

The Truckee River Vision Plan

*Prepared for The City of Reno & Washoe County, Nevada
August 2024*



Acknowledgments

The Truckee River Vision Plan was made possible by the generosity, knowledge, expertise, and passion of many. In addition to the group and organizations listed here, the Truckee River Vision Plan benefited from the tremendous love of the river and its landscapes by the greater Reno and Washoe County community.

STAKEHOLDER ORGANIZATIONS

One Truckee River
Truckee Meadows Water Authority
Business Owners
Grand Sierra Resort Casino
Reno-Sparks Indian Colony
Truckee River Flood Management Authority
Tahoe Pyramid Bikeway
Truckee Meadows Trails Association
Lahontan Audubon Society

RENO CITY COUNCIL

Hillary Schieve, Mayor
Jenny Brekhus, Ward 1
Naomi Duerr, Ward 2
Miguel Martinez, Ward 3
Meghan Ebert, Ward 4
Kathleen Taylor, Ward 5
Devon Reese, At-Large

CITY OF RENO

City Manager's Office
Development Services
Economic Development & Redevelopment
Fire Department
Maintenance & Operations
Parks & Recreation
Police Department
Public Works
Utility Services

WASHOE COUNTY

Community Services Department
Housing & Homeless Services
Parks & Open Space
Planning

CONSULTANT TEAM

Dig Studio
BerryDunn
S20 / Calibre Engineering
NINE dot ARTS

THE TRUCKEE RIVER VISION PLAN WAS
ADOPTED BY RENO CITY COUNCIL
MONTH DAY, YEAR



“This Truckee River gives us life, without this Truckee River we are nothing. Take care of it as you would take care of your own relative and it will reciprocate that care back to us. Understand this relationship and connection we have to this Truckee River and it will acknowledge us.”

-Michon R. Eben, Reno-Sparks Indian Colony Cultural Resources / THPO

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EXECUTIVE SUMMARY

Executive Summary

The overarching scope of the plan was to conduct a comprehensive analysis of the Truckee River corridor and surrounding areas in unincorporated Washoe County and the City of Reno, extending from the California State Line to the border of Sparks, NV. The analysis encompassed various aspects including **land use, design, micromobility, connectivity, parks, open spaces, ecology, and safety**. Collaborating closely with City of Reno staff, stakeholders, and the public, the plan establishes a unified vision for the future of the corridor and provides actionable recommendations along with a prioritized implementation plan.

The Truckee River Vision Plan recommendations are the culmination of months of stakeholder interviews, online and in-person community engagement, research on previous planning efforts, and an exhaustive study of the river corridor through Reno and Washoe County. Throughout the process, certain key words and themes arose over and over, and these form the basis for a future, cohesive vision and goals.

The **Vision Statement** provides a high-level aspiration for how the Truckee River should function and how it should serve the community for years to come. This Vision Statement secures the Truckee River's place in Reno and Washoe County for future generations.

Five **Goals** for the river outline topical areas that are of primary importance to stakeholders and the community. These Goals center on the key themes that emerged in previous planning phases - **cleanliness and safety, connections, clarity and consistency, recreational amenities, and ecological benefits**.

To help guide recommendations, and because of the long course of the river through this study area, four **Character Areas** were identified and used throughout. These Character Areas are based on adjacent land use, topography, river bank conditions, and neighborhood context.

Chapter 3 outlines targeted **Recommendations** based on the five planning pillars identified at the outset of this project: **Safety, Water & Ecological Systems; Land Use & Design; Mobility & Connectivity; Parks & Open Space; and Public Art**.

Chapter 4 then outlines **Implementation and Financing** strategies, along with priorities and responsibilities for each plan recommendation to move each item forward.

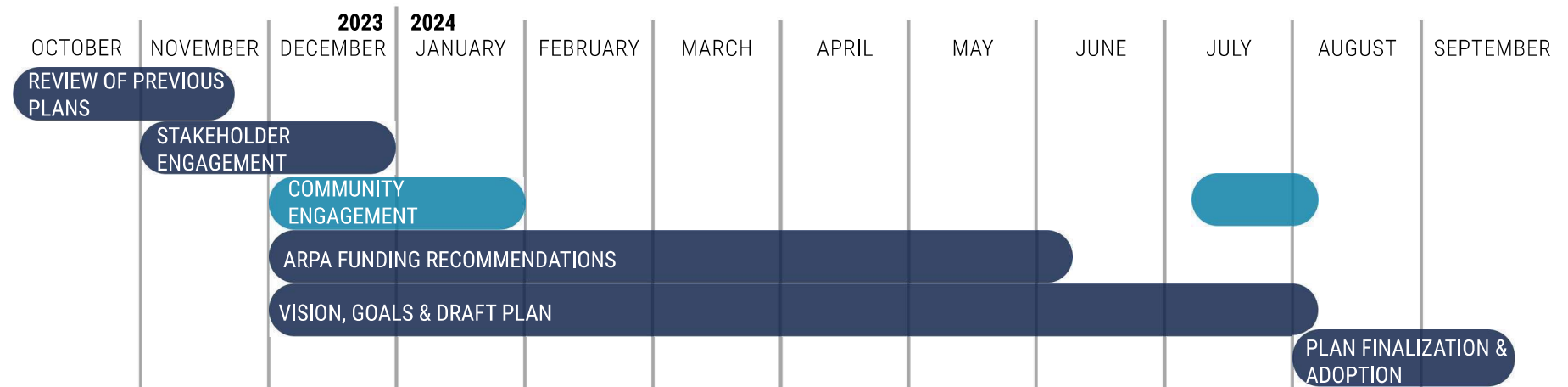
What Is This Plan?

Conducted over ten months, the Truckee River Vision Plan is an effort to create a cohesive and strategic guide that will ensure the river corridor is a healthy, active, and beloved asset to the region for years to come. While many plans and policies have been created in the past, this project is the first time a corridor-wide strategy has been undertaken to prioritize the river as a place for recreation, an ecological asset, and a backbone for current and future development. This document does not replace previous efforts, but instead attempts to harness that energy and establish a shared community vision for a path forward, ensuring the Truckee River remains the heartbeat of the Reno and Washoe County region for years to come. These pages outline the planning process and the guiding vision, along with a full list of strategic recommendations.

ARPA FUNDING

The impetus for the Truckee River Vision Plan was an award to the City of Reno for infrastructure and design projects through the American Rescue Plan Act (ARPA). The Vision Plan process needed to quickly identify recommendations that could be contracted in 2024 and implemented with the \$2.7 million dollars allocated to the Truckee River. These ARPA-funded recommendations are included in the full list of plan recommendations on the following pages.

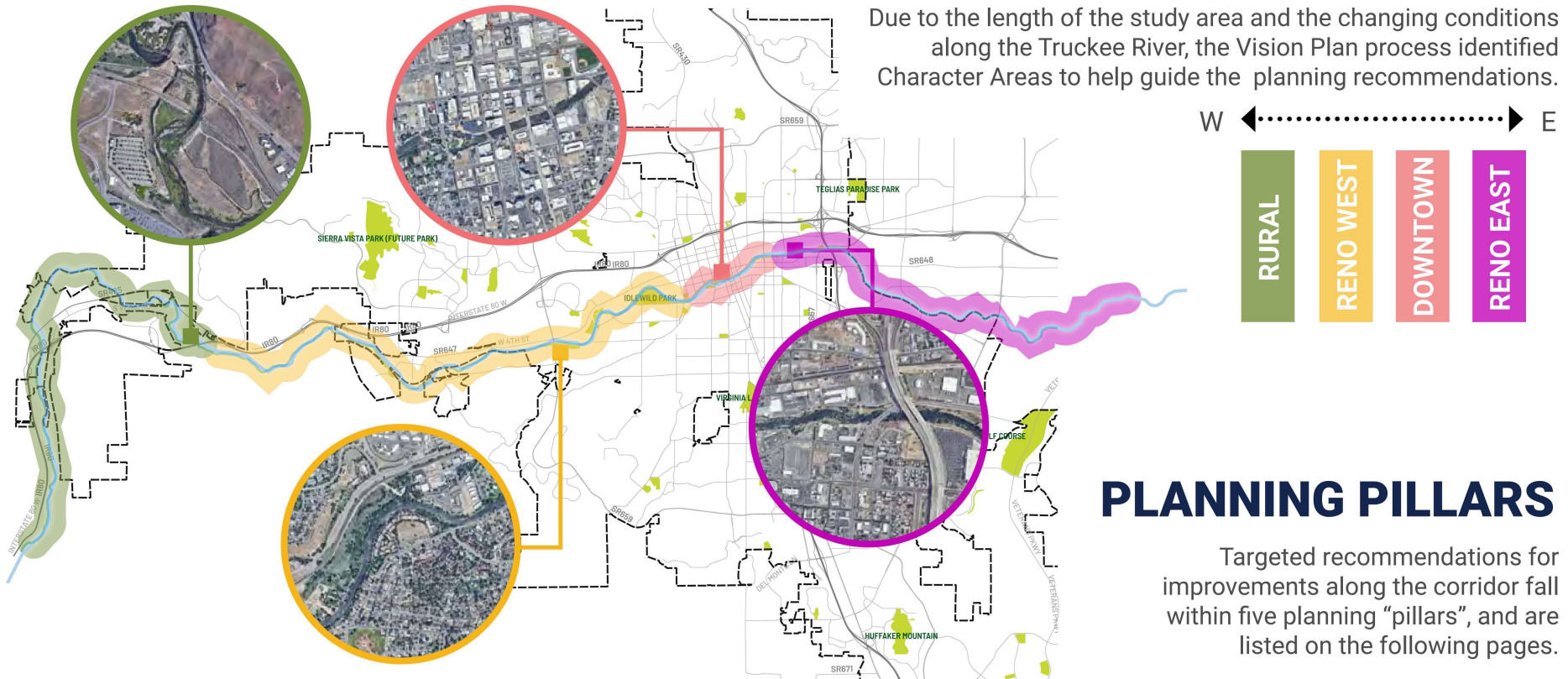
PLANNING PROCESS



How Is This Plan Organized?

CHARACTER AREAS

Due to the length of the study area and the changing conditions along the Truckee River, the Vision Plan process identified Character Areas to help guide the planning recommendations.



PLANNING PILLARS

Targeted recommendations for improvements along the corridor fall within five planning “pillars”, and are listed on the following pages.

LAND USE & DESIGN

MOBILITY & CONNECTIVITY

PARKS & OPEN SPACE

SAFETY, WATER & ECOLOGICAL SYSTEMS

PUBLIC ART

Stakeholder and Public Outreach Summary Phase 1

The Truckee River Vision Plan is the culmination of months of stakeholder interviews, online and in-person community engagement, research on previous planning efforts, and an exhaustive study of the river corridor through Reno and Washoe County. This vision is organized as follows, and outlined in more detail in Chapter 2.

PLAN GOALS:

Encourage A **Clean And Safe** River

Prioritize The **Ecological Function** Of The River

Celebrate The River As A **Recreational** Asset

Implement A Cohesive Plan For **Consistency**

Build A **Connected** River

THE VISION FOR TRUCKEE RIVER

The Truckee River will be a safe, clean, and vibrant source of joy and inspiration for the Reno and Washoe County community.

The river will serve as the heartbeat of the region, providing equitable access to all for recreation and enjoyment, ecological benefits to humans and wildlife alike, and acting as the front door to neighborhoods.

We Asked the Community:

WHAT AMENITIES ARE ESSENTIAL FOR A THRIVING RIVERFRONT COMMUNITY?

89% Ranked **PARKS & OPEN SPACE** 'Extremely Important'
Placing it at the top of the list, by far.

WHAT KEEPS YOU FROM USING THE RIVER CURRENTLY?

The **TOP 3** Answers, in order, were:



1. CLEANLINESS AND AESTHETICS



2. SAFETY CONCERNS



3. LACK OF TRAIL CONNECTIVITY

COMMUNITY ENGAGEMENT METHODS & TOTAL ENGAGEMENTS

SOCIAL PINPOINT 7,973

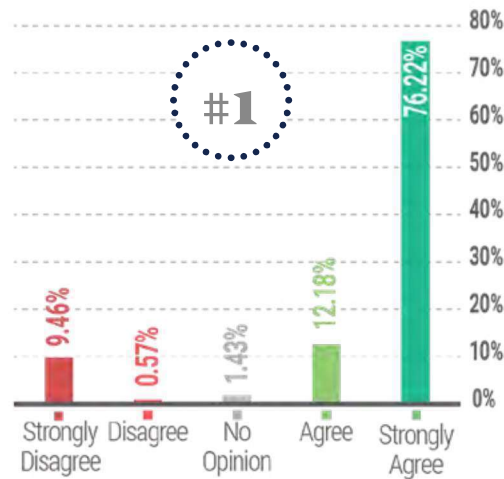
COMPLETED SURVEYS 769

SOCIAL MEDIA CHANNELS 9,175

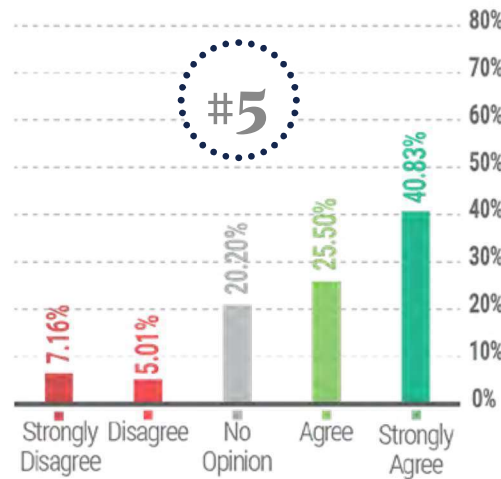
E-MAIL MARKETING 13,894

TOTAL POINTS OF CONTACT* 31,811

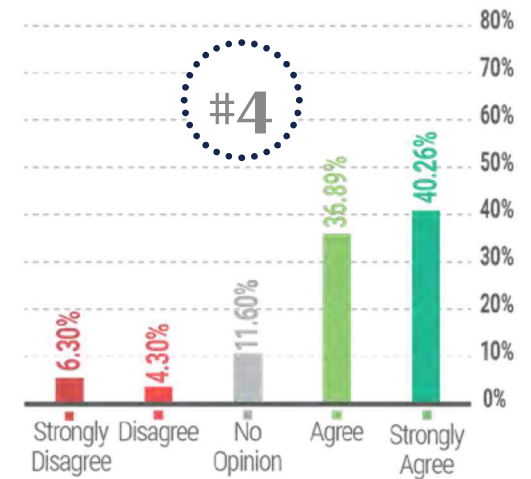
Public Outreach Phase 2 Summary



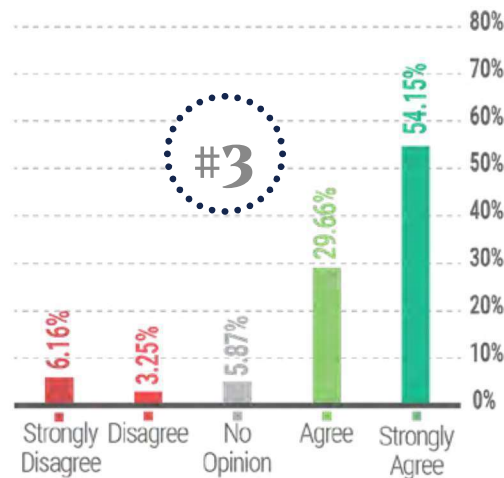
Encourage A Clean And Safe River



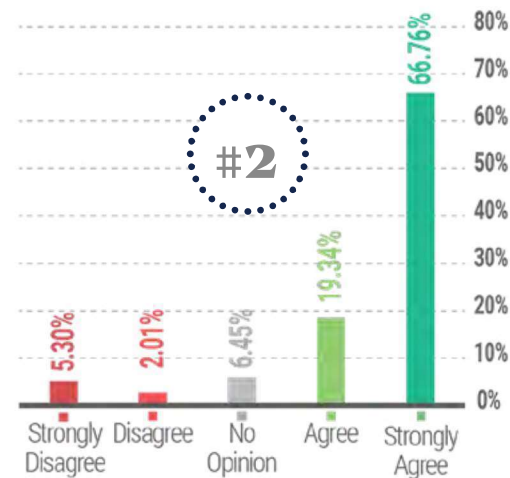
Build a Connected River



Implement a Cohesive Plan for Consistency in Design and Maintenance



Celebrate The River as a Recreational Asset



Prioritize the Ecological Function of the River



We Asked the Community to Prioritize:

RANK RECOMMENDATION PER CATEGORY BY PRIORITY

79%

Ranked The City of Reno having the tools to regulate river adjacent development as **'Extremely Important' or 'Important'**.

Participants voted that the City of Reno should use economic tools to incentivize the redevelopment of these key parcels.*

*28% had no opinion

50%

Promote Desired Use

Improve Cleanliness and Sanitation including the installation of new animal resistant trash receptacles was ranked a 4 or 5 by 81.5% of respondents.

*5 being the highest

Collaboratively Steward the River

Support and fund the Preservation and Improvement of the quality of source water entering the Truckee River. Ranked as the #1 PRIORITY, with nearly 80% of respondents ranking it a 4 or 5 Importance.*

*5 being the highest

Parks & Open Space

ALL of the Parks and Open Space Recommendations were viewed as 4 or 5 level of Importance by over 50% and up to 76% of respondents. PRESERVE COUNTY PARKS while strategically adding river access points and improving the trail network through existing open spaces ranking #1.

Ranked #1 for Micromobility & Connectivity

CREATE ADDITIONAL TRAIL CONNECTIONS, especially west of Reno where the trail is often inconsistent, to achieve a continuous Tahoe Pyramid Trail along the Truckee River that avoids traveling near or adjacent to the highway.

In-River Safety

Analyze and remove in-river hazards, including completing a detailed analysis of the six existing dams was ranked as a #1 PRIORITY in the In-River Safety Category

Safety, Water & Ecological Systems

SAFETY, WATER & ECOLOGICAL SYSTEMS COMMON THEMES

- Unintended use of the riverside creates real and perceived safety concerns that discourage Reno citizens from visiting and fully utilizing those areas. Along with the addition of restrooms and trashcans, activation and programming of these spaces is needed to promote legitimate use.
- The River is cherished for its recreational value to Reno and the expansion of river recreational opportunities is desired. There are current in-river hazards and barriers to river access that need to be addressed for a safer in-river experience.
- The Truckee River has been heavily impacted by human activity within the Reno corridor. The channelization and urbanization of the River have caused bank degradation, on-going flooding, degraded water quality and loss of important riparian vegetation and habitat.

KEY RECOMMENDATIONS



PROVIDE CONSISTENT LIGHTING throughout the corridor, particularly to address safety concerns through downtown and east of downtown.



VEGETATION MANAGEMENT Invasive species should be removed and replaced with native riparian vegetation, which will provide bank stabilization, shade, and riparian habitat.



STANDARDIZE A TRUCKEE RIVER SITE FURNITURE PACKAGE that supports cleanliness and safety including wildlife resistant trash receptacles, new benches, and dog bag dispensers and supporting OTR on additional Portland Loo restroom locations.



LOW HEAD DAMS: Conduct feasibility investigations for the six identified in-stream low head dams to investigate the possibility of removal, safety modification, and/or replacement with a recreational structure.

RECOMMENDATION THEMES

PROMOTE DESIRED RIVERSIDE USE

- Install Vandal Resistant, Ecologically Sensitive (Dark Sky Compliant) Trail Lighting.
- Enhance River Visibility through long term vegetation management strategies and funding.
- Improve Cleanliness and Sanitation including the installation of new animal resistant trash receptacles.

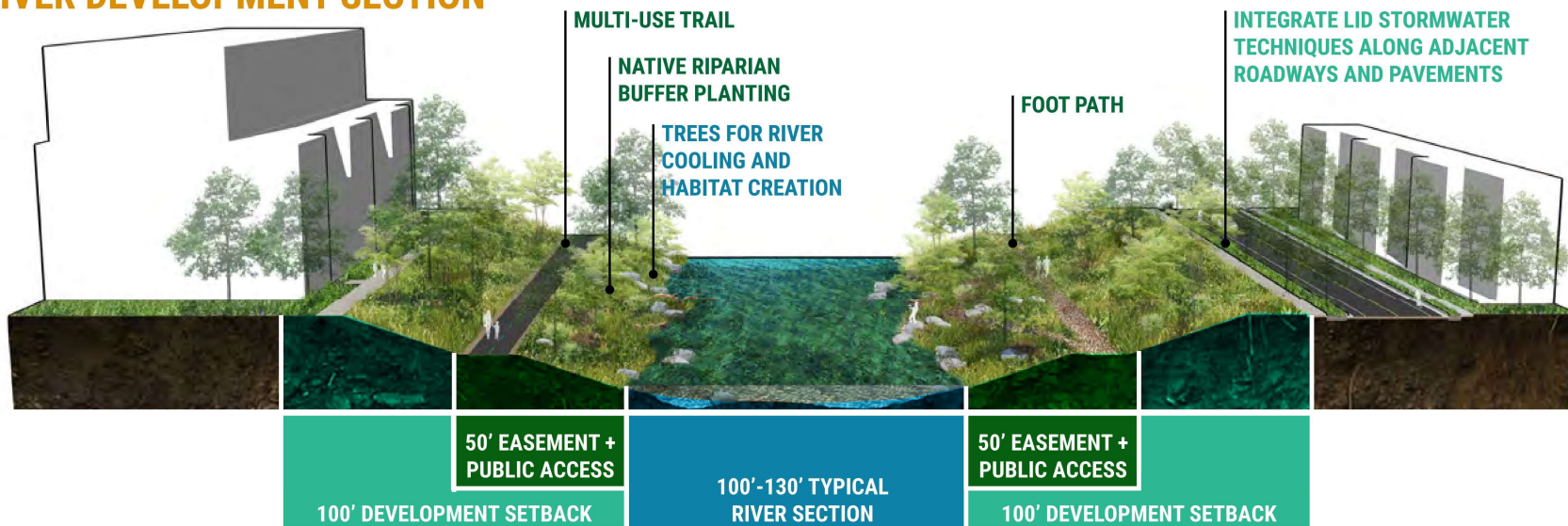
- Design and construct improvements to access point for Reno Fire Department Swift Water Entry Team.
- Design, construct, and maintain identified access points.
- Identify opportunities to create in-river recreational features.
- Analyze and Remove In-River Hazards, including the detailed analysis of six existing low head dams.

IMPROVE IN-RIVER SAFETY

COLLABORATIVELY STEWARD THE TRUCKEE RIVER

- Improve Water Quality through the Truckee River Overlay Zone District Standards and implementation of Green Infrastructure strategies within City Parks.
- Quantitatively Prioritize Bank Stabilization and Vegetation Projects
- Identify Multi-beneficial Flood-Mitigating Restoration Projects
- Support and Fund the Preservation and Improvement of the quality of source water entering the Truckee River

RIVER DEVELOPMENT SECTION



Land Use & Design Summary

COMMON THEMES

- Fragmented parcels and access in rural areas make development challenging. Partnerships with other agencies such as Truckee Meadows Water Authority (TMWA) and Union Pacific are important.
- Single-family residential zones are unlikely to transition and make continuous public access to the river difficult
- Large commercial and industrial land uses often turn their back to the river, and large building footprints impede physical and visual access to the river
- Stronger land use and urban design guidance that can be adapted into enforceable code can encourage an embrace of the river and improved access for all
- Design guidance should encourage ground floor activation, non-vehicular access, solar access to the river, enhanced open spaces, and river views

KEY RECOMMENDATIONS



CREATION OF A TRUCKEE RIVER OVERLAY ZONE DISTRICT.

Work with staff to create a river overlay zone district within the City of Reno that encompasses parcels within 200' of the Truckee River's edge to guide future development, redevelopment and adaptive reuse.



INCENTIVIZE REDEVELOPMENT of catalytic properties to create energy along the river corridor and illustrate the new river overlay zone design guidelines and standards.

TRUCKEE RIVER OVERLAY ZONE GUIDELINES

Massing & Orientation

1. Require ground floor activation along all Truckee River frontage.
2. Minimum 100' no-build zone from Truckee River's edge.
3. Maximum 50' building height at Truckee River frontage.
4. Minimum horizontal 25' building step-back from Truckee River frontage for all portions above 50' height.
5. Allow greater building heights in exchange for affordable housing.

Materials & Design

1. Consistent site furnishings and special paving throughout Truckee River Overlay Zone.
2. Special high-quality paving at river bridge landings and in pedestrian/bicycle priority zones.
3. Consistent, pedestrian-scaled lighting along all river trails, streets, and on perpendicular connections to the river.

Access & Parking

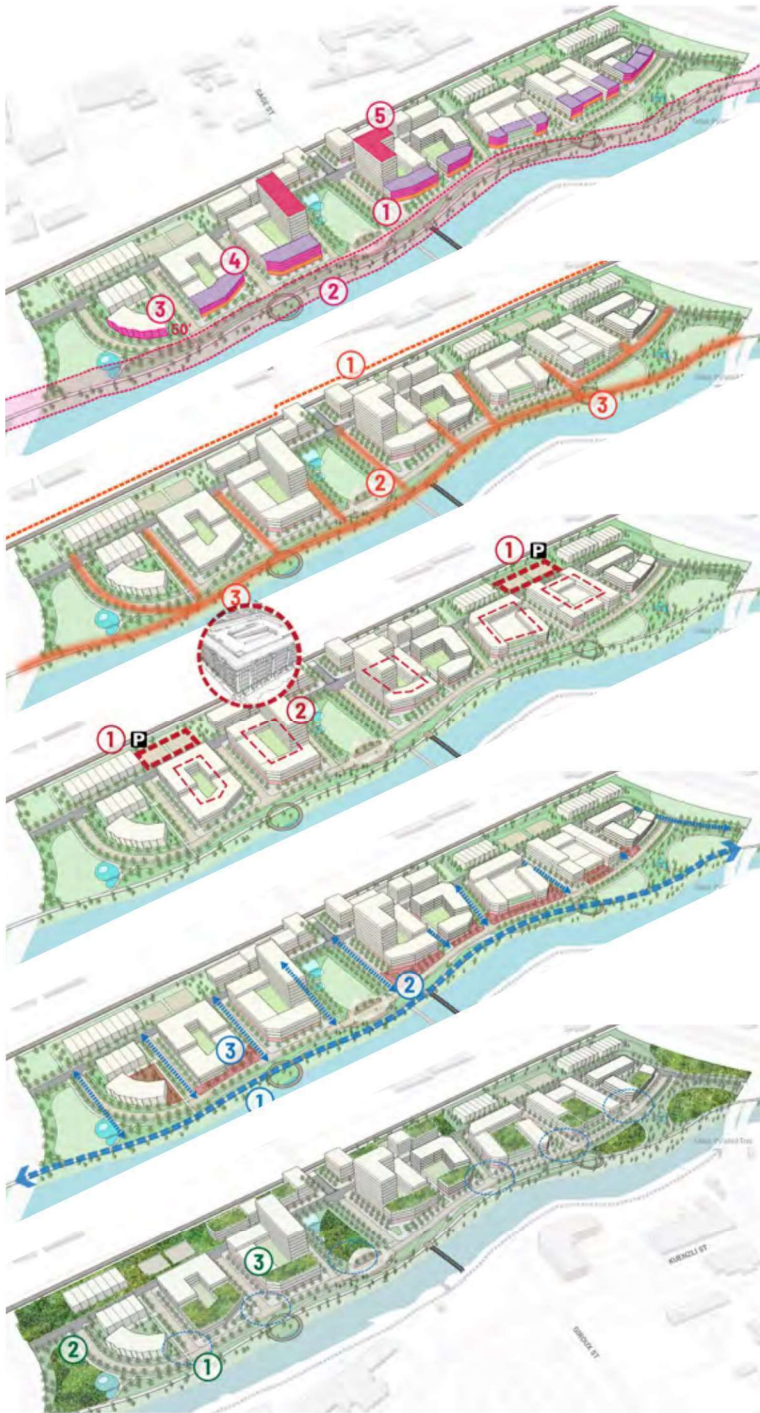
1. No parking areas along the Truckee River frontage.
2. Parking garages must be wrapped or screened.
3. Surface parking lots must provide pedestrian-scale screening along public rights-of-way.

Connections & Open Space

1. Require publicly-accessible riverside path along length of property that connects to other public rights-of-way.
2. Provide pedestrian and bicycle connections perpendicular to Truckee River every 300 linear feet.
3. Provide a minimum of 10% of parcel as publicly-accessible open space linked to the river and riverside paths.
4. Incentivize river bank re-establishment as part of redevelopment of any parcels fronting the river.
5. Establish 10' wide minimum native habitat corridor along the river in open space setbacks.

Green Infrastructure

1. Implement streetside stormwater quality measures where possible within rights-of-way, especially on perpendicular streets, connections, and immediately parallel to Truckee River.
2. Establish a standard, low-water use, native/adapted plant palette for overlay zone development.
3. Require 20% pervious surface coverage, which may be accomplished through green roofs or surface treatments.
4. Implement stormwater detention and treatment within parks open and space along the river.



Mobility & Connectivity Summary

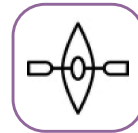
COMMON THEMES

- Trail segments are fragmented and difficult to traverse for inexperienced users.
- Safe and comfortable crossings and low-stress facilities along the TPT can provide an accessible, easily navigable, and well-connected trail experience for all users.
- Design of trail segments should respond to character area specific constraints and user volumes.
- Trail design including widths, materiality, signage and wayfinding are inconsistent.
- Expanding and seamlessly connecting nearby trails, existing and planned bicycle facilities, and bus stops via Micromobility Hubs can improve equitable trail access for surrounding neighborhoods.

KEY RECOMMENDATIONS



DEVELOP A DISTINCT AND CONSISTENT PATH DESIGN including standard trail widths, materiality, and continue expansion of signage and wayfinding to unify the TPT.



DEVELOP A BLUEWAY PLAN to create additional connections to the Truckee River from the TPT.



CREATE ADDITIONAL TRAIL CONNECTIONS to achieve a continuous TPT along the Truckee River.



IMPLEMENT QUICK-BUILD IMPROVEMENTS including pedestrian crossing enhancements at critical trail locations and on-street trail improvements at critical segments.



MICROMOBILITY HUBS Connect nearby trails, existing and planned bikeways, and bus stops via Micromobility hubs at existing RTC bus stops adjacent to the TPT.

Parks & Open Space Summary

COMMON THEMES

- Provide continuity in maintenance and oversight to enhance safety and security
- Promote positive activation through additional park amenities and programs
- Increase / Improve access to green spaces and river
- Preserve wildlife habitat and natural systems
- Implement environmental educational signage and partnerships
- Enhance recreational opportunities
- Identify opportunities to expand park space through land acquisitions
- Revitalize urban waterfront experience through catalytic investments downtown parks

KEY RECOMMENDATIONS



ESTABLISH A SPECIAL PARKS DISTRICT for long term management and funding for the Truckee River Corridor.



INVEST AND TRANSFORM (REDESIGN) KEY CIVIC SPACES along the river corridor including City Plaza, West Street Plaza and Riverwalk District.



PROVIDE NEW COMMUNITY AMENITIES IN EAST RENO NEIGHBORHOOD PARKS including new nature center / recreational kiosk and community garden at Brodhead Park, a new nature playground at John Champion Park and expanding and amenitizing Fisherman's Park I and II.



EXPAND PARK LAND: Identify opportunities to expand dedicated park land along the Truckee River Corridor.



CITY PLAZA CONCEPTUAL VISUALIZATION



WEST STREET PLAZA CONCEPTUAL VISUALIZATION



RIVERWALK DISTRICT CONCEPTUAL VISUALIZATION

PUBLIC ART COMMON THEMES

- Colorful and eye-catching
- Diverse materials, artists, and themes
- Accessible
- Navigation challenges lead to oversight of significant artworks
- Majority of art is concentrated in Downtown Reno



KEY RECOMMENDATIONS



RELOCATE “BELIEVE” to no longer act as a physical and visual barrier to the river.



CREATE AN ICON OR SYMBOL for the river to use as a wayfinding tool throughout the trail system. Incorporated into murals, sculpture, signage, educational materials, benches, bridges, bike racks, etc.



UTILIZE MURAL ART for trail direction when there are options on directions and/or when the trail turns.



INCORPORATE FUNCTIONAL ART along the trail system such as gateways, fence lines, benches, picnic tables, bike racks, and shade structures.



UNDERPASS ART: Use art work to spark joy, curiosity, and a sense of discovery while also ensuring a welcoming a safe space in underpasses.



PUBLIC ART TYPOLOGIES



ICONIC

Iconic artwork is defined as being large scale (greater than 6'H) and clearly reflective of the characteristics of the project. Iconic artwork is best suited to well trafficked spaces indicating an arrival, or points in the journey inviting reflection and pause.



TEMPORARY

Temporary artwork is defined as artwork exhibited for a limited amount of time. Temporary artwork should be limited to 1-2 locations at any given time, and can range anywhere from 1 day to monthly, quarterly or yearly in life span. Locations can be pre-designated as such, allowing for preparation and fluidity.



MURAL

Mural artwork is defined as artwork directly painted or applied to a wall surface or other substrate. Mural artwork should be used on buildings (non-historical), bridges, and gathering places, including the ground plane.



DISCOVERY

Discovery artwork is defined as artwork that is unexpected and surprises the viewer when they move through the site. Discovery artwork should be incorporated throughout pedestrian friendly paths and sites of gathering. The artwork medium will vary.



FUNCTIONAL

Functional artwork is defined as artwork that also serves a utilitarian purpose. Functional artwork should be used throughout the site where gathering takes place, as well as on sidewalks.



CHAPTER 1: INTRODUCTION

How To Use This Plan

The Truckee River Vision Plan is organized in four main chapters.

Chapter 1: Introduction sets the stage for the plan, explaining why it is needed, its vision, a history of the Truckee River Watershed, and summarizes the planning process.

Chapter 2: A Vision For the Truckee River outlines the long-term goals for the 17.5-mile study area and introduces the four distinct Character Areas used to structure the plan recommendations.

Chapter 3: Analysis & Recommendations lays out the detailed recommendations and catalytic or transformative projects within each of the five pillars of the plan: Land Use & Design, Mobility & Connectivity, Parks & Open Space, Safety, Water & Ecological Systems, and Public Art. Within each section is an analysis of existing conditions in an effort to clearly demonstrate the need for the recommendations.

Chapter 4: Implementation & Financing provides a detailed matrix of every plan recommendation, a proposed timeline for prioritization, and identifies potential responsible parties, funding sources, and partnerships.

The chart to the right illustrates how the Vision Plan is organized.



History Of The Truckee River Watershed

The Truckee River, winding 121 miles through the Great Basin region, serves as a vital lifeline for indigenous communities like the Washoe, Northern Paiute, Western Shoshone, and Southern Paiute tribes. Its significance transcends mere geography, representing a source of sustenance, spirituality, and cultural heritage. Traditionally, the river has been revered for its medicinal properties, abundant fish, and profound connection to creation stories central to local tribal traditions.

Originally known by various indigenous names reflecting its dynamic nature and spiritual importance, the river later acquired the moniker “Truckee” in honor of a Paiute leader who offered guidance and reassurance to settlers crossing the valley. Despite its serene name, the river and its surrounding lands have witnessed a tumultuous history marked by floods, industrialization, and environmental degradation. Over time, the Truckee River has evolved from a pristine ecosystem to a vital resource for irrigation, hydroelectric power, and recreational activities, while also bearing the scars of industrial pollution and resource extraction.

As we reflect on the past and present, it is imperative to acknowledge the profound interdependence between humans and the Truckee River watershed. Indigenous cultures recognize the river not only as a physical entity but also as a spiritual force essential for their existence. Moving forward, it is crucial to honor this sacred relationship, amplify indigenous voices, and work collaboratively towards a future where the Truckee River and its diverse communities thrive in harmony with nature.

Only three percent of the Earth’s water is freshwater. This makes caring for the world’s freshwater supply of absolute importance. This is especially critical now in the face of a changing climate. With too little rainfall, we face water scarcity, too much all at once and we must deal with erosion and sedimentation issues. Caring for the river and its entire watershed now will provide insurance for our most precious resource as humans. The water that sustains us and the ecosystems we rely on for ecosystem services.



Old Truckee Bridge and buildings of Reno, Nevada. Source: George W. Ingalls Photograph Collection via. The Huntington Library | Date: ca. 1904

Land Acknowledgment

We acknowledge with respect and gratitude that the planning area for the Truckee River Vision Plan encompasses the ancestral lands of the Indigenous peoples of the Truckee River watershed, including the Washoe, Shoshone, and Paiute tribes. For generations, these Indigenous communities have nurtured a profound connection to the land and waterways of this region, embodying a deep respect for the earth and all living beings within this ecosystem.

We recognize the enduring presence and resilience of the Washoe, Shoshone, and Paiute peoples, whose cultures, languages, and traditions continue to enrich and shape the identity of this land. Their wisdom in sustainable land management, conservation practices, and spiritual traditions has sustained this region for centuries before the arrival of Western settlers.

We acknowledge the injustices and hardships that Indigenous communities have endured and continue to face, including forced removal from their ancestral lands, loss of cultural heritage, and ongoing struggles for recognition and sovereignty. We stand in solidarity with the Washoe, Shoshone, and Paiute tribes in their efforts to protect their sacred lands, waters, and cultural heritage.

In honoring the Indigenous peoples of the Truckee River watershed, we commit to listening to their voices, amplifying their stories, and actively supporting Indigenous-led initiatives for justice, reconciliation, and healing. We recognize that true reconciliation requires acknowledging the past, addressing present injustices, and working together towards a future of mutual respect, understanding, and cooperation. Through collaboration with the Reno Sparks Indian Colony (RSIC), including on-site meetings, we aim to ensure that their perspectives and contributions are integral to the Truckee River Vision Plan's development and implementation.

The Truckee River Today

Today, the Truckee River is essential for providing water to communities in both California and Nevada for drinking, irrigation, and industrial purposes. Additionally, it serves as a popular destination for outdoor recreational activities, such as fishing, kayaking, and rafting, attracting locals and tourists alike.

Despite historical challenges and pollution issues, many successful efforts have been made to address significant pollutants and protect the river's source water, most recently the **One Truckee River Management Plan**. The Truckee River remains a vital resource, connecting two states and three nations, and its closed watershed system retains pollutants, making ongoing conservation efforts crucial for its sustainability.

The Tahoe-Pyramid Trail is over 80% complete and will follow the Truckee River over 114 miles from Lake Tahoe to Pyramid Lake. The trail is a preeminent recreational amenity through the course of Reno and Washoe County, but is disjointed and in some areas utilizes existing roadways rather than a continuous separated trail.

In Downtown Reno and particularly to the east, the river is hugged tightly by urban development, where access is limited and many properties turn their backs to the river. As of 2024, a large population of unhoused residents use the river lands, creating large amounts of trash and leading to perceptions of crime that can hinder a larger embrace of the river. The Truckee River Vision Plan outlines strategies for the City and County to make the river one of the greatest assets to the larger region.



A Vision For The Future

The overarching scope of the plan was to conduct a comprehensive analysis of the Truckee River corridor and surrounding areas in unincorporated Washoe County and the City of Reno, extending from the California State Line to the border of Sparks, NV. The analysis encompassed various aspects including land use, design, micromobility, connectivity, parks, open spaces, and safety. Collaborating closely with City of Reno staff, stakeholders, and the public, the plan establishes a unified vision for the future of the corridor and provides actionable recommendations along with a phased implementation plan.

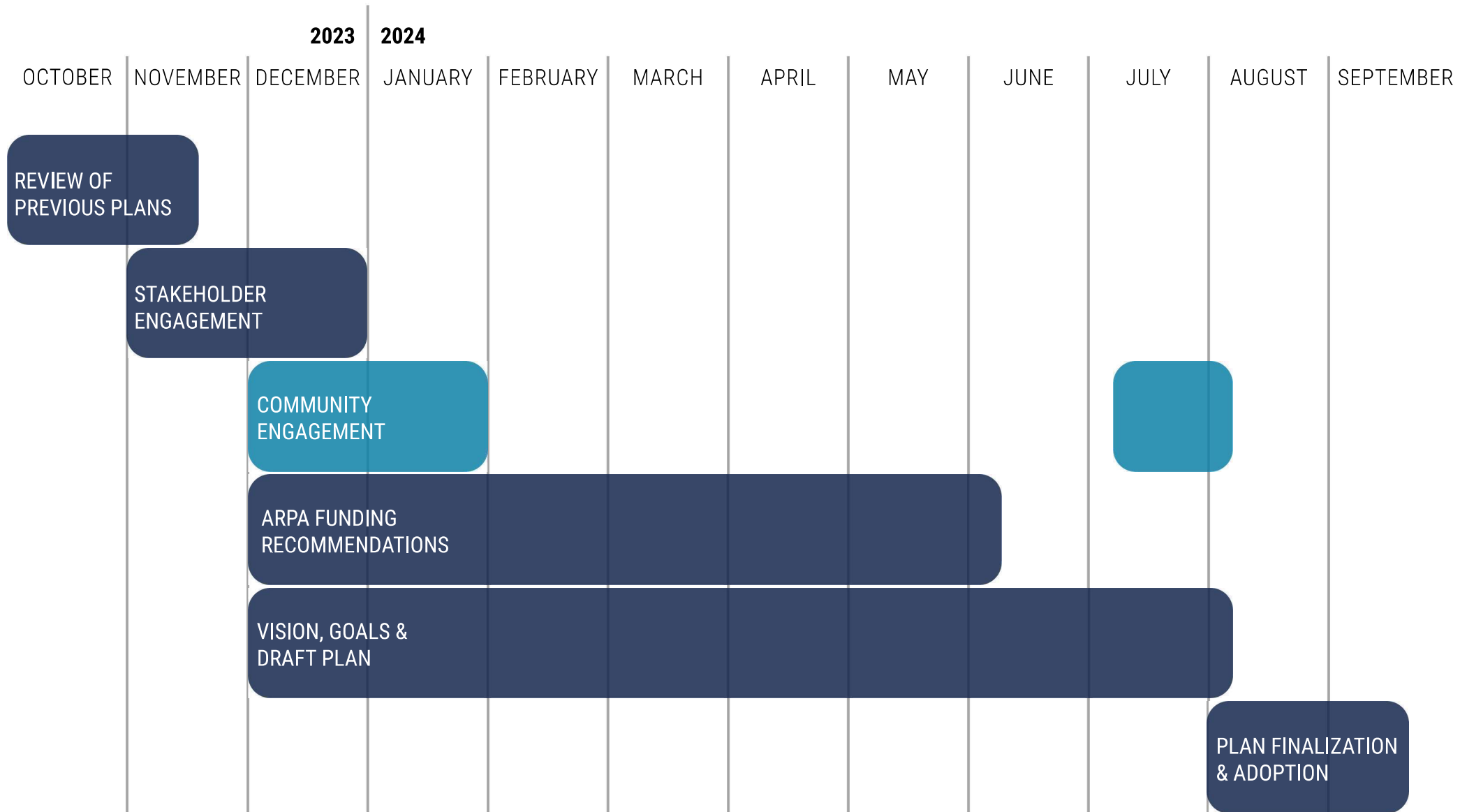
This project was made possible through funding provided by the American Rescue Plan Act (ARPA) received by the City of Reno and a partnership developed with Washoe County to establish and overall vision. The City received approximately \$51.5 million in State and Local Fiscal Recovery Funds (SLFRF) designated to support the mitigation of ongoing COVID-19 impacts and recovery efforts from the pandemic. These funds must be allocated and spent within the allowable categories outlined by federal legislation and rules issued by the U.S. Treasury Department. Community feedback gathered in fall 2021 informed the development of an allocation and spending plan, with the funds required to be allocated by the end of 2024 and fully utilized by the end of 2026.

In addition to covering consultant fees for the creation of the plan, there is \$2.7 million available for immediate implementation projects. These funds are intended to address urgent needs and catalyze momentum towards realizing the overall vision plan. ARPA funding recommendations were presented to staff on March 13th, 2024, and a copy of this presentation is included in the document's appendix for reference. The recommendations targeted for ARPA funding are included in the full plan recommendations list and indicated with a special icon.



Project Process

Overview





Project Process

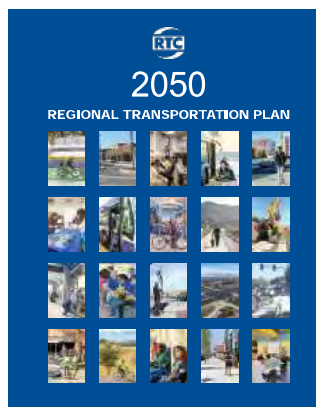
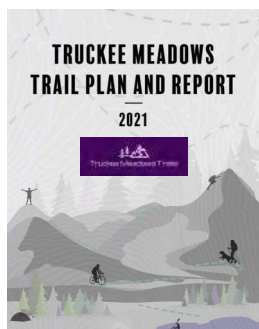
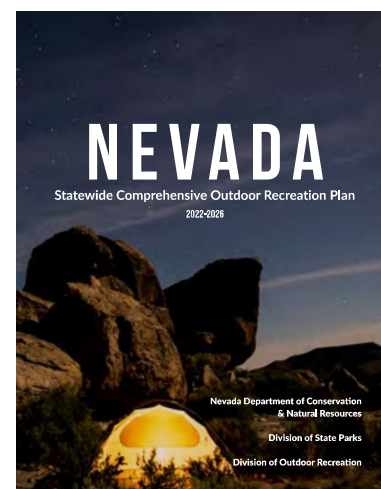
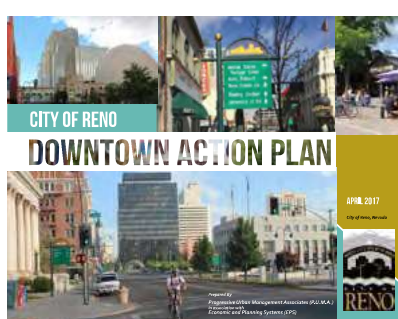
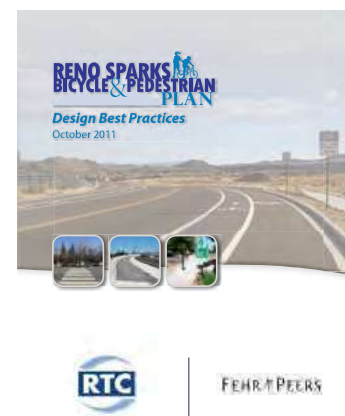
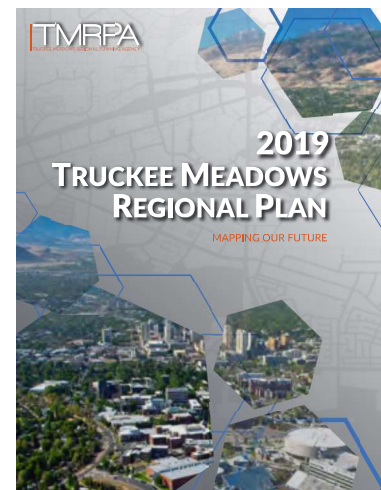
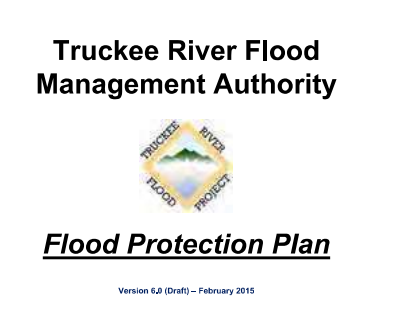
1. Review Of Previous Plans

A comprehensive review of previous planning efforts and policy documents in both the City of Reno and Washoe County, was integral to the development of this plan. Recognizing the wealth of existing plans, the planning team's primary goal was to meticulously examine and extract valuable insights from these foundational documents. The goal was to ensure that the wealth of past research and recommendations was not only preserved but also seamlessly integrated into this plan. By delving into a spectrum of plans this research and analysis ensured a nuanced understanding of the City and County's historical planning context. This approach encouraged continuity and a leveraging of the collective wisdom of past efforts in shaping the future of the Truckee River as a community asset.

A full visual summary of the information collected from previous planning and policy documents can be found in the Appendix.

Documents reviewed by the planning team included:

- One Truckee River Management Plan
- One Truckee River Vegetation Plan
- One Truckee River Framework Plan
- Relmagine Reno
- Truckee River Flood Management Agency Flood Protection Plan
- City of Reno Parks, Recreation and Open Space Master Plan (PROs)
- Washoe County Regional Parks and Open Space Plan
- City of Reno Downtown Action Plan
- Downtown Reno Conceptual Bicycle Network Report
- City of Reno Downtown Micromobility Pilot Project
- 2050 Regional Transportation Plan
- Reno-Sparks Bicycle & Pedestrian Plan (2011)
- The Future of Virginia Street Placemaking Study
- Truckee Meadows Trail Plan and Report (2021)
- Truckee Meadows Regional Plan (2019)
- Carcione and Canepa Ranch Recreation Access Plan
- Nevada Statewide Comprehensive Outdoor Recreation Plan
- Truckee Meadows Vision Zero Action Plan (2022 Update)
- City of Reno Annexation and Land Development Code (2022 Update)
- Truckee River Wayfinding Sign Package



Note: Not all plans reviewed are pictured above.

Project Process

2. Stakeholder Interviews

After an extensive review of previous plans related to the Truckee River corridor and the larger study area, the planning team held a series of stakeholder interviews. Organized by topic area and held through November and December 2023, these interactive sessions included brief discussion of the project goals and process, targeted questions for interviewees regarding their unique perspectives on issues impacting the Truckee River, and engaging work sessions using large maps. Interviewees were encouraged to note areas of concern, challenges, and places they love and cherish on the printed maps. Following is a list of the interview topic area groups and others that met during this phase of the project.

- PUBLIC SAFETY
- RIVER ECOLOGY & FLOOD
- BUSINESS OWNERS
- ARTS & HISTORIC RESOURCES
- TRAILS & TRANSPORTATION
- PARKS & PLAZAS
- PUBLIC AGENCIES & DEPARTMENTS
- WATER QUALITY

Additional interviews were conducted with the following groups and individuals not associated with specific topic areas:

- RENO CITY COUNCIL MEMBERS
- CITY OF SPARKS
- RENO-SPARKS INDIAN COLONY



Project Process

2. Stakeholder Interview Themes

Through the stakeholder interview process, several common themes emerged. The planning team organized these themes using the five pillars identified for this planning process, and outlined in detail in Chapter 3.

PROMOTE DESIRED USE

Encouraging appropriate and authorized activities along the Truckee River corridor. This includes fostering activities that align with regulations, respect the environment, and contribute positively to the community.

CREATE A DETAILED IMPLEMENTATION PLAN

Develop a comprehensive plan with actions, timelines, and responsible parties for executing recommendations identified in this plan.

COHESIVE DESIGN AND MAINTENANCE PROGRAM

Establish a unified approach to the design, upkeep, and management of the environment and infrastructure along the Truckee River Corridor.

PROMOTE THE IMPORTANCE OF WATER QUALITY IN ALL ASPECTS

Emphasize water quality considerations across all activities and decisions involving the Truckee River watershed paired with raising awareness of the importance of preserving and improving water quality.

HONOR THE HISTORICAL PURPOSE AND BRING THE PEOPLE BACK TO THE RIVER

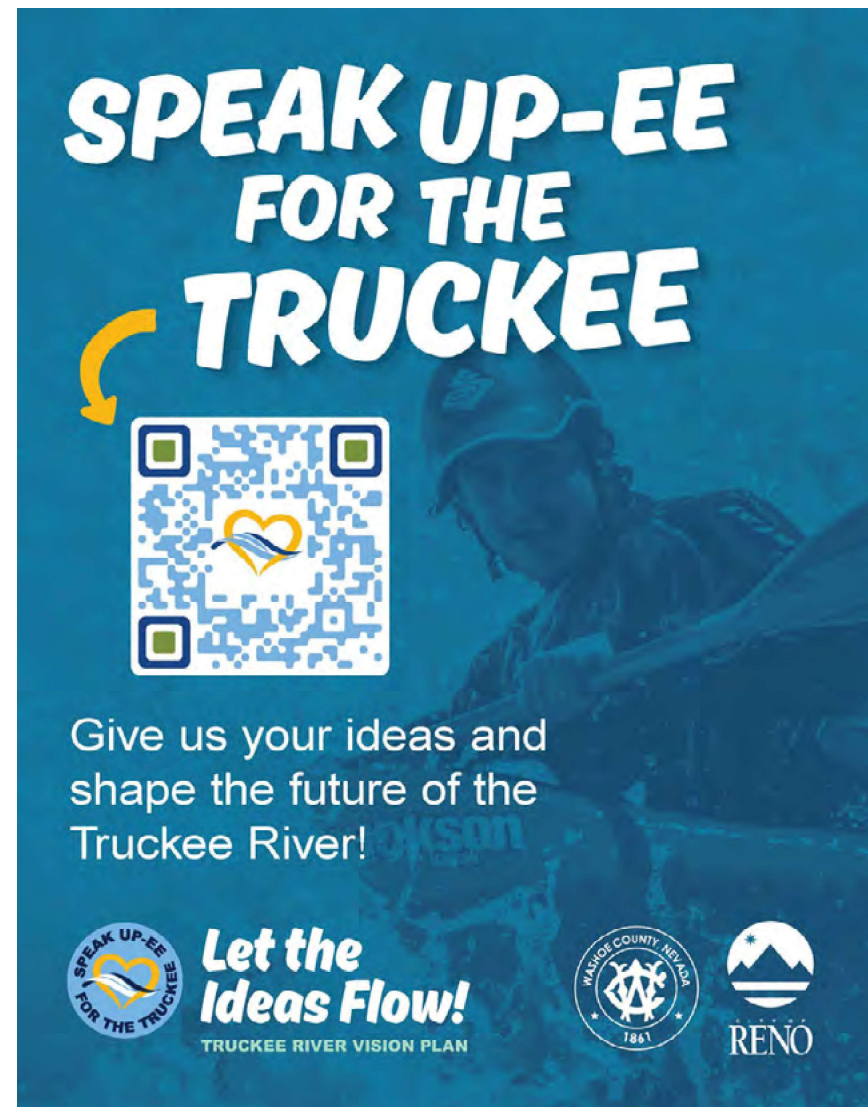
Acknowledge the historical significance of the river and promote activities that reconnect people with its natural beauty and recreational opportunities, fostering a sense of pride and stewardship among local communities.

Project Process

3. Community Engagement Strategy

From December 2023 through mid-January 2024, the planning team engaged with the City of Reno and Washoe County communities to begin shaping a vision for the future of the Truckee River Valley—specifically, the 17.5-mile segment of the Truckee River extending from the Nevada state line to Reno and Sparks.

Because the Truckee River has a direct impact on the quality of life of all residents, the planning team carefully crafted an engagement strategy through the lens of equity and inclusiveness to reach as many diverse audiences as possible (e.g., residents, local businesses, nonprofit agencies, river advocacy groups, and users and non-users of the river). Strong emphasis was placed on engaging hard-to-reach stakeholders through a wide variety of methods including online surveys, interactive mapping tools, and pop-up engagement events throughout the corridor.



Project Process

3. Community Engagement Methods

Public feedback was collected over a period of six weeks and the planning team documented 31,811 community touch points.

Points of contact are not synonymous with marketing impressions, which refer to overall campaign awareness. While the planning team did not have access to marketing impressions for this project, the number would be significantly higher than points of contact because it would include estimates of the number of people who read about the campaign through earned media (i.e., news articles and media circulation) as well as pedestrians and automobile traffic that happened to pass facility and/or park signage during the campaign period.

Thanks to the outstanding outreach efforts of Reno's communications team, the "Speak Up-ee for the Truckee" campaign generated nine instances of earned media placements, which alone would increase the number of total marketing impressions by more than 1 million.

COMMUNITY ENGAGEMENT METHODS & TOTAL ENGAGEMENTS

SOCIAL PINPOINT	7,973
COMPLETED SURVEYS	769
SOCIAL MEDIA CHANNELS	9,175
E-MAIL MARKETING	13,894
TOTAL POINTS OF CONTACT*	31,811

**For the purpose of this report, a "point of contact" refers to every instance in which a unique individual provided documentable evidence of receiving and/or responding to a specific engagement tool (i.e., a recorded comment, an opened email, a piece of direct mail delivered to a residence). In BerryDunn's experience, points of contact are a more accurate representation of engagement efforts than comment tallies; while some residents may be unwilling to participate in a discussion, data can demonstrate an invitation to the conversation.*

Project Process

3. *Community Engagement Themes*

A comprehensive analysis of the many engagement methods conducted throughout the course of the Truckee River Vision Plan process yielded eight primary and recurring themes. These themes, along with the input from stakeholder interviews conducted in November 2023, form the backbone of the overall vision and goals outlined in the following chapter.

ENVIRONMENTAL CONSERVATION AND RESTORATION

Focus on preserving the natural beauty, ecosystem, and water quality of the Truckee River through cleanup strategies, habitat restoration, and minimizing industrial presence.

PUBLIC SAFETY AND HEALTH

Address safety concerns related to the unhoused population, drug use, and general hazards along the riverfront. Provide safer navigation, increase police patrols, and improve public health facilities.

Project Process

3. *Community Engagement Themes*

RECREATION AND AMENITIES

Enhance recreational opportunities and amenities along the riverfront, including events, recreational activities, nature-friendly amenities, and improved access points for watercraft and pedestrians.

CULTURAL AND HISTORICAL PRESERVATION

Preserve and commemorate historic landmarks, events, and cultural sites along the riverfront with interpretive signage and educational materials.

INFRASTRUCTURE DEVELOPMENT

Improve infrastructure such as bridges, sidewalks, signage, and pedestrian pathways to enhance accessibility and connectivity along the river corridor.

BEAUTIFICATION AND AESTHETICS

Renovate neglected areas, enhance aesthetics, and create more appealing public spaces through landscaping, public art installations, and redevelopment efforts.

COMMUNITY ENGAGEMENT AND COLLABORATION

Recognize and address the unhoused population as a significant issue, foster community engagement, and involve various stakeholders in project planning and implementation.

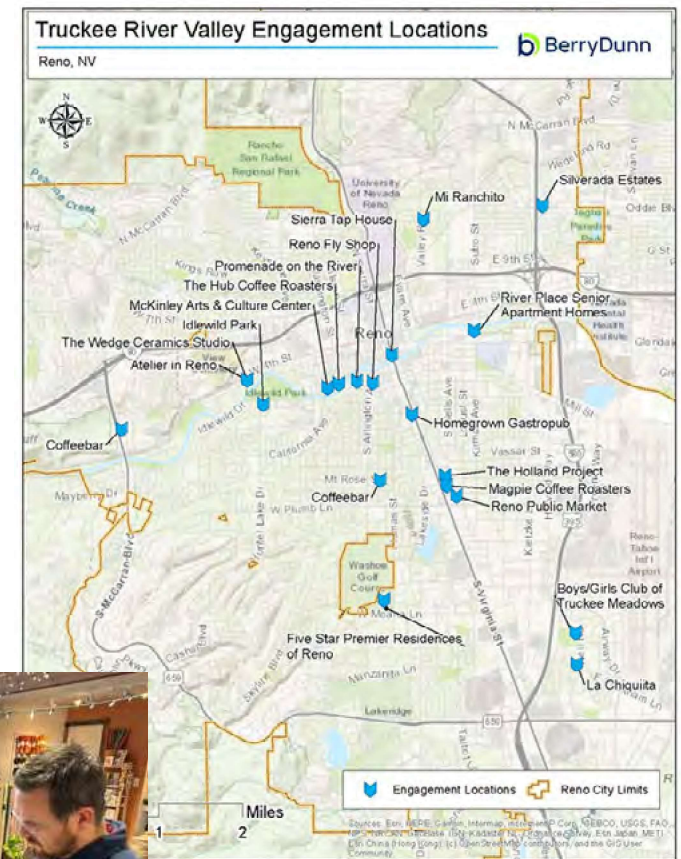
DEVELOPMENT AND REDEVELOPMENT

Improve underutilized areas, support commercial opportunities, and involve the community in future development plans to revitalize the riverfront and ensure its sustainable growth.

Project Process

3. Community Engagement Pop-Up Events

In addition to the many online engagement methods used, the project team conducted a series of highly interactive pop-up events at a variety of locations and special events during this project. In addition to spreading awareness of the project, these activations focused on collecting feedback via the campaign's survey tool. The following map illustrates the community saturation achieved through these pop-up engagements.



Project Process

3. *Community Engagement Open House*

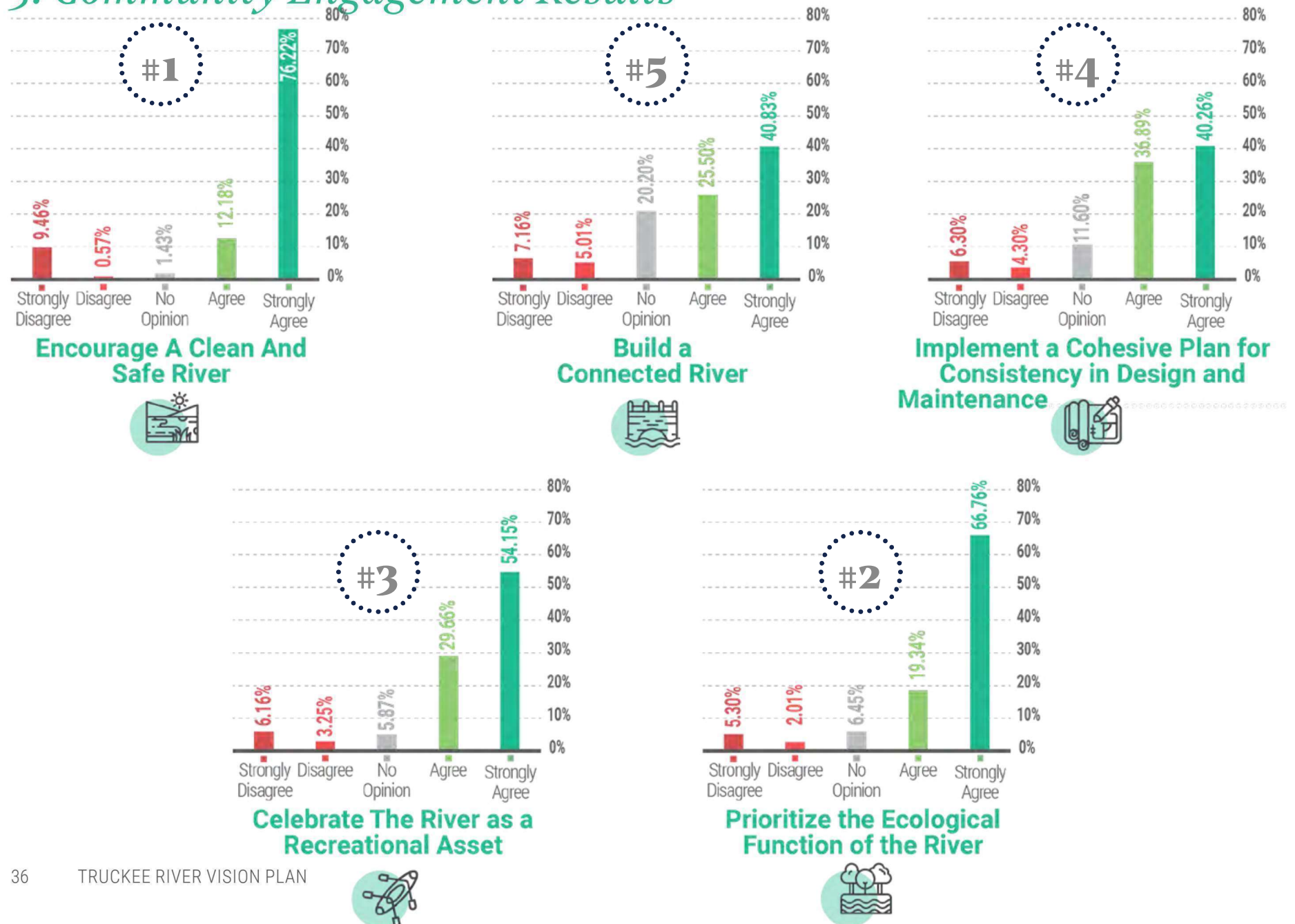
Based on the first phase of engagement, initial goals, vision, and recommendations were compiled by the design team and taken back out to the public for review. This kicked off the second round of public engagement with an Open House held at city hall. The Open House featured presentation boards that were available for discussion with the design team and city officials, as well as a presentation and Q&A session for both in-person and online attendees.

Attendees were encouraged to fill out a paper survey, which was then entered into the online system, or to visit the website and complete the survey there. These materials were made available on the Social Pinpoint website at the start of the Open House and remained open for a month to gather feedback. This feedback was essential in confirming the direction of the plan and guiding the prioritization of recommendations.



Project Process

3. Community Engagement Results



Project Process

3. Community Engagement Feedback Results

RANK RECOMMENDATION PER CATEGORY BY PRIORITY

79%

Ranked The City of Reno having the tools to regulate river adjacent development as **'Extremely Important' or 'Important'**.

Participants voted that the City of Reno should use economic tools to incentivize the redevelopment of these key parcels.*

*28% had no opinion

50%

Promote Desired Use

Improve Cleanliness and Sanitation including the installation of new animal resistant trash receptacles was ranked a 4 or 5 by 81.5% of respondents.

*5 being the highest

Collaboratively Steward the River

Support and fund the Preservation and Improvement of the quality of source water entering the Truckee River. Ranked as the #1 PRIORITY, with nearly 80% of respondents ranking it a 4 or 5 Importance.*

*5 being the highest

Parks & Open Space

ALL of the Parks and Open Space Recommendations were viewed as 4 or 5 level of Importance by over 50% and up to 76% of respondents. PRESERVE COUNTY PARKS while strategically adding river access points and improving the trail network through existing open spaces ranking #1.

Ranked #1 for Micromobility & Connectivity

CREATE ADDITIONAL TRAIL CONNECTIONS, especially west of Reno where the trail is often inconsistent, to achieve a continuous Tahoe Pyramid Trail along the Truckee River that avoids traveling near or adjacent to the highway.

In-River Safety

Analyze and remove in-river hazards, including completing a detailed analysis of the six existing dams was ranked as a #1 PRIORITY in the In-River Safety Category



CHAPTER 2: THE VISION FOR THE TRUCKEE RIVER

The Vision For The Truckee River

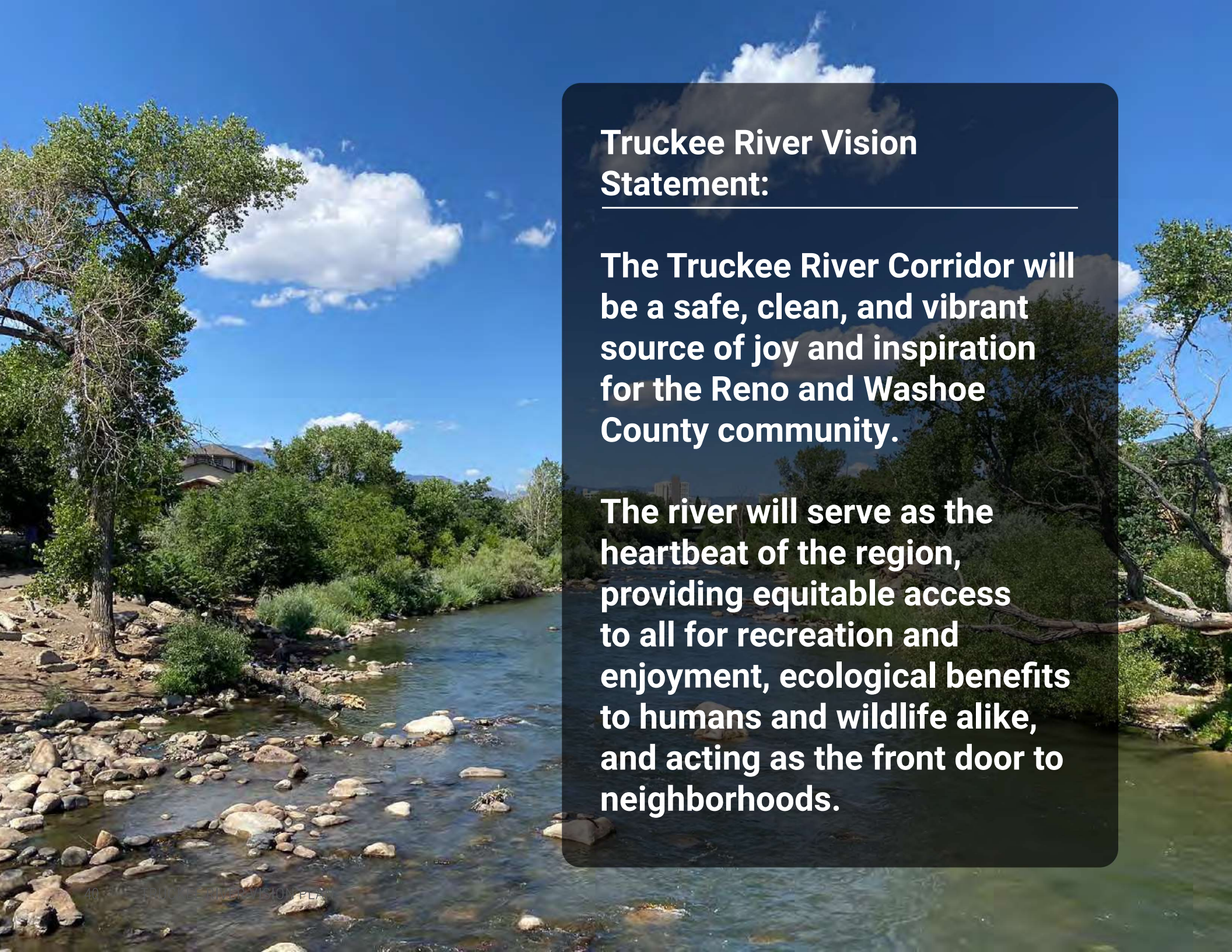
The Truckee River Vision Plan is the culmination of months of stakeholder interviews, online and in-person community engagement, research on previous planning efforts, and an exhaustive study of the river corridor through Reno and Washoe County. Throughout the process, certain key words and themes arose over and over, and these form the basis for a future, cohesive vision and goals. This vision is organized as follows:

The **Vision Statement** provides a high-level aspiration for how the Truckee River should function and how it should serve the community for years to come. This Vision Statement secures the Truckee River's place in Reno and Washoe County for future generations.

Five **Goals** for the river outline topical areas that are of primary importance to stakeholders and the community. These Goals center on the key themes that emerged in previous planning phases - **cleanliness and safety, connections, clarity and consistency, recreational amenities, and ecological benefits.**

To help guide recommendations, and because of the long course of the river through this study area, four **Character Areas** were identified and used throughout. These Character Areas (illustrated on Pg. 30-31) are based on adjacent land use, topography, river bank conditions, and neighborhood context.

Chapter 3 then outlines targeted **Recommendations** based on the five planning pillars identified at the outset of this project: **Land Use & Design, Mobility & Connectivity, Parks & Open Space, Safety, Water & Ecological Systems, and Public Art.**

A scenic photograph of the Truckee River flowing through a lush, green landscape. The river is filled with numerous large, light-colored rocks, creating a rocky riverbed. The water is a clear, light blue-green color. On the left bank, there are several large, leafy trees and dense green shrubs. In the background, a small building is visible among the trees. The sky is a vibrant blue with scattered white clouds. A dark, semi-transparent rectangular box is overlaid on the right side of the image, containing white text.

Truckee River Vision Statement:

The Truckee River Corridor will be a safe, clean, and vibrant source of joy and inspiration for the Reno and Washoe County community.

The river will serve as the heartbeat of the region, providing equitable access to all for recreation and enjoyment, ecological benefits to humans and wildlife alike, and acting as the front door to neighborhoods.

Encourage A **Clean And Safe** River

Prioritize The **Ecological Function** Of The River

Celebrate The River As A **Recreational** Asset

Implement A Cohesive Plan For **Consistency**
In Design And Maintenance

Build A **Connected** River

CHARACTER AREAS

Due to the length of the study area and the changing conditions along the Truckee River, the Vision Plan process identified Character Areas to help guide the recommendations outlined in the following chapter. Key themes for each Character Area are illustrated below. These themes serve as a guide, sometimes generally, and in other cases more specifically (as in the case of river trail design options), for establishing a vision that is responsive to the unique conditions along the 17.5 mile corridor.

RURAL

- PRESERVE NATURAL CHARACTER & BEAUTY
- PRESERVE WATER QUALITY
- ENHANCE RECREATIONAL OPPORTUNITIES
- ELIMINATE IN-RIVER SAFETY CONCERNS
- IMPROVE TRAIL CONNECTIVITY & RIVER ACCESS

RENO EAST

- PROMOTE SAFETY & LEGITIMATE USE
- SUPPORT STRATEGIC, RIVER-CENTRIC REDEVELOPMENT
- ENSURE EQUITABLE INVESTMENT IN PUBLIC SPACE
- INCENTIVIZE REDEVELOPMENT & QUALITY URBAN DESIGN
- ENCOURAGE CONNECTION WITH RENO-SPARKS INDIAN COLONY

RENO WEST

- ENHANCE TRAIL CONNECTIVITY
- ENSURE TRAIL CONTINUITY ALONG RIVER
- IMPROVE RIVER ACCESS & CROSS CONNECTIONS
- MITIGATE IN-RIVER HAZARDS
- PROMOTE RIVER-CENTRIC DEVELOPMENT

DOWNTOWN

- PROVIDE CLEAR & SAFE PHYSICAL & VISUAL ACCESS
- CELEBRATE THE RIVER IN ACTIVE, PROGRAMMED SPACES
- INVEST IN CATALYTIC OPEN SPACES THAT HIGHLIGHT THE RIVER AS A RECREATIONAL ASSET
- LEVERAGE FUNDED INFRASTRUCTURE INVESTMENTS TO INCREASE CONNECTIVITY
- ENHANCE ECOLOGICAL VALUE & WATER QUALITY
- PROMOTE RIVER-CENTRIC REDEVELOPMENT

NORTHWEST RENO

PROVIDE TRAIL
CONNECTION TO
WASHOE COUNTY
PARK: POSTKAR PARK

PROVIDE TRAIL
CONNECTION TO
WASHOE COUNTY
PARK: AMBROSE
PARK

UPDATE AND ENHANCE THE
EDUCATIONAL COMPONENTS OF THE
OXBOW NATURE CENTER TO SUPPORT
INCREASED EMPHASIS ON THE
TRUCKEE RIVER

WASHINGTON STREET
COMPLETE STREET

PRIORITY LOCATION
FOR INFILL &
REDEVELOPMENT
(DOWNTOWN RENO
CENTER)

IDENTIFY AND
ENFORCE QUIET
ZONES ALONG THE
RIVER NEAR
RESIDENTIAL
AREAS

CONNECT TRAIL
SYSTEMS
(TRUCKEE RIVER
TRAIL TO CROSS
CAUGHLEN PARK
AND THE ALUM
CREEK TRAIL)

CORRIDOR WIDE:
FUND AND
INSTALL MILEAGE
MARKERS

SUPPORT DEVELOPMENT OF
WALKABLE
COMMUNITY/NEIGHBORHOOD
CENTERS

↑
low
head
dam

↑
people
rescued
here
alot

CHAPTER 3:

ANALYSIS & RECOMMENDATIONS

Introduction

Chapter 3 of this document serves as the cornerstone of a comprehensive assessment and proposed strategies for the Truckee River corridor. This chapter summarizes a thorough existing conditions analysis, providing an examination of the river corridor's current state of affairs, and presents a set of strategic recommendations to guide its future.

Organized in five key pillars - **safety, water & ecological systems, land use & design, mobility & connectivity, parks & open space, and public art** - each section explores common themes, challenges, and opportunities identified through the planning process. Organizing recommendations by Character Areas where applicable, this chapter presents a nuanced understanding of the corridor's diverse needs and potential interventions for the future. As the bulk of the document, this chapter lays the groundwork for actionable steps to enhance the corridor's vitality, sustainability, and resilience for generations to come.

AMERICAN RESCUE PLAN ACT (ARPA) FUNDING

The impetus for the Truckee River Vision Plan was an award to the City of Reno for infrastructure and design projects through the American Rescue Plan Act (ARPA). The Vision Plan process needed to quickly identify recommendations that could be contracted prior to the end of 2024 and implemented with the \$2.7 million allocated to the Truckee River. These ARPA-funded recommendations are included in the full list of plan recommendations on the following pages.



Safety, Water, & Ecological Systems

The Truckee River has been highly impacted by humans for over a century and has historically suffered the effects of channelization and urbanization. Today, the Truckee River is managed by multiple governmental agencies and other stakeholders working to mitigate flooding, protect water quality, regulate development, restore riparian zones, improve ecological health, and set the Truckee River on the path to a more sustainable future. The City of Reno recognizes the Truckee as their most important natural resource and are committed to the safety and sustainability of the Truckee River Corridor so it can continue to be a gathering place, recreational hub, and cultural asset for the Reno community.

In this section, the challenges regarding riverside safety, in-river safety, and river sustainability will be identified and actions for long and short-term improvements will be recommended.

Existing Conditions: Riverside Safety

The most significant safety concern preventing the Reno community from fully utilizing and enjoying the Truckee Riverside is the ongoing prevalence of undesired use. Encampments, drug use, and the associated trash left behind create difficult situations for public safety officers to manage, which can be made even more challenging by lack of visibility and lack of access due to steep and overgrown banks.

In addition to undesired use, there are several other environmental design challenges impacting user safety along the riverbanks. These challenges fall into five categories:

1. Trail Infrastructure
2. Trail Lighting
3. Lack of Visibility
4. Flood Hazards
5. Cleanliness and Sanitation

Trail Infrastructure

As noted in the Mobility & Connectivity section, trail conditions vary throughout the project reach. Some sections of the trail,



particularly in East Reno, are situated on actively eroding banks. Because the Truckee has been channelized in these reaches, flood events are unable to access their natural floodplains and with minimal meander or vegetation to dissipate energy, flows can quickly erode the banks and trails.

Trail Lighting

The trail through Downtown Reno is characterized by sporadic lighting with spillover light onto some trail areas from nearby buildings, bridges, and streetlights. The trail in East Reno has minimal lighting, except in the parks. The lack of lighting creates a perceived and legitimate safety risk and prevents the trail from being relied on for commuting after dark.

Lack of Visibility

The lack of visibility along the trail contributes to a perceived lack of safety. Along the riverside trail, areas of thick vegetation, walls, bridge abutments, and steep bank slopes all create hidden low visibility areas.

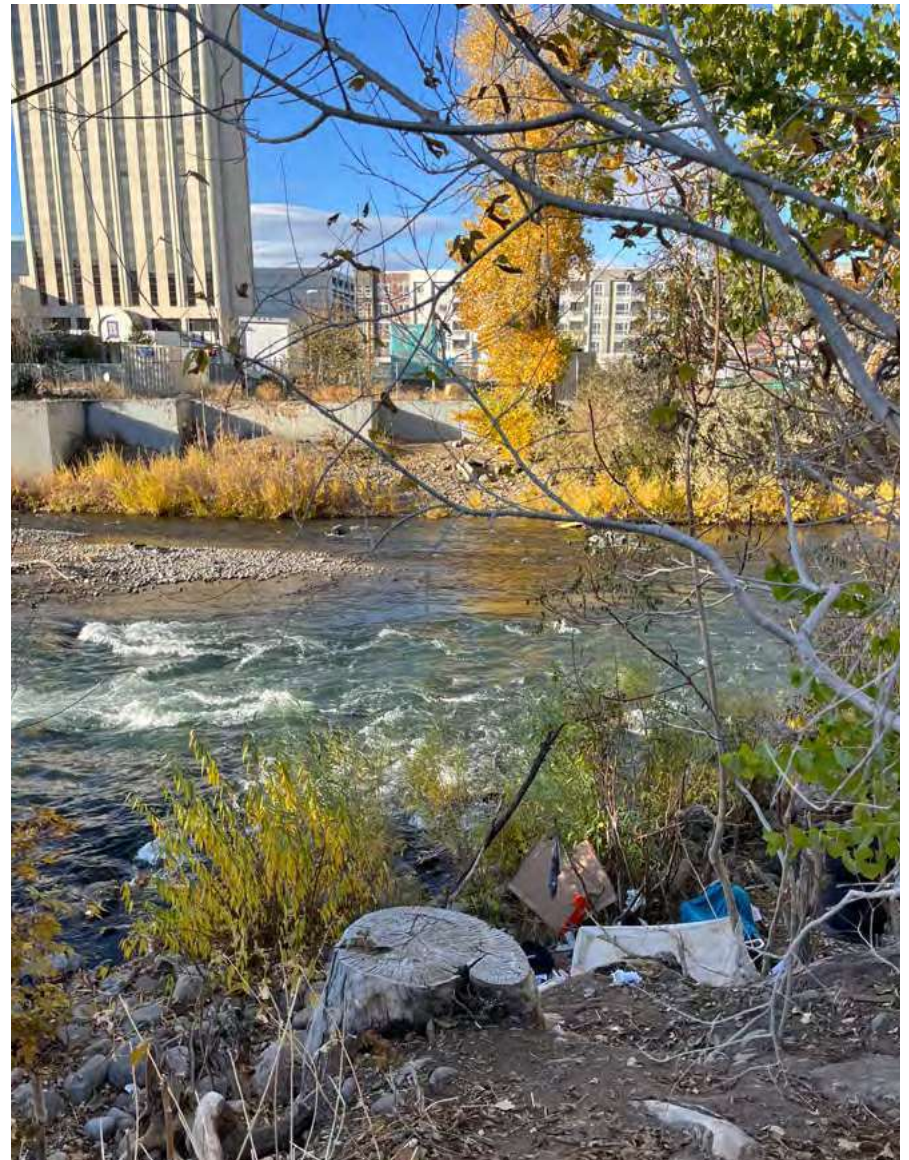


Flood Hazards

In East Reno, the trail goes under several bridges, but does not have any signage regarding flooding or routes to higher ground. Encampments located within the channel are also at high risk in flood events.

Cleanliness and Sanitation

One of the most frequently identified issues from site observations and community input is the need for additional restroom facilities and trashcans. Restrooms have recently been installed in several locations such as Brodhead Park which help to control human waste in those locations but are still in need in other areas. Trash receptacles are currently primarily located in parks and are frequently rummaged through both by humans and wildlife, creating the dissipation of trash that often ends up in the river.



Existing Conditions: In-River Safety

The Truckee River is Reno's most important natural and recreational asset. The river is utilized for tubing, kayaking, rafting, swimming, wading, and fishing.

In-River Hazards

Multiple stakeholder groups identified 6 manmade river-spanning structures within the project reach as priority safety hazards that need to be addressed. The Ambrose, Chalk Bluff, and Glendale structures came up the most in community and stakeholder engagement, likely due to their location in high river traffic areas. Diversion structures and other low head dams can create deadly hydraulics in higher flows, injure river users, pop innertubes and damage watercraft, and create dangerous situations that require rescue.

In addition to these identified structures, there are other diversion dams and inlets that span part of the river that may present a hazard. Through the stakeholder meetings and community engagement, multiple locations of rebar and other manmade debris that create safety hazards were reported.

Public Safety River Access

The Reno Fire Department Water Entry Team responds to over 100 emergency calls to the Truckee River every season. River rescue is time critical, and having sufficient density and quality of river access points is essential. River access is currently challenging in various locations due to:

- Vegetation overgrowth:
 - Oxbow Park is overgrown on both banks
 - Chalk Bluff receives the highest number of emergency calls, and the overgrown wild roses are difficult to navigate and tear rescuers drysuits when accessing.
- Existing river access within the park is insufficient:
 - Crystal Peak Park
 - Chrissy Caughlin Park
 - Idlewild Park
 - Fisherman's Park #1
 - Fisherman's Park #2
- Private Property/General Lack of Access Point:
 - Chalk Bluff needs an improved trail
 - The area around the ballpark lacks access nearby
- Sedimentation accumulation prevents navigability



Existing Conditions: Water & Ecology

Highly Modified Channel

Throughout the urban project reach, the river is highly channelized and constrained. The Downtown Reno section of the Truckee River is characterized by floodwalls constraining a shallow, over-widened channel. With the flow unable to access vegetated banks or floodplain to dissipate energy, high flow velocity worsens the bank erosion downstream. The channel bed is cross-sectionally homogeneous in this section, lacking low flow channels and creating shallow water. This condition, combined with a lack of shade, contributes to elevated water temperatures that causes fish populations to die and prevents ideal ecological function. The lack of low flow channels also creates navigation difficulties for watercraft and is a hindrance to fish passage during low flow seasons.

The flow in the Truckee River is also highly altered by human involvement and water rights are highly regulated. As dictated by the Truckee River Operating Agreement, flow releases from Lake Tahoe is decided by season and lake levels.



Development

The urban corridor of Reno features multiple buildings built at or near the river's edge. These buildings are prone to flooding, further constrain the river, and do not allow for a functional riparian zone. Throughout the project reach, the Truckee is constrained by both residential and industrial development. This type of private development land use prevents the public from accessing the river and creates riverside trail connectivity problems.

Multiple bridges within the project reach are too low, which causes upstream flooding during storm events. These bridges have been identified through planning efforts by TRFMA and other stakeholders and are in the process of being raised to be more hydraulically efficient.

The current development code has a 50-foot setback from the banks of the Truckee River that prevents the development of structures, including all impervious surfaces, without the Administrator's approval or a conditional use permit. (18.04.101)





SAFETY, WATER & ECOLOGICAL SYSTEMS COMMON THEMES

- Illegitimate use of the riverside creates real and perceived safety concerns that discourage Reno citizens from visiting and fully utilizing those areas. Along with the addition of restrooms and trashcans, activation and programming of these spaces is needed to promote legitimate use.
- The River is cherished for its recreational value to Reno and the expansion of river recreational opportunities is desired. There are current in-river hazards and barriers to river access that need to be addressed for a safer in-river experience.
- The Truckee River has been heavily impacted by human activity within the Reno corridor. The channelization and urbanization of the River have caused bank degradation, on-going flooding, degraded water quality and loss of important riparian vegetation and habitat.

Recommendation Themes

PROMOTE DESIRED RIVERSIDE USE

- Install Vandal Resistant, Ecologically Sensitive (Dark Sky Compliant) **Trail Lighting**.
- **Enhance River Visibility** through long term vegetation management strategies and funding.
- **Improve Cleanliness and Sanitation** including the installation of new animal resistant trash receptacles.

IMPROVE IN-RIVER SAFETY

- **Design, construct, and maintain proposed new river access points.** Including access points for Reno Fire Department Swift Water Entry Team.
- Identify opportunities to **create in-river recreational features**.
- **Analyze and Remove in-river hazards**, including the detailed analysis of six existing low head dams.

COLLABORATIVELY STEWARD THE TRUCKEE RIVER

- **Improve Water Quality** through the Truckee River Overlay Zone District Standards and implementation of Green Infrastructure strategies within City Parks.
- Quantitatively Prioritize **Bank Stabilization and Vegetation Projects**
- Identify Multi-beneficial **Flood-Mitigating Restoration Projects**
- Support and Fund the Preservation and Improvement of the quality of source water entering the Truckee River

Promote Desired Riverside Use

The most effective way to combat illegitimate use is to promote desired use. Currently, there is minimal desired use of riverside trail east of downtown, and in certain areas throughout downtown. As detailed in the **Parks & Open Space** section, it is recommended that the following park spaces are activated or fully re-designed:

- Riverwalk
- West Street Plaza
- City Plaza
- Brodhead Memorial Park
- Kuenzli Greenbelt
- John Champion Park
- Fisherman's Park #1
- Fisherman's Park #2

Special events and river festivals can also be used as a tool to activate spaces. In addition to the promotion of legitimate riverside use through activation of key points of interest along the river, the following improvements are also recommended to create a clean and safe riverside:

S1

Ecologically Sensitive Trail Lighting

Provide consistent, ecologically sensitive, lighting throughout the corridor, particularly to address safety concerns through downtown and east of downtown.

The extension of this lighting will allow the trail to be used by cycling commuters throughout the late fall and winter season and extend nighttime use of the trail for people spending time downtown on warm evenings. The best practice for selection of site lighting is to evenly apply a low level of LED light to

S2

Enhance River Visibility and Vegetation Management

Invasive species should be removed and replaced with native riparian vegetation, which will provide bank stabilization, shade, and riparian habitat. As detailed in the One Truckee River Framework Vegetation Management and Restoration Plan (2022), this vegetation can be selected for its height and density to allow a design that balances visibility adjacent to structures can be mitigated through the design of screening and art to fill the area.

S3

Improve Cleanliness and Sanitation

The installation of amenities to support a clean riverside is recommended. These amenities include restroom facilities, human and wildlife resistant trashcans, and dog waste receptacles. It is recommended to support **One Truckee River** in their strategic restroom selection and placement plan. Trashcans should be installed along the trail at a frequency of at least one per block through the downtown core and no farther than every quarter mile outside of the downtown core. This will require a maintenance regime that could be strengthened by the recommended **Truckee River Special Park District**. Priority areas of amenity installations are identified as shown:

Improve In-River Safety

Support Public Safety Teams Through Improved River Access

Specific areas of improvement identified in other areas of the vision plan include:

- Addition of lower level footbridge on the downstream end of Wingfield Park that connects the main park to the island:
 - Will allow public safety officials access to currently unreachable encampments within the channel
 - Will provide a route for river users to get back upstream following the last feature at Wingfield without needing rescue from the island
- Add ramp at Fisherman's Park #2 to serve WET team access for training and downstream containment set-up.
- Improve river access at all parks as identified in **Parks & Open Space** section.

S4

Design and construct improvements to access point for Reno Fire Department Swift Water Entry Team. Develop long-term maintenance plan to address vegetation overgrowth and in-river sediment accumulation.

S5

Design, construct, and maintain identified access points for Police Department, Park Rangers, Ambassadors, and other public safety officials every 100 yards along the river to provide access and visibility to patrol encampments along the river.

S6

Identify opportunities to create in-river recreational features to facilitate kayak instruction and swiftwater rescue training.

Remove In-River Hazards

S7

Conduct feasibility investigations for the six identified in-stream low head dams to investigate the possibility of removal, safety modification, and/or replacement with a recreational structure.

S8

Identify and remove rebar and other hazardous anthropogenic debris in river.



Collaboratively Steward The River

Collaboratively Engage Stakeholders

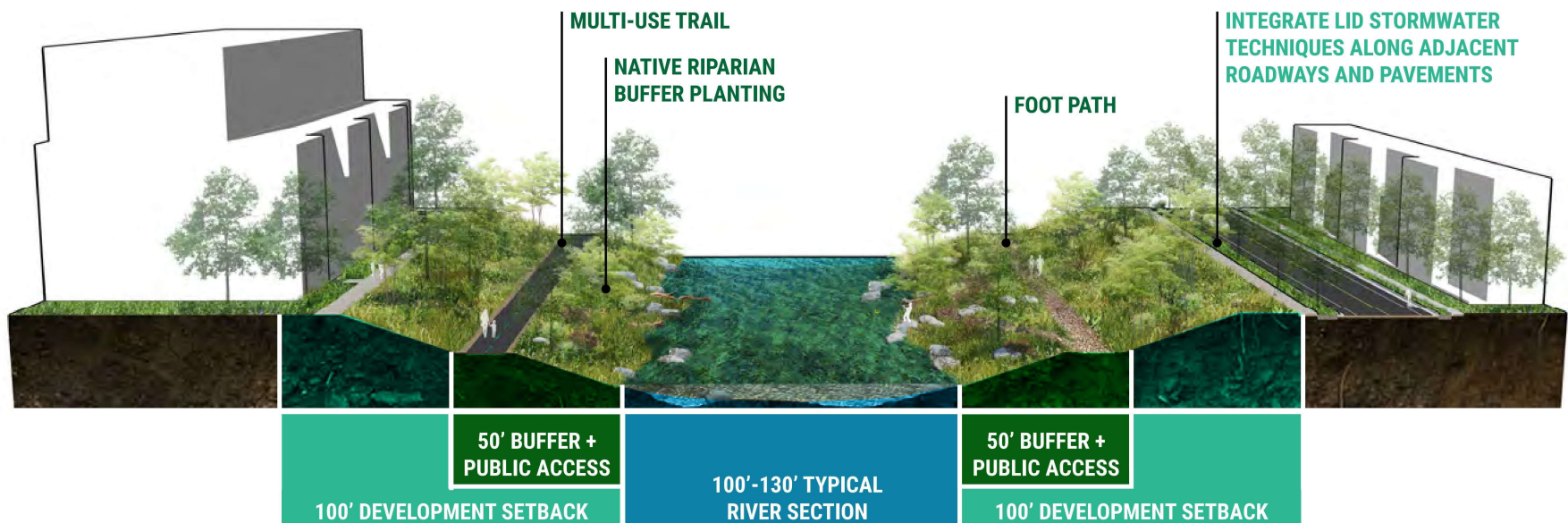
The City of Reno collaborates with many agencies and organizations to manage the floodplains, water quality, banks, and ecology of the Truckee River. **This vision plan aims to support and uplift that body of work** and has recommended the integration of multiple identified plan improvements and approaches within City projects.

Regulate Riverside Development

As recommended in the Land Use & Design section, a river overlay zone should be created that encompasses 200' on either side of the Truckee River and guides riverside development and land use. Guidelines will be developed based on technical analysis and engagement of relevant experts and stakeholders.

Preliminary recommendations include:

- Purchase or acquire easements for land at least 50' back from the edge of river on both sides to ensure continuous public access
- Develop standard riparian buffer regulations and suggested plant species based on land use and topography types
- Restrict development of new structures within 100' of the river edge
- Review existing development codes among jurisdictions and provide direction for Low Impact Development (LID) within overlay
- Plan land use based on the 100-year floodplain as updated on upcoming FEMA maps



Improve Water Quality through the Truckee River Overlay Development Standards and implementation of Green Infrastructure strategies within City Parks.

- Implement streetside stormwater quality measures where possible within rights-of-way, especially on perpendicular streets, connections, and immediately parallel to Truckee River.
- Establish a standard, low-water use, native/adapted plant palette for overlay zone development.
- Require 20% pervious surface coverage, which may be accomplished through green roofs or surface treatments.
- Implement stormwater detention and treatment, and transition non-programmable turf to native landscape within parks open and space along the river.

S9

Quantitatively Prioritize Bank Stabilization and Vegetation Projects

As recommended in the **Framework Vegetation Management and Restoration Plan (2023)**, developed in collaboration between One Truckee River, the Nevada Land Trust, and the Carson-Truckee Water Conservancy District, bank erosion and vegetative conditions should be systematically and quantitatively assessed. The study extents of that plan were limited to within the 14k cfs conveyance zone from Crystal Peak Park to Glendale, so a study starting from the State Line of the full channel is recommended. Data collection, identification of objectives, and creation of a priority matrix would allow the City and other stakeholders to systematically address priority areas and integrate bank stabilization and vegetation into other projects as able.

S10

Identify Multi-beneficial Flood-Mitigating Restoration Projects

In recognition of the devastating floods that overflow the banks of the Truckee approximately once a decade and understanding that these events are likely to increase in frequency and severity, it is recommended to identify opportunities for restoration projects that would allow the Truckee River to return to a dynamic meander and reconnect with its natural floodplain. Identify:

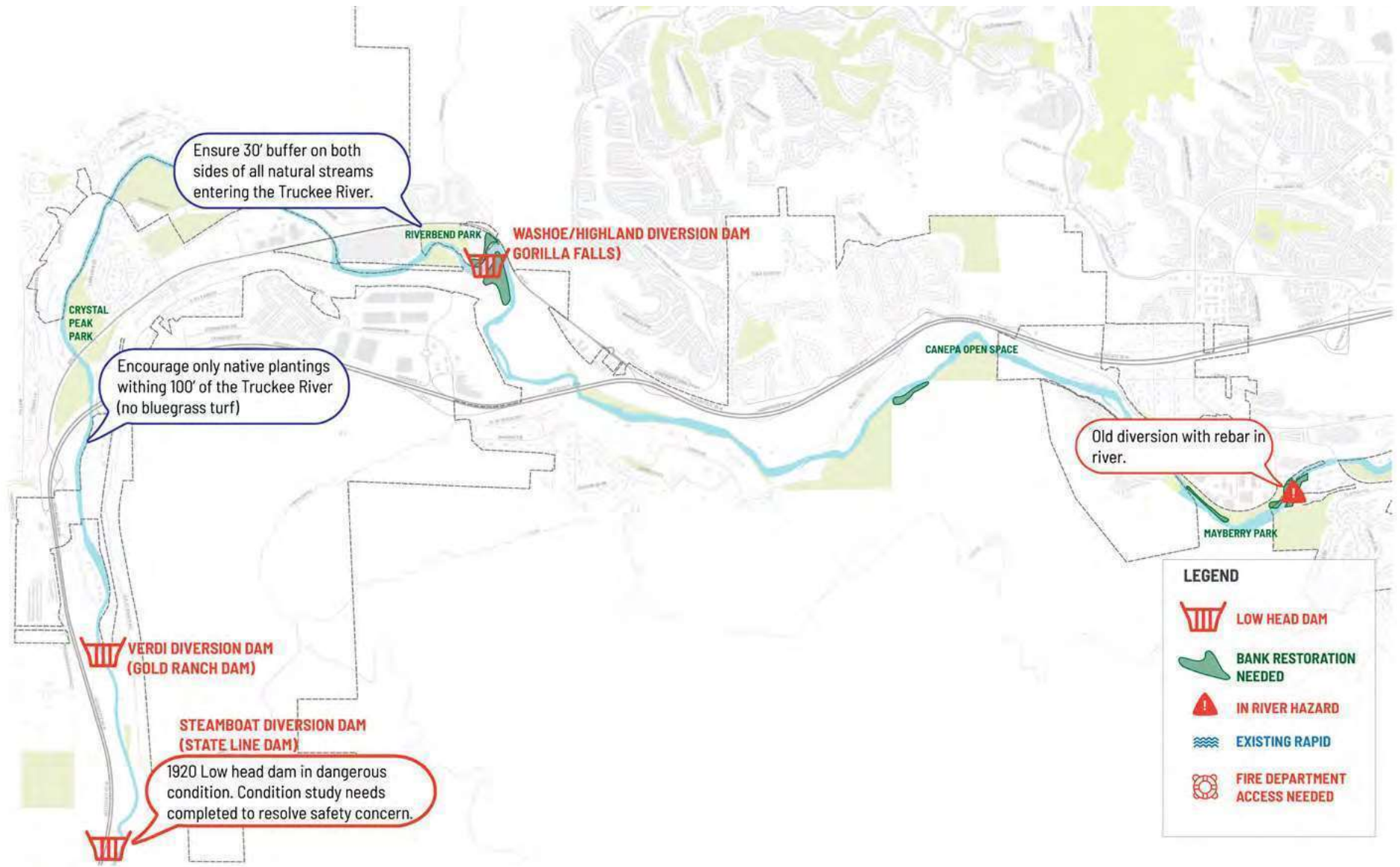
- Areas of river adjacent open space that can be acquired
- Opportunities to modify the channel to increase capacity and remove homes and other structures from the 100-year floodplain
- Opportunities to reconnect river to natural floodplain and produce maximum ecological benefit
- Opportunities to restore banks with native riparian vegetation and habitat.

S11

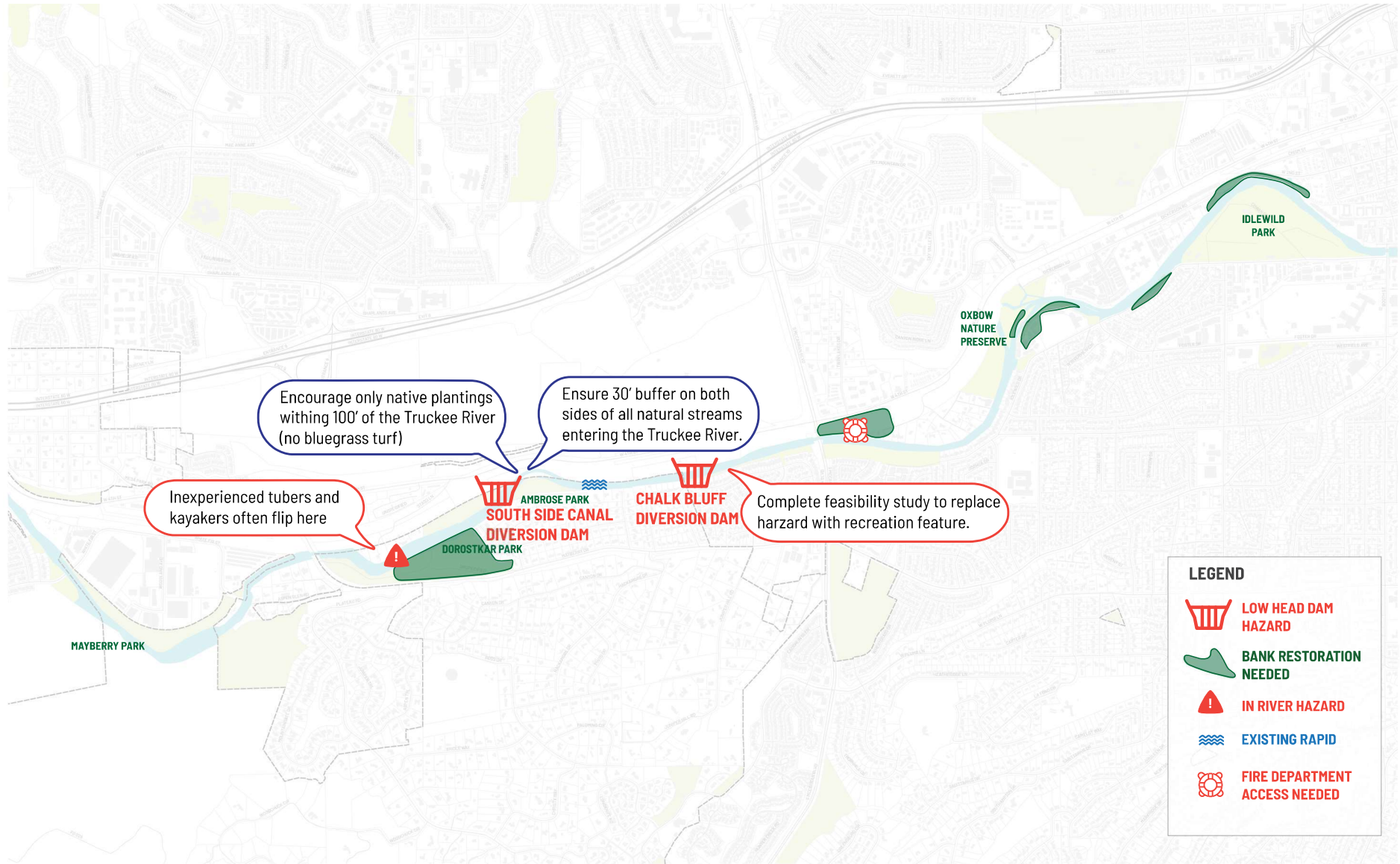
Support and Fund the Preservation and Improvement of the quality of source water entering the Truckee River

Support and fund ongoing management, tracking, and reporting of Truckee River Source Water as described in the **2020 Integrated Source Water and 319(h) Watershed Protection Plan for Public Water Systems and the Truckee River in the Truckee Meadows (Plan)**, a collaborative effort spearheaded by the Nevada Division of Environmental Protection (NDEP). This Truckee River Vision Plan supports continue efforts in Truckee River watershed management with the goal to reduce non-point source pollution and improve river

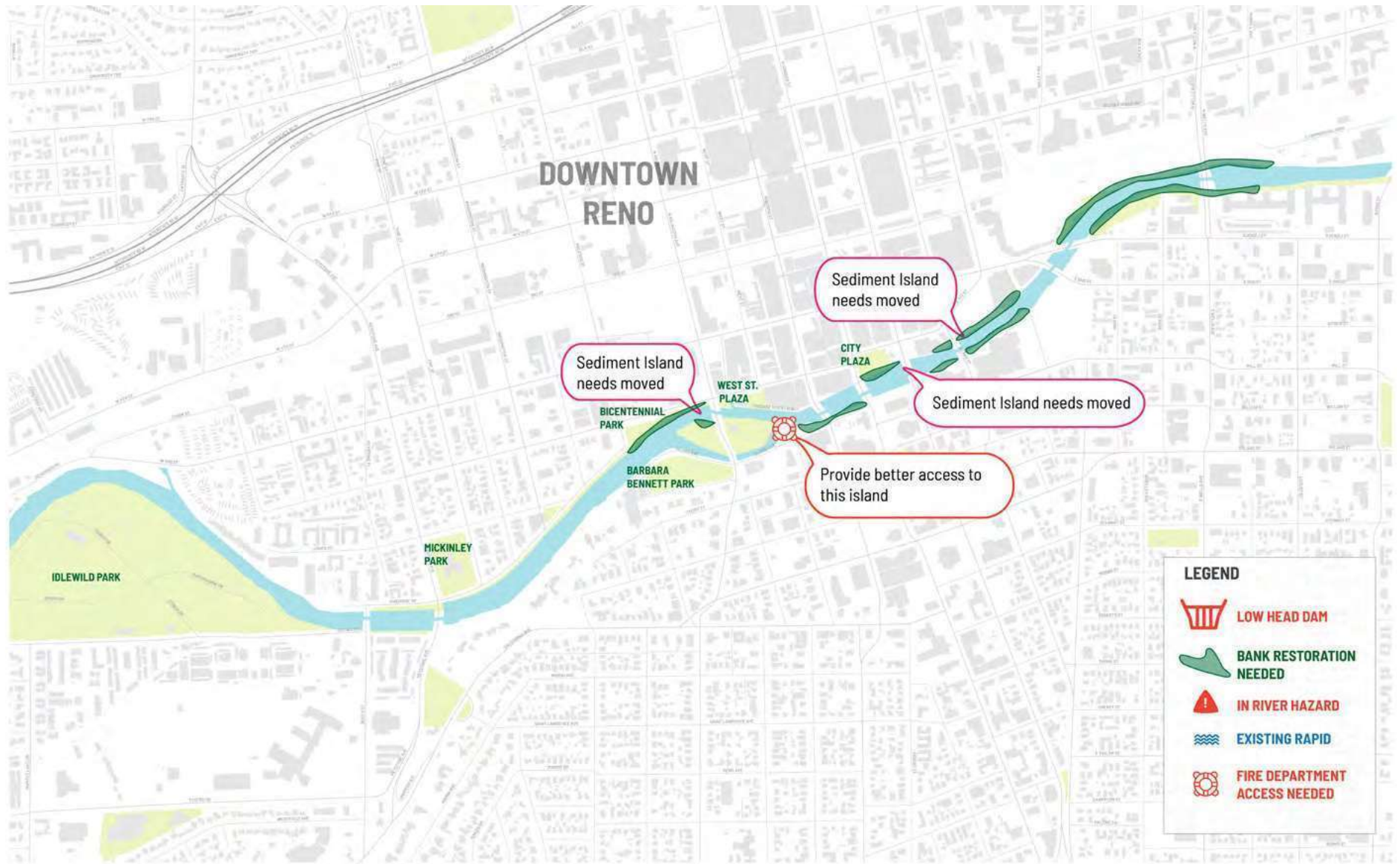
Recommendations: Rural



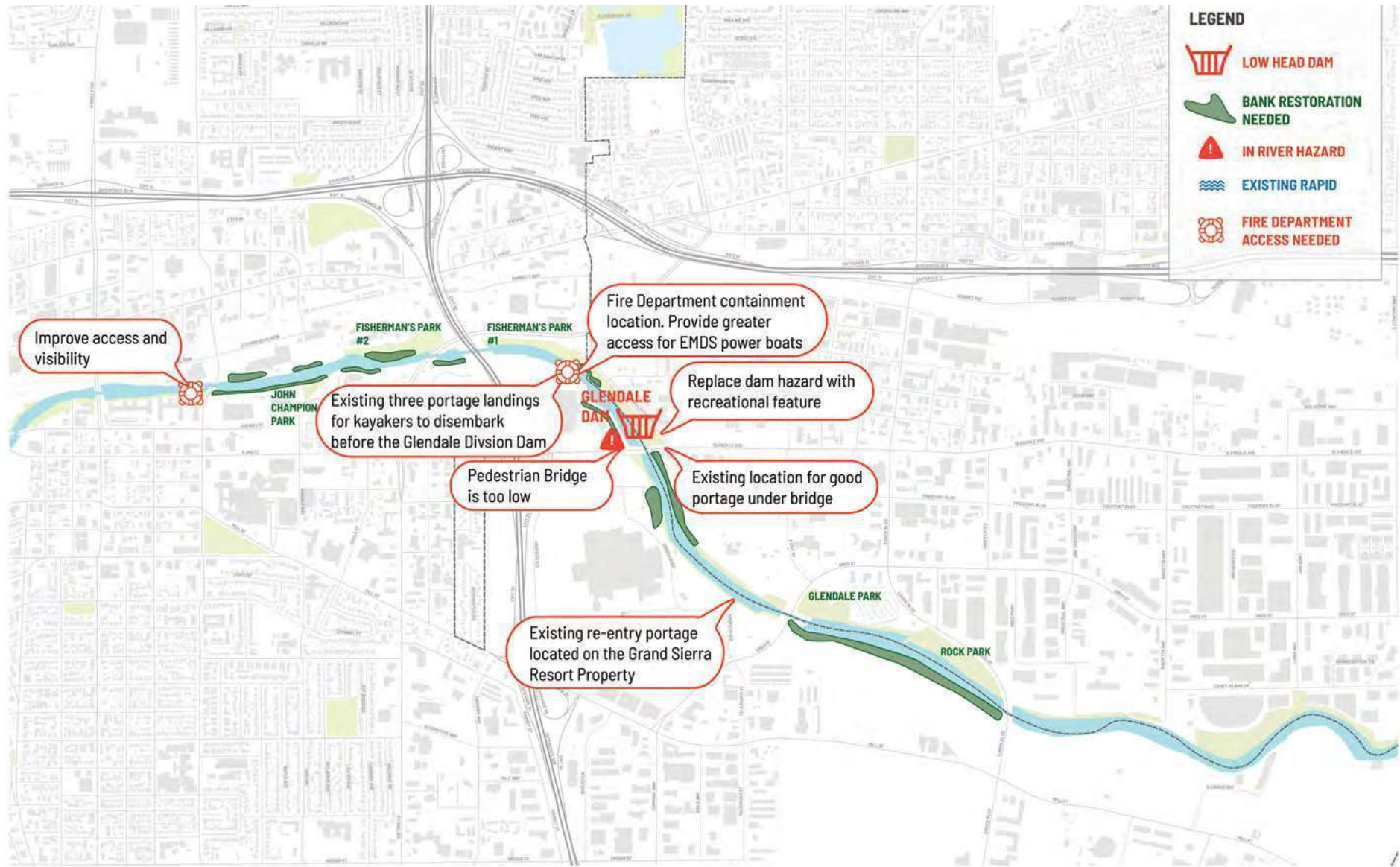
Recommendations: Reno West



Recommendations: Downtown



Recommendations: Reno East





Land Use & Design

Land use and the design of neighborhoods and buildings along the Truckee River plays an integral role in both the overall health of the riparian corridor and the safety, comfort and enjoyment of the river by people. The way in which buildings, streets and adjacent public spaces embrace or ignore the river has a direct impact on how people feel along its edges. Historically, in many places along the Truckee, development has turned its back to the river with blank walls, and in many cases private property has been fortified with fences or walls. Adjacent single-family residential neighborhoods privatize the river's edge and threading recreational trails and amenities along a continuous corridor has proved challenging. Embracing best practices in both waterfront planning and resilient urban design can help resolve access and safety concerns and address incompatible land uses along the Truckee River corridor.

Existing Conditions

RURAL

As the Truckee River flows from the California state line through Reno, land uses change dramatically. Many stretches of the river corridor in the west are undeveloped and undevelopable, hemmed in by steep hillsides, the Union Pacific railroad, and Interstate 80. Through the community of Verdi many large residential properties abut the river and access by road or trail is constrained.

RENO WEST

As the river heads east, land uses transition to single-family residential subdivisions and large industrial and distribution uses that rely on easy access to I-80. Properties are particularly fragmented between Verdi and Mayberry Park due to the steep topography and the river's weaving course and multiple crossings by railroad and highway. Mayberry Park is one of the best river access points in the west section of the study area, and the large industrial park creates a key location for potential land use change and a better embrace of the river in the future. East of Mayberry Park the river traverses many established residential neighborhoods, primarily single-family, which are unlikely to change.

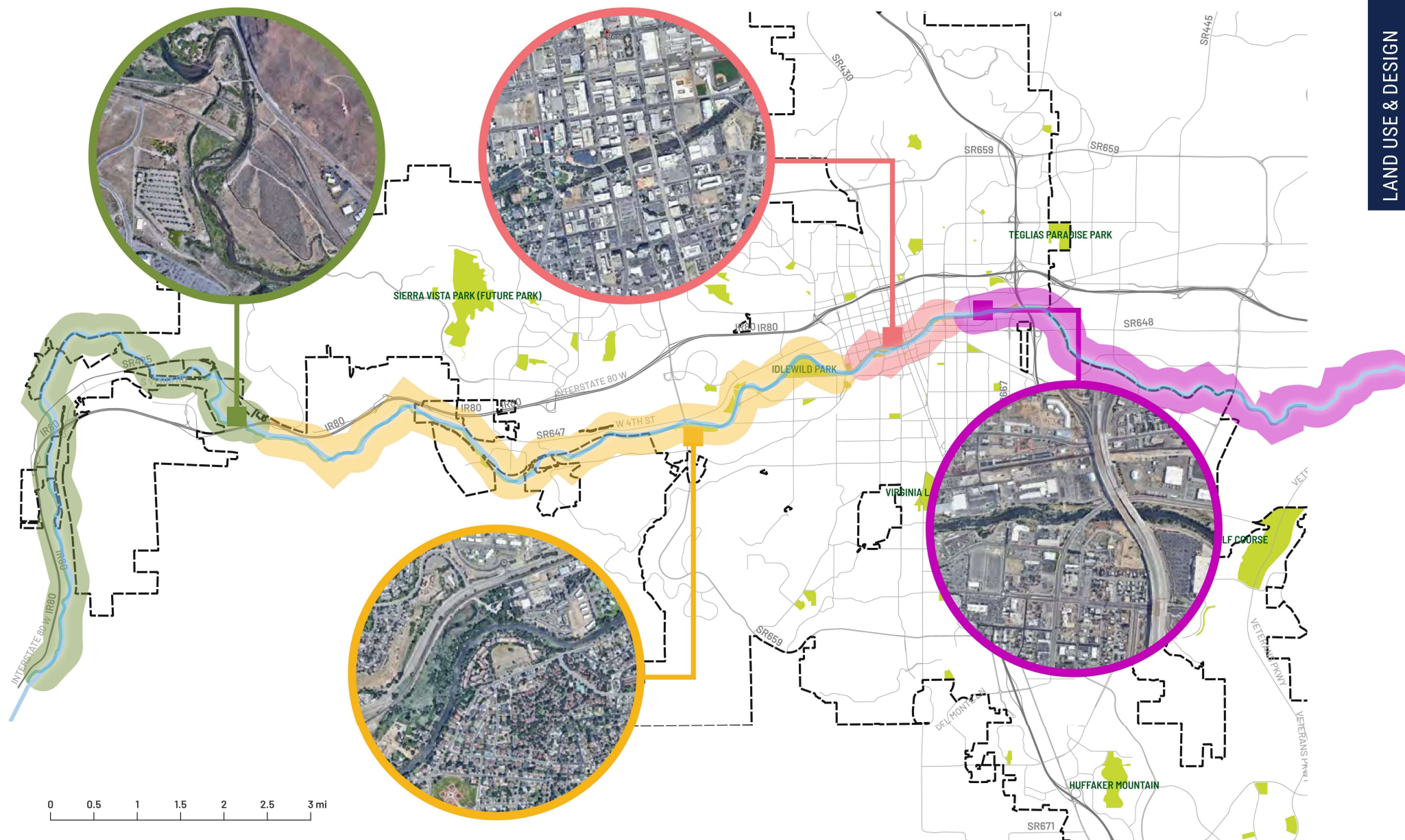
DOWNTOWN

In Downtown Reno things change dramatically and the river is channelized between flood walls with development and streets directly above. For several city blocks there is tremendous opportunity to reorient the city toward the river through stronger urban design guidelines that encourage ground floor activation, solar access, improved non-vehicular access, and enhanced public spaces.

RENO EAST

The character of the river corridor east of Downtown changes dramatically again, with large industrial land uses and parcels, most of which are currently cut off from or fortified against the river. Several parcels are owned by the Reno-Sparks Indian Colony, and east of the Interstate 580 crossing, the Grand Sierra Resort Casino occupies a large property with tremendous potential. Further east the Reno-Tahoe International Airport and Truckee Meadows Water Authority sit adjacent to the river and any changes in land use are unlikely, though there is great potential for improved access and additional parkland along the river here.

*While not part of this study, the City of Sparks borders the Truckee River to the north through this corridor. The land uses along the Sparks section of the river are primarily industrial and could easily benefit from the same land use and urban design guidance applied to the Reno section of this study area east of Downtown.



LAND USE & DESIGN COMMON THEMES

- Fragmented parcels and access in rural areas make development challenging. Partnerships with other agencies such as TMWA and Union Pacific are important.
- Single-family residential zones are unlikely to transition and make continuous public access to the river difficult
- Large commercial and industrial land uses often turn their back to the river, and large building footprints impede physical and visual access to the river
- Stronger land use and urban design guidance that can be adapted into enforceable code can encourage an embrace of the river and improved access for all
- Design guidance should encourage ground floor activation, non-vehicular access, solar access to the river, enhanced open spaces, and river views



Recommendations

L1

Work with staff to create a river overlay zone district within the City of Reno that encompasses parcels within 200' of the Truckee River's edge to guide future development, redevelopment and adaptive reuse. Ensure the new overlay zone district includes standards and guidelines for:

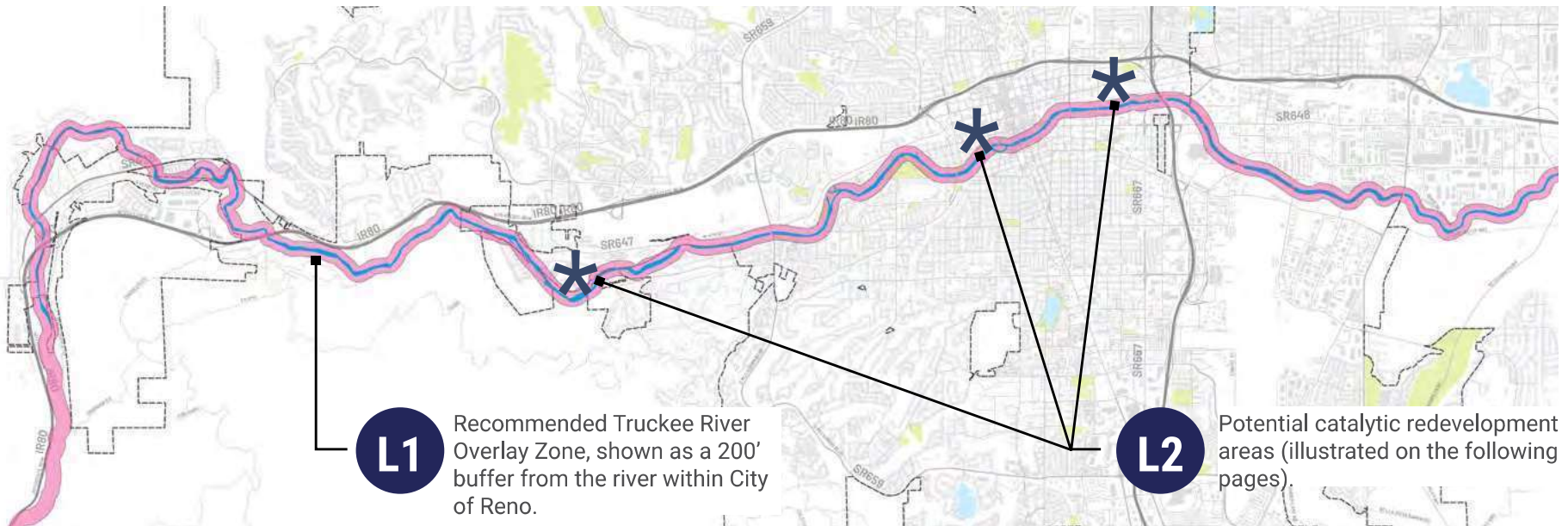
- Massing & orientation
- Materials & design
- Connections & open space
- Access & parking
- Green infrastructure
- Public Art

L2

Expand existing Downtown zone district incentives to key catalytic sites along the river through development of the new overlay zone district. These sites are indicated on the map below, and illustrated on the following pages.

The diagrams on the following pages represent the redevelopment potential for several catalytic sites along the Truckee River corridor and how the goals of a future overlay zone district could be achieved. These diagrams are for illustrative purposes only.

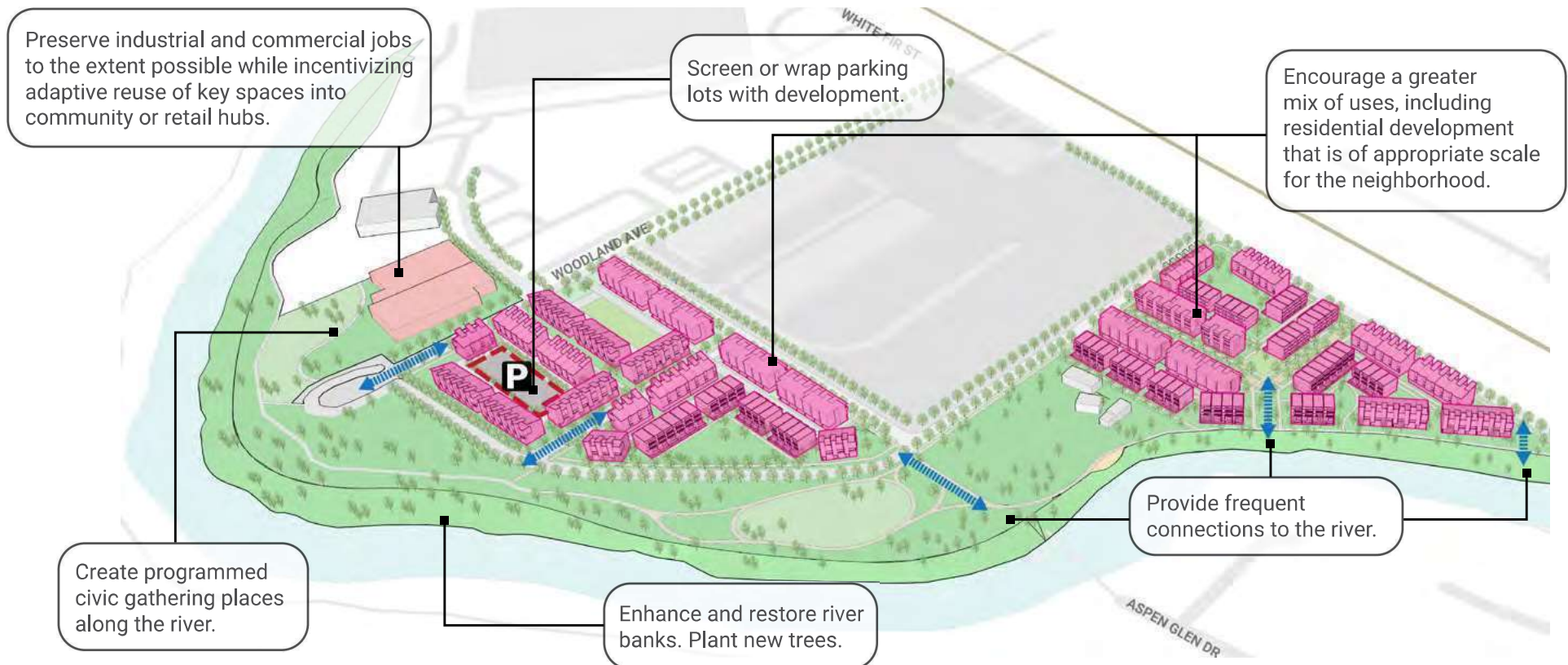
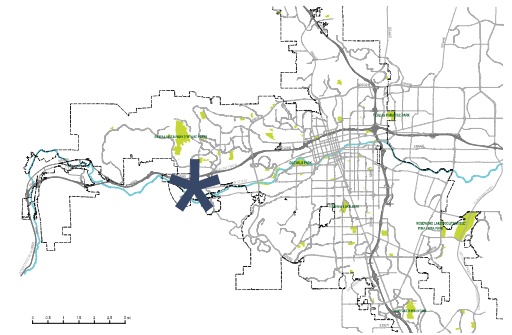
*River's edge shall be defined as the bank-full width of the river.



Catalytic Development Opportunities

Mayberry Park

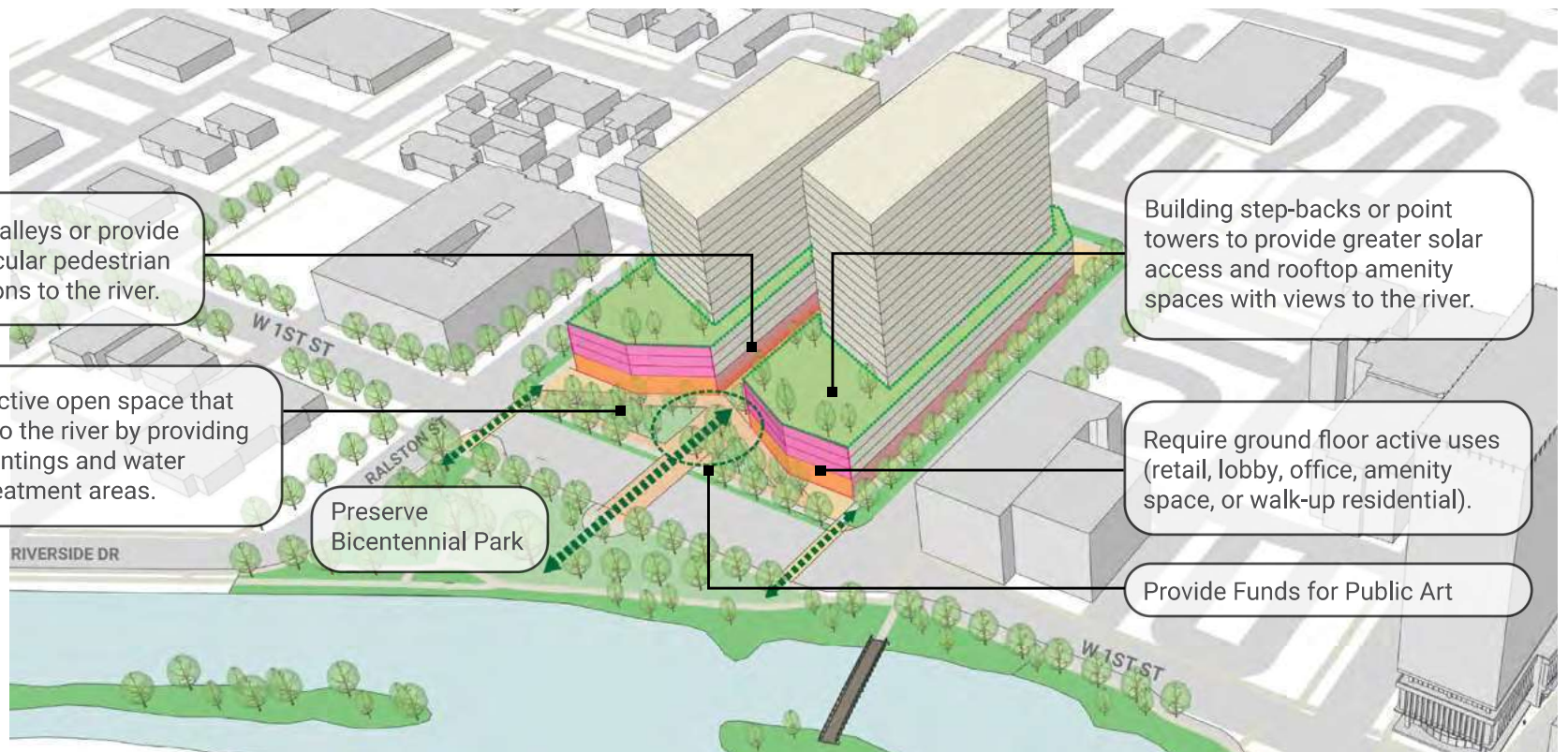
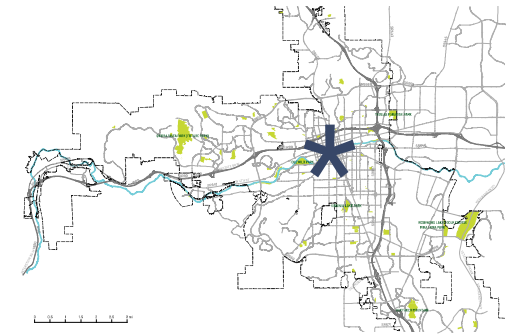
The area adjacent to Mayberry Park could transition over time to a greater mix of uses, including a variety of housing types suitable to the Reno West Character Area - townhomes, rowhomes, and walk-up apartments, and encourage adaptive reuse of existing warehouses to community and retail functions that actively engage the river.



Catalytic Development Opportunities

Bicentennial Park/Former Greyhound Site

This key downtown site presents an opportunity to explore how the overlay zone can guide redevelopment in an urban context. Future development in the Downtown Character Area should maximize access and views to the river, prioritize the pedestrian experience, and create new, active public spaces.



Preserve alleys or provide perpendicular pedestrian connections to the river.

Provide active open space that is linked to the river by providing native plantings and water quality treatment areas.

Preserve Bicentennial Park

Building step-backs or point towers to provide greater solar access and rooftop amenity spaces with views to the river.

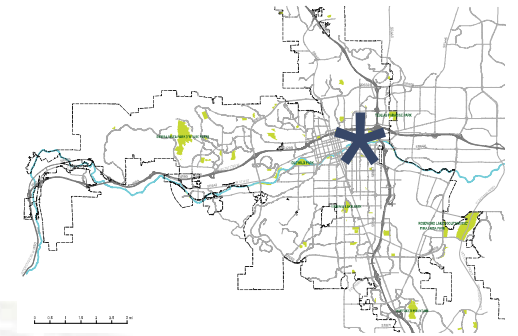
Require ground floor active uses (retail, lobby, office, amenity space, or walk-up residential).

Provide Funds for Public Art

Catalytic Development Opportunities

Downtown East

Several large properties east of Downtown Reno represent tremendous future potential for redevelopment to a river-centric mixed use neighborhood. These diagrams illustrate and outline the goals for a future river overlay zone (LU&D Recommendation L1).



Massing & Orientation

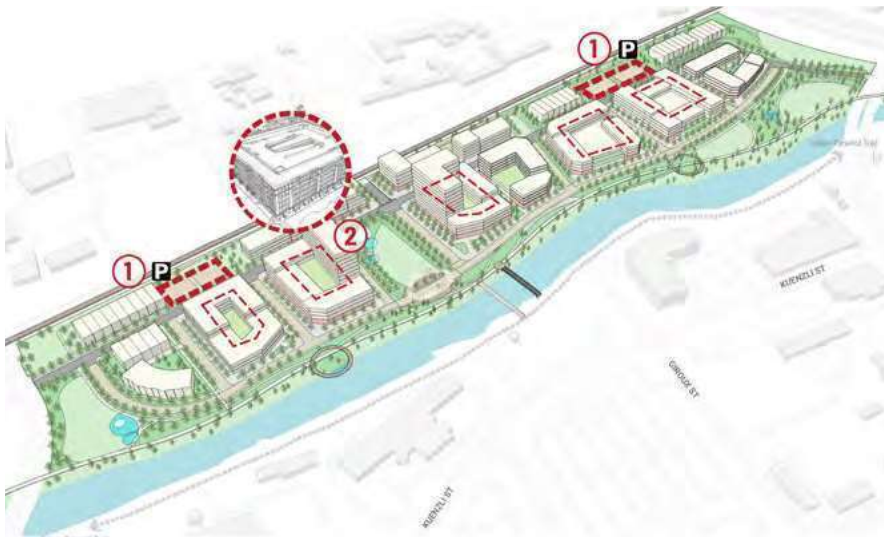
1. Require ground floor activation along all Truckee River frontage.
2. Minimum 100' no-build zone from Truckee River's edge.
3. Maximum 50' building height at Truckee River frontage.
4. Minimum horizontal 25' building step-back from Truckee River frontage for all portions above 50' height.
5. Allow greater building heights in exchange for affordable housing.
6. Woonerf style, shared green street with permeable pavers.

Catalytic Development Opportunities



Materials, Design & Public Art

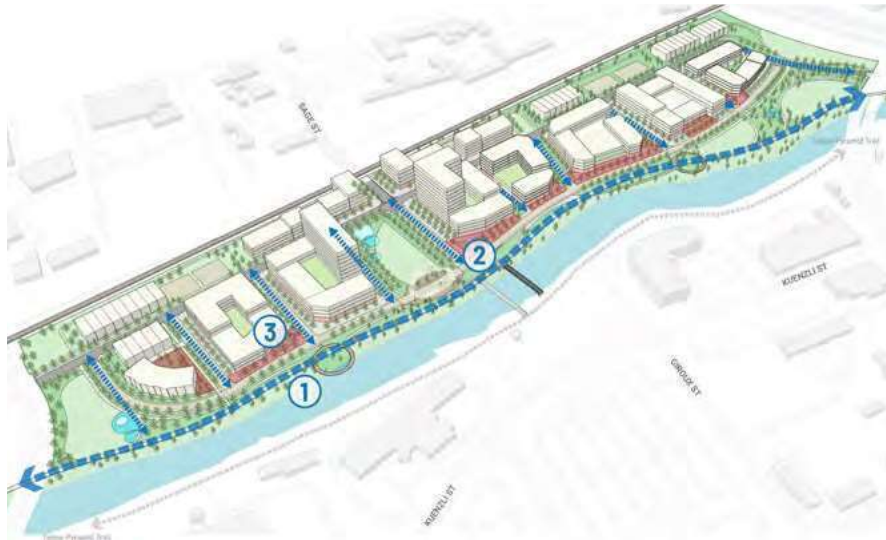
1. Consistent site furnishings and special paving throughout Truckee River Overlay Zone.
2. Special high-quality paving at river bridge landings and in pedestrian/bicycle priority zones.
3. Consistent, pedestrian-scaled lighting along all river trails, streets, and on perpendicular connections to the river.
4. Require private developers to provide 1% of project costs for Public Arts. Involve Reno Public Arts early in the planning process to create public artwork that is visible/accessible along the river.
5. Require locally sourced (within 100 miles of the site) native or native adapted plantings.



Access & Parking

1. No parking areas along the Truckee River frontage.
2. Parking garages must be wrapped or screened.
3. Surface parking lots must provide pedestrian-scale screening along public rights-of-way.
4. Require internal water quality treatment measures within site parking lots.

Catalytic Development Opportunities



Connections & Open Space

1. Require publicly-accessible riverside path along length of property that connects to other public rights-of-way.
2. Provide pedestrian and bicycle connections perpendicular to Truckee River every 300 linear feet.
3. Provide a minimum of 10% of parcel as publicly-accessible open space linked to the river and riverside paths.
4. Incentivize river bank re-establishment as part of redevelopment of any parcels fronting the river.



Green Infrastructure

1. Implement streetside stormwater quality measures where possible within rights-of-way, especially on perpendicular streets, connections, and immediately parallel to Truckee River.
2. Establish a standard, low-water use, native/adapted plant palette for overlay zone development.
3. Require 20% pervious surface coverage, which may be accomplished through green roofs or surface treatments.
4. Implement stormwater detention and treatment within parks open and space along the river.





Mobility & Connectivity

Reimagining the Tahoe-Pyramid Trail with a safe, wide, accessible, comfortable, and intuitive low-stress transportation facility that equitably connects Reno's surrounding communities with improved mobility options is vital to its success. Today, the trail is fragmented and often difficult to traverse for inexperienced users lacking the connections needed to safely guide users between trail segments. However, the opportunity exists to develop a world-class micromobility trail that unifies the Truckee River Corridor. With community health and well-being as a foundational principle, our design approach encourages residents and visitors to walk, bike, roll, scoot, and utilize public transit as a method for building healthy lifestyles that connect people to places.

Existing Conditions

The Tahoe-Pyramid Trail (TPT) consists of a mix of on-street and off-street facilities and serves as the central multimodal spine connecting Tahoe City, Truckee, Hirschdale, Floriston, Farad, Verdi, Reno, and Sparks. Upon completion, the TPT will extend 114 miles providing a continuous trail connection between Lake Tahoe and Pyramid Lake.

Within Reno, the TPT serves as a link between people and places connecting nearby trails include the Oxbow Nature Study Area Trail, Tom Cooke Trail, and The Crooked Mile through Idlewild Park as well as existing and planned bicycle facilities along Arlington Avenue, Vine Street, and Lake Street.

An analysis of the TPT's existing alignment and path conditions, multimodal connections, and crossings was conducted for each character area and assessed to determine opportunities, challenges, and constraints. The analysis conducted has been combined with stakeholder and community discussions held throughout the project's engagement process.

Rural ●

Alignment & Path Conditions

- Within the Verdi segment of the TPT, the trail consists primarily of on-street bike lanes with a shared use path between Somerset Ridge Parkway and Silva Ranch Road. Sidewalks are not present within this segment of the trail.

Multimodal Connections

- Several adjacent bicycle facilities and off-street trails within the vicinity of the trail include Somerset Ridge Parkway,

Steamboat Ditch, and the Truckee River.

Crossings

- Crossing typically occur at signalized and uncontrolled intersections, including the Somerset Ridge Parkway traffic circle. Countermeasures to reduce conflicts between bikes and turning vehicles at busy intersections are absent.

Reno West ●

Alignment & Path Conditions

- Between I-80 and Woodland Avenue/Mayberry Park, the trail consists of both shared and dedicated on-street conditions with 5 foot on-street bike lanes located along W 4th Street south of I-80. Sidewalks are typically not present within this trail segment.
- Between Mayberry Park and Booth Street/Riverside Drive, the trail consists of both on-street and off-street conditions with on-street bike lanes located along Mayberry Drive and a Bike Boulevard along Idlewild Drive. Small shared-use path segments are located between Mayberry Park and Aspen Glen Drive, within Dorostkar Park, between Riverhaven Drive and Crissie Caughlin Park, and Ivan Sack Park and Idlewild Park. Attached sidewalks are typically present within this trail segment.

Multimodal Connections

- Connecting bicycle facilities and off-street trails include S. McCarran Boulevard, Booth Street, and Tom Cooke Trail.
- Nearby connecting RTC bus stops are located along Idlewild Drive at The Crooked Mike, Cowan Drive, and Hunter Lake Drive.

Crossings

- Key crossings include Hunter's Crossing bridge historical landmark, Mayberry underpass at Aspen Glen Drive, Mayberry Drive and Edgewater Parkway, Edgewater Parkway and Riverhaven Drive, and Idlewild Drive and Booth St.
- Unsafe and difficult crossings along on-street trail segments include Mayberry Drive and Edgewater Parkway, Edgewater Parkway and Riverhaven Drive, and Idlewild Drive and Booth St.

Downtown

Alignment & Path Conditions

- Along Riverside Drive between Booth Street and Bicentennial Park, the trail consists of a Bike Boulevard for people biking and scooting with a dedicated off-street path for pedestrians. An attached sidewalk is present along the northwest side of Riverside Drive.
- Between Bicentennial Park and Lake Street, a wide shared-use path is located along the north side of the Truckee River within a variety of conditions including City Plaza and underneath the At&T building colonnade. Trail users are permitted to ride along the sidewalk on the west side of Lake Street. The Truckee Riverwalk is also located along the south side of the river between Arlington Avenue and Center Street.
- Between Wells Avenue, the narrow shared-use path located along the southside of the Truckee River with steep drop offs and adjacent fencing presents unsafe and uncomfortable conditions for trail users.

Multimodal Connections

- Existing and planned connecting bicycle facilities and off-street trails include Vine Street, Virginia Street, University Way, and Lake Street.

- Nearby connecting RTC bus stops are located at Lake Street, Center Street, Arlington Avenue, 2nd Street, and Kuenzli Street.

Crossings

- Uncontrolled midblock crossings at both on and off-street trail segments including Riverside Drive and Ralston Street/ Bicentennial Park, Sierra Street, Virginia Street, Center Street, Lake Street create difficult and unsafe conditions for trail users.
- The connection between Lake Street and the trail underneath the AT&T building colonnade lacks an accessible ramp.

Reno East

Alignment & Path Conditions

- Within the Reno East and Sparks segment of the TPT, the trail consists of a narrow shared use path along the south side of the Truckee River between Wells Avenue and Giroux Street with steep drop offs and adjacent fencing. East of Giroux, the shared use path is wider and has recently been repaved.

Multimodal Connections

- Existing and planned connecting bicycle facilities and off-street trails include
- Nearby connecting RTC bus stops are located at Glendale Avenue, Rock Park and Greg Street.

Crossings

- Crossings in Reno East consist mainly of underpasses such as Wells Avenue, I-580, and S. McCarran Boulevard along with a north-south connecting bridge at Giroux Street.

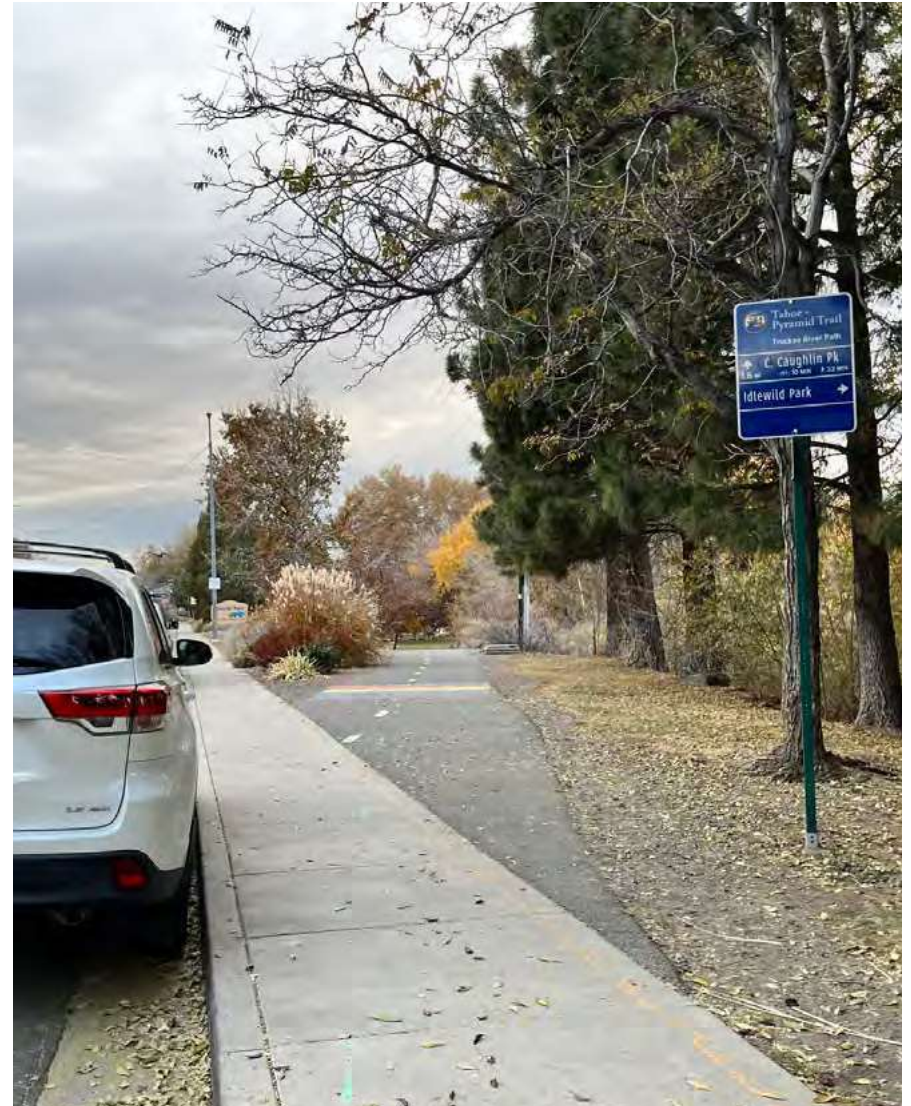
Existing Conditions



Narrow trail width and steep drop offs create high-stress conditions



Uncontrolled crossing locations Downtown create difficult crossings



Inaccessible (bike and ADA) connection to The Crooked Mile

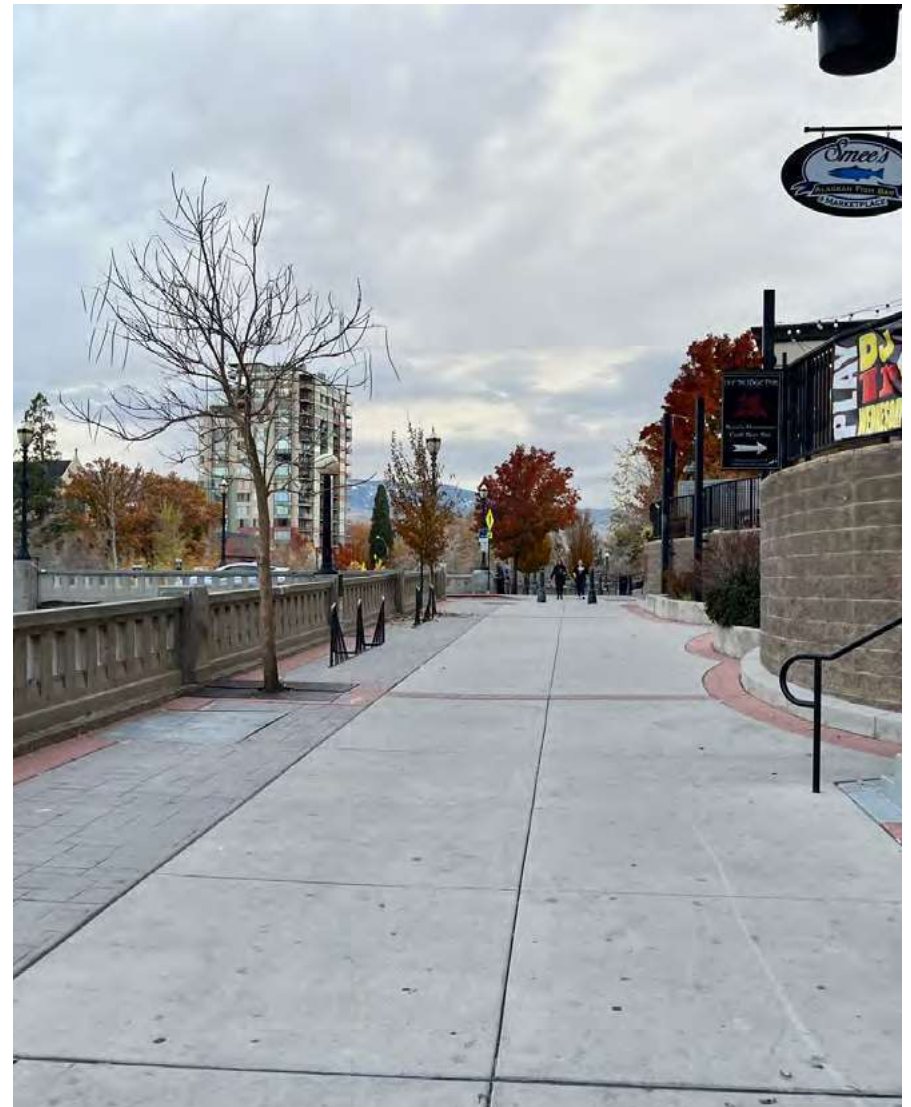
Existing Conditions



Trail transitions create confusion for inexperienced users



Lack of high quality connections between the trail and RTC bus stops



Missing directional wayfinding and distinguishable trail materials

MOBILITY & CONNECTIVITY

COMMON THEMES

- Trail segments are fragmented and difficult to traverse for inexperienced users.
- Safe and comfortable crossings and low-stress facilities along the TPT can provide an accessible, easily navigable, and well-connected trail experience for all users.
- Design of trail segments should respond to character area specific constraints and user volumes.
- Trail design including widths, materiality, signage and wayfinding are inconsistent.
- Expanding and seamlessly connecting nearby trails, existing and planned bicycle facilities, and bus stops via Micromobility Hubs can improve equitable trail access for surrounding neighborhoods.



Recommendations

M1

Develop a distinct and consistent path design including standard trail widths, materiality, directional pavement markings and continue expansion of signage, and wayfinding to unify the TPT.

Ensure a minimum 10 foot wide path (12 feet preferred) with 2 foot minimum shoulders (3 feet preferred) to accommodate users of all ages and abilities.

M2

Develop a Blueway Plan to create additional connections to the Truckee River from the TPT.

A Blueway Plan can help brand Reno as a river destination and provide a resource the community and visitors for how to navigate the river. The plan should assist with river-based signage and wayfinding by providing a map and information on put-in and take-out locations, ramp accessibility at launches, adjacent park amenities (restrooms, picnic tables, etc), hazards to be aware of at various water levels, portage options, and areas of interest.



Recommendations

M3

Create additional trail connections to achieve a continuous TPT along the Truckee River.

Rural

- Near Term: Connect Mayberry Park via the Steamboat Ditch Trail through future development (coordinate with land owners)
- Long Term: Connect Mayberry Park through Washoe County Open Space parcels, crossing north at the railroad up to Riverbend Park. Continue west through NV Energy land to connect to Crystal Peak Park.

Reno West

- Long Term: North side of Truckee River, connect Crissie Caughlin Park through TMWA property over to Ambrose Park and Dorostkar Park. New bridges required.

Downtown

- Near Term: Redesign Riverside Drive cross section to include an expanded pedestrian walkway and dedicated two-way bikeway.
- Long Term: Utilize new development property at Lake Street to create an east/west connection from Lake Street to Evans Avenue (Planned bikeway)
- Near Term: South Side of River, Design, Permit and Construct a cantilevered trail section between Lake Street and Museum Drive.
- Long Term: Create a cantilevered boardwalk section on the river side of the Hotel Property to create a pedestrian and bikeway connection on the south side of the River between Center St and Lake Street.

Reno East

- Near Term: North side of the River, Create a secondary pathway that will connect future development to the TPT from the 2nd Street Bridge to the pedestrian bridge at John Champion Park.
- Near Term: South side of Truckee River, connecting John Champion Park and Grand Sierra Resort and Casino via pedestrian only trail.

M4

Implement interim on-street trail improvements along the following segments:

Reno West

- Two-way protected bike lane on the southside of Riverside Drive between Ralston Street/Bicentennial Park and Booth Street Bridge.
- Protected bike lanes on the Booth Street Bridge between Riverside Drive and Idlewild Drive.
- Two-way protected bike lane on the north side of Idlewild Drive (or additional Bike Boulevard safety treatments) between the Booth Street Bridge and Crissie Caughlin Park.
- Additional Bike Boulevard safety treatments along Eggewater Parkway between Riverhaven Drive and Mayberry Drive.
- Protected bike lanes along Mayberry Drive between Riverhaven Drive and Dorostkar Park.

Downtown

- Implement planned protected bike lanes along Lake Street (See Downtown Reno Conceptual Bicycle Network Report August 2023)

M5

Enhance multimodal access, connections, and safe crossings with planned bridge replacement projects.

Downtown

Lake Street Bridge

- North: Replace stairs with ramp
- South: Rectangular Rapid Flash Beacon (RRFB) @ existing crossing location

Center Street Bridge (North/South)

- RRFB @ existing crossing locations and replace stamped concrete with high-visibility crosswalk marking

S. Virginia Street Bridge (North/South)

- RRFB @ existing crossing locations and replace stamped concrete with high-visibility crosswalk marking

N. Sierra Street Bridge @ Truckee River Walk

- North: RRFB @ existing crossing location
- South: RRFB @ existing crossing location and paint/post curb extensions

Reno West

Riverside Drive and Ralston Street/Bicentennial Park

- RRFB @ existing crossing location and paint/post curb extensions

Booth Street Bridge

- North: All-way stop sign and enhanced bike pavement markings through intersection
- South: All-way stop sign or RRFB and enhanced bike pavement markings through intersection

Idlewild Drive and The Crooked Mile

- Curb transition ramp

M6

Connect nearby trails, existing and planned bikeways, and bus stops via Micromobility hubs at existing RTC bus stops adjacent to the TPT:

Reno West

- Idlewild Drive at The Crooked Mike, Cowan Drive, and Hunter Lake Drive.

Downtown

- Lake Street, Center Street, Arlington Avenue, 2nd Street, and Kuenzli Street.

Reno East

- Glendale Avenue, Rock Park and Greg Street.
- Provide additional bike parking and long-term bike storage and key trail access points.

M7

Design and Construct new pedestrian bridges at key locations:

Rural

- Adjacent to River Bend Park
- At the Pacific Railroad Crossing

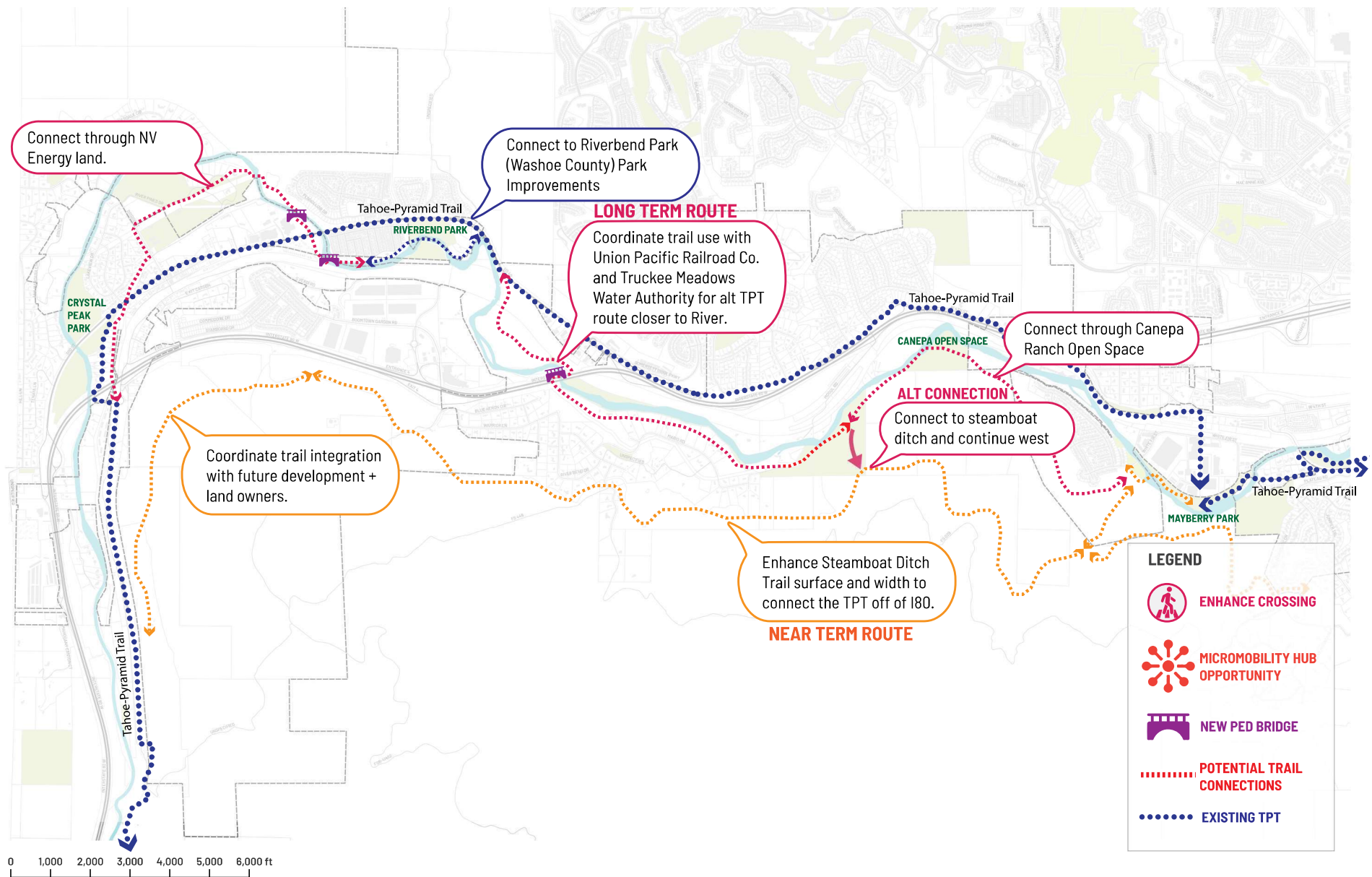
Reno West

- At Ambrose Park (2)
- At Crissie Caughlin Park
- At Idlewild connecting to Dickerson Rd (High Priority)

Downtown

- Add pedestrian bridge at Museum Drive to Evans Avenue to connect future Evans Avenue bike improvements

Recommendations: Rural

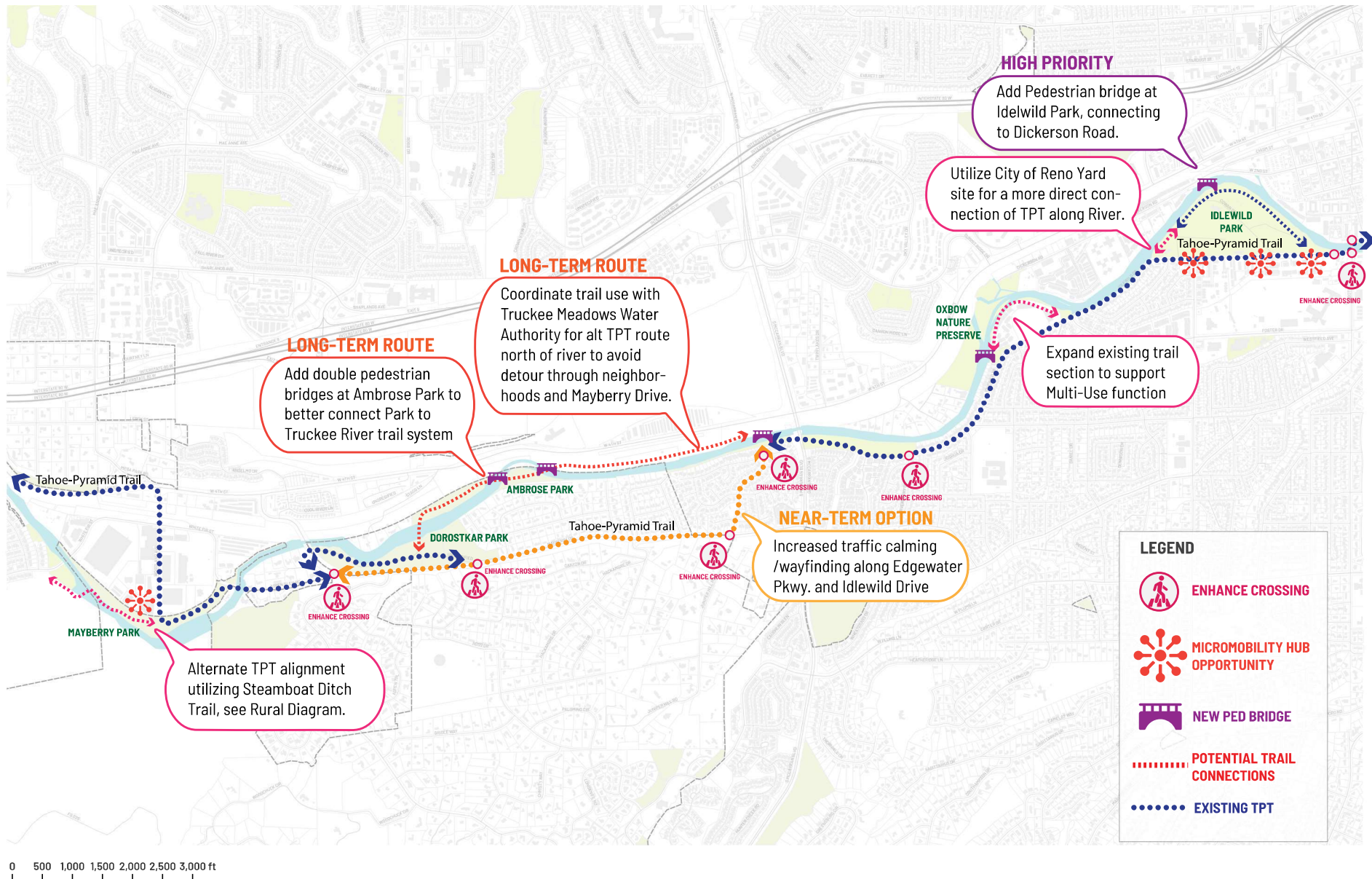


Trail Concept: Rural

The trail experience in the Rural segment consists of a wide shared-use path with soft surface shoulders for increased space for people walking and jogging. A restored river bank with native plantings and low maintenance seating areas provides easy access to the Truckee River.

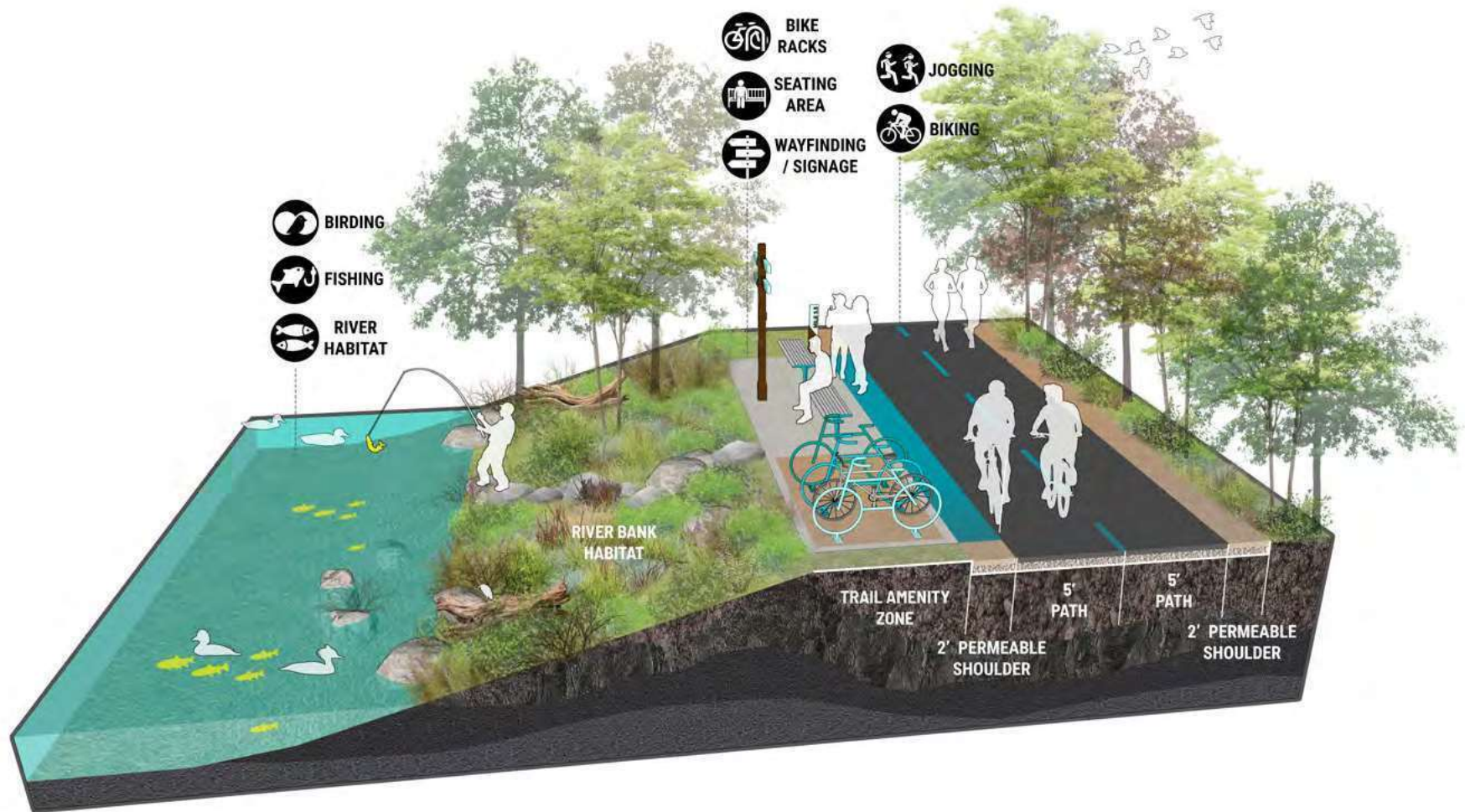


Recommendations: Reno West

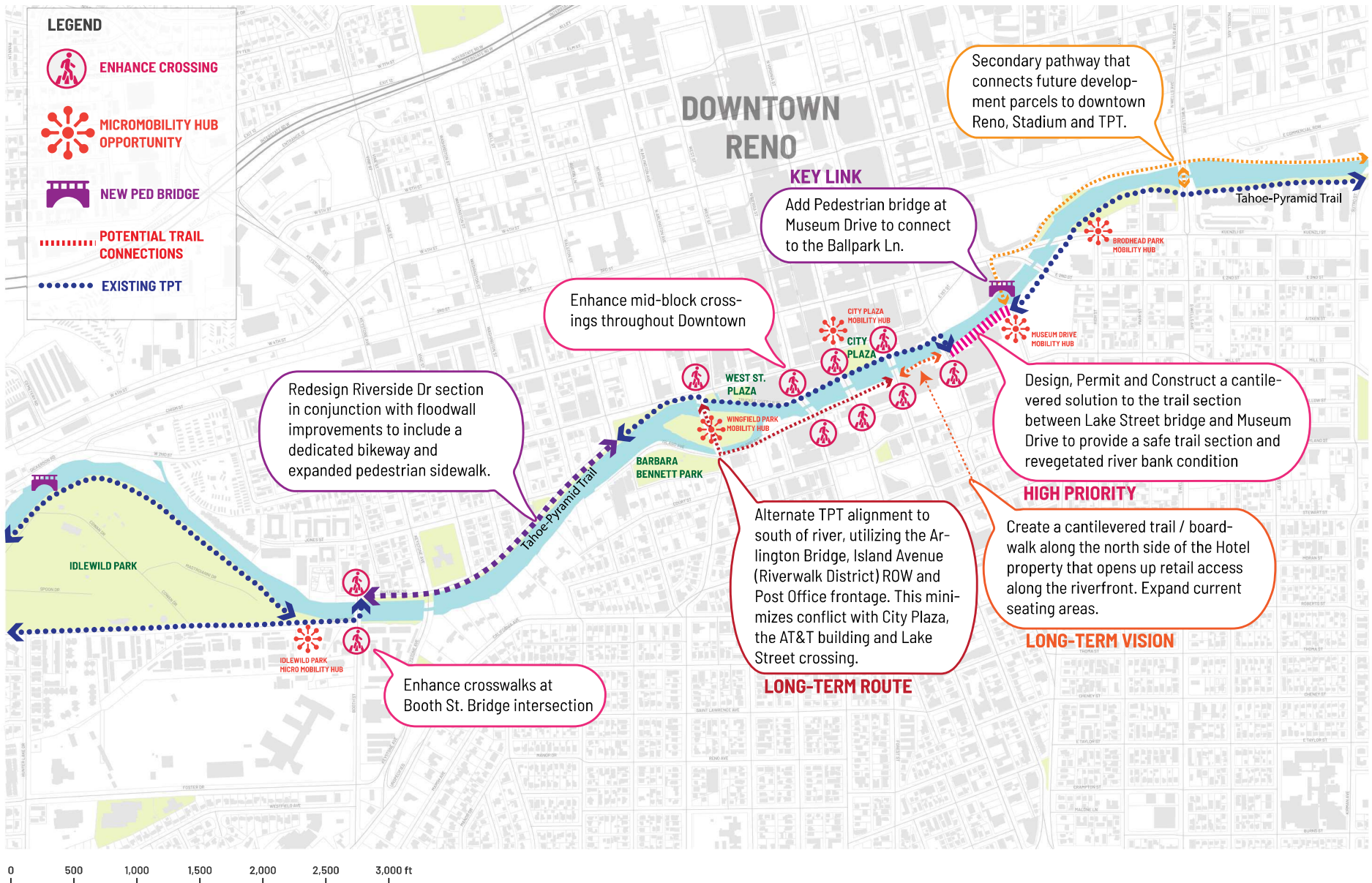


Trail Concept: Reno West

Within Reno West, the trail is envisioned to include additional amenities to support an increased amount of trail users while providing improved access to the Truckee River.



Recommendations: Downtown



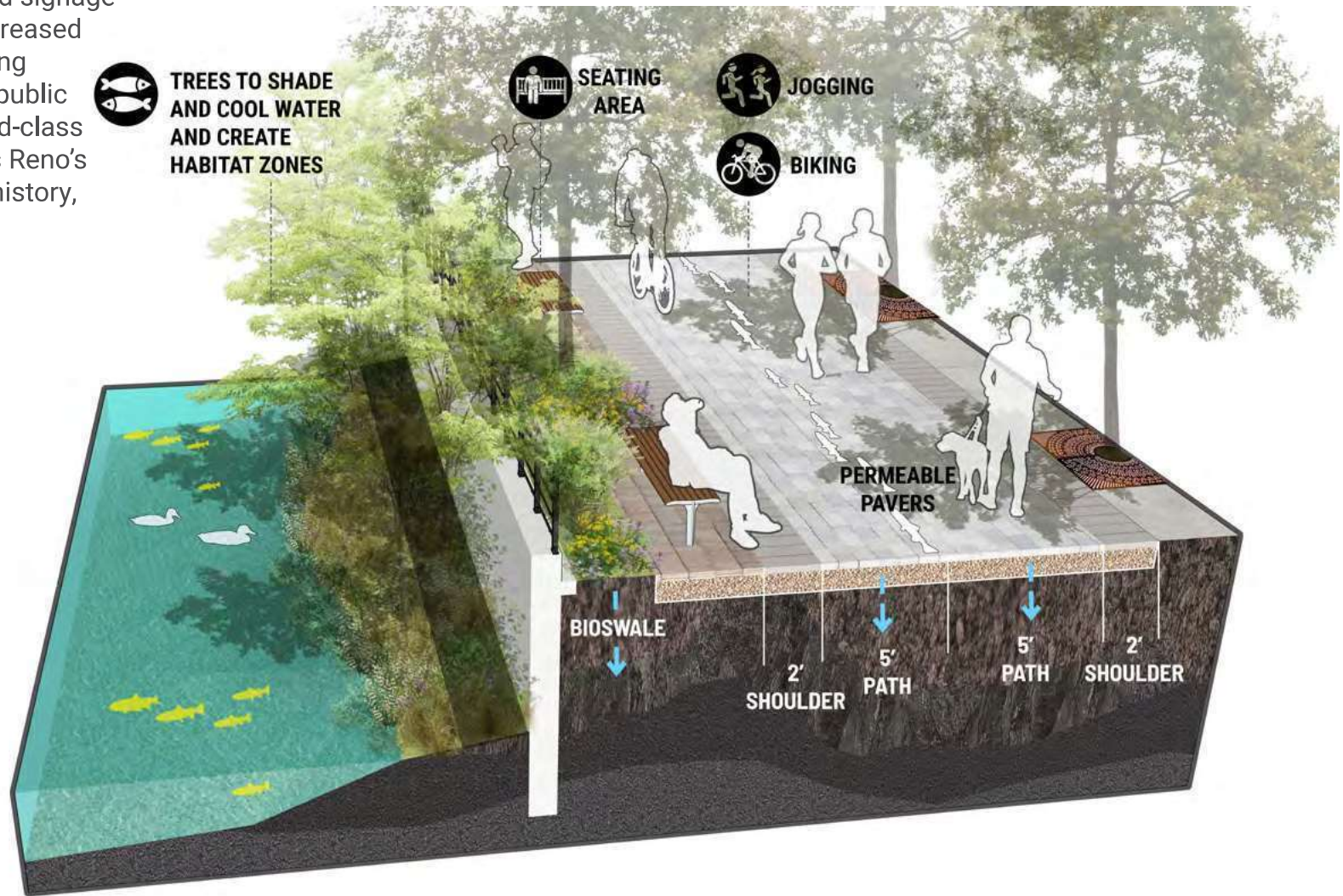
Trail Concept: Riverside Drive

To provide increased safety and a seamless connection between trail segments within Reno West, Riverside Drive is reimagined with a low-stress separated two-way protected bike facility along with green stormwater infrastructure, and a stabilized vegetated river bank.



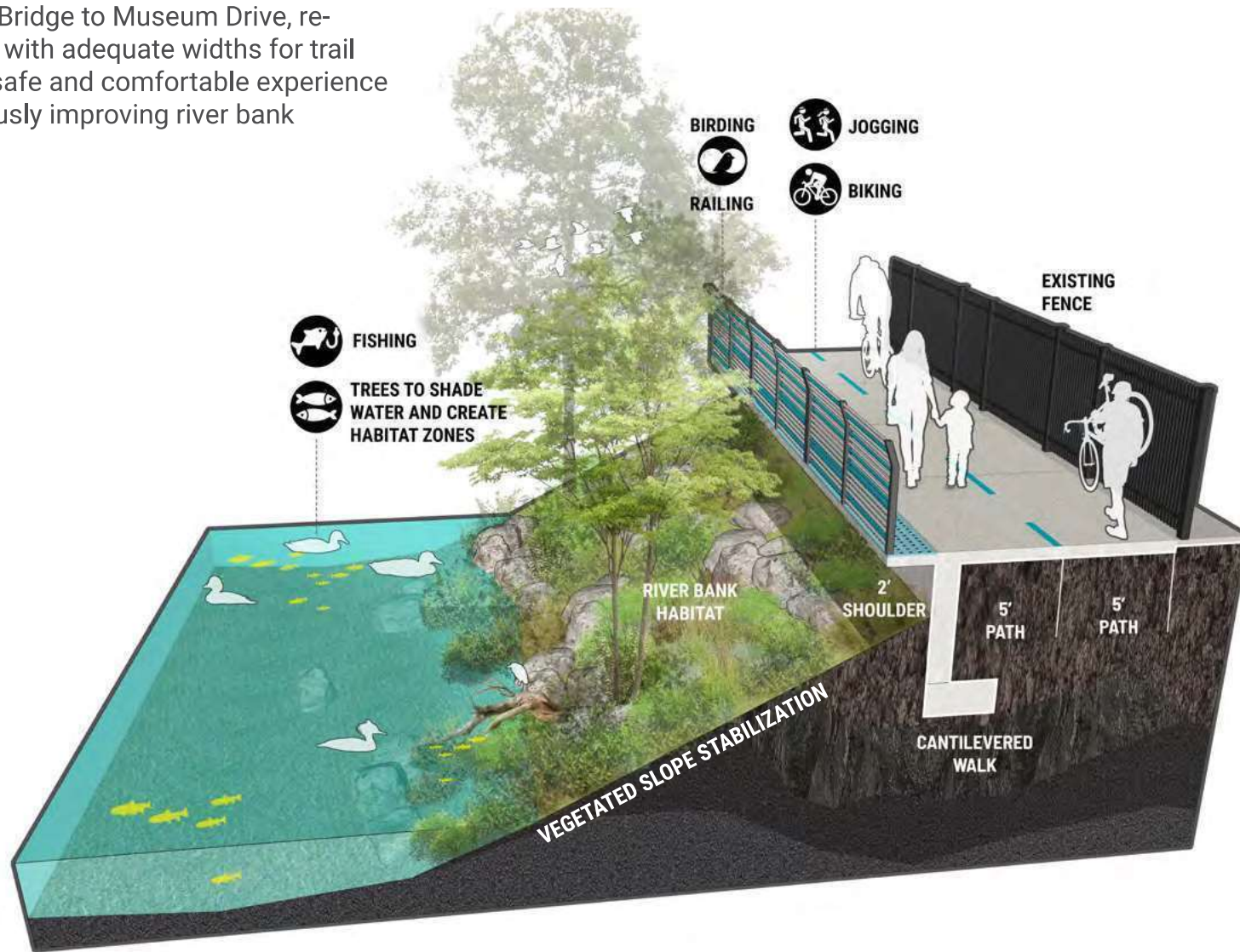
Trail Concept: Downtown

Within Downtown, the TPT is reimagined with distinctive materials, enhanced signage and wayfinding, increased community gathering opportunities, and public art to create a world-class trail that celebrates Reno's culture, character, history, and identity.



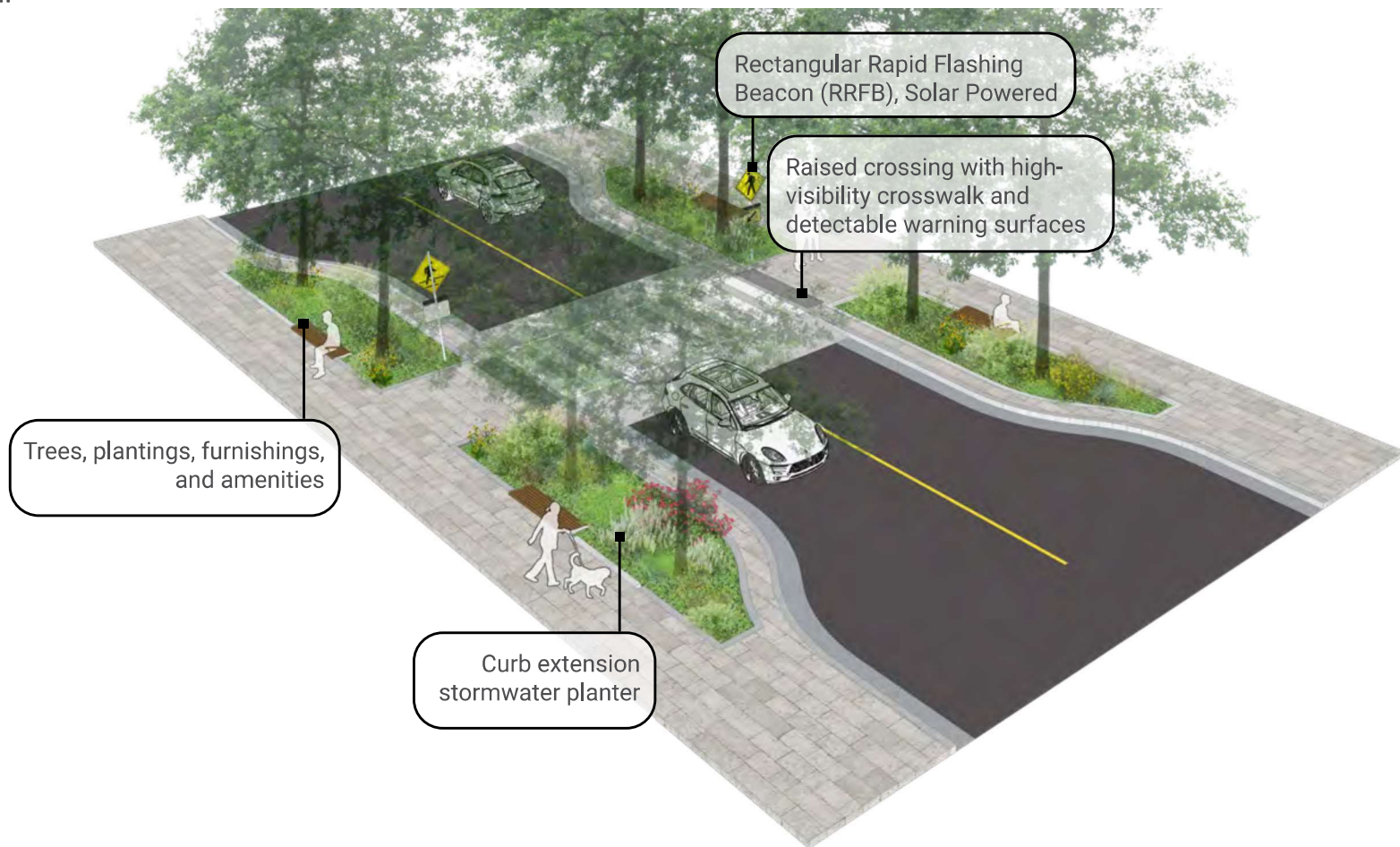
Trail Concept: Lake St - Museum Dr.

A cantilevered facility within the narrow segment from Lake Street Bridge to Museum Drive, re-imagines the trail with adequate widths for trail users creating a safe and comfortable experience while simultaneously improving river bank stabilization.

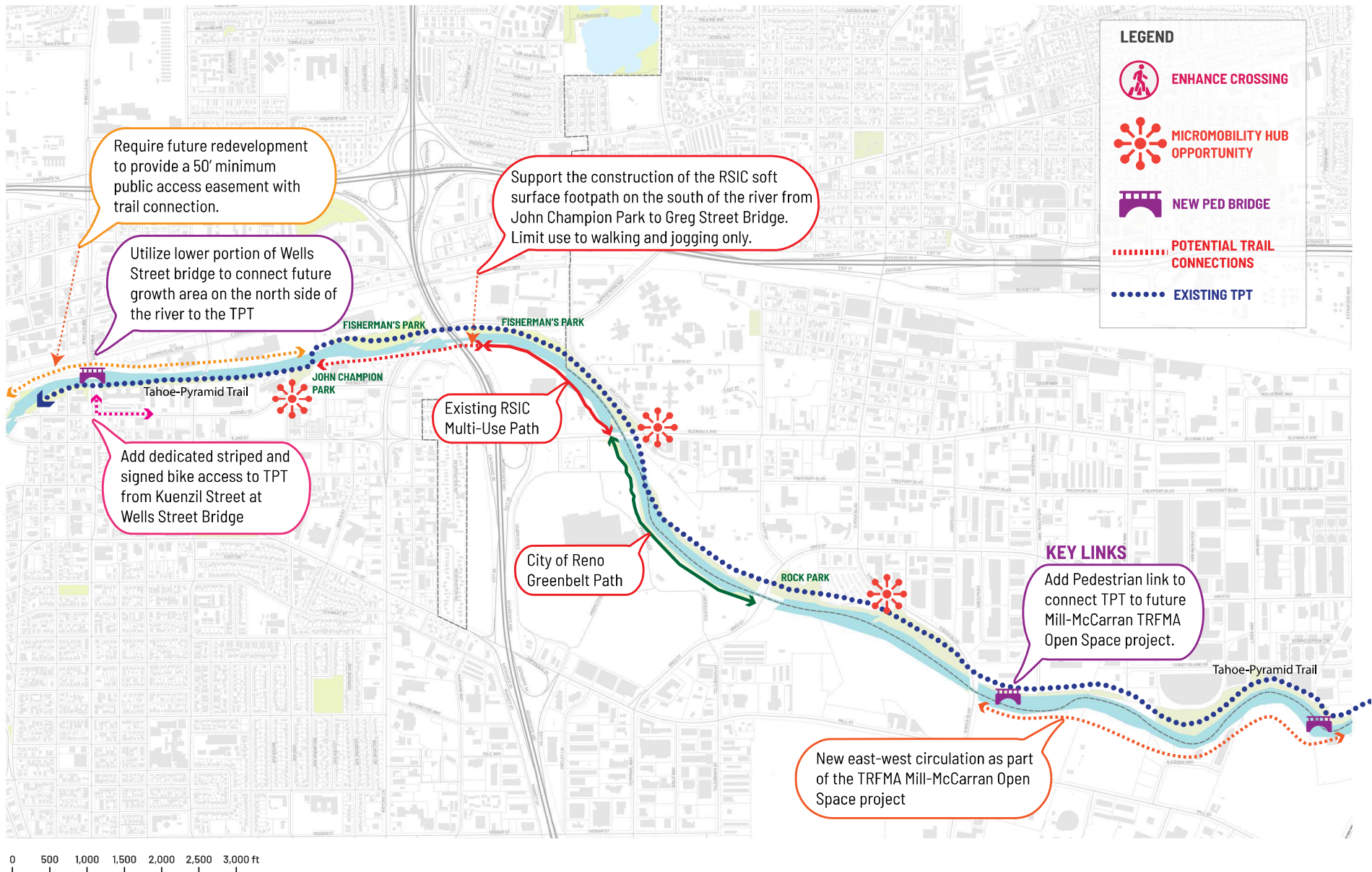


Trail Concept: Downtown Crossings

Countermeasures for improving safety at uncontrolled midblock trail crossings Downtown can include bump outs with stormwater planters, raised crossings, RRFB's, high-visibility crosswalk markings, and detectable warning surfaces. In addition, trees, plantings, seating, and lighting can help improve the trail experience while supporting a vibrant public realm.



Recommendations: Reno East





Parks & Open Space

The parks and open spaces along the Truckee River corridor play a vital role in shaping the quality of life for residents and visitors alike, serving as not only recreational hubs but also as ecological sanctuaries. This plan approach included collaboration with key stakeholders, in addition to robust public outreach, to develop a comprehensive framework that guides the development, management, and preservation of parks and open spaces. By striking a delicate balance between recreation and preservation, these recommendations aim to create actions that enhance recreational activities, promote positive activation, all while safeguarding sensitive habitats and historical landmarks. The plan includes tangible improvements for individual parks and greenway trails. Beyond physical open space improvements, the development of new regional policy is aimed at creating a special Truckee River Parks District to provide a cohesive, long-term clarity and funding for parks maintenance operations.

Existing Conditions

The parks analysis process was comprehensive and inclusive, ensuring that we captured a holistic understanding of the existing conditions and challenges across Washoe county and Reno's park systems. In combination with GIS analysis, the design team conducted on-site visits to each park, documenting the current state of amenities, infrastructure, and natural features.

Leveraging the stakeholder and public engagement process, we engaged with community members, stakeholders, and everyday users of the parks to gather insights and perspectives. Outreach included an interactive map feature that proved beneficial in understanding needs and desires within park space. This approach provided firsthand experiences and feedback, allowing us to identify common themes, challenges, and opportunities throughout the park system.

Based on site analysis and community outreach, we have developed recommendations for each park along the Truckee River. Within the context of their character area, we have categorized each park based on the level of recommended improvements:

Preservation, Enhancement, or Transformation.

Some recommendations will overlap with other chapters. These will be identified with the following markers.



Safety, Water, & Ecological Systems



Mobility & Connectivity



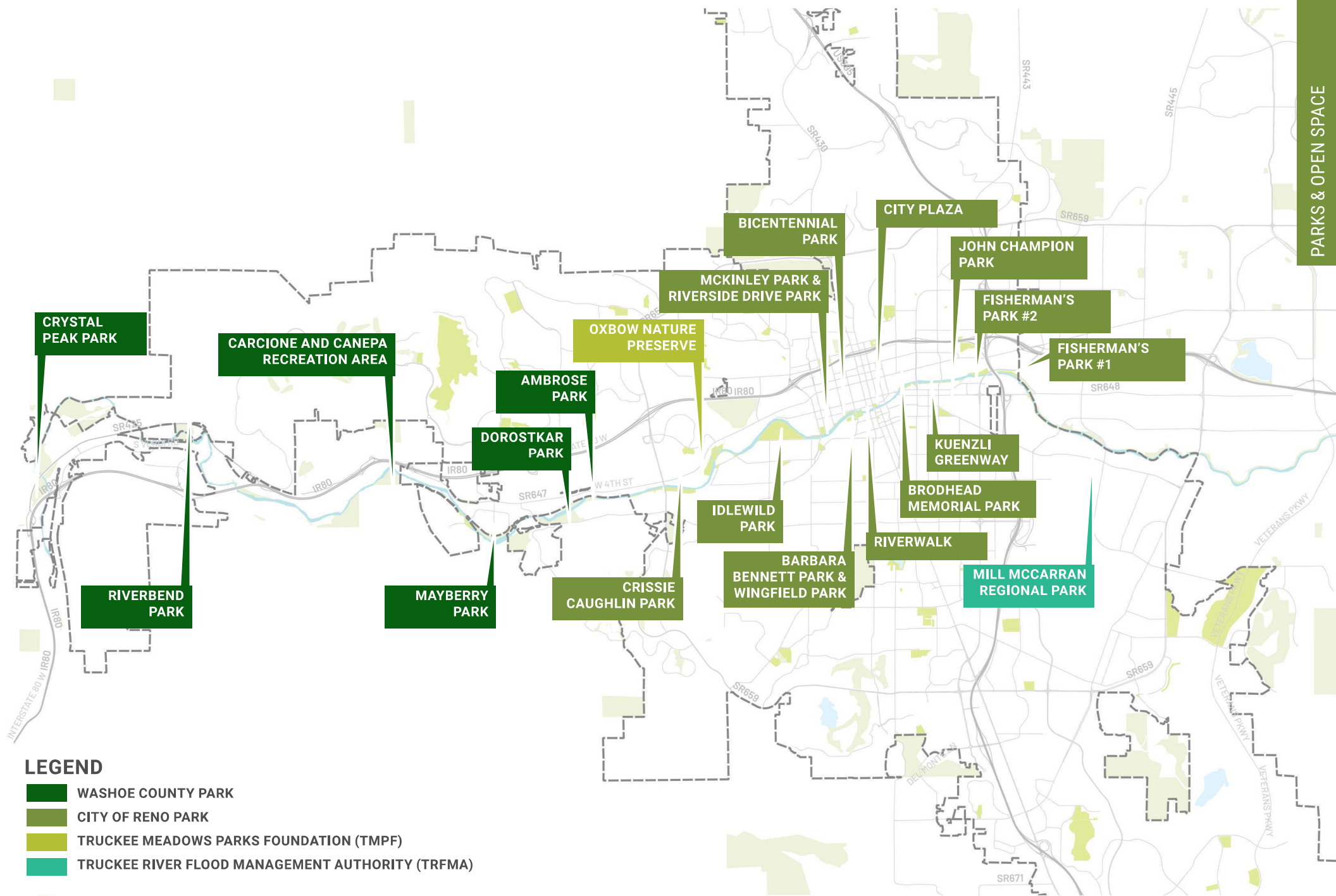
Rural Character (Mayberry Park)



Downtown Character (City Plaza)



Reno East Character (Brodhead Park)



PARKS & OPEN SPACE COMMON THEMES

- Provide continuity in maintenance and oversight to enhance safety and security
- Promote positive activation through additional park amenities and programs
- Increase / Improve access to green spaces and river
- Preserve wildlife habitat and natural systems
- Enhance recreational opportunities
- Identify opportunities to expand park space through land acquisitions
- Revitalize urban waterfront experience through catalytic investments downtown parks



Recommendations

Parks + Open Space: Full Corridor Recommendations

Cohesive and Connected Riverfront

Design and implement a cohesive and connected riverfront:

- P1** **Establish a Special Parks District** for long term management and funding for the Truckee River Corridor.
 - Identify opportunities to expand dedicated park land along the River Corridor.
 - Provide a public plaza at the terminus of each pedestrian bridge that features trail amenities and public art.
- P2** **Standardize a river trail site furniture package** including animal resistant trash receptacles, benches, dog bag dispensers and functional public art.
- P3** **Develop Truckee River 'Riverwalk' Branding and Wayfinding Package** from Idlewild Park to Brodhead Memorial Park.
 - Temporary Activation Funds for key public spaces that include new public art.

Celebrate the Truckee River as a Recreational Asset

- Provide designated safe and accessible swimming locations every 2 miles along the corridor. Include in wayfinding system for visibility.
- Provide designated fishing locations every 1 mile along the corridor. Include in wayfinding system and Blueway plan for visibility.
- Provide river access for boats at parks along the river every 1 mile. Key parks to be included are: Crystal Peak Park, Mayberry Park, Idlewild Park, Wingfield Park, Broadhead Park, Fisherman's Park, and Cottonwood Park and Lockwood County Park.
- Provide boat tie up infrastructure at all parks along the river.
- Design and construct single track mountain bike trail with jumps and features were possible along the Tahoe Pyramid Trail Multi-use Path.
- Design and construction dispersed in-river recreation features (leveling difficulty) along the Truckee River.

It's crucial to acknowledge that the successful implementation of certain recommendations may hinge on the development of responsive infrastructure around specific parcels and the establishment of a special district maintenance plan. This proactive approach is essential to ensure the viability and effectiveness of these recommendations. For the anticipated timing for all recommendations, refer to the Implementation and Funding Plan.

Preserve: Crystal Peak Park

Crystal Peak Park is a cherished natural sanctuary. This park offers serene nature areas, scenic trails, a stocked fishing pond and access to the Truckee River. Overall the character of this park should be preserved.

Crystal Peak Park Recommendations:

- Establish a clear, dedicated paved multi-use path connecting Crystal Peak Park to the surrounding regional bikeway.
- Enhance river access within the park by providing accessible pathways to the water entry points and clear wayfinding.



Transform: Riverbend Park

In coordination with Recommendation P1.2, Identify opportunities to expand dedicated park land along the River Corridor. Washoe County is in the process of implementing Riverbend Trailhead and Access Path. This park will include a trailhead and access path that will in turn provide additional public access to the Truckee River.

The construction for this project is expected to begin in 2024. This project was partially funded with a Land and Water Conservation Fund Grant.

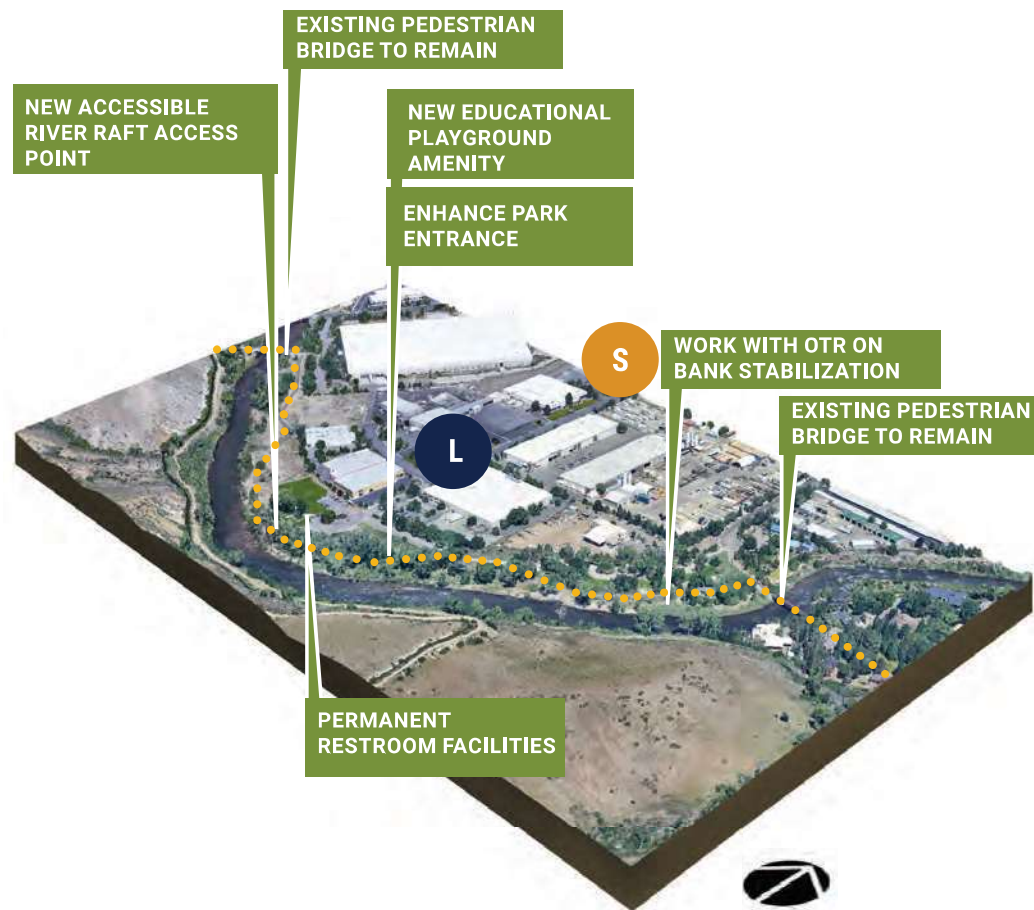


P4 Enhance: Mayberry Park

Mayberry Park was repeatedly mentioned during stakeholder and community outreach as one of the most cherished park spaces along the corridor. To elevate its appeal, we propose some thoughtful enhancements.

Mayberry Park Recommendations:

- Addition of permanent restroom facilities, ensuring convenience and comfort for all visitors.
- Inclusion of a playground area, with an educational aspect, will amplify the park's recreational offerings, catering to families and young visitors.
- Enhance river access within the park by providing wheelchair accessible water access point facilitating kayaking opportunities for individuals of all abilities.
- Enhance park entrance by providing improved signage and wayfinding.
- Prioritize pathway and wayfinding improvements to the river access points to safeguard against shoreline erosion. Signage should include directions to put-in locations as well as regulatory signage.
- Install animal resistant trash receptacles.



P5 Enhance: Carcione and Canepa Recreation Area

In coordination with overall park recommendations, Washoe County is in the process of designing and implementing new trail heads at the Carcione and Canepa Recreation Area. These trailheads will contribute to Recommendations P1 and P2.

Carcione and Canepa Recreation Area Additional Recommendations:

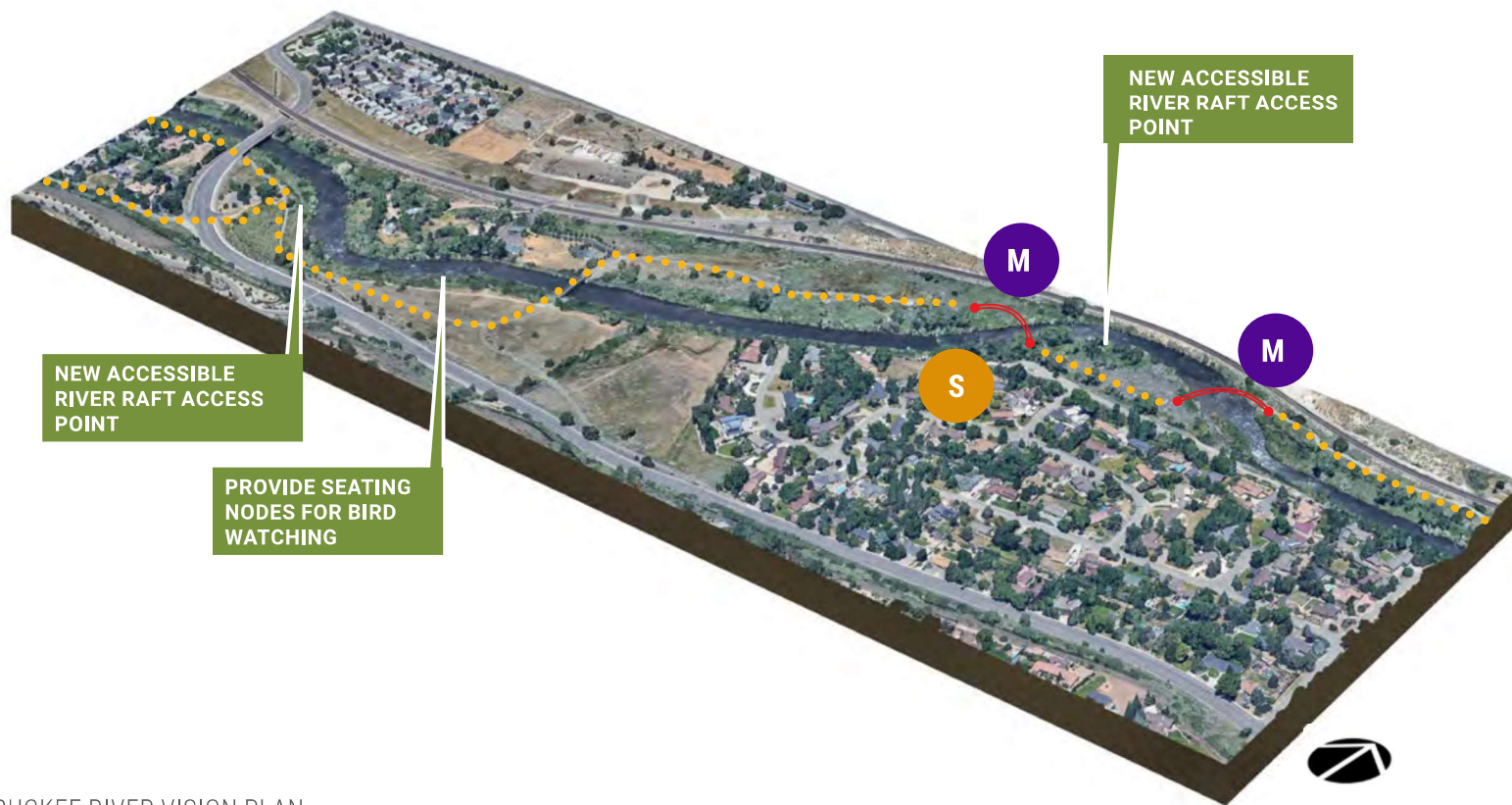
- Design and construct single track mountain bike trail with jumps and features were possible along the Tahoe Pyramid Trail Multi-use Path.

Enhance: Dorostkar Park and Ambrose Park

Dorostkar Park and Ambrose Park are sequential, but disconnected County Parks and serve recreational hub and a key link on the Tahoe-Pyramid Bike Trail. This plan proposes several recommendations to enhance their functionality and accessibility.

Dorostkar and Ambrose Park Recommendations:

- Install a two pedestrian bridges; refer to Mobility and Connectivity section.
- Implement a cohesive wayfinding and signage system, both on land and in the water; refer to Mobility and Connectivity section.
- Vegetation management strategies are needed to create safer and more accessible pathways throughout the park; refer to Mobility and Connectivity section.
- Provide accessible river access point and river access for boats to support recreational activities.
- Provide seating nodes for the natural bird watching environment and maintain the park's ecological integrity to continue to attract wildlife.



P6 Enhance: Crissie Caughlin Park

In analysis of Crissie Caughlin Park, as well as public outreach feedback, several recommendations emerge to address existing challenges and enhance visitor experiences.

Crissie Caughlin Park Recommendations:

- Outreach has indicated an issue with off-leash dogs, suggesting the need for a formal fenced dog park area within the park.
- S** Provide educational signage and trash facilities targeted at river recreational users to combat debris in park.
- M** Provide wayfinding for commuter cyclists and pedestrians to enhance accessibility and safety within the park.

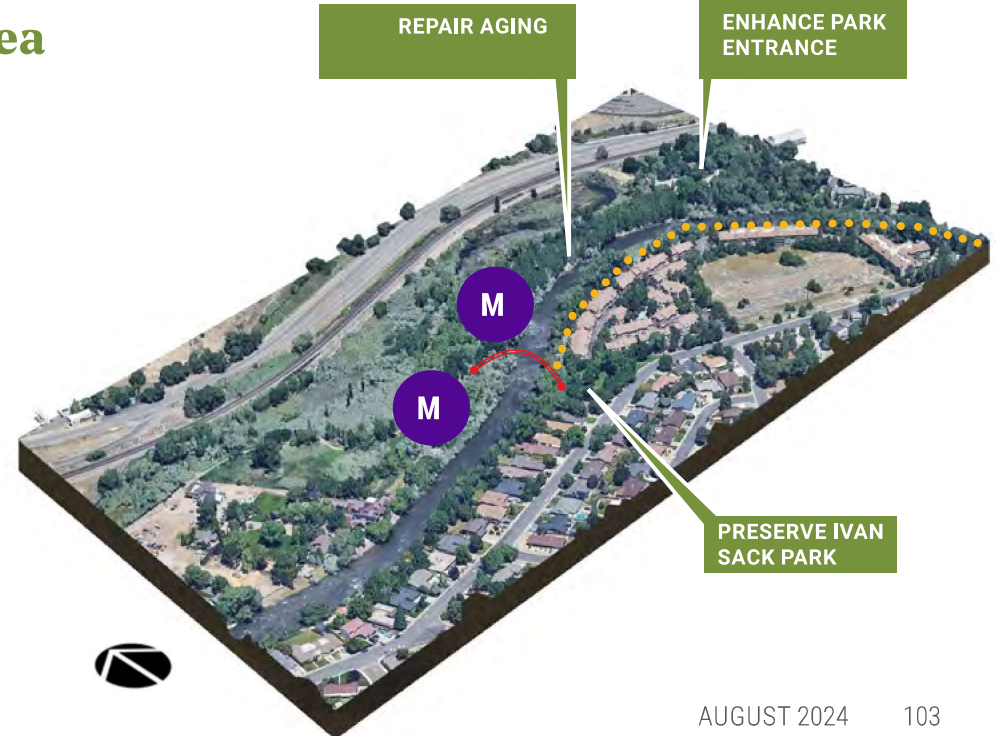


P7 Enhance: Oxbow Nature Study Area

In evaluating Oxbow Nature Preserve, recommendations arise to enhance its accessibility and preserve its natural integrity.

Oxbow Nature Study Area Recommendations:

- M** Improve River corridor connectivity with a dedicated bikeway path and a new pedestrian bridge that connect to Ivan Sack Park.
- Preserve the natural habitat areas by restricting activities such as dog walking and biking, outside of the dedicated bikeway.
- Improve entry experience with signage.
- Repair aging infrastructure to support preservation of the nature area.



Preserve: Ivan Sack Park

Recognizing the neighborhood context of this public space, we recommend preserving this park as is.

Transform: Barbara Bennett and Wingfield Parks

Barbara Bennett Park is a key community scale, urban park that plays an important active recreational role for downtown residents.

Barbara Bennett Park Recommendations:

- Introduce children's splash pad to create water play opportunity outside of the river. This will help with summertime recreational use conflicts.
- Promote low impact development techniques to capture and filter parking and turf runoff.
- Provide accessible river access point and river access for boats on the north end of the park to support recreational activities.
- Design and implement specific drop off points and/or dedicated parking for rafters.
- Provide a new pedestrian bridge, per master plan, to connect Barbara Bennett to Wingfield Park as indicated.

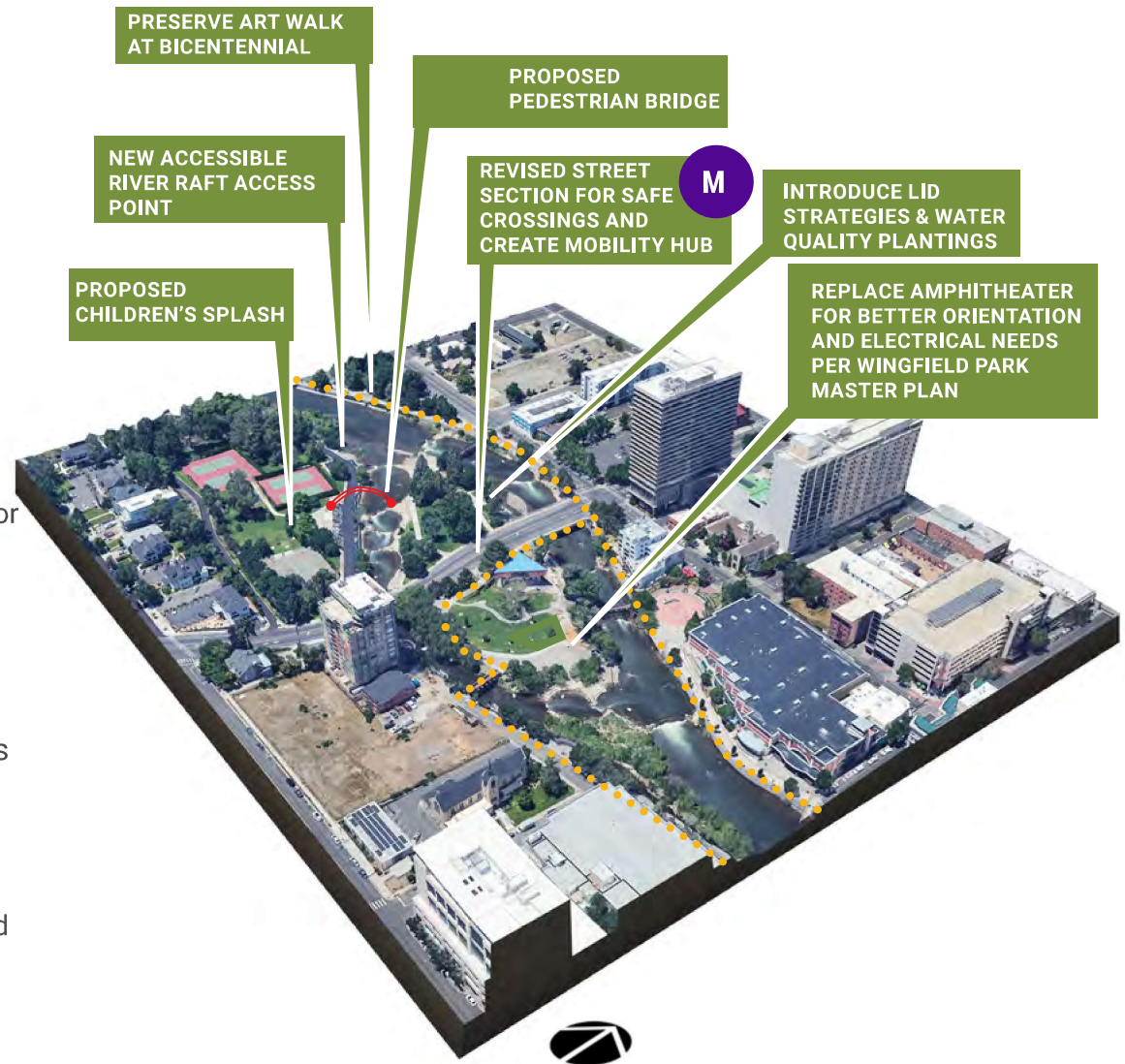
Wingfield Park is a key urban open space that plays an important role of providing a natural respite and event destination for residents and visitors.

Wingfield Park Recommendations:

- Relocate the pavilion to the east of park (above flood elevation) to optimize sun orientation and achieve a more conducive turf slope for event attendees.
- Promote low impact development techniques to capture and filter roadway, turf and plaza runoff prior to entering the river.

M

Establish a 'Mobility Hub', as defined in the Mobility and Connectivity Chapter.



Preserve: Bicentennial Park

Recognizing the cultural significance of the art features within Bicentennial Park, we recommend preserving this park as is.

P8 Transform: West Street Plaza

West Street Plaza is an important civic space with a direct connection to Wingfield Park. The current design and lack of programming present several challenges, including lack of comfort, perceived safety and functionality.

West Street Plaza Recommendations:

- Introduce activation facilitated by kiosks in collaboration with local businesses. Opportunities for water craft and bike rental or coffee + snack shop exist.
- Remove existing splash (relocate to Barbara Bennett)
- Promote low impact development techniques to capture and filter storm water runoff.
- Provide accessible river access point and river access for boats to support recreational activities.

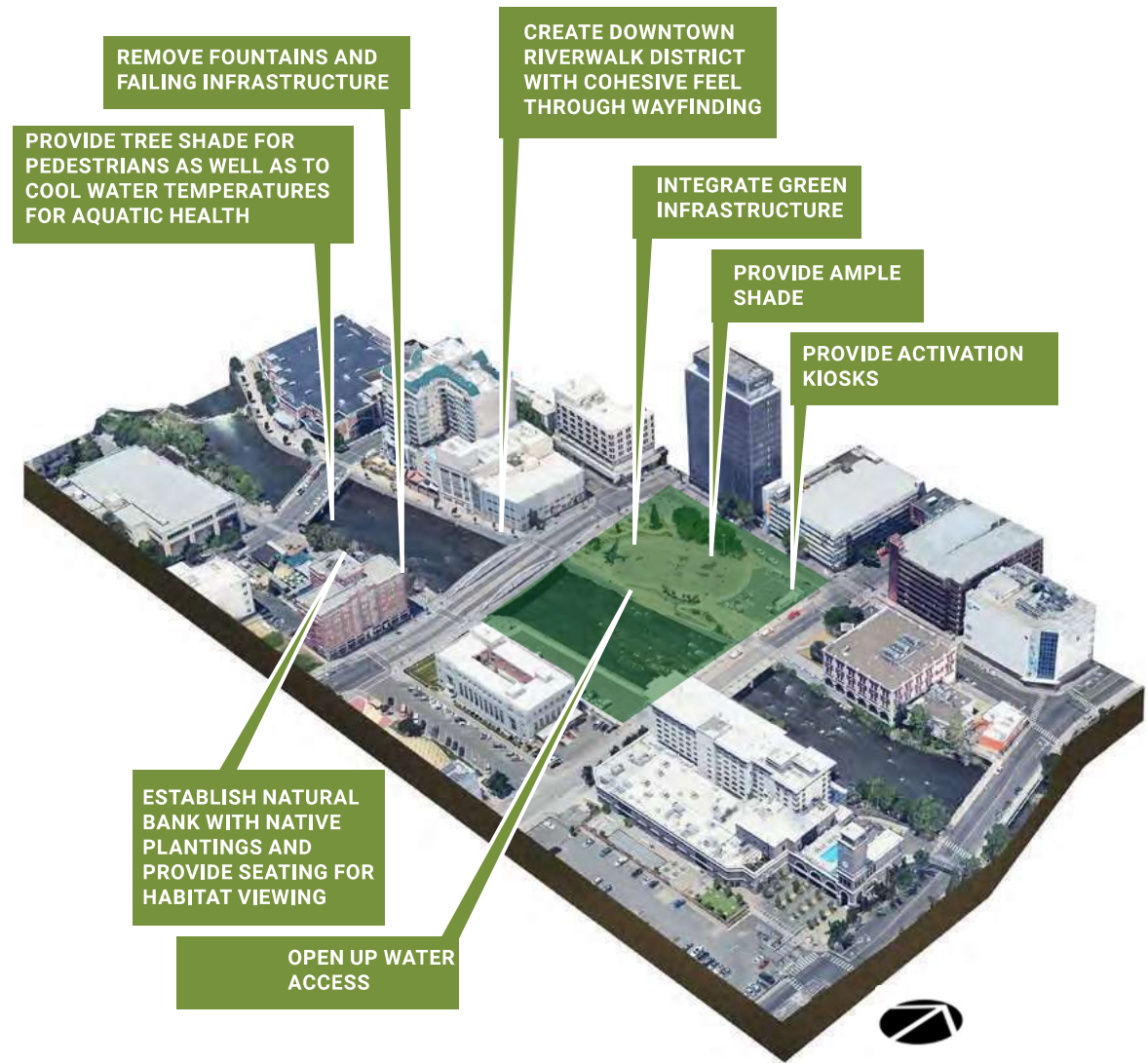


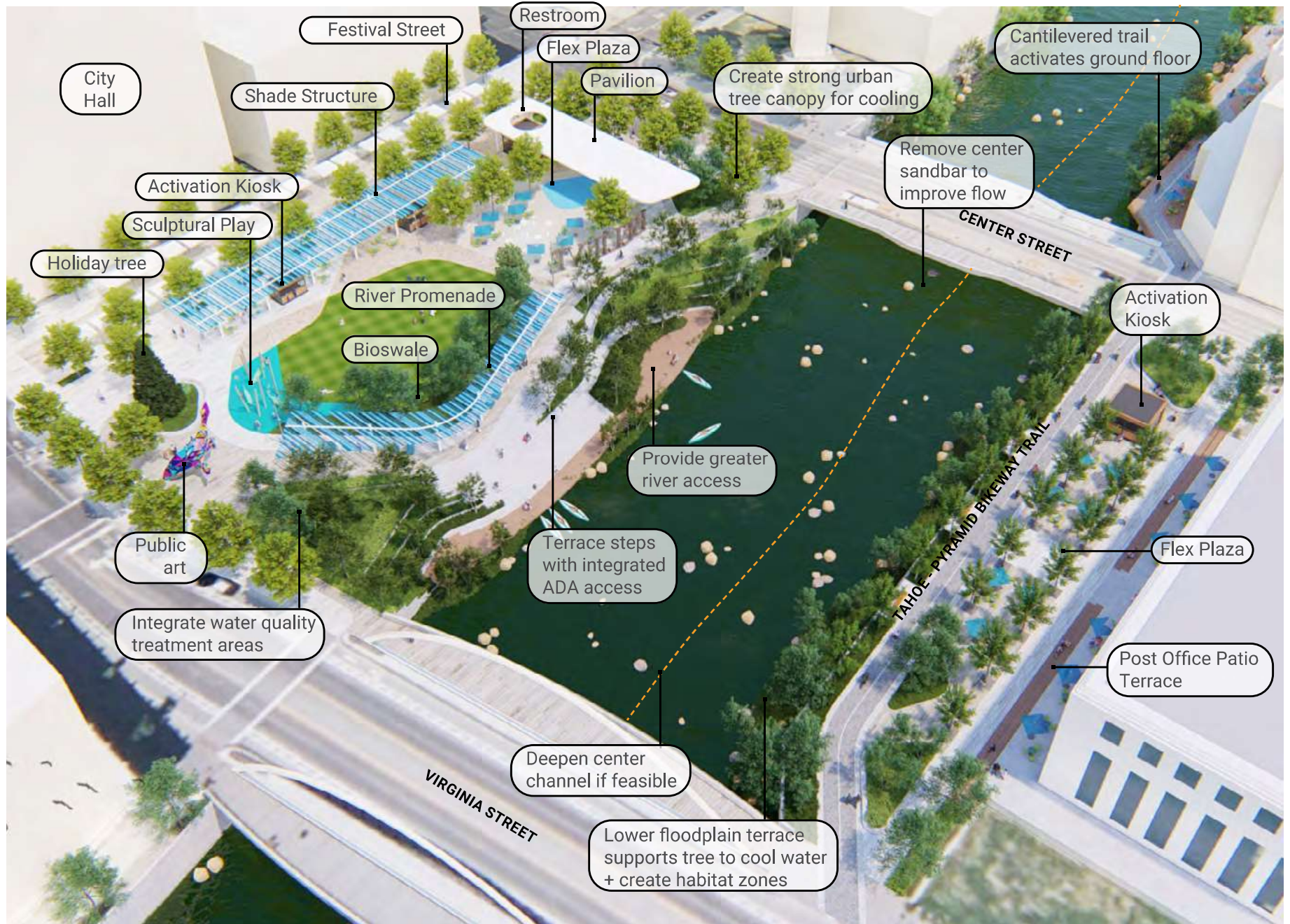
Transform: City Plaza

Revamping City Plaza emerges as a pivotal recommendation within this vision plan, positioning it as the catalyst project for riverfront development. As the central activation hub of downtown Reno, City Plaza requires strategic programming and infrastructural enhancements to meet program needs effectively. Additionally, we advocate for expanding the “City Plaza” experience across the river to the Post Office building, envisioning a seamless extension that enriches the overall urban landscape and fosters a more interconnected and vibrant civic space. Redesign will require careful consideration of existing utilities and flood management requirements.

City Plaza Recommendations:

- Improve Water Access - Physically and Visually
- Provide Shade - Vegetative and Structural
- Provide retail kiosks and movable seating to activate the plaza.
- Expand green space while balancing program needs. ‘Pull the river up into the plaza.’
- Expanding the “City Plaza” experience across the river to the Post Office building, to create a connected urban civic space.





CITY PLAZA - SCULPTURAL PLAY + PROMENADE CANOPY



CITY PLAZA - CIVIC SEAT STEPS + WATER QUALITY TERRACES



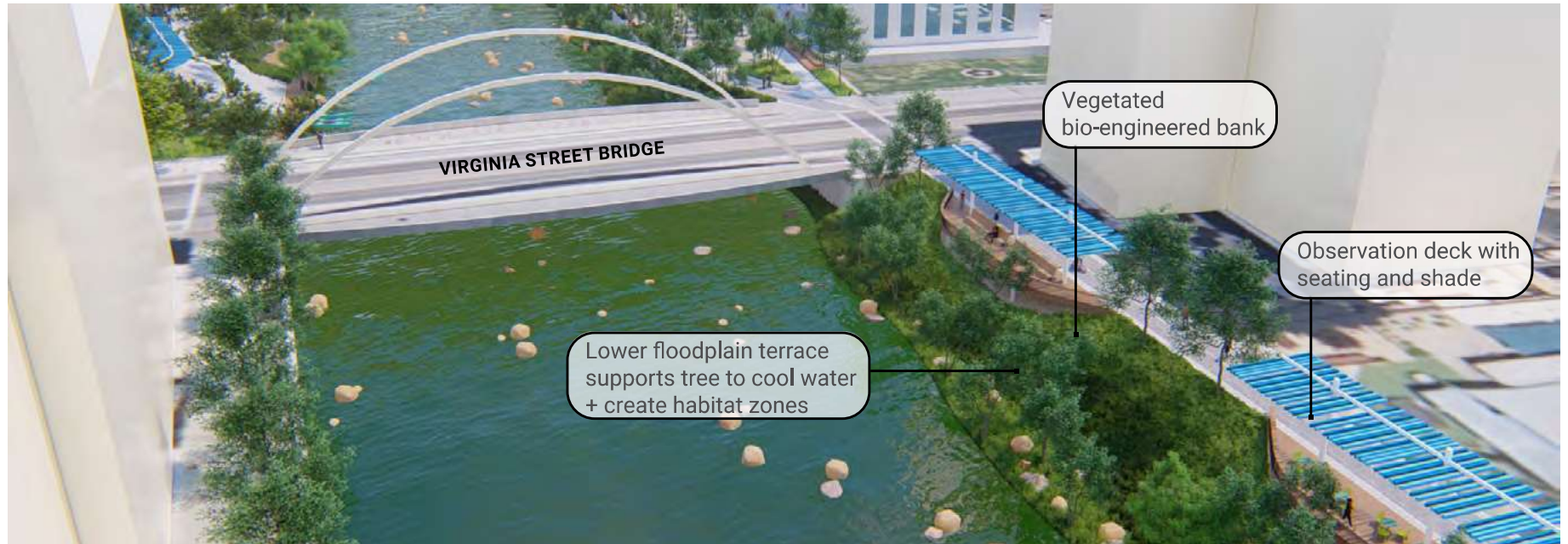
Transform: Riverwalk District

This plan recommends a full redesign of the Riverwalk District public space, from Wingfield Park to Lake Street Bridge. Specific recommendations are as follows:

- P10** Remove aging infrastructure improvements on the south of the river between Virginia Street and Sierra Street. Replace with bioengineered natural bank with view decks, to enhance the ecological value of the river within downtown.
- P11** Capitalize on a partnership between Washoe County and the **Post Office property** to create a shared parking agreement that would allow the parking along the riverfront for the post office to be relocated and allow the riverfront to be used for a more desirable use. The riverfront would be reimagined as a publicly accessible urban plaza space with retail activation. It is recommend that the Tahoe - Pyramid Trail alignment remain on the south side of the river to avoid conflict with City Plaza and private property conflicts.
- The movement of the trail south creates the opportunity for an exciting long range enhancement to the **Renaissance property**. This plan recommends perforating the ground level floor of the hotel to open publicly towards the river. This will be achieve by creating a elevated walkway along the current patio spaces that overlook the river. This would facilitate more pedestrian activation, more ground level retail opportunities, and clarity on trail alignment.



RIVERWALK AERIAL



RIVERWALK EYE LEVEL

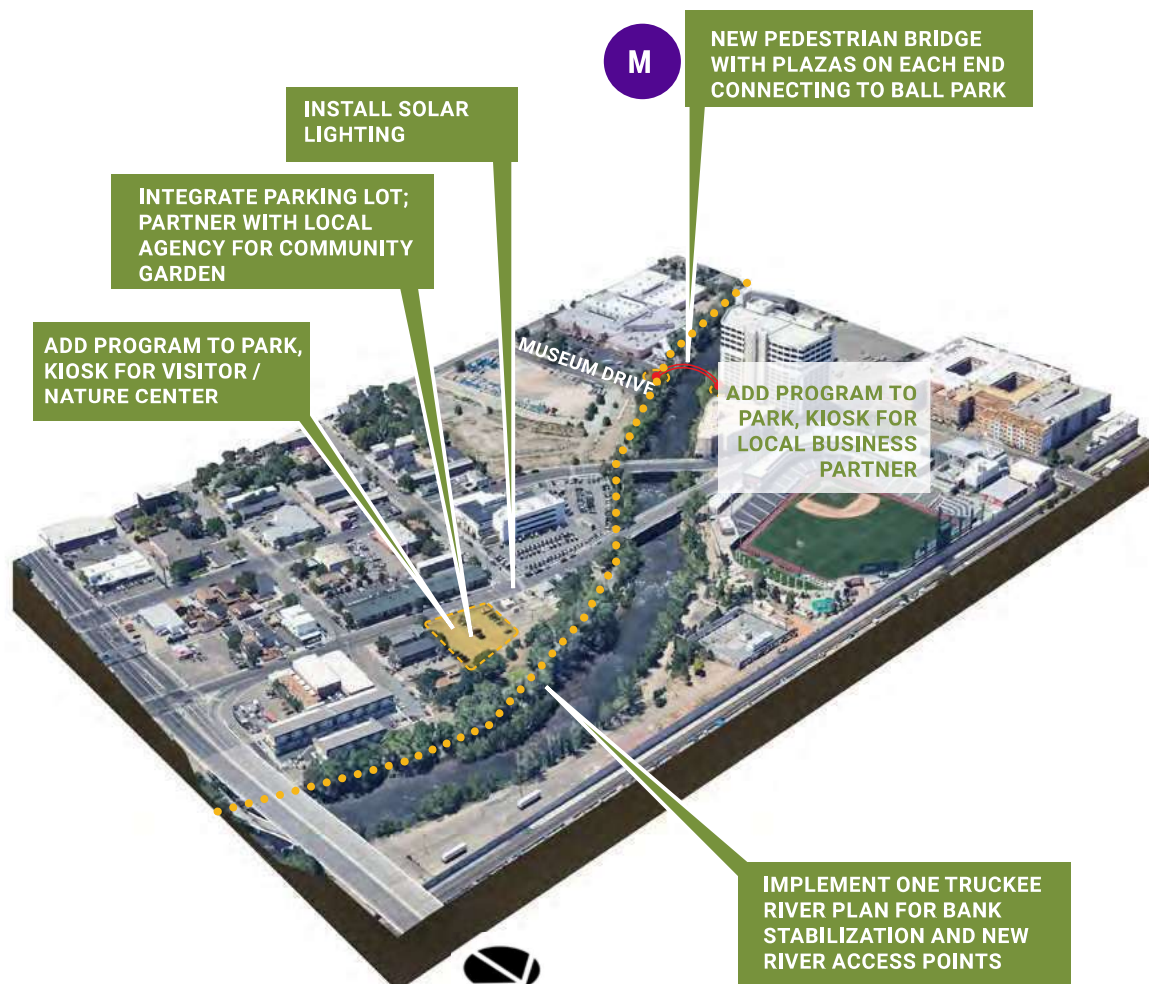


P12 Transform: Brodhead Memorial Park

Brodhead Park will play a pivotal role in creating a midpoint destination from downtown heading east and can relieve some recreational pressure off of Wingfield and Barbara Bennett Park. A Portland Loo was installed in 2020.

Brodhead Memorial Park Recommendations:

- Integrate adjacent city lot to expand the park, potentially fostering community engagement through initiatives like a community garden partnership.
- Add activation kiosk: nature + visitor's center and/or potential partnership with West Street plaza Kiosk to create a urban river recreational corridor
- Add site furniture that promotes activity
- **S** Implement One Truckee River plan for bank stabilization, revegetation and river access points.
- Install solar pathway lighting to mitigate vandalism



P13 Transform: Kuenzli Greenbelt

The Kuenzli Greenbelt is a strip of city-owned public open land that contains a wide asphalt trail. This area has the opportunity to create a ecologically significant link between Brodhead Park and John Champion Park.



Kuenzli Greenbelt Recommendations:

- Refinish and add directional striping to the multiuse trail
- Provide directional signage on both sides of river to direct travel and indicate formal Tahoe Pyramid Trail Multi-use Path as identified in the Micromobility and Connectivity section.
- Refresh river access and fishing platforms.
- Create a programmable pedestrian only plaza underneath the Kuenzli Bridge activated with events.
- Commission an artist for a lighting install along the underpass to increase interest and safety.
- Install new furnishing package.
- Vegetation management strategies will help with visibility of the river and safety as discussed in the Safety and Sustainability section.

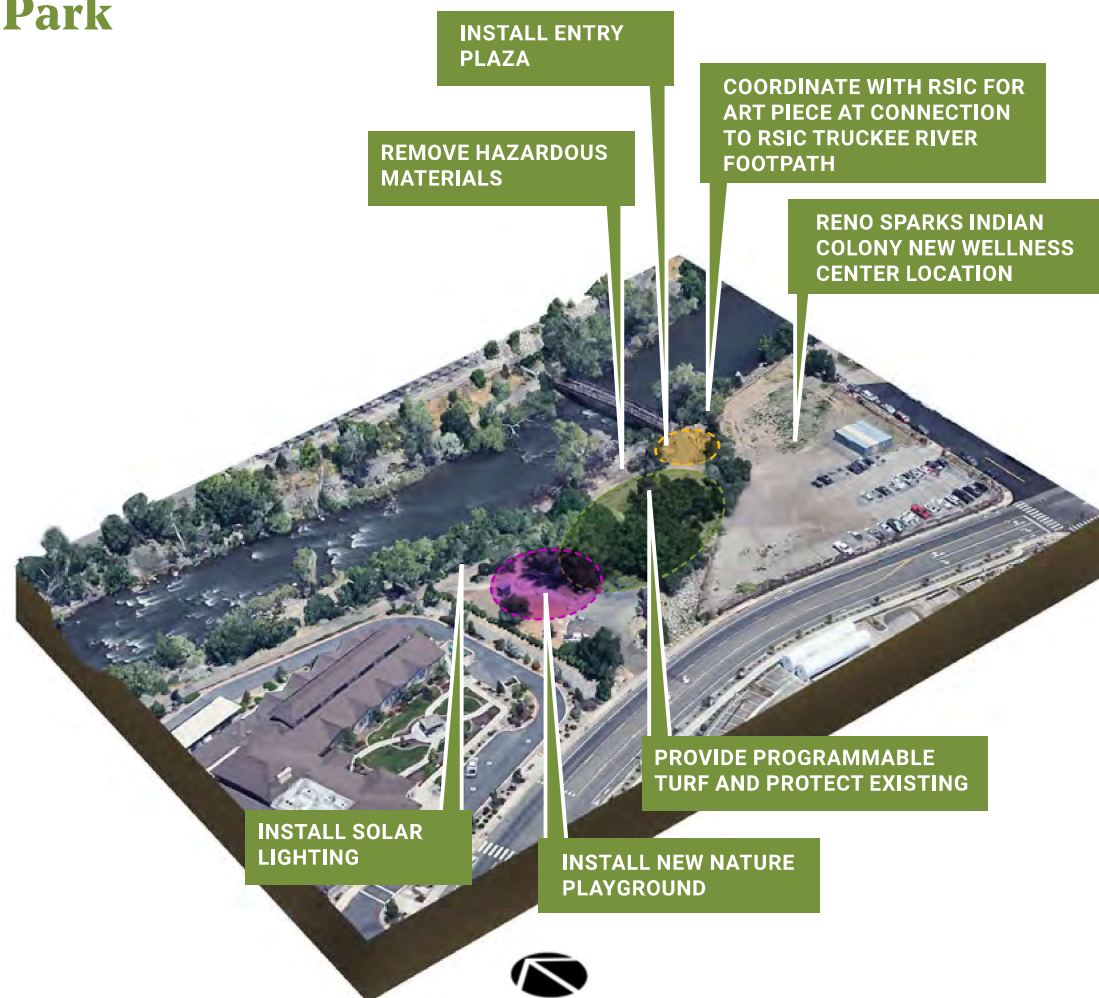


P14 Transform: John Champion Park

John Champion Park presents an opportunity to enhance overall functionality, promote safety, and create new amenities that draw surrounding neighborhoods back to the river, including the neighboring Reno-Sparks Indian Colony community. A Portland Loo was installed in 2023.

John Champion Park Recommendations:

- Remove hazardous materials such as rebar and debris while implementing bank stabilization measures and new river access points. Coordinate with One Truckee River.
- Design and construct a new nature playground with an educational component highlighting the Truckee River.
- Provide programmable turf while protecting the existing trees.
- Add site furniture that promotes activity.
- Create an entry plaza at the pedestrian bridge to enhance accessibility and serve as a welcoming gateway to the park.
- Install solar pathway lighting to mitigate vandalism.

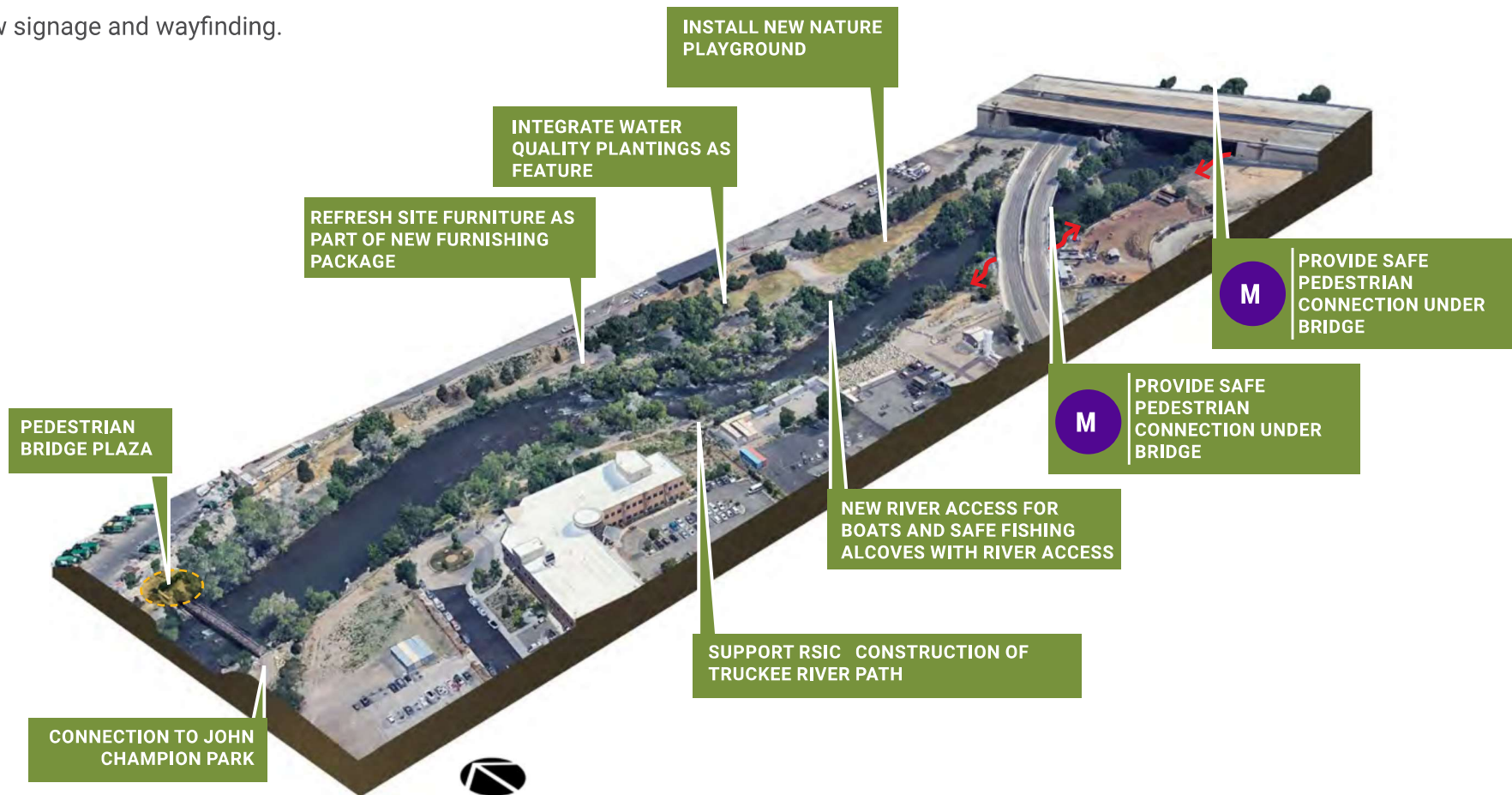


P15 Transform: Fisherman's Park #2

Fisherman's Park #2 Recommendations:

- Design and construct a new playground amenity.
- Add site furniture as part of the full Truckee River package.
- Introduce water quality bioswales to control runoff from impervious surfaces and turf lawns prior to entering the river.
- Install accessible boat ramp and river access points.
- Install new signage and wayfinding.

Fisherman's Park #2 is an underutilized neighborhood park that could provide additional community value. This plan recommends expanding the footprint of the park when redevelopment of the City Maintenance facility occurs (see planning and land use sub-chapter)



P15 Transform: Fisherman's Park #1

Fisherman's Park #1 presents an opportunity for transformation, as it currently remains underutilized despite its potential for increased amenities and activities.

Fisherman's Park #1 Recommendations:

- Add accessible water access point and boat ramp.
- Design and construct a new playground amenity.
- Add new site furnishing package.
- Provide updated signage and wayfinding.
- Add a dedicated dog park to attract pet owners and promote community engagement.
- Introduce water quality bioswales to control runoff from impervious surfaces and turf lawns prior to entering the river.
- Establish a safe pedestrian connection to 'Our Place'



Transform: Mill McCarran Regional Park

A new regional park along the Truckee River Corridor is in the process of development, The Meadows Project led by the Truckee River Flood Management Authority. This project aims to protect the Reno and Sparks industrial areas, as well as the Reno-Tahoe International Airport, from flooding by containing the 100-year peak flows along the Truckee River. Additionally, the park's development will enhance the surrounding land

within levees by creating a functional floodplain, improving fish and wildlife habitats.

Design goals include constructing levees with ample freeboard, enhancing floodplain functionality, and relocating the river to avoid floodwalls while improving habitat, especially for Lahontan Cutthroat Trout.

Preserve: Washoe County East Open Space Parcels

Washoe County owns and manages several open space properties east of the study area boundary:

- Lockwood Open Space
- East Truckee Canyon Open Space
- Mustang Open Space

This plans recommendation is that the natural character of those lands are preserved. However, adding accessible river access for boats at points will be beneficial to the overall recreational value of the Truckee River corridor.

LOCKWOOD PARK OPEN SPACE







Public Art

Reno boasts a vibrant and diverse collection of public art that adds a unique and dynamic flair to the city's landscape. The existing public art not only enhances the aesthetic appeal of the surroundings but also contributes to a sense of identity and pride among residents and visitors alike. Recognizing the potential for further enrichment, there exists a tremendous opportunity to expand this collection along the riverfront. By strategically placing more art installations, the city can create an engaging and visually stimulating experience, encouraging more traffic along the Truckee River. This initiative aligns with the city's vision for a vibrant and culturally rich community, fostering a welcoming environment that supports local artists, stimulates economic activity, and enhances the overall quality of life in Reno.

Existing Conditions

Currently there is a robust public art program around Reno. There are notable works of varying mediums along the river primarily near downtown and throughout the parks. There is no artwork along the river anywhere outside of this region. Idlewild Park, Barbara Bennett Park, Wingfield Park, and Bicentennial Park all have public art ranging from murals to sculpture to artist designed bike racks. The West Street Plaza has three works and the South side of the downtown riverwalk between Sierra and Virginia Streets has functional art including the Virginia Street bridge itself. Lastly, the City Plaza has the most iconic works in the collection.

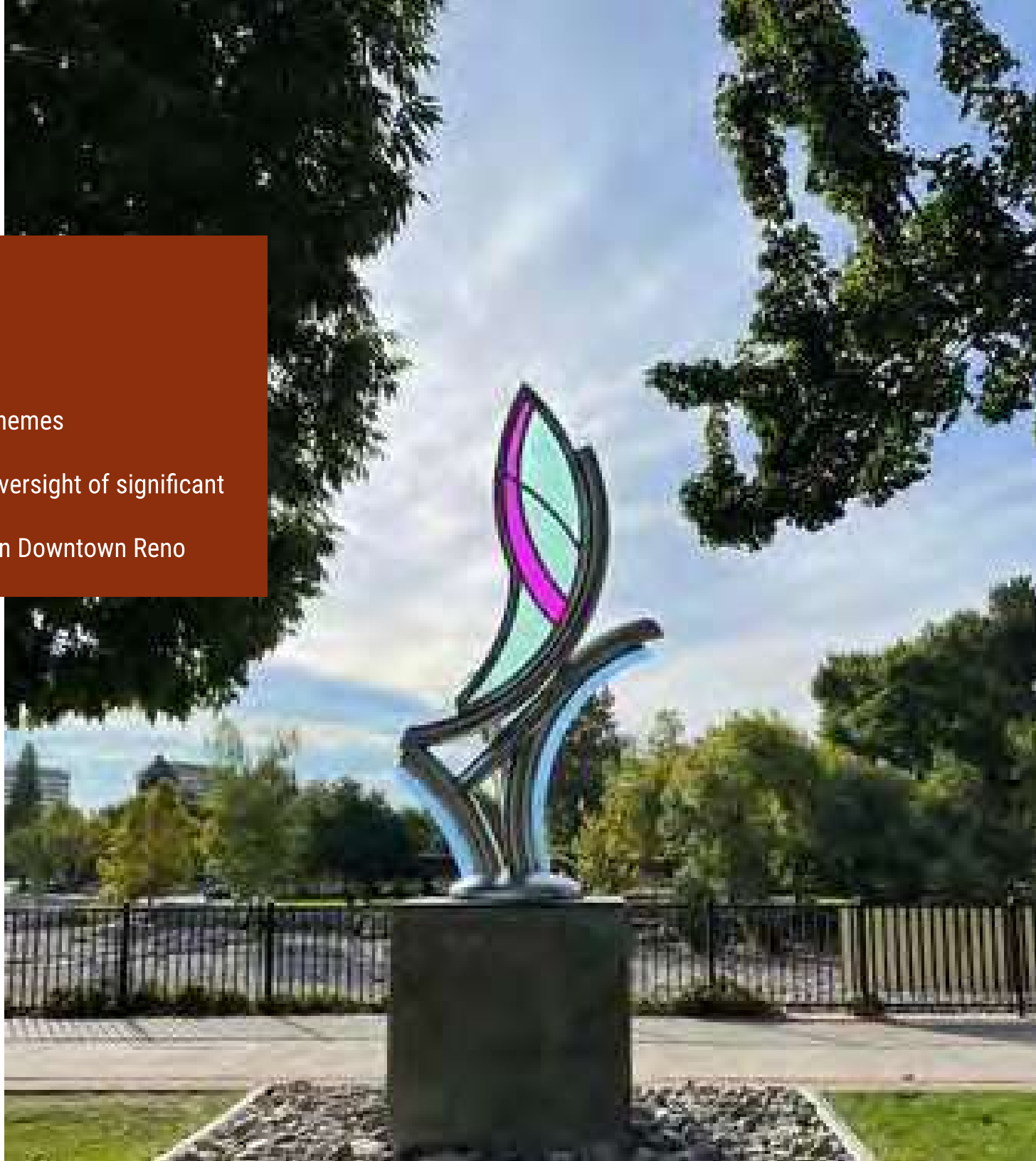




ART

COMMON THEMES

- Colorful and eye-catching
- Diverse materials, artists, and themes
- Accessible
- Navigation challenges lead to oversight of significant artworks
- Majority of art is concentrated in Downtown Reno



Recommendations

- A1** Relocate the “Believe” sculpture in City Plaza to remain in City Plaza, but no longer act as a physical and visual barrier to the Truckee River.
- A2** Create an icon or symbol for the river to use as a wayfinding tool throughout the trail system. This symbol should be incorporated into murals, sculpture, signage, education materials, benches, bridges, bike racks. This will allow users of the trail system to know they are on the right path when connectivity is fractured as well as establish a brand for the corridor.
- A3** Utilize mural art pieces to identify trail direction when there are options on direction and/or when the trail turns.
- A4** Utilize ecologically sensitive light art installations at bridge underpasses to provide a sense of discovery while on the path while also ensuring a welcoming, safe space while traveling under a bridge. Lighting will be particularly important in these areas for the evening hours and winter months.
- A5** Incorporate functional art at all public parks along the Truckee River Path. Functional art bike racks should be installed at all public parks along the corridor. Additional functional art options may include gateways, fence lines, benches, picnic tables, and/or shade structures. These art pieces will help create a sense of place and pride for the community while also serving a practical purpose for the public. These art pieces should be commissioned by local artist, connect with the overall Truckee River corridor logo, and have a connection to the specific neighborhood and community in which they will be installed.

Iconic

Iconic artwork is defined as being large scale (greater than 6'H) and clearly reflective of the characteristics of the project. Iconic artwork is best suited to well trafficked spaces indicating an arrival, or points in the journey inviting reflection and pause.



Temporary

Temporary artwork is defined as artwork exhibited for a limited amount of time. Temporary artwork should be limited to 1-2 locations at any given time, and can range anywhere from 1 day to monthly, quarterly or yearly in life span. Locations can be pre-designated as such, allowing for preparation and fluidity.



Mural

Mural artwork is defined as artwork directly painted or applied to a wall surface or other substrate. Mural artwork should be used on buildings (non-historical), bridges, and gathering places, including the ground plane.



Discovery

Discovery artwork is defined as artwork that is unexpected and surprises the viewer when they move through the site. Discovery artwork should be incorporated throughout pedestrian friendly paths and sites of gathering. The artwork medium will vary.

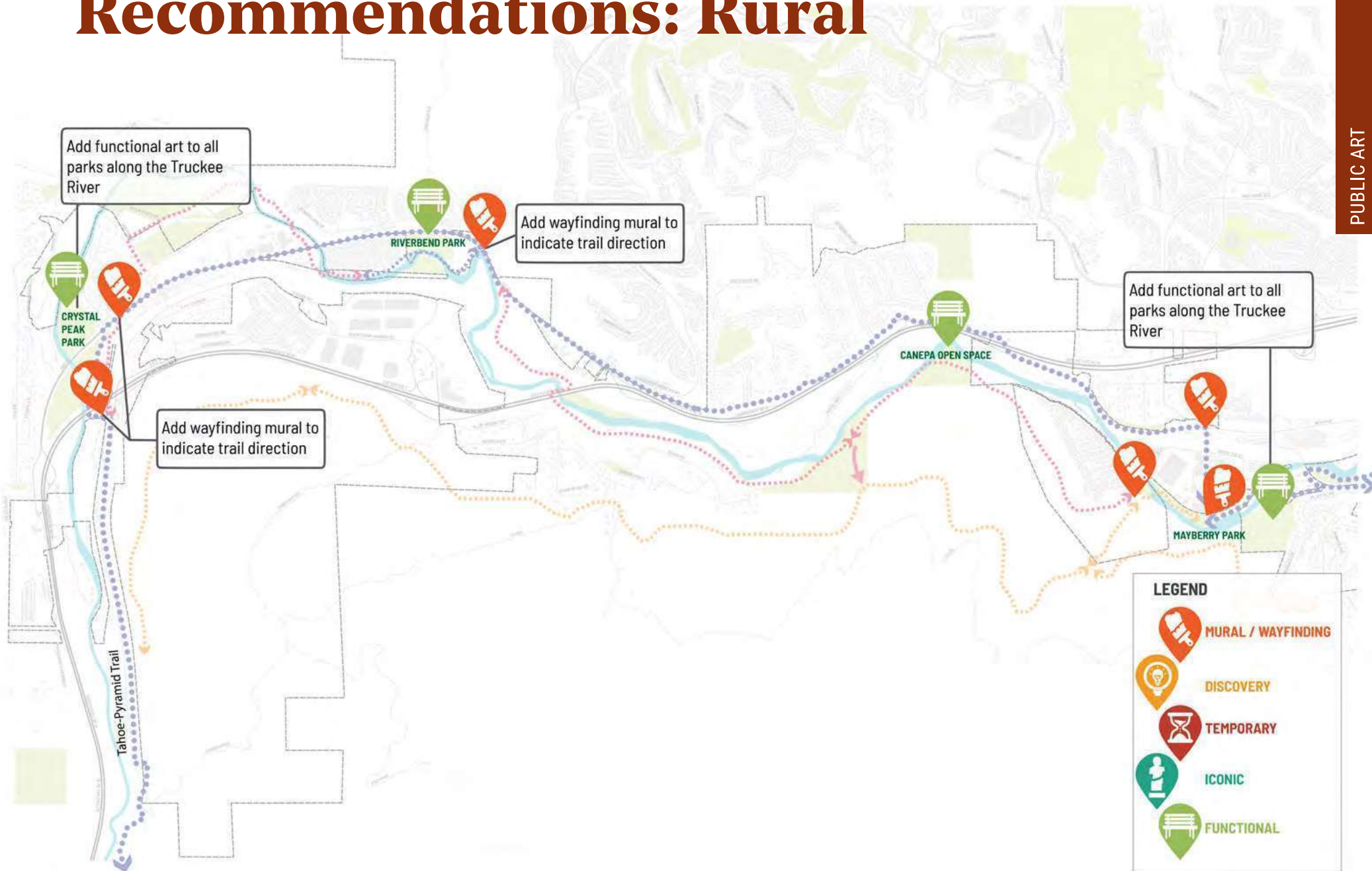


Functional

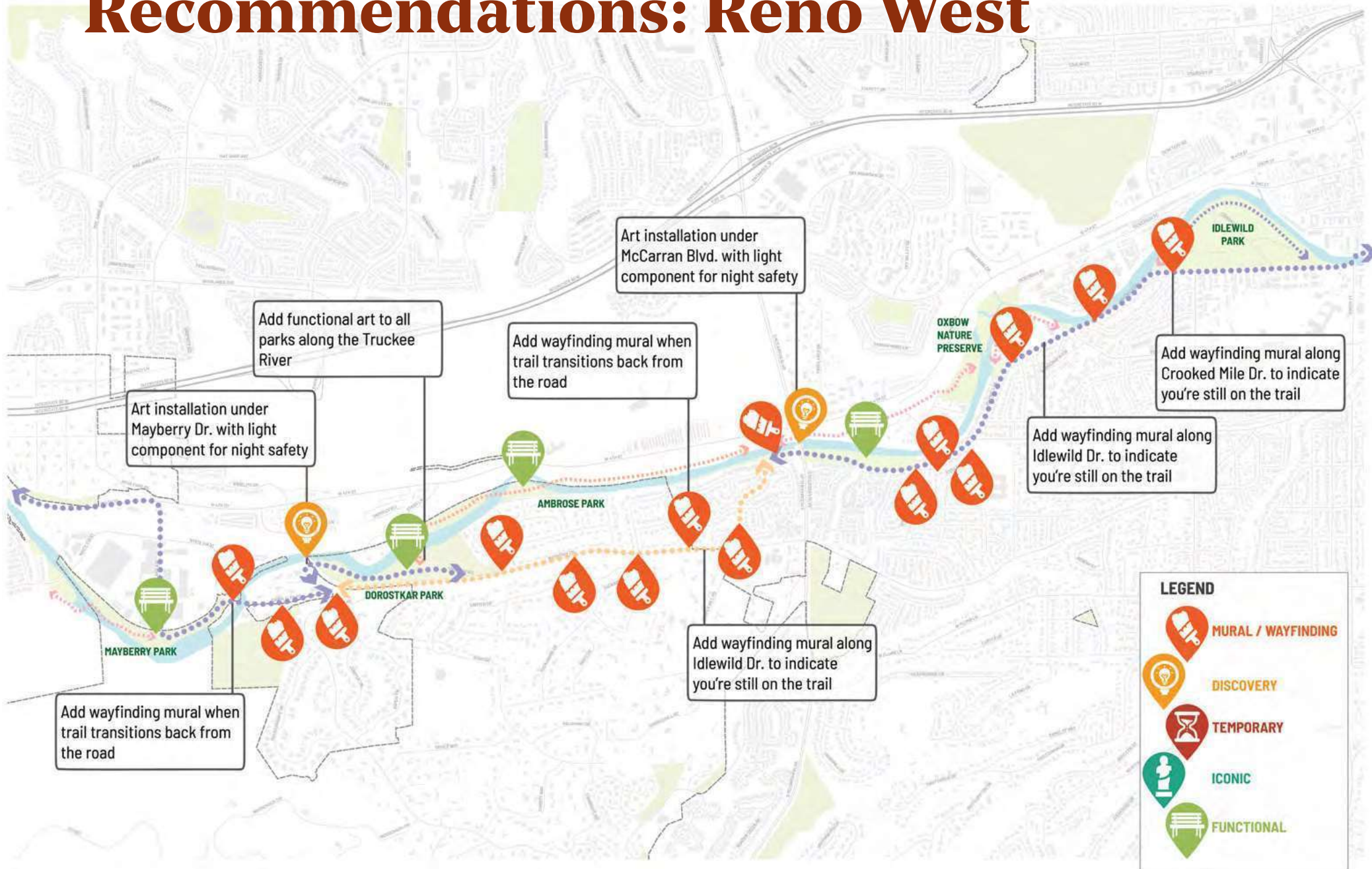
Functional artwork is defined as artwork that also serves a utilitarian purpose. Functional artwork should be used throughout the site where gathering takes place, as well as on sidewalks.



Recommendations: Rural



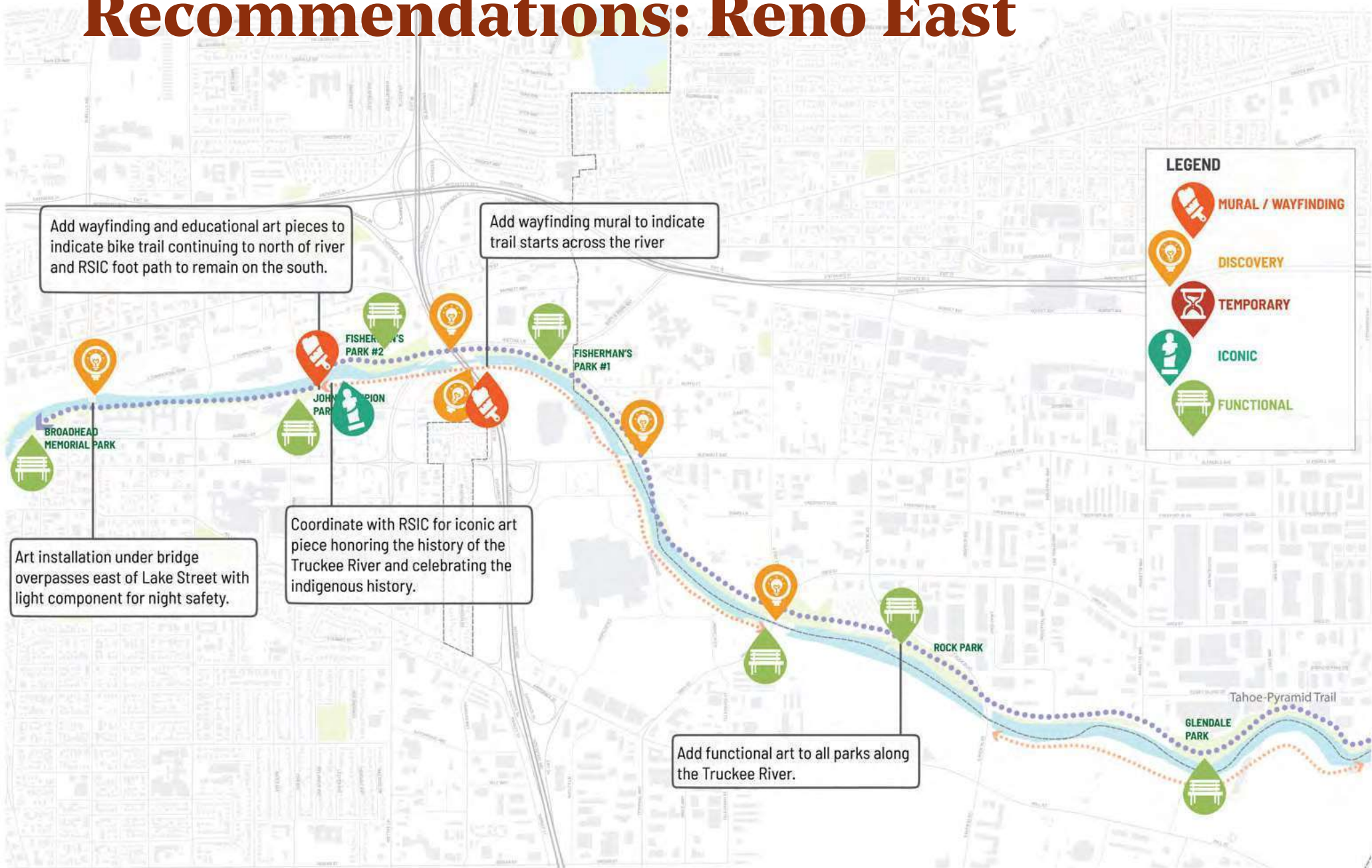
Recommendations: Reno West



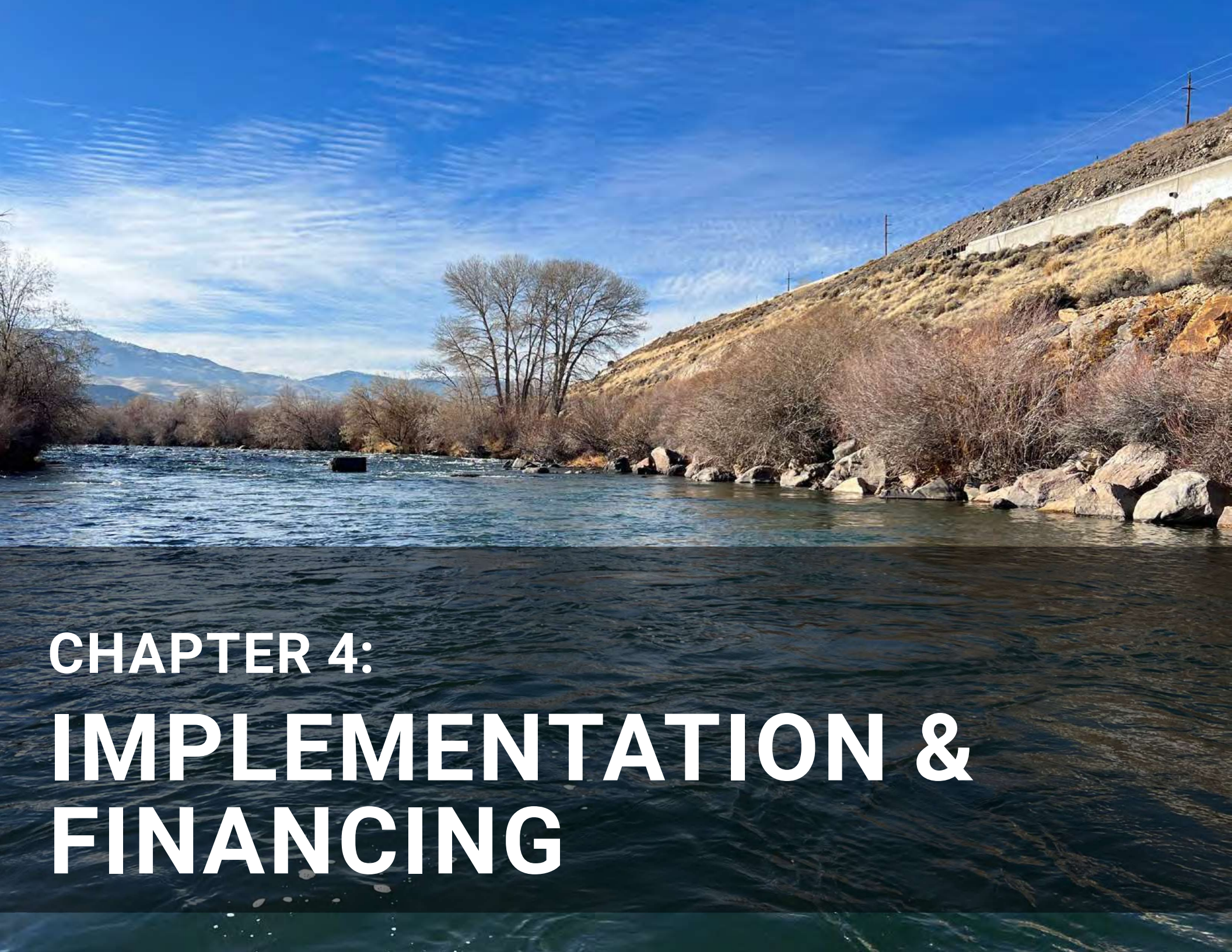
Recommendations: Downtown



Recommendations: Reno East







CHAPTER 4: IMPLEMENTATION & FINANCING

The Truckee River corridor is a regional facility providing recreation to citizens living in the City of Reno, Washoe County and the City of Sparks. Shared funding must be explored so that no one agency is overburdened with the cost for developing and maintaining the facility. Consistent funding is critical to the future success of the Truckee River plan and the information in this chapter provides options for consideration.

Washoe County, in partnership with the City of Reno and City of Sparks, should form **the Truckee River Park District**, that encompasses all publicly owned parks land along the river corridor within County boundaries. This Park District would elect a Board of Commissioners that reflects the diverse needs of the community that would govern all Park District investments and operations in a short-term (5-year) and long-term (20-year) plans.

Funding

Establishing the Truckee River Park District

Washoe County, in Partnership with the City of Reno and City of Sparks should pursue the creation of the Truckee River Park District to enhance the connected greenspaces along the Truckee River Corridor. This initiative would seek to elevate access, safety, maintenance, and overall facilities and services. The proposed recommendations, influenced by successful Park Districts, legal frameworks, and funding models, are designed to ensure the effective establishment and enduring development of the Truckee River Park District.

In the recently completed Parks, Recreation and Open Space Master Plan, the first goal of the ten goals focused on funding and resources and specifically called out the need to establish and secure sustainable funding methods to support the annual operating budgets of parks and trails. Objective of that goal included increasing the current budget for parks and trails development, operations, and maintenance as necessary. A key initiative identified is the completion of a Service Plan in collaboration with community agencies and stakeholders, aimed at exploring and endorsing the formation of a park and recreation district. This involves aligning the plan recommendations with annual budget planning and prioritizing capital improvement projects.

To enhance the financial framework, the objectives also include amending the park development ordinance regarding fees, waivers, parkland dedication, and trails easements, along with construction and maintenance responsibilities. The strategy involves identifying and actively pursuing diverse funding sources, both private and public, for various purposes

such as land acquisition, planning, parks/trails development, recreation, programming, and ongoing improvements. Encouraging private/public partnerships and coordinating between agencies for joint planning sessions are additional steps to explore funding and cost-sharing resources for future parks, trails, facilities, and amenities within the Sphere of Influence. The approach aims to ensure financial sustainability and foster collaborative efforts in supporting the development and maintenance of parks and recreational areas.



The establishment of a park district can provide a range of opportunities to deliver diverse public services such as public safety, public transportation, and parks and recreation. Typically founded through state statutes and public referendums, a park district operates with governance boards either elected by residents or appointed by city councils or county boards. These districts are conceived with the objective of tailoring governance structures and financial mechanisms to the unique needs of a given region. The governance of these districts typically involves a board responsible for key decision-making, policy establishment, and the overall oversight of district operations. Board members, whether elected or appointed, play crucial roles in representing diverse perspectives from the community, local government, or specific interest groups. Park districts serve as targeted solutions to address the specific requirements of designated geographic areas in funding and managing parks, recreation areas, and associated facilities.

The funding of park districts involves a mix of revenue sources. Property taxes within the district constitute a primary and reliable funding mechanism, providing a stable financial base for ongoing operations and development. Special assessments on properties, user fees for certain services or facilities, and occasional grants or donations further contribute to the financial sustainability of these districts. One of the distinctive features of park districts is the careful delineation of service areas. Boundaries are meticulously drawn to encompass those regions that directly benefit from the parks and recreational facilities. This strategic approach ensures that the individuals and businesses contributing financially to the district are the same entities enjoying the services and amenities provided.

The day-to-day operations, maintenance, and implementation of capital projects within these districts are managed by dedicated professionals. These management teams, comprised of experts in landscape management, recreation planning, and financial administration, work collectively to ensure the efficient and effective functioning of the parks and facilities.

Community engagement is a cornerstone of park districts. Public input is actively sought through various channels such as public meetings and surveys, allowing community members to contribute to decision-making processes. To maintain accountability, regular audits and transparency measures are implemented, ensuring that both financial and operational aspects are subject to scrutiny.

Flexibility and adaptability are integral components of the design of park districts. The governing boards possess the authority to adjust policies, budgets, and programs based on the evolving needs and circumstances of the community. Success stories from existing districts, such as the Chicago Parks District, the Minneapolis Park and Recreation Board and the San Antonio River Authority, serve as valuable models showcasing diverse funding strategies and effective governance structures.

Despite their successes, park districts do face some challenges. Balancing fiscal responsibility while providing high-quality services, ensuring equitable access to recreational opportunities, and addressing changing demographics are ongoing considerations that require careful navigation.

Legal Framework Truckee River Park District

Leverage Chapter 318 of Nevada Revised Statute

The City should establish the Truckee River Valley Park District based on the empowerment provided by Chapter 318, aligning with the city's goal of enhancing public parks and recreation areas.

Adherence to Chapter 318 Provisions:

The City should leverage their legal resources to ensure all application laws and regulations are being followed. Chapter 318 of the Nevada Revised Statute can serve as the legal foundation for the proposed Truckee River Park District. This statute empowers local governments, such as Washoe County or the City of Reno, to establish districts designed for the purposes of “improving the healthy, safety, prosperity, and general welfare” such as through the management and enhancement of public parks and recreation areas. To do so, the County (or City) should Conduct an in-depth legal analysis to ensure compliance with laws and regulations.

- Develop a comprehensive framework based on the provisions outlined in Chapter 318 to ensure responsible governance, sustainable resource management, and community engagement.
- Focus on the recreational facilities aspect, aligning with the statute's goals for improved public welfare and safety.

By adhering to the provisions outlined in the revised Chapter 318, Washoe County and the City of Reno can work within the statutory authority to create a framework that ensures responsible governance, sustainable resource management, and community engagement within the Truckee River Park District.



A sample of Chapter 318 is below that provides specific information relevant to the General Improvement District law.

NRS: CHAPTER 318 - GENERAL IMPROVEMENT DISTRICTS (state.nv.us)

*NRS 318.010 Short title. This chapter shall be known and may be cited as the General Improvement District Law.
(Added to NRS by 1959, 457)*

NRS 318.015 Legislative declaration.

- 1. It is hereby declared as a matter of legislative determination that the organization of districts having the purposes, powers, rights, privileges and immunities provided in this chapter will serve a public use and will promote the health, safety, prosperity, security and general welfare of the inhabitants thereof and of the State of Nevada; that the acquisition, improvement, maintenance and operation of any project authorized in this chapter is in the public interest and constitutes a part of the established and permanent policy of the State of Nevada; and that each district organized pursuant to the provisions of this chapter shall be a body corporate and politic and a quasi-municipal corporation. For the accomplishment of these purposes the provisions of this chapter shall be broadly construed.*

NRS 318.143 Recreational facilities.

- 1. Subject to the provisions of subsection 2, the board may acquire, construct, reconstruct, improve, extend and better lands, works, systems and facilities for recreation.*
- 2. If the proposed recreational facilities are situated within 7 miles from the boundary of an incorporated city or unincorporated town, and if the county in which the proposed recreational facilities are situated has adopted a recreation plan pursuant to NRS 278.010 to 278.630, inclusive, the authority conferred by subsection 1 may be exercised only in conformity with such plan.*
- 3. Such recreational facilities may include without limitation exposition buildings, museums, skating rinks, other type rinks, fieldhouses, sports arenas, bowling alleys, swimming pools, stadiums, golf courses, tennis courts, squash courts, other courts, ball fields, other athletic fields, tracks, playgrounds, bowling greens, ball parks, public parks, promenades, beaches, marinas, levees, piers, docks, wharves, boat basins, boathouses, harborages, anchorages, gymnasiums, appurtenant shower, locker and other bathhouse facilities, amusement halls, dance halls, concert halls, theaters, auditoriums, aviaries, aquariums, zoological gardens, biological gardens and vivariums (or any combination thereof).*

(Added to NRS by 1965, 1088; A 1967, 1714; 1971, 1054)

City & County Parks & Recreation Operations Specific Funding Sources to Consider

Parks District Revenue Sources could include:

- Property Taxes (county-wide assessment)
- Personal Property Replacement Tax
- Federal Grants
- State & Local Grants
- Private Grants & Sponsorships
- General Obligation & Revenue Bonds
- Private Gifts & Donations

Parks District expenditures could include:

- Water Quality and Ecological Investments
- River Safety Investments Maintenance and Repairs
- Staffing + Employees
- Park Rangers + Policing
- Events and Programming
- Capital Improvement (New Construction) Projects

Additional funding sources for the City and County to consider beyond the Parks District:

- General Funds
- User Fees
- Property Tax
- Sales Tax
- Room Tax
- Private Donations
- Private Public Partnerships
- Extraction from Developers
- Bonds
- State Legislative One-shot Funding

- Federal Funding
- Community Grants
- Nevada Land and Water Conservation Fund (LWCF) Grant Program
- Nevada Arts Council Grants
- General Grants
- A Community Thrives (ACT) Grant program
- Competitive Tourism & Outdoor Recreation Grants
- Public Works and Economic Adjustment Assistance Program

Traditional Funding Sources:

- General or Operating Fund: Typically funded by property tax, sales tax, and other compulsory charges levied for financing community services.
- Property Tax: Considered for park funding, may justify resident and non-resident fee differentials.
- Sales Tax: Considered for partial or full funding of the Truckee River Corridor, popular in tourism areas.
- Sin Tax: Considered for funding, derived from casinos, tobacco, and marijuana (where legal), popular in tourism areas.

Development Funding:

- Development Impact Fees: One-time charges on development projects to recover capital costs.
- Local Improvement Districts: Pass-through funding from cities or counties for Special Districts.
- Park Land Dedication Ordinance: Requires land dedication or in-lieu fee for park provision in subdivisions.

Alternate Parks & Recreation Operations and Capital Development Funding Sources

Loan Mechanisms:

- Full Faith and Credit Bonds: Payable from city's general resources, not tied to specific revenue.
- General Obligation Bonds: Bonded indebtedness for capital improvements.
- Commercial Property Endowment Model: Non-profit organization managing park infrastructure for sustainable funding.
- Inter-local Agreements: Contractual relationships for joint usage/development.

Partnership Opportunities:

The City should explore partnerships as funding sources or operational funding sources. The partnership could be between two separate agencies, such as two Cities, a non-profit and the City, or a private business and the City. The two partners jointly develop revenue producing recreation facilities such as the Truckee River Corridor and share risk, operational costs, responsibilities, and asset management based on the strengths and weaknesses of each partner.

Creating synergy based on expanded program offerings and collaborative efforts can be beneficial to all providers as interest grows and people gravitate to the Truckee River Corridor and programs that best suit their recreational needs and schedules. Potential strategic alliance partnerships where missions run parallel, and mutually beneficial relationships can be fostered and may include the following:

- YMCA
- School Districts

- Medical Centers or Hospitals
- Boys and Girls Club
- Kiwanis, Optimists, VFWs, Elks, Rotary, and other service and civic organizations
- Chamber of Commerce
- Convention and Visitor's Bureau
- Homeowner or Neighborhood Associations
- Youth Sports Associations
- Adult Sports Associations
- Neighboring counties/communities
- Private alternative providers
- Churches
- Professional Sports Teams/Organizations
- Amusement Parks (example Disney World)
- Senior Citizen Groups (AARP, Silver Sneakers)

Community Resources:

Corporate Sponsorships: The City could solicit this revenue-funding source itself or work with agencies that pursue and use this type of funding. Sponsorships are often used for programs and events where there are greater opportunities for sponsor recognition (greater value to the sponsor).

Fundraising

- **General Purpose or Operating Grants:** When a grant maker gives an operating grant, it can be used to support the general expenses of operating. An operating grant means the fund provider supports the overall mission and trusts that the money will be put to good use.
- **Matching Grants:** Many grant makers will provide funding only on the condition that an amount equal to the size of the grant can be raised from other sources. This type of grant is another means by which foundations can determine the viability of an organization or program.
- **Planning Grants:** When planning a major new program, the City may need to spend a good deal of time and money conducting research. A planning grant supports this initial project development work, which may include investigating the needs of constituents, consulting with experts in the field, or conducting research and planning activities.
- **Private Grant and Philanthropic Agencies:** Many resources are available which provide information on private grant and philanthropic agency opportunities. A thorough investigation and research on available grants is necessary to ensure mutually compatible interests and to confirm the current status of available funding.
- **Land and Water Conservation Fund:** Every state runs their State and Local Assistance Program in a slightly unique manner, so we encourage any municipal or county parks personnel interested in LWCF to contact their LWCF State Liaison Officer (typically someone at a state's department of fish and game, environmental protection, or conservation and recreation) for more information.

Philanthropic

- **Foundation/Gifts:** Private donations in promotion of a specific causes, activities, or issues.
- **Friends Associations:** Typically formed to raise money for a

single purpose that could include a park facility or program that will benefit a particular special interest population or the community as a whole.

- **Gift Catalogs:** The community purchases items from the gift catalog and donates them to the City.
- **Volunteer Programs/In-Kind Services:** This is an indirect revenue source in that persons donate time to assist the City in providing a product or service on an hourly basis.
- **Adopt-a-Park/Adopt-a-Trail/Adopt-a River:** These programs may be created with and supported by the residents, businesses, and/or organizations.

Gifts in Perpetuity

- **Irrevocable Remainder Trusts:** These trusts are set up with individuals who typically have more than a million dollars in wealth. They will leave a portion of their wealth to the City in a trust fund that allows the fund to grow over a period of time and is available to use a portion of the interest to support the Truckee River Corridor or programs that are designated by the trustee.
- **Life Estates:** When someone wants to leave their property to the City in exchange for their continued residence on the property until their death. The City can usually use a portion of the property for park and recreational purposes, and then use all of it after the person's death.
- **Maintenance Endowments:** Set up for organizations and individuals to invest in ongoing maintenance improvements, and infrastructure needs of specific/ targeted facilities. Endowments retain money from user fees, individual gifts, impact fees, development rights, partnerships, conservation easements, and for wetland mitigations.
- **Raffling:** The City could offer annual community raffles, such as purchasing an antique car that can be raffled off in contests.

Community Service Fees and Assessments:

- Development Surcharge/Fee: Surcharge on transactions for improvement fund.
- Equipment Rental: Revenue from rental of recreational equipment.
- Parking Fee: Fee for parking at selected facilities.
- Recreation Service Fee: Dedicated user fee for construction and maintenance.
- Real Estate Transfer: Tax/assessment/fee for infrastructure funding.
- Residency Cards: Non-residents may purchase “residency” on an annual basis for the privilege of receiving the resident discounts on fees, charges, tours, shows, reservations, and other benefits typically afforded to residents only.
- Room Overrides on Hotels: Percentage of hotel reservation fees for events.
- Real Estate Transfer-Tax/Assessment Fee: The City could turn to real estate transfer tax/assessment/fees to help pay for acquisition and needed renovations such as the Truckee River Corridor. Usually transfer tax/assessment/fee amount is a percentage on the total sale of the property and is assessed each time the property transfers to a new owner.
- Trail Fee: Access fee for closed bike trails.
- Utility Roundup Programs: Donation program with utility bills.

Contractual Services:

- Concession Management: Retail sale or rental with revenue share.
- Merchandising Sales: Revenue from resale items.
- Private Concessionaires: Contracts for recreational services.
- Permits, Licensing Rights, and Use of Collateral Assets:

- Various permits and licenses for revenue generation.

Permits, Licensing Rights and Use of Collateral Assets

- Agricultural Leases: Low land property along rivers, or excess land that may be leased to farmers for crops.
- Booth Lease Space: The City could sell booth space to sidewalk vendors along the Truckee River Corridor during special events.
- Catering Permits and Services: This is a license to allow caterers to work in the system on a permit basis with a set fee or percentage of food sales returning to the City.
- Filming Rights: The City could issue permits so that the Truckee River Corridor may be used for commercial film and photography activities.
- Land Swaps: This could include a property gain by the City for non-payment of taxes or a situation where a developer needs a larger or smaller space to improve its profitability.
- Licensing Rights: This revenue source would allow the City to license the Truckee River Corridor name on all resale items that private or public vendors use when they sell clothing or other items with its agency’s name on it.
- Special Use Permits: Special permits allow individuals to use specific portion of the Truckee River Corridor for financial gain. The City receives either a set amount of money or a percentage of the gross service provided.
- Subordinate Easements – Recreation/Natural Area Easements: This revenue source is available when City allows utility companies, businesses, or individuals to develop some type of an improvement above ground or below ground on its property.

Land Trusts:

- Development for land acquisition and preservation.

Implementation Matrix

This implementation plan serves as a guide for the city to bring the Truckee River Vision to life. The matrix is organized by pillar, reflecting the structure of the recommendations outlined in Chapter 4. Each recommendation has been assigned a priority level based on feedback received during Phase 2 of Public Outreach. Additionally, timing, project triggers, budget, involved agencies, funding sources, and related planning efforts have been identified to support the implementation process.

This guide is intended to be a living document, allowing for adjustments as funding opportunities arise.

SAFETY, WATER AND ECOLOGICAL SYSTEMS									
Code	Item	Description	Priority	Timing	Project Trigger	Budget*	Agencies	Funding Sources	Related Plan Efforts
S1	Trail Lighting	Provide consistent, ecologically sensitive, lighting throughout the corridor, particularly to address safety concerns through downtown and east of downtown.	Highest	1-5 years	Passing of Truckee River Park District	\$2 million	TRPD Board / City of Reno	Truckee River Parks District Annual Operation Funds + Grants	Truckee River Parks District
S2	River Visibility and Vegetation Management	Invasive species should be removed and replaced with native riparian vegetation, which will provide bank stabilization, shade, and riparian habitat.	Highest	1-3 years	Passing of Truckee River Park District	\$200k / Annually	TRPD Board / City of Reno	Truckee River Parks District Annual Operation Funds + River Network Rooting Resilience Federal Grant Funding + Nevada Department of Conservation and Natural Resources (NDCNR) Grants	Truckee River Parks District

S3	Improve Cleanliness and Sanitation (Restrooms)	The installation of amenities to support a clean riverside is recommended. These amenities include restroom facilities, human and wildlife resistant trash cans, and dog waste receptacles (See Parks Recs, Site Furniture Package). It is recommended to support One Truckee River in their strategic restroom selection and placement plan.	High	1-5 years	None	\$300k per Restroom	OTR / TMWA / City of Reno	Truckee River Parks District Annual Operation Funds + Nevada Department of Conservation and Natural Resources (NDCNR) Grants	Site Furniture Package (Parks + Open Space)
S4	Design and construct improvements to access point for Reno Fire Department Swift Water Entry Team.	Design and construct improvements to access point for Reno Fire Department Swift Water Entry Team. Develop long-term maintenance plan to address vegetation overgrowth and in-river sediment accumulation.	High	1-3 years	None	\$150k-200k each design + install	City of Reno	Truckee River Parks District Capital Improvement Budget + Grants + Reno Fire Department	Truckee River Parks District
S5	Design, construct, and maintain identified access points	Design, construct, and maintain identified access points for Police Department, Park Rangers, Ambassadors, and other public safety officials every 100 yards along the river to provide access and visibility to patrol encampments along the river.	High	1-3 years	None	\$150k-200k each design + install	OTR / TMWA / City of Reno	Truckee River Parks District Annual Operation Funds + Grants + Reno Police Department	Parks Improvements (Parks + Open Space)
S6	Identify opportunities to create in-river recreational features	Identify opportunities to create in-river recreational features to facilitate kayak instruction and swiftwater rescue training.	Medium	5-10 years	None	TBD	Washoe County Parks / City of Reno Parks	Truckee River Parks District Capital Improvement Budget + Grants + Sponsorships	Parks Improvements (Parks + Open Space)

*Budget estimates are based on 2024 costs and do not take market rate increase into account. These require further investigation by design and/or construction team at time of project.

S7	Low Head Dam Investigations	Conduct feasibility investigations for the six identified in-stream low head dams to investigate the possibility of removal, safety modification, and/or replacement	Highest	1-3 years	None	\$120k	OTR / TMWA / City of Reno / TRFMA	Federal Grants + Truckee River Parks District Annual Operation Funds	Truckee River Parks District
S8	Remove In River Hazards	Identify and remove rebar and other hazardous anthropogenic debris in river.	Highest	1-3 years	None	TBD	OTR / TMWA / City of Reno / TRFMA	Truckee River Parks District Annual Operation Funds + Grants	Truckee River Parks District
S9	Quantitatively Prioritize Bank Stabilization and Vegetation Projects	A Vegetation Management and Restoration Plan study from the State Line of the full channel is recommended. (building on the OTR / NLT / CTWCD Plan)	High	2-5 years	Passing of Truckee River Park District	\$150k	One Truckee River (OTR) / City of Reno / Washoe County	Truckee River Parks District Annual Operation Funds + Federal Grants	Truckee River Parks District
S10	Identify Multi-beneficial Floor-Mitigating Restoration Projects	Perform a study to Identify opportunities for restoration projects that would allow the Truckee River to return to a dynamic meander and reconnect with its natural floodplain in key locations	High	2-5 years	Passing of Truckee River Park District	\$150k	Truckee River Flood Mgmt. Authority (TRFMA)	Truckee River Parks District Annual Operation Funds + FEMA Federal Grants	Truckee River Parks District

LAND USE + PLANNING

Code	Item	Description	Priority	Timing	Project Trigger	Budget*	Agencies	Funding Sources	Related Plan Efforts
L1	Truckee River Overlay Zone District	Hire a Consultant to work with City of Reno Planning Staff to create a Truckee River overlay Zone District that encompasses City of Reno parcels within 200' of the Truckee River mean waterline. This District will exclude Single Family zoning. This District will guide future development, redevelopment and adaptive reuses. This effort will include specific design guidelines, sections, and planning details that set enforceable standards for Building Form and Mass, Parking, Connectivity, Materiality and Green Infrastructure.	Highest	0-1 years	This should be a high priority as many projects may be under design and development within the next few years.	\$250-300k	City of Reno Planning	City of Reno General Funds	City of Reno District Plans
L2	Incentivize	Incentivize Redevelopment of 'Catalytic' properties within the Truckee River Overlay Zone to create energy along the river corridor and illustrate the new guidelines and design standards.	High	1-3 years	Will follow the adoption of the Truckee River Overlay Zone District	N/A	City of Reno Economic Development	Tax Incentives + Plan Review Priority + and others.	

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MOBILITY + CONNECTIVITY									
Code	Item	Description	Priority	Timing	Project Trigger	Budget*	Agencies	Funding Sources	Related Plan Efforts
M1	Design and Build a Consistent Path	Design and Build a distinct and consistent path design including standard trail widths, materiality, directional pavement markings and continue expansion of signage, and wayfinding to unify the TPT. (See M3 + M4 recs below for specific connections)	High	1-10 years	None	\$100k Design \$300k Annual for	RTC / Tahoe Pyramid Trail / City of Reno Transportation	Transportation Alternatives Program (TAP) Washoe Regional Transportation Commission (RTC) Funding + Trail Grants + Truckee River Special Parks District Operational Funds	
M2	Develop a Blueway Plan	The plan should create river-based signage and wayfinding by providing a map and information on put-in and take-out locations, ramp accessibility at launches, adjacent park amenities (restrooms, picnic tables, etc.), hazards to be aware of at various water levels, portage options, and areas of interest.	High	1-3 years	None	\$50k Design \$250k	OTR / TMWA / City of Reno / Washoe County	Truckee River Special Parks District Operational Funds + Sponsorship + Donation + TMWA	

M3	Create additional trail connections to achieve a continuous TPT along the Truckee River, minimizing roadway use.	Rural Near Term: Connect Mayberry Park via the Steamboat Ditch Trail through future development (coordinate with land owners) Improve trail to multi-use.	High	3-10 years	None	10-12 million	Washoe County Parks / RTC / Tahoe Pyramid Trail / Federal Grants	Transportation Alternatives Program (TAP) Washoe Regional Transportation Commission (RTC) Funding + Trail Grants + Truckee River Special Parks District Operational Funds	Washoe County Parks Recs (Parks + Open Space)
		Rural Long Term: Connect Mayberry Park through Washoe County Open Space parcels, crossing north at the railroad up to Riverbend Park. 4.5 miles + 1 ped bridge	Medium	5-10 Years	None	8-9 million	Washoe County Parks / RTC / Tahoe Pyramid Trail / Federal Grants		
		Rural Long Term: Continue Trail west through NV Energy land to connect to Crystal Peak Park. 1.7 miles + 1 ped bridge	Medium	5-10 Years	None	5-6 million	Washoe County Parks / RTC / Tahoe Pyramid Trail / Federal Grants		
M3	Create additional trail connections to achieve a continuous TPT along the Truckee River, minimizing roadway use.	Reno West Long Term: North side of Truckee River, connect Crissie Coughlin Park through TMWA property over to Ambrose Park and Dorostkar Park. Two New bridges required.	High	5-10 years	None	8-10 million incl bridges (3 million each)	City of Reno Transportation / RTC / Tahoe Pyramid Trail / Federal Grants	Transportation Alternatives Program (TAP) Washoe Regional Transportation Commission (RTC) Funding + Trail Grants + Truckee River Special Parks District Capital Improvement Funds	Washoe County and Reno Parks Recs (Parks + Open Space)

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M3	Create additional trail connections to achieve a continuous TPT along the Truckee River, minimizing roadway use.	Downtown Near Term: Redesign Riverside Drive cross section to include an expanded pedestrian walkway and dedicated two-way bikeway.	High	1-3 years	TRFMA Floodwall Project	3-3.5 Million for Park and Roadway	City of Reno Transportation / RTC / Tahoe Pyramid Trail / Federal Grants / TRFMA	Transportation Alternatives Program (TAP) Washoe Regional Transportation Commission (RTC) Funding + Trail Grants + Truckee River Special Parks District Capital Improvement Funds + ARPA Funds (Riverside Drive) + Nevada Department of Conservation and Natural Resources (NDCNR) Grants	Catalytic Redevelopment Parcels - Overlay Zone (Land Use and Zoning)
		Downtown Long Term: Utilize new development property at Lake Street to create an east/west connection from Lake Street to Evans Avenue (Planned bikeway)	High	5-10 years	None	N/A - By Developer	By Developer		
		Downtown Near Term: South Side of River, Design, Permit and Construct a cantilevered trail section between Lake Street and Museum Drive.	Highest	1-3 years	None	2-2.2 Million	City of Reno Transportation / RTC / Tahoe Pyramid Trail / Federal Grants / TRFMA		
		Downtown Long Term: Create a cantilevered boardwalk section on the river side of the Hotel Property to create a pedestrian and bikeway connection on the south side of the River between Center St and Lake Street.	Medium	5-10 years	None	3-5 million	City of Reno Transportation / RTC / Tahoe Pyramid Trail / Federal Grants / TRFMA		
M3	Create additional trail connections to achieve a continuous TPT along the Truckee River, minimizing roadway use.	Reno East Near Term: North side of the River, Create a secondary pathway that will connect future development to the TPT from the 2nd Street Bridge to the pedestrian bridge at John Champion Park.	Medium	5-10 years	Some additional pathways should be a part of new redevelopment or development of river parcels.	1-1.2 million, offset by developer	City of Reno Transportation / RTC / Tahoe Pyramid Trail / Federal Grants / RSIC	RTC Funding + Trail Grants + Truckee River Special Parks District Operational Funds + Nevada Department of Conservation and Natural Resources (NDCNR) Grants	Catalytic Redevelopment Parcels - Overlay Zone (Land Use and Zoning)
		Reno East Near Term: South side of Truckee River, connecting John Champion Park to Grand Sierra Resort utilizing the existing Walmart Trail. Pedestrian only trail.	High	1-3 years	Coordinate with RSIC	700k - 900k			

M4	Implement interim on-street trail improvements along the following segments:	Reno West Two-way protected bike lane on the southside of Riverside Drive between Ralston Street/ Bicentennial Park and Booth Street Bridge.	High	1-3 years	Inconjunction with Riverside Drive Park and Floodwall improvements	\$400-500k	RTC / Tahoe Pyramid Trail / City of Reno Transportation	RTC Funding + NDOT Funding + City of Reno Engineering	
		Reno West Protected bike lanes on the Booth Street Bridge between Riverside Drive and Idlewild Drive.	Medium	1-3 years	None	\$30k			
		Reno West Dedicated Bike Lanes on Idlewild Drive (or additional Bike Boulevard safety treatments) between the Booth Street Bridge and Crissie Caughlin Park.	Medium	1-3 years	None	\$60k-70k			
		Reno West Additional Bike Boulevard safety treatments along Egdewater Parkway between Riverhaven Drive and Mayberry Drive.	Medium	1-3 years	None	\$30k			
		Reno West Two-way Protected along Mayberry Drive between Riverhaven Drive and Dorostkar Park.	High	1-3 years	None	\$400k-500k			
M4	Implement interim on-street trail improvements along the following segments:	Downtown Implement planned protected bike lanes along Lake Street (See Downtown Reno Conceptual Bicycle Network Report August 2023)	High	1-3 years	None		RTC / Tahoe Pyramid Trail / City of Reno Transportation	RTC Funding + NDOT Funding + City of Reno Engineering	

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These require further investigation by design and/or construction team at time of project.

M5	Enhance multimodal access, connections, and safe crossings with planned bridge replacement projects.	Reno West Riverside Drive and Ralston/ Bicentennial Park RRFB @ existing crossing location and paint/post curb extensions Booth Street Bridge North: All-way stop sign and enhanced bike pavement markings through intersection South: All-way stop sign or RRFB and enhanced bike pavement markings through intersection	Varies, see chapter write up	3-10 years	None	\$60k-\$80k Total	RTC / Tahoe Pyramid Trail / City of Reno Transportation	RTC Funding + NDOT Funding + City of Reno Engineering	Planned Bridge Replacements
M5	Enhance multimodal access, connections, and safe crossings with planned bridge replacement projects.	Downtown Lake Street Bridge North: Rectangular Rapid Flash Beacon (RRFB) @ existing crossing location South: (RRFB) @ existing crossing location Center Street Bridge (North/South) RRFB @ existing crossing locations and replace stamped concrete with high-visibility crosswalk marking S. Virginia Street Bridge (North/South) RRFB @ existing crossing locations and replace stamped concrete with high-visibility crosswalk marking N. Sierra Street Bridge @ Truckee River Walk North: RRFB @ existing crossing location South: RRFB @ existing crossing location and paint/post curb extensions	Varies, see chapter write up	3-10 years	None		RTC / Tahoe Pyramid Trail / City of Reno Transportation	RTC Funding + NDOT Funding + City of Reno Engineering	Planned Bridge Replacements

M6	Connect nearby trails, existing and planned bikeways, and bus stops via Micromobility hubs at existing RTC bus stops adjacent to the TPT:	Reno West Idlewild Drive at The Crooked Mile, Cowan Drive, and Hunter Lake Drive.	Varies, see chapter write up	3-10 years	None	\$100k each (10 Recs)	RTC / Tahoe Pyramid Trail / City of Reno Transportation	RTC Funding + NDOT Funding + City of Reno Engineering	
		Downtown Lake Street, Center Street, Arlington Avenue, 2nd Street, and Kuenzli Street.							
M6	Connect nearby trails, existing and planned bikeways, and bus stops via Micromobility hubs at existing RTC bus stops adjacent to the TPT:	Reno East Glendale Avenue, Rock Park and Greg Street. Provide additional bike parking and long-term bike storage and key trail access points.	Varies, see chapter write up	3-10 years	None	\$100k each (2 Recs)	RTC / Tahoe Pyramid Trail / City of Reno Transportation	RTC Funding + NDOT Funding + City of Reno Engineering	
M7	Design and Construct new pedestrian bridges at key locations:	Rural Adjacent to River Bend Park At the Pacific Railroad Crossing	Varies, see chapter write up	2-20 years	None	\$3 million each for design and	RTC / Tahoe Pyramid Trail / City of Reno Transportation	RTC Funding / Trail Grants / Truckee River Special Parks District Capital Improvements Funds	Washoe County and Reno Parks Recs (Parks + Open Space)
		Reno West At Ambrose Park (2) At Crissie Caughlin Park At Idlewild connecting to Dickerson Rd (High Priority)							
		Downtown Add pedestrian bridge at Museum Drive to Evans Avenue to connect future Evans Avenue bike improvements							

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PARKS + OPEN SPACE

Code	Park / Area	Description	Priority	Timing	Project Trigger	Budget*	Agencies	Funding Sources	Related Plan Efforts
P1	Truckee River Special Parks District / Corridor Wide	Establish the Truckee River Special Parks District, a County-wide tax assessment district designed to support long term operating, maintenance and CIP expenditures for all publicly accessible open space along the Truckee River within Washoe County. Cost includes marketing campaign to pass ballot measure.	Highest	1-2 years	None	\$300k	Washoe County / City of Reno / City of Sparks	General Funds, a Partnership with Washoe County, City of Reno and the City of Sparks.	
P2	Site Furniture Package / Corridor Wide	Procure and Install a standard Truckee River Site Furniture Package in publicly owned lands along the TPT. Furniture Package should include Animal Resistant Trash, Dog Bag Dispensers, Picnic Tables (at Parks), Benches, Bike Racks.	High	2-3 years	Passing of Truckee River Park Districts	\$1 Million	City of Reno Parks / Washoe County Parks	ARPA Funds + Truckee River Parks District Annual Operation Funds + Grants + Donations	
P3	Truckee River 'Riverwalk' Branding and Wayfinding Package / Urban Corridor	Design and install a new Truckee River 'Riverwalk' branding, wayfinding and signage package that complements the existing OTR / Nevada Land Trust package, but creates a new brand for the urban core. This would stretch from Booth Street to Brodhead Park.	High	1-2 years	None	\$500k-750k	City of Reno	ARPA Funds + General Funds + Riverwalk Association	

P4	Mayberry Park	While preserving the character of the Mayberry Park, design and construct park amenities to support the anticipated residential growth in the area. Amenities would include new permanent restrooms, educational play area, river access points, and signage and wayfinding	Low	10-20 years	Redevelopment of the current industrial uses adjacent to the park into a mixed-use / residential community.	\$1-1.5 Million	Washoe County Parks	Truckee River Parks District Capital Improvement Budget + Grants + Adjacent Development Impact Fees	River Access Points (Safety) Trash + Site Furniture (Safety) Lighting Improvements (Safety)
P5	Carcione and Canepa Recreation Area	Design and Construct a single track mountain bike trail with jumps and features where possible along the Tahoe Pyramid Trail.	Low	2-5 years	None	\$100-200k	Washoe County Parks	Truckee River Parks District Capital Improvement Budget + Grants + Private Sponsorships	
P6	Crissie Caughlin Park	Install a formal fenced dog park and refresh the existing playground	Low	2-5 years	None	\$200k	City of Reno Parks	Truckee River Parks District Capital Improvement Budget + Grants	Trash + Site Furniture (Safety) Lighting Improvements (Safety)
P7	Oxbow Nature Preserve	Improve the entry experience from Dickerson Road with new signage.	Medium	2-5 years	None	\$100k	Truckee Meadow Parks Foundation / City of Reno	Truckee Meadow Parks Foundation Fundraising + Donations	
P8	West Street Plaza	Design and Construct full West Street Plaza improvement that will include activation kiosks, reduction in plaza hardscape, stormwater treatment plantings, site furniture, public art and lighting upgrades.	Highest	2-5 years	None	\$1.5 -2 Million	City of Reno Parks	ARPA Funds + Truckee River Parks District Capital Improvement Funds + Grants + Donations	Trash + Site Furniture (Safety) Lighting Improvements (Safety)

*Budget estimates are based on 2024 costs and do not take market rate increase into account. These require further investigation by design and/or construction team at time of project.

P9	City Plaza	Design and Construct a City Plaza improvements that include a new community pavilion, increased access to the river, shaded riverwalk, activation kiosks or permanent retail space, sculptural play, splash features, water quality plantings and other civic park program as determined by the City. Include the transition of 1st Street into a 'Flex' street to host markets and festivals.	Highest	2-5 years	Design and Construction of Reno-Sparks Indian Colony Site adjacent to park site.	\$12-15 Million	City of Reno Parks	Truckee River Parks District Capital Improvement Funds + Grants + Private Donations + General Bond Project	Trash + Site Furniture (Safety) Lighting Improvements (Safety)
P10	Riverwalk Overlooks	Remove Aging public infrastructure from Virginia Street to Sierra Street on the south side of the river. Install a bioengineered river bank with	Medium	5-10 years	None	\$3-4 Million	City of Reno Parks / TRFMA	Truckee River Parks District Capital Improvement Funds + Grants +	Trash + Site Furniture (Safety) Lighting Improvements (Safety)
P11	Create a Public Plaza at the Historic Post Office	Work with Washoe County (Courthouse Parking Lot Property) and/or the City or Reno (Parking Garage), to relocate staff and visitor parking to a mutually agreed upon location, and turn the area between the post office and the Truckee River into a publicly accessible, activated retail plaza.	Medium	1-3 years	Parking Swap Agreement	\$1.5 - 2 Million	City of Reno / Washoe County / Private Developer	Parking Provided by City or County. Developer led improvements. City or RTC to contribute for TPT portion of plaza (200k)	Zoning Overlay District (LU) / Mobility
P12	Brodhead Park	Design and construct park improvements including a new community garden and rental and visitor kiosk. Expand Park boundary to include the adjacent parking lot.	High	2-5 years	None	\$1-1.5 Million	City of Reno Parks	Truckee River Parks District Capital Improvement Funds + Grants + Donations	Trash + Site Furniture (Safety) / Lighting Improvements (Safety)

P13	Kuenzli Greenbelt	Design and construct linear park improvements including fishing platforms, trail paving, lighting, signage, site furniture, and public art at the Kuenzli Bridge Underpass.	High	2-5 years	Redevelopment or Rehabilitation of adjacent property.	\$1-1.5 Million	City of Reno Parks	Truckee River Parks District Capital Improvement Funds + Grants + Donations	Trash + Site Furniture (Safety) / Lighting Improvements (Safety) / Kuenzli Bridge Public Art (Arts) / Zoning Overlay
P14	John Champion Park	Design and Construct a new nature playground with an educational component highlighting the Truckee River. Improve the event lawn area and refurbish the pavilion structure. Design in conjunction with RSIC property to ensure better park visibility from Kuenzli Street.	High	2-5 years	Design and Construction of Reno-Sparks Indian Colony Site adjacent to park site.	\$1-1.5 Million	City of Reno Parks / RSIC (stakeholder)	Truckee River Parks District Capital Improvement Funds + Grants + Donations	Trash + Site Furniture (Safety) Lighting Improvements (Safety) Remove Hazardous Materials (Safety)
P15	Fisherman's Park 1 & 2	Expand Park Land on City Owned Property. Add a new playground amenity, sidewalks, lighting, water quality treatment planting areas, fishing platforms and river access points. (per Safety Chapter)	High	5-10 years	Redevelopment of the City Maintenance Yard Site into Mixed-Use Residential Development	\$8 -10 million	City of Reno Parks	Truckee River Parks District Capital Improvement Funds + Grants + City Funds from Sale of Land or Development Agreement	River Access Points (Safety) Trash + Site Furniture (Safety) Lighting Improvements (Safety)

*Budget estimates are based on 2024 costs and do not take market rate increase into account. These require further investigation by design and/or construction team at time of project.

PUBLIC ART									
Code	Item	Description	Priority	Timing	Project Trigger	Budget*	Agencies	Funding Sources	Related Plan Efforts
A1	Believe Sculpture	Relocate the “Believe” sculpture in City Plaza to remain in City Plaza, but no longer act as a physical and visual barrier to the Truckee River.	Low	2-5 years	This should be done in conjunction with the City Plaza Redesign (see Parks + Open Space)	\$50k	City of Reno Arts	Truckee River Parks District Annual Operation Funds + Grants	City Plaza Redesign (Parks + Open Space)
A2	River Icon / Brand	Create an icon or symbol for the river to use as a wayfinding tool throughout the trail system. This symbol should be incorporated into murals, sculpture, signage, education materials, benches, bridges, bike racks. This will allow users of the trail system to know they are on the right path when connectivity is fractured as well as establish a brand for the corridor.	High	1-3 years	None	\$20k Design + \$50k	City of Reno Arts	ARPA Funds + River Overlay Zoning requirement for Public Arts + City of Reno Arts & Culture Commission Grants	Truckee River ‘Riverwalk’ Branding and Wayfinding Package / Urban Corridor
A3	Trail Wayfinding Murals	Utilize mural art pieces to identify trail direction when there are options on direction and/or when the trail turns.	Low	1-10 years	None	\$10k / Each, 50K Annual	City of Reno Arts / Tahoe Pyramid Trail / RTC	Reno 2% for the Arts Ordinance + River Overlay Zoning requirement for Public Arts + City of Reno Arts & Culture Commission Grants	Truckee River ‘Riverwalk’ Branding and Wayfinding Package / Urban Corridor

A4	Underpass Lighting / Art Installations	Utilize ecologically sensitive light art installations at bridge underpasses to provide a sense of discovery while on the path while also ensuring a welcoming, safe space while traveling under a bridge. Lighting will be particularly important in these areas for the evening hours and winter months.	Medium	1-10 years	Should be part of future bridge design planning.	\$50k / each 50K Annual	City of Reno Arts / Engineering / RTC	Reno 2% for the Arts Ordinance + River Overlay Zoning requirement for Public Arts + City of Reno Capital Improvement Funds + RTC	Mobility - Bridge Improvements
A5	Functional Art	Incorporate functional art at all public parks along the Truckee River Path. Functional art bike racks should be installed at all public parks along the corridor. Additional functional art options may include gateways, fence lines, benches, picnic tables, and/or shade structures. These art pieces will help create a sense of place and pride for the community while also serving a practical purpose for the public. These art pieces should be commissioned by local artist, connect with the overall Truckee River corridor logo, and have a connection to the specific neighborhood and community in which they will be installed.	Medium	1-10 years	Will follow the adoption of the Truckee River Overlay Zone District	\$10k / Each, 50K Annual	City of Reno Arts / City of Reno Parks	River Overlay Zoning requirement for Public Arts + City of Reno Arts & Culture Commission Grants	Park Improvements (Parks + Open Space)

*Budget estimates are based on 2024 costs and do not take market rate increase into account. These require further investigation by design and/or construction team at time of project.



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Previous Plan Research - Initial Mapping

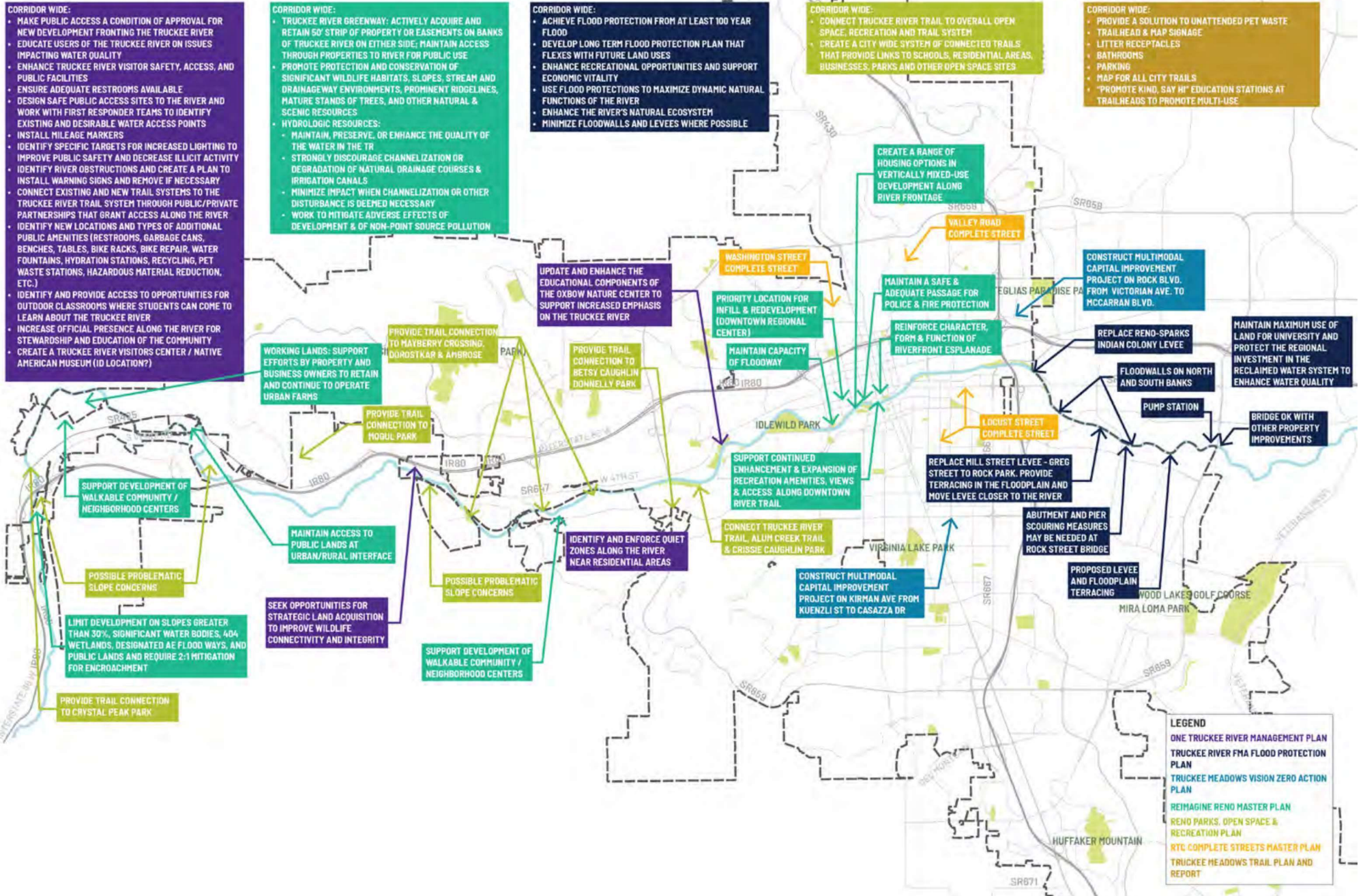
A comprehensive review of previous planning efforts and policy documents in both the City of Reno and Washoe County, was integral to the development of this plan. Recognizing the wealth of existing plans, the planning team's primary goal was to meticulously examine and extract valuable insights from these foundational documents. The goal was to ensure that the wealth of past research and recommendations was not only preserved but also seamlessly integrated into this plan. By delving into a spectrum of plans this research and analysis ensured a nuanced understanding of the City and County's historical planning context. This approach encouraged continuity and a leveraging of the collective wisdom of past efforts in shaping the future of the Truckee River as a community asset.

A full visual summary of the information collected from previous planning and policy documents can be found on the following pages:

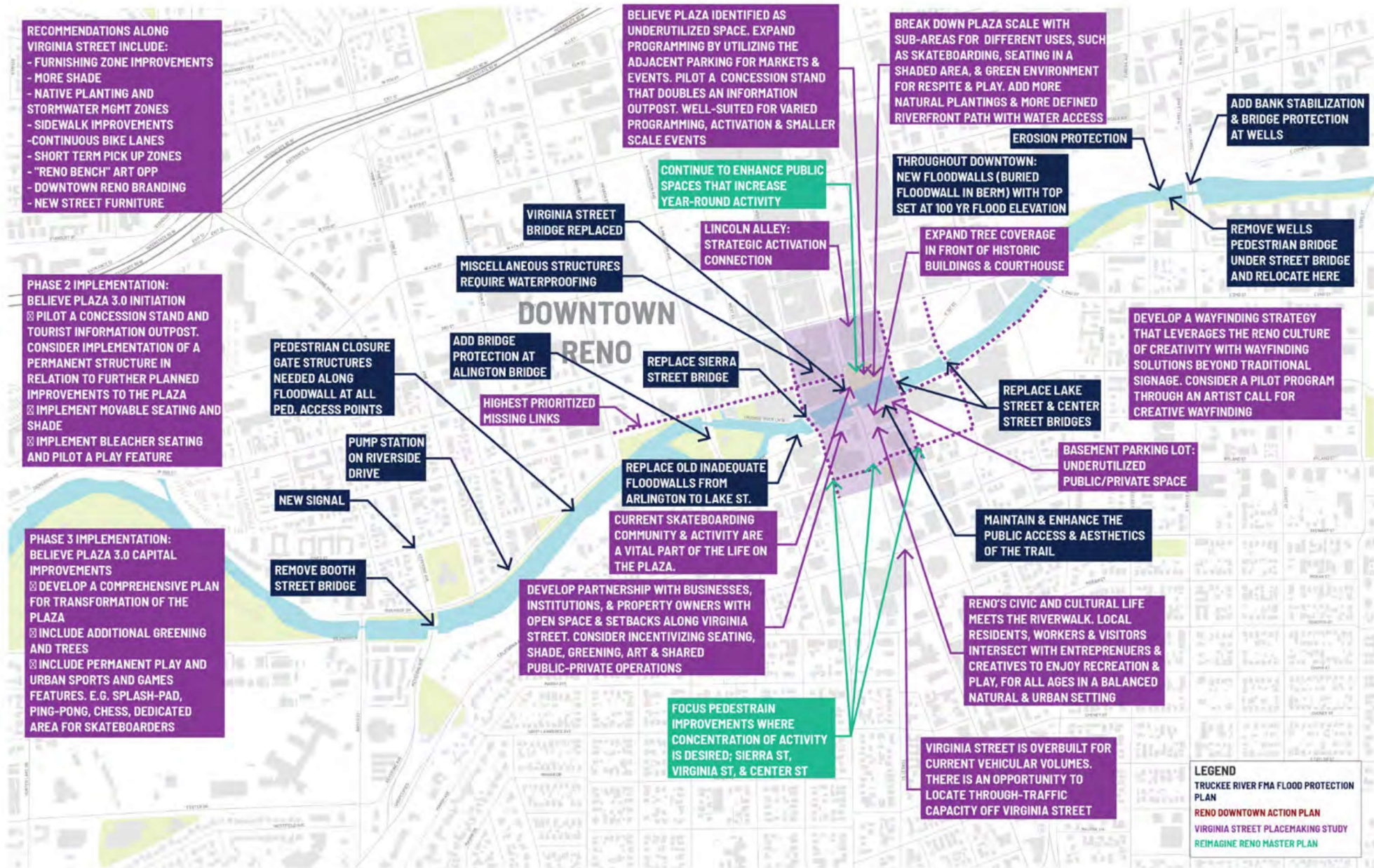
Documents reviewed by the planning team included:

- One Truckee River Management Plan
- ReImagine Reno
- Truckee River Flood Management Agency Flood Protection Plan
- City of Reno Parks, Recreation and Open Space Master Plan (PROs)
- Washoe County Regional Parks and Open Space Plan
- City of Reno Downtown Action Plan
- Downtown Reno Conceptual Bicycle Network Report
- City of Reno Downtown Micromobility Pilot Project
- 2050 Regional Transportation Plan
- Reno-Sparks Bicycle & Pedestrian Plan (2011)
- The Future of Virginia Street Placemaking Study
- Truckee Meadows Trail Plan and Report (2021)
- Truckee Meadows Regional Plan (2019)
- Carcione and Canepa Ranch Recreation Access Plan
- Nevada Statewide Comprehensive Outdoor Recreation Plan
- Truckee Meadows Vision Zero Action Plan (2022 Update)
- City of Reno Annexation and Land Development Code (2022 Update)

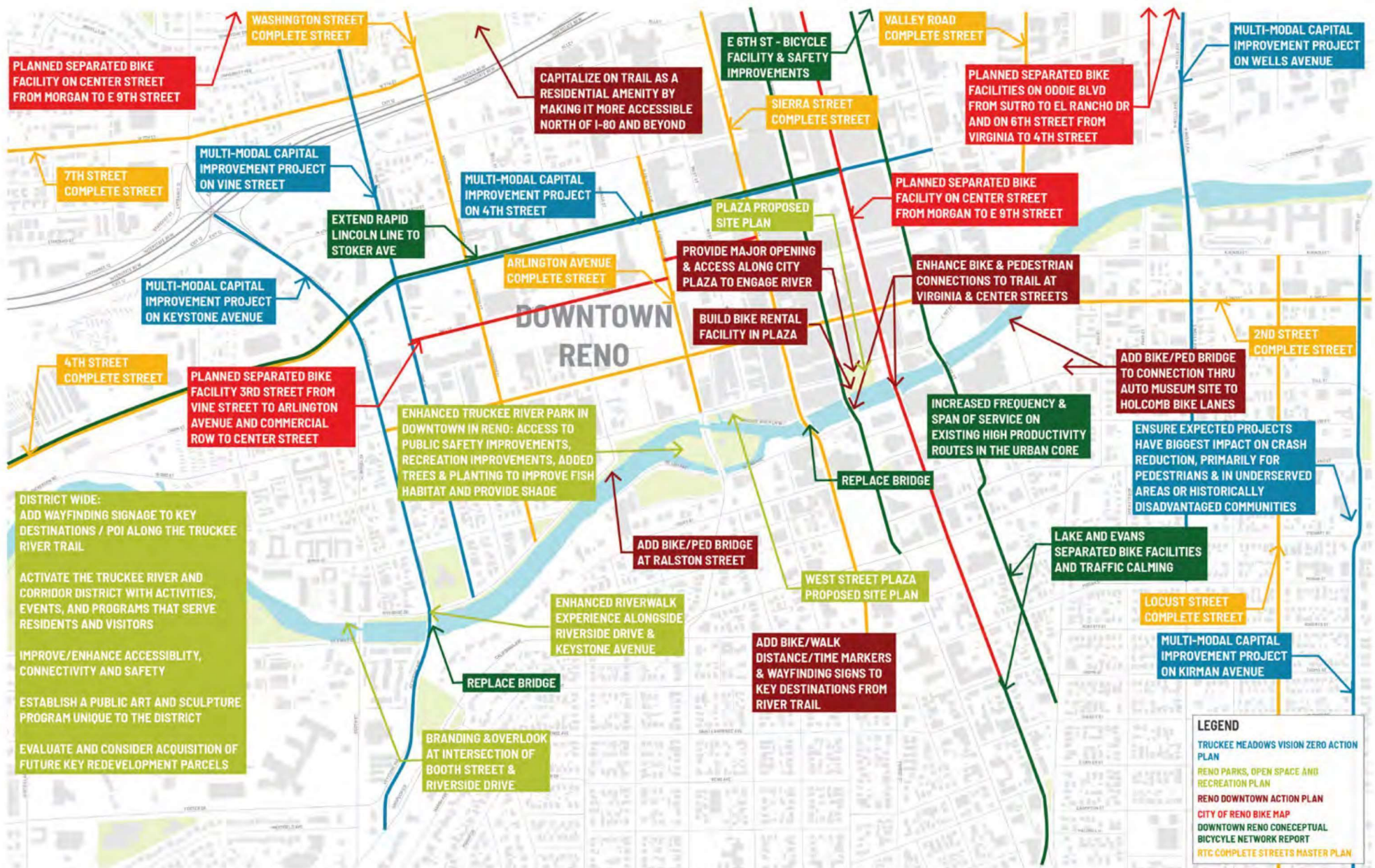
Previous Plan Research



Previous Plan Research



Previous Plan Research



Community Outreach Report

Session 1



Truckee River Valley Plan

Engagement Findings

Submitted By:

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12 Feb 2024



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1.0 Background: Development of a Comprehensive Engagement Plan and Strategy

From December 2023 through mid-January 2024, BerryDunn (along with partner Dig Studios) engaged with the City of Reno and Washoe County communities to begin shaping a vision for the future of the Truckee River Valley—specifically, the 16-mile segment of the Truckee River extending from the Nevada state line to Reno and Sparks. While this portion of the river has been studied by multiple stakeholders over the past decade, this effort was designed to synthesize all previous studies into a united vision that not only accounts for environmental priorities, but includes economic development strategies, quality of life improvements, and recreational use of the river. This cohesive plan for the Truckee River and its adjacent land is intended to serve as an implementation and financing plan to guide current and future investments.

Because the Truckee River has a direct impact on the quality of life of all residents, BerryDunn carefully planned an engagement strategy through the lens of equity and inclusiveness to reach as many diverse audiences as possible (e.g., residents, local businesses, nonprofit agencies, river advocacy groups, and users and non-users of the river). BerryDunn placed a strong emphasis on engaging hard-to-reach stakeholders.

1.1 Project Brand and Portfolio of Materials

Brand: Speak Up-ee for the Truckee!

Tagline: Let the ideas flow!



Working collaboratively with the City of Reno’s Communication Department and the project team, BerryDunn developed a whimsical and engaging brand compatible with a grassroots-style marketing campaign. Collateral design included a wide range of materials,

such as business cards, flyers, and poster boards—all of which featured a QR code directing viewers to an online engagement portal. Materials were translated, as needed, to reach all desired communities.



2.0 Engagement Summary

BerryDunn collected public feedback over a period of six weeks. Despite the campaign occurring over the holiday season, BerryDunn and the project team documented 31,811 community touchpoints. This is particularly noteworthy because this response rate is consistent with similar campaigns executed by BerryDunn during non-holiday periods.

2.1 Engagement Numbers at a Glance

Platform	Engagements
Social Pinpoint	7,973
Completed Surveys	769
Social Media Channels	9,175
Email Marketing	13,894
Total Points of Contact*	31,811

*For the purpose of this report, a “point of contact” refers to every instance in which an individual provided documentable evidence of receiving and/or responding to a specific engagement tool (i.e., an online comment, an opened email, a piece of direct mail delivered to a residence). In BerryDunn’s experience, points of contact are a more accurate representation of engagement efforts than comment tallies; while some residents may be unwilling to participate in a discussion, data can demonstrate an invitation to the conversation.

Points of contact are not synonymous with marketing impressions, which refer to overall campaign awareness. While BerryDunn does not have access to marketing impressions for this project, a tally of such impressions would be significantly higher than documented points of contact because it would include estimates of the number of people who read about the campaign through earned media (i.e., news articles and media circulation) as well as pedestrians and automobile traffic that happened to pass facility and/or park signage during the campaign period. Thanks to the outstanding outreach efforts of Reno’s communications team, the “Speak Up-ee for the Truckee” campaign generated nine instances of earned media placements; based on print and online circulation alone, this would increase the number of total marketing impressions by more than 1 million.

3.0 Social Pinpoint Analysis Report

Part of the engagement process for the City of Reno's Plan involved utilizing a Social Pinpoint site to gather input members. Social Pinpoint is an online platform that provides engage community stakeholders, including an "ideas wall," a survey tool. The site was open from December 2023 through time, 7,481 site visits generated 511 "ideas wall" comments. A summary of findings by follows.

Online Engagement by the Numbers

7,481 Site Visits

2,809 Unique Users

511 Ideas Wall Comments

247 Map Comments

Truckee River Valley from community a range of digital tools to mapping feature, and a January 2024; during this and 247 map comments. Social Pinpoint module

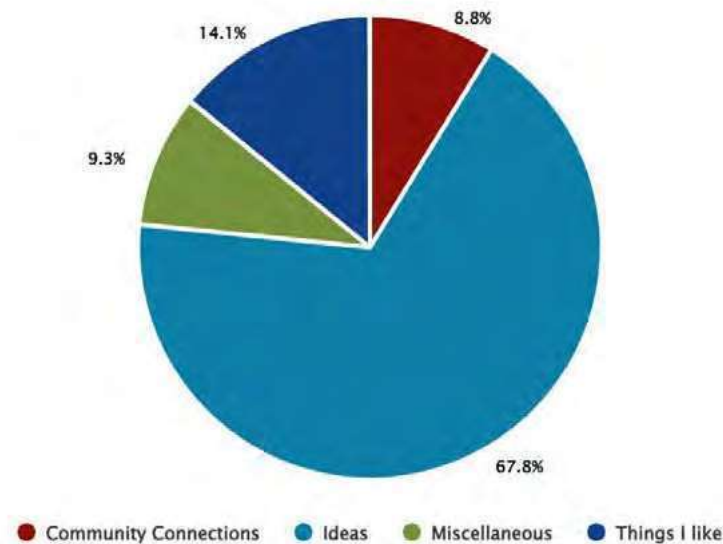
Figure 3.1: Social Pinpoint Landing Page



3.1 Ideas Wall

Social Pinpoint’s “ideas wall” module allowed community members to share their ideas and feedback on the Truckee River Vision Plan. The “ideas wall,” which received 511 comments, was used to gather feedback in four categories: ideas (67.8%), things stakeholders like (14.1%), community connections (8.8%), and miscellaneous topics (9.3%) as seen in Figure 3.2. Community members were able to submit their feedback anonymously and view, upvote, or downvote other submissions on the platform. The information below is a summary of the key themes identified for each category.

Figure 3.2: Ideas Wall Comment Topics



3.1.1 Ideas

Of the four categories, the ideas category received the most feedback with 323 community members providing ideas centered around several key themes, including environmental conservation, improved infrastructure, public safety, events, and activities. While some community members support limited development of cafes, shops, and recreational facilities, others emphasize the need to balance development with environmental conservation.

Key Themes:

- **Environmental Conservation:**

- Preserve the natural beauty of the Truckee River, including landscaping, trails, and benches.
- Implement effective cleanup strategies.
- Capture and remove trash from the Truckee River.
- Remove or rebuild dams, some of which are in poor condition.
- Improve trail maintenance with an emphasis on waste management.
- Preserve the natural ecosystem of the river in support of wildlife and clean water.

- **Public Safety:**

- Address the homelessness issue with more frequent security patrols and cleanup efforts.
- Improve management of homeless encampments.
- Add additional access points along the river for emergency personnel.
- Remove safety hazards (i.e., debris) along trails and paths.

- **Events and Recreation:**

- Bring additional events and recreational activities to the riverfront.
- Develop welcoming, multiuse spaces that can accommodate recreational activities, public art, and public gatherings.
- Increase recreational opportunities, such as kayaking, canoeing, tubing, whitewater rafting, disc golf, and fishing tournaments.
- Install new amenities such as play structures and beach volleyball courts, and extend the length of existing bike paths.

- Support local businesses through creative partnerships.
- **Infrastructure and Development:**
 - Improve infrastructure along the river, such as pedestrian bridges, wider sidewalks, and improved signage along the river trails.
 - Install public gardens and pollinator habitats.
 - Enhance the riverfront through expanded commercial opportunities (such as restaurants and food trucks).

- **Additional Ideas:**
 - Build on existing plans like the One Truckee River Plan and the NDOW Truckee River Management Plan.
 - Consider the need for housing solutions such as low-income housing, shelters, and support services.

3.1.2 Things I Like

The “things I like” category was the second most active category within the Ideas Wall module, with 83 suggestions from community members. Feedback centered around improving the Truckee River Corridor while preserving its natural beauty, promoting sustainable development, and addressing safety and accessibility concerns.

Key Themes:

- **River Access:**
 - Create additional pedestrian and bike cross-river connections.
 - Develop unique/artful bridges and park-like settings.
 - Improve river access to connect walkers, bikers, and public transit.
- **Public Health and Safety:**
 - Provide safer navigation on the river by addressing potential hazards associated with dams.
 - Address perceived safety issues along the riverbank.
 - Consider dedicated spaces and services to address homelessness.
 - Decrease public health hazards along the river by increasing restroom facilities.
- **Public Amenities:**
 - Identify strategic uses for underperforming historical sites.
 - Increase public art installations.
 - Improve maintenance of existing recreational amenities.
 - Revitalize existing parks through community events and activities, including commemoration of historic events.

Social Pinpoint features the ability for viewers to upvote or downvote comments left by others. Figure 3.3 provides the three comments that received the highest degree of community support, while Figure 3.4 lists the three least-supported comments by community members.

Figure 3.3: Highly Supported Comments (Upvotes)

Comment	Upvotes
"I believe this page is intended for ideas for taxpayer money to improve the Truckee river. Unfortunately, the river inn owners have bullied the neighbors, the city, Keep Truckee Meadows Beautiful, and probably others. They have burned too many bridges and their polarizing attitudes will never get the full support of the community."	381
"The owners of the River Inn have no respect for the Truckee River and have continually burned bridges with members of the community. Private owners should NOT be considered for ANY of this money. Especially when the owners are unable to follow the laws and permit processes there to protect our water."	342
"This isn't the place for this discussion, however if a private owner is asking for taxpayer assistance making their property "open to the public" they can't discriminate who they think the public is. The public is everyone regardless of if they have false biased claims against the neighbors."	208

Figure 3.4: Highly Unsupported Comments (Downvotes)

Comment	Downvotes
“The River inn has more than 150 camp sites on the property bathrooms and a pool for the camp area. the campground was opened in 1973. as far as burning bridges, KTMB should be looked at much closer, along with other privet nonprofits in Reno who have board members from the same family's running them. The River Inn was banned unfairly because of the rumors that the neighborhood lied about, public record will show all violations were dropped because they were lies created by these people.”	413
“I would like to see the River Inn be used as part of this. A bike trail along the river a bridge accessing the hiking trails across the river it would open up horseback riding hiking fishing rafting picnicking and more! They have a guarded crossing and many other things that could be used to make this a great start to coming to Reno and enjoying Washoe county beauty.”	334
“I would love to see more trails and park-like settings along the river. Places to sit and places to explore and places to walk. I would not like to see it commercialized and decorated with anything other than nature. Parks are important to the quality of life here in Reno and will be a bonus to the community. Thank you for asking for our comments.”	313

3.1.3 Miscellaneous

Participants offered 49 miscellaneous comments, with the following themes most prevalent:

- Expand watercraft access points along the river.
- Create comfortable gathering spaces to enjoy sunset views and riverside dining.
- Reintroduce and protect riffles for fish and recreational activities.
- Restrict new developments from obstructing river access.

- Model riverfront improvements after popular spots like Mayberry, Idyllwild, Wingfield, and Rock Park.
- Promote community engagement and urban development that prioritize water quality, public safety, and preservation of natural resources.

3.1.4 Community Connections

There were 56 comments in the community connections category, with more than half of the comments expressing concern over homelessness and its impact on the environment and the community's ability to use the river corridor. Community members are calling on the City to provide support services, waste management, and regular maintenance of the Truckee River Corridor.

Key Themes:

- **Public Safety:**
 - Prioritize safety and maintenance along riverwalks through increased patrols, removal of encampments for those experiencing homelessness, and better upkeep of riverfront areas.
 - Maintain community engagement to address homelessness and safety concerns.
- **Community Engagement:**
 - Recognize that homelessness is a significant issue along the river. Implement and promote reporting mechanisms and encourage collaboration with partner agencies as well as the public.
 - Include upstream areas in project planning.
 - Support creation of a designated "Truckee River National Recreational Trail" from Lake Tahoe to Pyramid Lake.

Letter From Lahontan Audubon Society

The Lahontan Audubon Society submitted a letter emphasizing the importance of preserving the natural environment along the Truckee River as a habitat for birds and wildlife amidst increasing development. The Lahontan Audubon Society advocates for the retention of native riparian plants, citing a 1998 study highlighting the significance of these plants for bird populations. The society stresses the ecosystem benefits provided by birds, including seed dispersal, pollination, and insect control. They urge stakeholders to prioritize bird habitat conservation in any plans for changes to the Truckee River and surrounding areas, suggesting specific measures like maintaining and replanting trees, shrubs, and native plants. Overall, the Lahontan Audubon Society's message aligns with broader concerns about environmental conservation and community engagement in preserving natural resources along the Truckee River.



3.2 Interactive Mapping Tool

Social Pinpoint's interactive mapping tool allowed community members to associate comments with specific locations along the Truckee River. The mapping tool received a total of 990 site visits and 247 pinned comments made across different map layers. The “ideas and suggestions” category received the most comments (34%), followed by the “things that I would like to change” category (30.1%), “make a comment” category (27.3%), and “something I like” category (8.6%). The information below is broken down by category.

Figure 3.5: Interactive Map All Categories

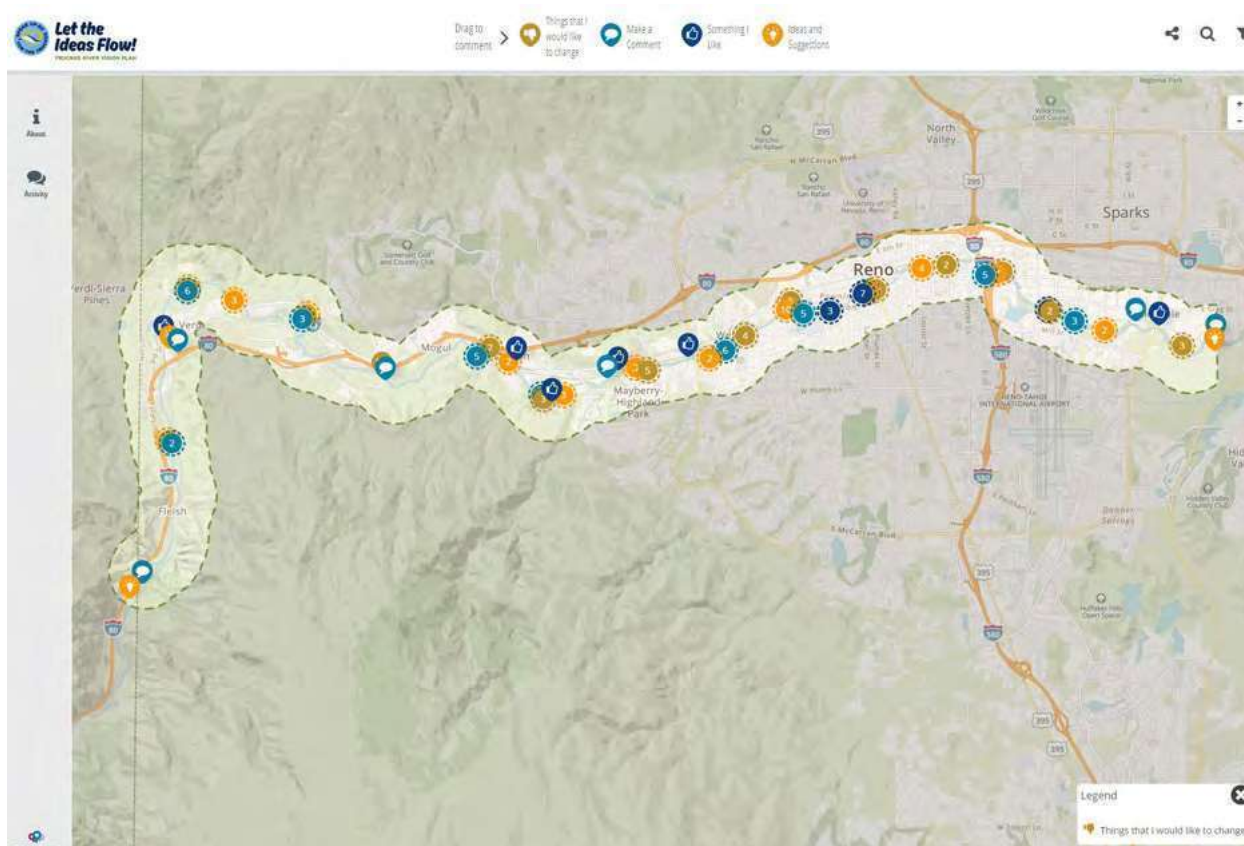
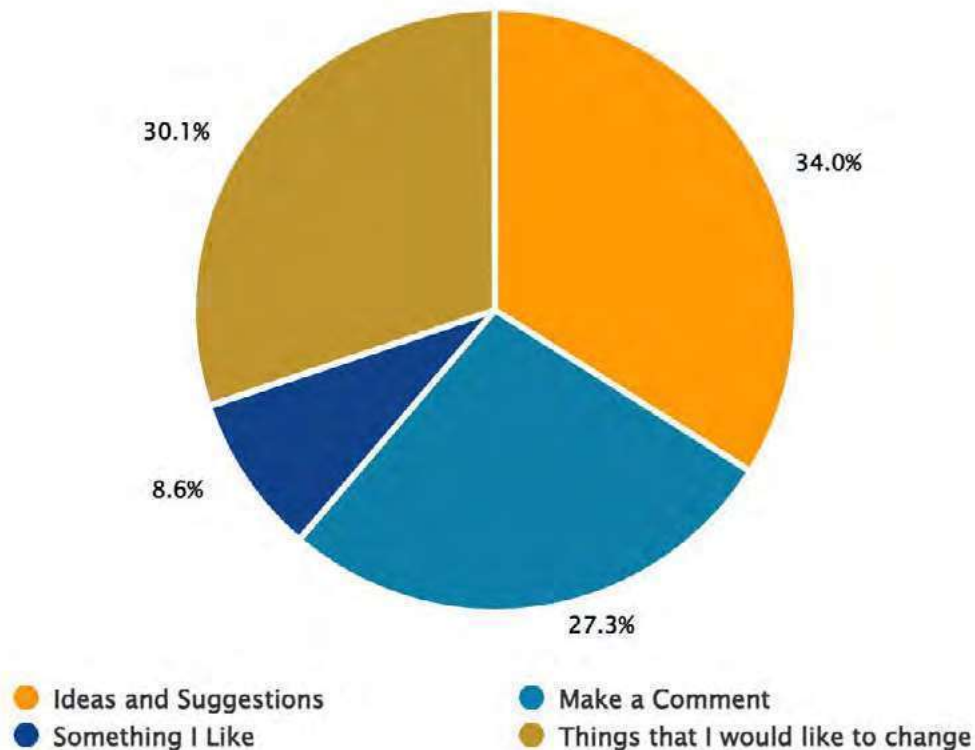


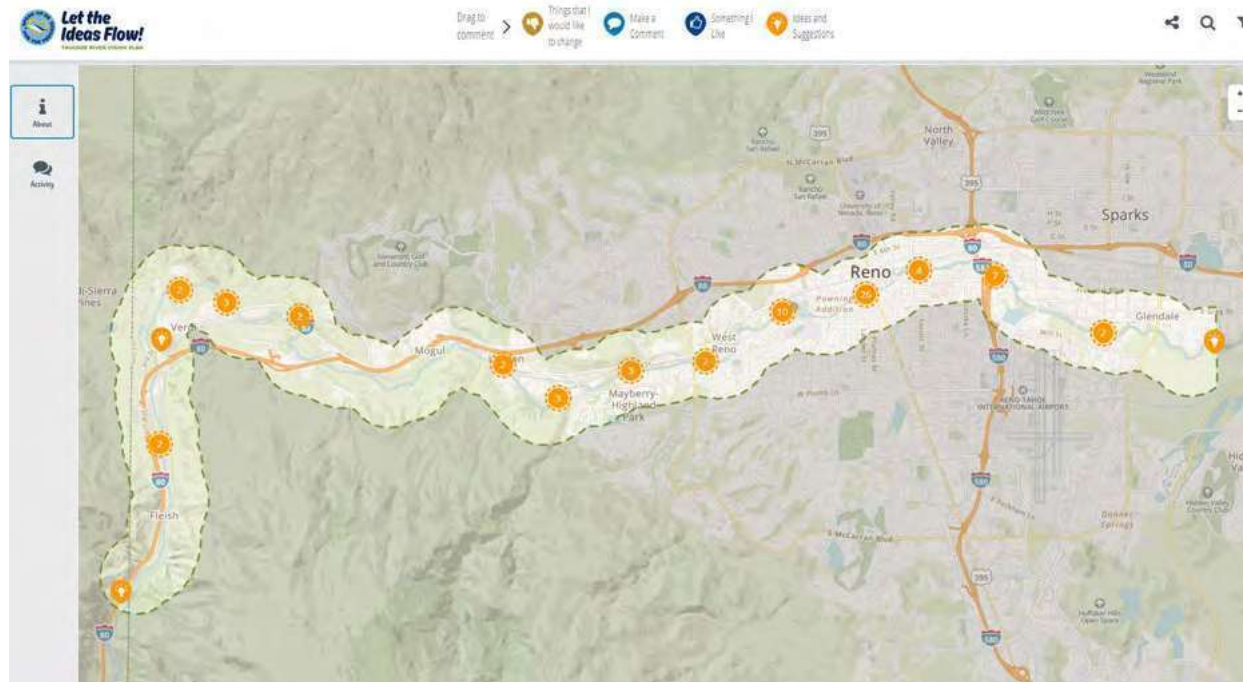
Figure 3.6: Interactive Map Category Types



3.2.1 Ideas and Suggestions

The ideas and suggestions category received the highest number of responses, with 71 pinned comments. A majority of the feedback focused on the areas of West and East Reno, particularly between West 1st Street and East 1st Street, as seen in Figure 3.7. The information below includes the key themes identified for this category.

Figure 3.7: Interactive Map Ideas and Suggestions Category



Key Themes:

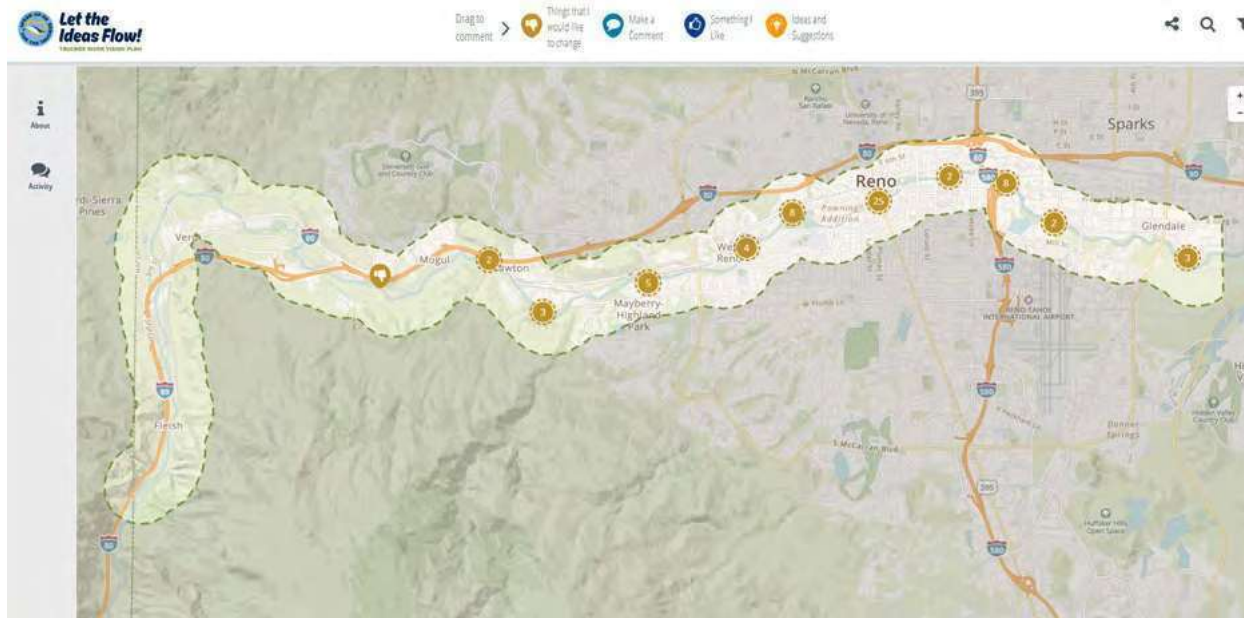
- **Infrastructure and Development:**
 - Develop pedestrian bridges and pathways to improve accessibility and connectivity, such as Dickerson Road, Park Street, and Mayberry-Wingfield path.
 - Improve traffic management and additional lighting and crosswalks near Booth Street and Eloise Ave.
- **Recreation and Amenities:**

- Add recreational features like kayak launches, rafting access points, and designated swimming areas, particularly near Sierra Street, Wingfield Park, and Oxbow Preserve.
- Introduce food and beverage options (e.g., coffee kiosks, restaurants, and markets) along the riverfront.
- Create interactive maps and wayfinding tools to enhance visitor experience and safety along the river, especially in the Riverwalk District.
- **Environmental Conservation:**
 - Minimize industrial presence near the river (with calls for relocation of industrial businesses).
 - Consider habitat restoration, tree planting, and removal of run-of-river dams to enhance fish habitats and environmental quality, specifically the Sierra Bridge area.
 - Establish regular cleaning teams and trash removal policies to maintain the ecological health of the river corridor, covering areas from Arlington to the S. Virginia Bridge and Lake Tahoe to Pyramid Lake.
- **Cultural and Historical Preservation:**
 - Commemorate historic landmarks and significant events related to the river's past, including Belle Isle and George Wingfield.
 - Preserve cultural and historical sites with interpretive signage and educational materials, to highlight the cultural and historical significance of sites along the river including Reno's Chinatown and the Lear Theater.

3.2.2 Things to Change

Community members provided feedback regarding things they would like change, with 89 pinned comments. The information below represents the key themes identified for this category.

Figure 3.8: Interactive Map Things to Change Category



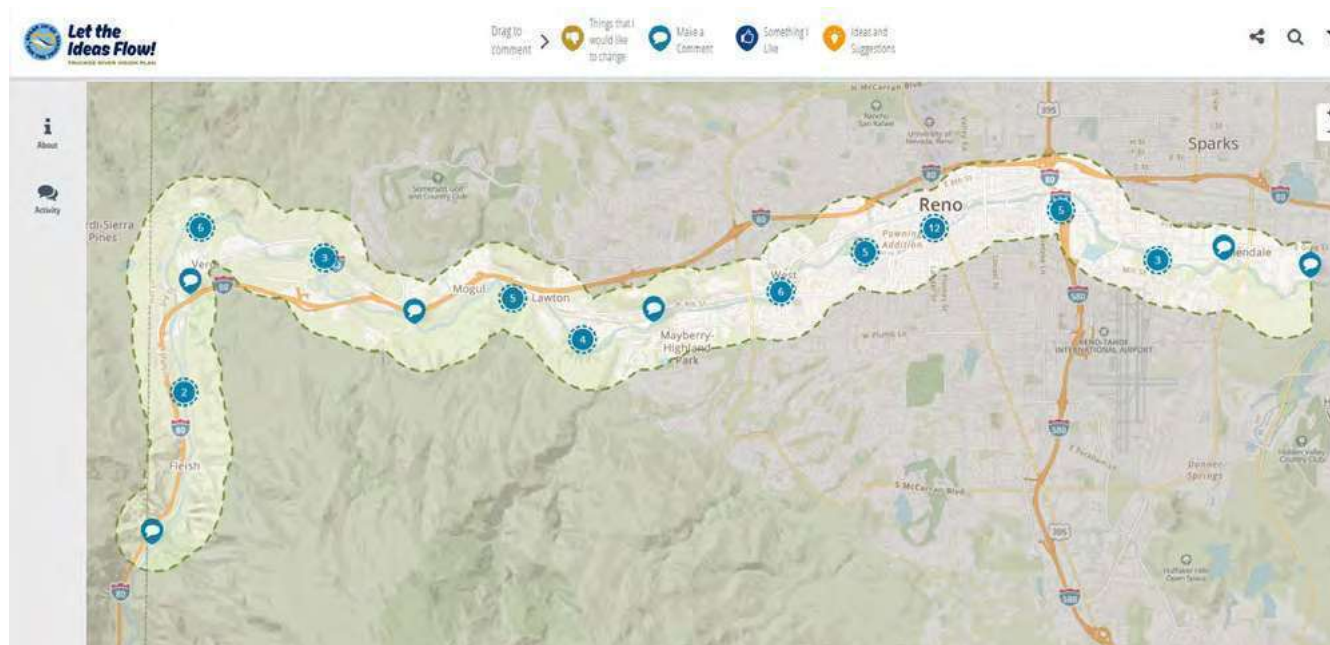
Key Themes:

- **Safety and Accessibility:**
 - Rebuild Glendale Dam to improve fish and watercraft passage.
 - Increase police patrol and enforcement of laws to address safety concerns related to drug use and individuals experiencing homelessness, particularly alongside the downtown river walk, the Masonic Building, and from Glendale to Cottonwood Park.
 - Increase police patrols and enforce camping bans.
 - Improve lighting and maintenance along the riverwalk, particularly in areas like Idlewild Park.
 - Install better signage, remove hazards, and improve access to parks and bike/pedestrian pathways, including Dorostkar Park and the area from Chrissie Caughlin to Mayberry.
 - Promote online platforms like Reno Direct to help identify and track issues of concern.
- **Environmental Conservation:**
 - Remove human-built rock dams and invasive species along the trail, particularly in the section from Arlington Bridge down to the Center Street Bridge.
 - Restore habitat and remove debris to improve the ecological health of the river corridor, focusing on areas like the Greater Nevada Field under the Wells Avenue Bridge.
- **Beautification:**
 - Renovate neglected areas and improve aesthetics along the riverfront, including the Arlington Bridge down past the Center Street Bridge.
 - Redevelop/relocate utility buildings and create more appealing public spaces that include art and culture, such as areas around the Glendale Bridge and the old pumping station.

3.3.3 Additional Comments

Fifty-seven community members provided additional feedback, suggestions, concerns, and ideas regarding the Truckee River Vision Plan. The information below lists the key themes identified from this section.

Figure 3.9: Interactive Map Comment Category



Key Themes:

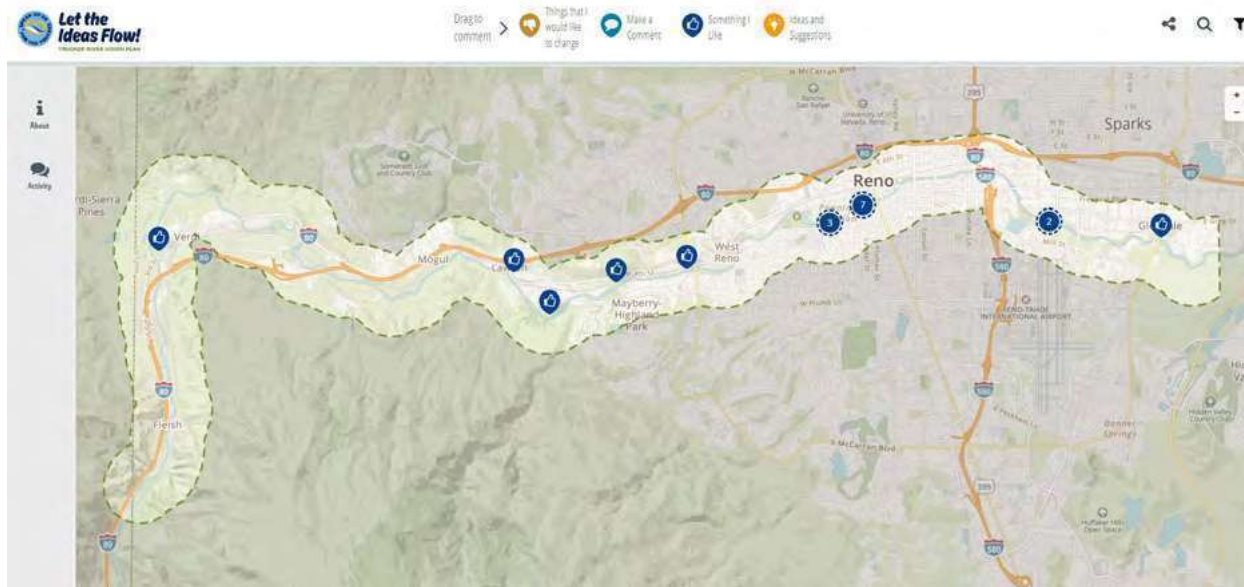
- **Access and Recreational Opportunities:**
 - Add rapids and improve river access at Chrystal Peak Park and Riverbend.

- Review the functionality and maintenance of whitewater parks, particularly the Glendale Dam area.
- Consider better pedestrian and bike trails, improved access points, and increased recreational activities along the river corridor.
- **Development and Engagement:**
 - Improve abandoned or underutilized areas like West Street Plaza and the riverbank along Dickerson and West 2nd Street.
 - Continue community involvement in future development plans, including the proposed City Plaza redesign and reconfiguration of public spaces.

3.3.4 Community Likes

Community members offered 27 comments detailing their favorite parks, including the Truckee River Greenbelt, Crystal Peak Park, Rock Park, and Mayberry Park.

Figure 3.10: Interactive Map Community Likes Category



Liked Locations:

- **Bicentennial Park:**
 - *"I appreciate the public art here."*
 - *"We love walking our dog around here and the pedestrian bridge/art pieced are amazing!"*
- **Wingfield Park:**
 - *"I walk this path every day and I like seeing the painting of fish along the wall!"*
 - *"Having the amphitheater in Wingfield Park is wonderful. It's a beautiful setting to see a performance and socialize with your friends. The venue itself might need some upgrades but definitely keep an amphitheater here."*
- **Fulton Corner Park:** *"I'm so grateful to have a whitewater park in town that my family and I can kayak in almost year-round. Super fun, bigger waves/holes in the spring, smaller but still workable waves/holes in the late summer/fall."*

- **Sierra Tap House:** *"Sierra Tap House is such a unique vibe because it's really embracing the river near this section. The apartments above it would be such a cool property if they were open."*
- **Wild River Grill:** *"I especially like this section of the riverfront, and I would like to see more "walking street" type development with more establishments like the Wild River Grill (but also everyday retail, not just restaurants and bars) that face the water."*
- **Winter Street and Riverside Drive:** *"Really enjoy Hub and other options right here. Good example of simple on-river food options that doesn't require parking in downtown proper. Too bad the river access here is typically rather gross and poorly maintained. I take out here sometimes to avoid Wingfield and it's not too pleasant. It'd be an ideal spot to take out otherwise."*
- **McKinley Park:** *"The events the City puts on here through the summer make the community happy and engaged."*
- **Idlewild Park:** *"As corny as it may sound, the LGBT pride markings on the trail in Idlewild make me feel all the more welcomed here. Thank you"*
- **Schiappacasse Park:** *"I love this tiny little grassy park on the river. A nice spot that not many people know about."*
- **Truckee River Greenbelt:** *"I love this park and it would be great to have more like this."*
- **Mayberry Highland Park:** *"Mayberry park's river access, parking, and park amenities are great!"*
- **Crystal Peak Park:** *"This park and the surrounding area under the overpass is a real gem. Lived here 30 years and I had never experienced it until last year. Great park, nature area and trail, history of the old mill that used to be on that site and a stocked fishing pond."*

4.0 Community Survey

The Truckee River is an invaluable asset to Reno and Washoe County due to the numerous benefits it provides to the community. To help gauge a broad range of interests and usage, BerryDunn used Social Pinpoint's survey module as a key tool for capturing public sentiment on a number of topics. In total, 769 individuals completed the survey. Key findings are presented below by question.

Figure 4.1: What recreational activities do you currently enjoy in/along the riverfront?

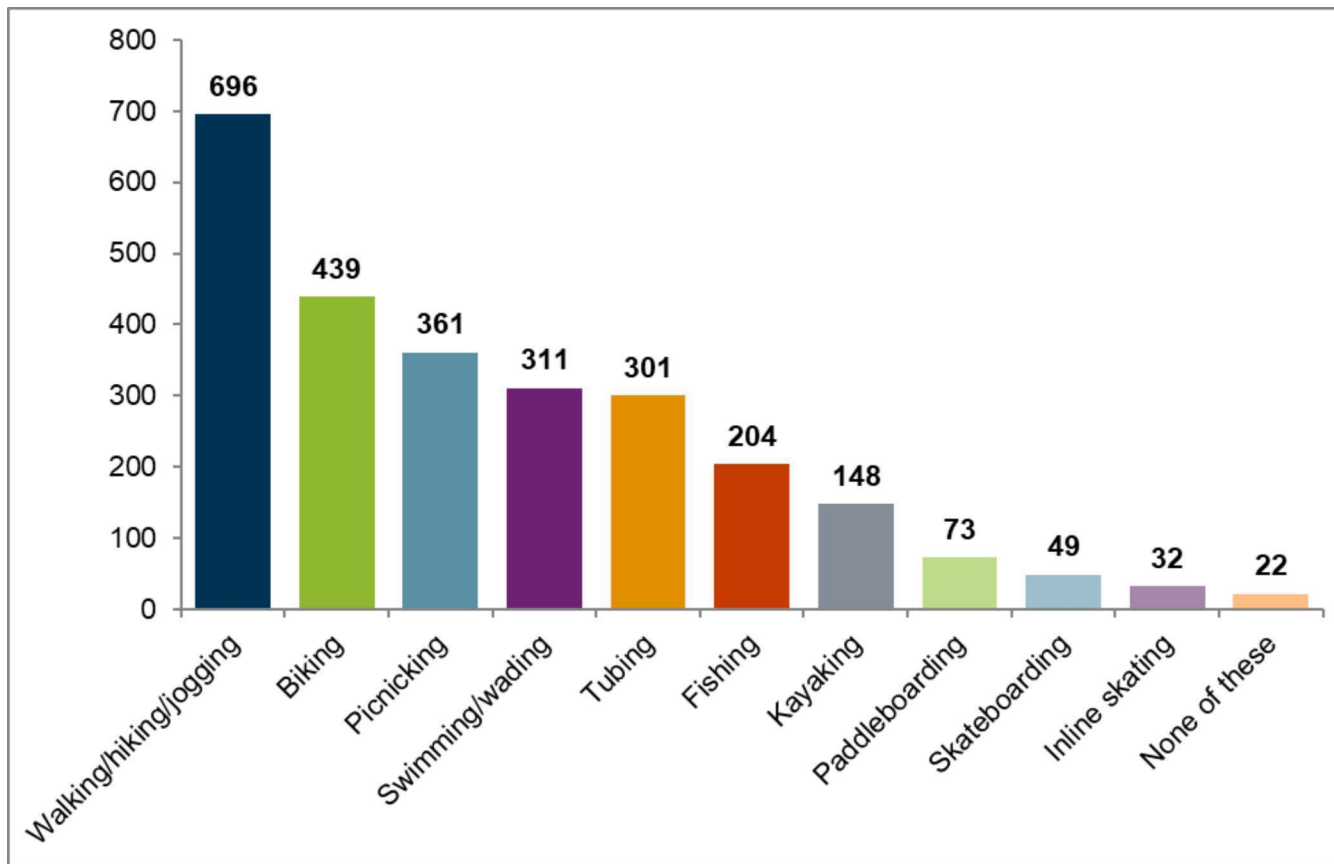


Figure 4.2: How often do you engage with the river?

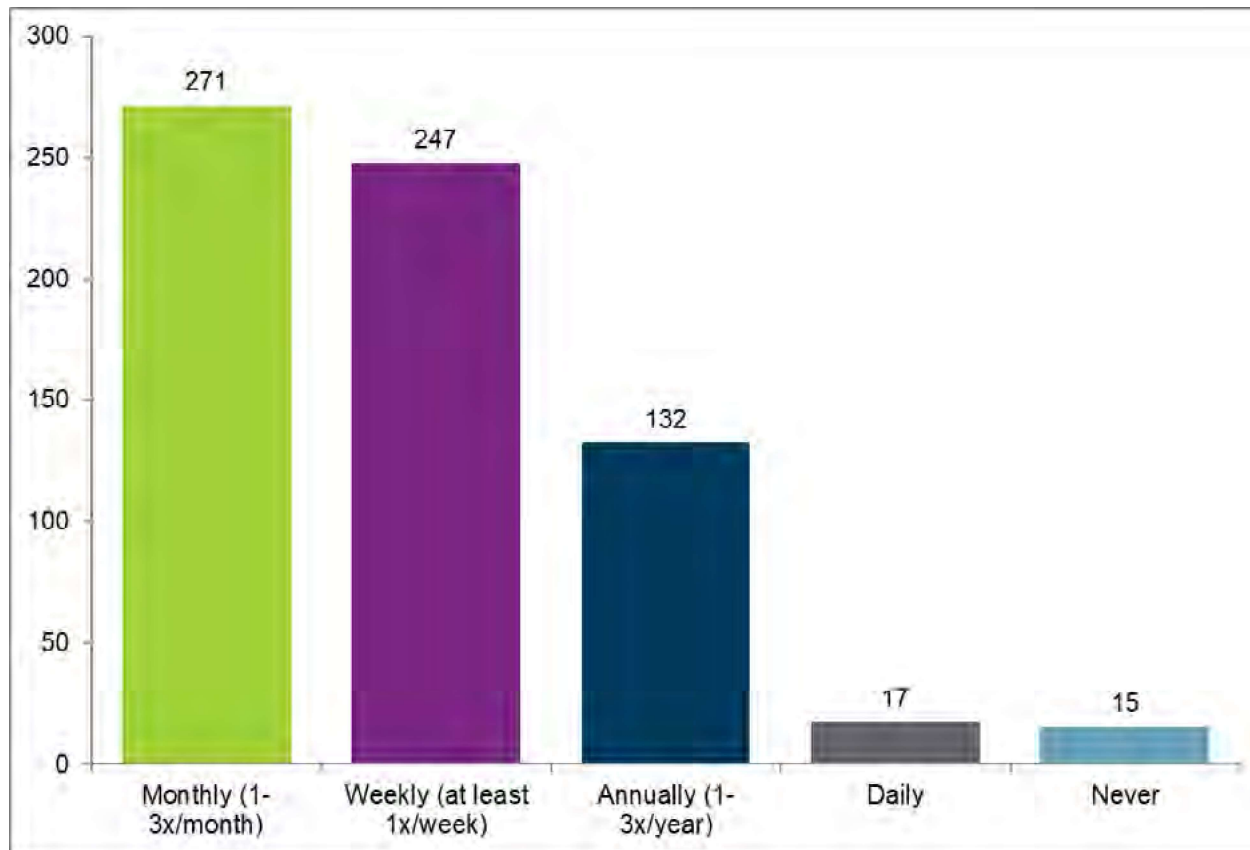


Figure 4.3: How important is access to green spaces?

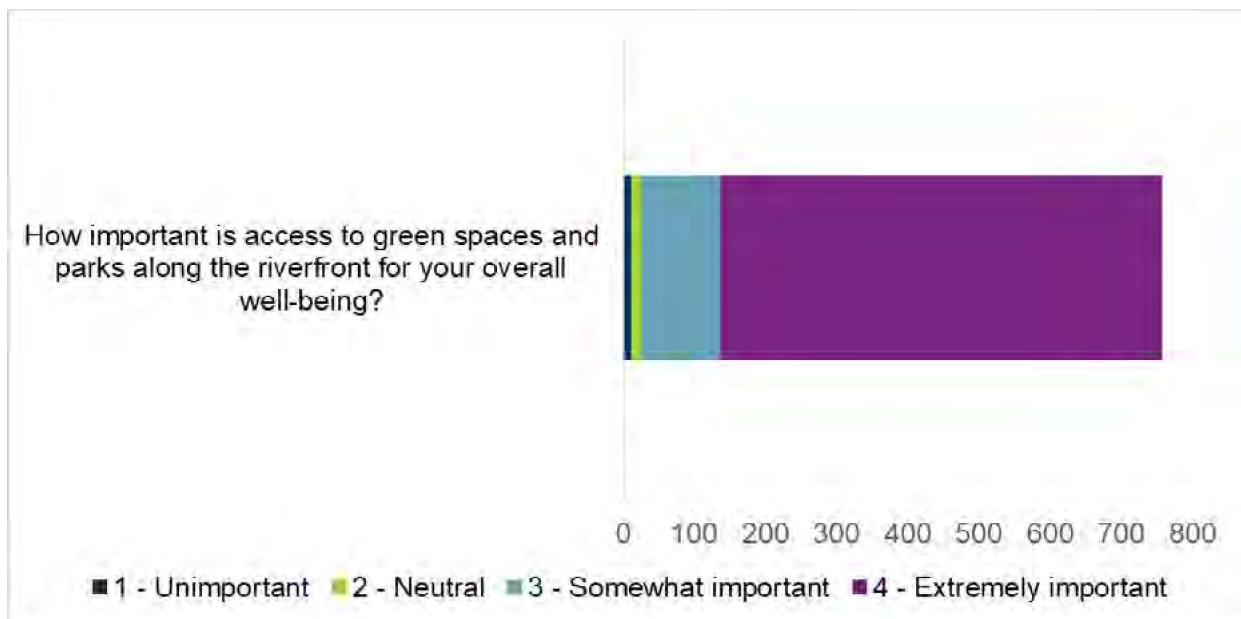


Figure 4.4: How important are the following elements?

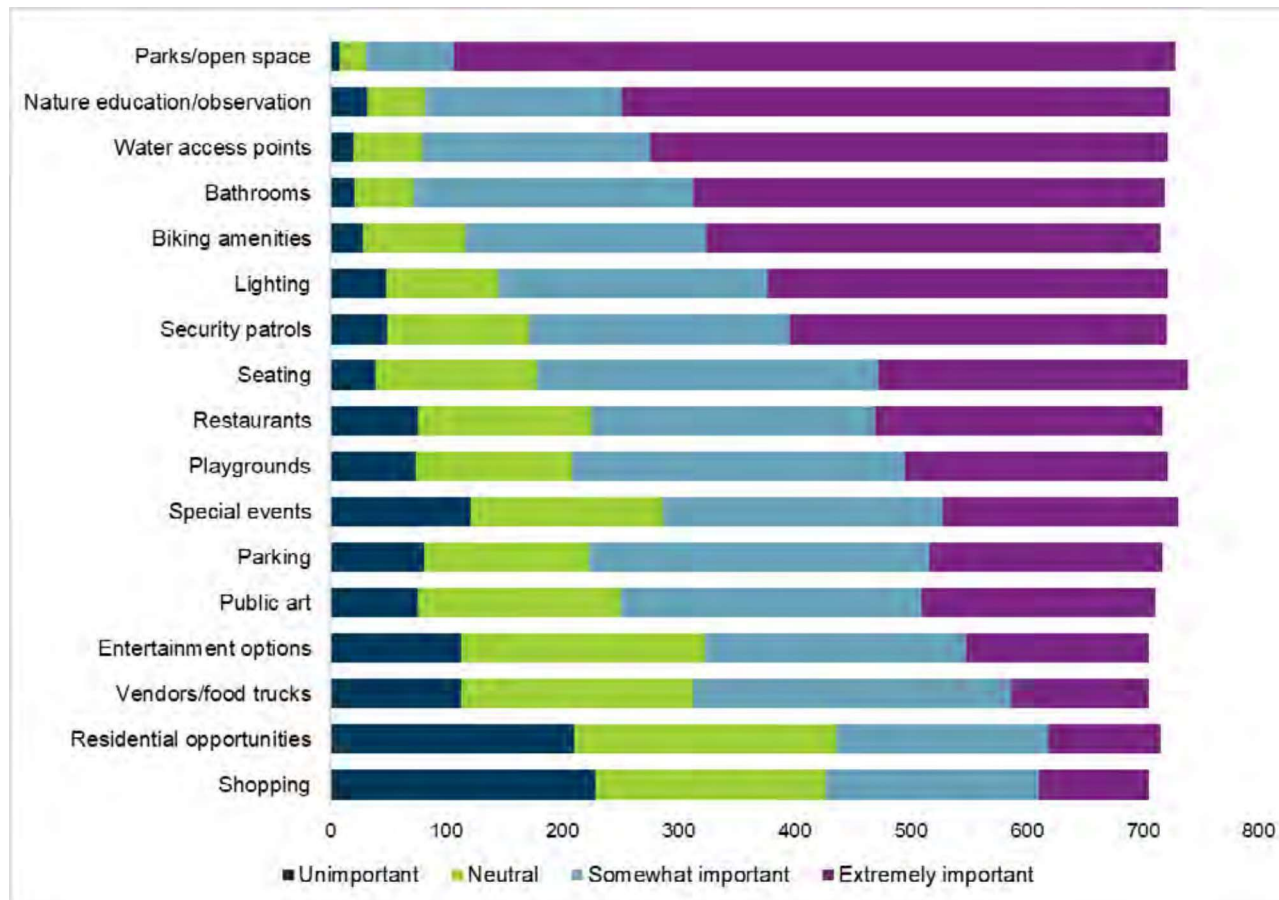


Figure 4.5: How significant of a concern is conservation?

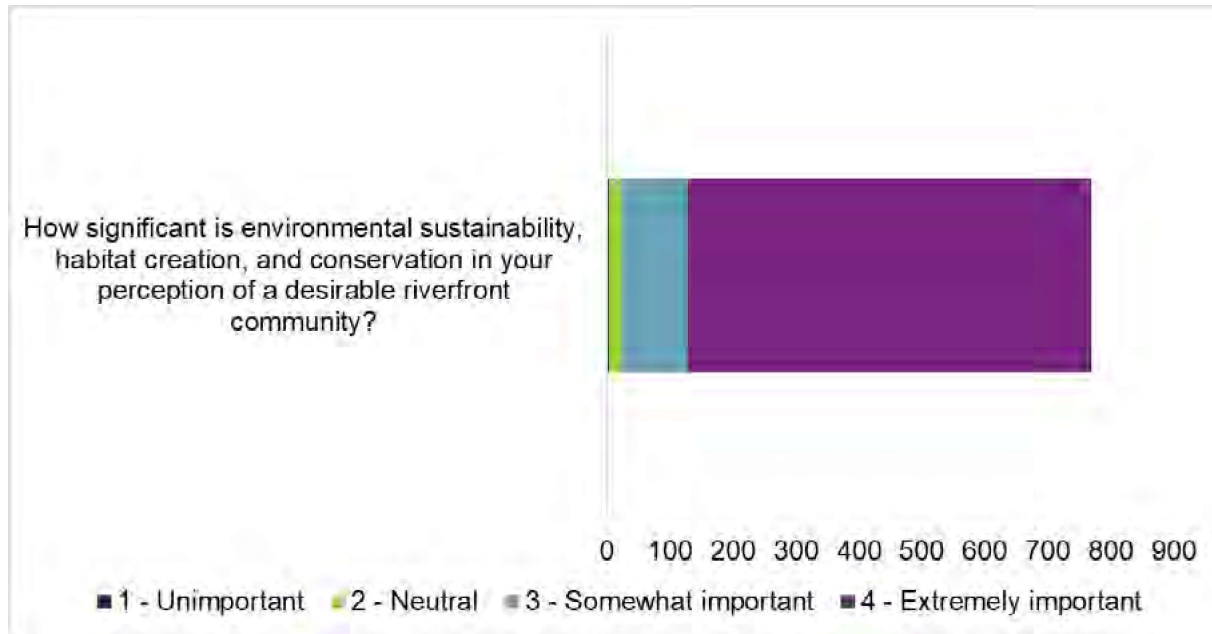


Figure 4.6: Which transportation-related elements are most important?

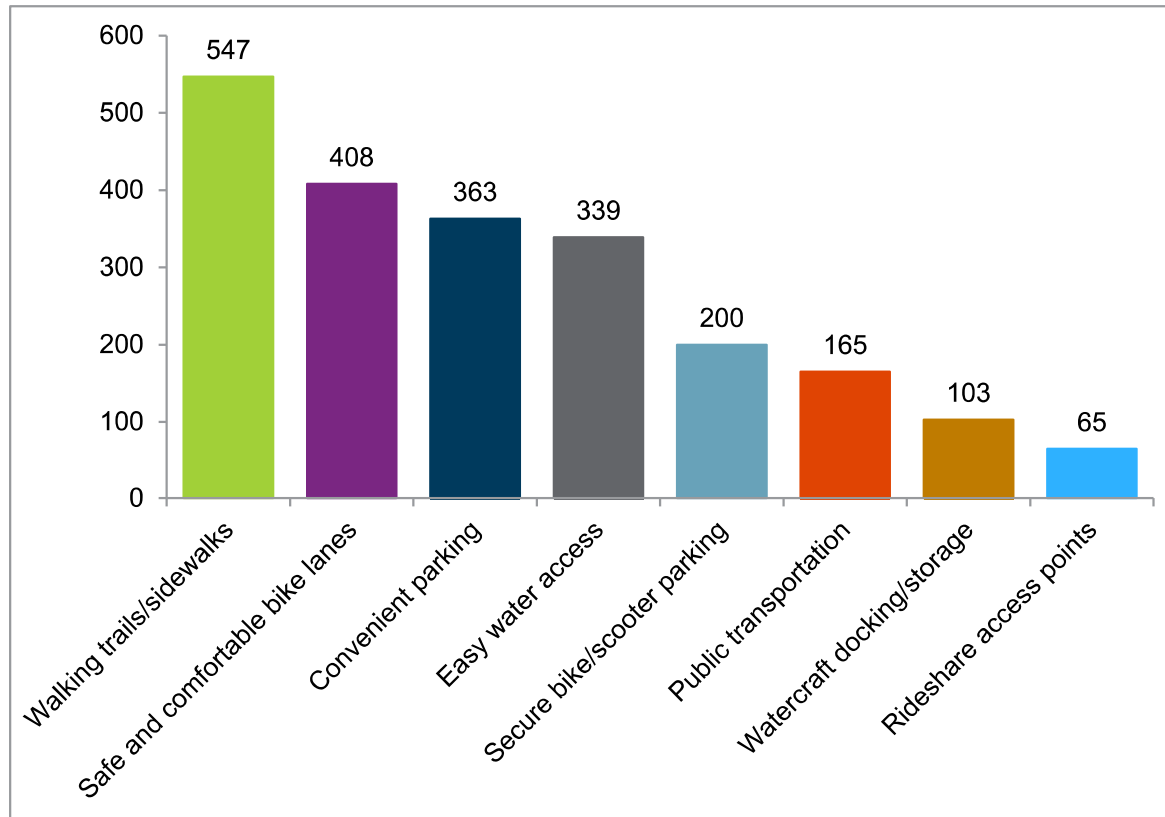


Figure 4.7: How important are cultural and community events?

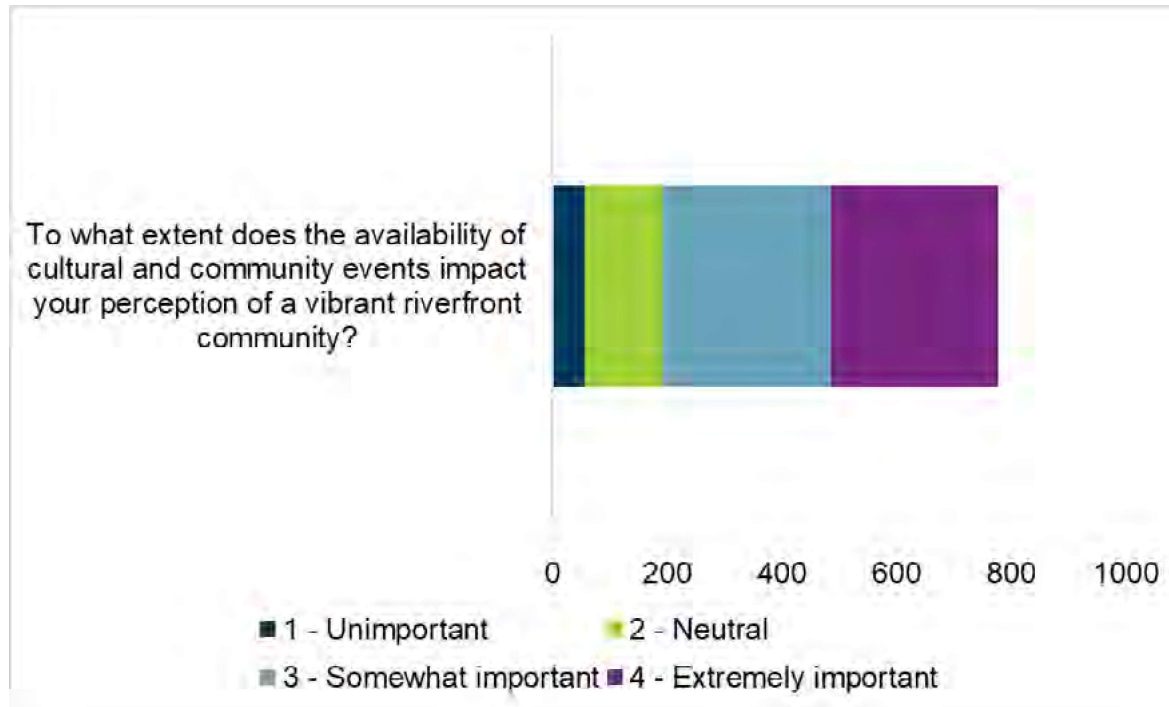
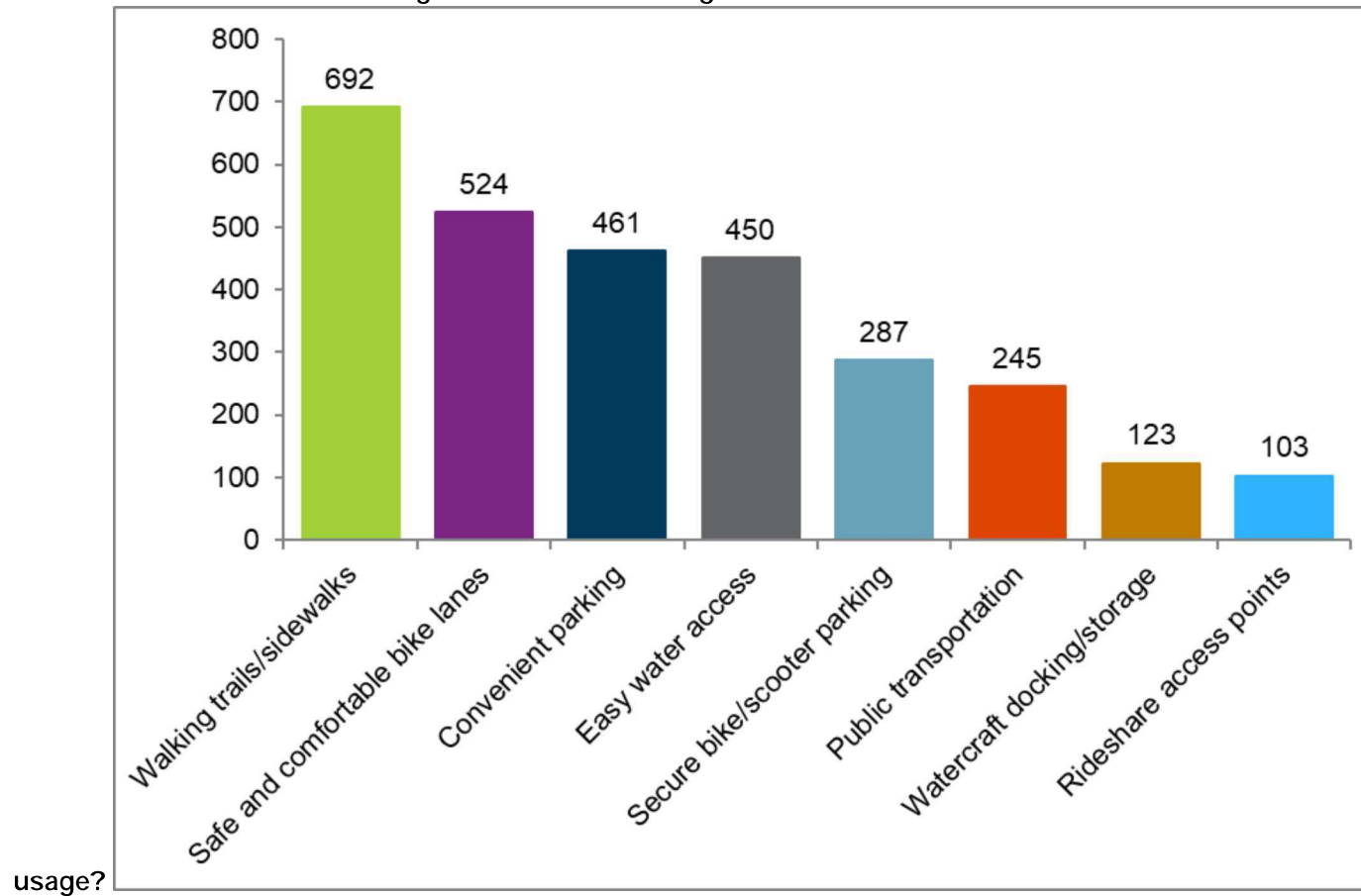


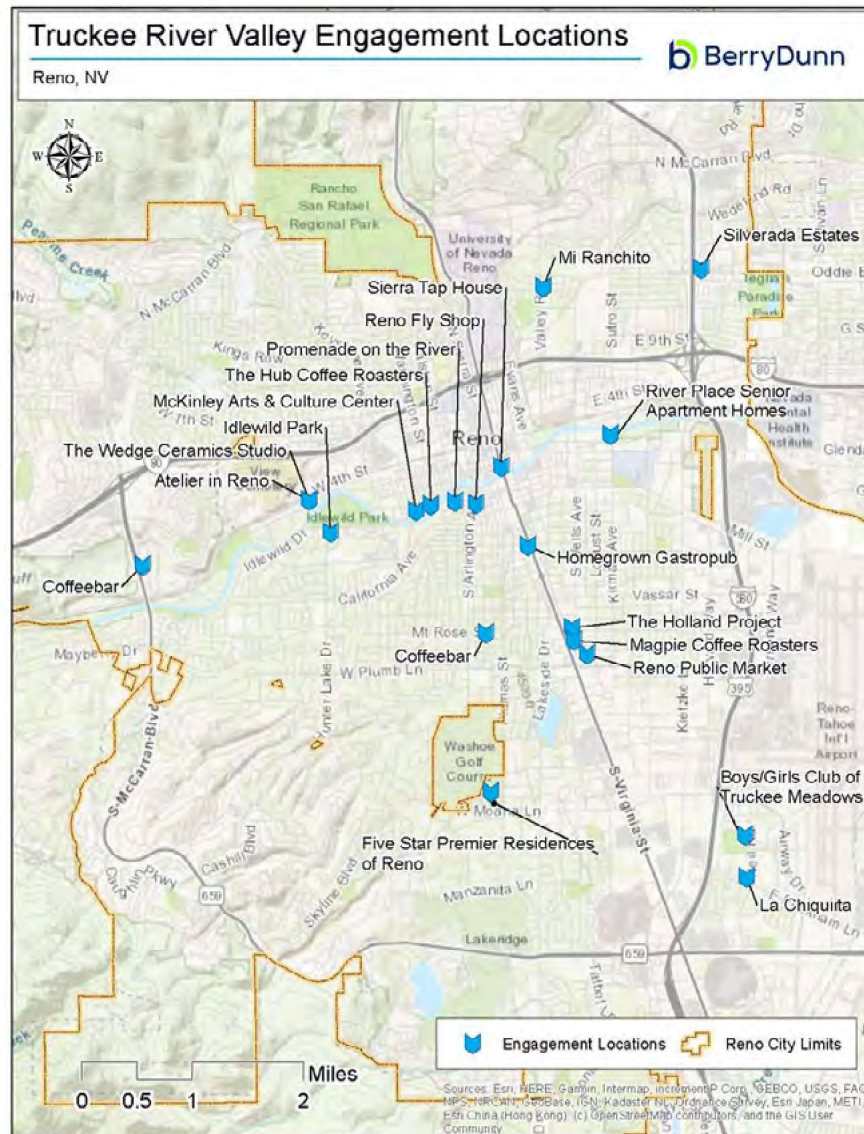
Figure 4.8: What are the greatest barriers to river



5.0 Pop-Up Engagements

BerryDunn's approach to public engagement includes meeting residents face-to-face in the community (as opposed to only inviting residents to official government functions). To that end, the project team conducted a series of highly interactive pop-up engagements at a variety of locations and special events during the engagement phase of this project. In addition to spreading awareness of the project, these activations focused on collecting feedback via the campaign's survey tool. The following map illustrates the community saturation achieved through these pop-up engagements.

Figure 5.1: Pop-Up/Intercept Locations







6.0 Conclusion

The findings in this report are intended to inform the Truckee River Valley visioning process. This data (along with other Vision Plan report findings) will be used to help guide discussions and decision-making on goals, objectives, and key performance indicators for the Truckee River Valley Plan. Based on a high-level, objective overview, the following priorities are recommended as a starting point for planning purposes:

6.1 River Corridor Priorities

Table 6.1: River Corridor Priorities

High Priority	Medium Priority
Add additional water access points	Convenient parking
Maximize trail connections and continuity	Bathrooms (plumbed)

High Priority	Medium Priority
Reduce perceived public safety concerns	Lighting/safety patrols
Reduce trash along river corridor	Bicycle amenities/secure storage





Our approach to
the Truckee

Our approach to
the Truckee

Our approach to
the Truckee

00:03:00

Community Outreach Report

Session 2: Preference + Priorities Survey

Truckee River Valley Visioning Survey July

Please rank how strongly you agree or disagree with the following goals.

Recommendation	Strongly Disagree		Disagree		No Opinion		Agree		Strongly Agree	
Goal 1 : Encourage A Clean And Safe River	66	9.46%	4	0.57%	10	1.43%	85	12.18%	532	76.22%
Goal 2 : Build A Connected River	50	7.16%	35	5.01%	141	20.20%	178	25.50%	285	40.83%
Goal 3 : Implement A Cohesive Plan For Consistency In Design and Maintenance	44	6.30%	30	4.30%	81	11.60%	257	36.82%	281	40.26%
Goal 4 : Celebrate The River As A Recreational Asset	43	6.16%	25	3.58%	41	5.87%	207	29.66%	378	54.15%
Goal 5 : Prioritize The Ecological Function of The River	37	5.30%	14	2.01%	45	6.45%	135	19.34%	466	66.76%

Answered

698

Skipped

0

Truckee River Valley Visioning Survey July

Please Rank Each Improve In-River Safety recommendation on Priority:

Recommendation	Low - 1		2		3		4		High - 5	
Install Vandal Resistant, Ecologically Sensitive (Dark Sky Compliant) Trail Lighting.	72	10.34%	51	7.33%	136	19.54%	170	24.43%	264	37.93%
Enhance river visibility through funding long-term vegetation management strategies.	52	7.47%	55	7.90%	180	25.86%	186	26.72%	219	31.47%
Improve Cleanliness and Sanitation including the installation of new animal resistant trash receptacles.	13	1.87%	19	2.73%	97	13.94%	171	24.57%	396	56.90%

Answered

696

Skipped

2

Truckee River Valley Visioning Survey July

Please Rank Each Collaboratively Steward the Truckee River recommendation on Priority:

Recommendation	Low - 1		2		3		4		High - 5	
Design and construct improvements to access point for Reno Fire Department Swift Water Entry Team.	63	9.05%	62	8.91%	184	26.44%	167	23.99%	211	30.32%
Design, construct, and maintain identified river access points.	45	6.47%	48	6.90%	123	17.67%	222	31.90%	256	36.78%
Identify opportunities to create additional in-river recreational features.	115	16.52%	83	11.93%	146	20.98%	151	21.70%	200	28.74%
Analyze and Remove In-River Hazards, including detailed analysis of six (6) existing dams.	73	10.49%	51	7.33%	138	19.83%	160	22.99%	274	39.37%
Answered	696									
Skipped	2									

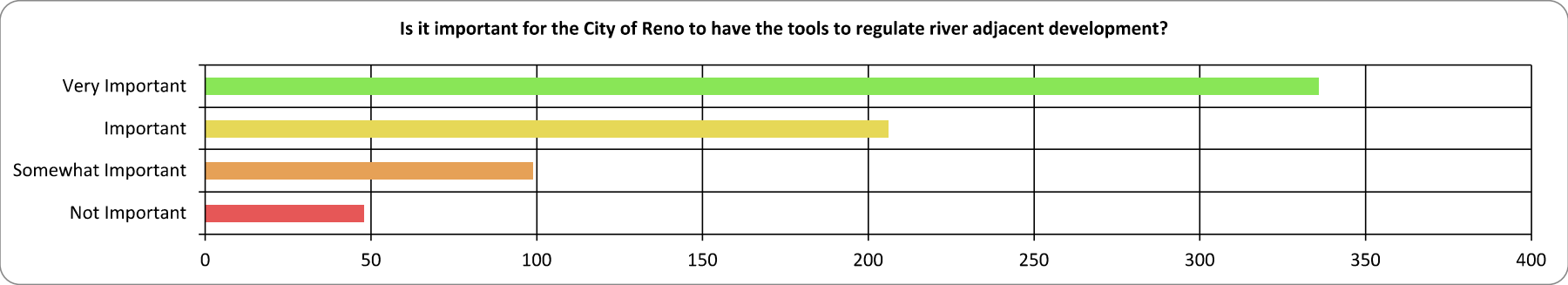
Truckee River Valley Visioning Survey July

Please Rank Each Collaboratively Steward the Truckee River recommendation on Priority:

Recommendation	Low - 1		2		3		4		High - 5	
Improve Water Quality through the Truckee River Overlay Zone District Development Standards and implementation of Green Infrastructure strategies within City Parks.	39	5.62%	44	6.34%	91	13.11%	156	22.48%	360	51.87%
Quantitatively Prioritize Bank Stabilization and Vegetation Projects. (Data collection, identification of objectives, and creation of a priority matrix would allow the City and other stakeholders to systematically address priority areas and integrate bank stabilization and vegetation into other projects as able.)	28	4.03%	32	4.61%	173	24.93%	207	29.83%	248	35.73%
Identify Multibeneficial Floor-Mitigating Restoration Projects (it is recommended to identify opportunities for restoration projects that would allow the Truckee River to return to a dynamic meander and reconnect with its natural floodplain.)	30	4.32%	41	5.91%	135	19.45%	200	28.82%	278	40.06%
Support and fund the Preservation and Improvement of the quality of source water entering the Truckee River.	16	2.31%	41	5.91%	83	11.96%	150	21.61%	400	57.64%
Answered	694									
Skipped	4									

Truckee River Valley Visioning Survey July
Is it important for the City of Reno to have the tools to regulate river adjacent development?

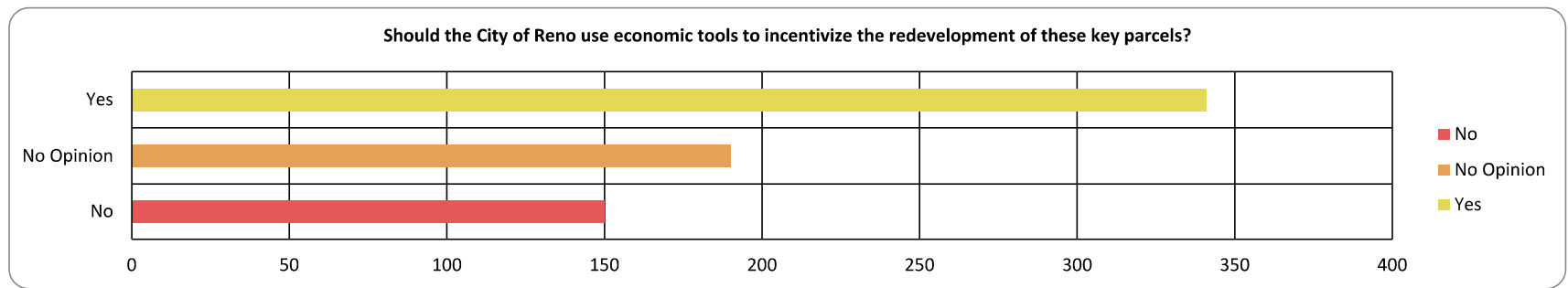
Rating	Responses	
Not Important	48	6.97%
Somewhat Important	99	14.37%
Important	206	29.90%
Very Important	336	48.77%
Answered	689	
Skipped	9	



Truckee River Valley Visioning Survey July

Should the City of Reno use economic tools to incentivize the redevelopment of these key parcels?

Rating	Responses	
No	150	22.03%
No Opinion	190	27.90%
Yes	341	50.07%
Answered	681	
Skipped	17	



Truckee River Valley Visioning Survey July

As part of the Mobility Chapter, the Plan suggests the following Key Recommendations, Please Rank Each Promote Desired Riverside Use recommendation on Priority:

Recommendation	Low - 1		2		3		4		High - 5	
DEVELOP A DISTINCT AND CONSISTENT PATH DESIGN including standard trail widths, materiality, directional pavement markings, and continue expansion of trail signage and wayfinding to unify the Tahoe Pyramid Trail.	52	7.48%	51	7.34%	146	21.01%	195	28.06%	249	35.83%
DEVELOP A BLUEWAY PLAN to create additional connections to the Truckee River from the Tahoe Pyramid Trail. (A Blueway Plan can help brand Reno as a river destination and provide a resource the community and visitors for how to navigate the river. The plan should assist with river-based signage and wayfinding by providing a map and information on put-in and take-out locations, ramp accessibility at launches, adjacent park amenities (restrooms, picnic tables, etc), hazards to be aware of at various water levels, portage options, and areas of interest.)	64	9.21%	57	8.20%	148	21.29%	198	28.49%	227	32.66%
CREATE ADDITIONAL TRAIL CONNECTIONS, especially west of Reno where the trail is often inconsistent, to achieve a continuous Tahoe Pyramid Trail along the Truckee River that avoids traveling near or adjacent to the highway.	50	7.19%	41	5.90%	116	16.69%	191	27.48%	292	42.01%
IMPLEMENT QUICK-BUILD IMPROVEMENTS including pedestrian crossing enhancements at critical trail locations and on-street trail improvements at critical segments, including additional pedestrian safety devices at downtown Reno midblock crosswalks.	49	7.05%	48	6.91%	166	23.88%	163	23.45%	267	38.42%
INSTALL MICROMOBILITY HUB at existing RTC bus stops adjacent to the Tahoe Pyramid Trail that would connect nearby trails, existing and planned bikeways, and bus routes.	128	18.42%	87	12.52%	211	30.36%	136	19.57%	128	18.42%

Answered

695

Skipped

3

Truckee River Valley Visioning Survey July

Please Rank Each recommendation on Priority:

Recommendations	Low - 1	2	3	4	High - 5
ESTABLISH A SPECIAL PARKS DISTRICT for long term, reliable funding for the Truckee River Corridor. (This county wide special assessment district would create a sustainable income stream that would support ongoing maintenance, operations and management of the River corridor. It would work to create a central entity for cohesive oversight and could be structured to support river improvement projects as well)	91 13.13%	48 6.93%	122 17.60%	159 22.94%	267 38.53%
INVEST AND TRANSFORM (REDESIGN) KEY CIVIC SPACES along the river corridor including City Plaza, West Street Plaza and Riverwalk District to create better river access, integrate more vegetation and shade, and add family and event amenities.	66 9.52%	47 6.78%	115 16.59%	196 28.28%	262 37.81%
PROVIDE NEW COMMUNITY AMENITIES IN EAST RENO NEIGHBORHOOD PARKS including new trailhead / recreational kiosk and community garden at Brodhead Park, a new nature playground at John Champion Park and expanding and adding family and river access amenities at Fisherman's Park I and II.	89 12.84%	66 9.52%	182 26.26%	167 24.10%	181 26.12%
EXPAND PARK LAND: Identify opportunities to expand dedicated park land along the Truckee River Corridor.	47 6.78%	34 4.91%	116 16.74%	162 23.38%	329 47.47%
PRESERVE COUNTY PARKS while strategically adding river access points and improving the trail network through existing open spaces.	35 5.05%	22 3.17%	107 15.44%	185 26.70%	340 49.06%

Answered

693

Skipped

5

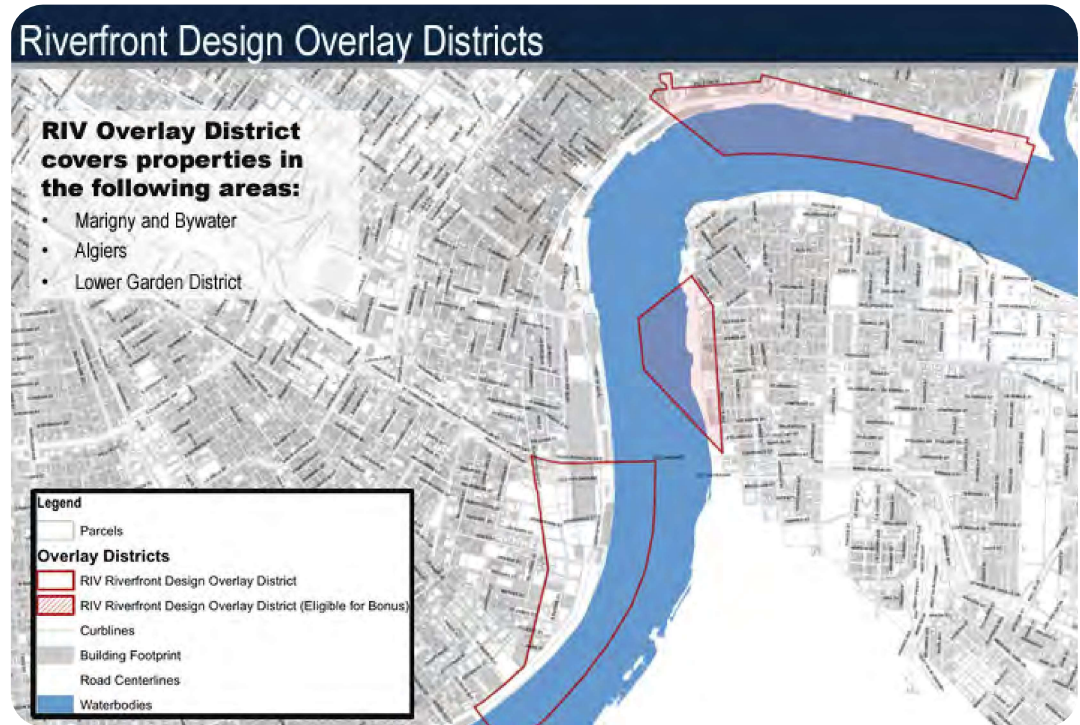
River Zoning Overlay District Case Study

RIV New Orleans, Louisiana

PLAN PURPOSE

Riverfront Design Overlay District

- The RIV Riverfront Design Overlay District is intended to preserve, create, and enhance public views of the Mississippi River and to promote the development of a riverfront promenade, including connections to nearby public rights-of-way, open space, and other public amenities. The RIV Overlay District crosses several zoning districts and is intended to unify the entire riverfront by promoting public access between neighborhoods. Site plan and design review is required for development and redevelopment.



Current RIV Riverfront Overlay Bonuses

Base Districts	Base Standards	Bonus Criteria	Bonuses
HM-MU District	Min Lot Area: 600 sf/du Max Height: 55 ft. Max FAR: 2.5	1. public open space, plazas, sidewalk cafes with direct visual access to the river 2. energy efficient design 3. affordable housing (10% of units at 80% AMI, with half containing at least 2 bedrooms) 4. substantial contribution to a new floodwall bridge, rail crossing, or other capital improvement which increases public access to riverfront, min. \$250,000	(1) increase in height limit up to 2 stories, max 25 ft. (2) increase in FAR by 1.5 above max (3) elimination of minimum lot area requirement
HMC-2 District	Min Lot Area: 600 sf/du Max Height: 50 ft. Max FAR: 2.2		
MU-2 District (in Algiers only)	Min Lot Area: None Max Height: 85 ft., max 7 stories Max FAR: None		

Park District Case Studies

Chicago Parks District, Illinois

The Chicago Park District manages a significant portion of the city's waterfront along Lake Michigan, including riverfront areas. The Chicago Riverwalk, for instance, is a prime example of a recreational space developed along the Chicago River, offering various amenities and activities.

Chicago Park District Revenue Sources

Property Taxes (2023 - \$545.4 million, 2024 - \$574.5 million)

- Property tax makes up 54.2% of revenue for the Chicago Park District. In 2021, the Chicago Park District received a distribution of 4.64% from property taxes.
- The property tax is determined by dividing the levy by equalized assessed value of the taxable property.
- The property tax levy has the following restrictions by Illinois statute:
 1. The levy going to the corporate fund is limited to 66 cents per \$100 of Equalized Assessed Value (EAV).
 2. The portion going to the aquarium and museum fund is limited to a maximum of 15 cents per \$100 of EAV
 3. 4 cents per \$100 of EAV going to the special recreation fund.
 4. In March of 1995, property tax cap limitations were passed by the state legislature, which

reflects the District's tax levy. The portion of the levy which supports the operations of parks and recreation facilities (the aggregate extension) can only increase from year to year by the rate of inflation.

Personal Property Replacement Tax (PPRT) (\$70 million)

- PPRT is the net income tax for corporations that is collected on a state level. The Chicago Park District uses the funds from PPRT toward the debt service fund, the aquarium and museum fund, the pension fund, and the corporate fund, in that order of funding priority. In 2023 and 2024, the gross revenue from this source was \$70 million.

Federal Grants (\$9.1 million)

- U.S. Department of Agriculture funding to support the Summer Food and After School Program (\$2 million) and \$5.8 million in federal earmarks for projects including LeClaireHearst Park (\$0.35 million), California Park River Trail (\$2 million), the Lincoln Park Conservatory renovations (\$0.75 million) and Morgan Shoal shoreline (\$0.2 million).

State & Local Grants (State – \$1.6 million, Local – \$22 million)

- The State of Illinois provided grant funding in support of various park improvements.

- Additional grant awards in 2023 are expected from the State Department of Commerce and Economic Opportunity for further park improvements.
- The City of Chicago, Tax Increment Financing provided over \$17 million in support for the new park development.
- Through the city's Office of Budget and Management's Aldermanic Menu program, funded by the City, has over \$550,000 programmed for park capital projects.

Private Grants, Donations, Sponsorships (\$2.9 million)

- The Builders Initiative Foundation
- Chicago Cubs Charities
- Special Children's Charities
- The Art Institute of Chicago Active Network
- Brinson Foundation
- Chicago Bears
- Amazon
- Chicago White Sox Charities
- Chicago Blackhawks Hockey Team
- CVS Health
- The Dick's Sporting Goods Foundation
- GEICO
- IMC Chicago Charitable Foundation
- NASCAR Chicago
- The National Recreation and Park Association
- Nature Conservancy Illinois
- NIKE

- Northwestern University
- Reyes Coca-Cola Bottling
- Nestle Premium Waters
- TERRA Foundation for American Art
- University of Chicago
- US Soccer Foundation
- Wintrust

Managed Assets (2023 - \$37.2 million, 2024 - \$40.8 million)

- Chicago's Park District has several different assets that are operated by contractors who collect revenue from events, parking, harbors/boating slips, concessions, golf courses, concert venues, family centers, sports centers, etc.
 1. Harbor Fee Revenue 2023 - \$29 million
 2. Concessions Revenue 2023 - \$5.1 million
 3. Parking Fee Revenue 2023 - \$6.6 million
 4. Golf Course Revenue 2023 - \$7.3 million

Programming Fees (2023 - \$12.1 million, 2024 - \$11.9 million)

Rentals and Permits (\$22.8 million)

- This revenue is collected from fee's associated with room, gym, and facility rentals and permit fees held on Park District property.

Park District Case Studies

Minneapolis Park and Rec Board

The Minneapolis Park and Recreation Board governs the park system in Minneapolis, Minnesota. It operates as an independent, elected body overseeing parks, trails, and recreational facilities. The governance structure involves an elected board of commissioners, each representing one of the city's six districts. These commissioners are elected by residents, ensuring localized representation and community-driven decision-making.

Funding for the Minneapolis Park and Recreation Board primarily comes from property taxes within the city. Property tax revenues constitute a significant portion of the budget, providing stable financial support for ongoing operations, development, and maintenance of the park system. This funding model allows the board to address the diverse recreational needs of the community, enhance green spaces, and ensure equitable access to parks and facilities for residents across the city.

Three Rivers Park District, MN

Established by the state legislature in 1950, Three Rivers Park District (TRPD) functions as a distinct governing entity with an independent board of commissioners. The board consists of seven members, five elected by residents representing Hennepin County districts, and two appointed by the county board of commissioners. This inclusive structure ensures diverse representation and comprehensive leadership.

Funding for the Three Rivers Park District primarily comes from county funds through a property tax levy. Additionally, the district receives a share from the state, constituting 3/8 percent of the sales tax. These funding streams support ongoing operations, maintenance, and capital improvement projects, ensuring the district's financial sustainability and the development of its extensive park reserves, regional parks, trails, and special-use facilities.

This park district manages parks and natural resources, including areas along the Mississippi River. It is known for its extensive trail systems and outdoor recreation opportunities along the riverbanks. The district employs a mix of funding sources, including property taxes and user fees.

Park District Case Studies

Great Rivers Greenway, Missouri

The Great Rivers Greenway (GRG) in Missouri operates as a public agency focused on developing interconnected greenways, parks, and trails in the St. Louis region. The governance structure of GRG involves a board of directors responsible for decision-making and oversight. The board comprises members from the three counties served: St. Louis City, St. Louis County, and St. Charles County.

Funding for GRG is derived from various sources. The agency relies on dedicated local taxes, specifically a sales tax, approved by voters in the three participating counties. This funding mechanism provides a stable financial base for ongoing projects, operations, and maintenance. Additionally, GRG actively seeks grants and partnerships to supplement its budget and enhance its ability to develop vibrant spaces for recreation along the rivers in the region.

The agency services the St. Louis region by developing an interconnected system of greenways, parks, and trails along the area's rivers. It focuses on creating vibrant spaces for recreation and has successfully implemented projects along the Mississippi, Missouri, and Meramec Rivers.

San Antonio River Authority, Texas

The San Antonio River Authority (SARA) in Texas plays a crucial role in developing and maintaining parks, trails, and cultural amenities along the San Antonio River. SARA operates as a special governmental agency with a board of directors responsible for governance and decision-making. The board consists of members appointed by the Governor of Texas, Bexar County Commissioners Court, and city mayors within the jurisdiction.

Funding for SARA comes from a mix of sources. The authority receives public funding through a portion of the ad valorem taxes collected in the district, grants, and partnerships. SARA also collaborates with local, state, and federal entities to secure funding for various projects. This diverse funding approach allows the San Antonio River Authority to effectively manage and enhance the parks and cultural amenities along the San Antonio River, contributing to the overall well-being and recreational opportunities in the region.

Public Art Case Study

The Spirit Trail, Vancouver

The Spirit Trail in North Vancouver is a 35km bike and pedestrian greenway mostly along the waterfront. There are benches, artfully designed signs, murals, educational bronze plaques about the indigenous Squamish legends, and sculptures. The artwork acts as a wayfinding tool to ensure you are on the trail when roads and other obstacles can distract you. In addition, there is a logo for the trail that makes appearances along the way like a guide to show you the way. When the path merges with the roads and sidewalks, the motifs continue along the surfaces of the sidewalks to ensure you stay on the path.



Public Art Case Study

River North Arts District, Denver, CO

URBAN TRANSFORMATION

- Four historical neighborhoods in North Denver
- Started as a grass roots movement by local artists in 2005 connecting arts organizations in the area
- Composed of 4 organizations including an arts district, a non-profit “arm”, a neighborhood organization and a state creative district

ACCESSIBILITY

- Roam RiNo – Signage with QR codes provides access to online information for visitors
- Keep RiNo Rolling –Dedicated area of the website created to promote artist special offers, virtual events
- Gateway signage - In addition to wayfinding, new gateway and vehicular signage installed
- Efforts to add historical neighborhood names to gateway signage

ARTS & CULTURE

- 2021 - Launch of the RiNo Mural Program
- Provided ongoing, paid opportunities for diverse, local artists to showcase their work
- ArtPark Community Hub subsidized artist spaces in support of refugees and immigrants with food entrepreneurialism
- 3.5M in funding with contributions from the RiNo BID and GID, foundation grants, corporate giving, and private contributions

