

TRUCKEE RIVER REGIONAL PARK (TRRP)

2020 - 2030 MASTER PLAN

DOCUMENT TEXT

This document contains generally unformatted text from the Master Plan. The TRRP Master Plan was completed in Adobe Illustrator CC where images and graphics were added. Slight modifications to the text as inserted into the InDesign File may have been made.

ACKNOWLEDGEMENTS

Truckee-Donner Recreation & Parks District (TDRPD)



Mead & Hunt, Inc .



Historic Picture(s)

<https://calisphere.org/search/?q=truckee>

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1. INTRODUCTION

To make coordinated land use decisions consistent with a long-range plan, the Truckee-Donner Recreation & Park District (TDRPD) hired Mead & Hunt to prepare a Master Plan for Truckee River Regional Park (TRRP). TDRPD has recently considered proposals for an expansion to TRRP's programming including a new Skate Park and new, covered Ice Rink. Further, in 2018, TDRPD was party to a feasibility study, the Public Agency Partnership Multiple Site Planning Study (MSPS) which considered the relocation of the TDRPD maintenance facilities (Corporation Yard) out of TRRP and the introduction of a new Truckee Library and non-profit space (e.g. Children's Museum) to TRRP, along with associated transportation and parking improvements.

Purpose

The purpose of this Master Plan is to guide the coordinated implementation of future improvements in TRRP to achieve the common vision for the Park's future. Implementing proposed improvements is best coordinated through a Master Plan, largely because TDRPD leases 62 percent of the land on which TRRP sits from various Special Districts in Truckee. TRRP is the largest and most important TDRPD property in the Town of Truckee and its impact on the community stretches well beyond the Town limits.

The National Recreation and Park Association (NRPA) asserts that recreation is an integral and necessary element of contemporary life and should be available for incorporation into a daily routine. In Truckee, recreation is a way of life. The primary users of TRRP should be included in the future programming of TRRP. It's been 20-years since the public's opinion was sought on this broad of a scale to guide the development of TRRP.

This Master Plan provides the necessary information to assist the TDRPD Board and staff in acquiring and allocating resources to meet community recreational goals, needs and priorities. It will serve as a decision-making guide, providing an inclusive framework for orderly and consistent planning, acquisition, development, administration of TRRP and recreation resources, programs, design decisions and capital improvements.

The Master Plan provides a Critical Path - items that must occur before major improvements - to implement this plan along with Ongoing Implementation recommendations and immediate (0-2 years), short-term (2-5 years) and long-term (5-10years) implementation actions.

In addition to being easily understood and used, this Plan comes with the expectation that (1) it does not sit on the shelf - that it's recommended actions will implemented over the 10-year planning period, 2020 - 2030 - and (2) it is malleable and easily revised so that as conditions, needs, and desires change, the Plan can change accordingly.

Planning for TRRP

This is the first Master Plan exclusively for TRRP. Since 1999, the improvement of TRRP has been guided by the recommendations of the 1999-2000 Truckee-Donner Recreation and Park District Ten Year Master Plan (1999 Plan). To date, many of the recommendations of the 1999 Plan have been implemented including the following:

- Acquire Sierra Pacific Power Company Property APN 19-450-35 (northwest corner of TRRP).
- Upgrade the road to the Truckee River.
- Build Riverfront Nature Trail, fishing access and multi-use trail.
- Upgrade BBQ and picnic areas at the River.
- Provide barrier free handicapped access to all facilities, especially restrooms and parking.
- Pave the Corporation Yard.
- Improve the picnic area near the restrooms.
- Improve the grass and landscape around the volleyball court.

Some of the Action Plan recommendations have not been implemented and warrant consideration in this plan. Those are listed below. Those considered for implementation in this document's Action Plan are *italicized in blue*.

- New multi-use Community Center including administrative and recreational staff offices, gymnasium and basketball courts, a teen center, meeting rooms, and a kitchen. While this facility was constructed in Truckee (10981 Truckee Way), it was not constructed in TRRP.
- New baseball field and parking across Highway 267/Brockway Road to south if TDRPD is successful in obtaining the land.
- *Brockway Road traffic considerations including turn lanes.* This is an improvement that should be coordinated with the Town and Cal Trans.
- *Make landscape improvements on both sides of Brockway Road, the park entrances, the access road to the main parking lot, and the parking lots themselves should all be improved with major landscape plantings.* Screening along the highway, near the ballfields, serves three important functions:
 - To provide separation from the highway for park users
 - To enhance an important entry corridor to Truckee
 - To accent the park entrance
- Water features were proposed to provide unifying design and irrigation water storage.
- Install a well to provide a water source for irrigation uses.
- Acquire Tahoe Truckee Sanitation Agency Property APN 19-450-55 (now TSD property).
- Acquire East River Street Property across the Truckee River for Cottonwood Park.

- [Install footbridge between TRRP and Cottonwood Park.](#)
- Install a multi-use trail from the senior center through TRRP to Downtown.
- [Realign ballfields to increase play area near volleyball area and improve ballfield drainage.](#)
- [Pave all high use parking areas.](#)
- [Upgrade the outdoor Ice Rink.](#)
- Install a net or landscape barrier at the volleyball courts to catch runaway balls.
- Move the playground and install a new Tot Lot and grass play area near the Volleyball and Basketball area.
- [Upgrade sand quality in the west volleyball court.](#)
- [Install overflow parking for the McIver Arena.](#)

The 1999 Plan is the most current Comprehensive Outdoor Recreation Plan for the TDRPD which includes all TDRPD facilities existing in 1999. As this plan is meant to be malleable and may not include all possible programming for TRRP, additional incremental improvements to facilities within TRRP have been made since 1999 that may not have been included in the 1999 Plan.

Regional Context

Truckee is located in the Lake Tahoe region in northeastern California. East of the crest of the Sierra Nevada Mountains, the Town is set in the picturesque landscape of the Truckee River Valley. The world-class ski resorts in the Lake Tahoe region bring visitors from around the world. On the north side of the lake, just a short-drive from Truckee, are ski resorts Northstar California, Squaw Valley - Alpine Meadows, and Sugar Bowl. This makes Truckee a highly desirable winter tourist destination.

The region also benefits from its proximity to summer outdoor recreation destinations. Truckee is located on the eastern border of the Tahoe National Forest (87,000 Acres). The Pacific Crest Trail runs to the west of Lake Tahoe through Donner Pass, just east of Truckee and Donner Lake on the west end of town. This 2,659-mile-long trail runs from Mexico to Canada through scenic protected wilderness.

Local Context

The incorporated boundary of Truckee is nearly 34 square miles and ranges in elevation from 5,500 to 7,500 feet above sea level. Located approximately a half mile from Historic Downtown Truckee, TRRP is the largest park in the TDPRD system at 62 acres. The Truckee River runs from the southcentral portion of Truckee to the northeast, passing by downtown and TRRP and offering limited shoreline to residences on River Street. TRRP has approximately half-a-mile of uninterrupted River frontage.

The Park features numerous recreation facilities, including the “Salty” Gebhardt Amphitheater (amphitheater) that hosts Music in the Park. The weekly summer event is free, showcasing local bands, and attracting thousands of people. TRRP also hosts the weekly Truckee Certified Farmers Market, featuring locally grown fresh produce, meats, baked goods, and artisanal crafts. It operates spring through fall.

Further, TRRP hosts community softball leagues, little league, soccer and skate camps, summer day camp, group picnics, special events like weddings, horse activities, and more.

The Truckee River “Legacy” trail is the Town’s most important multimodal transportation connection. It runs east to west from the Glenshire Neighborhood to TRRP and over the Truckee River toward Historic Downtown Truckee. It is planned to continue west to Donner Memorial State Park.

Truckee has completed a number of significant planning efforts in recent years including the 2016 Truckee Railyard Mixed-Use Development Master Plan. The Railyard Development is a mixed-use infill development that will provide Truckee with a vibrant mix of retail, entertainment, employment, and housing opportunities. The planning area is just north of the Truckee River and TRRP.

Administration & Ownership

The Town of Truckee is an incorporated community of approximately 17,000 full time residents. During peak tourist seasons the population approaches 50,000 people. Incorporated (1993), the Town operates as a limited service city, with specific community services provided by independent special districts. The collaboration between districts is instrumental to providing public resources to the greatest community benefit.

TRRP is unique in that it is located on land owned by several special districts including the TDRPD, Truckee Sanitary District (TSD), Truckee Donner Public Utility District (TDPUD). Leases between these parties allow recreational uses on the lands which make up TRRP.

[Truckee-Donner Recreation & Parks District](#)

The TDRPD is an award-winning special district that has been providing recreation and park services for the Truckee area since 1963. Today they maintain hundreds of acres of parks and facilities, that offer a wide range of programming to thousands of residents every year. They are committed to working with citizen groups to bring new recreation facilities to Truckee. The TDRPD owns 23.57 acres (37.92%) of land encompassing TRRP.

Truckee Sanitary District

The TSD has provided sanitary services in the Truckee Area since 1906. Today they are responsible for the collection and conveyance of wastewater for approximately 39 square miles in the greater Truckee area. Their mission is to protect the public health and environment, while providing the highest level of service. They are governed by a five-member district elected board of directors. The TSD owns 18.55 acres (29.84%) of land encompassing TRRP.

Truckee Donner Public Utility District

The TDPUD has provided utility services to the greater Truckee area since 1927. They are committed to providing reliable and high-quality water and electric services, while guiding the community towards conservation. They are governed by a five-member district elected board of directors. The TDPUD owns 20.04 acres (32.24%) of land encompassing TRRP.

TRRP abuts Brockway Road on the south, Estates Drive on the southeast, and River View Drive on the east. To the north, the park has approximately half-of-a-mile of frontage along the Truckee River. To the west, there are primarily residential uses. The Legacy Trail winds along the river and then loops back along Brockway Road on the south end of the park.

Regional Park: A Community Park

National Recreation and Park Association (NRPA) developed a national expression of minimum acceptable facilities for communities. The purpose of these guidelines is to present park and recreation space standards that are applicable nationwide for planning, acquisition, and development of park, recreation, and open space lands, primarily at the community level. Such standards enable a community to quantitatively measure how well its existing facilities are meeting the needs of residents and to plan for future facilities based on projected population growth. As such, park and recreation standards are commonly expressed as a ratio of the number of minimum acres recommended per 1,000 residents. The standards are interpreted according to the particular situation to which they are applied and specific local needs.

Community parks - the facility classification TRRP falls into - are intermediate in size and are able to accommodate visitors from multiple neighborhoods and the greater community. These parks focus on both the developed aspects of the parks and natural resource amenities, and typically include a range of active (sports fields, etc.) and passive (trails, observation areas) recreation facilities.

Community Park Service Area: ½ to 3 miles

TRRP serves all of Truckee, reaching from 0.5 miles to Historic Downtown to 3.5 miles to the eastern shore of Donner Lake

Desirable Size: 10 acres minimum. 15-50 acres is optimal depending on desired programming

TRRP is 62 acres but contains a higher amount of programming than average.

Acres per 1,000 population: 5.0-8.0 acres.

TRRP is approximately 3.8 acres per 1,000.

2. VISION , GOAL & OBJECTIVES

Planning Process

The planning process followed four key steps - define existing conditions, generate concept alternatives, engage key stakeholders and the public, and generate a preferred plan. The key steps for completing the planning process are outlined below.

Review Existing Conditions

Gather information and generate base maps for synthesis and field reconnaissance. Utilizing county and local data as well as previous field study in spring 2018, the planning team was able to generate basic background information to define key ecological and social features as well as define constraints and opportunities.

Site Analysis and Needs Determination

Site analysis included a review of land use and development code information as well as a synthesis of physical characteristic information obtained in the existing conditions data gathering. This information provided the baseline for alternative generation in which four alternatives were derived.

Once alternatives were generated, stakeholder meetings were held to gather impressions and reactions for specific components within alternative concepts.

Public Engagement

Soliciting feedback and input from the public was an important component of the master plan process. This was done at strategic events at TRRP and off-site as well as through a month-long online survey. Responses from this survey were analyzed and considered in deriving the final, preferred master plan.

Final Plan Approval and Implementation

A final, preferred TRRP master plan was drawn and discussed with TDRPD staff. This plan was shared with key stakeholders. Finally, the master plan, and background information, data, input and alternative concepts were documented.

Regional Park Vision

The vision for TRRP was derived from TDRPD staff and input received throughout the public engagement sessions.

Truckee River Regional Park is a recreation-based community park uniquely situated on the steep banks of the Truckee River. There are exciting opportunities for active and passive recreation throughout the park, allowing visitors to immerse themselves in a scenic landscape that is minutes from the Historic Downtown Truckee. The park is regionally important because it

provides a gathering place for all things Truckee. This Master Plan will provide the TDRPD with a strategy to enhance the developed areas of the park while protecting its natural features for the future enjoyment of all regional residents and visitors.

Project Goal & Objectives

The importance of the community's feedback cannot be over-looked. Throughout public engagement sessions, a wide variety of residents and user groups contributed valuable input which collectively gave the TDRPD an understanding of the community's desires and concerns. TDRPD staff objectives were intertwined with public objectives for TRRP and criteria was established for the preferred master plan.

The primary goal of this Master Plan is to create a shared vision for the future of TRRP and establish sequenced actions to achieve this vision.

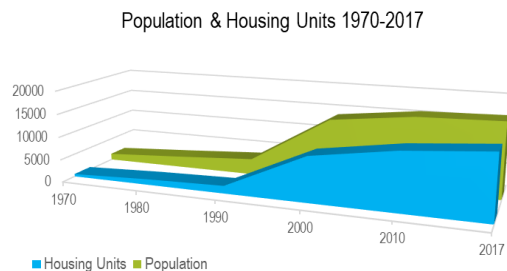
Objectives to achieve this goal include the following:

- Build consensus among stakeholder groups.
- Maintain existing programming and facilities to the maximum extent practicable.
- Relocate the existing Corporation Yard out of TRRP.
- Provide more access to the Truckee River.
- Minimize impacts to natural resources.
- Incorporate more, and better-defined parking areas into TRRP to better comply with the Town Development Code.
- Incorporate future Town improvements to Brockway Road (roundabout).
- Improve connectivity and wayfinding within TRRP.
- Maintain or bolster passive recreational opportunities.

3. PARK INVENTORY

Development Timeline

Development of TRRP generally precedes the increase in population in Truckee. After the 1960 winter Olympics in Squaw Valley, as the Town gradually began to grow out from its Historic Downtown core, so did its need for recreational programming. Space was available south of the Truckee River where the once barren burn dump operated by the TSD between the 1940s and late 1960s (currently below the tennis courts in TRRP) was transformed into a thriving recreational amenity. Population exploded after 1990 growing nearly 300 percent over the next decade.



Truckee **1970** population of 1,392 with 541 housing units.¹

Truckee **1980** population of 2,389 with 1,222 housing units.¹

Truckee **1990** population of 3,484 with 1,664 housing units.¹

Truckee **2000** population of 13,864 with 9,757 housing units.²

Truckee **2010** population of 15,864 with 12,461 housing units.³

Truckee **2017** population of 16,308 with 13,935 housing units.⁴

Existing Conditions

Facilities

TRRP currently contains the following facilities. See corresponding graphic for spatial relationship within TRRP.

1. TDRPD **Corporation Yard**
2. 18-hole **Disc Golf** Course
3. A **Telecommunications Pole** (third-party lease)
4. One (lighted) **Basketball Court** also used for **Roller Hockey**
5. Seasonal **Ice Rink** (on basketball courts)
6. Two **Tennis Courts**
7. **Truckee River** access
8. One Youth Baseball Field and one Advanced Baseball Field (lighted **Ballfields**)
9. Self-pitch **Batting Cages**
10. Two Sand **Volleyball Courts**

¹ <https://www.census.gov/prod/cen1990/cph2/cph-2-1-1.pdf>

² <https://www.census.gov/prod/cen2000/phc-3-6.pdf>

³ U.S. Census Bureau, 2006-2010 American Community Survey

⁴ U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

11. Flush **Public Restroom** Facility with 4 toilets
12. **Lawn/Outdoor** Gathering Space
13. Unpaved and Paved **Parking Areas**
14. Gravel **Hiking Trails**
15. Paved **Legacy Trail**
16. **Amphitheater**
17. Lower **BBQ Area** with rentable **Picnic Shelter**
18. Community **Garden** space
19. Kids **Railroad**
20. **Playgrounds** with **Leisure BBQ**
21. **School** site (with **Camp Trudaca** space)
22. **McIver Arena** (horse area)
23. **Skate Park**
24. Park **Maintenance** , commodities and debris area
25. **Park Host** site
26. **Stampede Circle of Stones**

Recreational Programming

TRRP facilities are generally open and accessible to the public and the TDRPD offers recreational programming for varying seasons and user groups. The following recreational activities are programmed at TRRP:

- Ice Skating, Ice Dancing and Power Skating Lessons at Truckee Ice Rink
- Hockey, Hockey Skills Clinic, Hockey Leagues, and Broomball League at Truckee Ice Rink
- Adult Softball Leagues, Baseball camp, youth girls' softball at Ballfields
- Truckee Little League (baseball), Pop Warner (football), AYSO (soccer), leagues and tournaments at Ballfields
- Yoga at Lower BBQ Area, and elsewhere
- Stomp Sessions at Truckee Skate Park
- (Summer) Camp Trudaca on west end at School site
- School District Programming at School Site
- Truckee River Railroad for Kids and Adults at Railroad and Leisure BBQ Area
- Tennis Camp at Tennis Courts

Parking

What's evident in TRRP is that parking conditions can fluctuate by the hour based on the multitude of programmed activities in the Park. Parking also fluctuates per season, where demand is higher in the summer. Impervious, naturally draining parking areas, to date, have been preserved to accommodate the majority of Truckee's precipitation which occurs in winter months. While the Town's Development Code specifies requirements for parks, those

requirements are based on Use Permits for the various programmed uses in TRRP (e.g. amphitheater, Skate Park, Mclver Arena, etc.). There are no formal bike racks in TRRP.

TRRP contains 10 relatively defined parking areas. On-street parking is also available on several roads bordering the park and is utilized during busy park events such as Music in the Park. There are a total of 99 striped parking spaces including 5 Americans with Disability Act (ADA) accessible spaces within TRRP. However, a significant portion of additional parking occurs on dirt/unpaved areas, a generally nonconforming condition within Truckee. The existing capacity of TRRP, or the maximum number of vehicles parking in each lot when the lot is considered full, is approximately 483. An estimate of the maximum parking supply based on the Town's Development Code standards - those parking spaces that could be striped in existing lots if they were given a surface to demarcate - is approximately 720 spaces.⁵

A parking area providing access to the Legacy Trail and TRRP via the Robert "Doc" Affeldt Memorial Pedestrian Bridge which exists at the eastern terminus of East River Street, north of the Truckee River. The bridge is approximately one tenth of a mile from the eastern TRRP boundary. East River Street also provides on-street parking for its length but accessing TRRP is difficult because of the distance to the pedestrian bridge on the east or Bridge Street on the west. No pedestrian accommodations exist between Bridge Street and TRRP, however.

Access & Circulation

TRRP is primarily accessed from Brockway Road. A vehicular driveway allowing access to the main parking lot and lower parklands exists near Palisades Drive. A bus stop is also present at this location. Estates Drive bisects TRRP on the east end and provides a driveway to the Skate Park/Baseball parking area, the Camp and School sites, and the Mclver Area parking areas. River View Drive forms the eastern boundary of TRRP but has vehicular access points. Bicycle and pedestrians access the park from all sides, although the Truckee River makes access from the north more challenging.

The Legacy Trail, a paved Class 1 Bike Path (completely separated from streets), winds through TRRP, climbing from east to west as it follows the river before doubling back on the west end to follow Brockway Road past the park's main entry and further east. This non-motorized trail affords the best non-motorized circulation within TRRP and is plowed in the winter, as weather permits. The Legacy Trail was extended in Fall 2019 and now runs from TRRP east through the Glenshire neighborhood and the Riverview Sports Complex all the way to Vista, Nevada.

A number of gravel trails also wind through TRRP, but vehicular access is limited. A gated gravel service road exists for maintenance vehicles and limited access to the central portion of the park is granted via Estates Drive for access to the community gardens and amphitheater.

⁵ Parking Evaluation. LSC Transportation Consultants, Inc., 2018 and 2019 Update

Physical Features

Hydrology

The Truckee River is the most prominent waterway in Truckee. It is also Lake Tahoe's only outlet, flowing north from the lake at Tahoe City to the Town of Truckee, before continuing east 90 miles to its terminus. The Truckee River is TRRP's namesake and several opportunities to interact with the river currently exist in TRRP. However, the Town and TDRPD support increasing public access to the Truckee River as well as maintaining its fragile ecosystem which provides habitat for numerous flora and fauna. Among those, Lahontan cutthroat trout, Rainbow and Brown trout.

The portion of the Truckee River bypassing TRRP is known as Middle Truckee River (from the outlet of Lake Tahoe at Tahoe City to the California/Nevada state line. Generally, streamflow is low in late summer, gradually increasing through autumn and winter, and peaking during the spring snowmelt. This stretch is listed on the Environmental Protection Agency's 303(d) List as being impaired by sediment from stormwater and legacy sites. The Lahontan Regional Water Board is the state agency charged with water quality protection in this section of the Truckee River. Peak discharges are usually in May or June but intense rain and rain on snow events can also produce occasional high-magnitude, short-duration peaks at various times throughout the year.⁶

Vegetation

The dominant vegetation type is mixed conifer forest (cone-bearing, needle-leaved evergreen trees), with Great Basin sage scrub in lower elevation areas. Riparian vegetation - primarily cottonwood, quaking aspen, dogwood, willow, sedges and grasses - grows along the Truckee River.⁷

The tree canopy on TRRP has been fairly consistent for the past half century. Park programming to date has been done with careful consideration to not reduce tree cover. The ballfields and McIver Arena were both placed in areas with historically few trees. Vegetation is most dense on the eastern side of the park and along the riverbank, below the Legacy Trail. Heavy forest cover also exists at the playground.

Soils

Much of the soil underlying the Town of Truckee consists of glacial till, moraines and outwash. These soils, which can be described as silty/sandy gravels or gravelly/silty sands contain large quantities of sediments that were transported to the Truckee Basin from the crest of the Sierra

⁶ Total Maximum Daily Load for Sediment, Staff Report. 2008.
https://www.waterboards.ca.gov/rwqcb6/water_issues/programs/tmdl/truckee/docs/adopted_staffreport.pdf

⁷ Natural Features and Wildlife. Chapter 1. Existing Conditions. Page 1-3.
<https://www.townoftruckee.com/home/showdocument?id=1921>

Nevada by glacial activity. Past glacial activity has also resulted in the deposition of cobbles and boulders in the Basin. These are strewn across the flatter portions of TRRP. Soil depths typically range from 20 to 60 inches.⁸

The topographic lowlands, uplands and slopes generally characterize where the major soil types are found. USDA soil classification maps indicate three predominant soil types found within TRRP:

⁸ 4.5 Geology, Soils and Seismicity. 2025 General Plan for Town of Truckee Draft EIS.
<https://www.townoftruckee.com/home/showdocument?id=1278> P.4.5-3.

| Map Unit Symbol | Map Unit Name | Landform | Acres in TRRP | Percent of TRRP |
|--|--|----------------------------------|---------------|-----------------|
| FUE | Kyburz-Trojan complex, 9-30% slopes | Mountain slopes | 25.1 | 40.4% |
| EWB | Inville-Riverwash-Aquolls complex, 2-5% slopes | Outwash terraces, Rivers, Swamps | 19.5 | 31.4% |
| EVB | Inville-Martis variant complex, 2-5% slopes | Outwash terraces | 14.2 | 22.9% |
| AQB | Aquolls and Borolls, 0-5% slopes | Marshes | 3.3 | 5.3% |
| Totals for TRRP | | | 62.1 | 100.0% |
| USDA NRCS Custom Soil Resource Report for Tahoe National Forest Area, California | | | | |

The recent history of human use and disturbance within TRRP has likely affected the soil characteristics in a number of locations. Soil erosion is a significant issue in Truckee and along the banks of the Truckee River, both in terms of loss of soil resources as well as impact to local waters. Exposure, grading and construction activities greatly increase the potential for soil erosion and should be minimized where steep slopes exist.

Slopes

Several sections of TRRP contain steep slopes or those generally considered to be undevelopable. The Town of Truckee requires that steep slopes of 30 percent or greater be permanently preserved as open space. Development on slopes of 20 percent or greater should also be avoided to the maximum extent practicable.

Viewsheds

Truckee has exceptionally varied topography, and valleys, hillsides and ridgelines that comprise the Town's diverse landscape provide a rich array of scenic resources and afford numerous vantage points from which scenic vistas can be gained.⁹ TRRP is situated in a valley containing the Truckee River and is surrounded by prominent peaks and ridgelines of the Sierra Nevada mountain range. In Truckee itself, elevations range from 5,540 feet in the vicinity of the Boca Reservoir to near 7,500 feet in Tahoe Donner.¹⁰

⁹ <https://www.townoftruckee.com/home/showdocument?id=1282> 4.1-15

¹⁰ Community Visual Character. <https://www.townoftruckee.com/home/showdocument?id=1282>. P.4.1-5

Elevations in TRRP drop approximately 100 feet from Brockway Road (elevation 5,865 feet) to the Truckee River (elevation 5,755 feet). This affords several scenic views of the surrounding hillsides. Views of the River are harder to come by at the top the slope forming the riverbanks because of the steep drop in elevation and dense vegetation along shoreline. Better views of the River can be obtained lower on the hillside, along the Legacy Trail.

Community, Cultural & Historic Resources

Stampede Circle of Stones

Text taken from The Stampede Circle of Stones: Someone had a dream. Published online by Sierra Sun, July 11, 2005. <https://www.sierrasun.com/news/the-stampede-circle-of-stones-someone-had-a-dream/>.

The Stampede Circle of Stones is the oldest manmade structure in the Truckee region-at least 500 years old. Built by the Washoe or their predecessors, the Martis people, the Circle's original home was in Stampede Valley, about 10 miles northeast of its current location in TRRP. In 1969 it was moved to TRRP shortly before the construction of the Stampede Dam flooded the valley. Archaeological digging on the original site indicate it may have been used as an antelope corral.

The original circle was 65 feet in diameter and has a 6-foot-wide entrance on the southwest side. It has five larger stones set in the middle. The early emigrants who passed through the area noted its presence while on their way west. The local ranchers who first settled the valleys of the Little Truckee River also were curious of its origins. No artifacts of modern man were found in the circle during archaeological excavations in the late 1960s.

With the imminent flooding of Stampede Valley approaching, Truckee community members, with the leadership of the Truckee Donner Historical Society, asked for and received permission from the Bureau of Reclamation to relocate the circle. The TDRPD agreed to provide a location in TRRP. In October of 1969, the circle was carefully documented, and each stone was removed and replaced in the same orientation as the original. More than 60 Truckee volunteers participated in the relocation of more than 400 tons of rock. The current location of the historical circle is in the middle of the disc golf course (14th hole) overlooking the Truckee River in the northeast corner of TRRP. A plaque was dedicated at the site in 2006.

Jim McIver Memorial Arena (Rodeo)

In 1981, the McIver Memorial Arena was formally dedicated to the late James McIver, one of the original founders of the Truckee Donner Horsemen (TDH) in the '60s. McIver Arena has been used to support the TDH whose purpose is to sponsor and foster an interest in horses, horsemanship and other related activities in the area. The group also oversees the Junior Horsemen, an organization for youth interested in horses and community service.¹¹ The TDH

¹¹ <https://www.sierrasun.com/opinion/truckee-donner-horsemen-preserve-tradition/>

also assists in putting on the Truckee Rodeo annually at McIver Arena. The McIver Arena is a piece of Truckee's heritage and history, offering a unique, traditionally rural recreational opportunity in a developing Town.

Chief Truckee Lawn

The legendary Paiute leader; friend and guide to pioneers; breveted a 'Captain' by John C. Fremont; gave his name to this valley, river and town; died near Dayton, Nevada, in 1860. A plaque affixed to a large erratic is located near the main park entrance at the Chief Truckee Lawn. Plaque dedicated 1974.

Truckee River Legacy Trail

The Truckee River Legacy Trail is the culmination of nearly 20 years of planning and collaboration. This Class I Bikeway and Multi-Use Trail is an integral part of the Town of Truckee's Trails and Bikeways Master Plan, which encourages the development of recreation trails to provide alternative transportation options, outdoor health and recreation opportunities, and environmental benefits. The Legacy Trail has been a public/private partnership between federal, state, and local agencies, non-profit organizations, and volunteers. It has been paid for with grants, donations, and Town funds. As of the summer of 2014, the completed trail is 5 miles long. Additional segments are planned for the near future, to connect the Regional Park to Donner Lake to the west.¹²

Truckee Certified Farmer's Market

The Truckee Certified Farmer's Market uses an unimproved portion of TRRP along Brockway Road on Tuesday mornings. The market features fresh fruits, veggies, meats, baked goods and artisan crafts and runs seasonally from mid-May to mid-October.

Truckee River Railroad Platform

The Truckee River Railroad Platform is a functional art installation at the TRRP playground and railroad. The piece acts as a gathering place and point from which to embark on new adventures; symbolic of the development of the transcontinental railway westward through Truckee. The structure is constructed from salvaged steel from the original 1936 San Francisco-Oakland Bay Bridge and was created by local blacksmith Mountain Forge.

- https://drive.google.com/drive/folders/1Hw86zB5mvtRU5-Ra9K_0vC_ibEVN3h6b
- <https://www.truckeehistory.org/truckee-river-railroad-platform.html>
- <https://www.truckee.com/bridging-communities-catt-community-project-and-mountain-forge-childrens-railway/800x500-mtn-forge-truckee-river-railroad-platform/>
- *photos are courtesy of Ed Czerwinski.*

Constraints

¹² <http://www.townoftruckee.com/home/showdocument?id=11568>

TRRP has seen incremental improvements over the last 20-years. Many of those have been the result of maintenance rather than planned capital projects. This is in part due to various constraints with the land. The following are constraints considered in the planning process.

TDRPD Corporation Yard

The existing TDRPD Corporation Yard occupies a large portion of TRRP accessible from Brockway Road. This site provides one of the best redevelopment opportunities for TRRP because it is large, flat, lacking vegetation, and its reprogramming would be a higher and better public use.

The 2018 MSPS analyzed the relocation of the existing TDRPD Corporation Yard to a Town owned parcel known as the River View Corporation Yard. The TDRPD and Town have an agreement in place that allows the TDRPD to relocate their existing Corporation Yard out of TRRP, making way for new programming. This effort is ongoing.

Non-Recreational Uses

The TDPUD limits their land within TRRP to uses considered to be recreational. As such, the addition of programming including uses not considered to be recreational (e.g. Library, KidZone) must generally be located on lands owned by the TDRPD or TSD. This limits the availability of land for these uses.

Utility Lease

A large utility pole exists within the TDRPD Corporation Yard. This pole is on a separate lease and should be incorporated into the design of the park long-term. Aesthetic improvements are one simple way to accomplish this.

Environmental Restriction

An approximately 1.14-acre portion of the TSD property on the north half of the tennis courts and down the slope to the Legacy Trail exists as capped hazardous substances as defined by the California Department of Toxic Substances Control. This site is related to the former TRRP burn dump. All or a portion of the surface and subsurface soils within two feet of the surface of the site contain hazardous substances but the site does not present an unacceptable threat to human health or the environment, if limited to open space use. A groundwater monitoring well installed at the time of capping confirmed that contaminants were not found in groundwater, located nearly 80 feet below the ground surface.

This portion of the property is governed by a restrictive covenant. A portion of the Cap consists of asphalt which includes a portion of the tennis courts and adjacent parking lot. The adjoining slope is reconstructed native soils which leads stormwater to settling basins on the hill above the Legacy Trail. No activities that will disturb the Cap (e.g., excavation, grading, removal, trenching, filling, earth movement, mining, or drilling) below one foot are allowed on this site without prior State agency approval.

Parking, Access & Circulation

In recent years, programming in TRRP has led to parking issues both within TRRP and on local streets in the area. Simply put, there is inadequate parking in TRRP to consistently accommodate larger events like the Truckee Rodeo and Music in the Park without traffic and parking issues. It is assumed the addition of facilities in TRRP (like a Community Pavilion & Ice Area) will contribute negatively to parking issues unless some design solutions are incorporated. This is all further compounded by a lack of connectivity within TRRP. Once a driver enters the main parking area off Brockway Road, if all stalls are taken, they have to return through the same single exit which can often be blocked by additional vehicles entering or attempting to park. Gridlock results. Increasing the number of parking stalls, improving parking surfaces, increasing access points into and out of the park, and improving circulation within TRRP for vehicles needs to be incorporated into this Master Plan.

4. DESIGN

Master Plan Alternatives

Four Master Plans were generated and provided for feedback from the public and stakeholder groups. These concepts were not meant to be final concepts such that a preference for Option 1 would mean that pieces from Option 3 couldn't be incorporated into a final Preferred Master Plan. The placement and inclusion of certain uses was strategic to provide opportunity for specific feedback. For instance, only one concept recommended removal of the McIver Arena and feedback on that particular Concept was strong. Only one concept retained the existing Corporation Yard, and that garnered specific feedback as well. This information was coupled with responses at Public Meetings and the Survey to get an overall response on various amenities and programming for future facilities within TRRP.

New, common facilities incorporated into each Option include a Community Pavilion & Ice Arena, Truckee Library, KidZone, and Skate Park addition. Parking improvements are also made in each Option.

Option #1 - Program Under Used Park Space

This concept is reflective of initial stakeholder preference in that it largely placed future facilities (e.g. KidZone, Community Pavilion, etc.) in the preferred location of those user groups. This concept makes few other changes to TRRP except that it includes improvements to the parking lots to create formal, paved parking stalls. An extension of Estates Drive to the north to River View Drive is also shown as an improvement to access within TRRP.

Option #2 - Cluster Programming at Palisades Drive

Option #2 focuses on locating all new facilities at Palisades Drive to provide urban form to the Brockway Road street edge. With future improvements expected to Brockway Road and potential development at the southwest corner of Palisades Drive and Brockway Road, adding more programming to this corner would create a small urban pocket. The Community Pavilion & Ice Arena was also oriented north/south to take advantage of views from further south on Palisades, which is at a higher elevation.

Option #3 - Cluster Programming at Estate Drive and River View Drive

Like Option #2, this option clusters programming, albeit at the McIver Arena grounds. This option proposes relocating the McIver Arena and associated uses out of TRRP to a site with less development and better access, potentially near the Truckee Tahoe Airport. Clustering at this location provides better access to a future Library and Community Pavilion & Ice Arena for user groups located immediately across River View Drive. It also locates these community facilities in a highly visible spot. Additional parking improvements around new facilities would also be made. The existing Corporation Yard would continue to be accommodated, at least in the short-term, in its current location.

Option #4 - MSPS Feasibility Study Preference

This option presents the preferred concept from the MSPS. It should be noted that the MSPS study focused on the west end of TRRP only and did not include potential programming east of the tennis courts. This concept combines the Library and KidZone into one, multiple story facility and clusters them in a shared parking arrangement with the Community Pavilion & Ice Arena. Other improvements including paving and stripping of parking stalls is also proposed in existing parking areas.

Stakeholder Meetings

TDRPD worked with Mead & Hunt to meet with several stakeholder groups who have expressed interest to TDRPD about locating in TRRP. A list of prompting questions was provided at each meeting to help generate discussion of desires and constraints related to existing or future operation within TRRP. The following is a summary of stakeholders and the discussions had in regard to their future at TRRP.

Friends of the Truckee Library

The Truckee Library is currently located in an undersized space in downtown Truckee. It is owned and operated by Nevada County. There is interest in relocating the library to a new space within TRRP. The Friends of the Truckee Library are spearheading this effort. According to the group, up to two acres are needed for a new 20,000 square-foot, single-story facility with adjacent outdoor space. The Friends group is interested in a site in TRRP with good visibility and well connected to transit. They have identified a preferred location as the TDRPD Corporation Yard but are also considering locations at the existing Farmer's Market site or the area of the existing basketball court/hockey rink. Their project is expected to be a longer-term effort in terms of this plans 10-year planning period.

Rocker Memorial Skate Park

The exiting Skate Park on the west side of Estates Drive in TRRP is over 20 years old. At 7,000 square feet, the facility is used to a point of overcrowding despite its lack of accommodations for skaters at the beginner and advanced levels. The Skate Park Group is looking to expand the Skate Park in an area closely adjoining the existing facility in order to provide more street and beginner areas and more deeps and bowls for expert skaters. They have identified a preferred location mirroring their existing location over to the east side of Estates Drive. This project is expected to be immediate.

Truckee Community Pavilion & Ice Arena (<http://www.truckeepavilion.com/about.html>)

In 1894 the Town of Truckee fashioned its first ice skating rink inside fifty-foot walls constructed of chicken wire sprayed with water. This monstrous creation was dubbed the Ice Palace and was such a success, a permanent structure was built in 1913 as the main tourist attraction for

Truckee's winter carnival. The 1913 Ice Palace located off South River Street below present-day Hilltop and just west of TRRP, included an ice-skating rink, a dance hall and a number of rooms with fireplaces for community use. In 1916, the last Ice Palace was destroyed and the pond that remained was deemed too difficult to keep cleared of snow. Several efforts were made to resurrect the Ice Palace in the century that followed, but none were able to come to fruition.¹³

The current efforts for a Community Pavilion & Ice Arena similarly envision a multi-use community facility to benefit the entire region. The group envisions a facility that will, offer a rink for figure skating, public skating, hockey, speed skating, curling, broom ball, and other ice activities during winter months, while being multi-use in summer months offering opportunity for parties, concerts, art shows, festivals, snowy spring sports space, camps, movie premiers, bocce, etc.

The Truckee Community Pavilion & Ice Arena should be located within TRRP because it is a recreational amenity suited to the needs of the greater region - much the same way that TRRP itself is. The preferred location is on the existing CORP Yard since several existing CORP buildings are available for reuse and the location would be highly accessible and visible.

[KidZone Museum](#)

The current Truckee KidZone Museum (KidZone) is located on Tahoe Truckee Unified School District property adjacent to Truckee High School. KidZone is anticipating this location will not be available to them long-term. Additionally, they are looking to move into a more permanent structure to avoid maintenance issues with their current, semi-permanent dome structure. KidZone is interested in being located in TRRP because of the synergetic relationship of their programming to the park's amenities. As a private entity, they understand the potential conflict with locating on public lands but anticipate that is not ultimately prohibitive.

KidZone prefers a location within TRRP away from busy Brockway Road to avoid conflict with their outdoor programming and traffic. Their space needs start at 12,000 square feet, single-story with at least 5,000 square feet of adjoining outdoor space. They are interested in locating independently and are interested in a location off River View Drive north of the existing McIver Arena grounds.

[Truckee-Donner Recreation & Park District Staff](#)

TDRPD staff provided background and use information on TRRP. Specifically, they provided a number of new uses, amenities and re-programming ideas that are being considered as well as constraints and challenges to realizing these items. Specifically, TDRPD staff indicated better

¹³ The Golden Days of Truckee's Glorious Winter Carnivals. Guy H. Coates. Truckee-Donner Historical Society. <https://www.truckeehistory.org/winter-carnivals.html>

connectivity and wayfinding throughout the park as well as increased parking were important future objectives for improving the park. Similarly, connectivity to downtown and the future Railyard development are also important, but that type of direct connection is more challenging as a bridge over the Truckee River would be needed. There is a desire for additional field space for soccer, football and/or lacrosse. And, more programming is needed for the amphitheater as well as the McIver Arena.

Public Engagement

Several strategies were used to spread the word about a new Master Plan for TRRP. These strategies doubled as was to gather feedback on goals, priorities, proposed uses, etc. at TRRP. Events included an online survey, engagement on-site at TRRP events including the Truckee Certified Farmer's Market and Music in the Park and an off-site open house format Public Meeting at TDRP Community Recreation Center. In addition, meetings were held with existing and future TRRP user groups. The following is a summary of those efforts. On- and off-site events occurred on August 19th and 20th, 2019.

Online Survey (August 13th, 2019 - September 20th, 2019)

An online survey (SurveyMonkey) was open to the public from Friday August 13, 2019 to Friday September 20th, 2019. Notice of the survey was broadcast via email newsletter to the 8,000 TDRPD notification system subscribers. A link to the survey was also hosted on the TDRPD website and Facebook page. In addition, the survey was publicized using a QR code and web link on various print media during the three planned public involvement events and via flyers posted in public places within Truckee leading up to the public involvement meetings. Postcards were handed out at all public events and left to TDRPD staff for further distribution.

The survey was used as a means to get input representative of the total population, or a broader spectrum of user who may not have been present for any in-person events. Over the 38 days the survey was open, it was completed 557 times, which translates to around 1 out of every 30 Truckee residents. This assumes Truckee residents were the only ones taking the survey, which was not actually the case. In fact, 86 percent of respondents indicated they were Truckee residents (count: 481), so around 1 out of every 34 Truckee residents took this survey.

The margin of error, or way of measuring the survey's effectiveness in reflecting the views of the overall population, was 4 percent with a 95 percent confidence level. The smaller the margin of error, the more confidence can be placed in the results. The larger the margin of error, the farther responses may stray from the views of the total population. For example, an 80 percent "yes" response with a margin of error of 4 percent indicates that between 76 percent and 84 percent of the general population think that the answer is "yes." We can be 95 percent confident the response of the overall population is in fact in this range.

Here's what the data says:

1. **TRRP is well liked** , not currently overprogrammed and has room for more programming and uses.
2. **Most commonly used** amenities were the Legacy Trail (73.79%), Farmers Market (71.45%), Music in the Park (65.71%), and Truckee River Access (63.02%). These were the only four uses to have over 50% of respondents indicate they use them. **Least commonly used** amenities were Yoga (3.77%), Volleyball Courts (4.85%) Basketball (7.36%) and Camp Trudaca (10.77%). "Other" also received 38 written responses (6.82%), but there was no consensus use that could be derived from these.
3. Parking (42.16%) and the Ice Rink (41.32%) were the highest responses in terms of facilities that respondents felt were **inadequate**. The next highest response was Bathrooms (29.08%).
4. The Mclver Arena grounds (46.00%) was determined to be the most **underutilized** facility. The next highest, the Amphitheater (24.84%), was more than 20 percent lower.
5. Respondents felt the Legacy Trail (92.80%), Disc Golf (87.19%), Chief Truckee Lawn (87.17%), Ballfields (87.07%) and the Playgrounds (85.38%) are **good as they are** . The Ice Rink (40.64%) and Mclver Arena grounds (34.13%) were the lowest scoring in this category.
6. 66.43% of respondents indicated some **new uses** would be appropriate in TRRP. Only 1.62% felt there was too much going on in TRRP.
7. Most users visit between one (34.11%) and several times a week (28.01%). With 557 responses, this means that 345 people indicated they **visit the park** at least once a week for various activities.
8. The preferred method of travel to TRRP is **personal automobile** with an overwhelming 71.99%. Surprisingly, no respondents indicated they used public transit to visit TRRP. This supports the need to increase parking capacity at TRRP. Respondents whose preference was to bike made up 14.72%.
9. The addition of a community pavilion (84.20% yes) received the **greatest support** of individual uses inquired about. Athletic fields received the **least support** (53.14% no)
10. Concept #1 was the most preferred of the four concepts. Concept #1 was the only concept to score an average response greater than 5 (average answer: 6).
11. 86.36% of respondents indicated Truckee was their primary **place of residence** .
12. Nearly two times as many **females** (62.21%) responded as males (37.07%).

General takeaways from the survey comments include the following:

1. More parking is needed, specifically during times of multiple scheduled events. Adding more uses is expected to increase parking demand. Town parking standards will need to be met (e.g. paving).
2. Reactions about the future of the Mclver Arena are divided.
 - a. Those that use it love it - historic/traditional, uniquely Truckee, strong user group.

- b. Those that don't use it feel it is underutilized but may not understand the full extent of its use.
 - i. Short-term, facility improvements to "front door" are needed and there is a need to address maintenance issues (gravel on road, bleachers).
 - ii. Long-term, more programming should be included to justify space usage (highest/best/location).
3. The addition of the recreational uses (Ice rink, Skate Park) to the park are fairly strongly supported.
4. Public/Not for profit uses (Library, KidZone) are supported, but not as strong as recreational uses.
5. Tasteful/contextual modernization is desired - new playground equipment (ADA), bathrooms, uses.
6. Transportation improvements internal and external to the Park are needed.
 - a. Connections east-west within park.
 - b. Wayfinding signage.
 - c. Connections to downtown are needed - mostly bike access.
7. Be careful not to overdevelop the Park. Facility additions need to have low impact.
8. Some scheduling conflicts exist. This generates parking and user issues which could more easily be addressed as a desktop exercise (scheduling) than through construction of new facilities.
9. Focus more on the Truckee River, TRRP's namesake.
 - a. Ideas include a whitewater park, accessible launches for kayaking or tubing, and fishing.

[Public Meeting #1 - Truckee Certified Farmer's Market \(Tuesday morning August 19th, 2019\)](#)

Mead & Hunt staff set up a station at the Truckee Certified Farmer's Market to engage the public with interactive displays showing potential future programming alternatives. The purpose of this meeting was to engage those early morning users and businesses of TRRP. In general, those that gave feedback were members of the general public. Their responses favored Concept #3 because of the proposed clustering of uses and minimal impacts to the existing Farmers Market space, save for paving the parking lot. Concept #1 also got support because of its limited impact (compared to other Concepts) on the existing park programming.

One comment form was returned at the Farmer's Market.

[Public Meeting #2 - Truckee Community Recreation Center \(Tuesday evening August 19th, 2019\)](#)

A public meeting was held at the Truckee Community Recreation Center off-site of TRRP on the night of Tuesday August 19th. This meeting was notified in the newspaper and flyers were posted around the Town. The purpose of this meeting was to be off-site and not associated with

any particular event such that it was widely open to the public. The meeting was an hour-long open house format with display boards of all the potential future programming alternatives as well as the interactive displays designed to get direct feedback from participants.

According to the sign-in records, over 100 people attended this meeting. This number is considered low given that the Truckee-Donner Horsemen signed in as a group.¹⁴ The group was noticeably present at the meeting due to the upcoming weekend Truckee Rodeo. They generally provided feedback against Concept #3 which proposed relocating the McIver Arena out of TRRP and repurposing the space with the Community Pavilion & Library.

In total, 25 individual comment forms were filled out and returned at the meeting. Comments received were strongly in favor of maintaining the McIver Arena grounds.

[Public Meeting #3 - Music in the Park \(Wednesday evening August 20th, 2019\)](#)

Like the Farmer's Market, Mead & Hunt staff set up a station at Wednesday night's Music in the Park to engage the public with the same interactive displays. This event is typically one of the most well attended community events in Truckee and has attendance numbers upwards of 1,500 on any given week. Thus, the purpose of engagement at this event was to capture the largest user group at peak time. Comments at Music in the Park were focused around what the project is and how to get involved. Those interested were primarily directed to take the online survey and were given a postcard with web link and QR code as a reminder. No individual comment forms were completed and returned to TDRPD staff.

¹⁴ As of September 2019, this group had 149 members on its Facebook page.

5. MASTER PLAN

Preferred Master Plan

The Preferred Master Plan incorporates comments heard throughout the planning process. It most closely aligns with Option #1 in that it locates the Community Pavilion & Ice Arena and Library on the west end of TRRP and KidZone and the Skate Park addition on the east end. Additional passive programming is added to balance the addition of more facilities.

Programming

Deliver the River

A major theme heard throughout the planning process was to better connect with the River. The Master Plan desires to “Deliver the River” by providing a number of new visual, aural (audio), or textural “contact points” at strategic locations intended to improve the public’s awareness and appreciation of the Truckee River. While many of these improvements are minor and can be made incrementally over the planning period as funding allows, some may require additional study (i.e. engineering for an overlook).

- Visually, i.e. creating/improving viewsheds through vegetation maintenance;
- Aurally, i.e. demarcating areas in which the River can be heard clearly/strongly; and/or
- Texturally, i.e. creating watercraft (canoe/kayak/tube) launching or wading areas in the River.

Wayfinding & Signage

This plan recommends the TDRPD commission a consultant to complete a Signage & Wayfinding Plan and implement its recommendations to improve wayfinding within TRRP. This plan may include Deliver the River signage but should also include vehicular and pedestrian signage to highlight the main facilities and trails within TRRP.

To further improve wayfinding within TRRP, the addition of WIFI can increase TRRP’s digital presence online, allowing users to quickly reference park facilities, hours, rules and regulations, or events. A complementary mobile app can provide Delivery the River points, other points of interest (e.g. where’s the largest tree in TRRP), distances between facilities, the layout of the disc golf course, and more.

Parking, Access & Circulation

A total of 586 paved, formal parking stalls (min. dimension 9’x18’) including ADA stalls are proposed in addition to informal, gravel parking in places like the school site, Lower BBQ, Horse Area and at the Community Gardens. This is a significant improvement from the existing count (99 including 5 ADA stalls) and is higher than the existing capacity observed when lots are considered full (483) in the Town’s 2018 Parking Evaluation. The proposed parking is well distributed throughout TRRP so that it serves the variety of uses and its impact is minimal as compared to one large parking area.

Vehicular access to TRRP is improved in multiple ways. First, a second access from Brockway Road is added at a future roundabout at Palisades Drive. Further, the existing driveway into TRRP would be improved to a three-lane driveway to allow separation of vehicles for right and left turns onto Brockway Road. This improvement should be made with the addition of the Community Pavilion & Ice Arena. Access to TRRP is also improved on the east end where Estates Drive is proposed to extend north and connect to the school site, KidZone and out to River View Drive. A portion of this drive already exists but it is informal and treated as a driveway to the school site.

Bicycle and pedestrian access are also improved within TRRP with the introduction of a new Truckee River crossing below the Camp Host site. This bridge would provide non-motorized access to TRRP from the future Railyard Development along East River Street. The addition would shorten the next closest crossing by about one-half-mile (a reasonable walking distance) to either the existing Robert “Doc” Affeldt Memorial Pedestrian Bridge to the east or the Bridge Street vehicular bridge to the west.

Circulation is also improved. Specifically, an approximately 20-foot “central spine” road is proposed to be paved to replace the gravel maintenance access road from the existing parking lot gate (above tennis courts) to KidZone. This drive would allow better access to various parts of TRRP (e.g. Community Gardens), improve circulation of traffic to various parking lots, and increase emergency access during large events. This road could be blocked from public vehicular access during Music in the Park and used only for bicycles, pedestrians and wheelchairs.

Farmer’s Market

TDRPD will continue to support the Truckee Certified Farmers Market in TRRP. Some paved parking stalls are shown in the current area used for the Farmer’s Market which can provide a hard surface for vendors who use carts or food trucks. Ample shade and soft surface areas are also available throughout TRRP park for continued Farmer’s Market use.

Camp Host

In lieu of staff, a part-time Park Host is hired to live in TRRP from April 1 to October 31, weather permitting. This individual provides service to picnic groups and special events, helps control litter and vandalism, and provides an eye on the park. No changes or improvements to the Camp Host facilities are proposed at this time.

Facilities

Amphitheater

The existing amphitheater has a capacity around 2,000 and is available for rental. Limited improvements to the existing amphitheater are proposed. A canopy above the stage should be added to provide shade for performers. An ADA platform (e.g. for wheelchairs) should be added atop the amphitheater where the main entrance to the amphitheater connects to the central spine road. Additionally, consideration should be given to adding a fence around the amphitheater to require paid entrance for larger concerts or showcase performers in order to generate revenues and increase programming.

More programming is needed at the amphitheater. Some programming ideas include:

- Movies in the amphitheater, e.g. “Fish Fry and a Flick” or “Chill on the Hill”;
- Themed and paired music events, e.g. “Brewgrass” (beer and bluegrass) or “Concerts on the Square” (wine and classical)
- Religious services, e.g. once a month Sunday mass
- Sport game showings, e.g. San Francisco 49er games or Sacramento Kings games
- Winter star gazing lead by a knowledgeable party
- Academic recitals, concerts, or graduations
- Temporary art installations
- Avalanche education workshops

Rocker Memorial Skate Park

This Plan recommends the implementation of the 25,000 square foot Steve “Rocker” Anderson Memorial Skate Park addition and associated parking lot on the east and south sides of Estates Drive. This site provides the best synergy with the existing Skate Park and makes use of an otherwise vacant portion of the park.

TDRPD should work with the Town of Truckee to make intersection and pedestrian crossing improvements at the Estates Drive intersection as it is expected that skaters will frequently pass between Skate Parks. Ideally, this intersection would be improved to a four-way stop controlled condition with pedestrian crossing enhancements either at the corner or mid-block through traffic control. At the least, pavement markings should be added at the existing Legacy Trail crossing.

Community Pavilion & Ice Arena

The Master Plan recommends implementing the proposed Community Pavilion & Ice Arena on the site of the current TDRPD Corporation Yard after it is relocated out of TRRP. This site has excellent access and ample parking. Further, several of the TDRPD Corporation Yard buildings can be repurposed into the Community Pavilion as restrooms, ticket buildings, concessions, etc.

Tennis Courts

The tennis courts have existed in their current location for more than 30 years. A portion of the courts acts as a Cap and Environmental Restriction, so limited development can occur here. As more and more tennis courts pop up within subdivisions, demand for public courts is decreasing. This plan proposes to gradually phase them out of TRRP and relocate them to a different TDRPD property (e.g. Meadow Park). The area currently encompassing the tennis courts should be transitioned to add parking capacity with the addition of the Library to TRRP or when the central spine road is paved. If the Library is never added, the tennis courts can remain.

Lower BBQ Area

The Lower BBQ area has a capacity of approximately 250. Limited improvements to the Lower BBQ area are proposed with this Master Plan as recent improvements have been made here. A sand volleyball court could be relocated here as a complementary use to the picnic area and to provide more programming along the riverbank.

Disc Golf Course

The addition of new facilities will likely have an impact to the Disc Golf Course. The TDRPD should work with Disc Golf stakeholder group(s) to relocate several holes disturbed by the introduction of a Community Pavilion & Ice Arena, specifically holes #1-3 and the putting green. KidZone and a central spine road will also disturb the pin at hole #11, the pad at hole #12, and hole #18 which could be shifted, if conflicts with the central spine road materialize.

Community Garden

No changes to the Community Garden are proposed. Access should be improved with a paved central spine road.

Ballfields

According to historic aerial imagery, the ballfields have existing in their current configuration since before 1970 and were one of the first improvements in TRRP. This plan recommends improving the parking area along Brockway Road at the ballfields to increase capacity. Additional vegetation should be added in this area to limit gravel runoff and screen large open areas. This can be achieved in part by realigning the small ballfield.

The Plan recommends realigning the small ballfield and associated infrastructure (e.g. benches, lights, nets, batting cages, scoreboard) to be more efficient when paired with the large ballfield. That is, to be back to back. The realignment of the ballfield allows it to shift slightly north which provides space to add more vegetation along Brockway Road, screening foul balls and light trespass.

The ballfields should continue to be used for baseball, softball, soccer, football, lacrosse, or any other field sports where space is available.

Riverbanks

Improvements recommended along the Truckee River are limited due to the desire to preserve the natural state. Slopes are steep in this area and are prohibitive for development. Access to a future bicycle/pedestrian bridge should be accommodated at the landing below the access road. Put ins or a “soft” landing should be added for small watercraft access and wading at this location.

Volleyball Courts

Minor improvements should be made at the western volleyball court (#1) by weeding, adding sand and better defining the boundary. There should also be consideration to relocating the eastern volleyball court (#2) to the riverfront near the BBQ area to increase riverfront activity and provide a unique setting for sand volleyball which is complementary to the picnic setting. This move can occur anytime but could also be done when the Library is constructed or as the small ballfield rotates.

KidZone

The Master Plan recommends KidZone be implemented on the east end of the Park on TDRPD lands. Associated parking and road improvements should also be made to connect this facility to the existing school site. KidZone is best located in this area as it will have direct access off River View Drive and be in close proximity to potential user groups in the neighborhood to the east. This site also has minimal impact to existing vegetation and replaces a maintenance and storage area, improving the curb appeal.

Mclver Arena

The Master Plan recommends the Mclver Arena remain in its current location and be celebrated for its uniqueness. While the footprint of the overall facility has been reduced to make public improvements - namely a formal parking lot with increased vegetation - the space should also be opened to the public both physically and visually. For instance, the opaque fence should be removed such that the public can see the daily use of the arena. This may quell some negative perceptions that there isn't any programming there aside from the annual Rodeo. The fence around the grass seating area should also be removed for daily use by the public - to watch horse activities, picnic or sunbathe, for example.

The current Mclver Arena has a capacity of approximately 5,000. This should be taken advantage of in terms of programming larger concerts or events as the capacity is more than double the amphitheater. Because of the existing infrastructure and relatively flat topography, roping off areas for paid events is also easier than it likely would be at the amphitheater unless a permanent fence was added there. Seating or standing room is also generally already available. Noise may be a consideration, however.

Consideration should also be given to compatibility of uses. While unloading horses on pavement is not desired, the new parking lot provides trailer stalls such that one could unload a horse at the north portion of the property and park their trailer in the parking lot. These stalls can also double for normal daily use by the public. Creating a facility that caters to multiple users is a more efficient use of the property. Multiple access points for the horse area and parking lot should be provided for through traffic flow.

In addition to the parking lot, the northwest corner of Estates Drive and River View Drive should be planted with new vegetation to limit gravel runoff and add shade to an otherwise open area.

TDRPD should continue to partner with the Truckee Donner Horsemen (or other user groups) to maintain a long-term program and plan for the McIver Arena.

Truckee Library

The addition of a new Truckee Library should be welcomed in TRRP. The Library should be located near the Community Pavilion & Ice Arena to share parking. It is shown on the existing basketball court as the uses associated with that facility will be relocated into the Pavilion. If the Library is never constructed, those uses can remain or additional programming can occur.

This spot also centers the library atop a relatively open area in TRRP and surrounds it with necessary and complementary uses - parking, Chief Truckee Lawn, trail connections. This location will be highly visible from Brockway Road and from the Railyard Development as well as the hills to the north.

Restroom Building

The existing stand-alone restroom should be relocated to be better positioned for use by both ballfields and amphitheater users. The relocation of the restroom is not necessary but with the addition of the Library, assumed to have public restroom facilities, the proximity of the existing restrooms becomes somewhat void. Relocating this facility closer to the ballfields and amphitheater will continue to support those uses in TRRP.

Railroad, playground, leisure BBQ area

The existing Leisure BBQ area with playground and railroad has a capacity of more than 250. Few changes are recommended in this area other than improved parking if the extension of Estates Drive north is required to be repaved. Older, worn out or broken playground equipment should be replaced over time and consideration should be given to updated equipment to be ADA accessible. A nature playground should also be given consideration.

School site/Summer Camp Trudaca area

The school area is well used on a daily basis. No changes are proposed here other than to accommodate the addition of KidZone and a central spine road bypassing the space. No changes to the lawn or buildings used by Camp Trudaca are proposed. General maintenance should continue on these facilities to ensure their longevity.

6. ACTION PLAN

Recommendations

The recommendations set forth in this Master Plan document were guided by:

- Public input gathered during the planning process
- Initial input from key stakeholders
- The Truckee Multiple Site Planning Study (2018, Mead & Hunt, Inc.)
- Existing environmental resources within TRRP
- Physical limitations of TRRP
- Jurisdictional limitations such as property boundaries, ownership restrictions, and zoning regulations
- Review and incorporation of other planning studies and investigations including, but not limited to:
 - Truckee-Donner Recreation & Park District 10-Year Master Plan 1999-2000
 - Truckee Railyard Mixed-Use Development Master Plan (2016)
 - Covenant to Restrict Use of Property, Environmental Restriction (2010)
 - TDRPD & TSD Lease Agreement (1990)
 - Truckee Library Preliminary Space Needs Assessment and Recommendations (2014)
 - Truckee Regional Park - Parking Evaluation (2018)
 - Truckee Regional Park - Parking Evaluation (2019 Update)
- Truckee-Donner Recreation & Park District Staff

Implementation Actions / Phasing Plan

The following implementation actions are broken down into five categories. Critical Path items are those that must occur before any other major improvements. Ongoing Improvements are those improvements considered “minor” or that can be programmed into the TDRPD work program. Major capital expenditures (e.g. Community Pavilion & Ice Arena) are broken into immediate, short-term, and long-term actions for budgeting and fundraising purposes and to minimize disturbance of the public’s enjoyment of TRRP.

Critical Path

1. Achieve consensus from all stakeholders including the Town of Truckee and landowners (PUD and TSD) on this Master Plan.
2. Get CEQA approval for this Master Plan and/or for various plan facilities as needed for implementation.

Ongoing Improvements

1. Continue regular maintenance of vegetation, infrastructure, and facilities in TRRP.
2. Land acquisitions or swaps with TSD and PUD as needed to accommodate future facilities.

3. Be responsive to programming changes based on demand or intentionally to increase revenues.
4. Provide incremental improvements to access the River through visual, aural, or textural “contact points”.
5. Increase the tree canopy by adding new trees and vegetation annually.
6. Improve the western volleyball court (#1) by weeding, adding sand or other playing surface improvements.
7. Relocate the eastern volleyball court (#2) to the Riverfront near the BBQ area.
8. Relocate tennis courts to other TDRPD owned property.
9. Update this Master Plan as capital improvements are made and actions are implemented.
10. Work with the utility to change the aesthetic of the utility pole (pine tree aesthetic).

Immediate Implementation Items (0-2 years)

1. Implement Community Pavilion & Ice Arena on the site of the current TDRPD maintenance yard.
 - a. Relocate disc golf holes disturbed by Community Pavilion & Ice Arena.
2. Implement the addition to Rocker Memorial Skate Park including associated parking lot and Estates Drive crossing improvements between Skate Parks.
3. Work with Town of Truckee to improve the Estates Drive intersection with the driveway to the school site and baseball parking lot.
4. Commission a Signage & Wayfinding Plan and implement its recommendations within TRRP.
5. Add WIFI to TRRP and pair with a mobile app to offer a new amenity to park users.

Short-Term Implementation Items (2-5 years)

1. Implement the proposed KidZone and associated parking and road improvements to the school site.
 - a. Relocate disc golf holes disturbed by KidZone.
2. Add a public parking lot at the northwest corner of Estates Drive and River View Drive.
 - a. Add vegetation to Town requirements.
3. Improve the parking area along Brockway Road at the ballfields.
 - a. Add vegetation to Town requirements.
4. Implement a shade canopy over the stage at the amphitheater.
5. Partner with the Truckee Donner Horsemen (or other horse area user groups) to create a long-term program and plan for the McIver Arena area.

Long-Term Implementation Items (5-10 years)

1. Add a new Truckee Library and associated parking to Town requirements.
2. Relocate the stand-alone restroom and associated infrastructure.

3. Realign the small ballfield and associated infrastructure.
 - a. Add vegetation along Brockway Road to Town requirements
4. Pave the “central spine” road from the Library parking area to the school site.
 - a. Consider paving down to amphitheater for emergency and performer access only.
5. Add a new bicycle/pedestrian bridge over the River.

APPENDIX

Public Survey Summary Responses

Public Comment Forms