown Commercial Core.
- PR-4 Implement zoning standards that support an enhanced pedestrian experience (outdoor dining subject to limitations, retail display, and public art).
- PR-5 Consolidate and screen trash dumpsters and recycling bins to improve their appearance.



*Focus special streetscape treatments on new commercial streets, similar to the streetscape improvements along Commercial Row.*



*Update zoning standards to support comfortable outdoor dining experiences.*

## 4.3 Streetscape Design Improvements

Figure 4-1 summarizes the existing and planned streetscape design improvements in the DTP area. Phases 1 and 2 of streetscape improvements for the Railyard Master Plan, between Donner Pass Road and the eastern balloon track have recently been installed, as guided by the Truckee Railyard Streetscape Plan. Figures 4-2 and 4-3 illustrate the streetscape design concepts for planned improvements under way in the Downtown, including at:

- ▶ Bridge Street, between Donner Pass Road and West/East River Street; and
- ▶ West River Street, between Bridge Street and Mill Street.

The streetscape concepts illustrate the character of proposed improvements, including the location of sidewalks and landscape planters or tree wells, crosswalks, on-street and off-street parking, and bike facilities, where provided. Other planned streetscape improvements in the Downtown area are identified in Figure 4-1 and include:

- ▶ Jibboom Street, between Spring Street and Bridge Street;
- ▶ Church Street, between Bridge Street and Truckee Way; and
- ▶ Bridge Street, between Jibboom Street and Truckee Way.

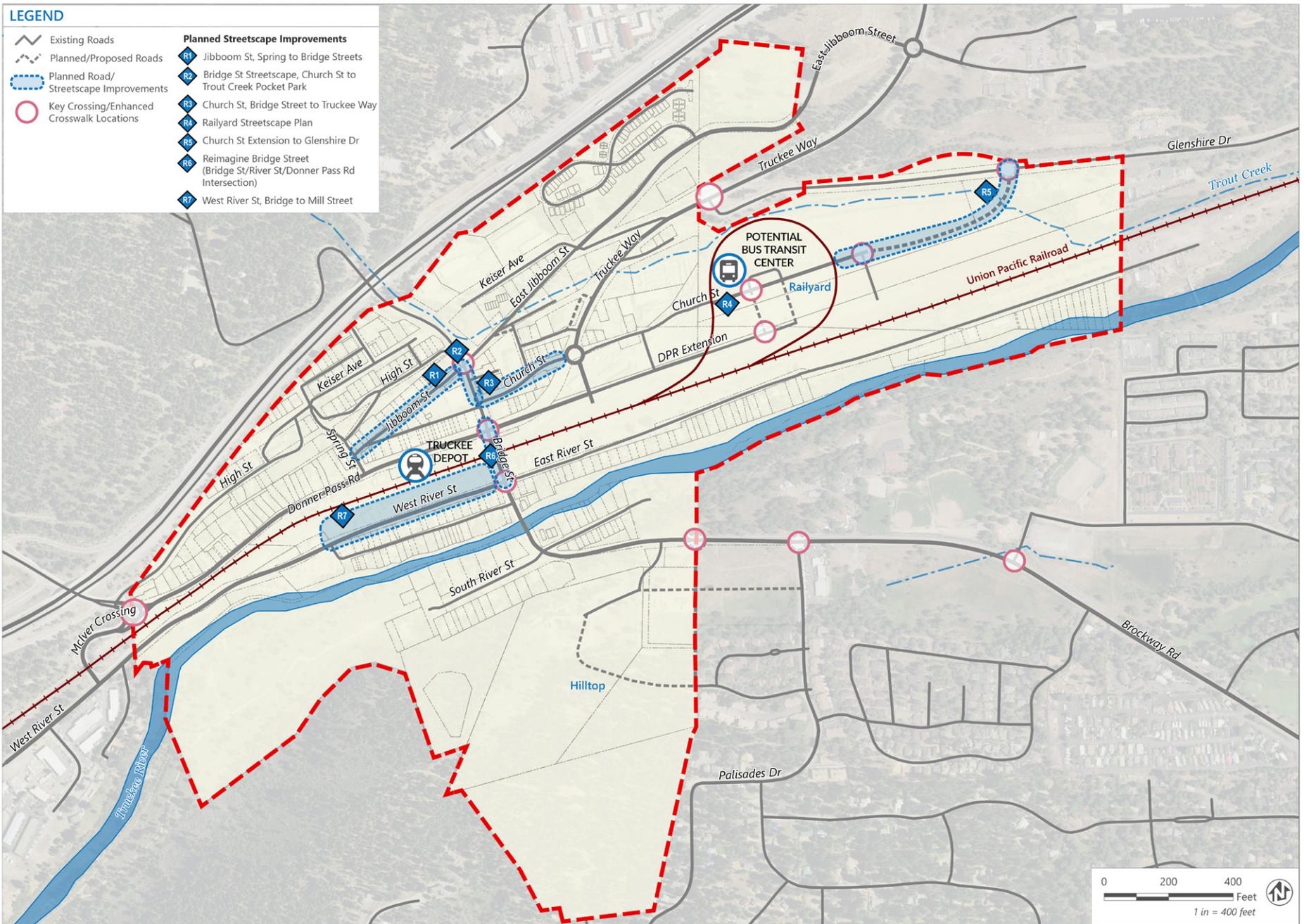


Figure 4-1: Streetscape Improvement Projects

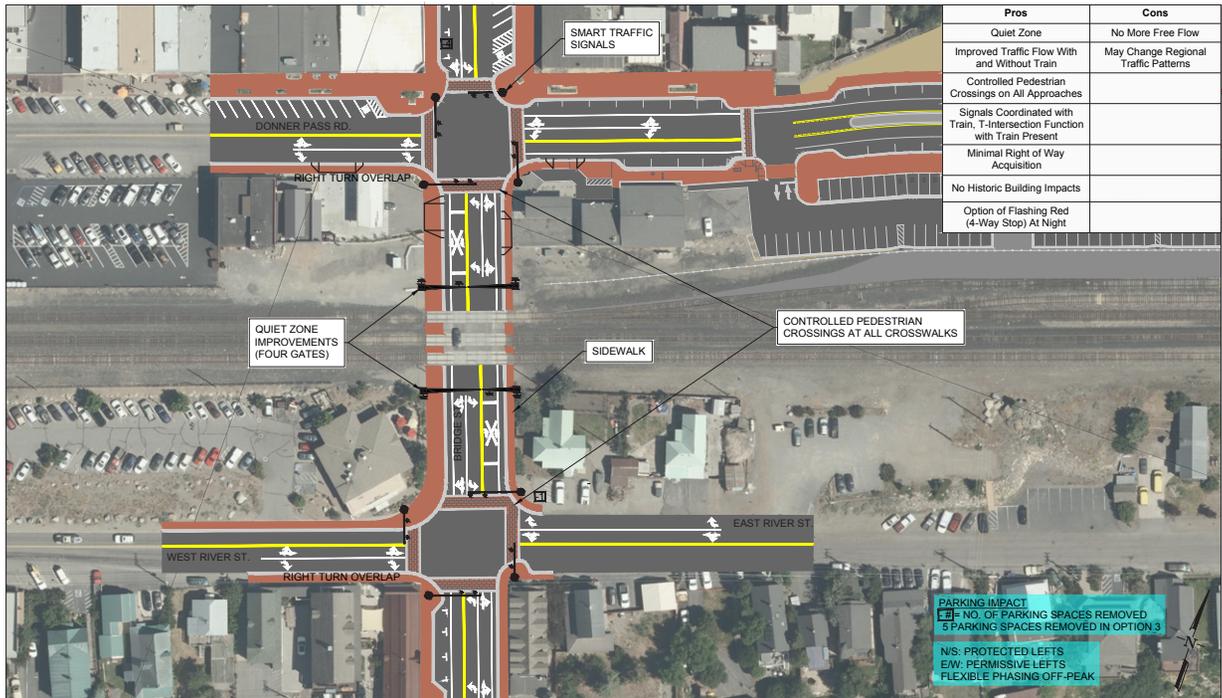


Figure 4-2: Bridge Street Improvements, Option 3 Concept (Traffic Signals)

Source: Reimagine Bridge Street Intersection Improvement Project, April 2020

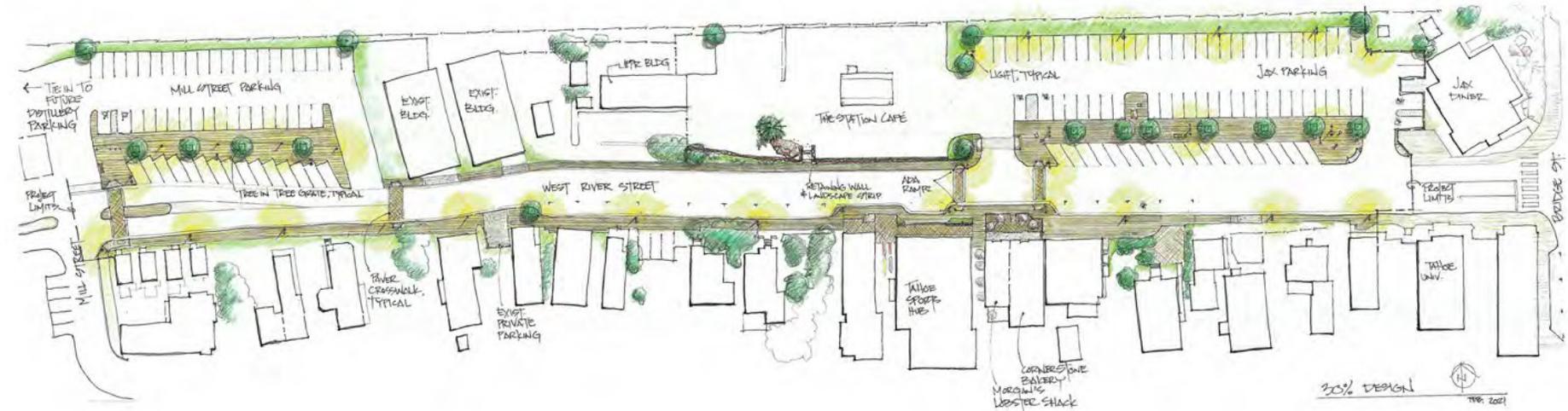


Figure 4-3: West River Street Improvement Concept

Source: West River Streetscape Project 30% Design Sketch, February 2021 Lumos & Associates

## 4.4 Streetscape Elements

The following policies identify priorities for the design of streetscape elements in Downtown Truckee. Streetscape elements within the public right-of-way require Engineering approval.

### 4.4.1 Crosswalks

Safe crossings are essential for a pedestrian-oriented environment. Currently, crossings in the DTP area include enhanced, paver stone crosswalks in Brickelltown, Railyard, and Commercial Row along Donner Pass Road, between the McIver Crossing and Bridge Street (where streetscape improvements have been completed). Along Bridge Street, at the intersection of Donner Pass Road, painted stripes are provided. All other Downtown intersections lack street crossings.

Figure 4-1 recommends additional locations for future street intersection and midblock crossings. Most of the improvements, shown in the Railyard, will be as planned and guided by the *Truckee Railyard Streetscape Plan*. The Railyard Streetscape Pan suggests paver sidewalks and crossings at key intersections along the extension of Church Street and Donner Pass Road within the planned Downtown Extension district.

The following policies will guide and ensure the implementation of functional and aesthetic pedestrian crossings, designed to fit with the historic environment of the Downtown. Figure 4-1 shows proposed enhanced crosswalk locations.

### Crosswalk (C) Design Policies:

- PR-C-1 Handicapped access ramps, complying with the American with Disabilities Act (ADA) standards, shall provide access to all crosswalks.
- PR-C-2 Crosswalks at intersections located along major pedestrian circulation routes and crossings, as identified in Figure 4-1, shall be constructed with bulb-outs, where appropriate, and decorative unit pavers and/or other suitable materials to signify the pedestrian crossing location. Installation methods shall be appropriate for Truckee’s climatic conditions.
- PR-C-3 Pavers used at intersections and crosswalks shall be coordinated with the Town’s Public Works Department to ensure there will not be maintenance issues.
- PR-C-4 Other crosswalks shall be striped with white lines on the roadway surface.
- PR-C-5 Crosswalks shall be wide enough to accommodate large group crossings (a minimum of 10 feet or wider depending on adjacent land uses).

### 4.4.2 Street Furniture

The street furniture should contribute to the unique image of Downtown Truckee, with some furnishings custom designed and others made commercially available. Simple materials, forms, and features compatible with the historic buildings are appropriate. The addition of street furnishings and other pedestrian elements

will provide a comfortable environment for pedestrians throughout the DTSP. Figure 4-4 illustrates the street furnishing and other streetscape elements, characteristic to the Downtown Commercial Core, consisting of a blend of traditional and contemporary designs.

The following policies shall be used in the selection of street furniture in the Downtown Commercial Core subarea.

### Street Furniture (SF) Design Policies:

- PR-SF-1 Selected street furniture shall be well-established and reputable to ensure replacement ordering is feasible.
- PR-SF-2 Selected furnishing must complement the historic and natural setting of Downtown Truckee, while accommodating the needs of a mountain town destination.
- PR-SF-3 Maintenance, sustainable materials, and snow and severe weather conditions shall be considered in furniture selections.
- PR-SF-4 Selected furnishings shall comply with ADA standards for handicap use and accessibility.
- PR-SF-5 Materials, colors, and styles of selected furnishings shall complement one another, and shall be selected and sited to avoid the appearance of uniformity.

### Street Furniture Design Guidelines:

1. **Public seating**, where provided, shall be constructed of durable, low maintenance, and sustainable materials, to the extent possible, and is encouraged to be provided along high pedestrian sidewalks as identified in Figure 3-4.
2. **Waste receptacles** shall be provided along high pedestrian travelways and coupled with bench locations and public transit shelters. Large trash compactors shall be located away from public view, but small self compacting receptacles should be considered.
3. **Tree grates**, flush with the sidewalk, may be installed in locations with heavy pedestrian activity. Tree grates shall be adequately sized to accommodate the selected tree species. Raised planting areas with a minimum 6 inch edge around the tree or in limited locations and unit paver parkway strips are acceptable substitutes.
4. **Bike racks** should be placed along sidewalks, public parking areas, park locations, and at intervals along commercial corridors that are well-lit and highly visible. Bike racks shall be designed in accordance with Town improvement standards and coordinated in color with adjacent street furnishings. A custom metal design or other approved substitute is preferred.
5. **Bollards** that serve as barriers to protect pedestrians and bicyclists from vehicles, are permitted and should be considered in areas needing access restraints to adjacent buildings, lighting, or streetscape elements with potential risk for damage from vehicles or snowplows.
  - a. Cast aluminum or wood bollards are appropriate in pedestrian areas.
  - b. Heavy duty iron pipe bollards with concrete fill are acceptable in service vehicle locations.
  - c. A permanent anchor with break-away design or removable design should also be a consideration depending on specific site conditions. Areas occasionally requiring vehicular passage due to maintenance and snow removal or possible emergency situations will require a removable style bollard.
  - d. The quantity shall be the minimum necessary to achieve the safety goals of the feature.
6. **Planters** are containers holding plant material located as parkway strips, planting wells integrated into the sidewalk, or raised.
  - a. Planters should be placed in spaces not inhibiting access for pedestrians, bicyclists, or handicapped persons.
    - b. Custom planters may be constructed of stone, brick, paver, board form concrete, or metal railroad ties. Alternative materials may be considered, with aesthetics, durability, and maintenance considerations in mind. The planter design could provide a seatwall or seating area.
    - c. Planters should complement benches and trash receptacles in style, material, and color.
    - d. Hardy native perennials should be planted. Annuals are discouraged because they are required to be replanted each spring.
7. **Kiosks** are structures for displaying notices and maps.
  - a. Kiosks should be located at prominent corners within the Commercial Core and park and activity centers, to provide direction or display public information. Refer to Chapter 5 for additional policies on public signage.
  - b. The style, material, and color shall be compatible with Downtown architecture.
  - c. Posting notes directly on the structure will be prohibited.



Artistic bike rack in front of the Train Depot



Existing tree grate and trash receptacle



Corner plaza with raised planter and bench seating



Typical street lamp post, bike racks, and benches within the Commercial Row streetscape



Planter and public seating along Donner Pass Road

8. **Sidewalk Lights** differ from streetlights. Sidewalk lights, typically 9 feet to 12 feet-high, are intended to illuminate pedestrian corridors and may illuminate some of the adjacent roadway. Streetlights are typically not located in the DTP area.
  - a. Lights should be located 50 feet on center in busy commercial areas, and 80 feet on center in other areas but actual spacing may be less based on the lighting provided by adjacent buildings.
  - b. For areas that already contain lighting, fixtures and poles should complement and preferably match existing lighting. In new areas, fixtures and poles may vary if compatible in style, material, and color with fixtures in the existing, adjacent Downtown area. Final design criteria for all sidewalk lights and streetlights shall be reviewed and approved by the Community Development Director and Town Engineer prior to implementation.
  - c. Recommended lamp types are light emitting diode (LED) and shall be 3,000 degree Kelvin or less.
  - d. Lighting shall be designed to illuminate only the intended area of use and avoid casting glare into business storefronts and windows.

Figure 4-4: Street Furnishings Design Character

### 4.4.3 Landscaping

Landscaping is a critical component in a pedestrian-friendly environment. It provides a buffer between the road and pedestrian areas, protects against sun and wind, and creates an aesthetically pleasing environment.

The landscape program for the Downtown Commercial Core subarea, provided in the Downtown Historic Design Guidelines, designates suitable locations for landscaping in parkway strips, gateway areas, public parking areas, and in buffer and screening zones. The Truckee Railyard Streetscape Plan identifies the appropriate landscape species for each of these categories to guide future landscape installations.

#### Landscaping (L) Design Policies

Landscape parkway strips, between the curb and sidewalk, serve as a buffer between the road and the pedestrian sidewalk. Parkway strips are desired throughout the Downtown Commercial Core with either paved linear or landscaped strips.

- PR-L-1 In landscaped strips, the planting areas should be raised above the sidewalk elevation, to support longer living, healthier plants and minimizing the damage created by rock, sand, salt, and foot traffic.
- PR-L-2 Raised planters may be constructed with a number of different design materials, including concrete, brick, or stone.
- PR-L-3 Seat walls, from 18-32 inches high, incorporating a planting area, may

be constructed with brick, stone, or concrete.

- PR-L-4 Planting areas should be located within parkway strips to add color and interest. Appropriate plant material should be low growing, flowering shrubs, ground covers, and perennials.
- PR-L-5 Landscaping in parking areas shall be as guided by the Development Code.

## 4.5 Gateways, Public Art, and Signage

### 4.5.1 Public Art

Art in public places provides a means to personalize Downtown and contributes to a unique sense of place. Functional art, such as artist-designed bicycle racks or signage; free-standing sculptures; wall murals; decorative sidewalks or mosaics; and suitable locations for performance-based art are some examples of possible art forms. Other more unusual forms may include wind, water, and earth-inspired art and plant materials.

Public art installations should be considered at the locations identified in Figure 4-5, including at the following, subject to the Public Art Commission of Truckee and HPAC review, where applicable:

- ▶ Murals on blank walls in the Downtown commercial and mixed-use subareas.
- ▶ Downtown gateways.
- ▶ At the terminus of key street views or pedestrian focus points.
- ▶ Public plazas and small public open space.

- ▶ Along open space and trails.

When possible, public art on private property shall be reviewed as part of a project's development application. Art on existing private property shall be subject to the processes identified in the Development Code. Art on public property shall be subject to review by the Public Art Commission of Truckee, consistent with the *Town of Truckee Public Art Master Plan*, and is subject to HPAC review and recommendation within the Historic Preservation Overlay District.



"Locomotion" bike sculpture at the south end of Spring Street



Art that can be integrated into a public trail, park, or riverfront restoration project

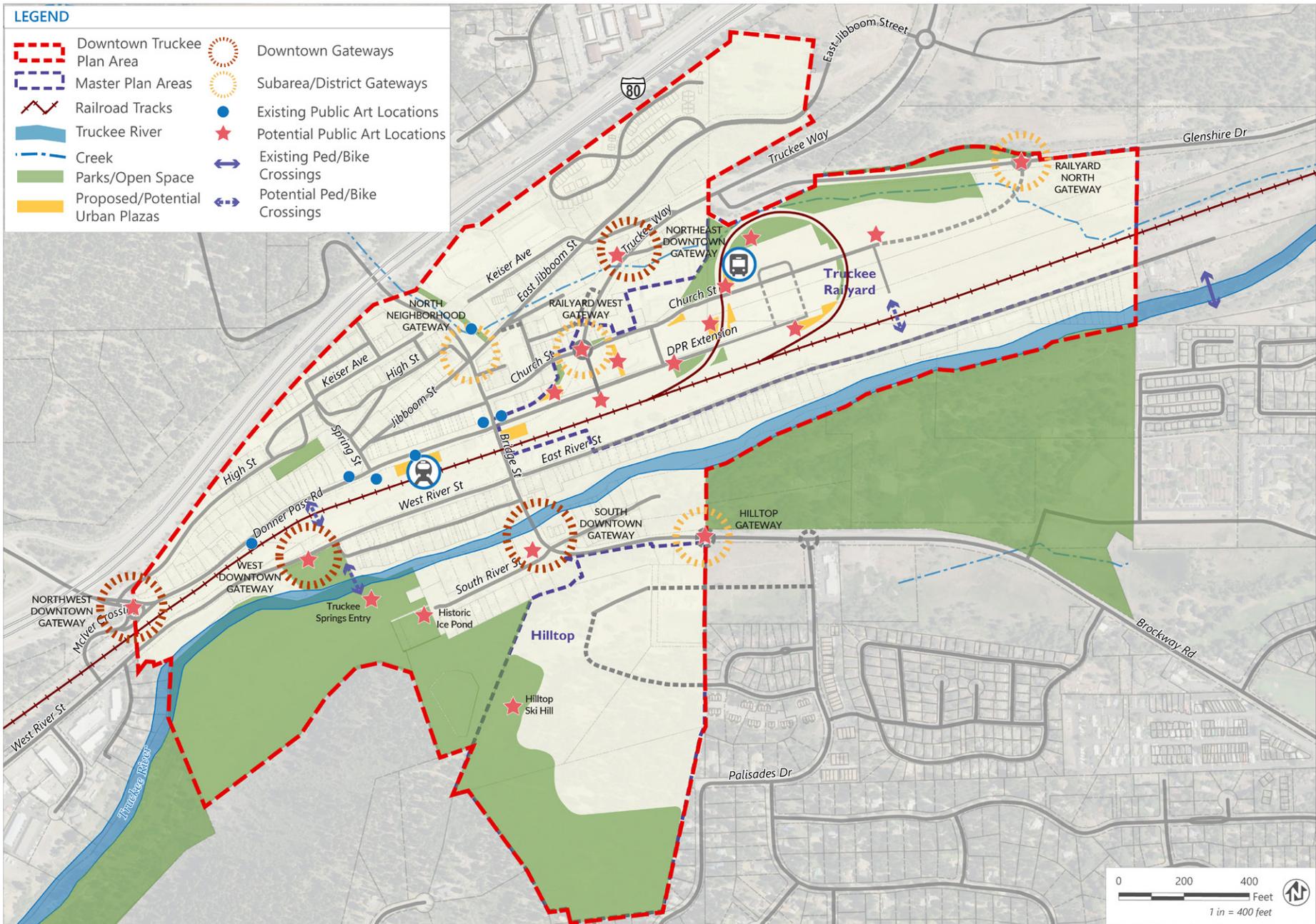


Figure 4-5: Gateway and Public Art Opportunities

**Public Art (A) Design Policies**

The *Town of Truckee Public Art Master Plan* (Art Master Plan) establishes guiding policies for the creation of public art which enhances the character of Truckee. The Art Master Plan should be referenced in coordination with the following policies:

- PR-A-1 Incorporate art in parks, gateways, and public projects and facilities. Historic Preservation Advisory Commission review and recommendation may be required for art in the Historic Preservation Overlay District.
- PR-A-2 Consider new or revised incentives in the Development Code to encourage public art in development projects.
- PR-A-3 Require the use of materials and finishes that can withstand the conditions of the mountain environment.
- PR-A-4 Provide interactive public art that is designed to be safely experienced by pedestrians.

**4.5.2 Gateways**

Gateway treatments are proposed at the primary entrances to Downtown to create a sense of arrival and identity. Treatments are also proposed for secondary gateways to Downtown subareas. Downtown gateway locations are identified in Figure 4-5. There are four primary recognized gateways into Downtown Truckee. These entry points need a distinct identity to help define the boundaries of Downtown and establish a positive image

for the area. The following Downtown gateway entrances are proposed:

- ▶ From the northeast: Truckee Way;
- ▶ From the south: Brockway Road and Bridge Street;
- ▶ From the west: West River Street, at West River Park; and
- ▶ From the northwest: at the Donner Pass Road roundabout, adjacent to Brickelltown.

**Gateway (G) Design Policies**

- PR-G-1 Implement gateway improvements in coordination with streetscape improvements, when possible and/or develop a coordinated gateway improvement program. Incorporate native and adapted low maintenance, yet colorful landscaping, in accordance with appropriate landscape species identified in the adopted design standards.
- PR-G-2 At each Downtown gateway, consider incorporating an art piece that reflects an important component of Truckee’s history and/or reflects the area’s sense of place. The following historic themes may be considered:
  - a. The lumber industry.
  - b. The ski industry, which started at the nearby Hilltop area, and remains an important part of Truckee’s economy.
  - c. The ice industry and river

history from the early part of the century.

- d. The railroad industry within its center.
  - e. Native American history.
- PR-G-3 Public gateway art should be developed using a selection process developed by the Public Art Commission of Truckee and may be subject to Historic Preservation Advisory Commission review and recommendation.
  - PR-G-4 Implement district gateways in the Railyard and Hilltop subareas as guided by the applicable, approved master plans.
  - PR-G-5 Additionally, consider installing a North Neighborhood Gateway near Trout Creek Park and directional signage for accessing the bicycle trails located along the northern end of Bridge Street.
  - PR-G-6 Develop an amortization program to eliminate existing billboards in the Downtown area.

Potential Design Themes



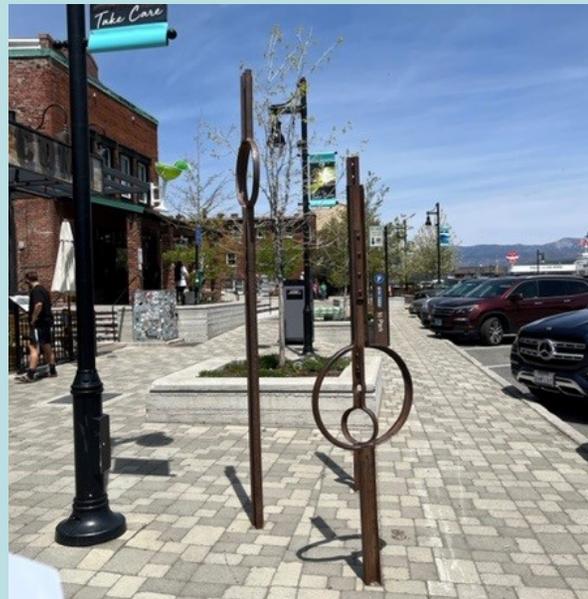
Public art sculpture in roundabout



Public art/gateway feature along Commercial Row



Native, low maintenance, colorful landscaping



Artistic bike rack



Public art sculptures serving as gateway features

Figure 4-6: Gateway Design Character and Public Art Features

### 4.5.3 Public Signage

A coordinated public sign program should be formalized to promote the identity of Downtown Truckee and help guide visitors to the attractions and services in the Downtown. A good public sign system presents information in logical sequence so the reader is presented information at the appropriate location. Signs should complement existing streetscape design themes in the Downtown in terms of color, graphics, and sign materials. A system of signs clearly identifying the location of off-street parking areas can help guide motorists quickly to these resources, thereby reducing traffic resulting from drivers circling the block for a parking space.

Public signs that may further aid travelers to Downtown include:

**Pedestrian Directory Signs**– These signs provide area maps and detailed information regarding Downtown points of interests, shops, public parking, and trail system connections. These signs are designed for viewing at the pedestrian scale from a stationary position. Downtown directory maps may be freestanding structures or incorporated into kiosks.

**Parking Lot Identification Signs**– These signs are located at the entrance to public parking facilities. They are designed to be read by vehicles traveling slowly and include the international “P” symbol. An important function of these signs is to direct tourists from major roadways to appropriate public parking areas.

**Historic Landmark Signs**– These signs will either be posted on or adjacent to structures of historic significance.

#### Public Signage (S) Design Policies

- PR-S-1 Develop a common branding identity for signs in Downtown Truckee.
- Sign materials and colors shall complement the Downtown streetscape and natural mountain setting in Truckee.
  - Signs shall conform with public sign regulations set forth by the State and other regulating authorities and use international symbols, where practical.
  - Signs shall not include business advertising.
- PR-S-2 Locate signs in clearly visible decision points for vehicles, bicyclists, and pedestrians.
- PR-S-3 Signs posted in parkway locations adjacent to diagonal parking should be set a sufficient distance from the curb (typically 24”).
- PR-S-4 Consider pedestrian safety in sign placement and design. Sign corners, if exposed, should be rounded and safe for interaction with the public.



*Pedestrian directory map using a uniform graphic signage system*

- PR-S-5 Limit pedestrian directory signs to a few key locations, such as at the:
- Northeast corner of Bridge Street and Donner Pass Road;
  - Middle of Commercial Row;
  - West side of Commercial Row; and
  - West River Street parking area.

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*Concept rendering for West River Street Park  
Source: Town of Truckee, Melton Design Group*



# Parks, Open Space, and Activity Centers

## 5.1 Introduction

Parks and open space areas are vital to the character and function of Downtown Truckee. Public areas help promote the heritage of the community and give the Downtown a stronger identity. Downtown should serve as the heart of Truckee and can be experienced by all members of the community.

Open space adds to the mountain town ambiance of Truckee, provides places for the community to gather, rest, or meet, and hold special events and community celebrations. Public “open spaces” in the Downtown include a small pocket park adjacent to Trout Creek, a train display in the Railyard, plazas in Brickelltown next to the Truckee Depot, seating areas in widened sidewalk areas, and open space along the Truckee River. New and different types of open space areas will continue to expand and enhance the character and identity of the Downtown.

The DTP identifies several new parks and plazas: a riverfront park, a linear park along the south side of the Truckee River, a Town Square park across from Commercial Row, parks and public plazas within the Railyard, and an open space/snow play area on the old Hilltop ski hill. Each of these planned park and plazas is further described in Sections 5.2. Figure 5-1 shows

the locations of proposed parks and gateways. Figures 5.2-5.4 depict conceptual designs for each of these park areas. More detailed design and engineering will be needed to develop these park plans when they are ready to be implemented.

### Guiding Policies

The Town of Truckee General Plan Conservation and Open Space Element contains general policies for parks and open space in town. The following policies more specifically guide the establishment of parks and open space within the DTP.

- POS-1 Parks that shall be maintained by the Truckee Donner Recreation and Park District (TDRPD) shall be developed in coordination with TDRPD.
- POS-2 Park planning shall support the goals of providing more public space in the Downtown Commercial Core subarea, increasing public access to the Truckee River, protecting historic areas, and attracting people.
- POS-3 Identify and develop a Town Square or more formal event space in the Commercial Core subarea.

- POS-4 The old Ice Palace, located at the end of South River Street, shall be identified as a historic resource to be protected and interpreted with signage.



*1915 Ice Palace on the Site of Truckee Springs*



## 5.2 Parks and Activity Centers

### 5.2.1 Truckee River Parks

Truckee has the unique and exciting opportunity to create a recreational area with trails on a State-owned parcel south of Downtown Truckee, along the south side of the Truckee River, and through the 26-acre Truckee Donner Land Trust property, known as Truckee Springs, at the end of South River Street. The intent behind this open space corridor is to make the town's most valuable natural asset, the Truckee River, a focal point of the Downtown and to connect with the larger Truckee River Legacy Trail network. Because the river was historically used as a waste dump, development faced away from the river rather than towards it. Industrial development, which was considered undesirable in other parts of town, was located primarily along the river.

Strict water quality controls and lack of channelization or other flood control developments have allowed the Truckee River to flow in a



Concept rendering for new bridge from Downtown to Truckee Springs

relatively pristine condition today. To support the above goals of creating a riverfront recreational area with hiking and biking trails and the Truckee River as a focal point for the Downtown, a 1.4-acre parcel on the north side of the river, along West River Street, the “West River Street Park,” is being studied as a future riverfront park (Figure 5-1). Additionally, the 26-acre Truckee Springs property was purchased by the Truckee Donner Land Trust in 2022 to be preserved as permanent open space.

#### Truckee River Parks (RP) Policies:

P-RP-1 The function of the open space lands at Truckee Springs and the State-owned parcel south of Downtown Truckee is to provide recreational opportunities, such as fishing, boating, picnicking, cross country skiing, bicycling, walking, and educational interpretation rather than formal active recreation

amenities, such as baseball diamonds and soccer fields. Important elements are a paved pedestrian/bicycle path extending the Truckee River Legacy Trail, pedestrian/bicycle bridges over the Truckee River, picnic areas, benches, parking area, and interpretive displays of the native flora and fauna and local history. Access to the river shall be provided for fishing and other waterfront activities.

P-RP-2 Implement the West River Street Park, currently being planned as a new riverfront park with river-oriented commercial opportunities.



Figure 5-2: West River Street Park Concept Rendering Source: Rendering from Melton Design Group

### 5.2.2 Hilltop Park

The Hilltop Park will be located on the old ski hill at Hilltop. This park will primarily function as an open space area and historic attraction as the site of one of the first mechanical ski lifts in the country. In 1905, the Truckee towns people acquired an old steam engine which was transported by ox team from an abandoned lumber mill to Truckee and fashioned into a pullback lift located at the Hilltop ski hill. Some ski historians claim that this was the first mechanical lift of its kind in the United States.

The Hilltop area was a center of winter recreational activity, such as ski jumping, sledding, and cross country skiing. Today, the Hilltop area continues its tradition as a focal point of nordic skiing, serving as the finish area for the annual Great Ski Race, a 30 kilometer cross country ski race from Tahoe City to Truckee. The intent of the Hilltop Park will be to recognize the historic value of this area and protect it for future generations.

#### Hilltop Park (HP) Policies:

- P-HP-1 Important elements that should be incorporated into Hilltop Park, as addressed in the Hilltop Master Plan, are a snow play area, improved parking at the base of the hill, a building for snacks, sled rentals, a picnic area with public restrooms, and trails connecting to the Truckee River Legacy Trail and the Ponderosa Palisades Trail.
- P-HP-2 The historic importance of the area shall be commemorated through displays and plaques near the base of the ski hill. The old ski lift should be

refurbished, protected from further deterioration, and highlighted as an iconic landmark feature of the park.



*The Old Ski Hill at Hilltop was a popular local destination for winter sports and recreation.*

### 5.2.3 Trout Creek Pocket Park

This existing mini park is proposed to be improved with additional bike parking, landscaping, and bike parking landscaping. The following policies guide improvement of the Trout Creek Pocket Park.

#### Trout Creek Pocket Park (TCP) Policies:

- P-TCP-1 Raised planters and landscaping should be used to create a sense of enclosure and provide additional green space and shade to the park.
- P-TCP-2 Public information and wayfinding through a pedestrian directory sign with map of Downtown Truckee should be integrated into the park in coordination with plans to prepare a Downtown signage program.
- P-TCP-3 Adjacent to the Trout Creek Trail, the park is a natural bike hub. It should include additional amenities, such as bicycle parking, water refill station, and public bike service station.



*The Trout Creek Pocket Park*

## 5.2.4 New Public Plazas

New public plazas and small public open spaces are encouraged with new development or redevelopment opportunities in Downtown Truckee. A “Town Plaza” historically existed on the south side of Commercial Row and was previously considered on either side of the Train Depot, with a paved plaza on one side and a grassy village green on the other, connected by a paved plaza between the railroad tracks and the Train Depot. New plazas and small public open spaces can provide a social focus in the Downtown Truckee for special events, such as crafts fairs, live performances, and farmers’ markets.

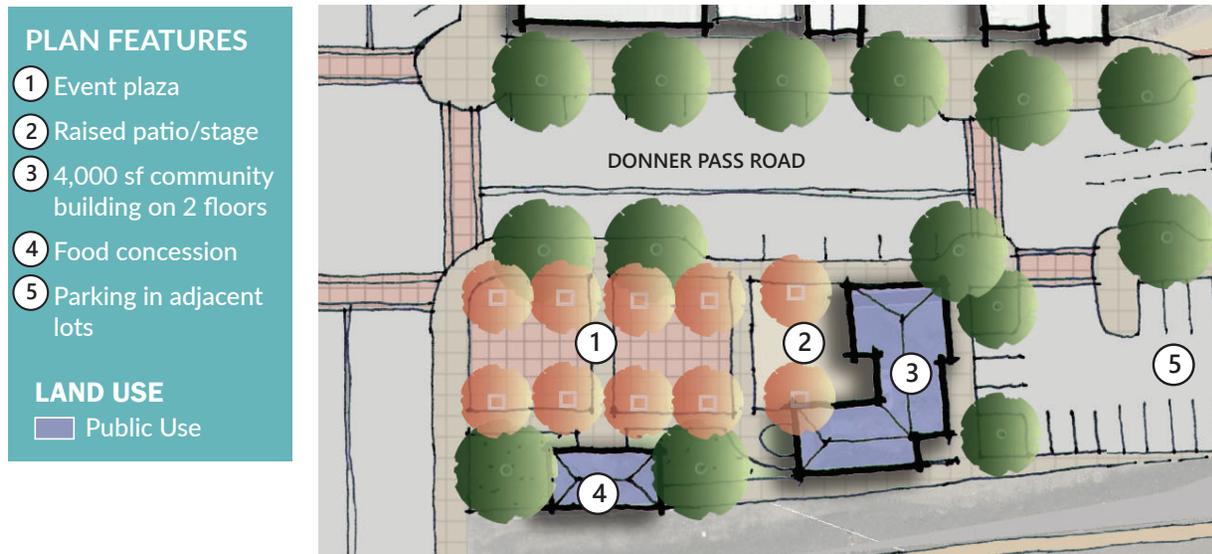
A plaza may be considered as part of the potential relocation of the bus transit center to the Railyard. Another potential site that has been explored with the community during

the Truckee 2040 process is for a community plaza for events on the southeast corner of Bridge Street and Donner Pass Road, as shown by the concept in Figure 5-3.

### Public Plazas (PP) Policies

**P-PP-1** If a community plaza is considered at the Train Depot site with the plans for future relocation of the Transit Center, the design of the plaza should highlight the site’s history and location adjacent to the railway edge, and integrate a railroad theme and safety features, such as decorative fencing and lighting. Information, such as tourist services, local events, transit schedules, and historical background can be incorporated.

- P-PP-2** Consider a community event plaza to include space for a small stage, and landscaping and seating using materials that reflect the mountain environment of Downtown Truckee.
- P-PP-3** Landscaping in public plazas and small public open spaces shall provide shade, seating, and integrate native plant materials and color into the landscape.
- P-PP-4** Furnishings, such as benches, lighting, waste receptacles, bicycle racks, and fences shall be the same or coordinated in appearance with site furnishings in the Historic District. Public art and historic exhibits should also be incorporated.



*Design public plazas to be comfortable places for the community to sit, gather, and spend time outdoors.*

**Figure 5-3: Concept for an Event Plaza at Donner Pass Road and Bridge Street**

### 5.2.5 Railyard Community Activity Centers

A system of parks and open space areas are planned within the Railyard Master Plan Area as guided by the *Truckee Railyard Streetscape Plan*. A variety of plaza areas are planned, to allow for seating opportunities, strolling, small and large gathering spaces, and staged outdoor events. Trout Creek is being restored within the Railyard, with creek open space planned for improvement with an informal public trail, creek access, picnic table, and interpretive exhibits.

#### Railyard (R) Park, Open Space Policies:

Development in the Railyard shall be subject to the following policies.

- P-RY-1 The balloon track shall be safely integrated into the open space design of the Railyard and incorporate interpretive signage and public art.
- P-RY-2 Park and plaza spaces in the Railyard shall be developed in coordination with adjacent building development, to activate the public spaces around the buildings.



Plaza design concept that draws from the site's railroad heritage

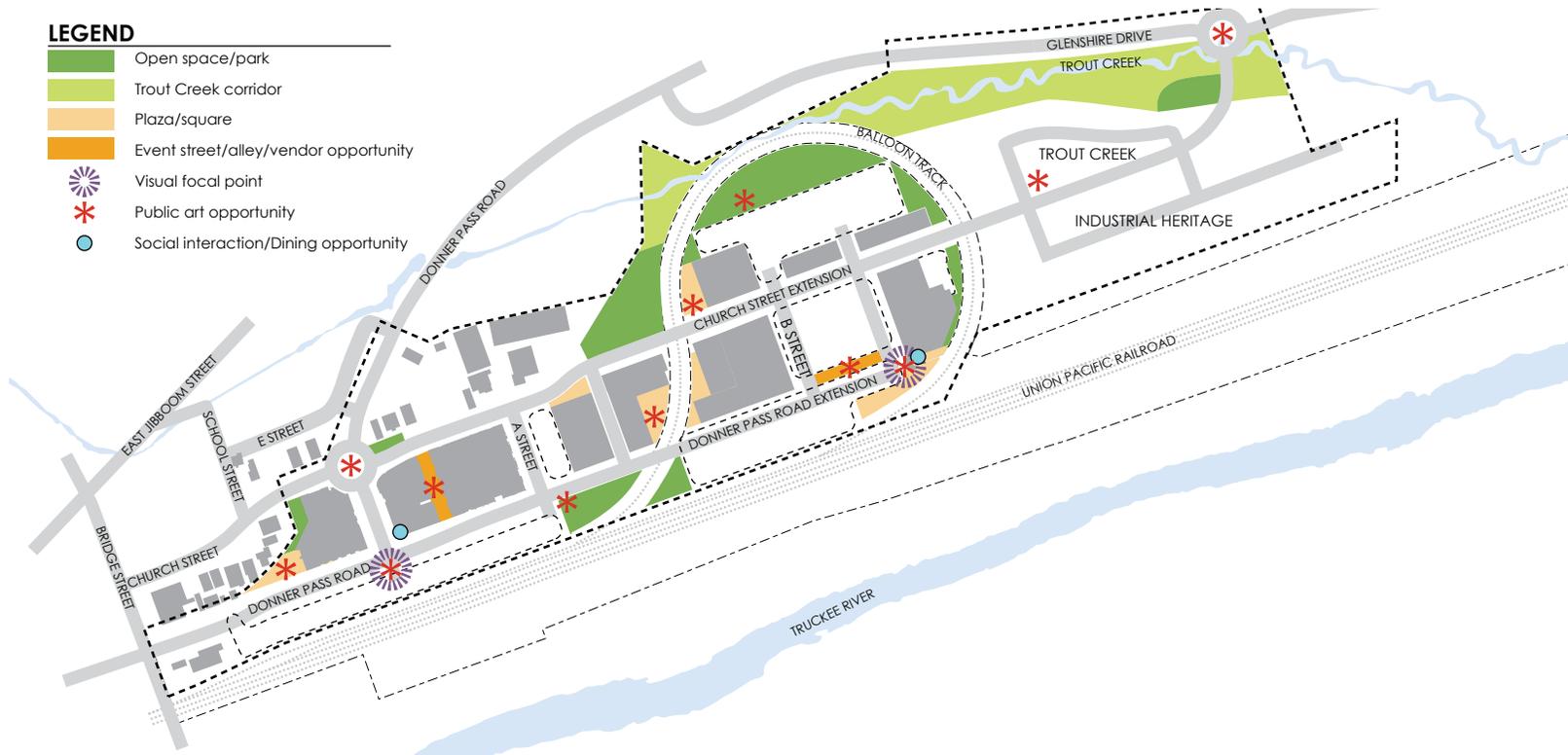
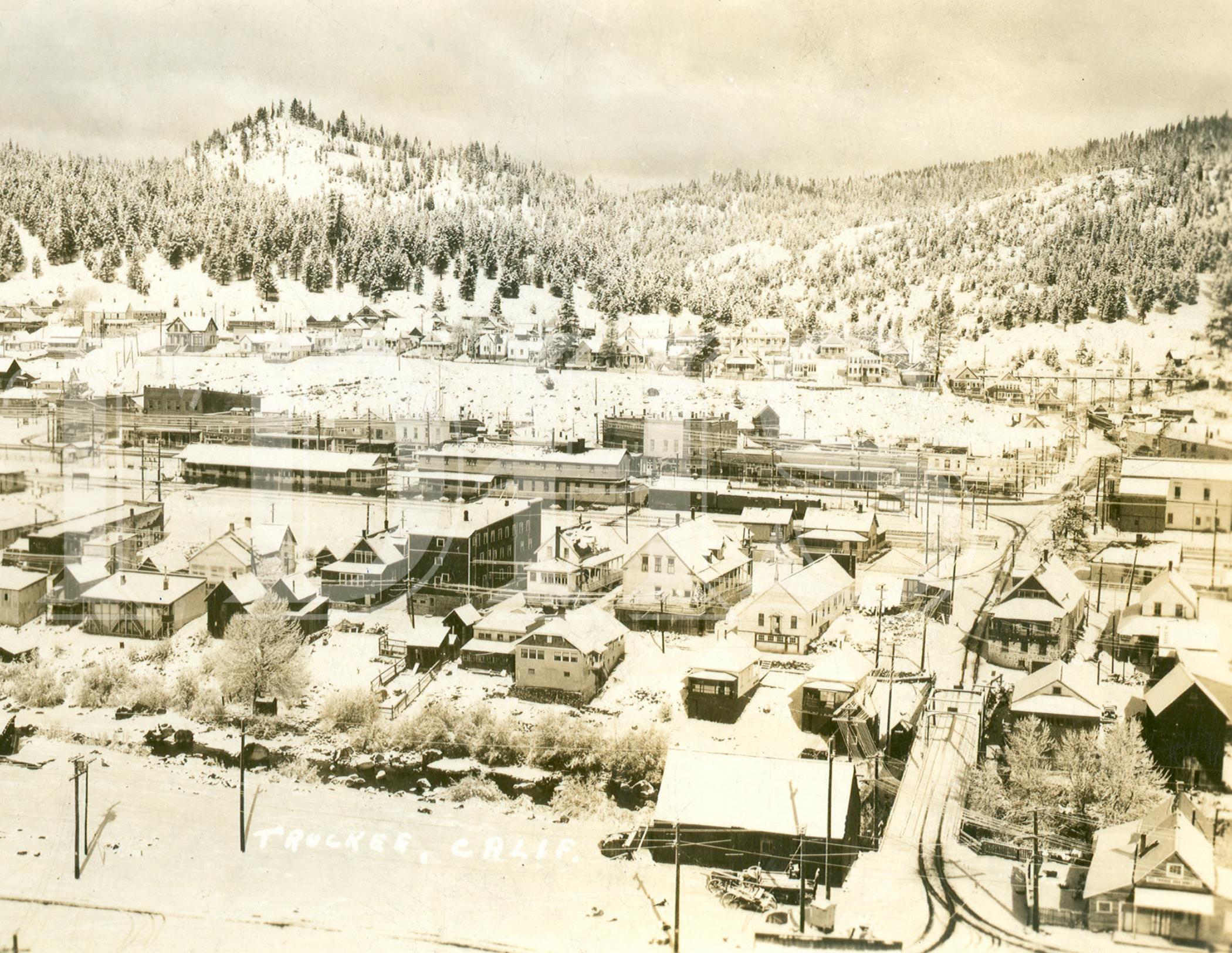


Figure 5-4: The Railyard Community Activity Centers

Source: Truckee Railyard Streetscape Plan, 2019.

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# Historic Resources

## 6.1 Introduction

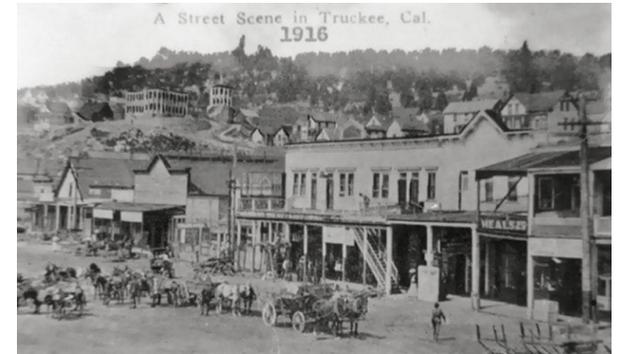
Downtown embodies the historic heart of Truckee, and expresses the many layers of human settlement and railroad history since the Town’s beginnings. There are more than 200 structures over 60 years old in Downtown Truckee. Commercial Row and Brickelltown are listed on the National Register of Historic Places (NRHP) as a historic district for its significance as an example of an architecturally diverse, late 19th and 20th century western, mountain, frontier community, reflecting the early rugged, working class character of the area. Buildings in the historic district reflect development in the community between 1863 and the 1950s.

Strong historic preservation policies and standards are important and necessary for the economic well-being of Downtown Truckee. The vision for Downtown is underpinned by the belief that Commercial Row is the heart of the Downtown and preservation and enhancement of Commercial Row and its historic structures is crucial to the area’s economic vitality. Other historic areas are also important to Downtown’s economic vitality. Properties with well-maintained historic structures are less susceptible to change than poorly-maintained historic structures, which are often more susceptible to demolition or removal of the historic structure and replacement with modern structures or uses.

Factors working against proper maintenance and improvement of historic structures are lack of technical assistance, lack of financial incentives and programs to encourage financial investment in historic structures, substantial growth pressure on underutilized lots for conversion to commercial uses, incompatible uses and structures in close proximity, and poor coordination with the Union Pacific on the use of property within the railroad right-of-way.

The Town’s Historic Preservation Program comprehensively addresses the programs, standards, and guidelines for preserving and enhancing Downtown’s historic quality. This consists of a Historic Resource Inventory, Historic Design Guidelines, and historic preservation standards implemented through a Historic Preservation District in the Town’s Development Code and Historic Design Review Process. These tools are comprehensively designed to:

- ▶ Preserve the unique and authentic character of Downtown Truckee.
- ▶ Foster and encourage the preservation, restoration, and rehabilitation of structures, areas, and neighborhoods.
- ▶ Encourage reinvestment in historic properties.



*The street scene along Commercial Row in 1916*

The policies and programs contained in this chapter apply to the area identified in the “Historic Preservation District” shown in Figure 6-1.

This chapter provides direction on the policy priorities and tools available to protect Downtown Truckee’s historic resources.

## 6.2 Guiding Policies

The Town’s General Plan provides direction for the future of cultural and historic resources through its Community Character Element. The following guiding policies are intended to protect and enhance the historic architectural character, diversity, and interest of Downtown Truckee.

- HR-1 Promote and educate property owners on the process and benefits of preservation, rehabilitation, and renovation of historic buildings.
- HR-2 Prohibit alterations to historic buildings that are not compatible with the historic and architectural character in Downtown Truckee.
- HR-3 Safeguard historic buildings from unnecessary removal and demolition.
- HR-4 Ensure new structures and development are compatible with their historic surroundings and do not detract from or harm, but complement the historic and architectural character of historic neighborhoods or surrounding historic buildings.
- HR-5 Update the Downtown Historic Design Guidelines to include design standards.
- HR-6 Identify improvement and funding programs to further the policies of this chapter.

### 6.3 Historic Preservation Advisory Commission

The Town has a Historic Preservation Advisory Commission (HPAC) specifically appointed by the Town Council in accordance with the requirements of the State Historic Preservation Office for participation in the Certified Local Government program. The HPAC is an advisory body to Town staff that advises on historic

preservation matters and makes recommendations on Historic Design Review. The Commission includes members with distinct qualifications, allowing them to consider and take into account a wide variety of factors unique to historic preservation and design efforts. These qualifications include education and experience in architecture, history, planning, and other historic preservation-related disciplines or demonstrated special interest, competence, experience, or knowledge in historic preservation.

The duties of the HPAC are:

- ▶ Recommending nominations for individual structures or districts to the National Register of Historic Places to the Town Council and considering, nominating, and awarding the Town’s historic preservation award.
- ▶ Overseeing the compiling, recording, and updating of inventory information.
- ▶ Recommending additions and deletions to the Historic Resources Inventory to the Town Council.
- ▶ Reviewing revisions to the DTP Historic Design Guidelines, including future historic design standards and making recommendations to the Planning Commission and Town Council on the proposed revisions.
- ▶ Reviewing development proposals and public improvements for compliance with the historic design guidelines and future standards and making recommendations.



*The C.B. White House is a model of a successful preservation effort*



*The Old Stone Garage was constructed in 1909 as a livery and garage on the site of Truckee’s first structure*



*The Old Stone Garage at Bridge Street and Jibboom Street repurposed as a shop*

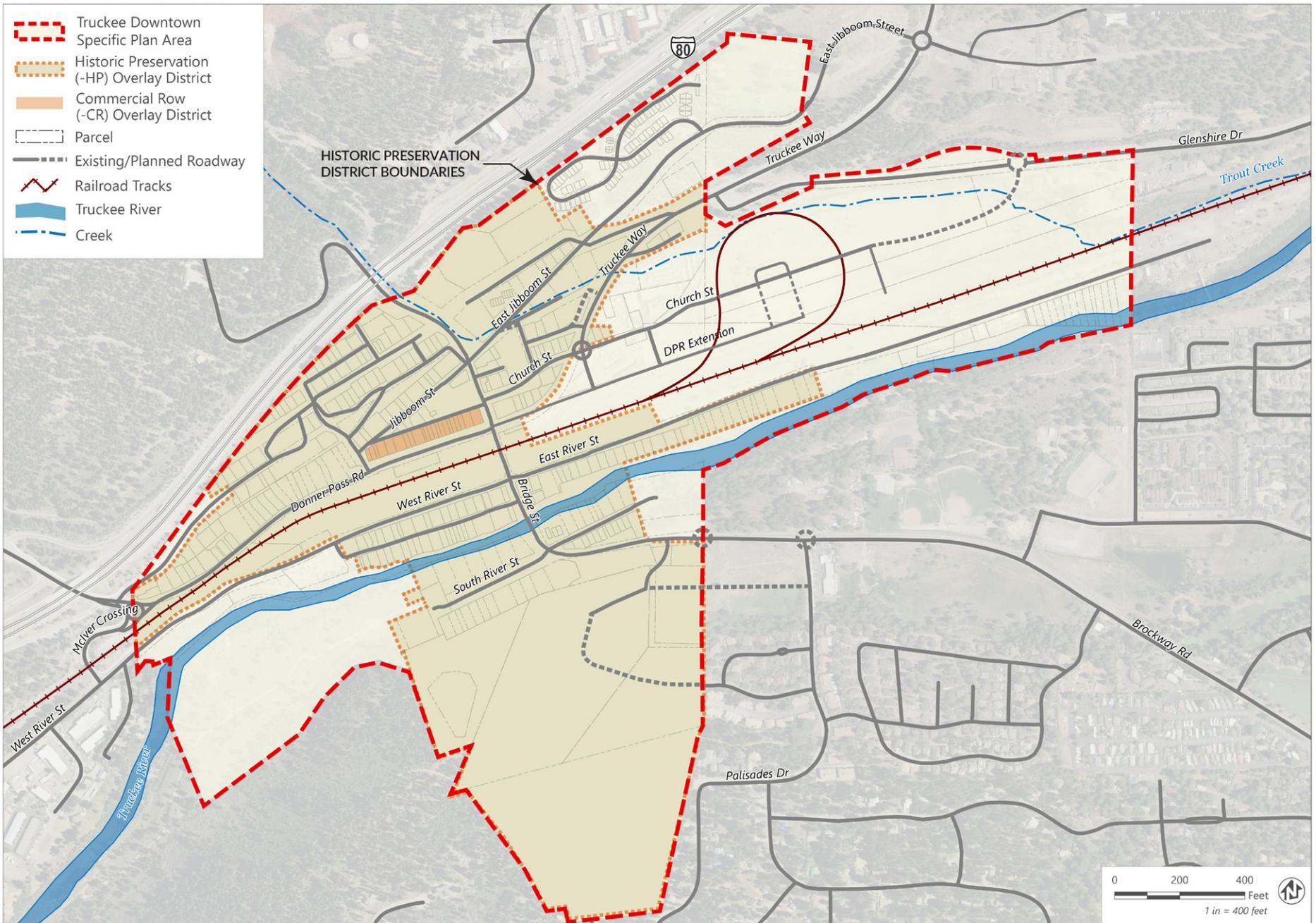


Figure 6-1: Historic Preservation District Boundaries

- ▶ The HPAC may also be utilized as a design review advisory committee for development projects on DTP properties outside the -HP Overlay District.

## 6.4 Design Review and Determination of Historic Resources

All exterior improvements to structures located within the Historic Preservation District requires submittal of a Historic Design Review application to be reviewed by the HPAC and approved by the Community Development Director or other designated review authority.

For all actions determining the historic or architectural significance of a resource, the following criteria shall be applied:

- ▶ The age of the resource;
- ▶ The uniqueness of the resource;
- ▶ Its association to events or persons that have made a significant contribution to the history of Truckee;
- ▶ Its embodiment of distinctive characteristics of an architectural type, period, or method of construction;
- ▶ Its contribution as an important component of a distinctive historic neighborhood or its continuity with resources of historic or architectural significance; and
- ▶ The condition and integrity of the resource and its suitability for preservation, restoration, or rehabilitation.

Additional criteria may be considered in the review of the action.

### Historic Resource Determination (D) Policies:

- HR-D-1 All structures constructed prior to 1960 should be considered by the HPAC for inclusion in the Historic Resources Inventory. However, the age of the structure shall not be the sole basis of determining if a structure is significant and eligible for inclusion in the Historic Resources Inventory.
- HR-D-2 The Historic Preservation Advisory Commission shall conduct an update to the Historic Resources Inventory. The inventory will be conducted in accordance with the procedures and requirements of the State Historic Preservation Office to allow future participation in Federal and State programs. The HPAC will be assisted by a qualified professional archaeologist/historian.

HR-D-3 The Historic Resource Inventory uses a tiered rating approach in identifying the historic or architectural significance of a resource, as addressed in the Downtown Historic Design Guidelines. Resources determined to be of higher historic or architectural significance shall be given greater protection than resources with lesser significance. Measures, programs, and guidelines may be tiered or prioritized towards the importance and significance of a resource to achieve this policy. Specific criteria for the most significant historic resources shall be incorporated into future historic design standards.

HR-D-4 The historic time periods and design themes for Downtown Truckee shall be identified and described in the Downtown Historic Design Guidelines. The guidelines should be based on the common architectural styles and features of the identified time periods and design themes.



*The second roundhouse and shops in the Truckee Railway, built after the 1869 fire burned the original structures*

HR-D-5 The Development Code shall be reviewed for additional opportunities to streamline Historic Design Review, such as projects using appropriate window materials or projects removing non-historic siding to expose historic siding or apply more historically appropriate siding.

## 6.5 Subsurface Historic and Archaeological Resources

The protection of subsurface historic and archaeological resources involves three steps: (1) Identification; (2) Evaluation; and (3) Mitigation. Although the ground in the Downtown area has experienced disturbance for over 150 years from building and rebuilding, the ground may still hold important historic and archaeological resources and relics. Excavation for recent projects has yielded historic relics, such as bottles, personal items, and utensils. With the advent of new construction and larger structures requiring deeper disturbance,



The first ice palace was constructed in 1894 and set the stage in later years for annual winter carnivals.

new development may uncover important resources that have remained undisturbed since their burial. Because such resources may be deeply buried or covered by buildings and paved road, typical archaeological resource evaluations may not be sufficient to identify these resources. Close evaluation of potential disturbance must occur during excavation phases of projects. If historic or archaeological resources are discovered, construction activities must be halted to allow adequate time for a qualified archaeologist/historian to evaluate the significance of the discovered resource and also to mitigate impacts to the resource, if warranted. Mitigation shall be in conformance with Appendix K of the California



Toboggan Slide at Hilltop, 1915

Environmental Quality Act Guidelines based on the significance of the resource and the impact.

### Subsurface (S) Historic & Archaeological Policies

HR-S-1 The Town shall acquire information on archaeological records and inventories on file with the Archaeological Inventory, North Central Information Center for properties in the Downtown Truckee. These records and inventories shall be used to assist the Community Development Director in determining the sensitivity of a site and whether a project may be exempt from further investigation.

HR-S-2 Prior to approval of any discretionary development resulting in disturbance of the ground, an archaeological resource investigation will be required for the project site. The archaeologist shall determine, as part of the evaluation, if there is a potential for archaeological or historic resources on the site. If so, the archaeologist shall conduct appropriate measures to identify and evaluate any resources, including identifying the significance and extent of the resources. Such measures may include archaeological test excavations. If resources are significant, a mitigation plan shall be implemented to mitigate any significant impacts to the resource. Mitigation measures, including financial limitations, shall conform with Appendix K of the California

Environmental Quality Act Guidelines, unless construction is undertaken with federal funds, in which case mitigation funding shall comply with and shall be limited only by federal standards and guidelines.

HR-S-3 In those cases where the potential for archaeological or historic resources on the site cannot be determined prior to project approval (e.g. a project involving demolition of a structure and construction of a new structure), a qualified archaeologist shall be present on-site during all excavation activity, including preliminary soil investigations and trenching for foundations, utilities, and grading. If items of historic or archaeological value are uncovered, work in the area of the discovery shall be halted for a time period reasonable for the Town and archaeologist to analyze and assess the significance of the items. If necessary, a mitigation plan to preserve or recover them shall be prepared by the archaeologist. The archaeologist shall submit a report to the Community Development Department describing the findings.

## 6.6 Enforcement

This element addresses development and construction activities not requiring a building permit or which cannot be easily remedied if undertaken without Town approval. Activities not usually requiring a building permit include small signs, doors, and the painting of buildings. Unauthorized activities which cannot be easily remedied include demolition removal of historic resources, and major alterations to structure. These types of activities create enforcement problems and require strong enforcement provisions to deter and prevent unauthorized activities. Strong code enforcement provisions are necessary to properly implement and enforce the provision of ordinances and guidelines which implement this element.

### Enforcement (E) Policies

- HR-E-1 Special enforcement provisions should be added to the Development Code Historic Preservation Overlay District, to establish strong penalties and other enforcement mechanisms to forcefully deter illegal activities which cannot be easily remedied after their commencement. Particularly important are stringent fines for unauthorized removal of historic structures.
- HR-E-2 Enforcement actions for historic resources and design issues in the Downtown Truckee shall be given high priority by the Code Enforcement Officer.

## 6.7 Assistance Programs

Presently, most of the burden on implementing the historic resource objectives of the Town is placed on the property or business owner through a regulatory environment. Any exterior architectural work proposed by a property or business owner must comply with the historic design guidelines, and the property or business owner must alter their plans to conform with these guidelines. Some technical assistance is provided by the Community Development Department staff and HPAC.

In the past, some Community Development Block Grant funds have been available to qualifying persons and were used for rehabilitation and repair of historic resources. But for the most part, the property or business owner is responsible for costs associated with complying with the guidelines. This regulatory environment with no supporting financial and assistance programs creates disincentives for the rehabilitation, restoration, repair, and maintenance of historic resources, and subsequently results in the deterioration of these resources. Also, this environment does not promote cooperative and community efforts in furthering the Town's historic resource objectives, but rather promotes individual and infrequent incremental efforts.

The Town should attempt to lessen the economic burden placed on property and business owners by participating in Federal and State programs offering assistance and financing for historic resources. The Town should also establish local programs encouraging and supporting local efforts.

These programs could provide substantial incentives that can act as catalysts for the rehabilitation, repair, and maintenance of historic resources, helping property and business owners perceive historic resources as benefits rather than as burdens.

### Assistance Program (P) Policies - General

HR-P-1 Before applying for Federal and State programs, establishing local programs or approving public improvement projects, the Town should inform affected property owners, business owners, residents, and interested agencies and organizations of the requirements, restrictions, benefits, costs, and other pertinent information on the programs and public improvements.

HR-P-2 The Town should seek formal participation and input from the Truckee Donner Historical Society and other affected agencies and organizations in the application, review, and approval process for local programs and improvement projects, as well as participation in Federal and State programs.

### Federal and State Programs

HR-P-3 Participation in other Federal and State programs (e.g., Main Street) which may provide technical assistance, funding, and support for historic preservation in Downtown Truckee should be explored and pursued by the Town.

HR-P-4 The Town should provide public information and technical assistance to property owners, business owners, and residents on the application for assistance and funding from Federal and State programs in which the Town participates.

### Local Programs

HR-P-5 Properties with historic resources in commercial and mixed-use areas should be designated for commercial, office, or mixed-uses, to encourage the rehabilitation and renovation of the historic resource allowing uses to provide a greater economic return. Residential properties may be converted to mixed-use as long as there is no loss of overall housing units on site.

HR-P-6 The Development Code shall include adaptive reuse provisions for historic resources whereby uses that are not normally permitted should be allowed. Examples include allowing multiple residential units or an office use in a historic building in a single-family residential district.

HR-P-7 Public information and technical assistance on local programs and regulations should be provided by the Town to property and business owners. Such information and assistance may be in the form of informational brochures, periodic newsletters and mailings, workshops,

lists of architects, engineers, and contractors who work on older structures in Truckee and are familiar with the State Historic Building Code. Appropriate topics include the historic design guidelines and design review requirements, exemptions from design review, historic building benefits, and the requirements and benefits of the State Historic Building Code.

HR-P-8 Enhance the Town's Mills Act program, which offers property tax reductions for property owners who place easements on their property to protect historic structures, through education and monitoring. Ensure all properties are in compliance with the Town regulations prior to entering into a contract.

HR-P-9 Upon the establishment of funding mechanisms, which do not rely on the Town General Fund or Building Enterprise Fund, the Town Council may consider the following:

- a. Town matching funds with a maximum limit for architectural design services for rehabilitation, repair, restoration, and maintenance of historic resources.
- b. Town matching funds with a maximum limit and/or a reduced-rate loan program for rehabilitation, repair, restoration, and maintenance construction expenses for historic resources.

HR-P-10 Allow flexibility in land use regulations, such as reduced parking standards, reduced setbacks, non-conforming structure requirements, and residential density bonuses for additions or changes of use to historic resources implementing the DTP.

HR-P-11 The implementation of other innovative local programs encouraging and supporting the rehabilitation, repair, restoration, and maintenance of historic resources should be explored.

HR-P-12 The use of gifts, private conservancies, easements, and other private methods by property owners, desiring to preserve historic resources, should be encouraged and assisted by the Town.

HR-P-13 The efforts of the Truckee-Donner Historical Society shall be supported when such efforts further the objectives and policies of this chapter.

**Public Improvement Projects**

HR-P-14 Look for new funding sources to bring back the Town’s Historic Building Rehabilitation Loan program.

HR-P-15 Pursue funding opportunities, including grants, to interpret the railroad through museum exhibits or outdoor displays within the Railyard.



*The Truckee Donner Historical Society maintains the Joseph Research Cabin, 1 of 2 cabins of the historic Gateway Motel built in the 1930s (top) and operates the Old Jail Museum built in 1875 (bottom).*

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# Implementation

## 7.1 Introduction

This chapter summarizes the logistics of putting the DTP into action. Guiding the DTP to completion will take time, financial resources, and community commitment.

Phasing of implementation will be a practical necessity. In addition to identifying financing mechanisms and public improvement costs, this chapter addresses implementation timing and related priorities. In general, establishment of priorities and phasing of improvements were determined based upon the need to alleviate existing “crisis” conditions, the availability of funding, and the effectiveness of improvements to support needed private investment.

Implementation of the DTP will require coordinated action in a number of different areas:

**Public Improvements** - These are the publicly initiated improvements identified throughout the DTP, which are summarized in Table 7-1. New downtown public improvements will add value to the area, thereby laying the foundation for future private sector investment in the form of new development, building renovations, and desired land use changes.

**Policy and Regulatory Framework**– Policies contained in the DTP will help guide future Town decisions affecting Downtown Truckee.

In addition, the Zoning Ordinance and Design Standards will promote privately funded new development and renovation, to implement the DTP and support its economic base.

**Community Participation** – Implementation of the DTP will require coordinated efforts from various groups in the community. This is explained in more detail in the following sections.

## 7.2 Implementation Guiding Policies

The policies to guide implementation of the Downtown Truckee Plan are:

- IM-1 Work cooperatively with the Truckee Downtown Merchants Association, Truckee Chamber of Commerce, and Truckee Tourism Business Improvement District on Downtown streetscape and parking improvements.
- IM-2 Include public improvements identified in the DTP in the Town’s capital improvement planning process and explore grants and other potential funding mechanisms for Downtown improvements.

IM-3 Dedicate staff resources to implement projects and programs, identified in Table 7-1, based upon their relative priorities and funding availability. Staff will provide a progress report to the Town Council on Downtown Truckee Plan implementation when requested.

IM-4 Work with the Truckee Tourism Business Improvement District and Visit Truckee Tahoe, to enhance Truckee tourism through Downtown streetscape and related improvement projects, such as developing gateways, establishing a Downtown identity and wayfinding signage program, and promoting art in public places.

IM-5 Coordinate with the Truckee Donner Parks and Recreation District To evaluate funding resources for Downtown park and plaza improvements.

### 7.3 Community Involvement

Successful implementation of the DTP will require a strong public/private partnership, led by the Town and dedicated Downtown organizations. The following entities will play a role in the Plan's implementation:

**Town of Truckee**– Based on funding availability and staff resources, the Town and other partners will be responsible for leading or coordinating the majority of projects and programs listed in Table 7-1. The Town will also be responsible for reviewing and approving private development for consistency with the DTP.

**Special Districts**– Special districts serving the DTP will play a primary role in providing services to future development. Cooperative relationships between the various special districts and the Town are essential to implementing the DTP.

**Downtown and Civic Organizations**– Include the Downtown Merchants' Association, Visit Truckee Tahoe, Chamber of Commerce, and others that support the marketing and improvement of Downtown Truckee and hosting community initiated events, such as special retail promotions, festivals, and parades.

**Private Developers**– Private developers will play a key role in DTP implementation through the construction of new buildings, the rehabilitation of existing buildings, landscaping, and other improvements on privately-owned parcels. The two primary development areas within the DTP, the Railyard and Hilltop, will require a combination of private developer and public agency involvement to succeed.

#### **Local Area Businesses and Property Owners**–

These groups are critical to the Plan's implementation. In addition to helping fund Downtown improvements and ongoing maintenance, local businesses and property owners will create much of the draw to Downtown by providing attractive retail, restaurant, and office environments.

**Residents**– Maintaining a strong residential component is important to preserving the sense of community in the area. Concerns and needs of Downtown residents should be addressed as projected growth occurs.

### 7.4 Potential Funding Sources

A variety of funding sources will be needed to implement the DTP.

Table 7-1 identifies potential financing mechanisms for the Plan's policies or programs requiring a financial commitment to implement. These financing mechanisms have been consolidated into the following categories:

**Private Investment**– Renovation of existing buildings and construction of new infill development will be primarily funded through private investment.

**Impact Fees**– These are one-time fees, usually paid upon issuance of a building permit, to mitigate impacts created by new growth. Included within this category are road mitigation, parks and recreation mitigation, and in-lieu parking fees.

**Assessment Fees**– This is the broadest category of financing mechanisms. This category includes yearly assessments paid by property owners or businesses within a specified area that receives direct benefit from the

improvements funded by the assessments districts in the Downtown. This may include community facilities districts (CFDs), parking districts, and property and business improvement districts. Assessment fees that (in 2022) exist in the area are a tourism assessment fee collected by the Truckee Tourism Business Improvement District, which collects a fee from all lodging businesses in exchange for marketing and sales promotion of these businesses by the Truckee Chamber of Commerce, thereby increasing their room night sales; the Brickelltown CFD to fund streetscape maintenance; and the Railyard CFD to fund streetscape maintenance and transit.

Formation of new assessment districts will require a cooperative venture between the Town of Truckee and Downtown property owners and businesses. A financing program would need to be developed in coordination with affected property owners and businesses to determine what combination of the above mechanisms are acceptable.

### 7.5 Public Improvement Priorities

Available or future funding mechanisms will help to determine the priorities given to identified public improvements. The Town Council will ultimately determine which projects are given priority in implementation of the DTP. These priorities must be established relative to other needs outside of the Downtown Truckee, due to limitations of what can be accomplished within the given time frames and the available resources of the Town. These priorities are reflected in Table 7-1 in the column identifying timing. Policies in Section 7.2 are intended to help guide the priority setting process for the Plan's implementation.

## 7.6 Implementation Matrix

Table 7-1 is a summary of the specific actions that will implement the policies and programs in the DTP, the possible revenue sources, and the priority for implementation. This table contains the following components:

**Implementing Action**– This column identifies the specific actions to implement Plan policies, numbered according to the primary chapter of the policy or program.

**Policy Addressed**– This column identifies the policy addressed by the Implementing Action. The following abbreviated designations are used within the DTP for the policies identified in Table 7-1:

- ▶ LU- to identify land use policies, addressed in Chapter 2, including policies for Downtown subareas.
- ▶ M- to identify mobility policies, addressed in Chapter 3, including roadway circulation (R), roadway operation (RO), transit circulation (T), bike and pedestrian circulation (PB or B and P).
- ▶ PR- to identify policies addressing the public realm in Chapter 4, including landscape design (L), gateway (G), public art (A), and public signage (S).
- ▶ P-, POS- to identify policies for parks and open space, including policies for the specific park and open space facilities, existing or planned for the DTP.

**Implemented By**– This column lists the entity with primary implementation responsibility.

**Timing**– The listed time frames represent a goal for completion of the implementing action. For public improvement projects, this timing is a goal which depends on the availability of funds and staff resources, and is therefore subject to change. Section 7.3 discusses establishment of public improvement priorities. The following time frames are used:

- ▶ Near-Term, to identify 1-4 years from plan adoption for the highest priority projects.
- ▶ Mid-Term, to identify 5-9 years from plan adoption for medium priority projects and those which will require substantial expenditures, such as the Jibboom Street parking structure.
- ▶ Long-Term, to identify 10+ years from plan adoption for lower priority projects or those which are warranted within a longer time frame, such as bicycle and pedestrian bridge crossings over the railroad tracks or river or completion of larger Riverfront Park improvements.
- ▶ “Variable” time frame is given for projects which are initiated by private developers or other entities besides the Town.
- ▶ “Ongoing” time frame is given for projects that are recurring and not limited to a specific time frame, such as application of development regulations.

**Potential Funding Sources**– This column lists sources of potential funding used to implement the subject policy or project.

Direct implementation of Plan policies and their respective regulations and guidelines will occur at the development application review stage for a project. The policies of the DTP are implemented by a variety of methods. Some policies are implemented through existing or updated zoning standards and design review subject to the policies and design guidelines of the DTP. However, Table 7-1 also identifies actions needed subsequent to the adoption of the DTP, to help implement the priorities and policies of this Plan.

Table 7-1: Downtown Truckee Plan Implementation

Implementing Action (Numbered by Chapter)	Program/Policy Addressed	Implemented By	Timing	Potential Funding Sources	
<b>2. Land Use and Development</b>					
2.A	<p><b>Coordinate with Property Owners.</b> Work with and support private investment and improvement to properties in the DTP, including opportunities for additional housing, office, park/open space, and civic uses.</p>	<p>LU-4- Additional Office Space            LU-8- Community Serving Uses            LU-CC-1- Mix of Uses            LU-CC-4- Infill on Jibboom Street            LU-R-4- Mixed-Use on East River Street</p>	<p>Town of Truckee            Community Development Department;            Private Development</p>	Ongoing	Not Applicable
2.B	<p><b>Coordinate with Downtown Businesses and Organizations.</b> Partner with Downtown businesses and organizations to implement DTP programs, policies, and projects that promote and support Downtown's economic success and vitality.</p>	<p>LU-1- Four-Season Economy            LU-2- Diverse Businesses, Gathering Places            LU-7- Small Public Spaces, Art            LU-CC-3- Commercial Row Alley            LU-CC-6- Fire Station Reuse</p>	<p>Town of Truckee            Community Development Department;            Truckee Downtown Merchants Association;            Truckee Chamber of Commerce;            Visit Truckee-Tahoe</p>	Ongoing	Not Applicable
2.C	<p><b>Amend the Development Code.</b> Review and amend the Development Code for consistency with land uses in the updated DTP; enhance design standards for the Historic Preservation and River Protection Overlay Districts; and include objective design standards that are unique to the context of the residential districts in the Downtown. Coordinate these changes with future updates to the Downtown Historic Design Guidelines and townwide Objective Design Standards for residential and mixed-use development.</p>	<p>LU-CC-5- Preservation and Adaptive Reuse of Historic Buildings            LU-R-1- Compatibility with Historic Development            LU-R-3- Rezone Caltrans Lands            LU-RC-7 through LU-RC-11- Design Standards along the Truckee River</p>	<p>Town of Truckee            Community Development Department</p>	Near-Term	General Fund
2.D	<p><b>Support Downtown Programming and Events.</b> Work with Downtown organizations to host, program, and promote events in Downtown Truckee.</p>	<p>LU-RC-8: Truckee River Day Event</p>	<p>Town of Truckee;            Truckee Downtown Merchants Association;            Visit Truckee-Tahoe</p>	Ongoing	Assessment Fees

**Table 7-1: Downtown Truckee Plan Implementation**

Implementing Action (Numbered by Chapter)		Program/Policy Addressed	Implemented By	Timing	Potential Funding Sources
2.E	<b>Review of Projects in the Downtown Historic District.</b> New development and improvements in the Downtown Historic District boundary may require HPAC design review in accordance with this DTP and Downtown Historic Design Guidelines.	LU-CC-5- Preserve, Adaptively Reuse Historic Buildings LU-CC-8- HPAC Review LU-R-1- Scale of Residential Development LU-R-5- Commercial Projects in the Historic District	Town of Truckee, Historic Preservation Advisory Commission	Ongoing	Permit Fees
2.F	<b>Update the Riverfront Development Standards.</b> Update the development standards in the the Riverfront Overlay District to add design standards that protect and enhance the environmental and scenic qualities of the river corridor and improve public views and physical access to the river.	LU-3- Riverfront Development Standards LU-RC-4: River Corridor Views LU-RC-5: River & Creek Habitat LU-RC-7: Development Clustering for Resource Protection LU-RC-8: Residential Remodels and Additions LU-RC-9: Visual Impacts LU-RC-10: Siting of New Riverfront Development	Town of Truckee Community Development Department; Private Development	Ongoing	Private Investment
2.G	<b>Update the Hilltop Master Plan.</b> The Town will initiate a review and update of the Hilltop Master Plan in accordance with applicable DTP policies.	LU-HT-1 through LU-HT-7	Town of Truckee	Near- to Mid-Term	Public and Private Investments
2.H	<b>Implement the Railyard in Phases.</b> Work with the Railyard Development Team to construct the the Railyard, as planned and approved, and guided by the DTP policies.	LU-RY-1 through LU-RY-6	Town of Truckee; Railyard Development Team	Near- to Mid-Term	Private Investment
2.I	<b>Consider Downtown Catalytic Site Projects.</b> As opportunities arise, work with land owners of catalytic sites identified in the DTP, to help facilitate future development plans.	LU-R-3: CalTrans Property LU-HT-1: Hilltop LU-RY-1: Railyard	Town of Truckee; Property Owners, Businesses, and Developers of Catalytic Opportunity Sites	Mid- to Long-Term	Private Investment
2.J	<b>Improve Communication Infrastructure.</b> Plan for, fund, and work with service providers to expand communication infrastructure with future Downtown underground projects.	Principle 6	Town of Truckee; Communication Service Providers	Mid- to Long-Term	Public Investment

Table 7-1: Downtown Truckee Plan Implementation

Implementing Action (Numbered by Chapter)		Program/Policy Addressed	Implemented By	Timing	Potential Funding Sources
<b>3. Circulation and Parking</b>					
3.A	<b>Improvements Consistent with Downtown Character.</b> Implement the roadway, streetscape, and parking improvements identified in Chapters 3 and 4 of the Downtown Truckee Plan, designed to complement the historic and pedestrian-oriented character of the Downtown.	LU-7- Jibboom and Church Street Pedestrian Character LU-CC-2- Commercial Core Pedestrian Character M-3, M-R-1- Character of Downtown Roadway Improvements P-6- Parking Facility Design	Town of Truckee	Ongoing	Grants and Other Public Funding Sources
3.B	<b>Implement Bridge Street Intersection Improvements.</b> Construct intersection improvements on Bridge Street, at Donner Pass Road and West/East River Street.	M-RO-1- Bridge Street Intersection Improvements	Town of Truckee	Mid- to Long-Term	Grants and Other Public Funding Sources; Impact Fees
3.C	<b>Create a Voluntary Transportation Management Association Program.</b> Work with Downtown partners to establish a voluntary TMA program for Downtown businesses, merchants, and employees.	M-2- Alternative Transportation Solutions	Town of Truckee; Downtown Merchants' Association	Mid-Term	Assessment Fees
3.D	<b>Improve Transit Operations Downtown.</b> Expand transit services by implementing the recommendations of the Transit Center Relocation Study for a new bus transit center at the Railyard and maintaining Amtrak and Greyhound services at the Truckee Depot.	M-T- 1- Truckee Depot Transit Function M-T-2- New Railyard Transit Center	Town of Truckee; Truckee TART	Mid-Term	Grants and Other Public Funding Sources
3.E	<b>Study Pedestrian/Bicycle Crossings of the UPRR and Truckee River.</b> Seek funding to prepare a planning study to implement a pedestrian and bicycle bridge overpass west and east of Bridge Street at the locations identified in DTP Figure 3-5.	M-PB-2- River and Rail Ped/Bike Crossings	Town of Truckee	Mid-Term to Long-Term	Grants and Other Public Funding Sources; Impact Fees

**Table 7-1: Downtown Truckee Plan Implementation**

Implementing Action (Numbered by Chapter)		Program/Policy Addressed	Implemented By	Timing	Potential Funding Sources
3.F	<b>Design of Ped/Bicycle Projects.</b> With future pedestrian and bicycle improvement projects, design and plan for ADA access and compliance, bike and pedestrian-friendly streetscape amenities, and lighting at key intersection locations, markings and/or elevation changes at roadway crossing locations, as applicable.	M-PB-3- Crossings at Railroad Tracks M-PB-4- Streetscape Amenities M-PB-7- Intersection Safety Improvements	Town of Truckee	Ongoing	Grants and Other Public Funding Sources; Impact Fees
3.G	<b>Complete the Downtown Commercial Core Pedestrian Network.</b> Install new sidewalks and pedestrian crossings at gaps along Church Street, Jibboom Street, Bridge Street, north of Church Street, and West River Street.	M-P-1- Downtown Commercial Core Pedestrian Gap Improvements M-P-2- Downtown Commercial Area Sidewalk Design	Town of Truckee	Near- to Mid-Term	Grants and Other Public Funding Sources; Private Investment; Impact Fees
3.H	<b>Infill Gaps in the Regional Trail Network.</b> Complete implementation of the Truckee River Legacy Trail and other gaps in the regional path and trail system through the DTP.	M-B-1- Connector Regional Bike Trails	Town of Truckee	Mid- to Long-Term	Grants and Other Public Funding Sources
3.I	<b>Provide Bike Racks in Public Places.</b> Bike racks shall be provided in new public destinations in the DTP, such as parks, community spaces, commercial centers, and transit hubs.	M-B-5- Bicycle Parking	Town of Truckee; Private Development	Ongoing	Assessment Fees; Private Investment
3.J	<b>Develop a Bike Share Program.</b> Upon completion of the Truckee River Legacy Trail, implement a shared rideable program to expand active transportation modes.	M-2- Alternative Transportation Solutions	Town of Truckee	Near-Term	Grants and Other Public or Private Funding Sources
3.K	<b>Downtown Parking Demand.</b> Continue to expand the Downtown Parking District by completing planned parking improvements. With future development, add shared parking to support the demand of future growth and the needs of Downtown patrons and employees.	P-1- Parking Demand for New Development P-3- Employee Parking P-4- Downtown Parking District Updates P-6-Off-Site and Shared Parking Regulations	Town of Truckee; Private Development	Ongoing	Downtown Parking Fees; Private Investment

Table 7-1: Downtown Truckee Plan Implementation

Implementing Action (Numbered by Chapter)		Program/Policy Addressed	Implemented By	Timing	Potential Funding Sources
3.L	<b>Develop a Parking App.</b> Develop a parking app to guide the public to public parking locations.	P-3- Parking App	Town of Truckee; Downtown Truckee Partners	Near-Term	Downtown Parking Fees;
3.M	<b>Construct a Downtown Parking Structure.</b> Explore ways to encourage the development of a new parking structure in the Downtown Commercial Core subarea, including encouraging relocation of the Post Office, incentivizing private investment, and investigating public funding opportunities.	LU-CC-7- Downtown Parking Structure P-4- Employee Parking P-6- Downtown Parking Structure	Town of Truckee; Downtown Truckee Partners	Long-Term	Downtown Parking Fees; Grants and Other Public Funding Sources; Private funding + in-lieu fees (which may be covered by the Downtown Parking Fees)
<b>4. Public Realm and Streetscape Design</b>					
4.A	<b>Downtown Public Realm Design Improvements.</b> New development may be subject to HPAC Design Review in accordance with the design policies provided in the DTP Chapter 4 and the Downtown Historic Design Guidelines in Appendix B.	PR-3- Coordinated Streetscape Design in Master Plan Areas DTP Section 4.4- Design Policies for streetscape and landscape design	Private Development	Ongoing	Permit Fees
4.B	<b>Streetscape Implementation Priority.</b> Prioritize streetscape improvements in the commercial and mixed-use streets and Downtown subareas.	PR-1- Coordinated Downtown Streetscape Design	Town of Truckee	Ongoing	Not Applicable
4.C	<b>Improve Access to the River.</b> Update the Development Code -RP Overlay zone to require visual and physical corridor connections to the river.	LU-RC-2- River Access LU-RC-3- Non-Commercial River Recreation LU-RC-4- Visual Access	Town of Truckee Private Development	Ongoing	Public and Private Investments
4.D	<b>Allow and Encourage Outdoor Cafe Seating and Food Trucks.</b> Review and update the Development Code to support and guide the design of outdoor dining facilities and allow food trucks on a temporary or limited basis so long as the streetscape and pedestrian experience is maintained.	PR-4- An Enhanced Pedestrian Experience	Town of Truckee	Near-Term	Public Funding

**Table 7-1: Downtown Truckee Plan Implementation**

Implementing Action (Numbered by Chapter)		Program/Policy Addressed	Implemented By	Timing	Potential Funding Sources
4.E	<b>Explore a Funding and Maintenance Program.</b> Coordinate with Downtown organizations to consider a funding and maintenance program for Downtown streetscape improvements and gateways.	IM-1- Funding and Maintenance Program	Town of Truckee; Downtown Partners	Mid- to Long-Term	Assessment Fees; Impact Fees
4.F	<b>Improve the Appearance of Alleys and Service Areas.</b> Work with the Tahoe Truckee Sierra Disposal, businesses along Commercial Row, and Downtown organizations to minimize the impact of on-site trash and recycling within the public right-of-way.	PR-5- Screening and Consolidation of Trash and Recycling Services	Truckee Tahoe Sanitation Agency; Town of Truckee; Downtown Partners	Near- and Mid-Term	Assessment Fees; Private Investment
4.G	<b>Amortize Billboard Signs.</b> Update the Zoning Code section on signs to amortize advertising billboard signs within and at the entrances into the DTP.	PR-G-6: Elimination of Billboard Signs	Town of Truckee	Near-Term	Public Funding
4.H	<b>Gateways and Public Art.</b> Develop a coordinated gateway and public arts program for Downtown, as guided by the policies of the DTP and the <i>Town of Truckee Public Arts Master Plan</i> .	PR-A-1 through PR-A-4- Public Art PR-G-1 through PR-G-5- Gateways	Town of Truckee	Mid-Term	Grants and Other Public Funding Sources
4.I	<b>Explore and Seek Funding for Public Art.</b> Explore grant and other funding mechanisms for implementation of public art and gateway art projects.	POS-4- Interpretive Site Signage of Historic Ice Palace	Town of Truckee; Downtown Partners	Ongoing	Impact Fees; Grants and Other Public Funding Sources
4.J	<b>Implement a Coordinated Downtown Signage Program.</b> Establish a coordinated sign program for Downtown branding, identification, wayfinding, and information. Coordinate sign designs to be accessible while avoiding sign clutter.	PR-S-1 through PR-S-5- Public Signage	Town of Truckee	Mid-Term	Grants and Other Public Funding Sources; Assessment Fees

Table 7-1: Downtown Truckee Plan Implementation

Implementing Action (Numbered by Chapter)	Program/Policy Addressed	Implemented By	Timing	Potential Funding Sources	
<b>5. Parks, Open Space, and Activity Centers</b>					
5.A	<b>Plan New Parks.</b> Coordinate the planning and design of new parks with the Truckee Donner Recreation and Park District.	POS-1- New Parks	Private Development; Town of Truckee	Ongoing	Not Applicable
5.B	<b>Set Aside Riverfront Parks, Open Space, and Trail Connections.</b> Develop riverfront parks at the Truckee River Park and West River Park sites and complete trail connections through these areas. Seek funding to implement the trail strategies identified in the <i>Downtown River Revitalization Strategy</i> .	P-RP-1- Truckee River Park and Truckee Springs Sites P-RP-2- West River Street Park	Town of Truckee; Truckee Donner Land Trust; and Other Public Agencies	Long-Term	Impact Fees; Public and Private Investments
5.C	<b>Develop a Central Town Plaza.</b> Study the concept of a Town Square or plaza in the Downtown Commercial Core subarea, particularly at the site of the historic Truckee Depot in coordination with the relocation and development of a new Transit Center at the Railyard.	P-TS-1 through P-TS-5- Town Square Park/Plaza	Town of Truckee; Downtown Partners	Mid- to Long-Term	Public Investment; Impact Fees; Assessment Fees; Grants
5.D	<b>Plan for a Park at Hilltop.</b> Preserve the historic ski hill at Hilltop as a snow play area.	P-HP-1, 2- Hilltop Park	Town of Truckee; Private Development	Long-Term	Private Investment
5.E	<b>Improve the Trout Creek Pocket Park.</b> Implement landscape improvements and additional bike facilities at the Trout Creek Pocket Park.	P-TCP-1 through P-TCP-3- Trout Creek Pocket Park	Town of Truckee; Truckee Donner Recreation and Park District	Mid-Term	Impact Fees; Assessment Fees
5.F	<b>Implement Railyard Improvements.</b> Time and implement park, open space, and plaza improvements in coordination with contiguous building development at the Railyard and the proposed transit center in the north balloon track.	P-RY-1 through P-RY-2- Railyard Master Plan Community Activity Centers	Private Development	Variable	Private Investment

Table 7-1: Downtown Truckee Plan Implementation

Implementing Action (Numbered by Chapter)		Program/Policy Addressed	Implemented By	Timing	Potential Funding Sources
<b>6. Historic Resources</b>					
6.A	<b>Update the Historic Resource Inventory.</b> Prepare a full scale update of the Historic Resources Inventory to support the determination of historic resources.	HR-D-1 through HR-D-4- Historic Resource Determinations	Town of Truckee, Historic Preservation Advisory Commission	Near- to Mid-Term	General Fund
6.B	<b>Update the Downtown Historic Design Guidelines.</b> Update the Downtown Historic Design Guidelines to reflect the updated boundaries of the DTP, subareas, and historic districts, and incorporate design standards.	HR-5- Update the Downtown Historic Design Guidelines	Town of Truckee Community Development Department; Historic Preservation Advisory Commission	Near- to Mid-Term	General Fund
6.C	<b>Conduct an Archaeological Resource Inventory Prior to Development.</b> Perform an Archaeological Resource inventory prior to ground disturbance of an approved development project.	HR-S-1 through HR-S-3- Subsurface Archaeological Resource Investigations	Private Development	Ongoing	Private Investment
6.D	<b>Pursue Historic Preservation Funding Assistance Programs.</b> Identify and seek funding for federal and state historic preservation assistance to implement projects identified in Section 6.8 of the DTP.	HR-P-1 through HR-P-15- Assistance Programs	Town of Truckee	Ongoing	Grants and Other Public Funding Sources
6.E	<b>Advance Local Preservation Programs.</b> Implement innovative local programs encouraging and supporting the rehabilitation, repair, restoration, and maintenance of historic resources.	HR-P-11- Local Preservation Program	Town of Truckee, Historic Preservation Advisory Commission	Ongoing	General Fund, Grants, and Other Public or Private Funding Sources
6.F	<b>Streamline and Incentivize Historic Preservation.</b> Amend the Development Code to create other opportunities for streamlining processes and incentivizing preservation of historic resources.	HR-P-6- Adaptive Reuse Provisions; HR-P-10- Flexibility in Land Use Regulations	Town of Truckee Community Development Department	Near-Term	General Fund

# DOWNTOWN TRUCKEE PLAN

FINAL JUNE 2023

