

Detail of Central River Area

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

**1**

**Crosswalk**

- Connects E-1 with parking

**2**

**Central River Village**

- Plaza
- Offices
- Retail
- Live-work

**3**

**Pedestrian Bridge**

- River Access

**4**

**Public Parking Lot**

**5**

**Preserve Historic Ice Pond**

- Consider appropriate re-use

**6**

**River Bank Enhancement**

- Retaining walls
- Habitat Restoration
- Sidewalk
- Interpretive site

**7**

**South Central Village**

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

**8**

**Bright Property - West**

- Improved trails
- Parking
- Trailhead

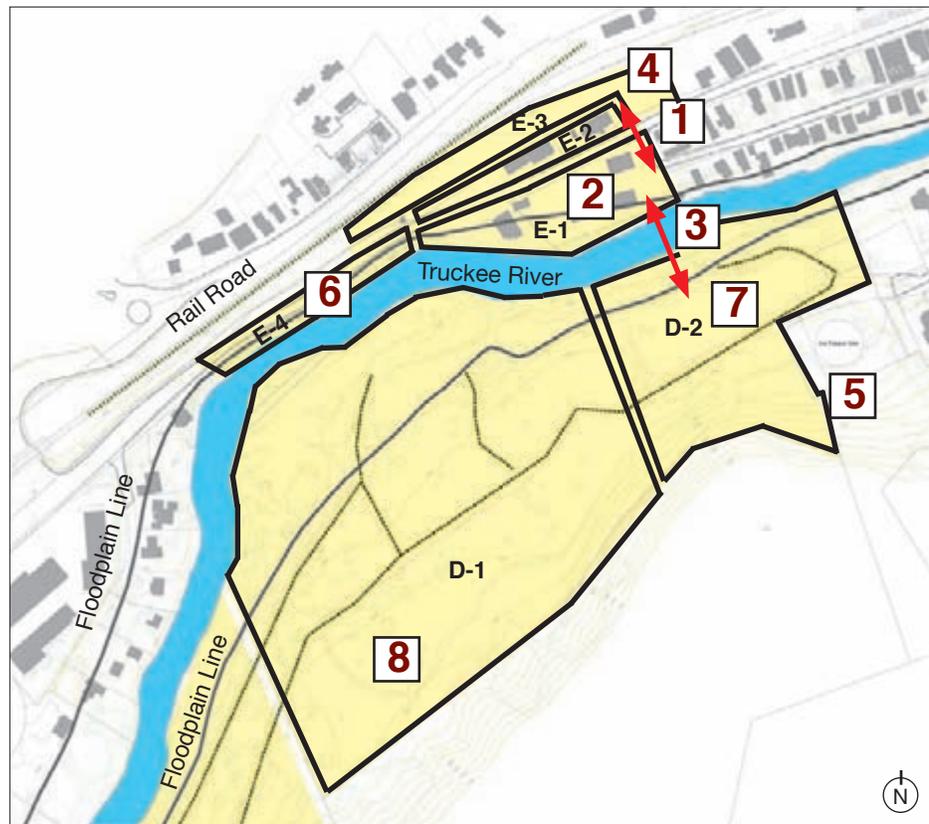
## C. Central River Area Opportunity Sites

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

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

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

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



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

## Site D-1: Bright Property West

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

## Site D-2: Bright Property East

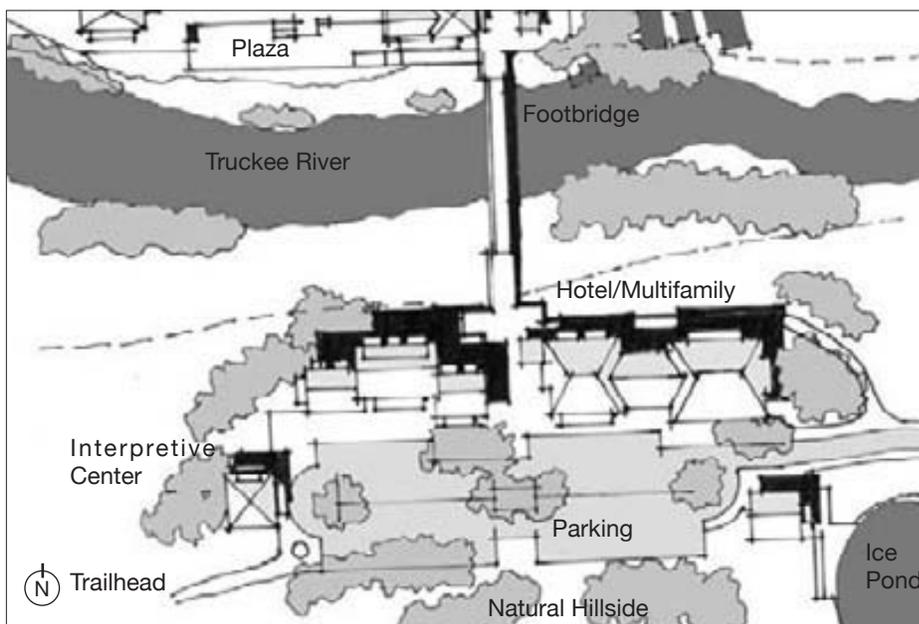
This segment of the Bright Property would be developed with a small hotel as a focus (as a preferred use). Multifamily housing would be an appropriate alternative. A visitor center also would be included, which would serve as a trail head and location to interpret the natural history of the area. This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

### Appropriate Improvements:

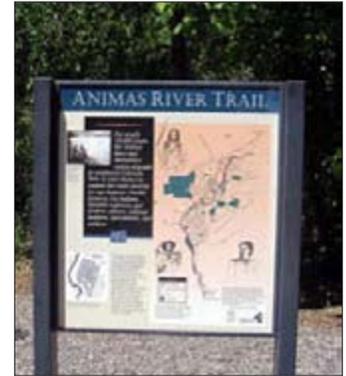
- Boutique Hotel/Multifamily housing
- Parking
- Interpretive Center
- Trailhead
- Historic ice pond restoration
- Single family housing



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



## C. Central River...



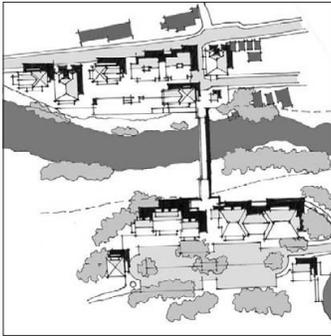
Provide interpretive markers along the river trail system.



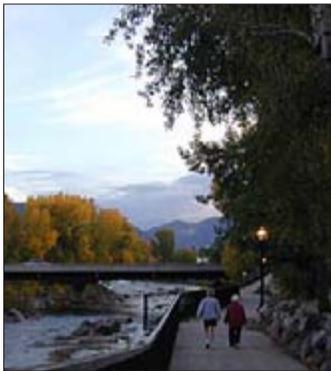
Potential hotel character on the Bright Property.

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

**C. Central River...**



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



Potential river edge walk, Site E-1.



Potential restaurant character, Site E-1.

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

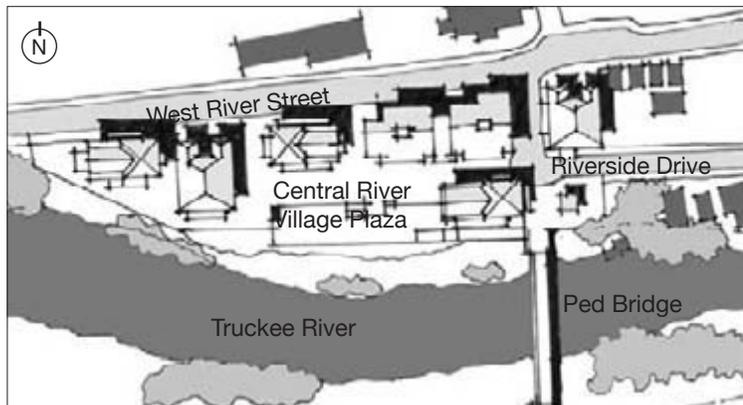
This site is a key one, because it offers important river access opportunities as well as social, economic and environmental benefits. In this area, a major civic plaza should be constructed to serve as a gathering place for festivals and events and to provide general access to the river. This could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

**Appropriate Improvements:**

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



Potential river overlook character at Central River Village Plaza



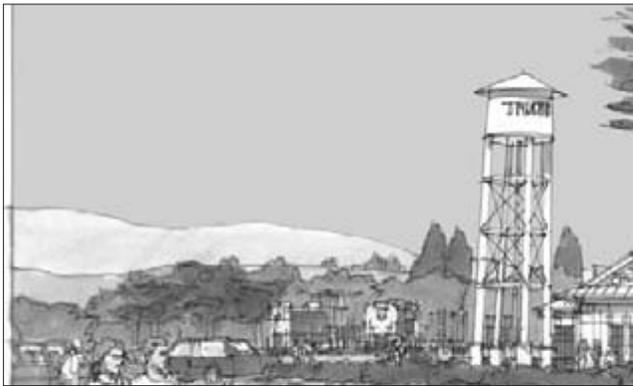
Sketch plan of Site E-1.

## Site E-2: Central River Corridor

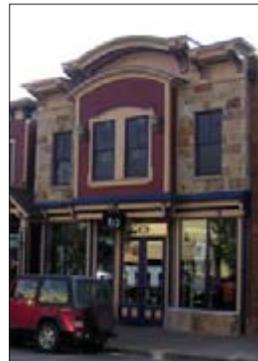
This parcel would be redeveloped with commercial and live-work buildings that mirror the new development on site E-1. This is also a potential site for a Railroad Heritage Center. This would create a distinct enclave on this portion of the block. Building forms would reflect the design traditions of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

### Appropriate Improvements:

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



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



Potential commercial along E-2

## C. Central River...



View looking north to the Central River Village.



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

## Site E-3: Central River Public Parking

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

## Site E-4: Central Riverbank Enhancement

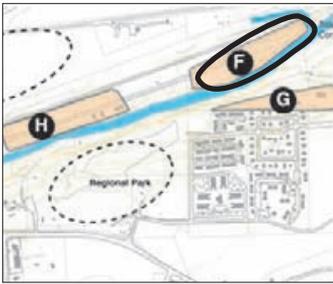
A stretch of the river cuts close to West River Street in this area. A major riverbank enhancement project could be considered here. This should include habitat restoration as well. In the process, a pedestrian walkway and new stepped retaining walls should be constructed along the riverside. Ideally,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



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



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



Detail of East River Area.



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

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

**1**

**Resource Protection Area**  
• Habitat restoration

**2**

**Parking**

**3**

**River-oriented Mixed-Use**

**4**

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

## D. East River Area Opportunity Sites

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

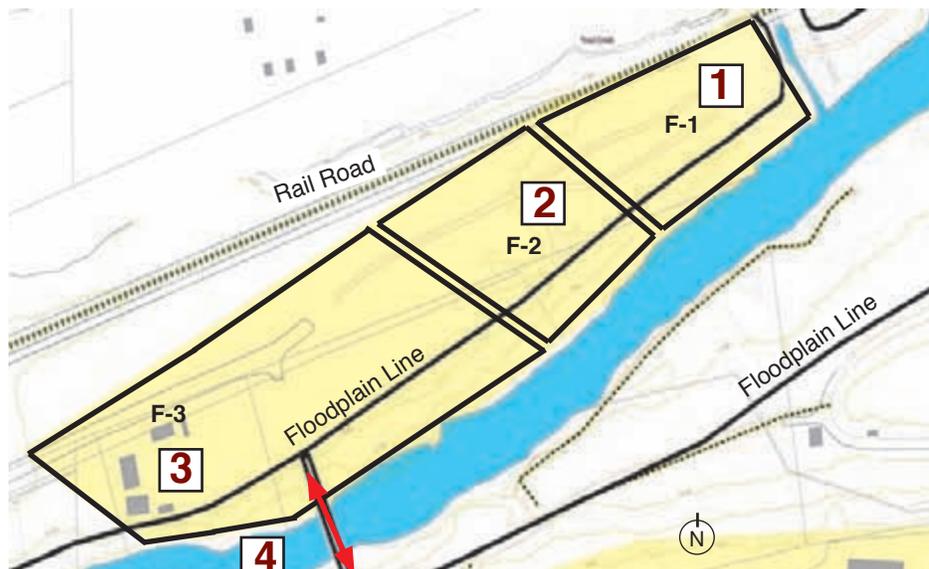
Lands around the confluence of Trout Creek with the Truckee River would be protected. Habitat enhancement could occur here.

### Site F-2: East River Edge

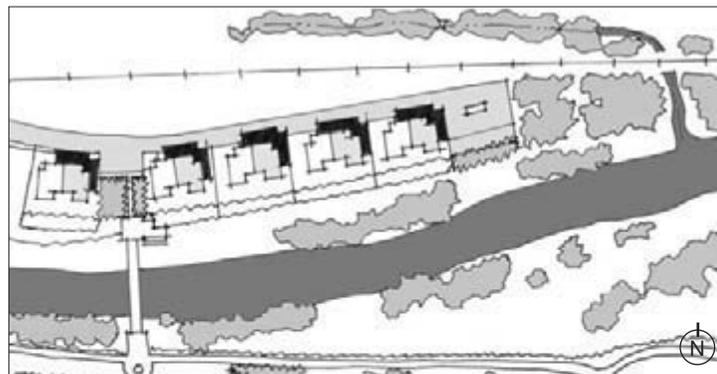
A landscaped parking lot would be developed to serve uses at this end of the road. It also would serve as a buffer to site F-1.

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

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



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



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

## East River Potential Character Images

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



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



Potential character of interpretive markers.

## D. East River...



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



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

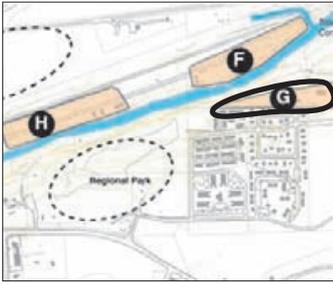


View from Site F-2.



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

**D. East River...**



Detail of East River Area.

**Future use actions for Site Area G**

**1**

**Regional Park Extension**

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

**2**

**Existing Pedestrian Bridge**



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



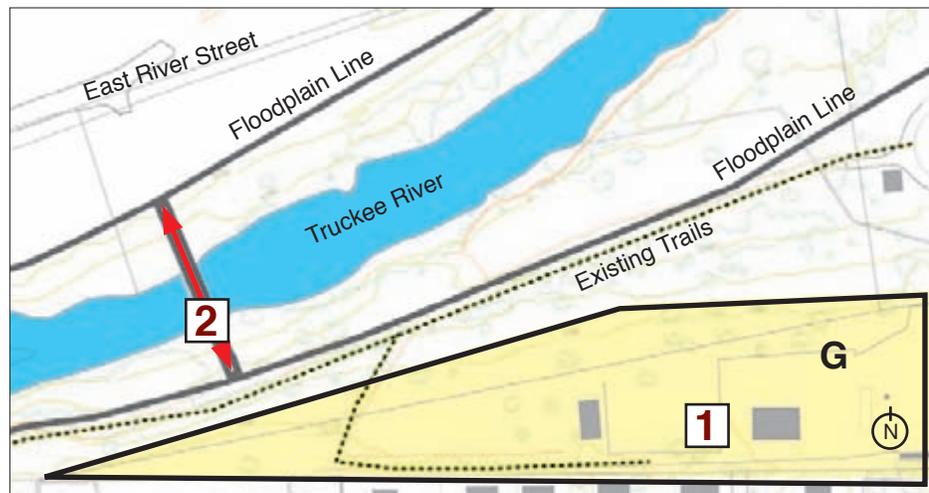
Existing view to the east from the Town Maintenance Yard.

**Site G: Town Maintenance Yard**

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



Illustrative sketch of a potential park shelter at the trailhead.



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

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

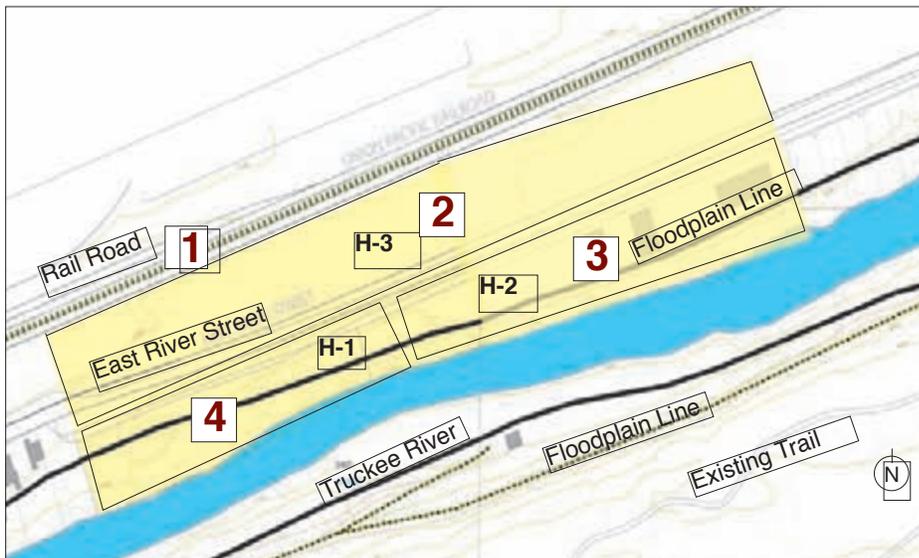
Wildlife habitat restoration would occur in this area.

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

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

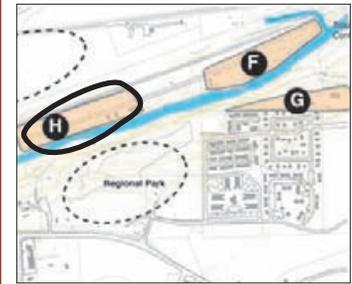
## Site H-3: Rail Edge Live/Work Site

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



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

## D. East River ...



Detail of East River Area.

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

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



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

