TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

Prepared for the CITY OF RENO by DESIGN CONCEPTS WEST January 31, 1983

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CONCEPT

TRUCKEE

The word Truckee means "all right" or "very well" according to historic references by Princess Winnemucca (Mrs. Sarah Hopkins).

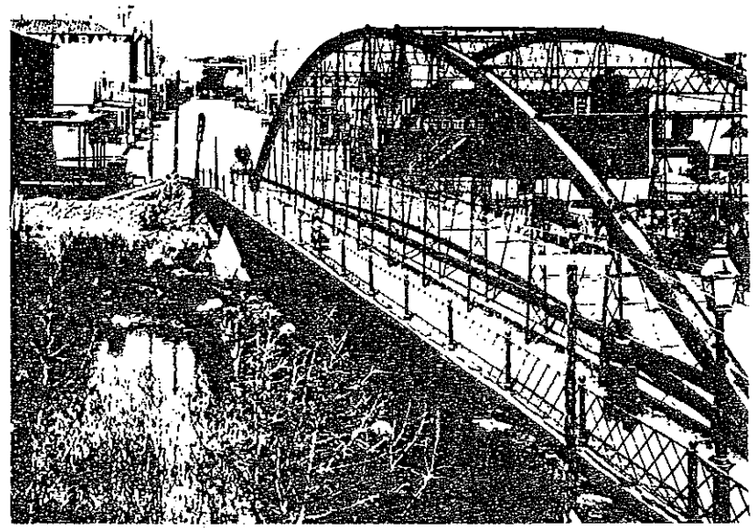
RIVER

The river was named Truckee by a party of men (perhaps the Stevens Murphy party) who left Council Bluffs, Iowa, on May 20, 1844 en route to California. When they reached the Humboldt River, an Indian guide named Truckee joined them and offered to guide them. He became a great favorite with the group, and when they reached the lower crossing of the Truckee (Wadsworth), they named the river for him.

At its origin, the Truckee flows out of Lake Tahoe at a point near Tahoe City, California. It continues through Truckee Canyon, crossing the Nevada line southwest of Verdi. It reaches Reno near the River Inn Development and continues across the Truckee Meadows. It then forms part of the boundary between Washoe and Storey Counties and flows into Pyramid Lake.

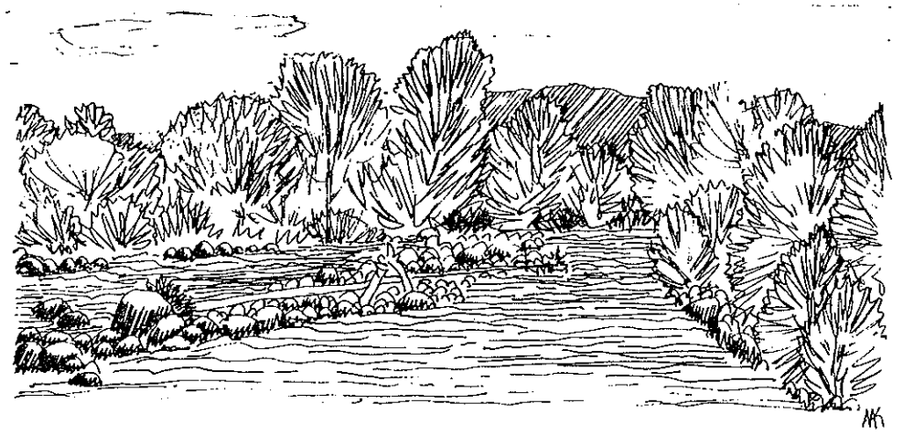
CORRIDOR

The Truckee River Corridor is one of Reno's most unique assets. Development of a River Corridor Plan for the Truckee River within the city limits of Reno, along with the development of design documents for the third phase of river beautification, will ensure the preservation and enhancement of this unique asset. The Truckee River Corridor generally extends approximately six miles within the City of Reno from Crissie Caughlin Park on the west to McCarran Boulevard on the east.



DEVELOPMENT PLAN CONCEPT

The Truckee River Corridor Development Plan for Reno proposes a series of focused actions to beautify, conserve and manage designated opportunity sites along the river. It is also the intent of the plan to broaden public use of the river with increased attractions and to enhance the inherent qualities of the river for both visitors and local residents. It concentrates on actions that can be accomplished in the next two to seven years and it serves as a working document for longer range projects after 1990, and opportunities that could occur as the result of implementing these immediate actions. This plan, therefore, focuses upon providing a framework for cooperative public and private actions to improve the entire river's image as a place for recreation, working, living and to assist Reno's tourist economy.



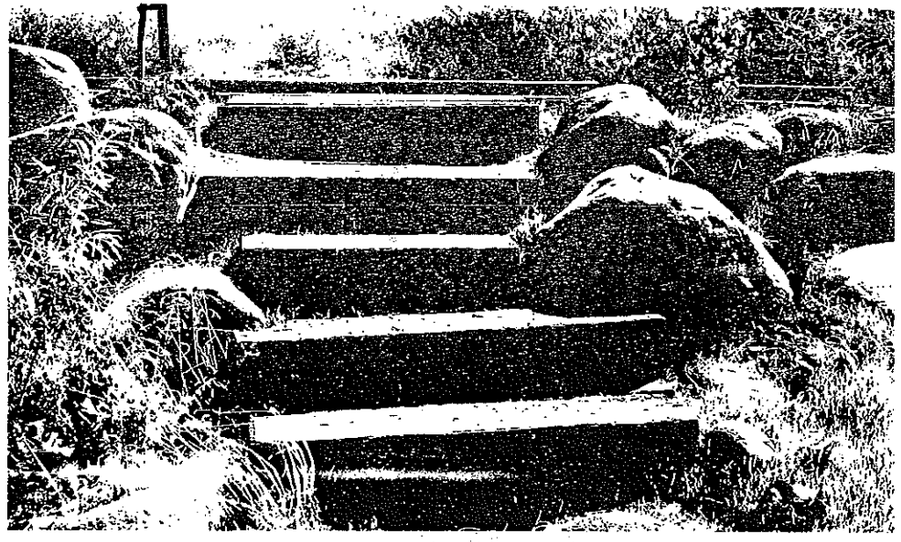
The overall concept is to concentrate public improvements within the twelve designated opportunity sites along the river and to link each site with pedestrian paths, landscaping and interpretive exhibits. Its purpose is to effectively communicate to visitors and local residents the fascinating story of the Truckee River's past and present -- natural and manmade features and events. It also serves to encourage better and more efficient utilization of the river by the public and by individual property owners with ownership adjacent to the river.

The Plan identifies those opportunity sites along the river best suited for (a) preservation (limited use); (b) enhancement (moderate use, Development of a River Corridor Plan for the Truckee River within active recreation, cleanup, and in some instances designated activities or uses).

Communicating some of the historic, manmade and natural features of the river corridor will be accomplished with a series of locator, informational and interpretive signs and displays at key locations along the entire length of the river within Reno. These signs will assist visitors and local residents by identifying their present location as well as a map pointing out the highlights of the remaining features along the river. Informational and interpretive signs and dislays will point out such things as riparian vegetation; aquatic life; Indian fishing and food gathering techniques; and settlement, landmarks and features of early day Reno.

The plan also coordinates with the 1976 Truckee River Beautification Master Plan, the City of Sparks River Beautification efforts, Washoe County's Master Plan for the Truckee River Parkway, the recent Corps of Engineers flood control planning effort and the current Downtown Reno Redevelopment Plan focusing on "Reno, City of Light" that is underway. The 1976 Truckee River Beautification Master Plan and the current Downtown Reno Redevelopment Plan focus on Downtown Reno, primarily from Arlington to about Second and/or Lake Street. The 1976 effort primarily emphasized establishing a set of planning policies, physical design concepts and design standards from which designs could evolve. The current downtown effort proposes a staged transformation of the downtown's public environment, a set of focused actions aimed at broadening the attractions and attractiveness of downtown and that portion of the river that flows through downtown. The Truckee River Corridor Development Plan is consistent with the urban design concepts described in both documents. Coordination with the Washoe County's Master Plan for the Truckee River Parkway, the City of Sparks River Beautification efforts and the recent Corps of Engineers flood control planning effort is included in the Truckee River Corridor Plan.

GOALS 2



GOALS

Goals for the Truckee River Corridor Development Plan seek to:

- Develop, enhance and/or preserve "Opportunity Sites" for passive and active recreational use along the Truckee River.
- Develop a continuous Truckee River Corridor Greenbelt through the City of Reno from Caughlin Park on the west to McCarran Boulevard on the east.
- Increase the opportunities for access and recreational use to be experienced along the Truckee River in Reno for both visitors and residence.
- Improve the pedestrian/bike access along and across the river with a continuous trail at least on one side of the river or near the river from Caughlin Park to McCarran Boulevard.
- Improve information about river history, attractions, and orientation along the river.
- Coordinate Truckee River Corridor Development Plan improvements with the Corps of Engineers proposals for flood control and the proposals for redevelopment of downtown.

RECOMMENDATIONS 3

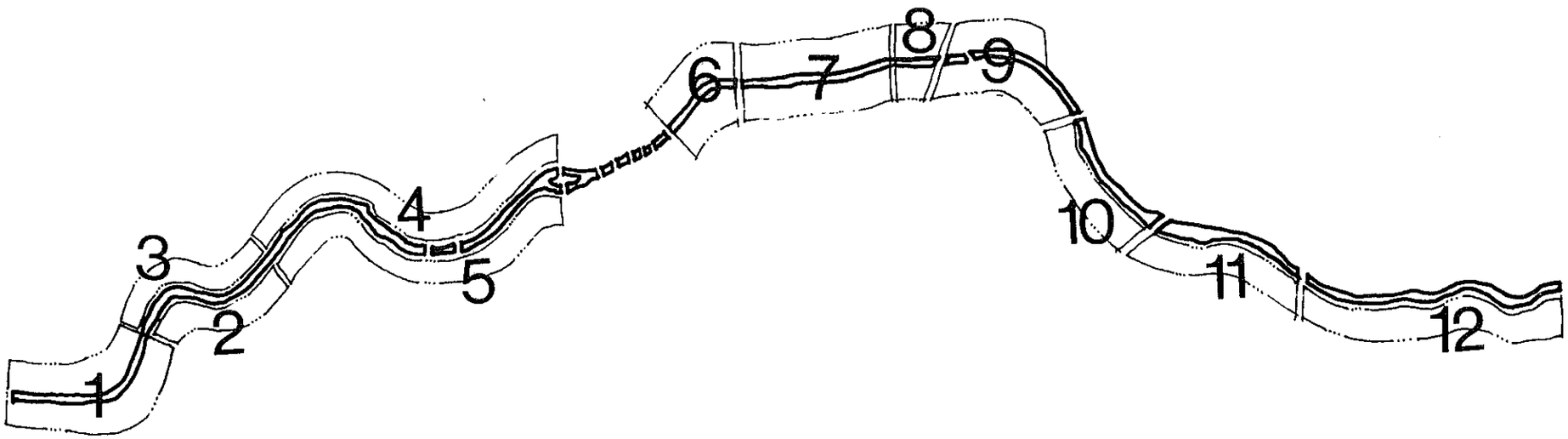
To accomplish the goals in Section 2, the plan proposes "Opportunity Sites" along the river best suited for preservation (limited use); enhancement (moderate use, passive recreation and cleanup); and development (passive and active recreation, cleanup, and in some instances designated activities or uses). These Opportunity Sites include:

1. Crissie Caughlin Park
2. Ivansack Park to Idlewild Park (South Bank)
3. Island Park
4. Chism Park
5. Idlewild Park to Arlington Street
6. Second Avenue to Wells Avenue
7. Wells Avenue to Giroux Street
8. Giroux Street to Kietzke Lane
9. Kietzke Lane to Glendale Avenue
10. Glendale Avenue to Greg Street
11. Greg Street to Rock Boulevard
12. Rock Boulevard to McCarran Boulevard

Within the three concepts (preservation, enhancement and development) for each "Opportunity Site," the landscape treatment reflects various degrees of each concept. For example, Island Park focuses primarily on the preservation approach because of the need to preserve the wetland character and habitat for waterfowl. Some enhancement is accomplished by revegetating disturbed areas and most development is confined to the off-island parking, picnicking and restrooms at the east entry. Also modest development occurs with the proposal for boardwalks and interpretive signs on the island itself.

In addition to the three general concepts previously discussed, four types of landscape treatment have been employed. These include riparian, native revegetation, ornamental landscape and coniferous landscape buffer which is discussed below.

Except for paths and signs, much of the landscape treatment along the River is devoted to enhancing the existing landscape. Very little of the native vegetation remains, so native revegetation of existing types of plants and other types of natives is necessary. Basically, the existing revegetation fits primarily in the riparian category (plants close to the water's edge). Riparian vegetation is important in order to provide habitat for wildlife and to provide shade for the River. Shading the River cools the water which is very necessary to maintain trout in the River during low flows in the summer. The existing poplar trees and willows should be preserved. Planting of these species is unnecessary since they propagate themselves very rapidly. Small amounts of Wild Rose, Currant, Chokecherry and Blackberry exist along the River. Planting of these type plants will provide food and habitat to wildlife, and provide visual variety to the landscape. Local Native American residents tell us that these and other herbs and shrubs were much more abundant before the Truckee Meadows was developed. Tree planting consists of Quaking Aspen, White Birch and White Alder. These trees will give variety (especially in the fall color) to the poplar trees. The Quaking Aspen is a poplar, so it will need an exclusion from the city ordinance banning poplars. If it is used in areas in which invasive roots would not be a problem, it is an excellent tree.



TRUCKEE RIVER CORRIDOR OPPORTUNITY SITES

1. Caughlin Park to Ivan Sack Park
2. Ivan Sack Park to Idlewild Park
3. Island Park to Idlewild Park
4. Chism Park to Arlington Ave.
5. Idlewild Park toArlington Ave.
6. Second Street to Wells Ave.
7. Wells Ave. to Giroux St.
8. Giroux St. to Kietzke Lane
9. Kietzke Lane to Glendale Blvd.
10. Glendale Ave. to Greg St.
11. Greg St. to Rock Blvd.
12. Rock Blvd. to McCarran Blvd.

3.1 CRISSIE CAUGHLIN PARK TO IVANSACK PARK

A. Provide meandering-bermed trail in western section while maintaining the natural marsh and willow vegetation on the south bank.

B. Provide fishing/observation deck access to river at two key locations in addition to the existing deck access.

C. Develop a bridge across the river at the western end of the park connecting to a pedestrian/bike trail in the railroad right-of-way and parking.

D. Acquire easement for parking, trail and access easement on the north bank within the railroad right-of-way.

E. Develop paved parking for 70 spaces at the Idlewild Drive entry and for 48 spaces on the north bank.

F. Provide locator signs as shown identifying the observer's present location as well as historic/ archeological sites, interpretive exhibits and other opportunity site features along the river.

G. Provide picnic facility and play area adjacent to creek.

H. Provide tubing/rafting exiting facility with telephone booth on north bank.

I. Provide deciduous (shade trees such as London Plane) and coniferous trees (for year around screen) on both sides of the river to provide a landscaped setting.

3.2 IVANSACK TO IDLEWILD (South Bank)

A. Provide a pedestrian bridge connection to Opportunity Site #3.

B. Provide locator signs to identify the features of this area as well as to identify the other opportunities along the river, such as historic/archeological sites, interpretive exhibits and other river features.

C. Widen path and place trees in path with tree grates from Foster Drive to Idlewild.

D. Provide an observation deck and revegetate the bank from Foster Drive to Idlewild.

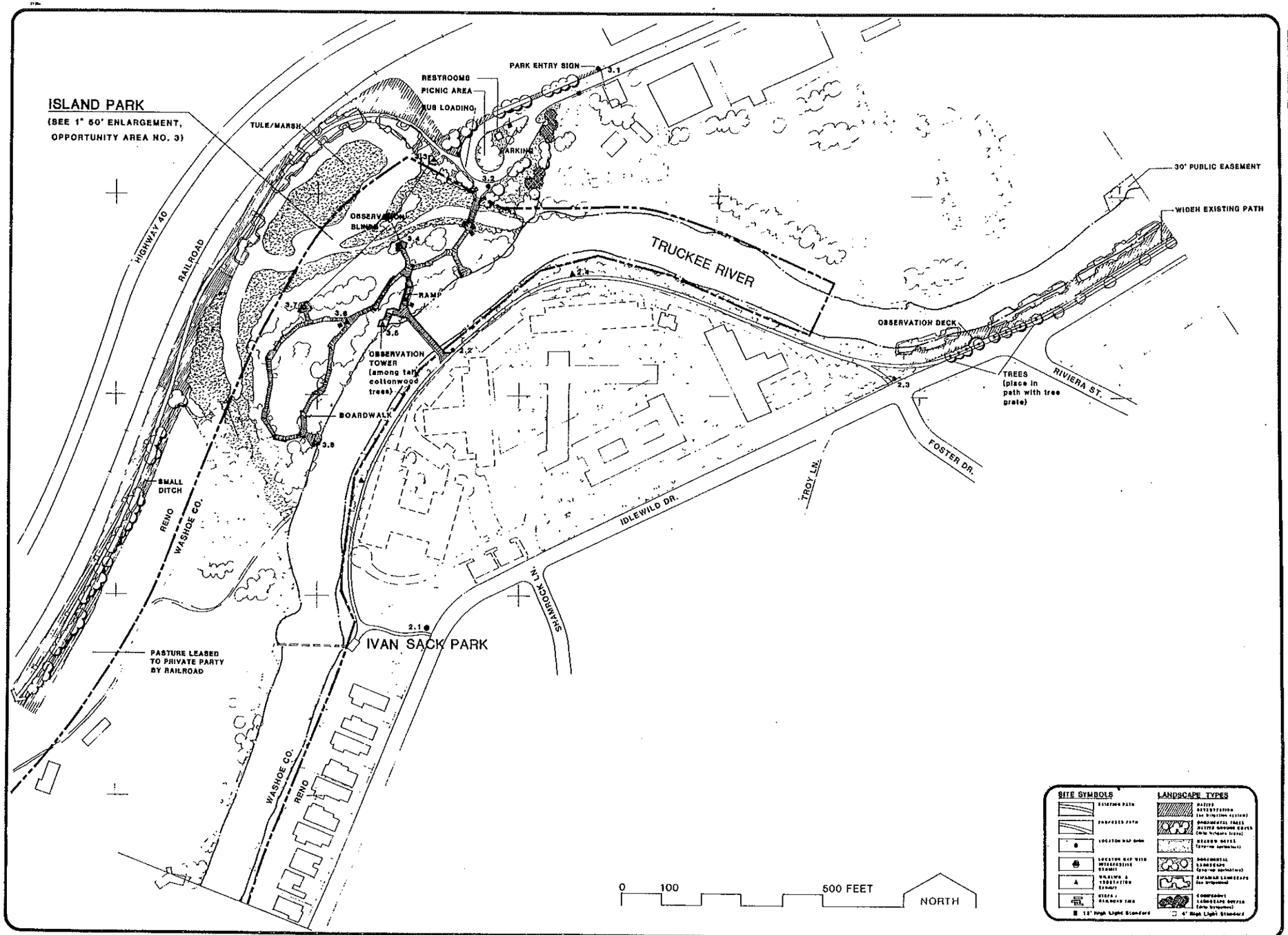
3.3 ISLAND PARK TO CHISM PARK (North Bank)

A. Entry from Dickerson Road and from Opportunity Site #2.

1. Provide paved parking area for 18 autos and turning circle for autos/bikes on city-owned property.

2. Develop pedestrian bridges (same bridge as identified in Opportunity Site #2) across the Truckee and from the parking area to Island Park.

3. Develop a small passive entry park area, taking advantage of the existing large poplars. This area will include a restroom and picnic area.



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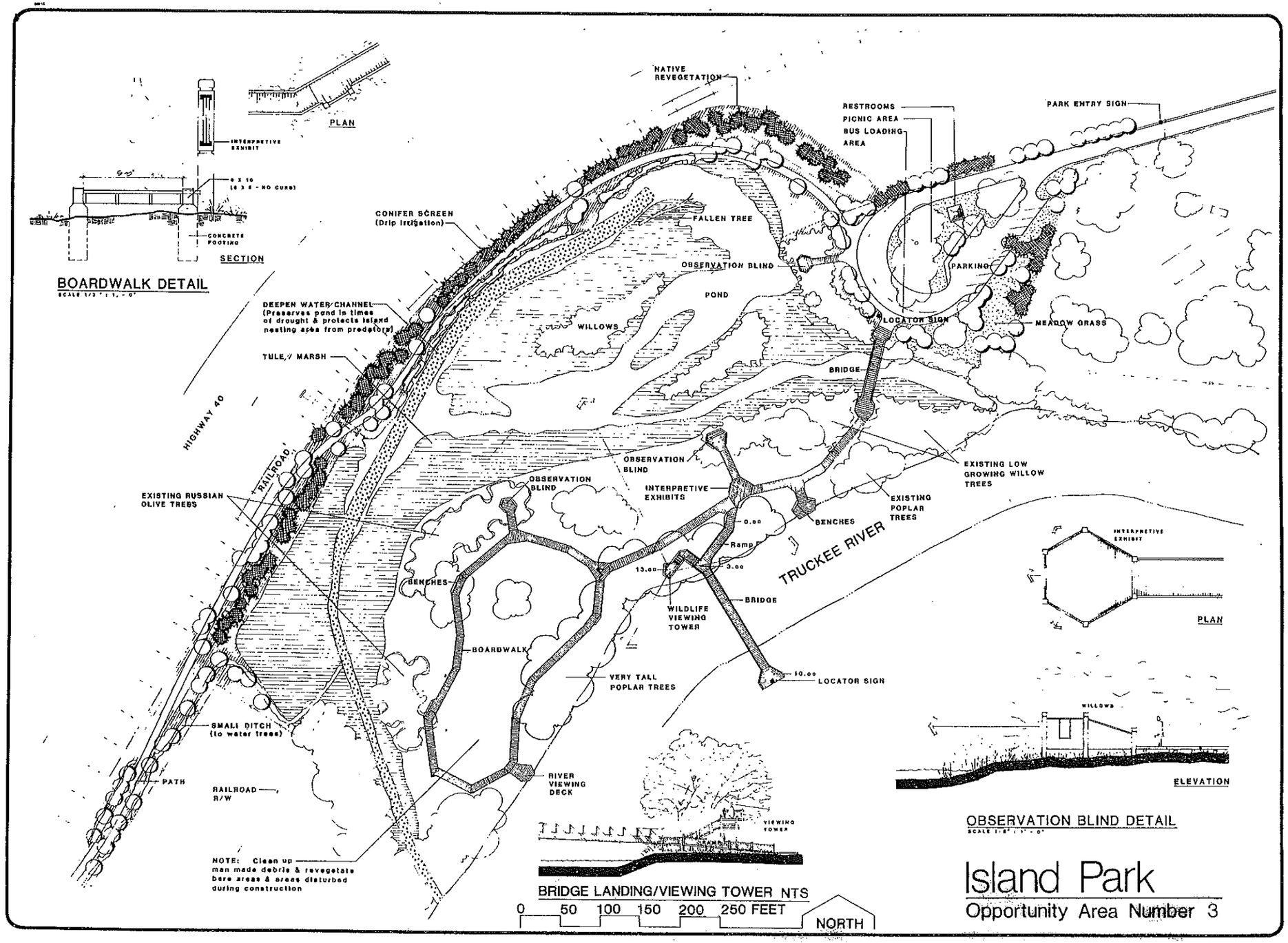

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4. Acquire a public easement from the railroad right-of-way for trail access along the northwest edge of Island Park.

B. Island Area

1. Maintain the marsh area in a natural setting with some channel improvements to maintain flow, to keep the area from developing further silt deposits and to allow for increased fish habitat.

2. Provide a boardwalk-type trail on the Island in order to maintain the Island in a natural setting.

3. Provide asphalt trail on north bank and provide trees and riparian vegetation.

4. Provide an observation tower among the tall cottonwood trees and as part of the pedestrian bridge structure.

5. Develop a Nature/Interpretive Exhibit as part of display panels explaining the ecology of the marsh, vegetation and wildlife habitat.

6. Provide locator maps for this area as shown.

3.4 CHISM PARK TO ARLINGTON STREET (North Bank)

A. Request easement or purchase of Chism property for trail, landscaping and bridge.

B. Provide coniferous landscape screen along the north bank of the river to buffer industrial buildings from view on Idlewild Park side of river.

C. Provide locator maps near pedestrian bridge crossing, at the Booth Street bridge and at Arlington.

D. Increase channel width on north bank of Booth Street Bridge and develop pedestrian path in order to reduce flood wall along north bank.

E. Widen pedestrian path for bikers.

3.5 IDLEWILD TO ARLINGTON STREET

A. Link Idlewild Park to the north bank (Opportunity Site #4) with a pedestrian bridge (if property can be purchased or easement acquired).

B. Provide a tubing/rafting exit near Cowen Drive and another at the west end of Riverside Park on the south bank.

C. Increase channel width on south bank at Booth Street.

D. Expand the fitness trail at Idlewild Park (1 1/2 miles and 20 stations) as shown.

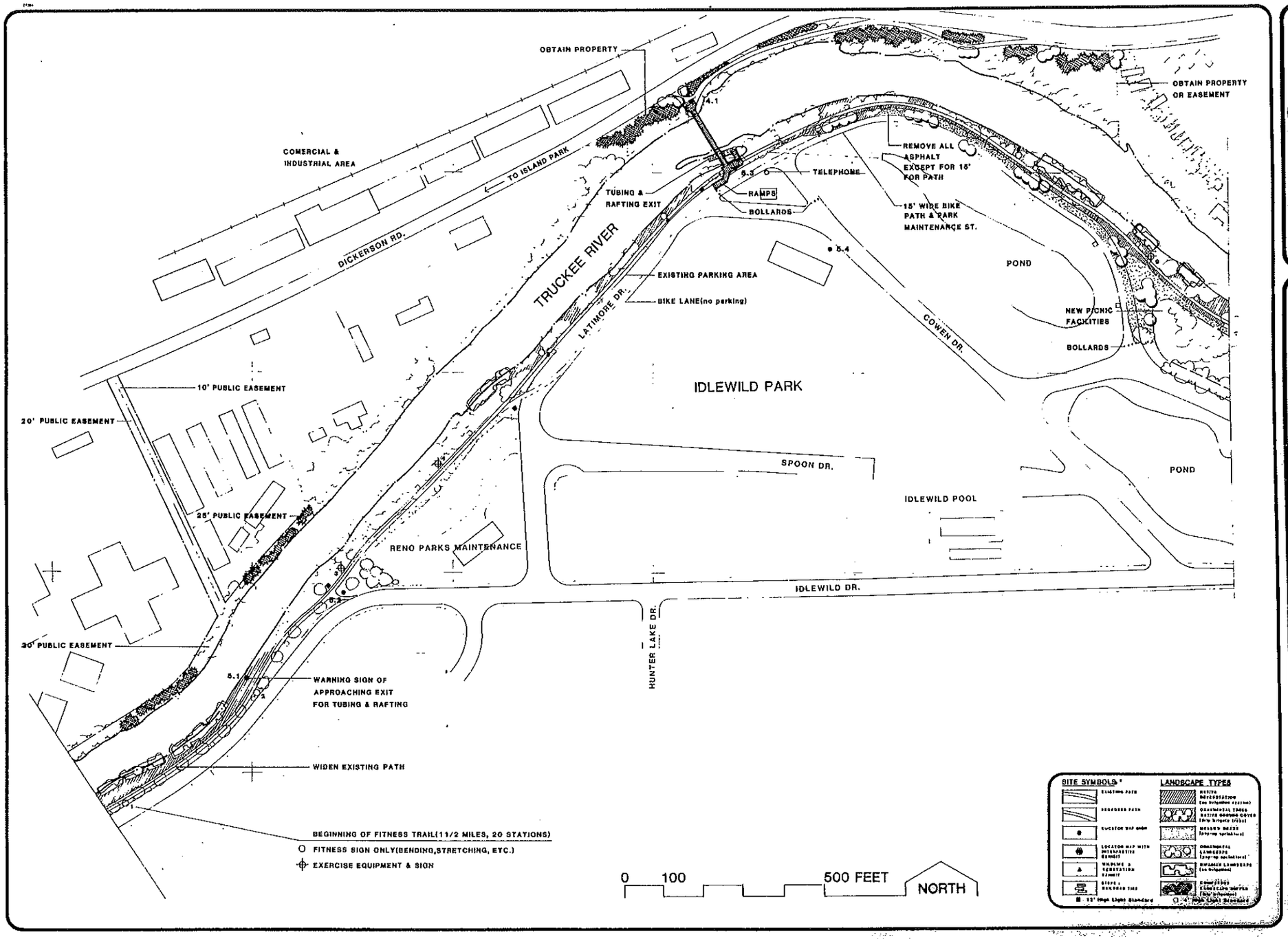
E. Provide an expanded trail to accommodate a bike path as shown .

F. Provide new picnic facilities as shown at Idlewild Park and a picnic shelter at Riverside Park.

G. Voluntary revegetation of steep slopes between Keystone and Riverside Park (by individual owners).

H. Develop a combined restroom, biking concession and park department storage structure and picnic shelter at Riverside Park.

I. Provide curb and sidewalk as shown at Riverside Park.



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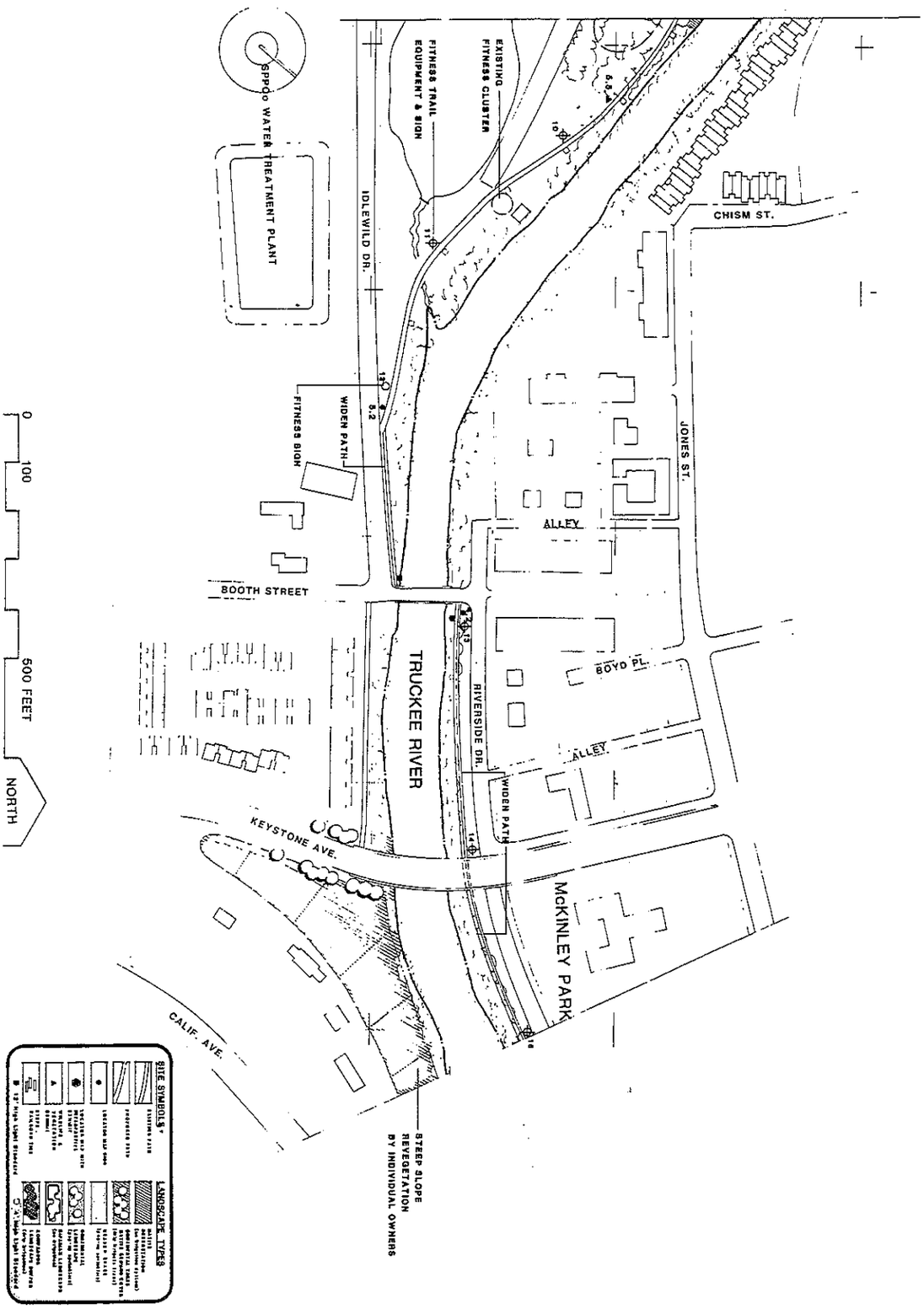

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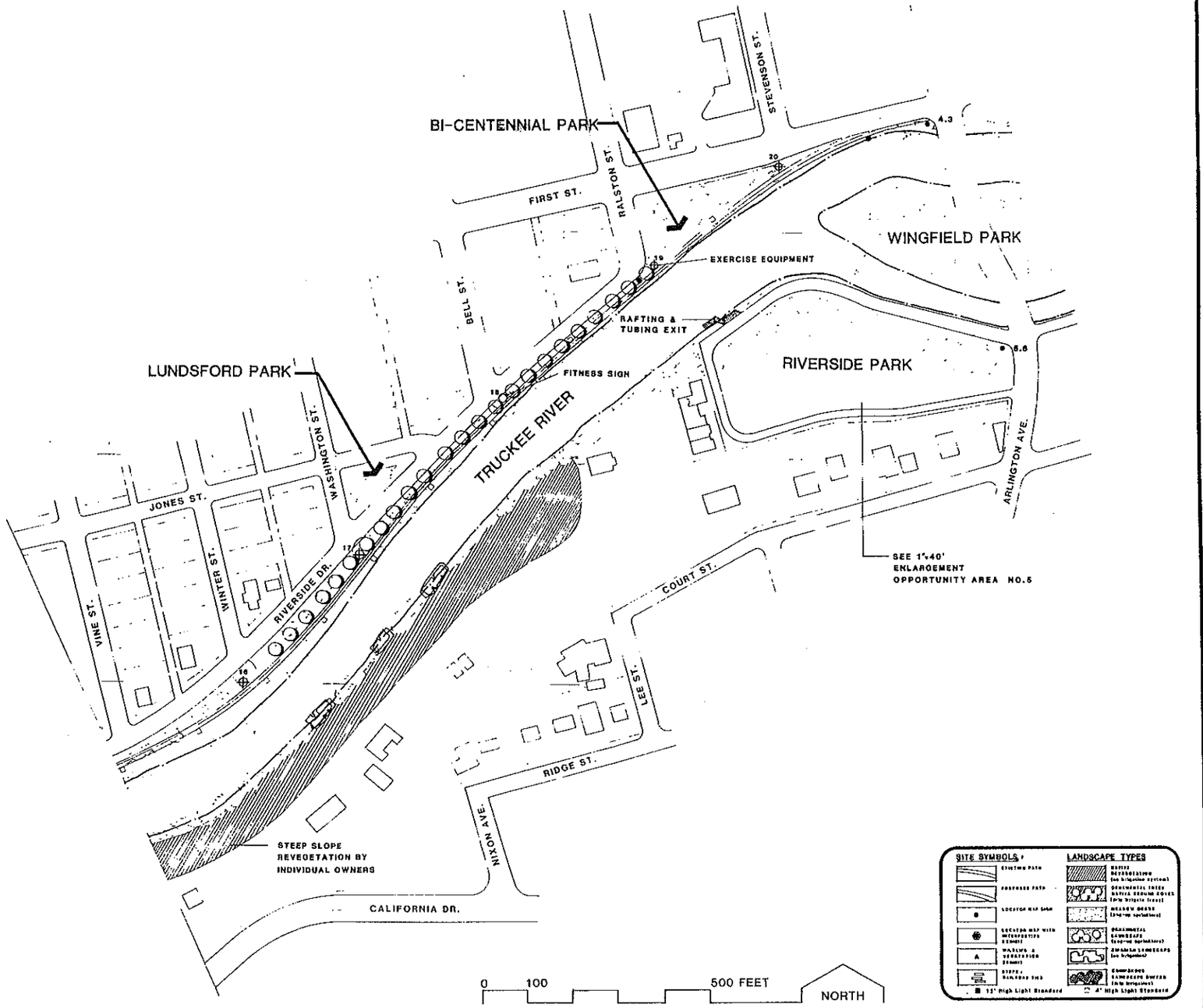

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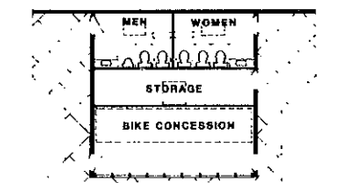
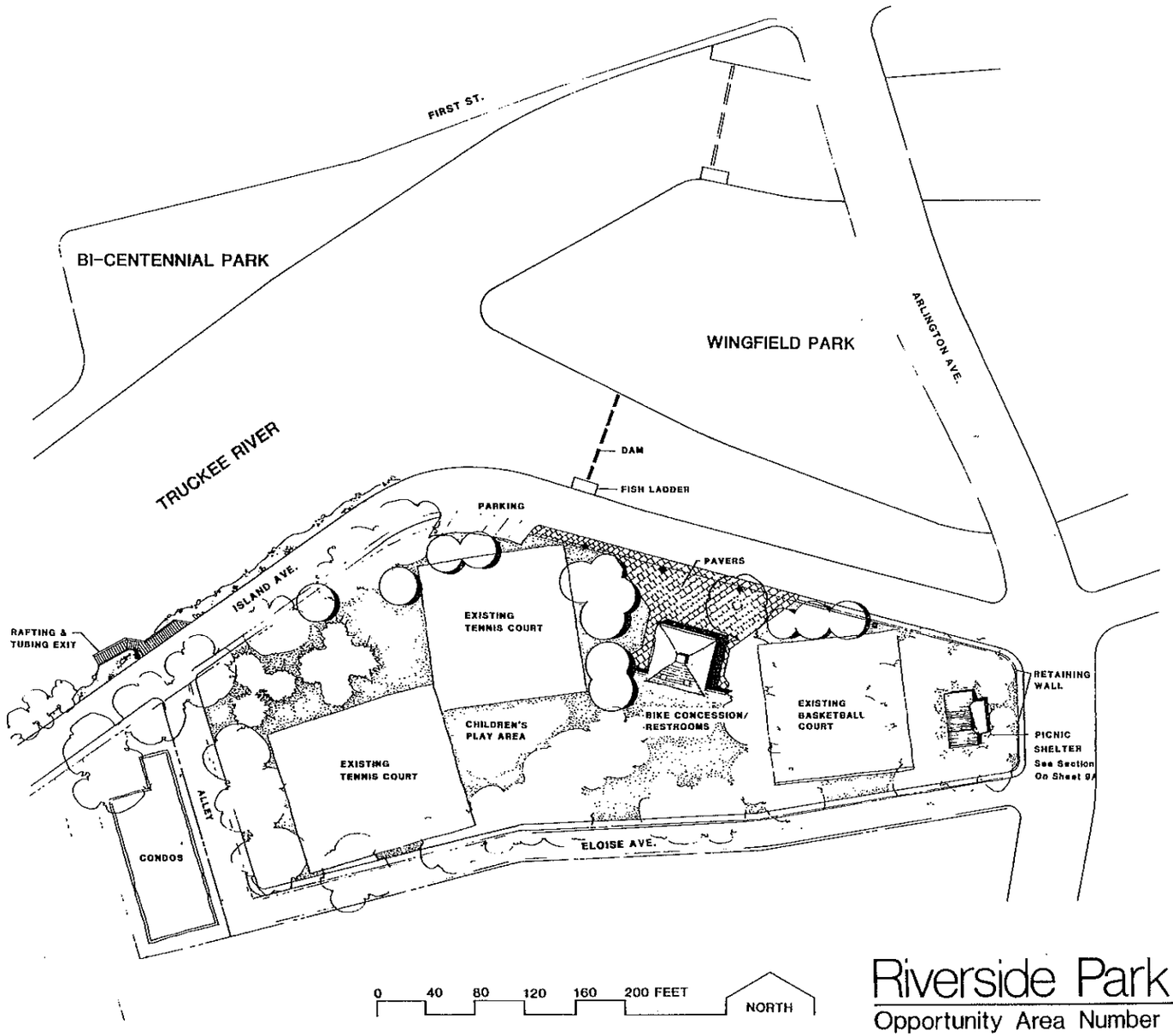
ELEVATION



PLAN

BIKE CONCESSION / RESTROOM
ENLARGEMENT 1" - 10 Feet



Riverside Park

Opportunity Area Number 5

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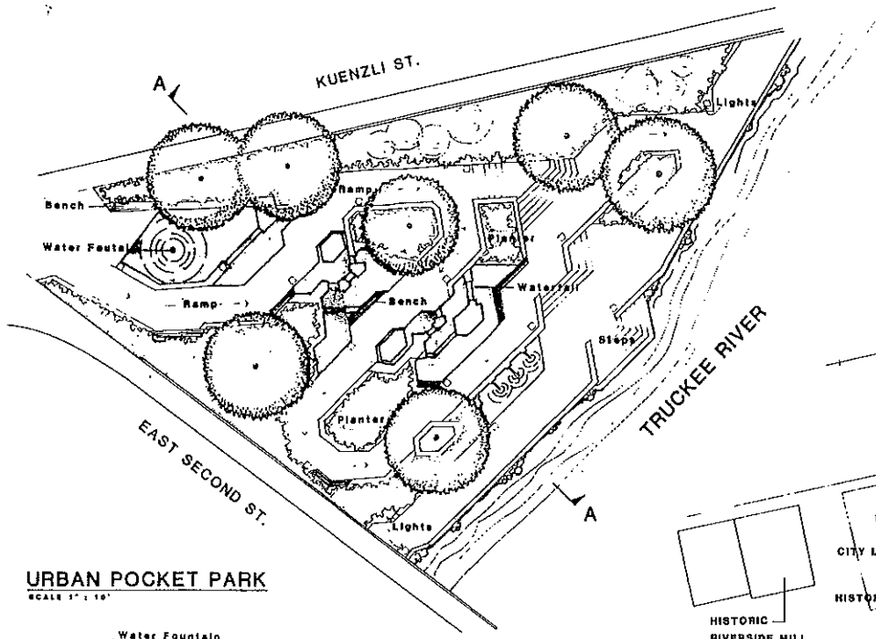
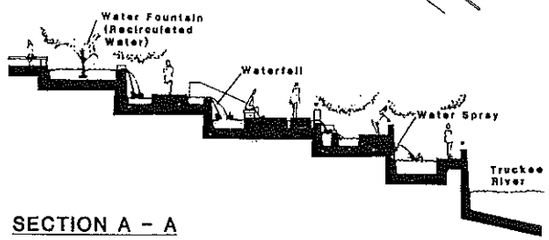


URBAN POCKET PARK

SCALE 1" = 10'



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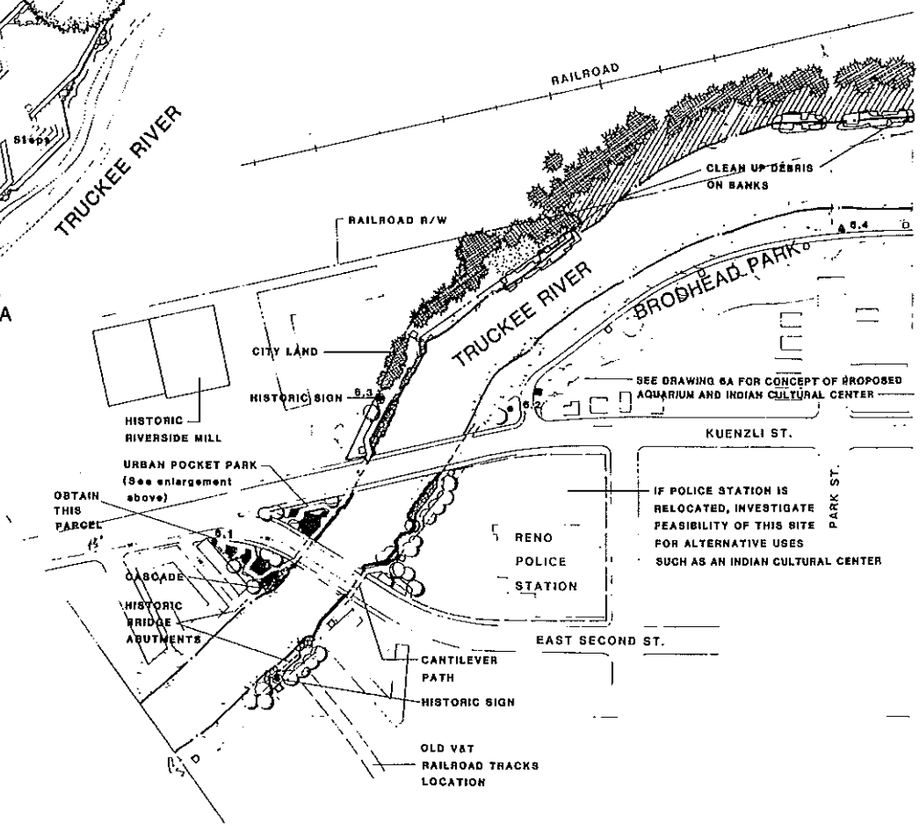

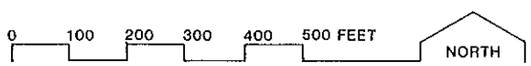

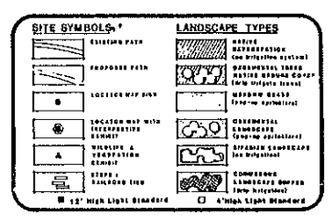

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J. Provide additional parking spaces at Riverside Park as shown.

K. Provide locator maps at Idlewild Park and Riverside Park as shown.

L. Provide irrigation system at Riverside Park.

3.6 SECOND AVENUE TO WELLS AVENUE

A. Recognize with information signs the Riverside Flour Mill and V & T Railroad abutments as significant historic sites.

B. Clean up debris along the north bank of the river.

C. Develop a continuous landscaped buffer of evergreen trees and ground cover on the north bank.

D. Extend a pedestrian path on the City-owned land on the north bank as shown.

E. Encourage the implementation of the proposed pedestrian/bike crossing, paving, and light improvements at Wells Avenue. (Under construction).

F. Develop an urban pocket park with a small plaza design and cascading waterfalls on both sides of East Second Street. (City owns parcel between Second and Kuenzli but needs to request acquisition for parcel south of Second Street.)

G. Develop a cantilevered path under the East Second Street Bridge.

H. Provide lights on the river between East Second Street and Brodhead Park.

I. Provide locator map signs at key locations as shown.

3.7 WELLS AVENUE TO GIROUX STREET

A. Clean up and replace the concrete, asphalt and garbage dumping on the north and south banks with continuous landscaping as shown.

B. Develop a continuous landscaped buffer of evergreen trees and groundcover with an irrigation system on the north bank.

C. Provide a pedestrian path and a mix of deciduous and coniferous trees on the existing city easement west of Giroux Street and the auto junk yard.

D. Add a drinking fountain at the existing rest area as shown immediately west of Giroux Street.

E. Provide locator map signs at key locations as shown.

3.8 GIROUX STREET TO KIETZKE LANE

A. Clean up and replace debris with continuous low-maintenance deciduous and coniferous landscaping with drip irrigation on the north and south banks as shown.

B. Provide public auto entry with entry gate, parking (30+ autos) and auto turn-around on the north bank.

C. Provide locator map signs at key locations.

D. Provide interpretive sign.

E. Provide landscape buffer with drip irrigation along freeway where freeway crosses river.

F. Provide small low-maintenance lawn area with picnic tables, restrooms & drinking fountain on the north bank as shown.

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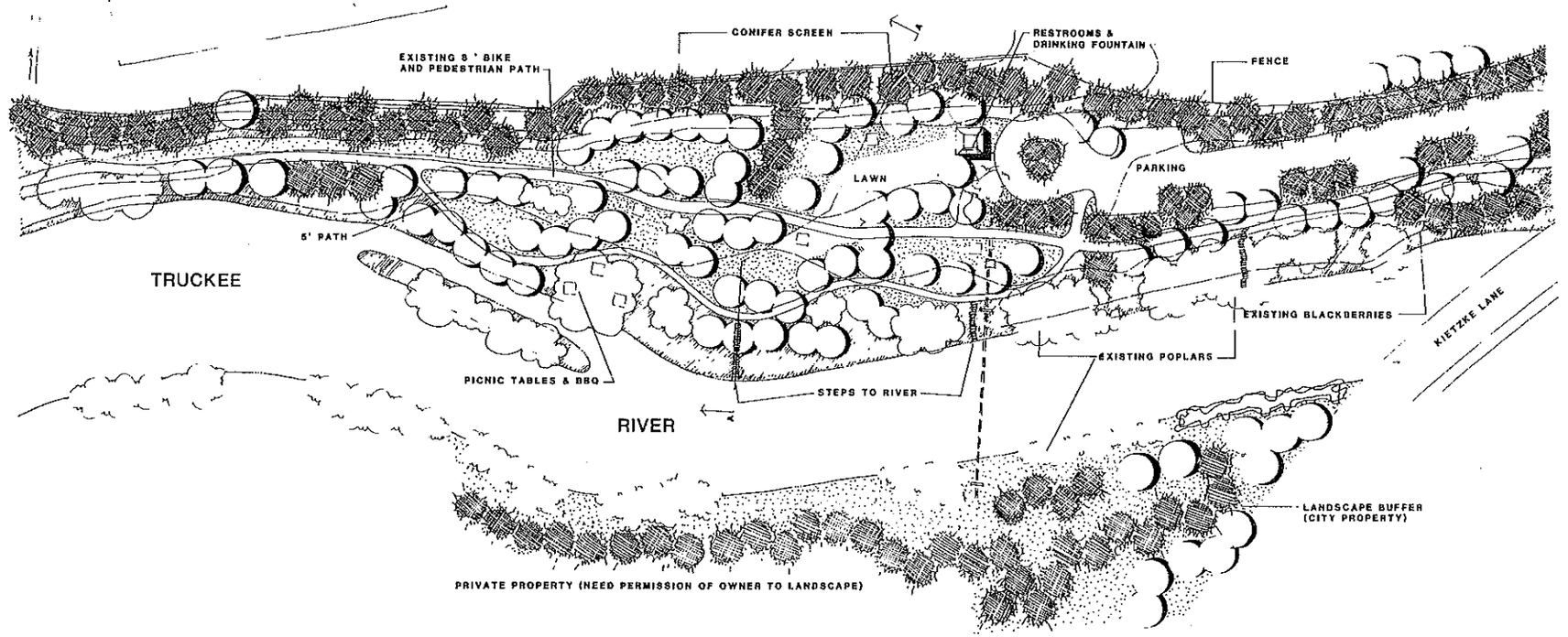

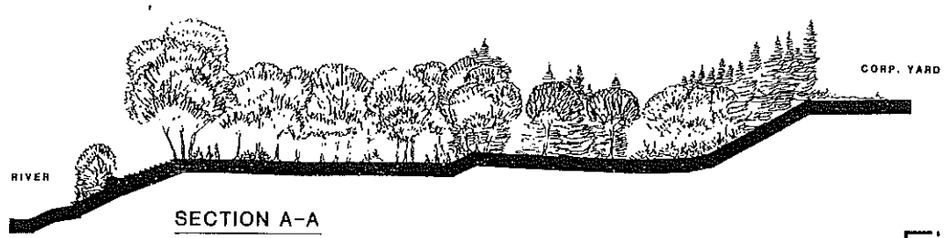

SECTION A-A

0 40 200 FEET NORTH

Fisherman's Park

Opportunity Area Number 8

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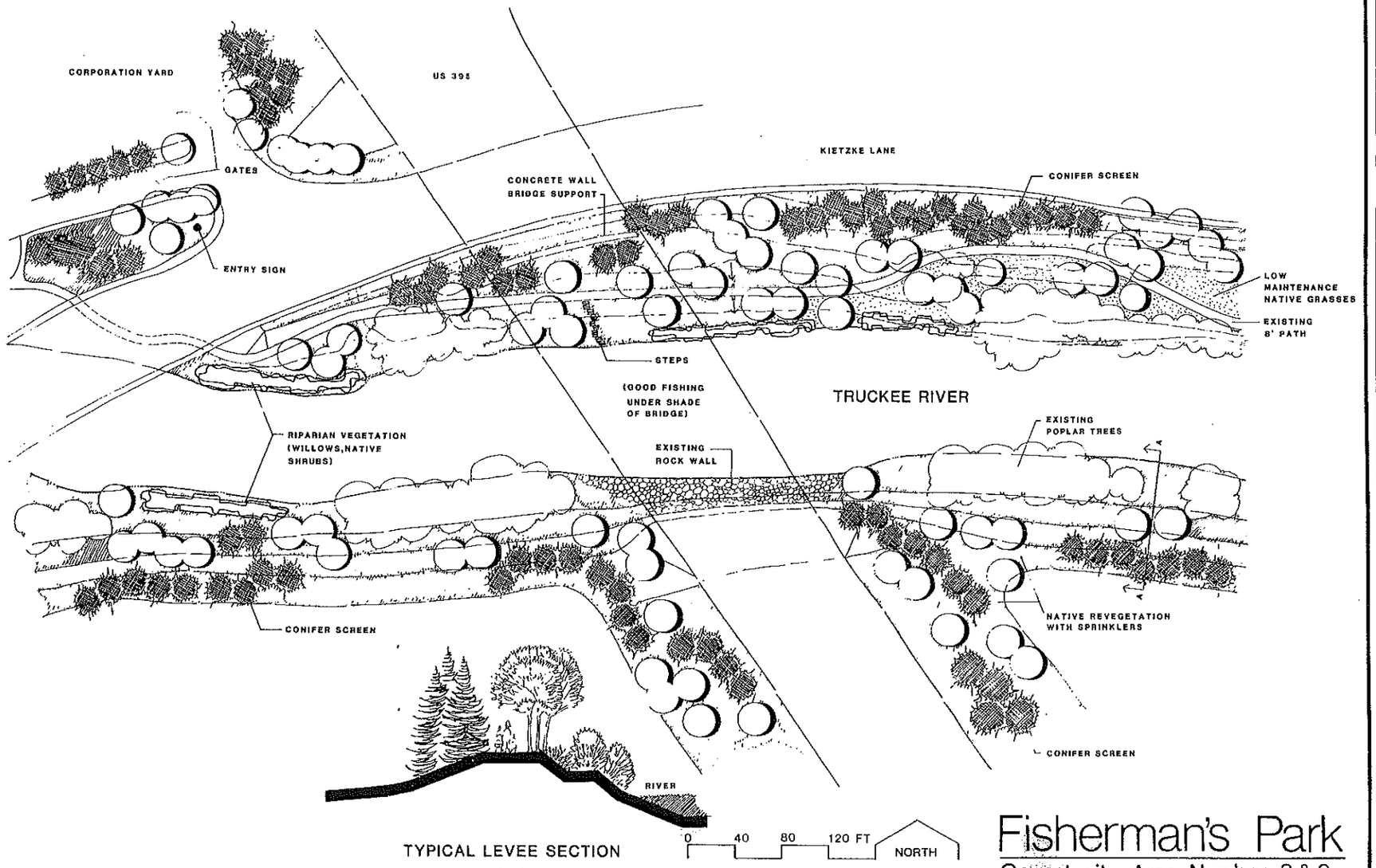

TYPICAL LEVEE SECTION
A-A

Fisherman's Park

Opportunity Area Number 8 & 9

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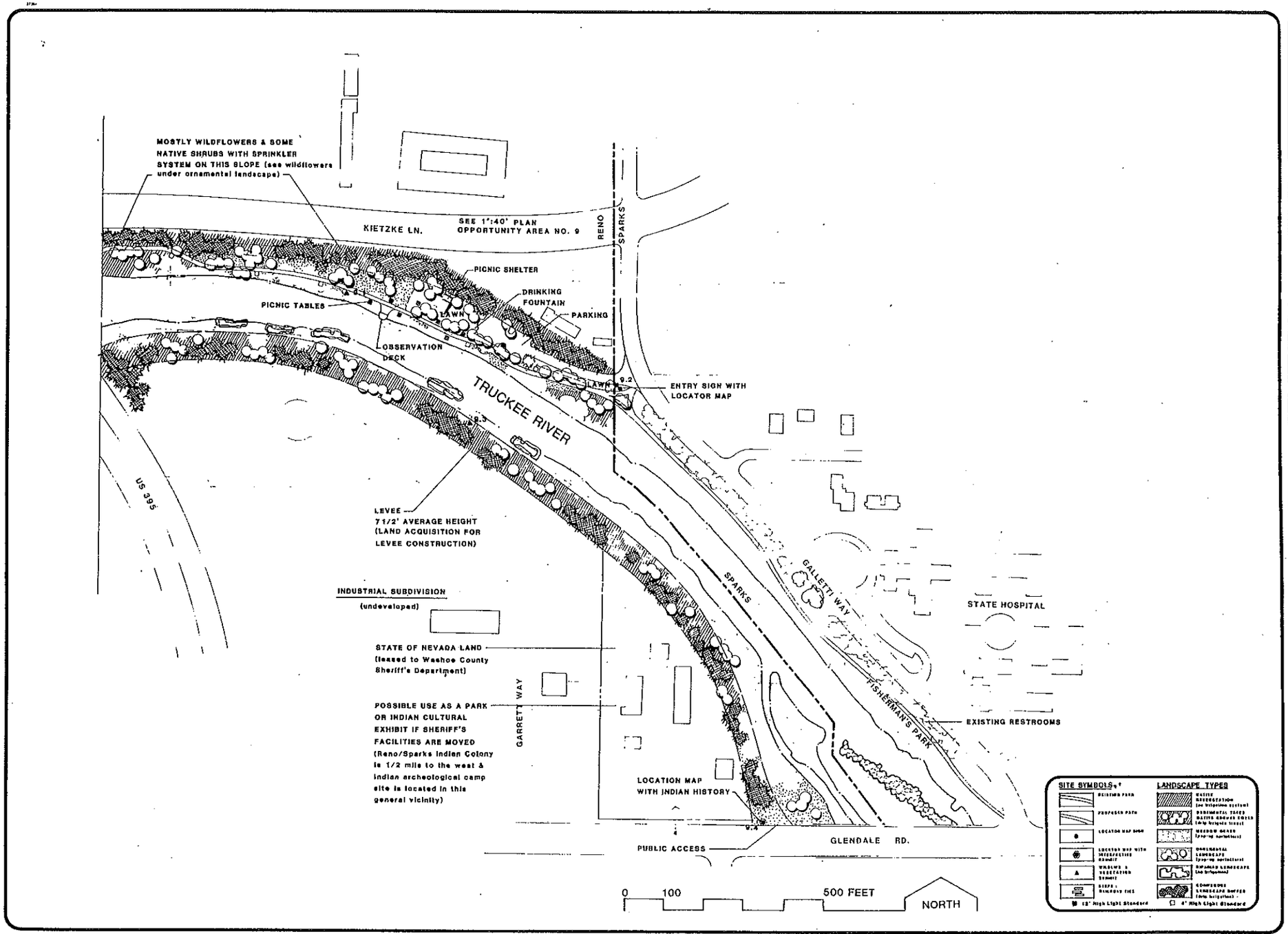

Truckee River Corridor Development Plan

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P.O. Box 7070 Reno, Nevada 89510
P.O. Box 684 Carson City, Nevada 89702
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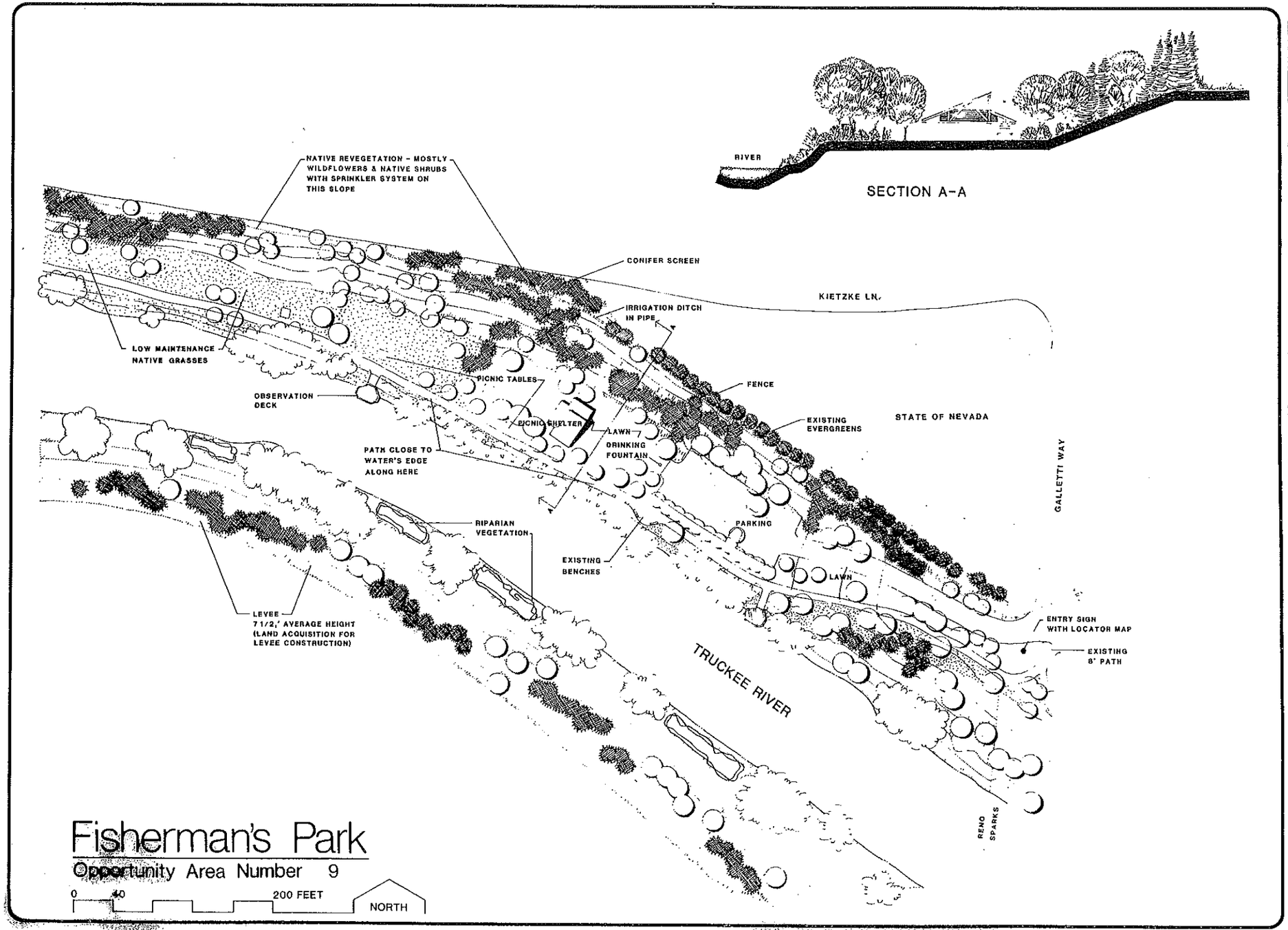

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Truckee River Corridor Development Plan

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Sheet Number: 9A OF

G. Landscape city property on south bank and coordinate landscaping with cleanup of debris.

3.9 KIETZKE LANE TO GLENDALE AVENUE

A. Clean up and replace debris on the south bank with continuous landscaping in coordination with the Corps of Engineers flood control levee.

B. Provide needed landscaping and sprinkler system on the slope on the north bank in coordination with the proposed trail on the north bank, including parking, observation deck, and small passive landscaped areas. Low groundcover would be primarily wild flowers and some native shrubs.

C. Provide locator map signs and information signs at key locations to identify opportunities and historic/archeological sites, such as the general vicinity of the Glendale Indian Camp site.

D. Explore the feasibility of the State of Nevada land (now leased to the Washoe County Sheriff's Department) for possible use as a park or Indian cultural exhibit, if Sheriff's facilities are moved. (Reno/Sparks Indian Colony is one-half mile to the west and this area has been generally identified as an Indian Archeological Camp Site.)

E. City of Reno would need to acquire land for Corps of Engineers flood control levee.

3.10 GLENDALE AVENUE TO GREG STREET

A. Provide landscaping on the Reno side of the river in coordination with the Corps of Engineers flood wall on the south side of the river. Shrubs and climbing vines are proposed against the flood wall.

B. Provide locator map signs at key locations in order to identify opportunities and historic/archeological sites. Some of these include: 1) Identification of the historic Eastman Sawmill; 2) Indian historical and archeological information/technology; and 3) present and historical vegetation interpretive signs.

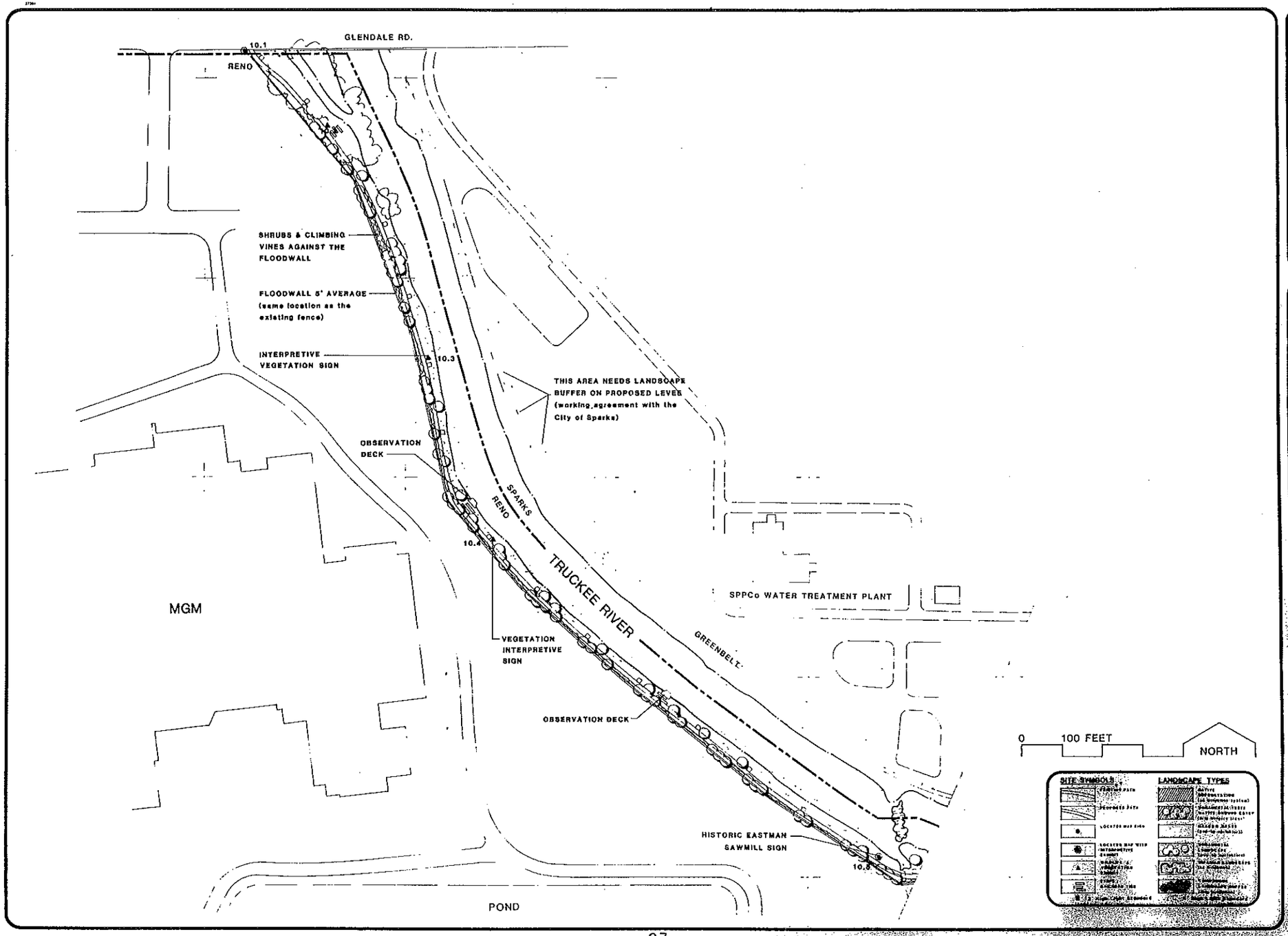
C. Encourage the development of landscape buffer on the east side of the Truckee on the proposed Corps of Engineers levee. (Need working agreement with Sparks.)

D. Encourage landscaping of the MGM reservoir to connect with the Pioneer ditch and provide landscaping and a trail around the reservoir.

E. Provide an observation deck as shown for viewing the river and water fowl.

3.11 GREG STREET TO ROCK BLVD.

A. Develop a passive park with trails, parking for approximately 50 autos, demonstration gardens (low water and maintenance), and nursery on City property on the south bank.



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Truckee River Corridor Development Plan

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Truckee River Corridor Development Plan

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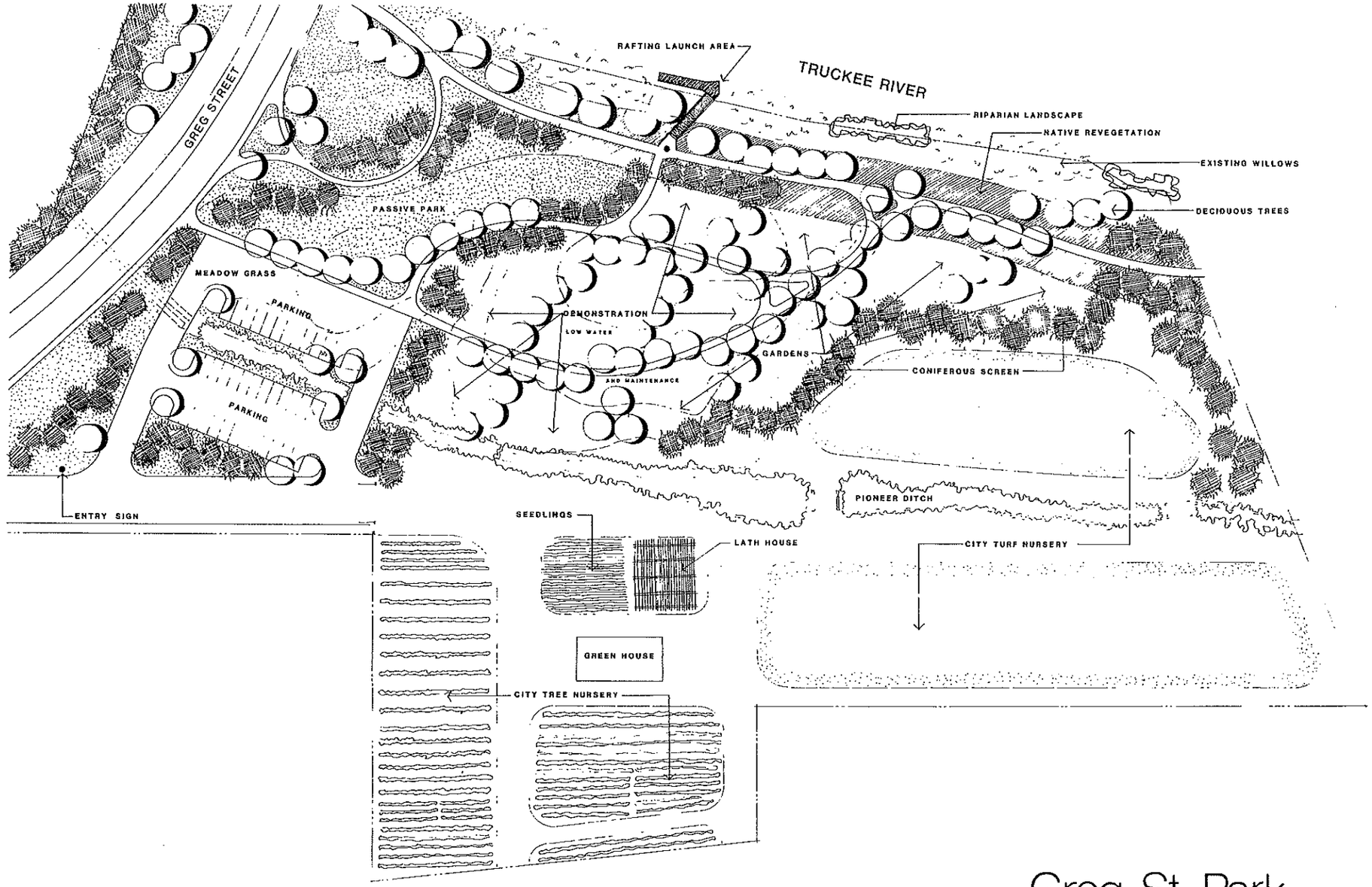

Greg St. Park

Opportunity Area Number 11

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Truckee River Corridor Development Plan

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B. Provide a rafting/tubing floating launch area.

C. Provide landscaping and a continuous pedestrian bike trail in coordination with the Corps of Engineers flood control levee on the south side of the river. (City would need to acquire levee ground for the Corps of Engineer).

D. Provide locator map signs at key locations in order to identify river opportunities.

D. Provide an observation deck as shown for fishing and viewing of water fowl.

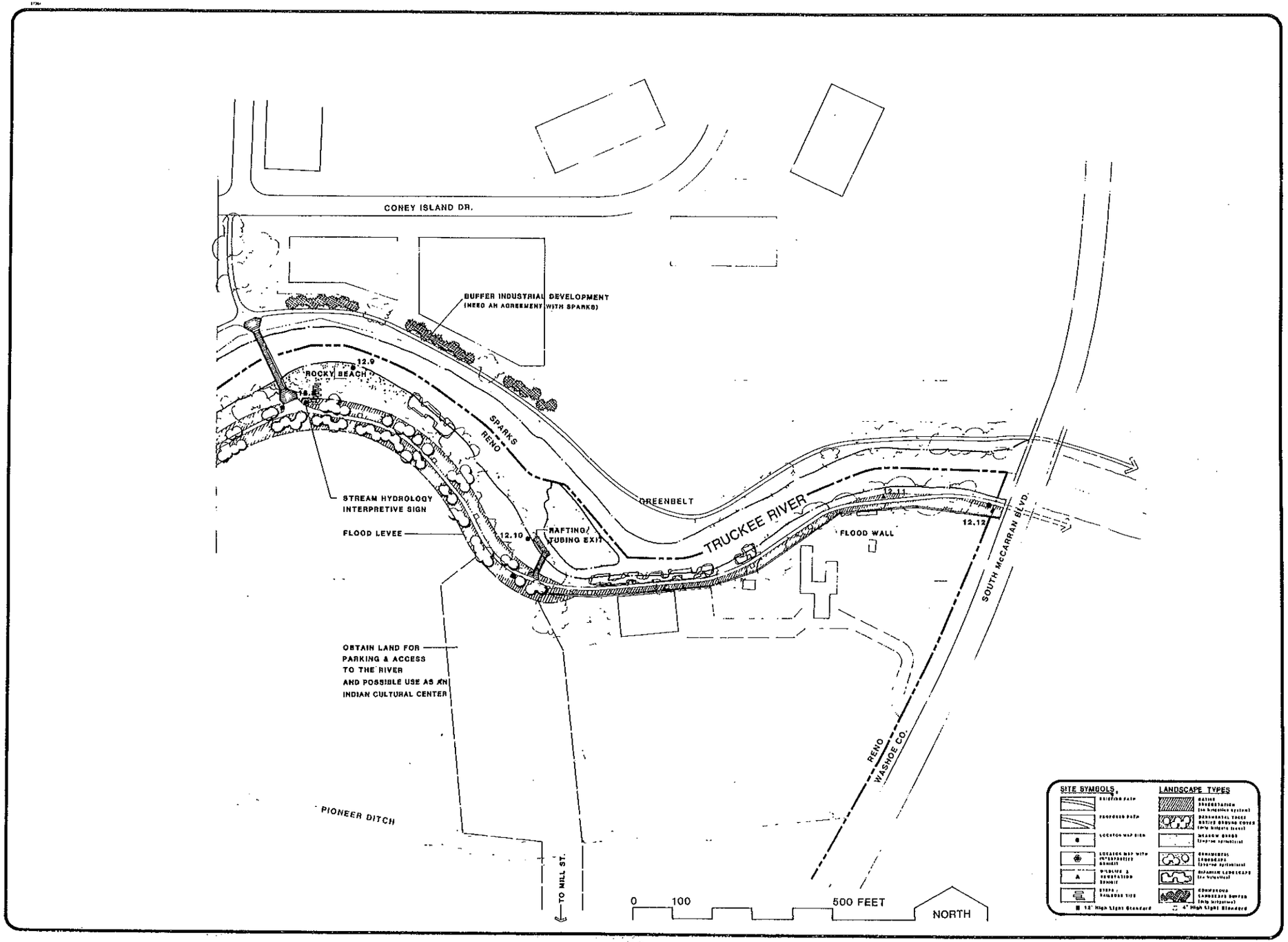
3.12 ROCK BLVD. TO McCARRAN BLVD.

A. Acquire ownership and/or easements for Corps of Engineer levee, parking and public access to the river as shown. This would include the development of an urban park, as shown, with preservation of the old barn and pond. It would also include picnic or camp sites, open play meadow and enlarged pond.

B. Develop a pedestrian/bike path, pedestrian bridge and deciduous/coniferous landscaping as shown, in coordination with the Corps of Engineers flood control levee.

C. Provide locator map signs at key locations in order to identify opportunities, historic sites, and interpretive exhibits.

D. Provide raft/tubing exit facility as shown.



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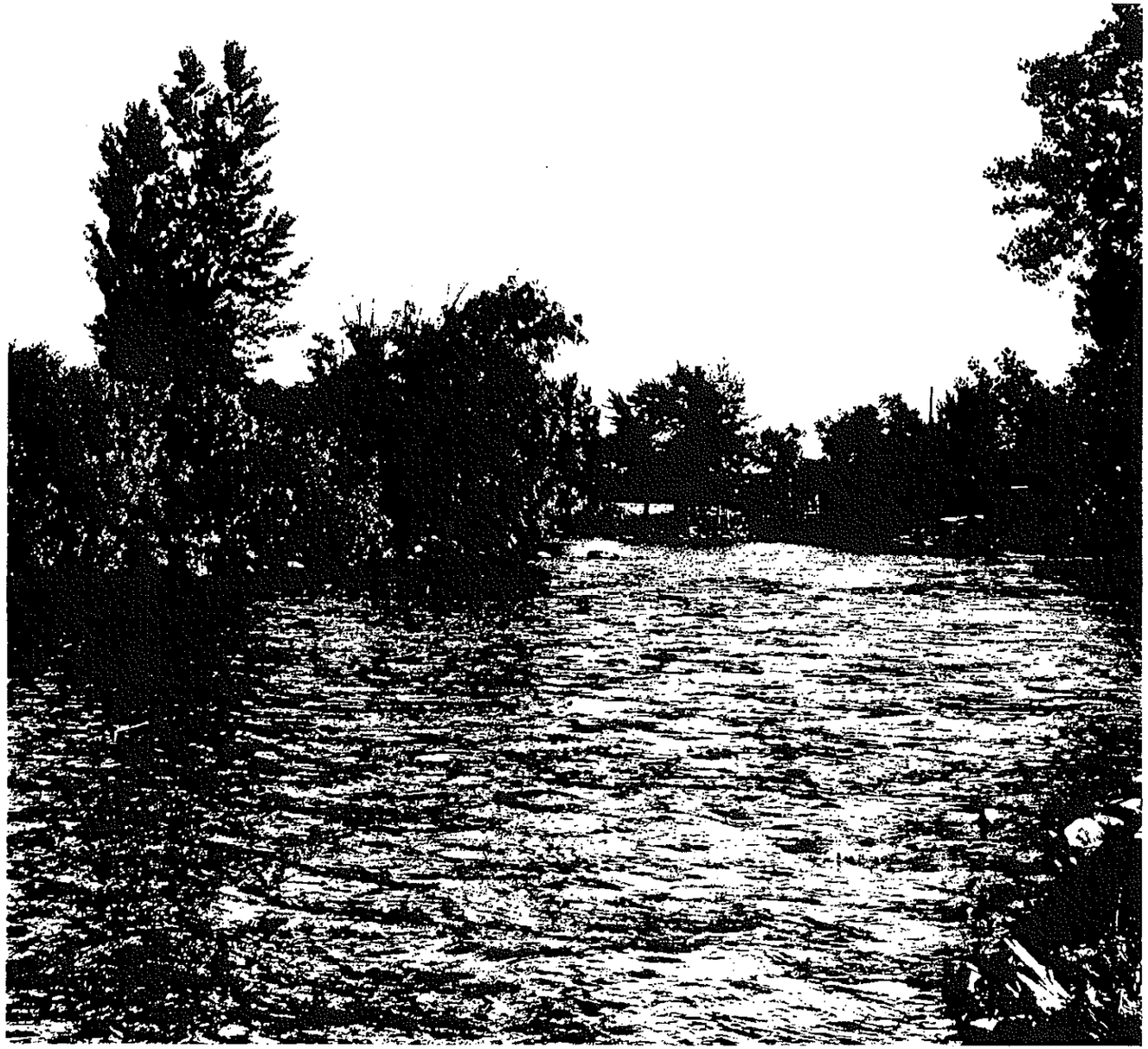


COST/TIMING 4

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES (1983 DOLLARS)

	UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	PRIORITIES TWO 1985-90	PRIORITIES AFTER 1990
RECOMMENDED PROJECTS						
1. CRISSIE CAUGHLIN PARK TO IVANSACK			$314,476		$ 100,200	$214,276
2. IVANSACK TO IDLEWILD (SOUTH BANK)			94,600	$ 9,600	85,000	
3. ISLAND PARK TO CHISM PARK (NORTH BANK)			240,110	178,200	61,910	
4. CHISM PARK TO ARLINGTON (NORTH BANK)			45,150	45,150		
5. IDLEWILD TO ARLINGTON STREET			194,970	69,970	10,000	115,000
6. SECOND AVENUE TO WELLS AVENUE			349,100	10,500	238,600	100,000
7. WELLS AVENUE TO GIROUX STREET			95,190	88,650	6,540	
8. GIROUX STREET TO KIETZKE LANE			170,325	122,825	7,500	40,000
9. KIETZKE LANE TO GLENDALE AVENUE			273,540	191,745	81,795	
10. GLENDALE AVENUE TO GREG STREET			44,970	11,500	33,470	
11. GREG STREET TO ROCK BOULEVARD			342,007	140,071	136,560	65,376
12. ROCK BOULEVARD TO McCARRAN BOULEVARD			574,585		237,485	337,100
TOTAL			$2,739,023	$ 868,211	$ 999,060	$871,752
ALTERNATIVE COSTS						
1. Light Standards at 150 feet apart or 250 Standards		$1,325	331,250	165,625	165,625	
GRAND TOTAL			$3,071,273	$1,033,836	$1,164,685	$871,752

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES

RECOMMENDED PROJECTS

	UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	PRIORITIES TWO 1985-90	PRIORITIES AFTER 1990
1. CRISSIE CAUGHLIN PARK TO IVANSACK PARK (continued)						
I. Provide deciduous (shade trees such as London Plane) and coniferous trees (for year around screen) on both sides of the river to provide a landscaped setting. Provide 40,000 sq. ft. of meadow grass with irrigation and 310,000 sq. ft. of native revegetation as shown. (NB - North Bank; SB - South Bank; MG - Meadow Grass; NR - Native revegetation.)	NB-120 trees	*$35/tree	$ 4,200			$ 4,200
	SB-105 trees	*$35/tree	3,675		$ 3,675	
	MG-40,000 sq.ft.	$.40 sq.ft.	16,000			16,000
	NR-310,000 sq.ft.	$.12 sq.ft.	37,200			37,200
* Parks Department to acquire bare root or ball and burlap trees, plant them in city nursery and transplant them as needed. Contractor bid price $90/tree includes drip irrigation. (15 gallon container size trees). (See Alternative Cost No. 1, See p. #35.)						
TOTAL			$302,101		$94,425	$207,676
		Alt. #1, Add	(12,375)		(5,775)	(6,660)
GRAND TOTAL			$314,476		$100,200	$214,276
2. IVANSACK TO IDLEWILD (South Bank)						
A. Provide a pedestrian bridge connection to Opportunity Site #3.	1	$80,000	$ 80,000		$80,000	
B. Provide locator signs to identify the features of this area as well as to identify the other opportunities along the river, such as historic/archeological sites, interpretive exhibits and other river features. (LS - Locator Signs.)	LS 4	250	1,000	$ 1,000		
C. Widen path and place trees in path with tree grates (cost of grates not included) from Foster Drive to Idlewild. (A - Asphalt; T - Trees; RV - Riparian Vegetation; LF - Lineal Feet.)	A-3,500 SF	$1.20/SF	4,200	4,200		
	T - 8	*$35/tree	280	280		
	RV-500 LF	$10/LF	5,000		5,000	

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN COST AND TIMING/PRIORITIES	UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1933-34	PRIORITIES TWO 1935-90	PRIORITIES AFTER 1990
RECOMMENDED PROJECTS						
2. IVANSACK TO IDLEWILD (South Bank) (continued):						
D. Provide an observation deck and revegetate the bank from Foster Drive to Idlewild. (D - Deck; R - Revegetation; SF - Square Feet.)	D - 100 SF R-22,500 SF	$10/SF $.12/SF	$ 1,000 2,700	$ 1,000 2,700		
TOTAL			$94,180	$ 9,180		
		Alt. #1 Add	(420)	(420)		
GRAND TOTAL			$94,600	$ 9,600	$85,000	
3. ISLAND PARK TO CHISM PARK (North side of Truckee)						
A. Entry from Dickerson Road and from Opportunity Site #2.						
1. Provide paved parking area for 18 autos and turning circle for autos/bikes on city-owned property. (Curb not included - would be extra.)	12,000 sq.ft.	$1.20 sq.ft.	$ 14,400	$14,400		
2. Develop pedestrian bridges (same bridge as identified in Opportunity Site #2) across the Truckee and from the parking area to Island Park.	1	Lump Sum	15,000	15,000		
3. Develop a small passive entry park area, taking advantage of the existing large poplars. This area; will include a restroom and picnic area. (G - Grass R - Restroom and Utilities; PP - Picnic Pads.)	G-20,000/ sq. ft. R - 1 PP - 4	$.40/ sq.ft. $40,000 $ 1,000	8,000 40,000 4,000	8,000 40,000	 $ 4,000	
4. Acquire a public easement from the railroad right-of-way for trail access along the northwest edge of Island Park.				Acquire		
B. Island Area						
1. Maintain the marsh area in a natural setting with some channel improvements to maintain flow, to keep the area from developing further silt deposits and to allow for increased fish habitat. (CY - Cubic Yards.)	733 CY	$6.00/ft.	10,000		10,000	
2. Provide a board walk-type trail on the Island in order to maintain the Island in a natural setting.	10,400 sq.ft.	$7.00/ sq.ft.	72,800	72,800		

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES

RECOMMENDED PROJECTS

	UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	PRIORITIES TWO 1985-90	PRIORITIES AFTER 1990
3. Provide asphalt trail on north bank and provide trees and riparian vegetation. (T - Trail; Tr - Trees; NR - Native Revegetation; RV - Riparian Vegetation; LF - Lineal Feet; SF - Square Feet.)	T-16,800SF NR-100,000SF Tr - 175 RV - 500LF	$1.20/SF $.12/SF *$35/Tr $10/LF	$20,160 12,000 6,125 5,000	 $12,000 5,000	$20,160 6,125 	
4. Provide an observation tower among the tall cottonwood trees and as part of the pedestrian bridge structure.	800 sq.ft.	$15/ sq.ft.	$12,000		$12,000	
5. Develop a Nature/Interpretive Exhibit as part of display panels explaining the ecology of the marsh, vegetation and wildlife habitat.	6	$500	3,000	$ 3,000		
6. Provide locator maps for this area as shown.	2	$250	500	500		
7. Observation blinds.	3	$2,500	7,500	7,500		
TOTAL			$230,485	$178,200	$52,285	
		Alt. #1 Add	(9,625)		(9,625)	
GRAND TOTAL			$240,110	$178,200	$61,910	
4. CHISM PARK TO ARLINGTON STREET (North side of Truckee)						
A. Request easement or purchase of Chism property for trail, landscaping and bridge.				Acquire		
B. Provide coniferous landscape screen along the north bank of the river to buffer industrial buildings from view on Idlewild Park side of river.	120 Trees	* $35	$ 4,200	$ 4,200		
C. Provide locator maps near pedestrian bridge crossing at the Booth Street bridge and at Arlington.	3	$250	750	750		
D. Increase channel width on north bank of Booth Street Bridge and develop pedestrian path in order to reduce flood wall along north bank. (By the Corps of Engineers.)					Widen Channel (Corps)	
E. Widen pedestrian path for bikers.	18,000/SF	$1.20/SF	21,600	21,600		

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN COST AND TIMING/PRIORITIES	UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES		
				ONE 1983-84	TWO 1985-90	AFTER 1990
RECOMMENDED PROJECTS						
F. New sidewalk and pathn (from new bridge to Chism Trailer Park.)	10,000/SF	$1.20/SF	$ 12,000	$ 12,000		
TOTAL			$ 38,550	$ 38,500		
		Alt. #1 Add	(6,600)	(6,600)		
GRAND TOTAL			$ 45,150	$ 45,150		
5. IDLEWILD TO ARLINGTON STREET						
A. Link Idlewild Park to the north bank (Opportunity Site #4) with a pedestrian bridge (if property can be purchased or easement acquired).	1	$100,000	$100,000			$100,000
B. Provide a tubing/rafting exit near Cowen Drive and another at the west end of Riverside Park on the south bank.	1,000 sq.ft.	$15/ sq.ft.	15,000			15,000
C. Increase channel width on south bank at Booth Street.	BY	CORPS	OF ENGINEERS			
D. Expand the fitness trail at Idlewild Park (1 1/2 miles and 20 stations) as shown.	20		10,000		$10,000	
E. Provide an expanded trail to accommodate a bike path as shown.	6,800 sq.ft.	$1.20/ sq.ft.	8,160	8,160		
F. Provide new picnic facilities as shown at Idlewild Park and a picnic shelter at Riverside Park. Idlewild--	10 Pads	$1,000	10,000	10,000		
Riverside--	4 Pads	$1,000	4,000	4,000		
G. Voluntary revegetation of steep slopes between Keystone and Riverside Park (by individual owners).	BY	INDIVIDUAL	OWNERS			
H. Develop a combined restroom, biking concession and park department storage structure and picnic shelter at Riverside Park.	BY	OTHERS				
I. Provide curb and sidewalk as shown at Riverside Park.	BY	OTHERS				
J. Provide additional parking spaces at Riverside Park as shown.	BY	OTHERS				
K. Provide locator maps at Idlewild Park and Riverside Park as shown. (LM - Locator Maps; IS - Information Signs.) 40	LS - 8 IS - 1	$250 $500	2,000 500	2,000 500		

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES

RECOMMENDED PROJECTS

	UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	TWO 1985-90	AFTER 1990
H. Provide lights on the river between East Second Street and Brodhead Park.	12 Lights	$250	$ 3,000		$ 3,000	
I. Provide locator map signs at key locations as shown.	2	$250	500	$ 500		
TOTAL			$342,500	$10,500	$232,000	$100,000
		Alt. #1 Add	(6,600)		(6,600)	
GRAND TOTAL			$349,100	$10,500	$238,600	$100,000
7. WELLS AVENUE TO GIROUX STREET						
A. Clean up and replace the concrete, asphalt and garbage dumping on the north and south banks with continuous landscaping as shown. (Clean-up by City staff; cost not included.)				Clean-Up (Cost not included)		
B. Develop a continuous landscaped buffer of evergreen trees and groundcover with an irrigation system on the north bank. (Tr - Trees; RV - Riparian Vegetation; LF - Lineal Feet; NR - Native Revegetation w/irrigation.)	RV-500LF	$10/LF	$ 5,000	$ 5,000		
	Tr-310	* $35	10,850	10,850		
	NR-180,000SF	$.30/SF	54,000	54,000		
C. Provide a pedestrian path and a mix of deciduous and coniferous trees on the existing city easement west of Giroux Street and the auto junk yard. (Tr - Trees; T - Trail; SF - Square Feet.)	Tr-30	* $35	1,050		$ 1,050	
	T-3,200SF	$1.20SF	3,840		3,840	
D. Add a drinking fountain at the existing rest area as shown immediately west of Giroux Street.	1	$500	500	500		
E. Provide locator map signs at key locations as shown. (LM - Locator Map; IS - Information Sign.)	LM - 3	$250	750	750		
	IS-1	500	500	500		
TOTAL			$76,490	$71,600	$ 4,890	
		Alt. #1 Add	(18,700)	(17,050)	(1,650)	
GRAND TOTAL			$95,190	$88,650	$ 6,540	

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES

RECOMMENDED PROJECTS

	UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	PRIORITIES TWO 1985-90	PRIORITIES AFTER 1990
8. GIROUX STREET TO KIETZKE LANE						
A. Clean up and replace debris with continuous low-maintenance deciduous and coniferous landscaping with drip irrigation on the north and south banks as shown.	190 Trees	$35	$ 6,650	$ 6,650 (Clean-up Cost not included)		
B. Provide public auto entry with entry gate, parking (30+ autos) and auto turn-around on the north bank.	22,400 sq.ft.	$1.20/ sq.ft.	26,880	26,880		
C. Provide locator map signs at key locations.	2	$250	500	500		
D. Provide interpretive sign.	1	$500	500	500		
E. Provide landscape buffer with drip irrigation along freeway where freeway crosses river.	90 Trees	* $35	3,150	3,150		
F. Provide small low-maintenance lawn area with picnic tables, restrooms 7 drinking fountain on the north bank as shown. (L - Lawn; PT - Picnic Tables; DF - Drinking Fountain; R - Restroom; SF - Square feet; NV - Native Vegetation; MG - Meadow Grass.)	NV-120,000 L-6,000SF PT - 7 DF - 1 R - 1 MG-36,000	$.30/SF $.40/SF $ 1,000 $ 500 $40,000 $.40/SF	$36,000 $ 2,400 $ 7,000 $ 500 $40,000 $14,415	$36,000 $ 2,400 $14,415	$ 7,000 $ 500	$40,000
G. Landscape city property on south bank and coordinate landscaping with cleanup of debris. (T - Trees; R - Riparian Vegetation; NV - Native Vegetation; MG - Meadow Grass; SF - Square Feet; LF - Lineal Feet).	T - 57 RV-100LF NV-15,000SF MG-15,000SF	* $35 $ 10/LF $.12/SF $.40/SF	$ 1,995 1,000 1,800 6,000	$ 1,995 1,000 1,800 6,000		
H. Steps to River.	3	$1,000/ea	3,000	3,000		
TOTAL			$151,790	$104,290	$ 7,500	$40,000
		Alt. #1 Add	18,535	18,535		
GRAND TOTAL			$170,325	$122,825	$ 7,500	$40,000
9. KIETZKE LANE TO GLENDALE AVENUE						
A. Clean up and replace debris on the south bank with continuous landscaping in coordination with the Corps of Engineers flood control levee. (T - Trees; NV - Native Vegetation with/drip irrigation; RV - Riparian Vegetation.	Clean Up By City (Cost Not Included) Clean Up T - 233 NV-150,000SF RV-400 LF	 * $35 $.30/SF $10/LF	 $ 8,155 $45,000 $ 4,000		$ 8,155 $45,000 $ 4,000	

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES

RECOMMENDED PROJECTS

		UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	PRIORITIES TWO 1985-90	PRIORITIES AFTER 1990
B.	Provide needed landscaping and sprinkler system on the slope on the north bank in coordination with the proposed trail on the north bank, including parking, observation deck, and small passive landscaped areas. Low groundcover would be primarily wild flowers and some native shrubs. (T - Trees; MG - Meadow Grass; NV - Native Vegetation w/sprinklers; P - Parking; D - Deck; DF - Drinking Fountain.)	T - 215 MG-50,000SF NV-30,000SF P-15,600SF D - 600SF DF - 1	* $35 $.40/SF $.30/SF $1.20/SF $15/SF $500	$ 7,525 $20,000 $24,000 $18,720 $ 9,000 $ 500	$ 7,525 $20,000 $24,000 $18,720 $ 9,000 $ 500		
C.	Provide locator map signs and information signs at key locations to identify opportunities and historic/ archeological sites, such as the general vicinity of the Glendale Indian Camp site. (IS - Interpretative Signs; LS - Locator Signs.)	IS - 3 LS - 2	$ 500 $ 250	$ 1,500 $ 500	$ 1,500 $ 500		
D.	Group picnic shelter and composting restrooms.	1	Lump Sum	$110,000	$110,000		
E.	Explore the feasibility of the State of Nevada land (now leased to the Washoe County Sheriff's Department) for possible use as a park or Indian cultural exhibit, if Sheriff's facilities are moved. (Reno/Sparks Indian Colony is one-half mile to the west and this area has been generally identified as an Indian Archeological Camp Site.)	NO ESTIMATE TAKEN					
F.	City of Reno would need to acquire land for Corps of Engineers flood control levee and construction of levees.	CORPS OF ENGINEERS					
	TOTAL		Alt. #1 Add	$248,900 (24,640)	$191,745	$57,155 (24,640)	
	GRAND TOTAL			$273,540	$191,745	$81,795	

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES

RECOMMENDED PROJECTS

10. GLENDALE AVENUE TO GREG STREET

		UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	PRIORITIES TWO 1985-90	PRIORITIES AFTER 1990
A.	Provide landscaping on the Reno side of the river in coordination with the Corps of Engineers flood wall on the south side of the river. Shrubs and climbing vines are proposed against the flood wall. (5GS - Five Gallon Shrubs; 1GV - One Gallon Vines; T - Trees; D - Drip Irrigation.)	5GS - 160 1GV - 650 T - 160 D -1130	$30 ea. $15 ea. * $35 ea. $ 4 ea.	$ 4,800 $ 9,750 $ 5,600 $ 4,520		$ 4,800 $ 9,750 $ 5,600 $ 4,520	
B.	Provide locator map signs at key locations in order to identify opportunities and historic/archeological sites. Some of these include: 1) Identification of the historic Eastman Sawmill; 2) Indian historical and archeological information/technology; and 3) present and historical vegetation interpretive signs. (LMIE - Locator Map Interpretive Exhibit; WVE - Wildlife & Vegetation Exhibit.)	LMIE - 2 WVE - 3	$500 ea. $500 ea.	$ 1,000 $ 1,500	$ 1,000 $ 1,500		
C.	Encourage the development of landscape buffer on the east side of the Truckee on the proposed Corps of Engineers levee. (Need working agreement with Sparks.)	BY THE	CITY OF	SPARKS			
D.	Encourage landscaping of the MGM reservoir to connect with the Pioneer ditch and provide landscaping, and a trail around the reservoir.	VOLUNTARY	BY	MGM			
E.	Provide an observation deck as shown for viewing the river and water fowl.	600 SQ	$15/SF	$ 9,000	$ 9,000		
F.	Flood wall & earth berms.	CORPS OF ENGINEERS					
	TOTAL			$36,170	$11,500	$24,670	
			Alt. #1 Add	(8,800)		(8,800)	
	GRAND TOTAL			$44,970	$11,500	$33,470	

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES

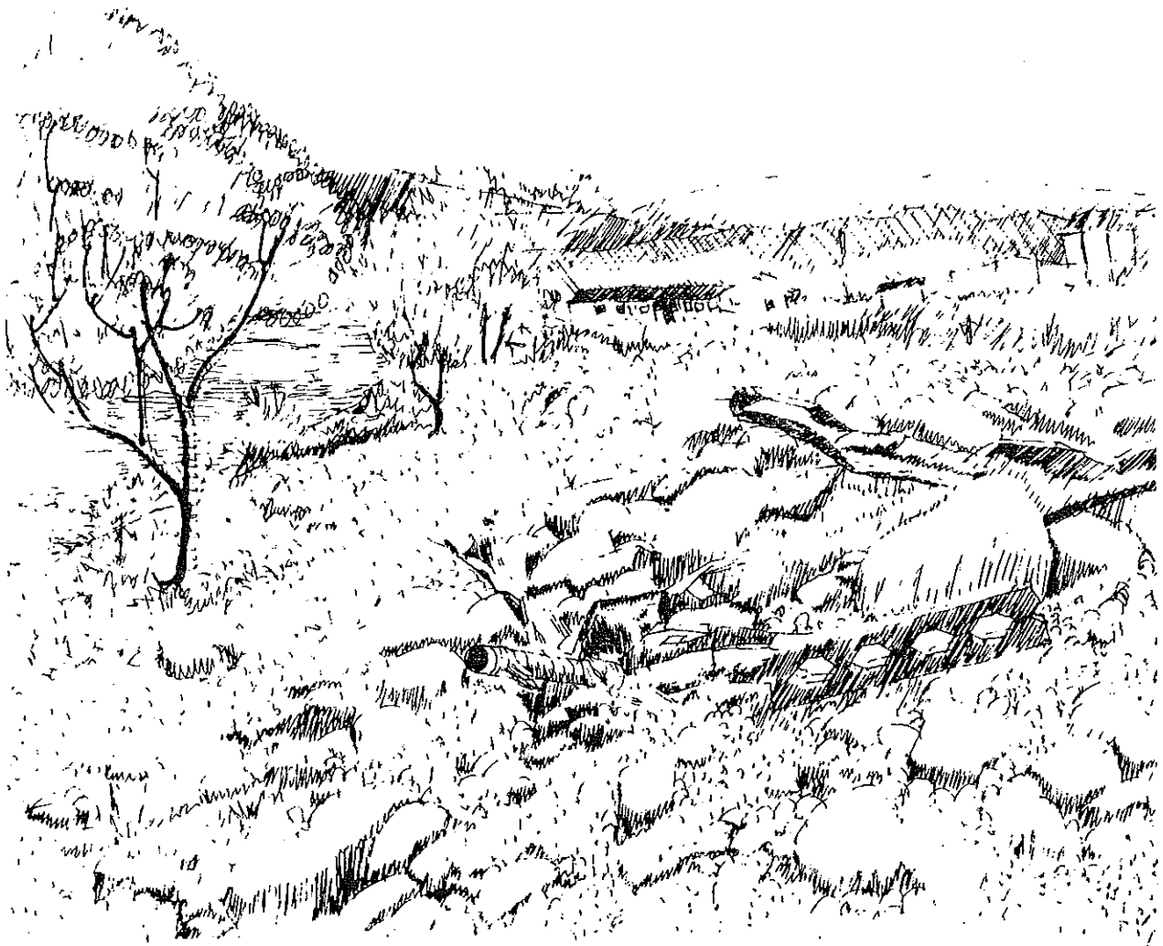
RECOMMENDED PROJECTS

		UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	PRIORITIES TWO 1985-90	PRIORITIES AFTER 1990
11.	GREG STREET TO ROCK BLVD.						
A.	Develop a passive park with trails, parking for approximately 50 autos, demonstration gardens (low water and maintenance), and nursery on City property on the south bank. (P - Parking; T - Trees; MG - Meadow Grass; NR - Native Revegetation; RV - Riparian Vegetation; DG - Demonstration Gardens.)	P-54,480 SF T - 455 MG-140,000SF NR-152,000SF RV- 600 LF DG-100,000SF	$1.20/SF * $35 ea $.40/SF $.30/SF $10/LF $.60/SF	$65,376 $15,925 $56,000 $45,600 $ 6,000 $60,000	 *$10,500 $ 6,000 $60,000	 *$ 5,425 $56,000 $45,600 	$65,376
B.	Provide a rafting/tubing floating launch area.	1,000 SF	$15/SF	$15,000		$15,000	
C.	Provide landscaping and a continuous pedestrian bike trail in coordination with the Corps of Engineers flood control levee on the south side of the river. (City would need to acquire levee ground for the Corps of Engineer).	38,400 SF	$1.20/SF	$46,080	$46,080		
D.	Provide locator map signs at key locations in order to identify river opportunities. (LS - Locator Sign; IS - Interpretive Sign.)	LS - 2 IS - 1	$250 ea. $500 ea.	$ 500 $ 500	$ 500 $ 500		
E.	Provide an observation deck as shown for fishing and viewing of water fowl.	400 SF	$15/SF	$ 6,000		$ 6,000	
F.	City Turf & Tree Nursury	NO ESTIMATE OF COST (CITY PARKS DEPARTMENT)					
G.	Flood levee construction and land acquisition.	CORPS OF ENGINEERS					
	TOTAL			$316,981	$123,580	$128,025	$65,375
			Alt. #1 Add	(25,025)	(16,491)	(8,535)	
	GRAND TOTAL			$342,006	$140,071	$136,560	$65,375

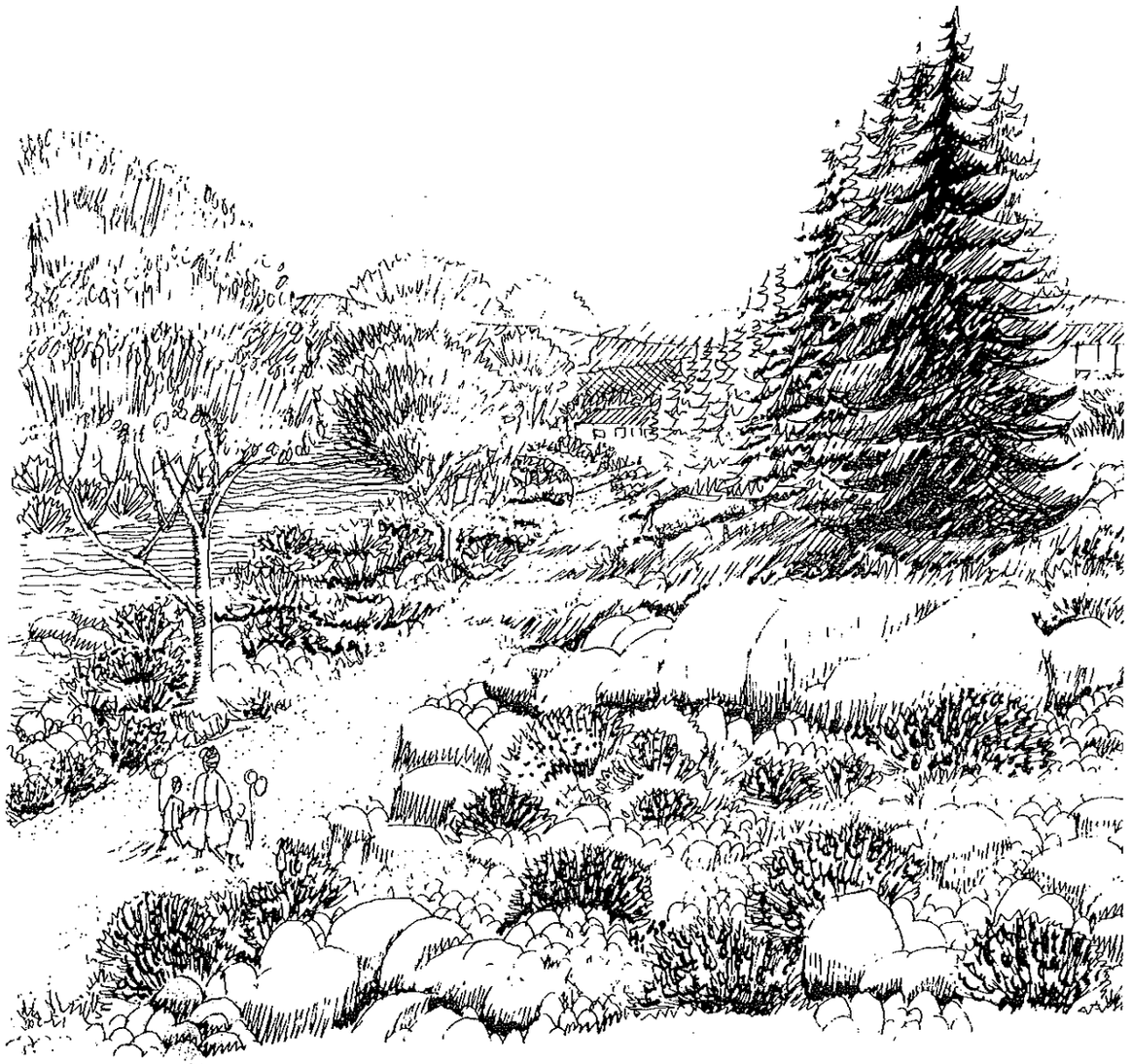
TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN
COST AND TIMING/PRIORITIES

RECOMMENDED PROJECTS

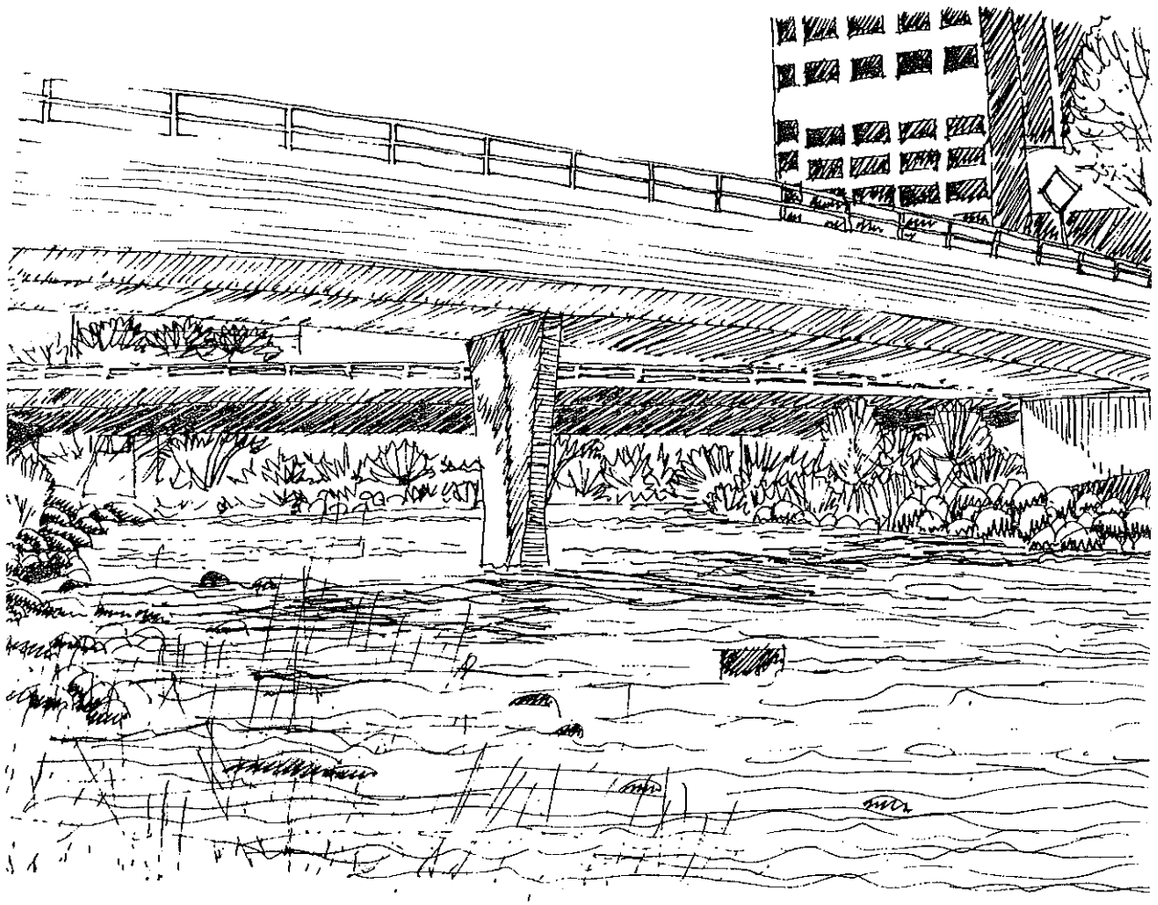
	UNITS OR AREA	COST PER UNIT	TOTAL COST	PRIORITIES ONE 1983-84	PRIORITIES TWO 1985-90	PRIORITIES AFTER 1990
12. ROCK BLVD. TO McCARRAN BLVD.						
A. Acquire ownership and/or easements for Corps of Engineer levee, parking and public access to the river as shown. This would include the development of an urban park, as shown, with preservation of the old barn and pond. It would also include picnic or camp sites, open play meadow and enlarged pond. (PP - Picnic Pads; S - Steps; P - Pond enlargement; R - Restrooms.)				(Acquire Cost Not Included)		
	PP - 16	$1,000	$ 16,000			$ 16,000
	S - 5	500	2,500			2,500
	P - 1	Lump Sum	5,000			5,000
	R - 1	Lump Sum	40,000			40,000
	D - 400	$4 each	1,600			1,600
B. Develop a pedestrian/bike path, pedestrian bridge and deciduous/coniferous landscaping as shown, in coordination with the Corps of Engineers flood control levee. (TR - TRail; B - Bridge; T - Trees; RV - Riparian Vegetation; NR - Native Revegetation; MG - Meadow Grass; 5GS - 5-Gallon Shrub; 1GV - 1-Gallon Vine; D - Drip Irrigation.)	TR-88,000LF	$1.20LF	$105,600		$105,600	
	(2)B-160'	200,000	$200,000			$200,000
	T - 554	*$35 ea.	$ 19,390		$ 19,390	
	RV - 900LF	$10/LF	$ 9,000		$ 9,000	
	NR-150,000SF	$.30/SF	$ 45,000		$ 45,000	
	5GS-80	$30 ea.	$ 2,400		2,400	
	1GV-325	$15 ea.	$ 4,875		4,875	
	MG-56,000SF	$.40/SF	$ 22,400		22,400	
C. Provide locator map signs at key locations in order to identify opportunities, historic sites, and interpretive exhibits. (LS - Locator Sign; IS - Interpretive Sign.)	LS - 5	$250 ea.	$ 1,250		$ 1,250	
	IS - 5	$500 ea.	$ 2,500		$ 2,500	
D. Provide raft/tubing exit facility as shown.	1,000 SF	$15/SF	$ 15,000		$ 15,000	
E. Parking/Access	60,000SF	$1.20/SF	$ 72,000			$ 72,000
F. Levee & Flood Wall Construction	CORPS OF ENGINEERS					
G. Foot Bridges	2	$1,000	$ 2,000		$ 2,000	
TOTAL			$544,115		$207,015	$337,100
		Alt. #1 Add	(30,470)		(30,470)	
GRAND TOTAL			$574,585		$237,485	$337,100



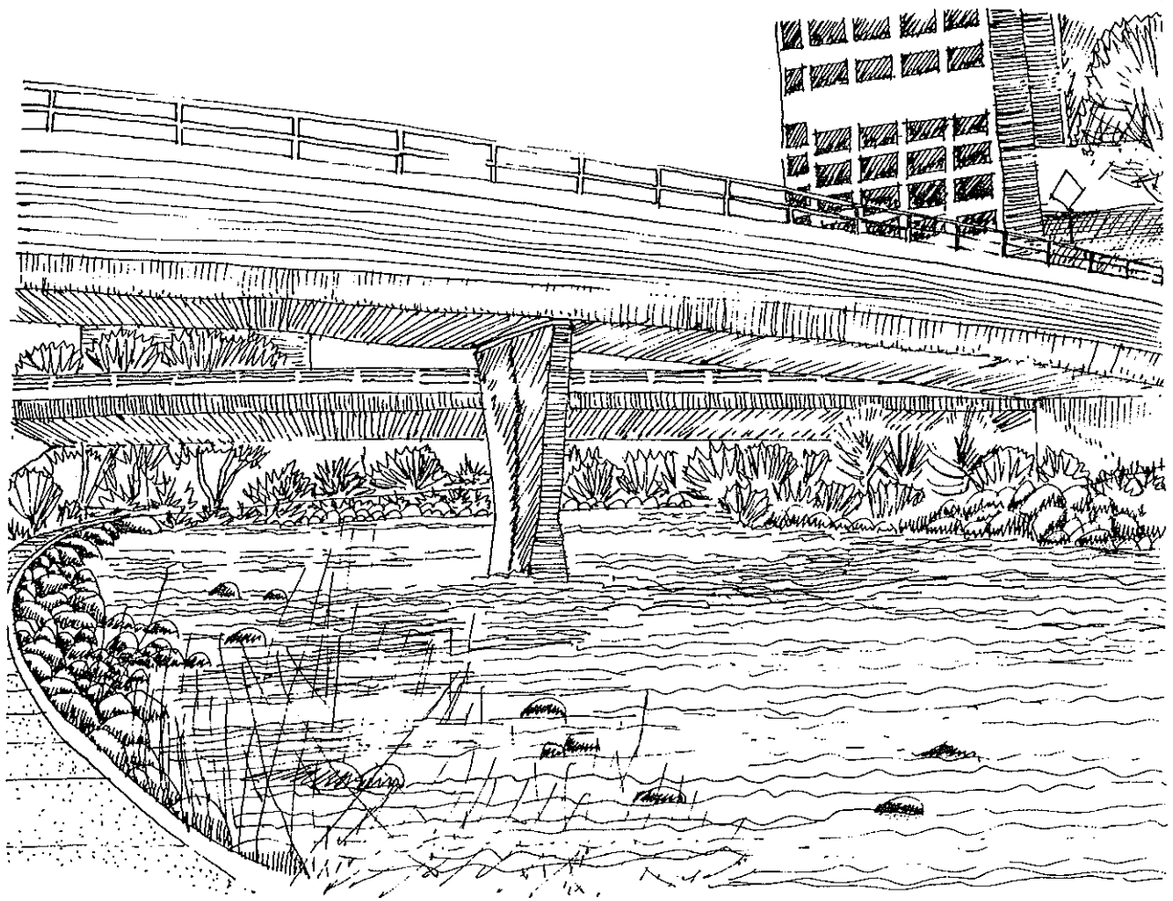
TYPICAL RIVER BANK CONDITION BEFORE CORRIDOR PLAN



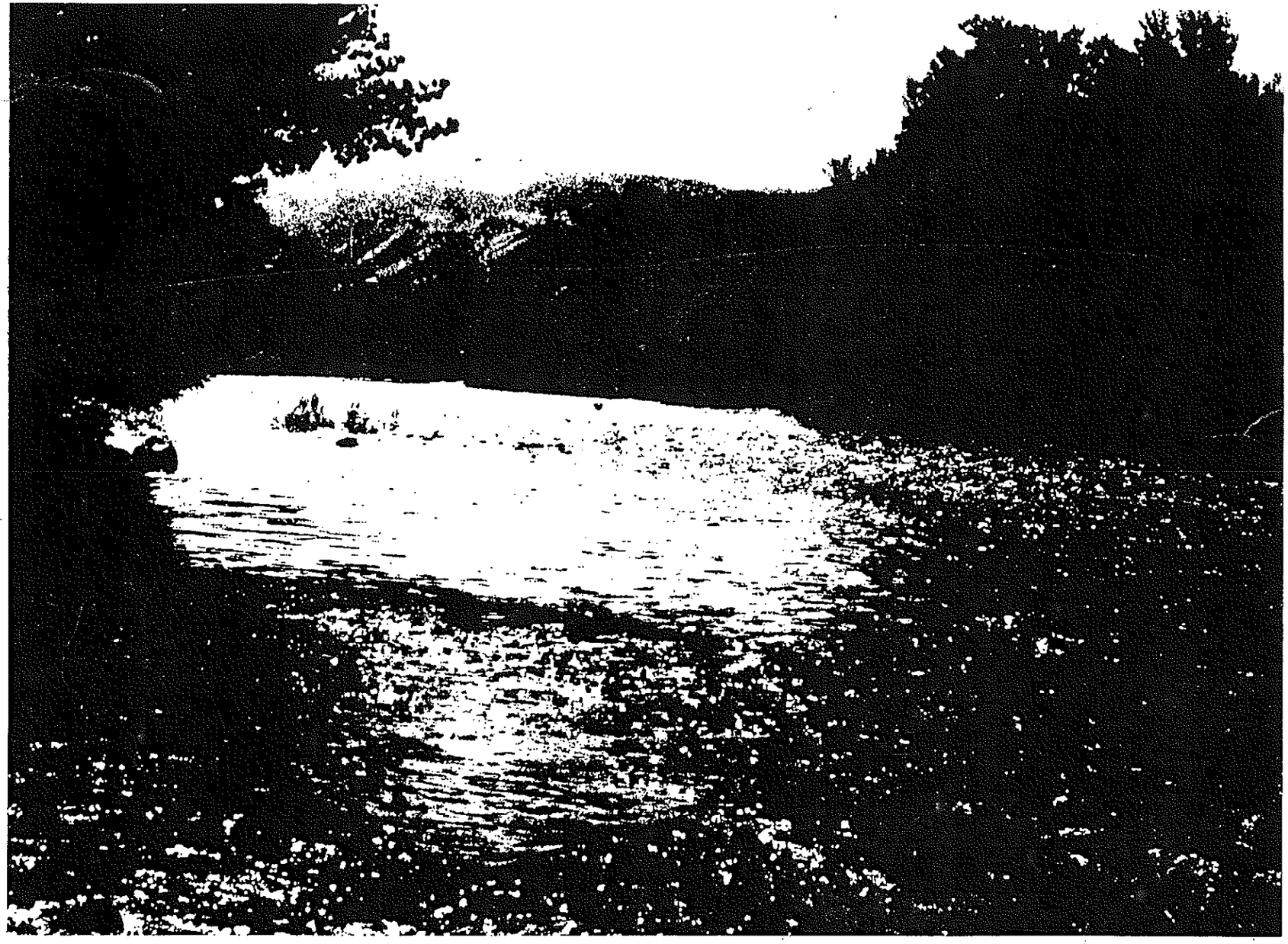
AFTER CORRIDOR PLAN



TYPICAL RIVER BANK CONDITION BEFORE CORRIDOR PLAN



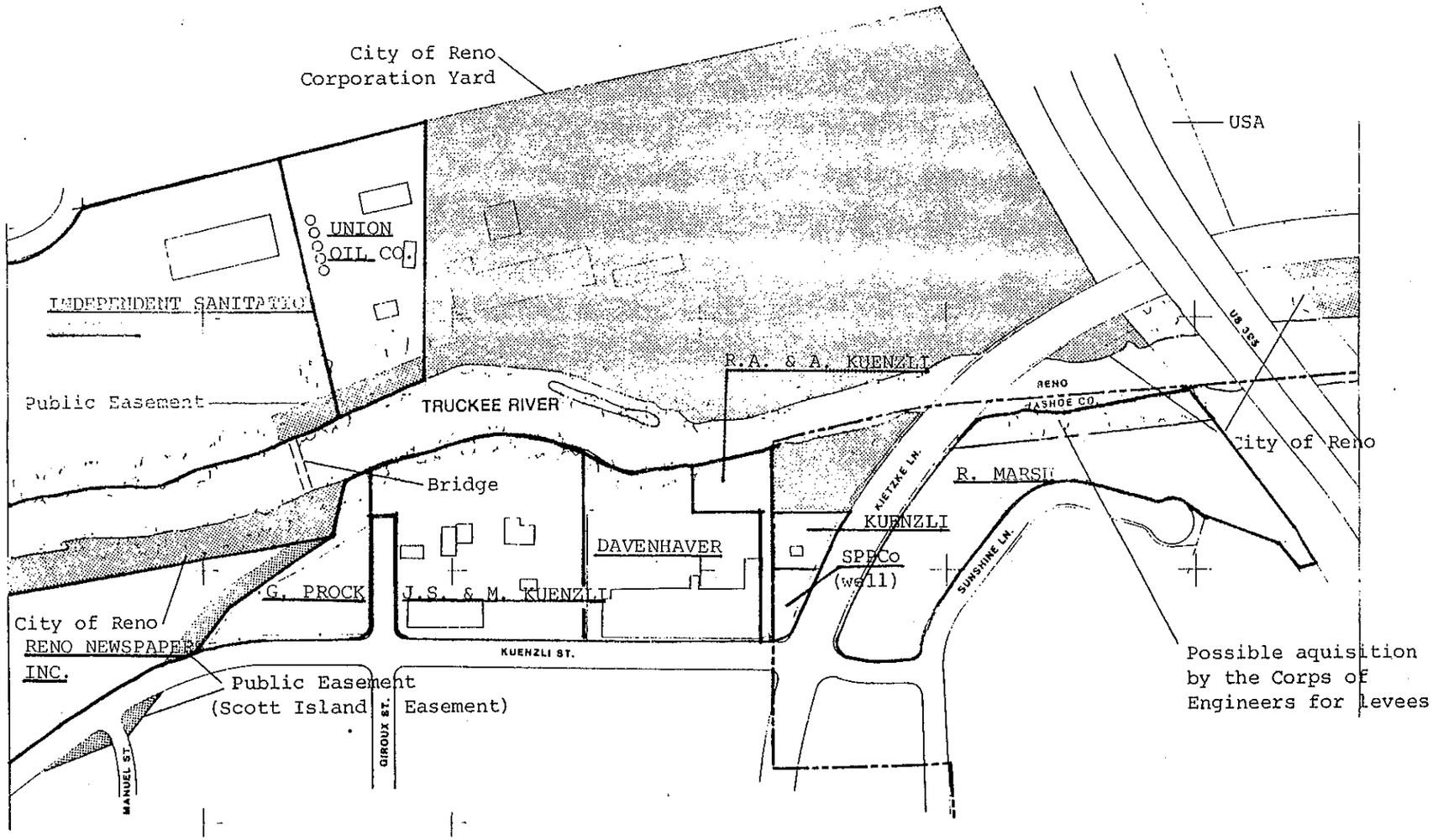
AFTER CORRIDOR PLAN



Truckee River Corridor Development Plan

APPENDIX 5

Prepared for the CITY OF RENO by DESIGN CONCEPTS WEST January 31, 1983



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

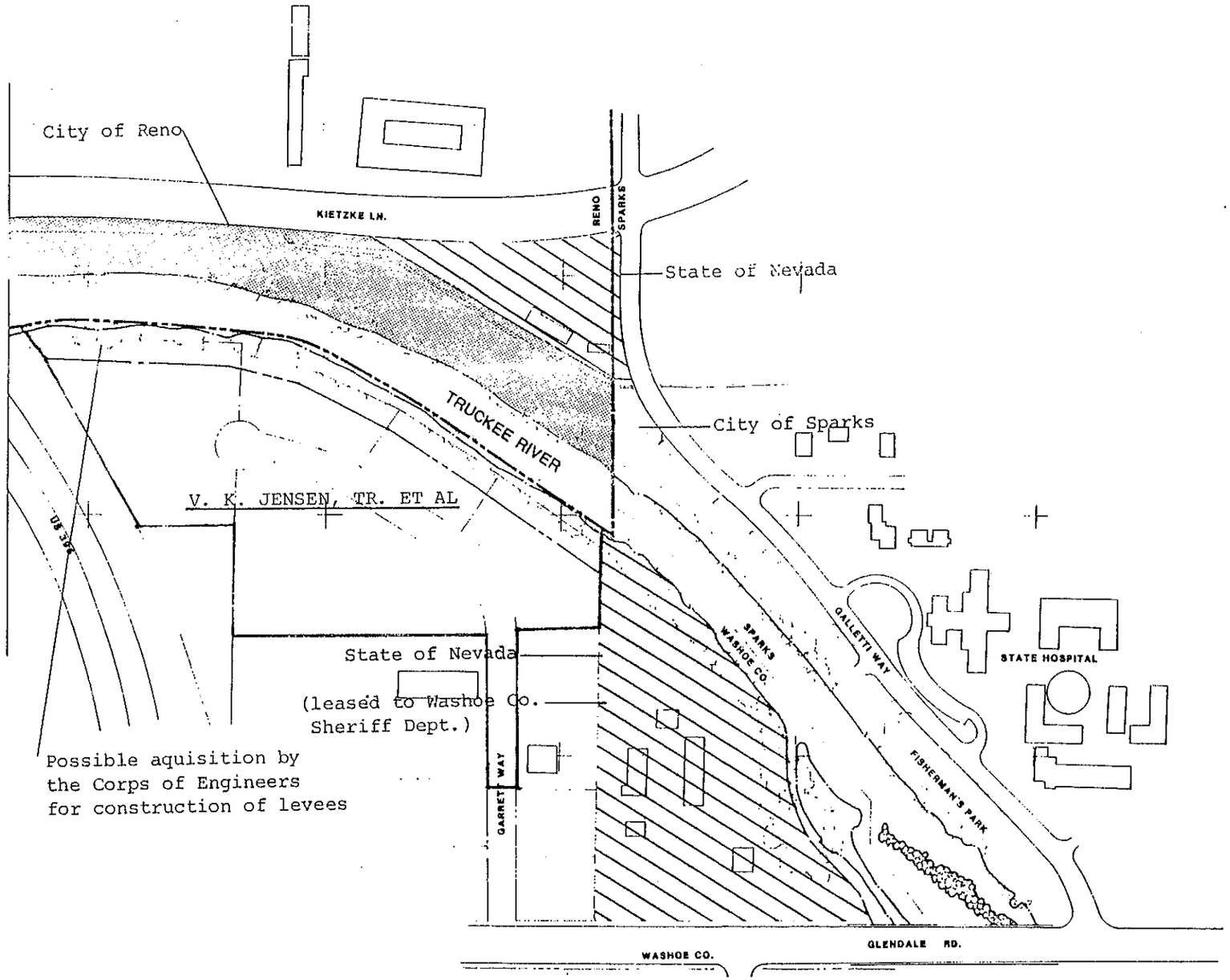
DC WEST DESIGN CONCEPTS WEST

LEGEND

SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.9



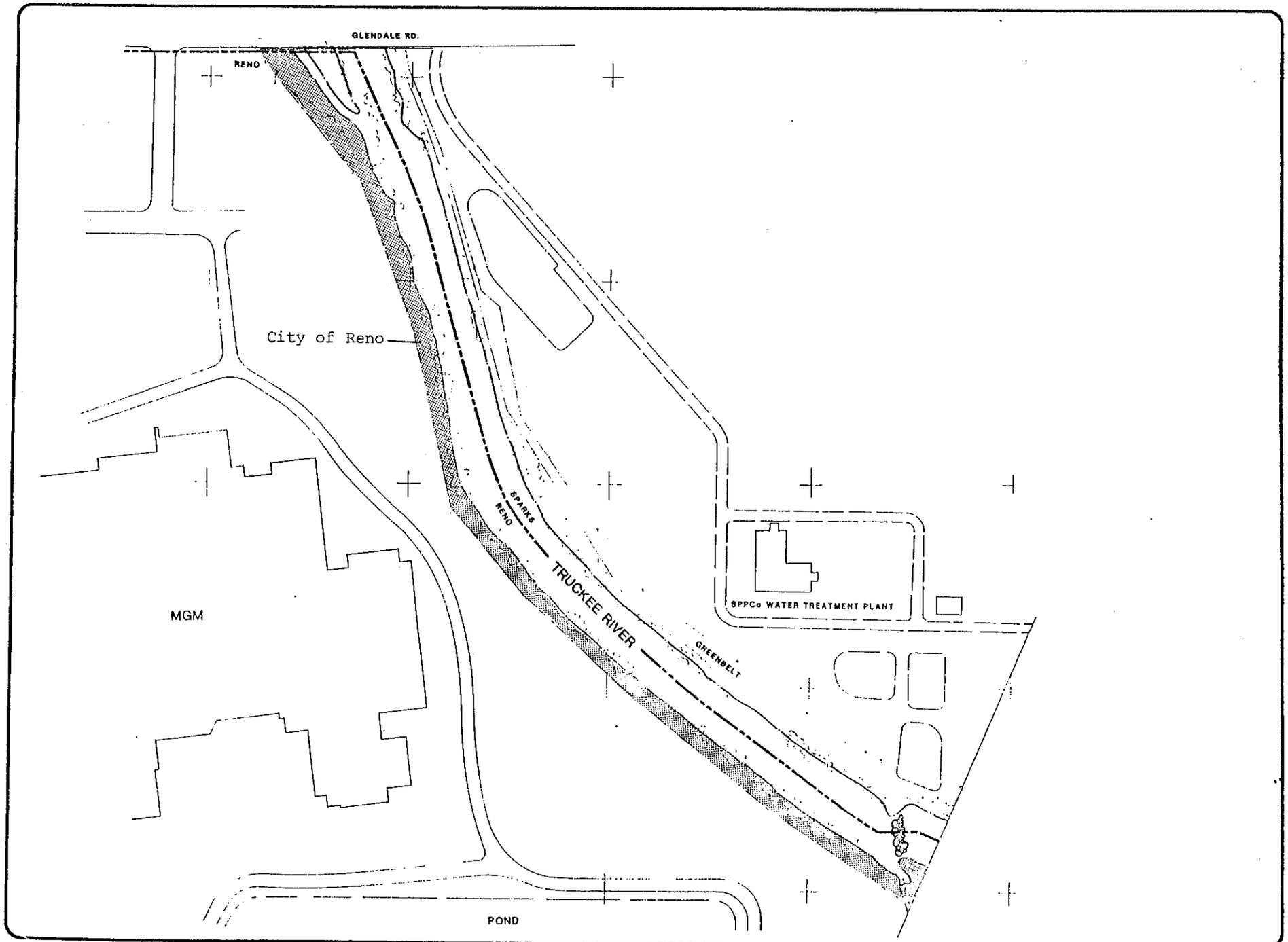
TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

LEGEND

SCALE 1"=300' NORTH

PLATE NUMBER 5.5.10



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

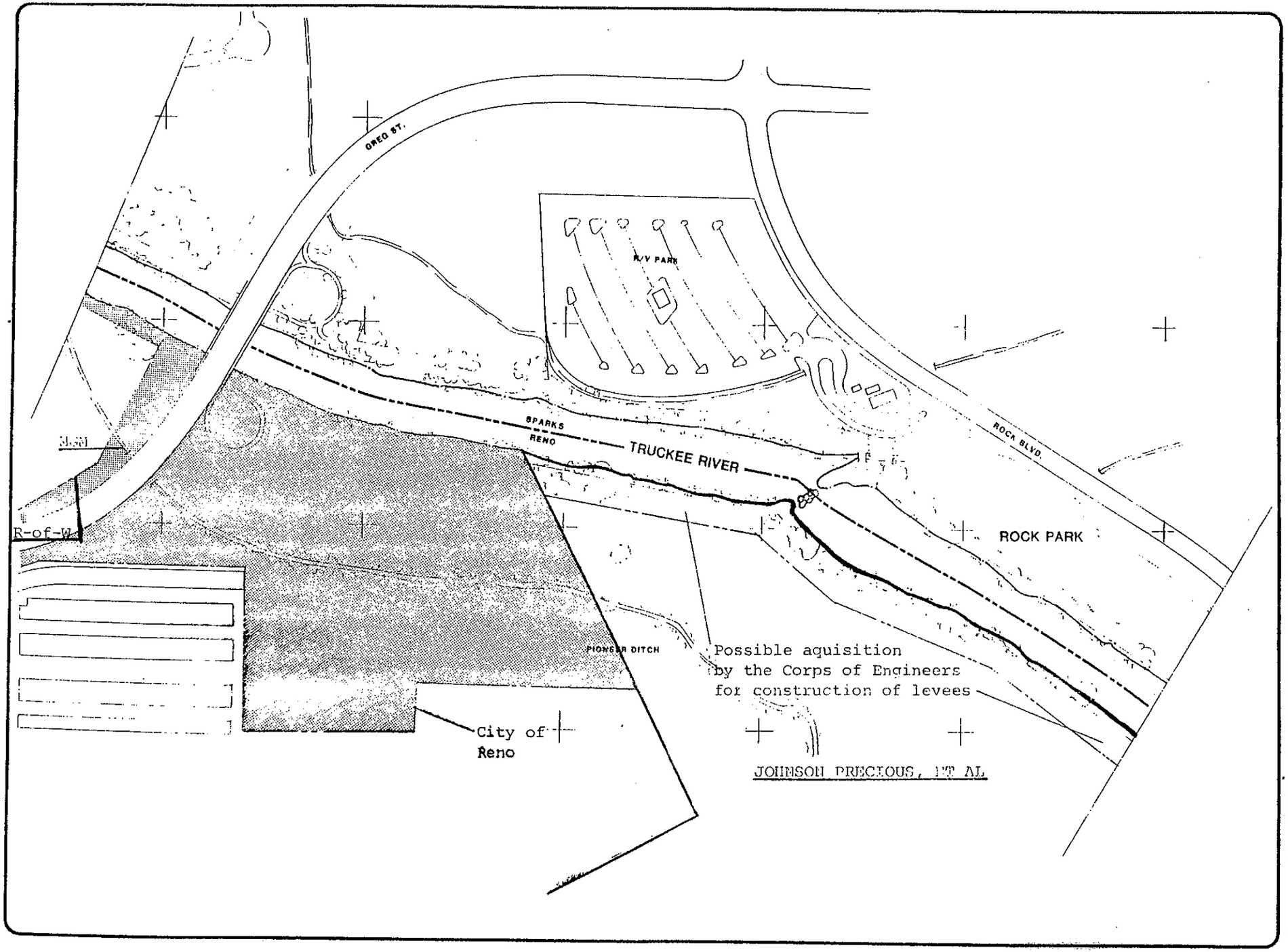
DC WEST DESIGN CONCEPTS WEST

LEGEND

SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.11



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

LEGEND

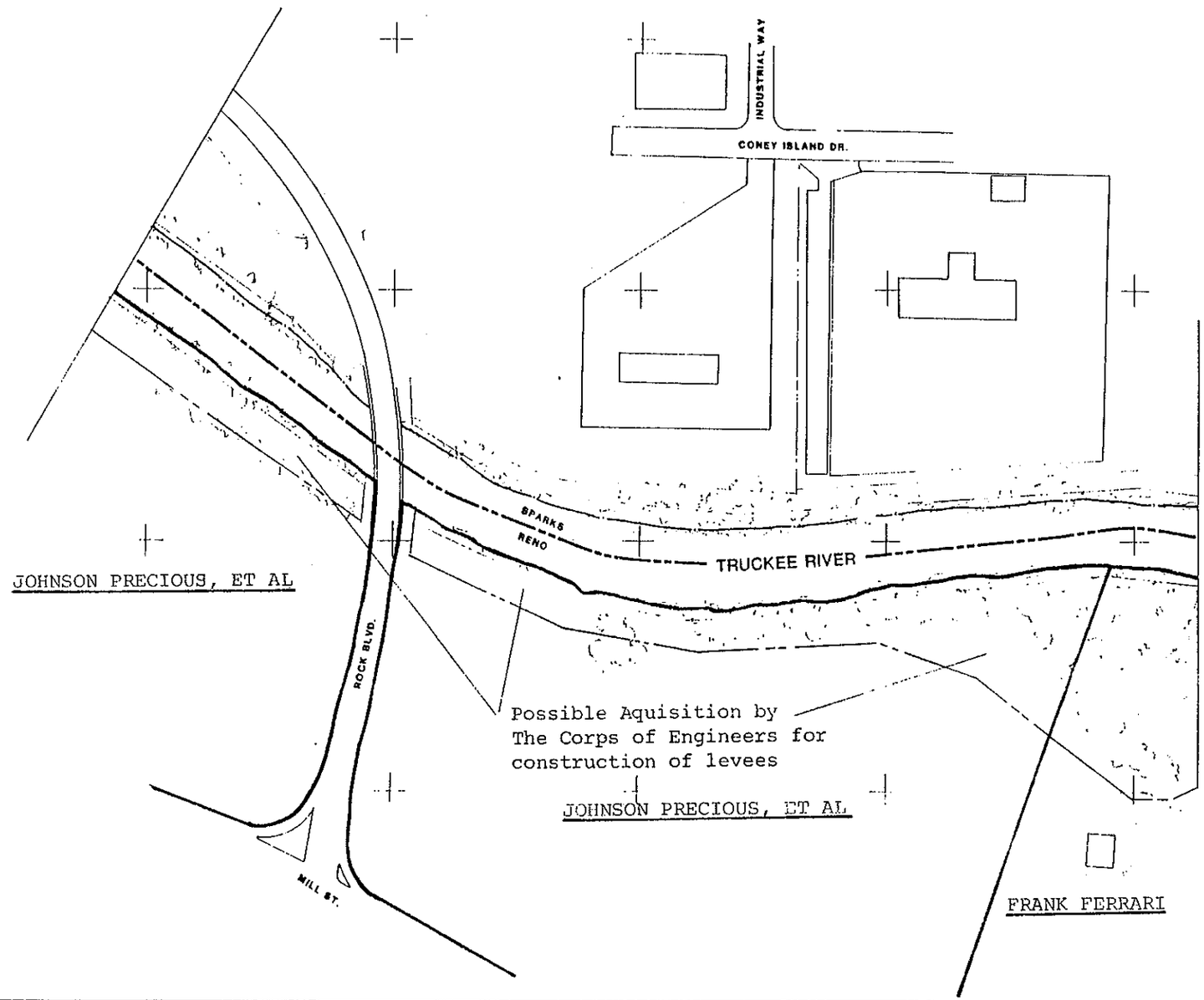
SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.12

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST



LEGEND

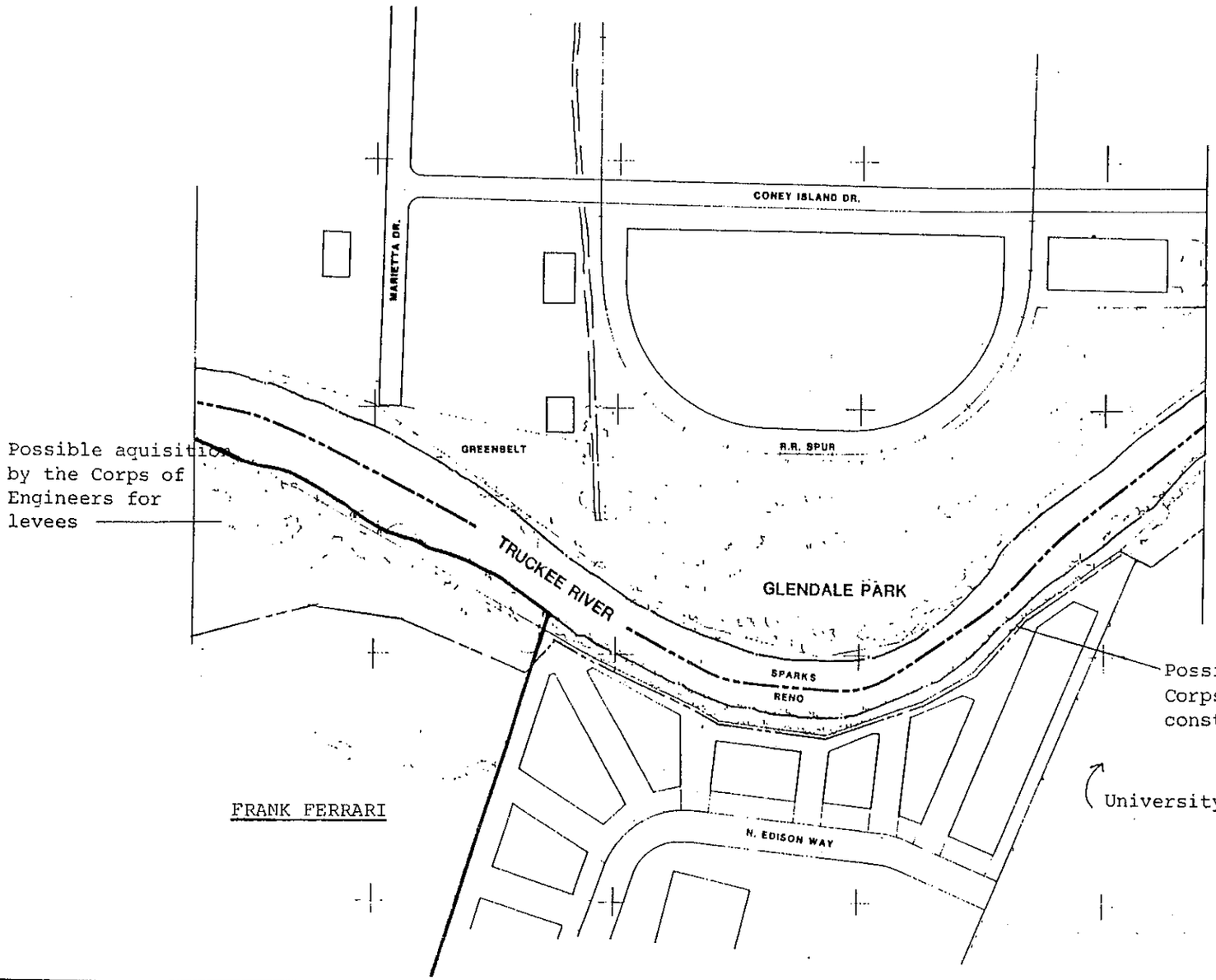
SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.13

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

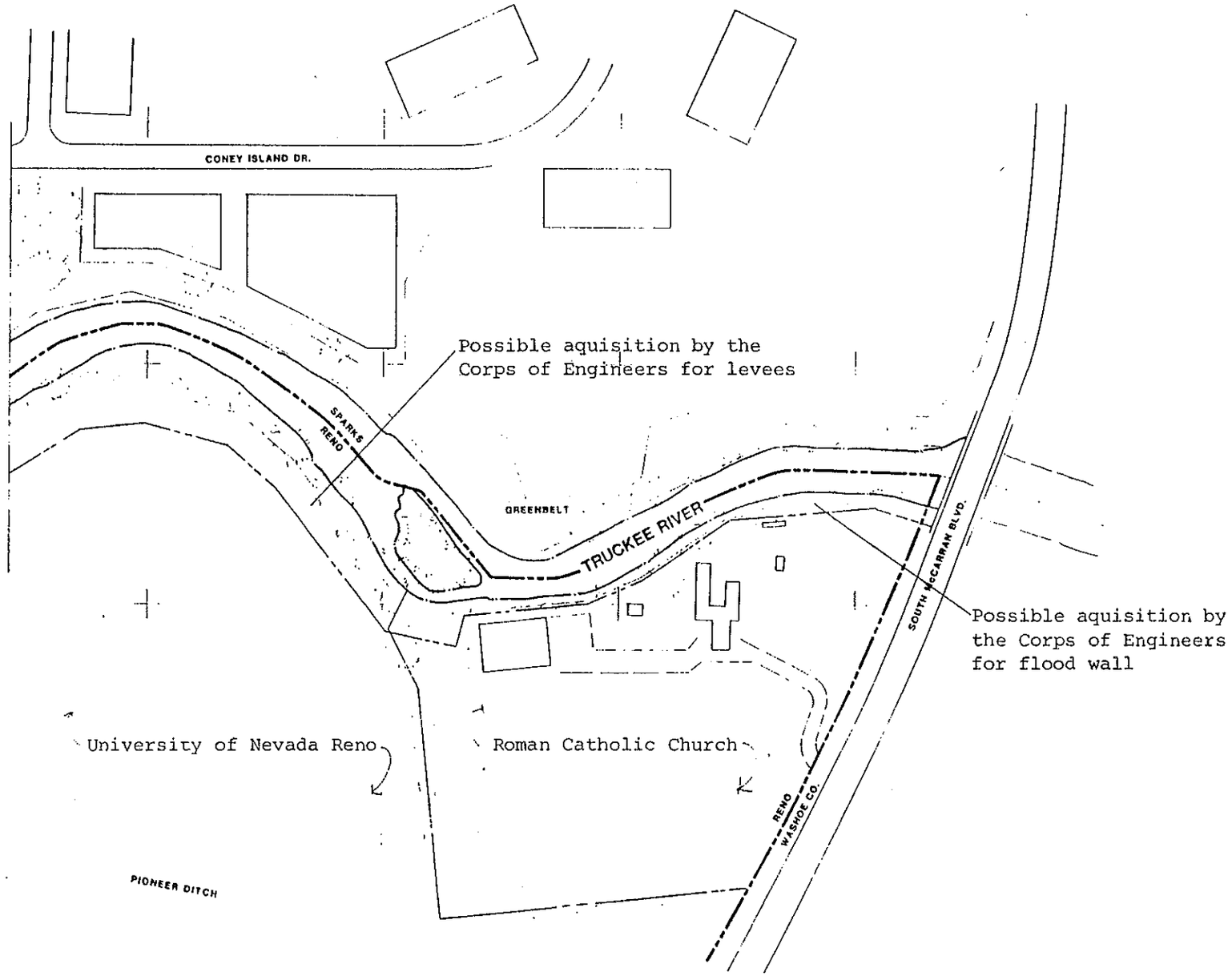
DC WEST DESIGN CONCEPTS WEST



LEGEND

SCALE 1"=300' NORTH

PLATE NUMBER 5.5.14



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

LEGEND

SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.15

LOCATOR/INFORMATIONAL SIGNS APPENDIX 5.6

LOCATOR/INFORMATION SIGNS

1.0 CRISSIE CAUGHLIN PARK (5 Interpretive Signs/7 Locator Signs)

1.1 CRISSIE CAUGHLIN PARK ENTRY (1 Sign)

Crissie Caughlin Park, originally part of the historic Caughlin estate, includes such amenities as a physical fitness track, picnic facilities and playground equipment within the eastern one-third of the park. The remainder of this beautiful natural setting has been partially retained in its natural state with ample fishing access to the Truckee River. For pedestrian and biker convenience, a combination running path and sidewalk system along Idlewild Drive connects this park with Ivansack Park, Idlewild Park and the many other parks and Truckee River features downstream.

1.2 CRISSIE CAUGHLIN PARK BRIDGE (2 Signs)

This bridge connects to the Truckee River north bank trail and parking. Thank you for your wise use of our City parks.

1.3 NORTH BANK PARK ENTRY (1 Sign)

Parking is provided for the Truckee River North Bank Trail and Pedestrian Bridge to South Bank Crissie Caughlin Park.

1.4 RAFTING EXIT/ENTRY (2 Signs)

1.5 CRISSIE CAUGHLIN PARK (5 Reader Boards)

* Indian Fishing Technology
* Truckee River Ecology
* Truckee River Vegetation Identification
* Truckee River Wildlife/Waterfowl Identification

1.5A INDIAN FISHING TECHNOLOGY I (1 Sign)

The fish resources of the Washo Indian country and the Truckee River were comparatively high. They were at their highest at a crucial time in the food gathering cycle. At the end of the winter when food was scarce, the spawning runs at Lake Tahoe provided an enormous amount of food for a relatively low expenditure of energy. From this high point, the return from fishing dropped as fall approached until it became easier and more profitable to turn to other sources of food in the winter. However, throughout the entire year, fish provided the Washo along the Truckee with some and, at times, their only food. To obtain this important part of their diet, the Washo developed the most complex part of their technology. Compared to hunting and gathering, fishing required immeasurably more tools and devices and an exceedingly high degree of skill. The making of fish hooks and spears was a complex job, equal to the making of bows and arrows, and their use required as much practice. Fish weirs, dams, traps, and fishing platforms were all projects much more ambitious and complex than even the Washoe winter house, or galesdangl. The Washo skill at basketry was employed in fishing as was the knowledge of string and rope making from vegetable fibers.

1.5B INDIAN FISHING TECHNOLOGY 2 (1 Sign)

Indian fishing technology failed the Washo Indians in the matter of preserving enough fish to last the year-round. This failure profoundly affected the yearly cycle and the social organization of the Washo. Fishing was important socially because it tended to concentrate population. The most marked example is at Lake Tahoe where almost all the Washo people gathered in the spring. Perhaps at no other time of the year did all the Washo come together for so long a time. It is not surprising then that the Lake plays an important role in Washo culture. It was the center of the Washo world, geographically and socially.

4.1 BOOTH STREET BRIDGE

This bridge was constructed in 1920 and has withstood several major floods. (Additional history sould be added). You are here (see Map above).

4.3 ARLINGTON STREET BRIDGE

The Arlington Street bridge connects to Wingfield Island (historically called Belle Island Amusement Park - Circa 1900) and to Riverside Park. You are here (see Map above).

5.0 IDLEWILD TO ARLINGTON STREET (South Bank)

5.1 APPROACHING EXIT FOR TUBING & RAFTING (1 Sign)

5.2 IDLEWILD PARK ENTRY (2 Signs)

You are presently entering Idlewild Park. It was one of the early Washoe Indian campsites along the Truckee River. While originally purchased in the early 1900's from the Newlands family as a free camping ground for tourists, it now has become one of Reno's more prestigious parks hosting such features as a swimming pool, jogging paths along the river, physical fitness cluster, playground area, lighted softball fields, kiddieland rides, two lakes, expansive lawns and plantings, group picnic and barbecue facilities.

5.3 IDLEWILD/CHISM PARK BRIDGE

This bridge connects to Chism Park on the north bank. Thank you for your wise use of our City parks and trails.

5.4 CALIFORNIA BUILDING AND CITY ROSE GARDEN

The California Building was built in 1927 as part of the Nevada-California Highway Exposition to celebrate the completion of the transcontinental highway system and to promote tourism in the Reno area. The building is an activity center for Reno and the Truckee Meadows where indoor recreational activities and group celebrations may be held. The Reno Municipal Rose Garden, located to the southeast of the California Building, is one of only one-hundred certified rose gardens in the United States and is a popular site for weddings and viewing of the available rose varieties.

5.5 TRUCKEE RIVER VEGETATION EXHIBIT - Completed in a later phase.

5.6 RIVERSIDE PARK

You are here. Map of other river features is provided above.

6.0 SECOND AVENUE TO WELLS AVENUE

6.1 KUENZLI ST. URBAN POCKET PARK

You are here. Map of other river features is provided above.

6.2 BRODHEAD PARK

You are here. Map of other river features is provided above.

6.3 HISTORIC RIVERSIDE MILL (To be completed in a later phase.)

6.4 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

7.0 WELLS AVENUE TO GIROUX STREET

7.1 WELLS STREET

You are here. Map of other river features provided above.

7.2 KIENZLI ST. RIVER ENTRANCE

You are here. Map of other river features is provided above.

7.3 GIROUX STREET PEDESTRIAN/BIKE BRIDGE

This bridge connects to Fisherman's Park extension. Motor vehicles are prohibited. Thank you for your wise use of our City parks and trails.

8.0 GIROUX STREET TO KIETZKE LANE

8.1 GIROUX STREET PEDESTRIAN/BIKE BRIDGE

This bridge connects to River features to the west. Motor Vehicles are prohibited. Thank you for your wise use of our City parks and trails.

8.2 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

8.3 FISHERMAN'S PARK ENTRY

You are presently entering Fisherman's Park. A map of other river features is provided above. (You are here).

8.4 FISHERMEN ACCESS

This access has been provided by the City of Reno for your convenience. Thank you for your wise use of our City parks and trails.

9.0 KIETZKE LANE TO GLENDALE ROAD

9.1 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase)

9.2 FISHERMAN'S PARK ENTRY

You are presently entering Fisherman's Park. A map of other river features is provided above. (You are here).

9.3 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase)

9.4 WASHO INDIAN CAMPSITE ON THE TRUCKEE

The Truckee River in the general vicinity of the Truckee Meadows was the historical winter campsite of a portion of the Washo Indian Tribe. A typical year for the Washo would usually begin in hunger according to James F. Downs in his book "The Two Worlds of the Washo." The last of the seeds and meat taken in the fall were usually consumed by the end of the winter and the weeks before spring were a time of near starvation. Hunting was seldom good at this time and gathering even less so. Late winter was a time of death for the very young and the very old. The early weeks of spring provided fresh food in the form of bulb plants and early grasses, and spring was a prelude to the season of plenty provided by the upland lakes.

10.0 GLENDALE AVENUE TO GREG STREET

10.1 WASHO INDIAN SPRING TRIP TO LAKE TAHOE

As soon as the snows began to leave the lower foothills the young men and women began to trek into the mountains to Lake Tahoe to begin fishing for white fish. In some cases, the young men would return to the winter camp on the Truckee with fish so that their families might have enough food to survive and to regain their strength for their own trek to their summer camp at Lake Tahoe.

As the weather improved, the Washo people remaining in the lowlands began to move toward the lake. Each family decided for itself when to leave the winter camp and move. Families composed of younger and more vigorous people began earliest. Groups with old people and infants tended to wait until the weather was better before moving to the 6,000 foot elevation of Lake Tahoe. By early June, almost the entire Washo population was encamped on the shores of the lake. Also at this time, many species of fish began to swim out of the deep lake into the streams in order to spawn. The two most important species were native trout and a type of large sucker which came up the streams by the thousands, their bodies crowded from bank to bank.

THE RETURN TO THE WINTER CAMPSITE

The trek to the Truckee Meadow lowlands was not motivated by fish resources. In fact, by late summer, fishing was not good enough to supply all the food needed. The important issue, however, was the fact that the many different grasses of the valleys were ripening and the seed harvest was at hand. Interest in fishing waned as the gathering season approached. The fall was also the time of the most intense hunting of big game so that fishing became a secondary activity. However, it was never completely abandoned. Even in the depth of winter, when no other food was available, it was possible to fish on the Truckee River. The ice on deep pools could be broken open and fish taken with hook and line or by spearing, or nets could be spread between two holes and the fish trapped in them. Minnows crowded into pockets in the frozen streams were also easy to catch. Thus, the fishing year lasted all year long with its peak in the early spring and its importance slowly tapering off until the following spring.

10.2 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

10.3 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

10.4 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

10.5 HISTORIC EASTMAN SAWMILL (To be completed in a later phase).

11.0 GREG STREET TO ROCK BLVD.

11.1 GREG STREET PARK

You are presently entering Greg Street Park. A map of other river features is provided above. (You are here).

11.2 RAFTING LAUNCH AREA

11.3 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

11.4 Same as 11.3 (Variation).

12.0 ROCK BLVD. TO McCARRAN BLVD.

12.1 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

12.2 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

12.3 LOCATOR SIGN (To be completed in a later phase).

12.4 LOCATOR SIGN (To be completed in a later phase).

12.5 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

12.6 GLENDALE PEDESTRIAN/BIKE BRIDGE

This bridge connects to Glendale Park and the City of Sparks. Motor vehicles are prohibited. Thank you for your wise use of our City parks and trails.

12.7 MILL STREET RIVER ACCESS

12.8 TRUCKEE RIVER STREAM HYDROLOGY

The Truckee River is the primary river outlet for Lake Tahoe. In prehistoric times, the Truckee cut its way through the newly formed glaciated mountains depositing silt and rock in the Truckee Meadows as it meandered through the Valley. The upper surface of the valley contains much of this alluvium.

Rivers tend to meander where the gradient is low. Water on the inside of a river turn travels more slowly than the water on the outside of a turn. Slow moving water generally deposits silt and other suspended sediments on the slow-moving side. The faster moving water on the outside of a river cut causes the river bend to get larger and form a horseshoe shaped bend. As these horseshoe shaped turns get too great, the river frequently breaks through to form a straight course again. The abandoned part of the river is called an "or-bow".

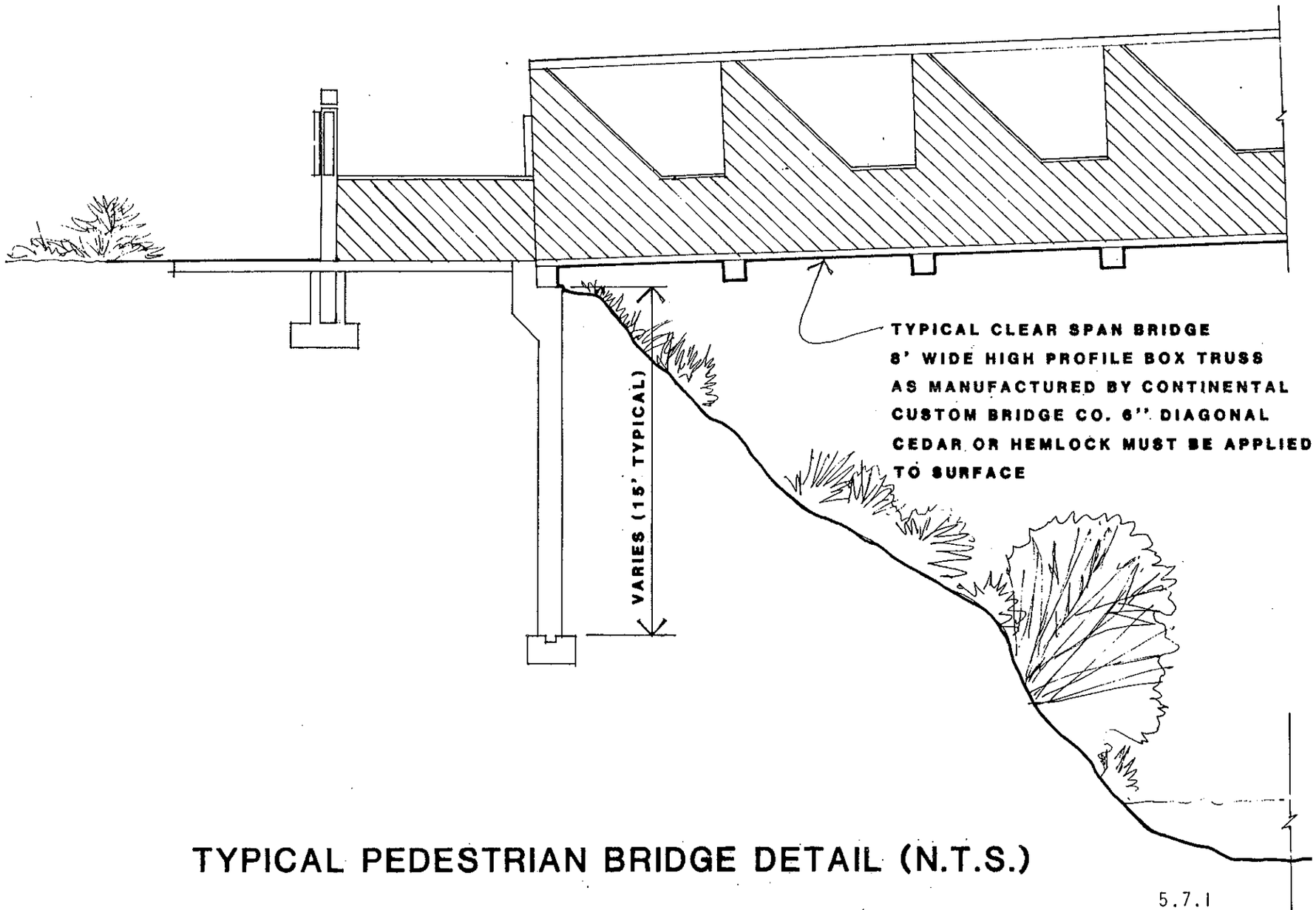
12.9 WARNING: RAFTING/TUBING EXIT

12.10 RAFTING/TUBING EXIT

12.11 WILDLIFE & VEGETATION EXHIBIT (To be completed in a later phase).

12.12 McCARRAN BLVD. LOCATOR SIGN (To be completed in a later phase).

MISCELLANEOUS DETAILS APPENDIX 5.7



TYPICAL PEDESTRIAN BRIDGE DETAIL (N.T.S.)

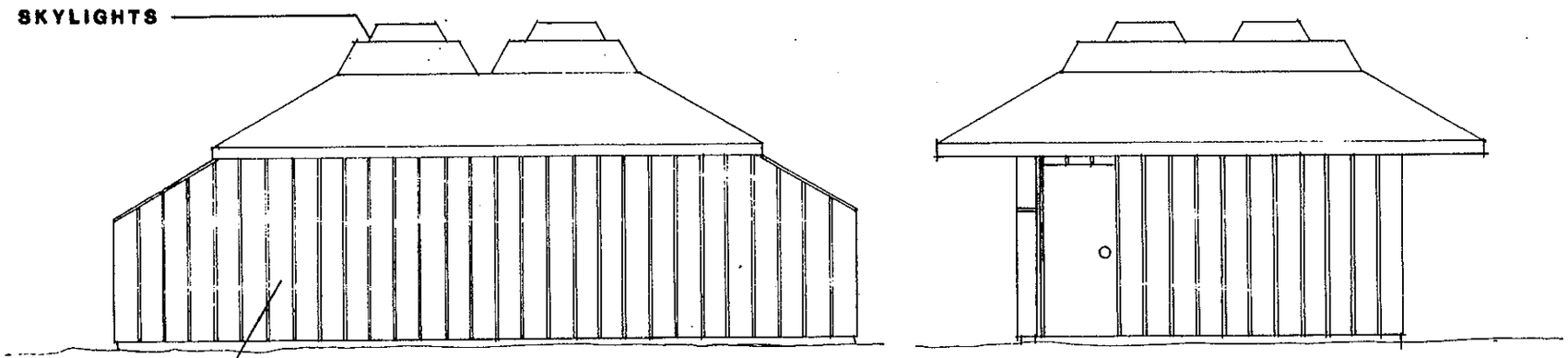
5.7.1

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

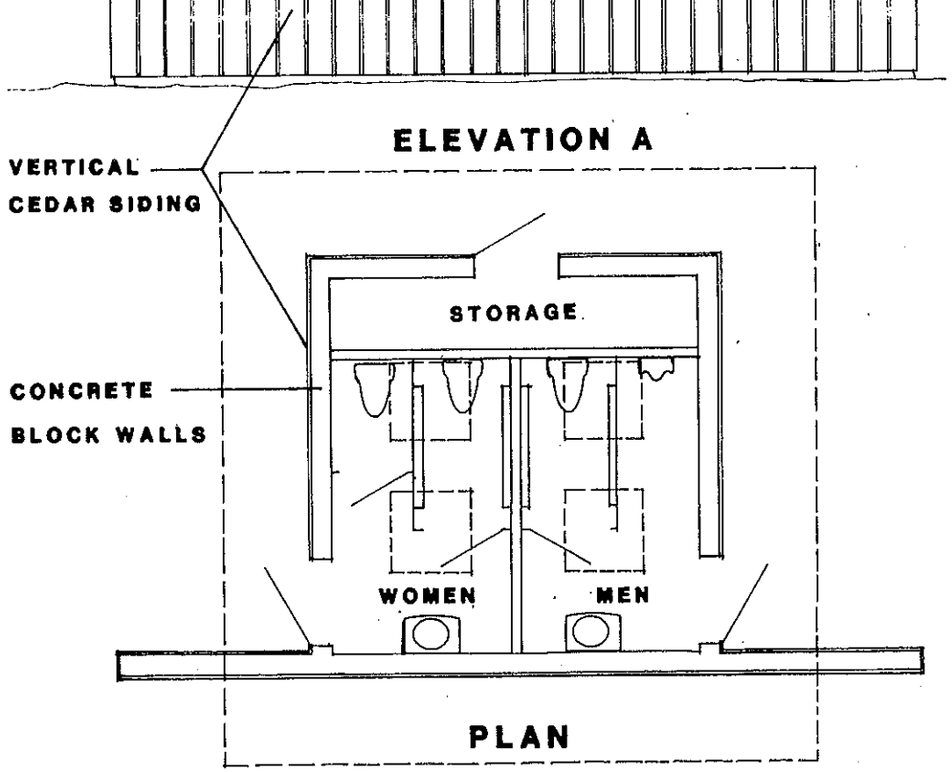
LEGEND

PLATE NUMBER 1



ELEVATION A

ELEVATION B



PLAN

TYPICAL SMALL RESTROOM DESIGN

5.7.2

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

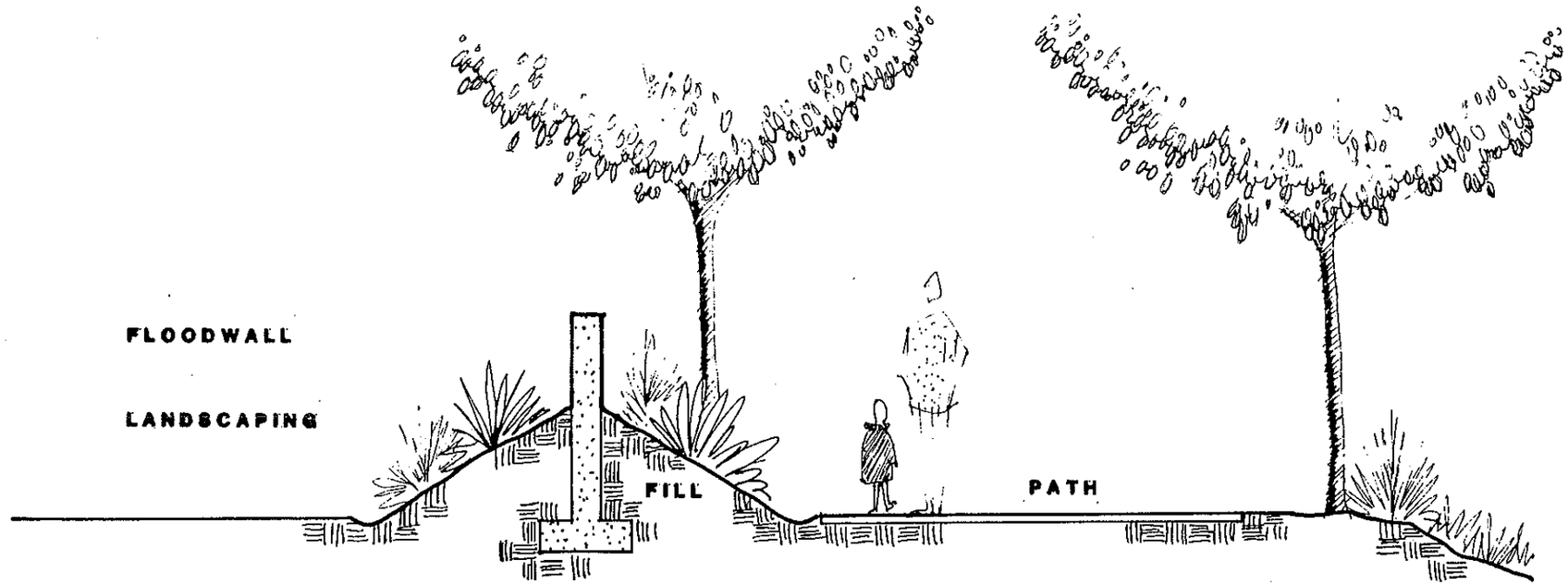
DESIGN CONCEPTS WEST

LEGEND

PLATE NUMBER 2

TRUCKEE
RIVER
CORRIDOR
DEVELOPMENT
PLAN

DESIGN
CONCEPTS
WEST



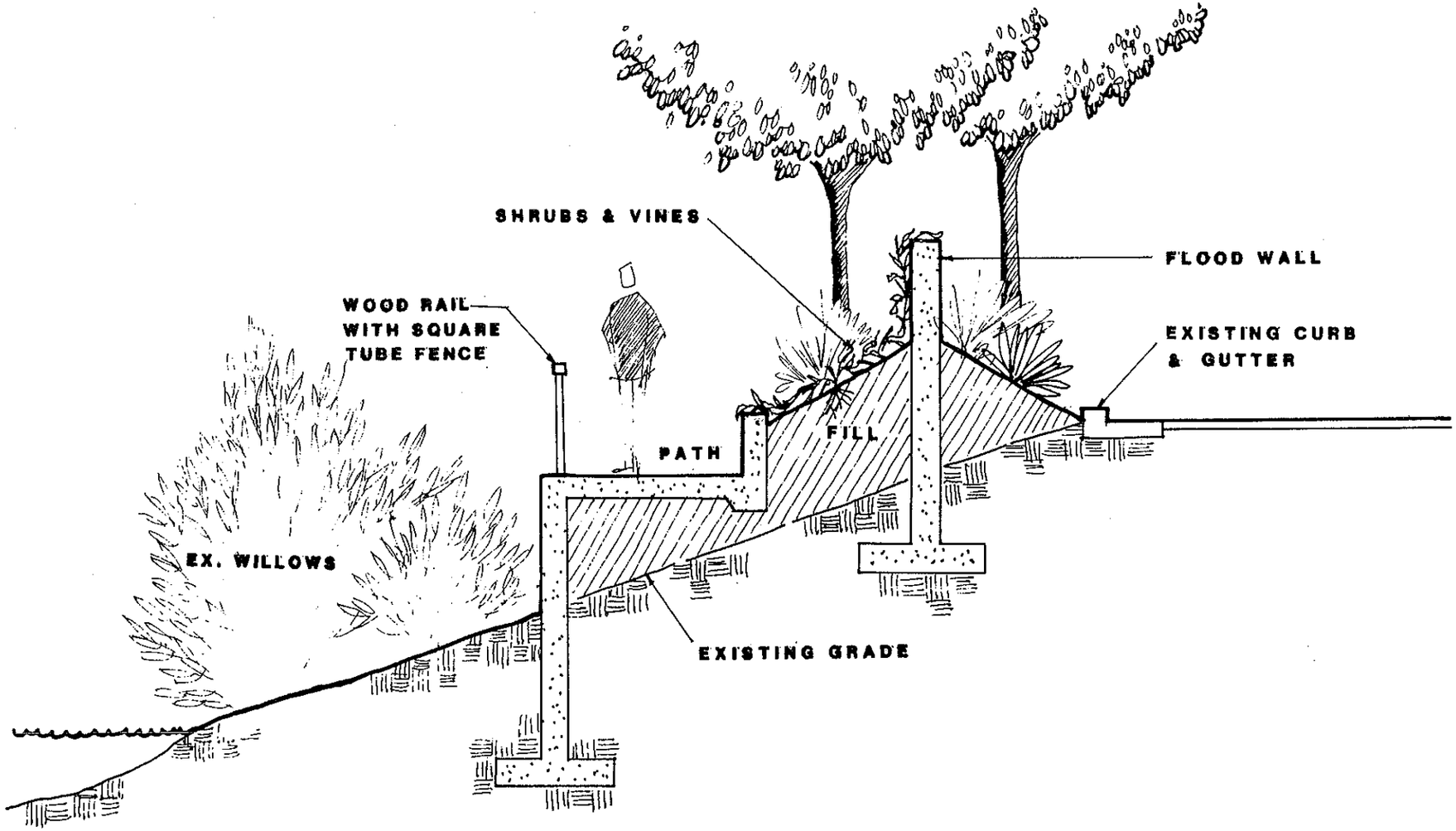
SECTION

TYPICAL FLOODWALL DETAIL

5.7.3

LEGEND

PLATE NUMBER 3



SECTION

FLOODWALL / PATH DETAIL

(SEE SHEET NO. 13)

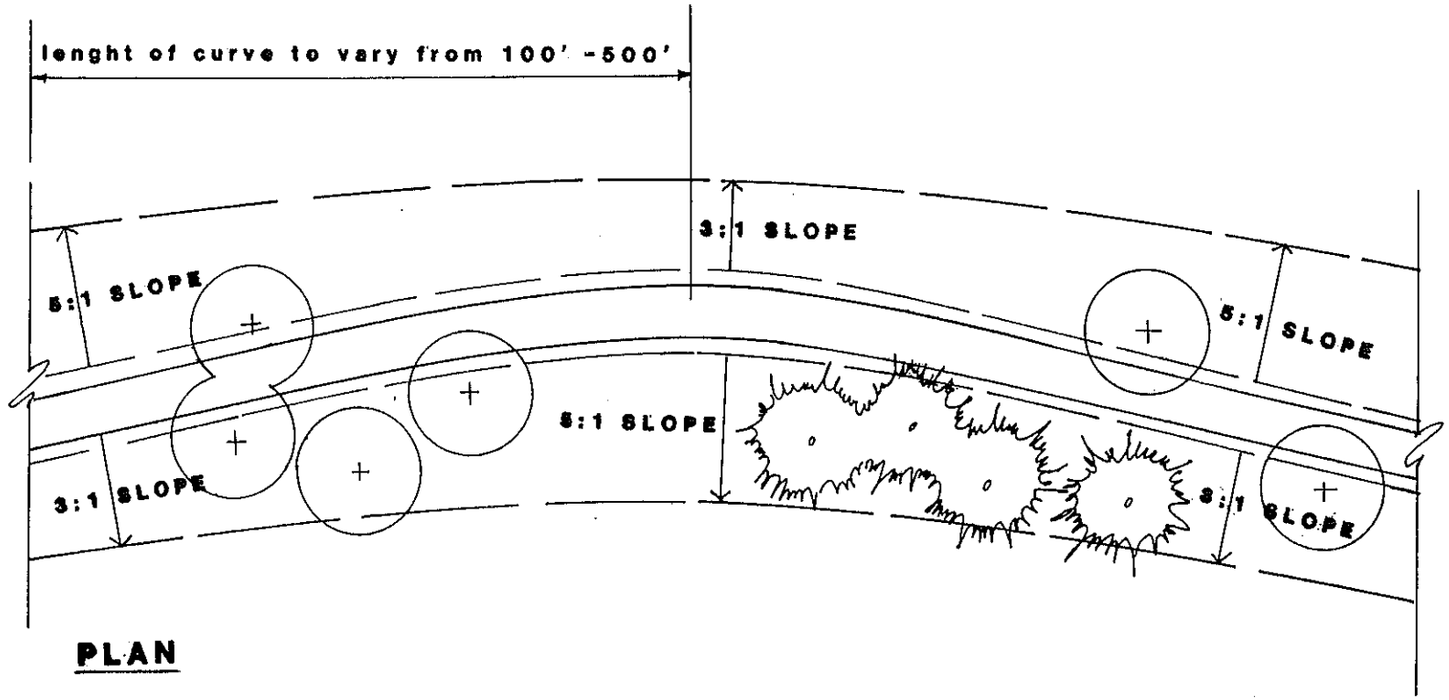
5.7.4

TRUCKEE
RIVER
CORRIDOR
DEVELOPMENT
PLAN

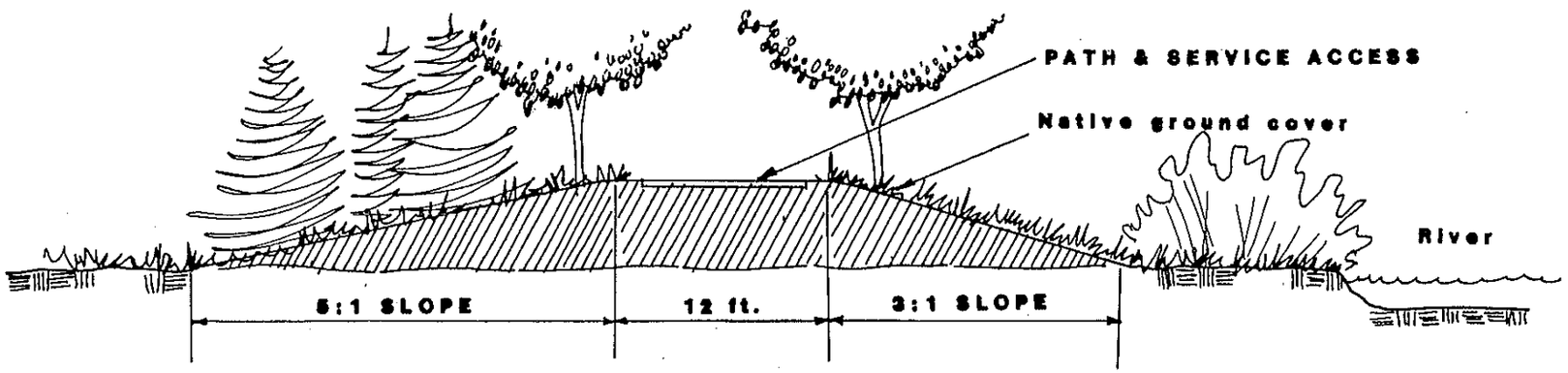
DESIGN
CONCEPTS
WEST

LEGEND

PLATE NUMBER 4



PLAN



SECTION

TYPICAL LEVEE DETAIL

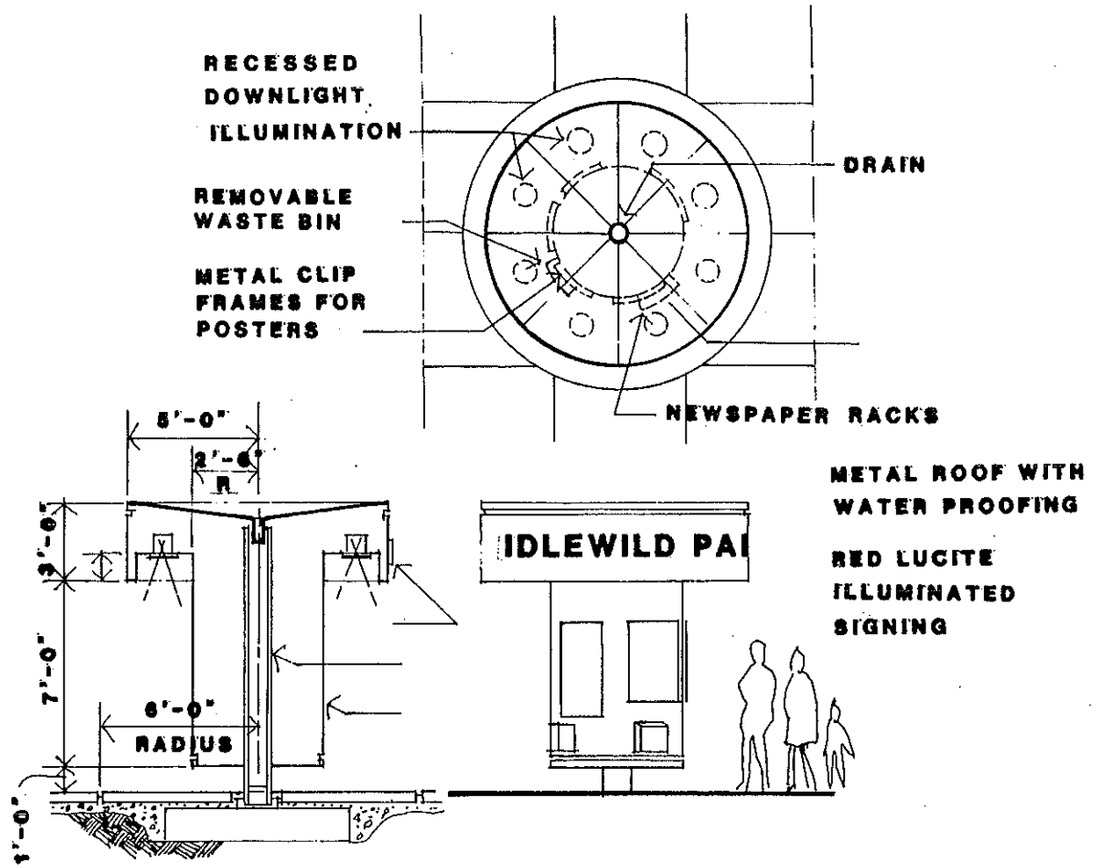
5.7.5

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

LEGEND

PLATE NUMBER 5



SECTION **ELEVATION**

INFORMATION KIOSK

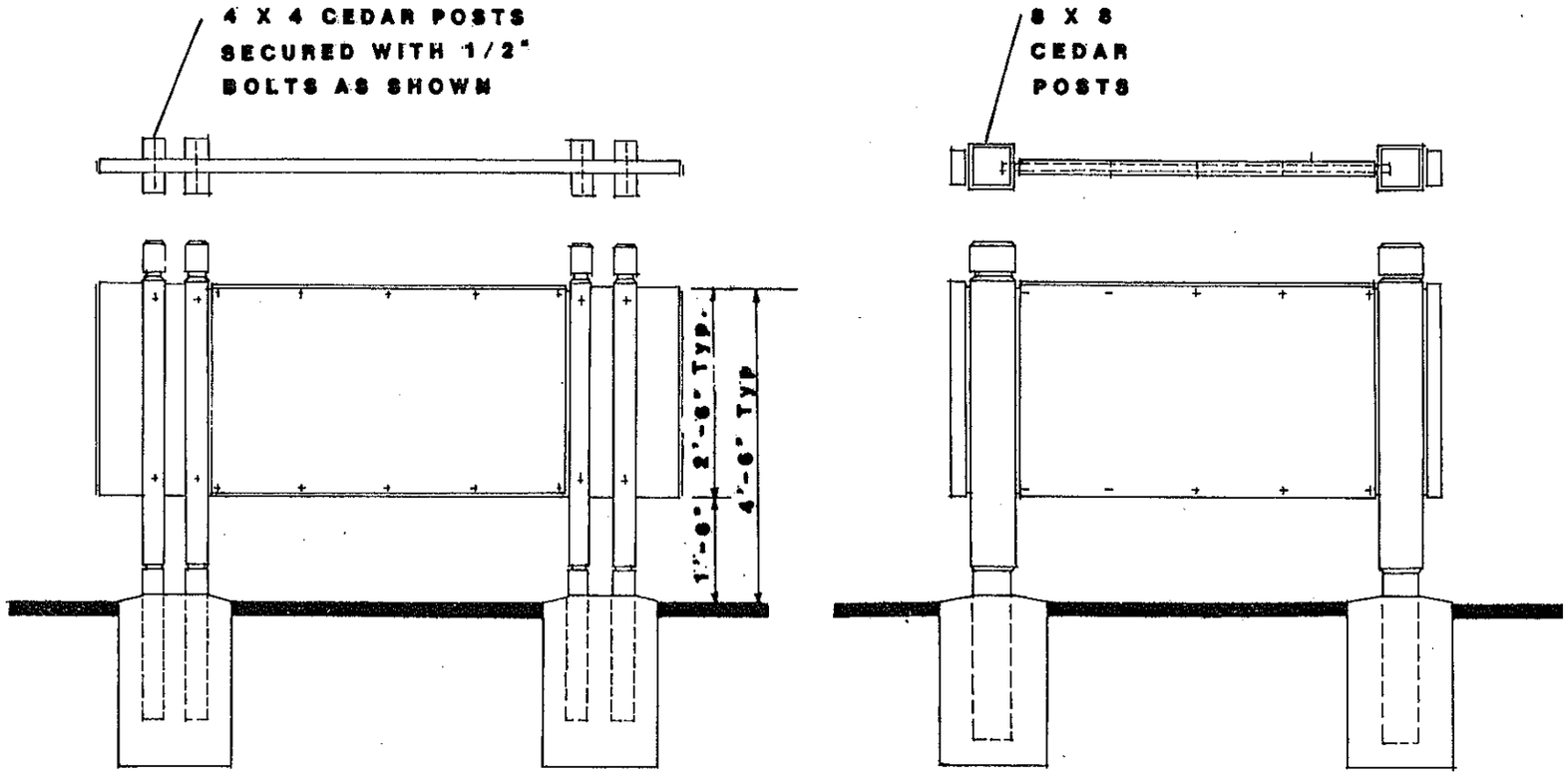
5.7.6

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

LEGEND

PLATE NUMBER 6



ALTERNATIVE - A

ALTERNATIVE - B

TYPICAL LOCATOR SIGN (NTS)

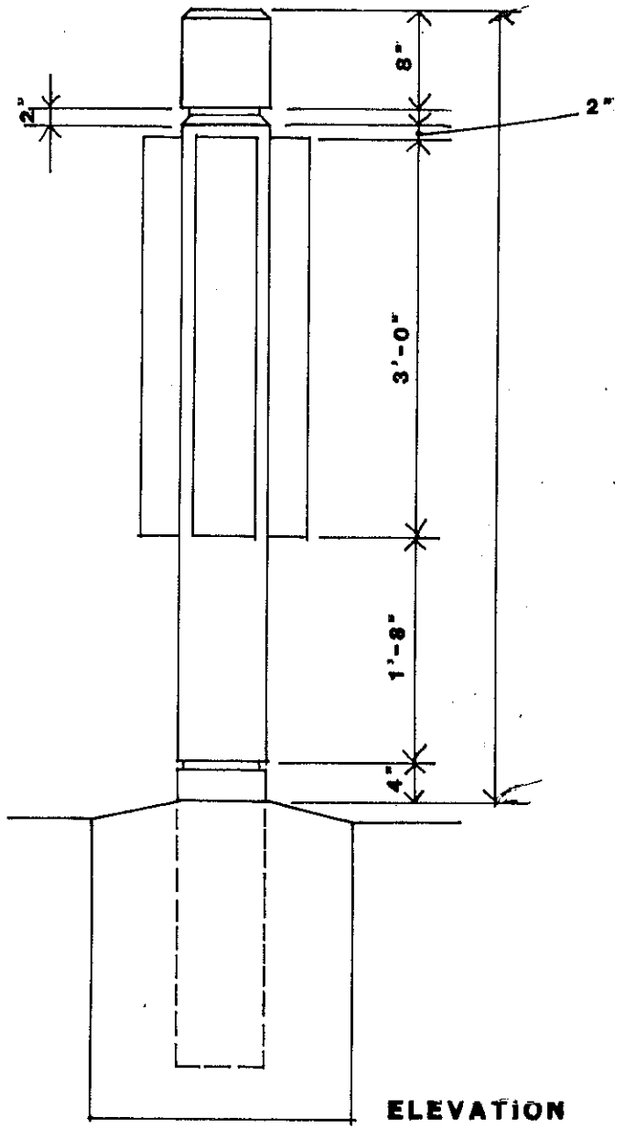
5.7.7

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

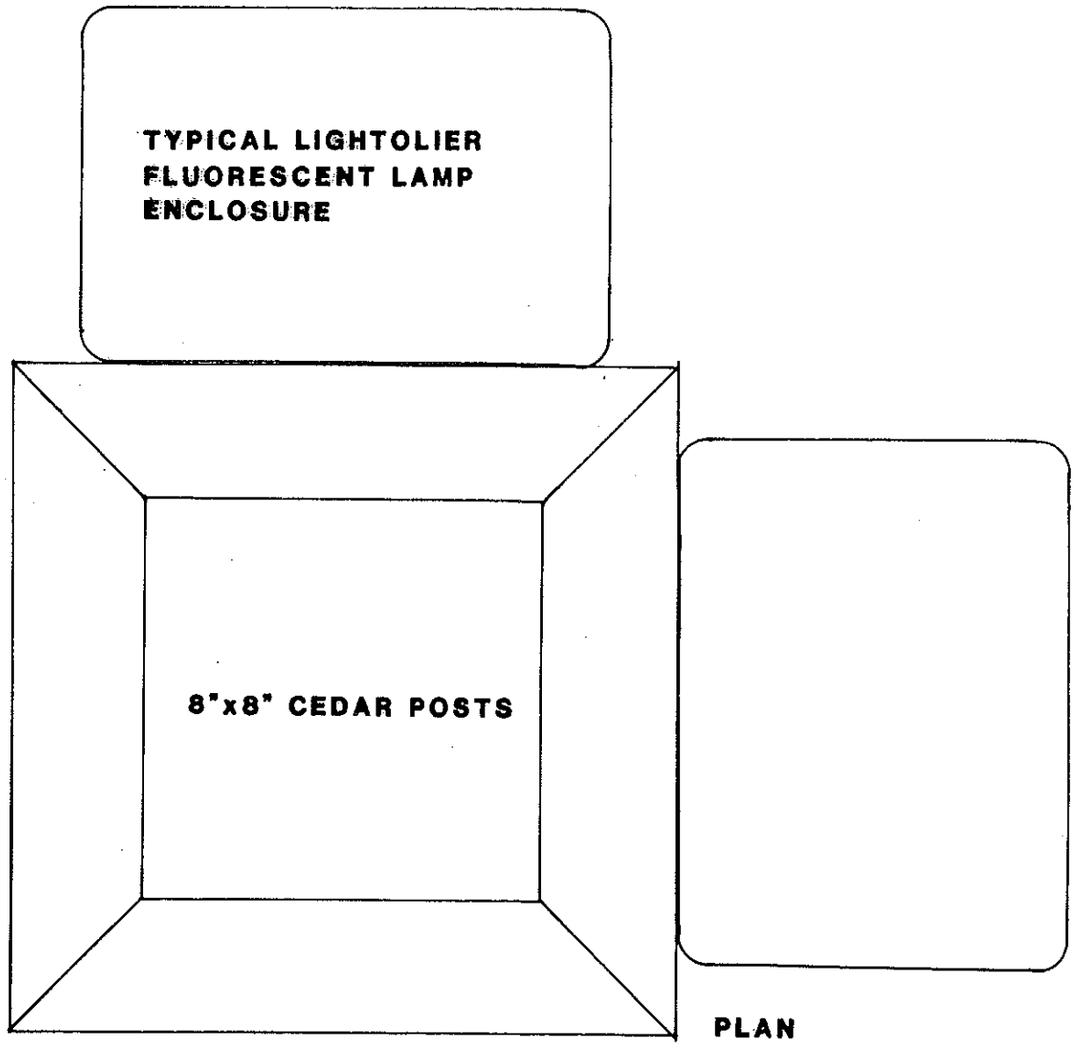
DESIGN CONCEPTS WEST

LEGEND

PLATE NUMBER 7



ELEVATION



PLAN

TYPICAL 6' HIGH WOOD POST LIGHT STANDARD

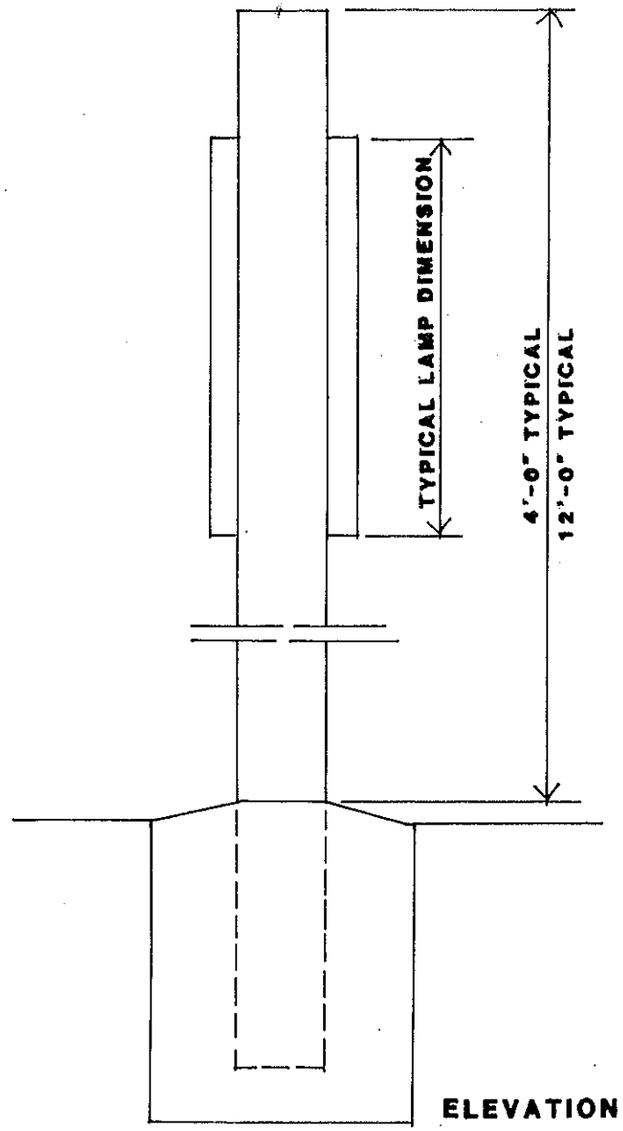
5.7.8

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

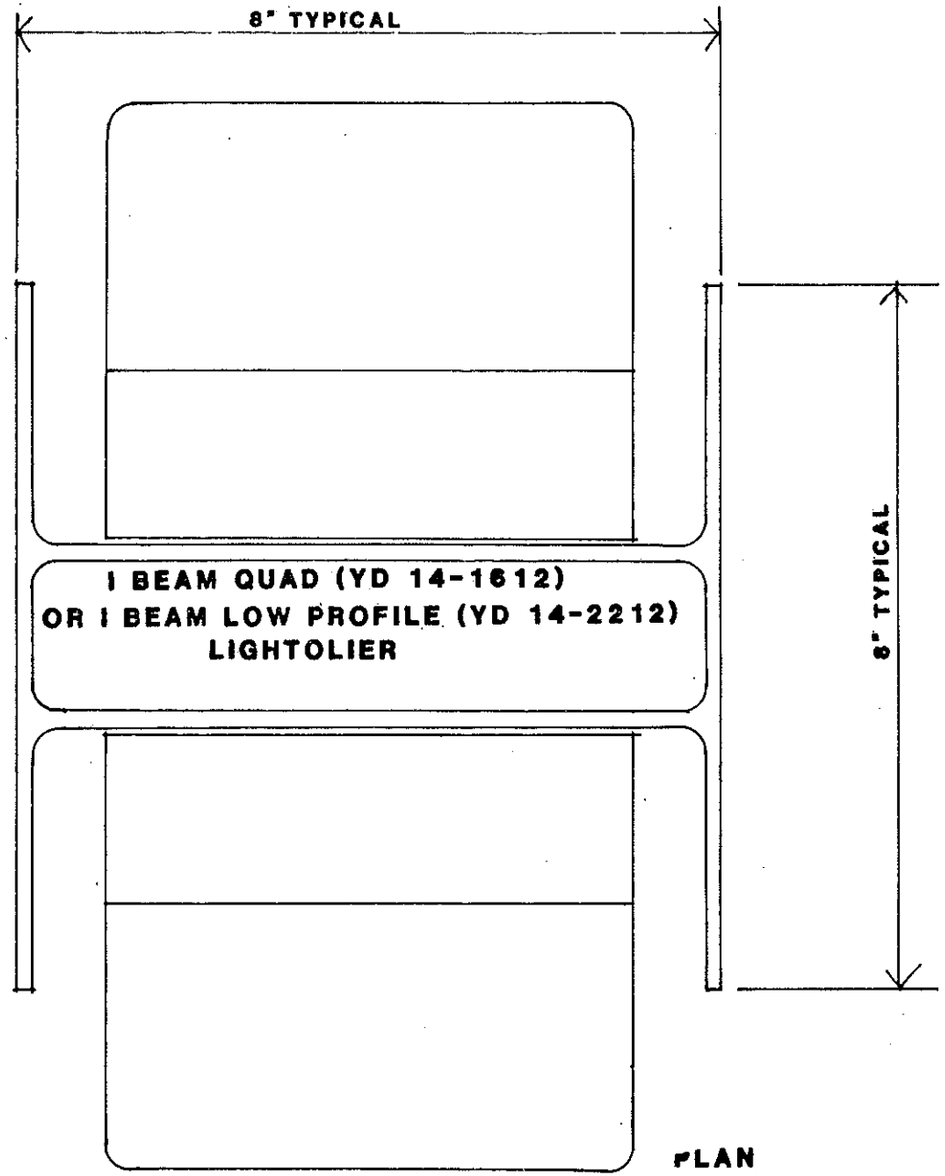
DESIGN CONCEPTS WEST

LEGEND

PLATE NUMBER 8



ELEVATION



PLAN

TYPICAL LIGHTOLIER LIGHT STANDARD

5.7.9

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

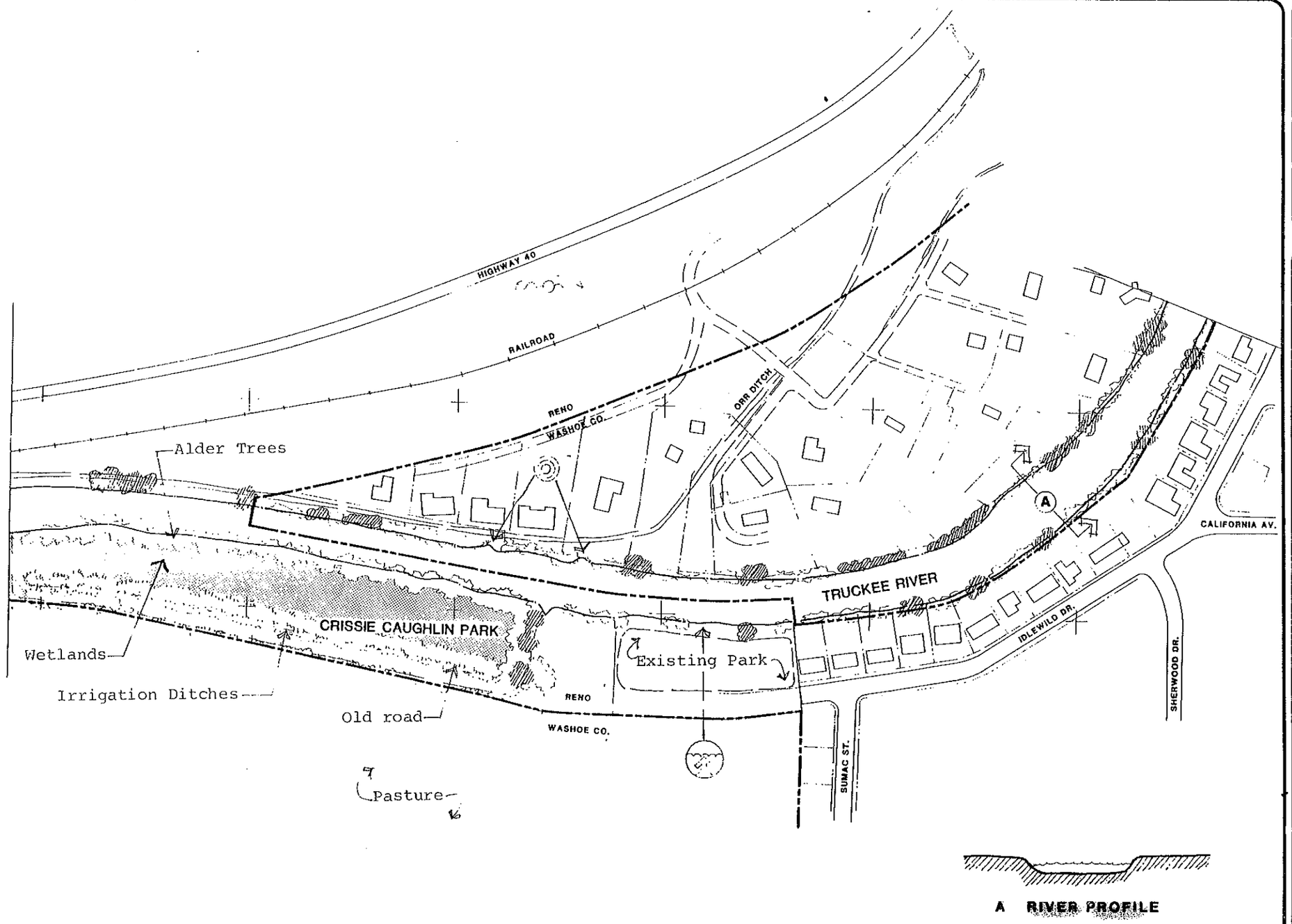
LEGEND

PLATE NUMBER 9

TRUCKEE RIVER LANDSCAPE TYPES

TYPE	LOCATION	PURPOSE	PLANT MATERIALS	MAINTENANCE
Riparian	Edge of River to high water.	Wildlife Habitat (shade River to lower temperature for trout; insects for fish; and protection and food for birds and small mammals).	Trees: Quaking Aspen, White Birch, White Alder. Shrubs: Wild Rose, Currant, Chokecherry, Redtwig Dogwood, Blackberry, Willow.	No irrigation system; water during establishment period. After roots reach groundwater, no watering necessary. (Do not plant too close to River as to be washed away during high river flows.
Native Revegetation	Steep slopes along the River. (Not flooded except by a 50-year flood.)	Aesthetic & Wildlife Habitat (area usually has much rocks, woods, dry grass and some sagebrush).	Trees: Pinion Pine, Rocky Mountain Juniper, Western Red Cedar, Tamarisk, Russian Olive. Shrubs: Bitterbrush, Skunkbrush, Silver Berry, Mormon Tea, Chokecherry (save sagebrush and other natives). Wildflowers: Prickly Poppy, Showy Thistle, Wooly Mullen, Evening Primrose, Wild Phlox, Sulfur Flower.	No irrigation system (water first growing season).
Ornamental Landscape	Along paths above 50-year flood level.	Provide shade and variety of landscape for path users.	Shade Trees: London Plane Tree, White Birch, White Alder. Flowering Trees: Crabapple, Flowering Cherry, Idaho Locust. Evergreen Trees: Giant Redwood, Incense Cedar, Austrian Black Pine. Shrubs: (very few) Mugo Pine, Lilac, Mock Orange. Groundcovers: Honeysuckle, Snow-in Summer, Allysum. Grasses: (on flat areas) Beaumont Meadow Fescue, Buffalo-Grass, Blue Gramma, Clover, Orchard-Grass, Ruebens Canada Bluegrass, Covar Sheep Fescue and Rebel Tall Fescue. Wildflowers: California Poppy, Blue Flax, White Yarrow, Shasta Daisy (all but Poppy may be used with clover or grasses).	Trees and shrubs without groundcover, grasses or wildflowers should have drip irrigation. Groundcovers and shrubs, pop-up impact sprinklers. (Trees may be watered at the same time as grasses with impact sprinklers, but it is strongly recommended that drip irrigation be installed to trees in grass areas to insure that they get enough water to grow. Grasses and wildflowers to be cut once a year in early spring to remove dead tops.
Coniferous Landscape Buffer	Background planting.	Screens views of industrial areas, highways and other areas of poor visual quality.	Evergreen Trees: Giant Redwood, Incense Cedar, Austrian Black Pine. Small Evergreens: (for narrow spaces) Rocky Mountain Juniper, Western Red Cedar, Pinion Pine. Deciduous Trees: (for variety and contrast in the Fall when the leaves turn, a few deciduous trees should be included) Birch, Pin Oak.	Drip irrigation.

INVENTORY MAPS/CHARTS APPENDIX 5.1



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

INVENTORY

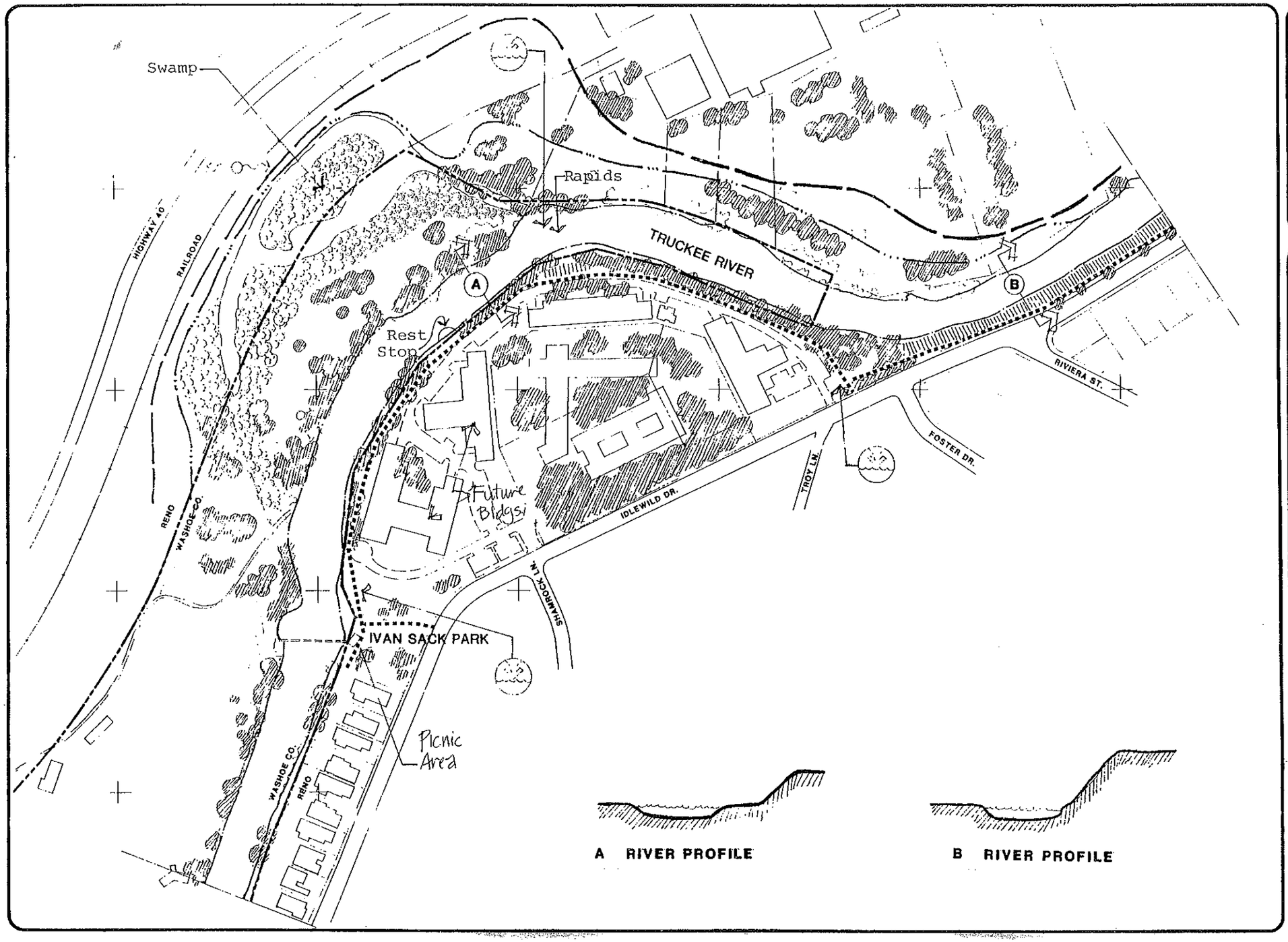
LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300'

NORTH

PLATE NUMBER 5.1.1



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

INVENTORY

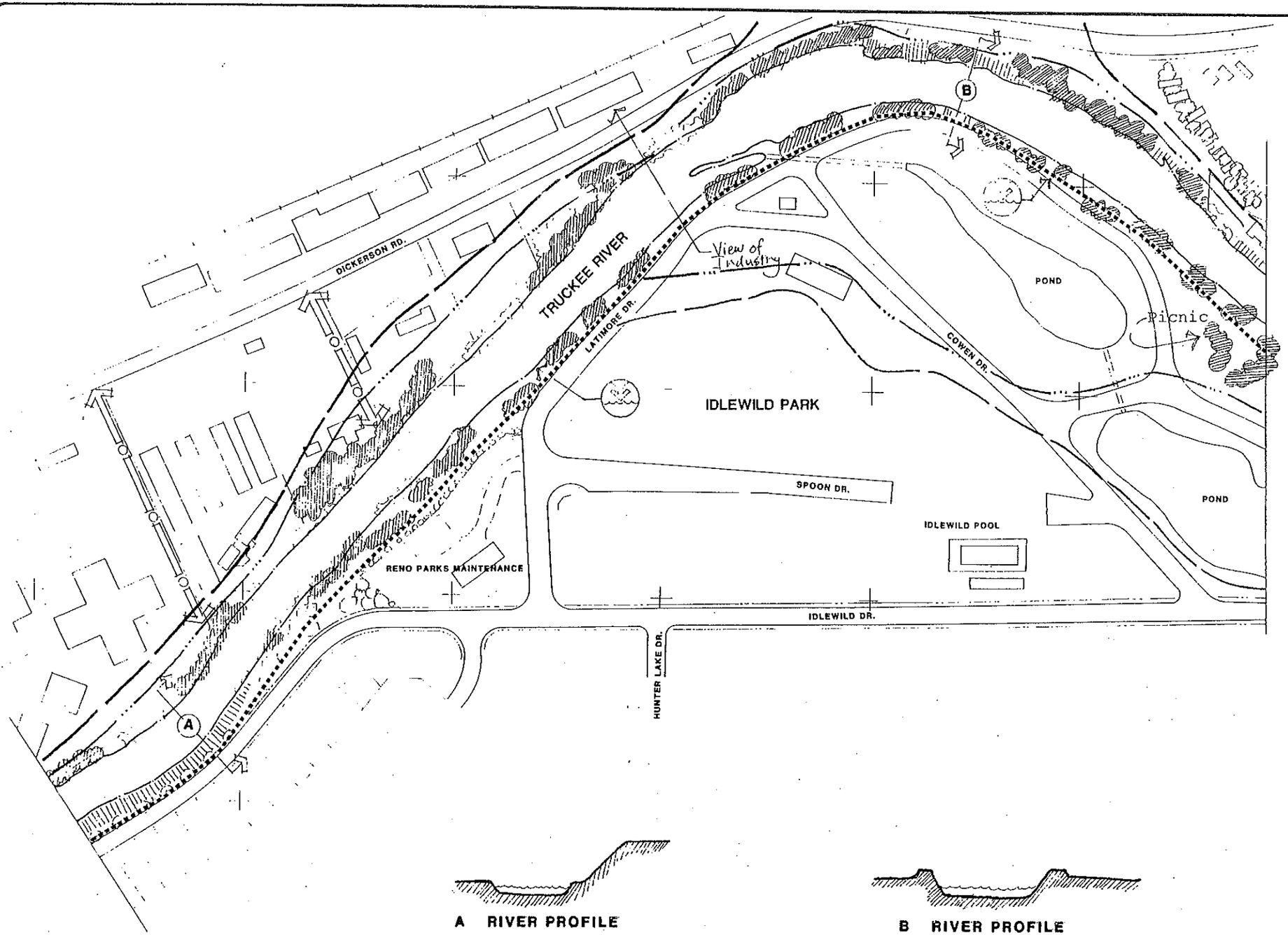
LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Profiles
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound + Pleasant
- Sound + Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300'

NORTH

PLATE NUMBER 5.1.2



A RIVER PROFILE

B RIVER PROFILE

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

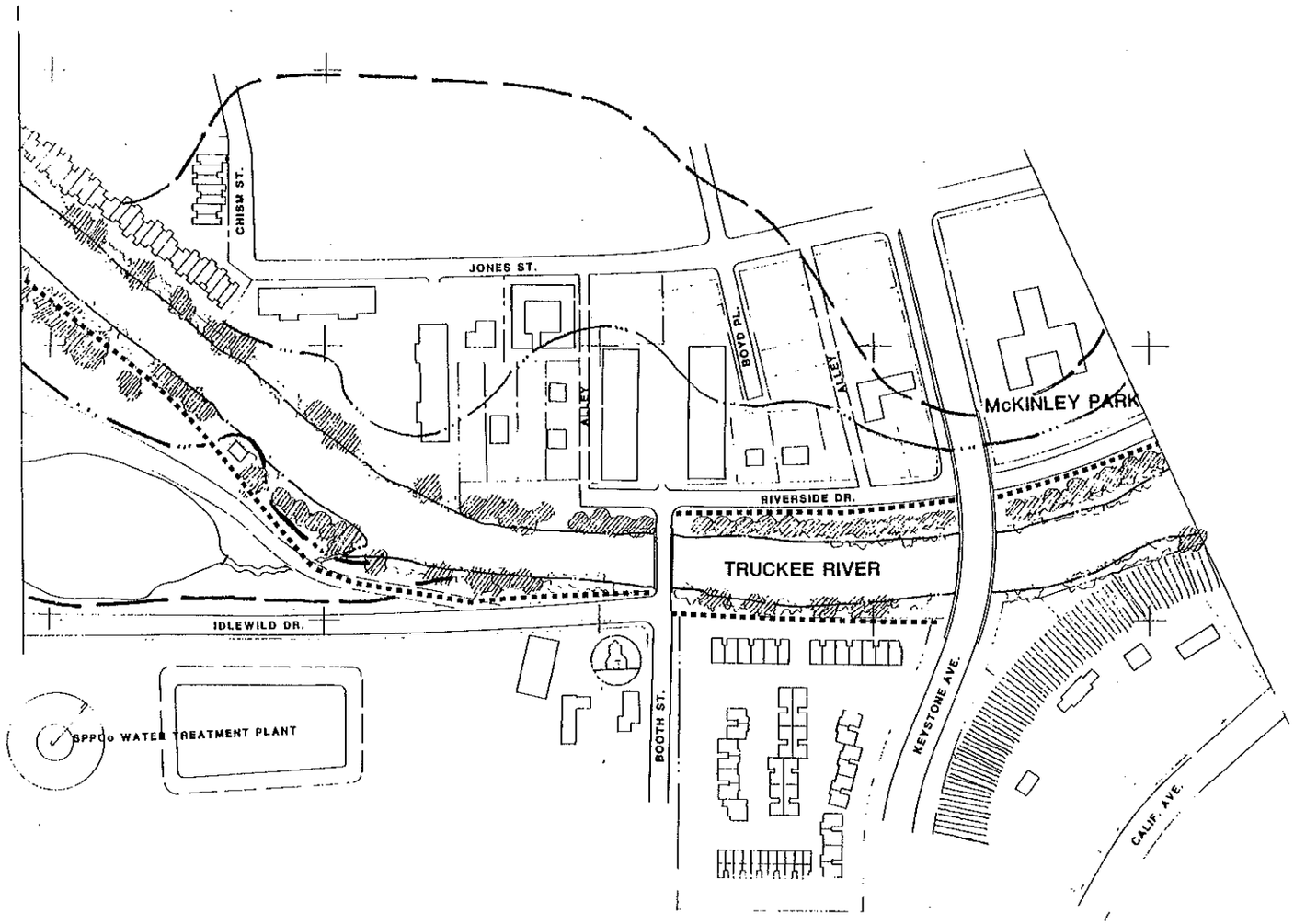
SCALE 1"=300'

NORTH

PLATE NUMBER 5.1.3

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST



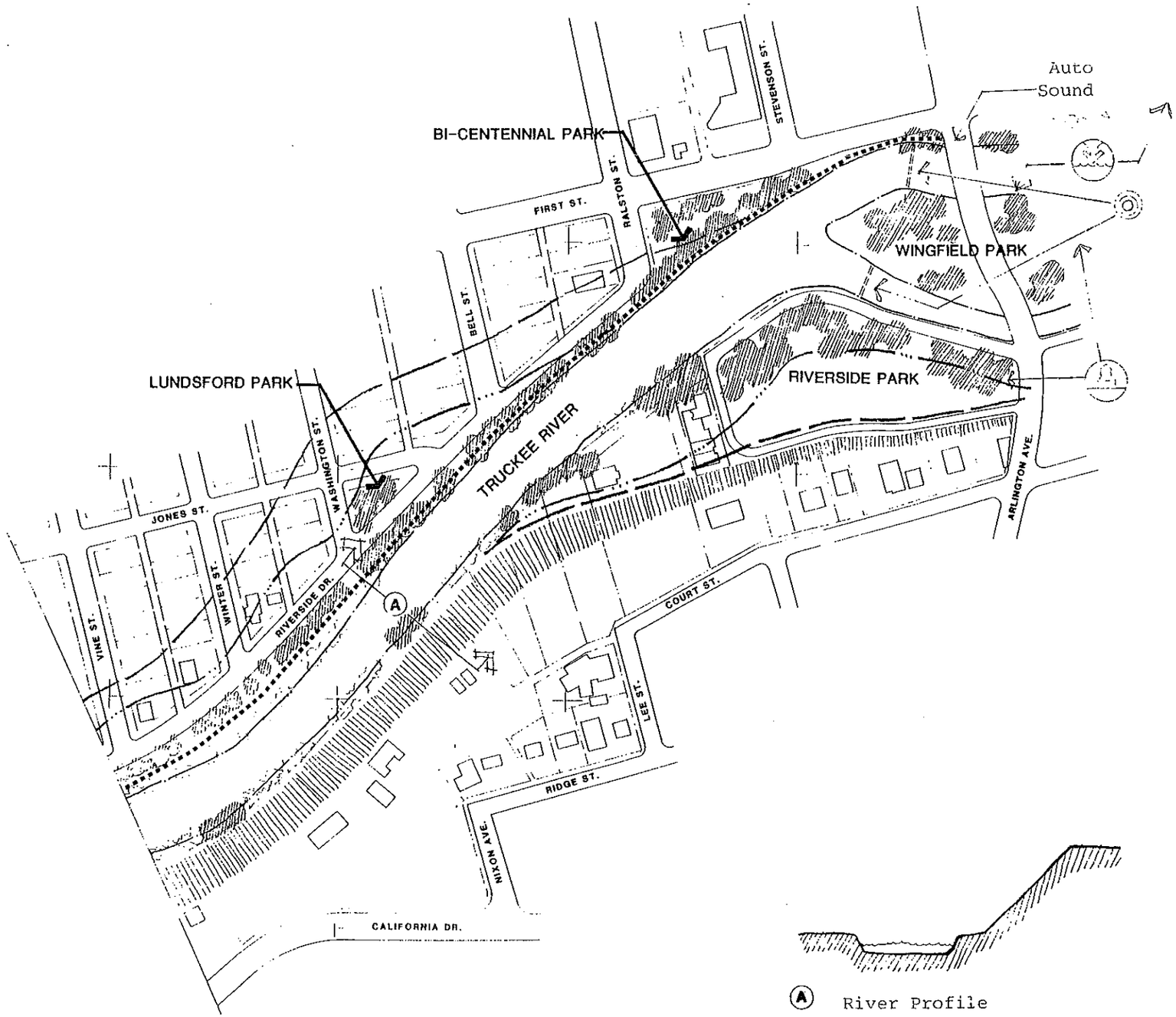
INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Early Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' NORTH

PLATE NUMBER 5.1.4



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

INVENTORY

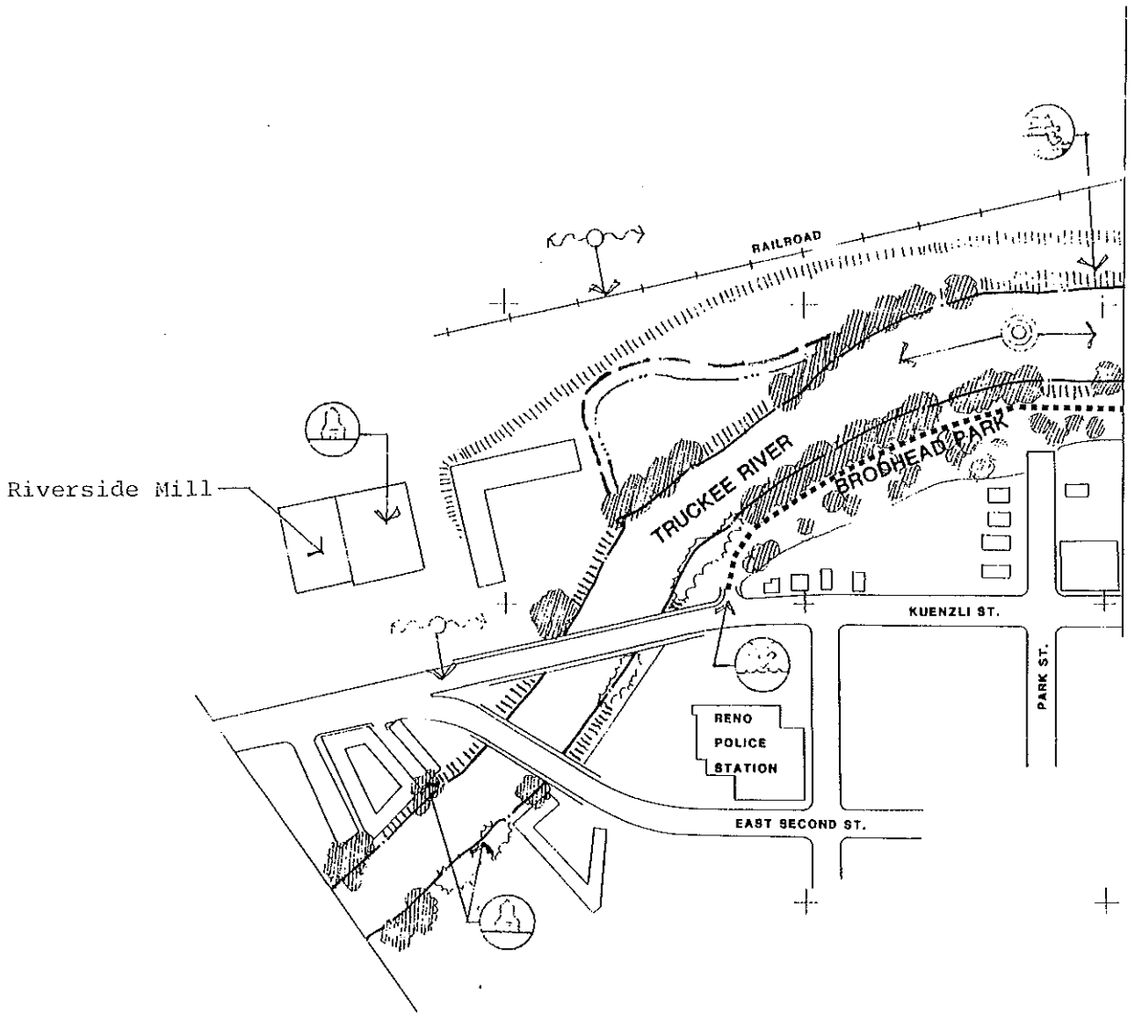
LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300'

NORTH

PLATE NUMBER 5.1.5



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

INVENTORY

LEGEND

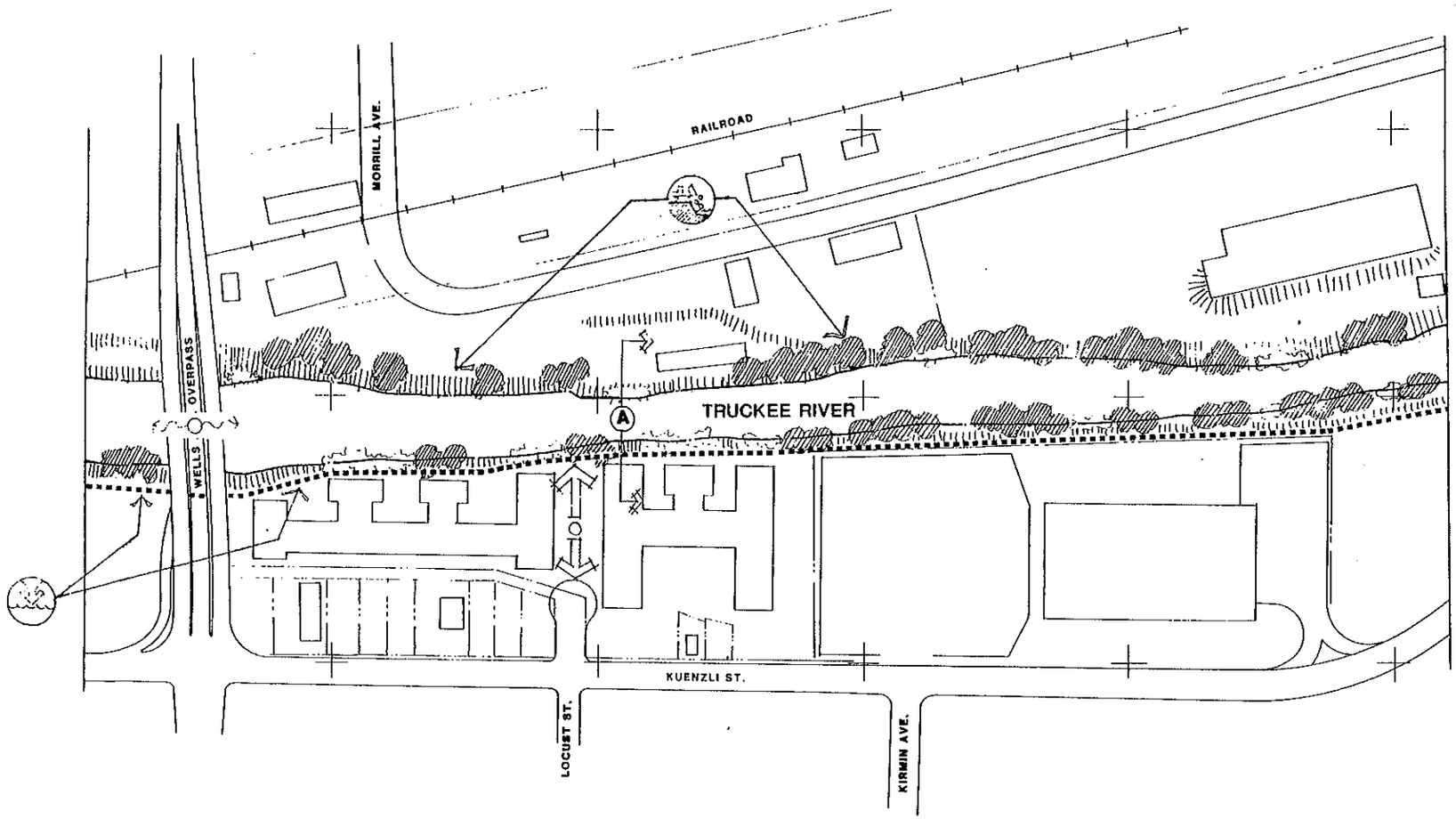
- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Vegetation
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound + Pleasant
- Sound + Unpleasant
- Noise Access
- Historical Site
- Debris Dumping

SCALE 1"=300' NORTH

PLATE NUMBER 5.1.6

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST



Ⓐ River Profile

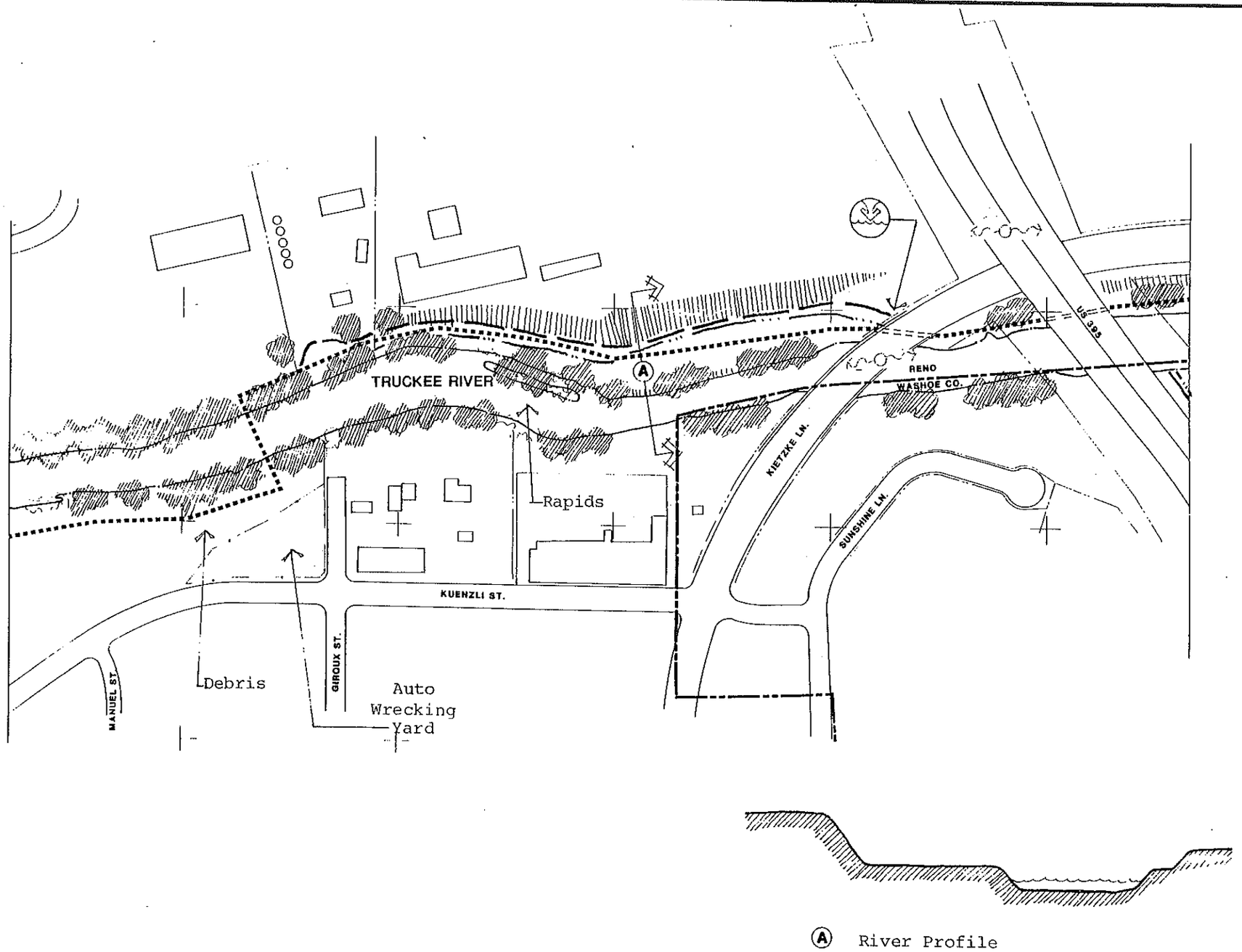
INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' **NORTH**

PLATE NUMBER 5.1.7



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

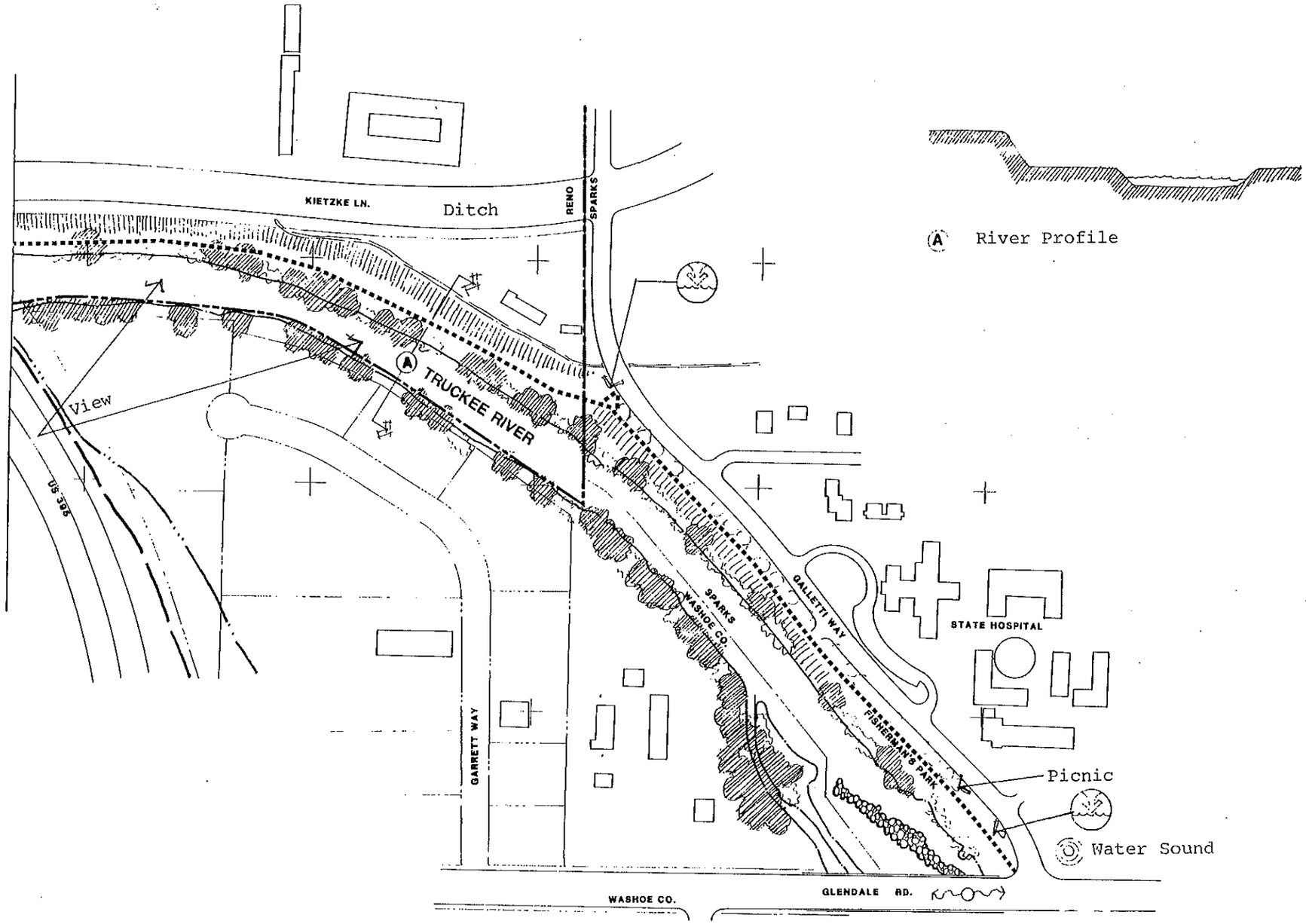
INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' NORTH

PLATE NUMBER 5.1.8



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

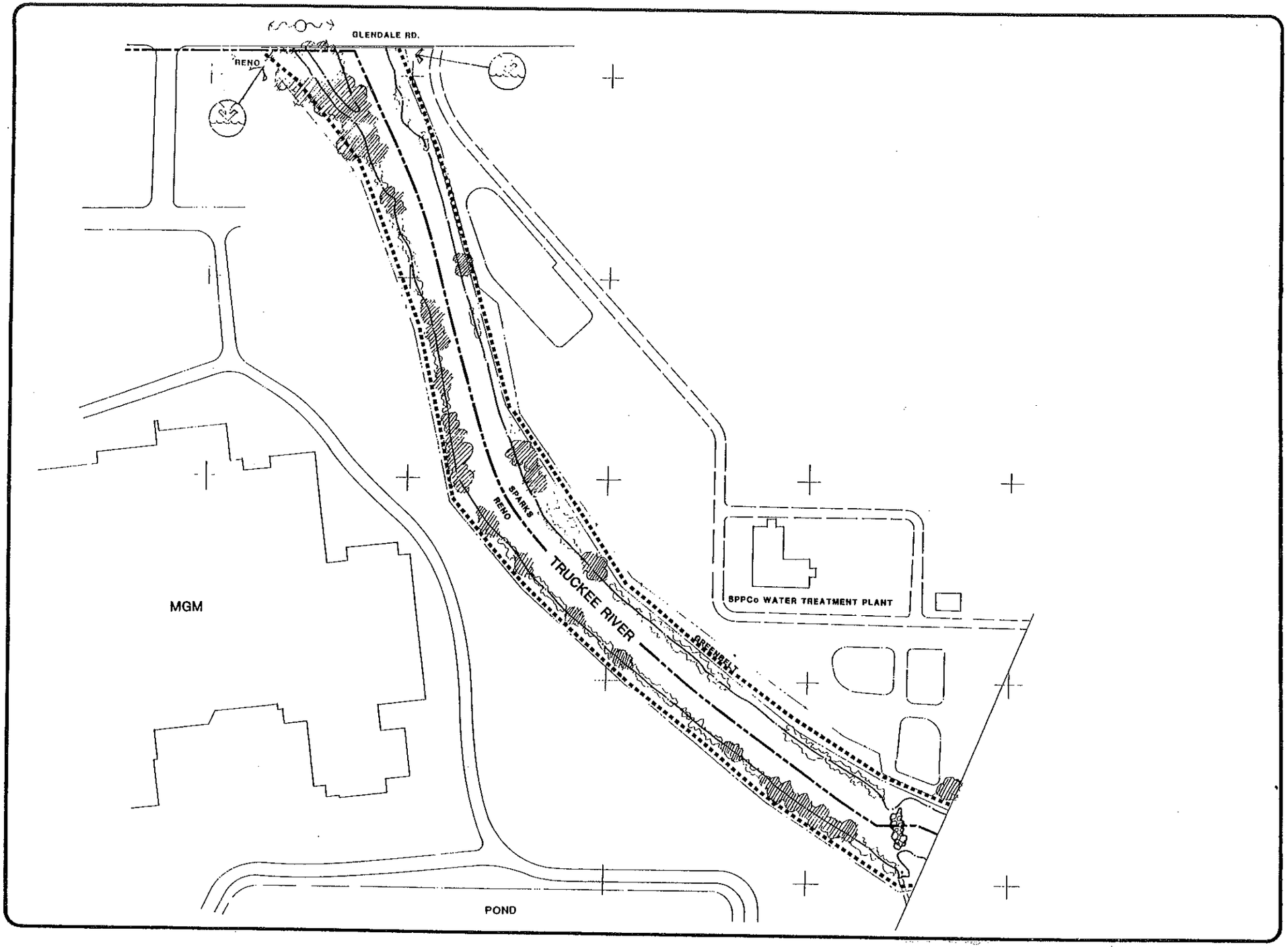
INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' NORTH

PLATE NUMBER 5.1.9



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

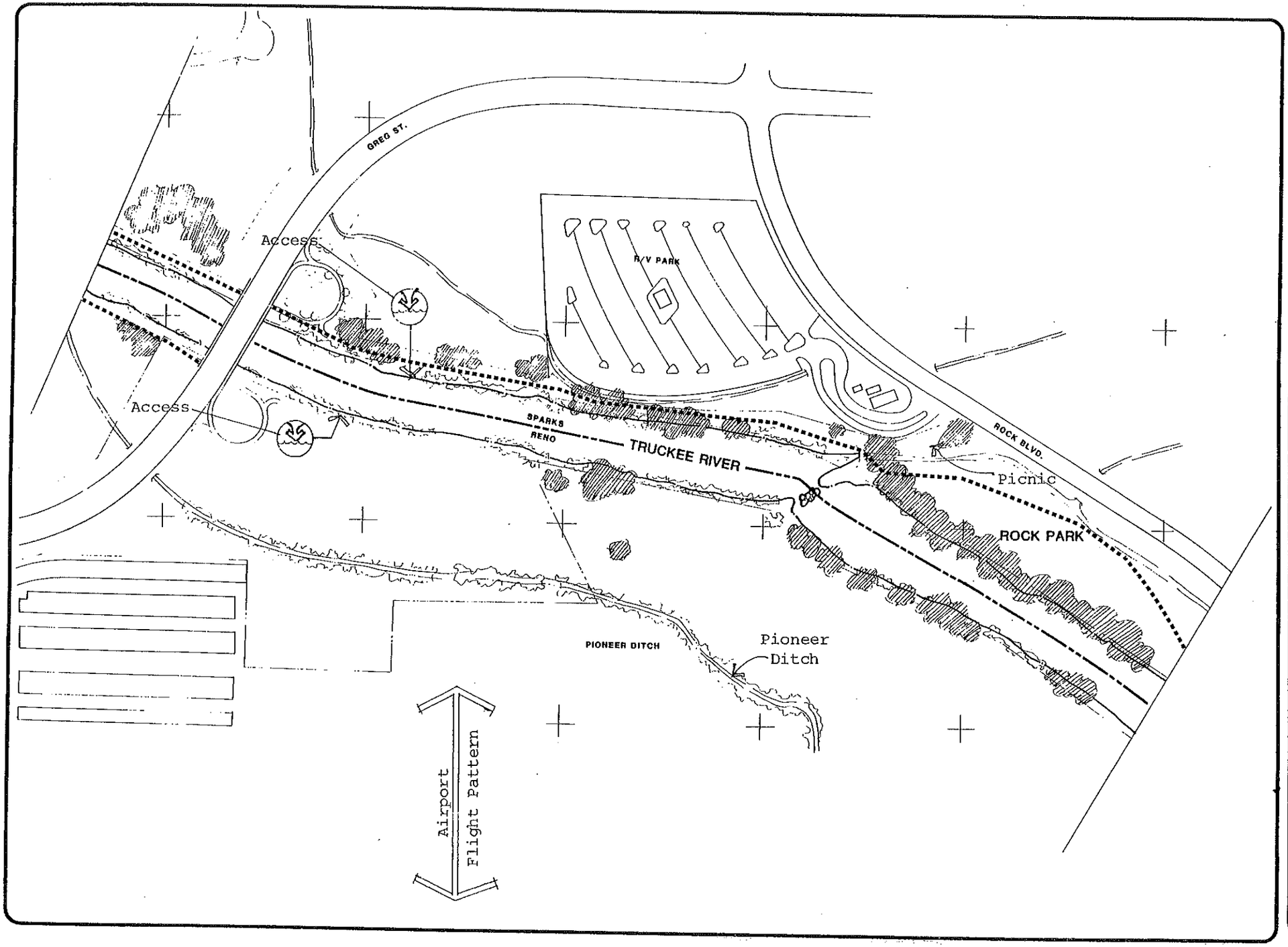
INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' **NORTH**

PLATE NUMBER 5.1.10



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

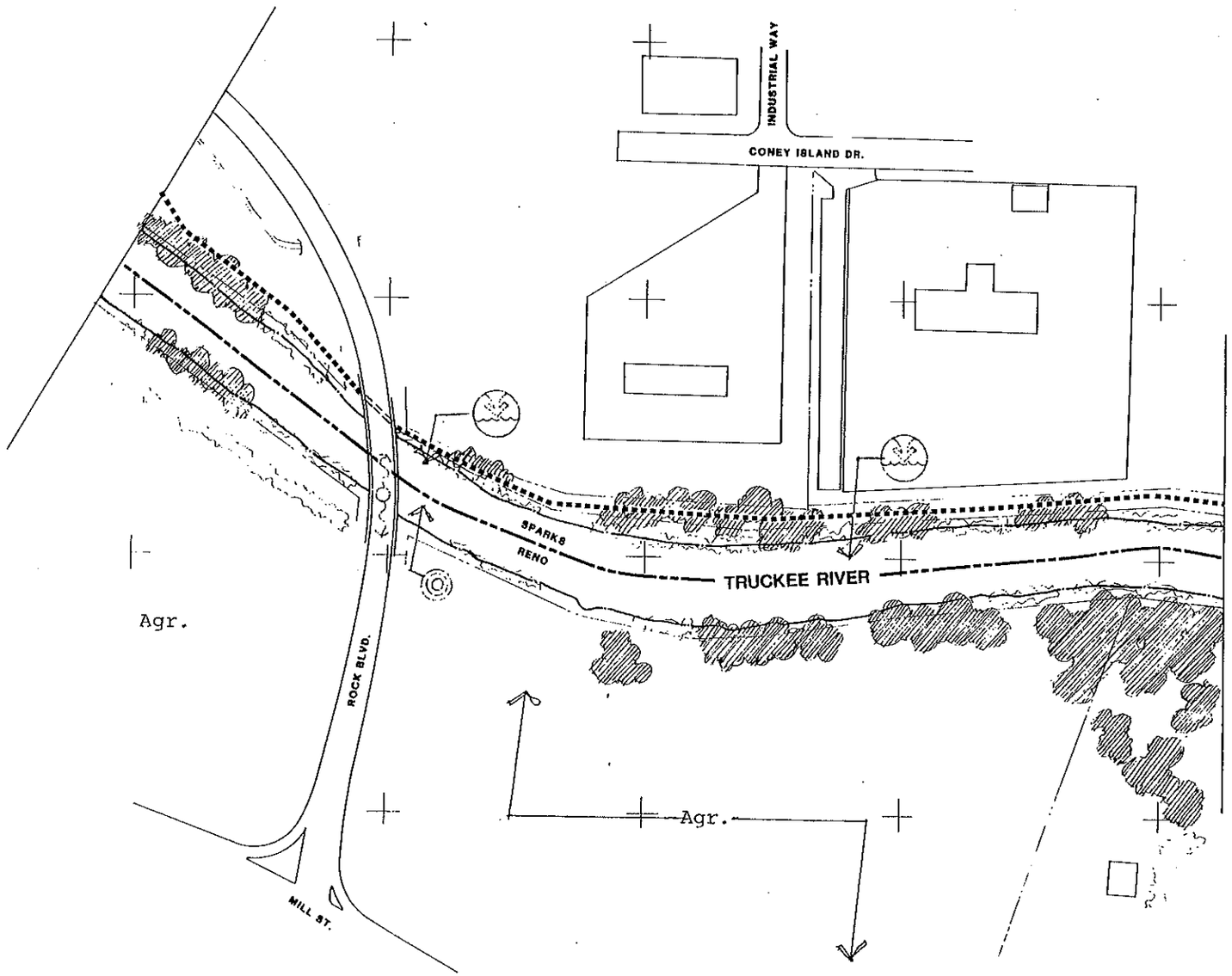
INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' **NORTH**

PLATE NUMBER 5.1.11



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

INVENTORY

LEGEND

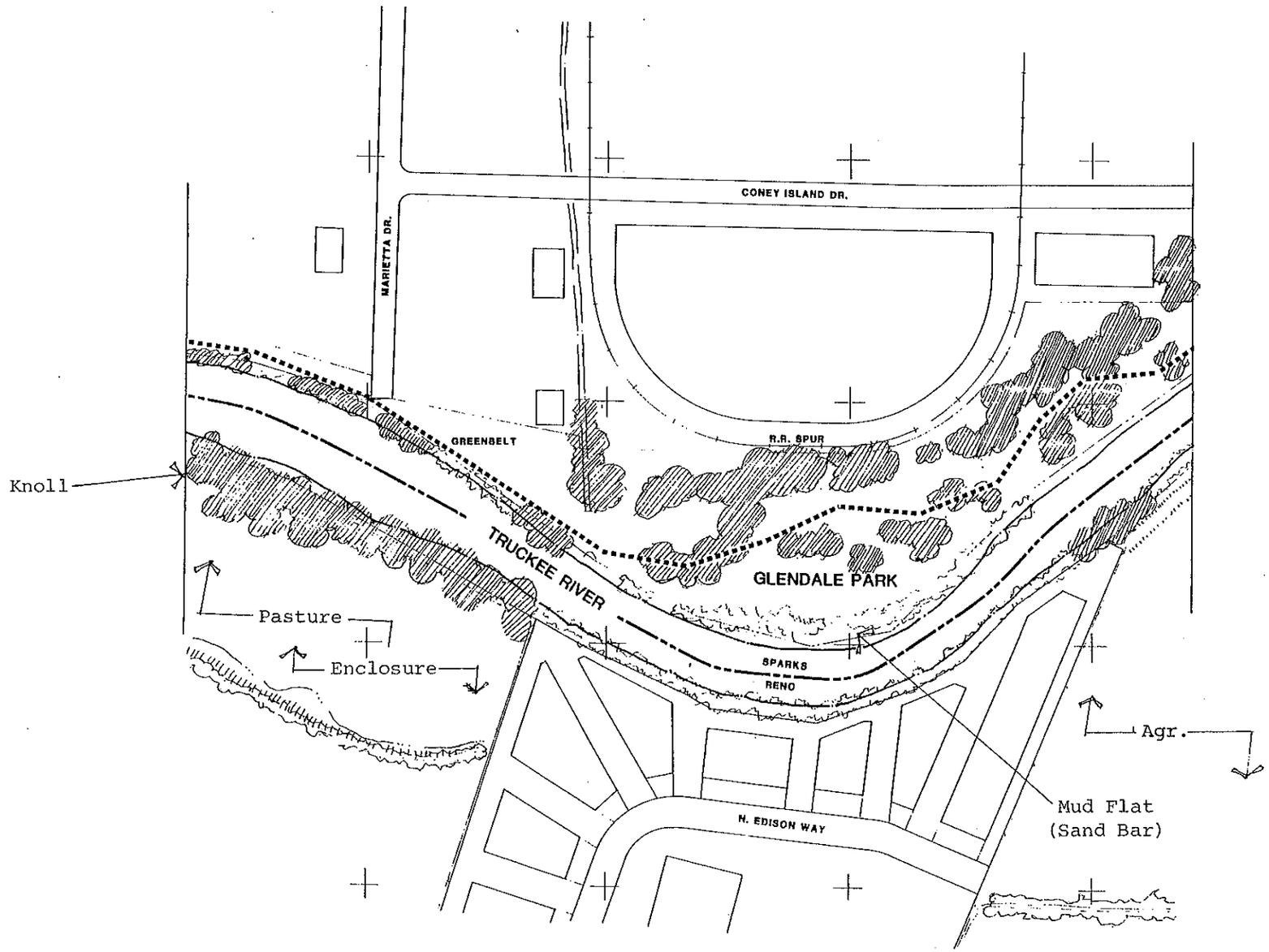
- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' **NORTH**

PLATE NUMBER 5.1.12

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST



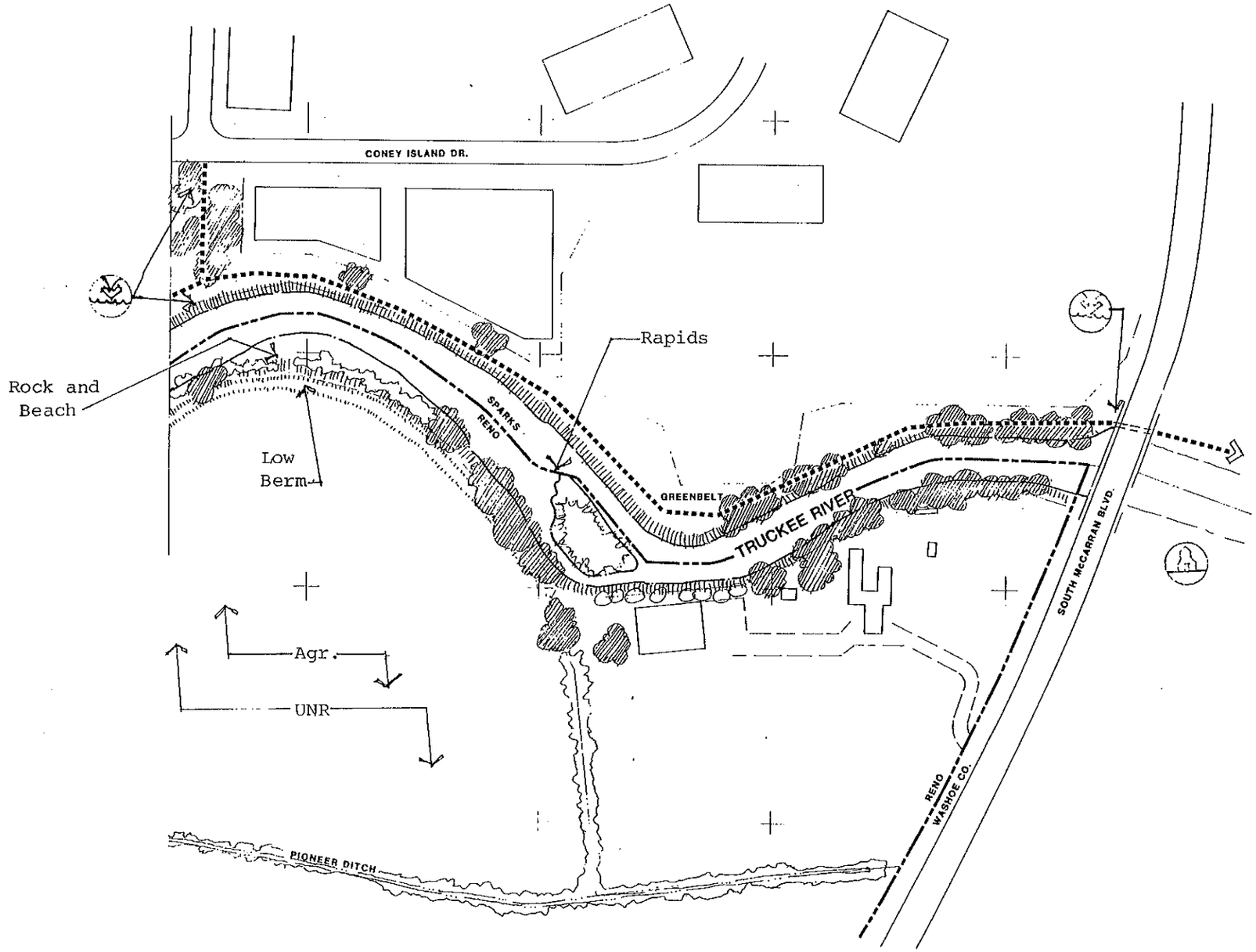
INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' **NORTH**

PLATE NUMBER 5.1.13



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

INVENTORY

LEGEND

- Existing Path
- Public Easement
- Large Deciduous Trees
- Low Willows
- 50 Year Flood
- 100 Year Flood
- Steep Slopes
- Sound - Pleasant
- Sound - Unpleasant
- River Access
- Historical Site
- Debris Dumping

SCALE 1"=300' **NORTH**

PLATE NUMBER 5.1.14

Field Checklist: truckee river corridor development plan inventory

FOR: Reno, Nevada (CITY OF RENO)
DATE: Sept. & Oct. 1982
WEATHER: Clear/Clear
CONDUCTED BY: Michael Knapp/Bill Gardner

2. IVAN-SACK PARK TO IDLEWILD / 3. DOYLE ISLAND* TO IDLEWILD

River Characteristic Catagories			River	River Corridor Existing Conditions, Constraints and Opportunities: MAGNITUDE OF RIVER CHARACTERISTICS	UNIQUENESS	CONTINUITY	DIVERSITY	FRAGILITY	ENCROACHMENT	COMMENTS
Natural	Physical Elements	R	1. Channel Depth/Width	2/150'			*			
			2. Pools & Riffles	2						
			3. Deep Water Holes	1						SE end of Island Park
			4. Rapids	2						
			5. Waterfalls	1			*			
			6. Sloughs & Backwater	2-North	*					* North side
			7. Tributary	0						
			8. Island	None						Doyle Island - North
			9. Beach							
			10. Bank	S-3/N-1		*	*			South Side - Man Made Bank
			11. Bank Material							
			12. Rock Outcroppings							
			13. Mudflats							
		RC	14. Swamps/Bogs/Marsh	North	*		*	*		Doyle Island
			15. Dry Channels	North						Doyle Island
			16. Ponds in Flood Plain							
	P	R	17. Channel Stability							
			18. Flow Variability							
		RC	19. Flood Proneness	N-3				*		Doyle Island
	Biological	RC	20. Vegetation Cover	N-3	*			*		
		RC	21. Vegetation Types	W, P						Willows/Poplar
			22. Vegetation Variety	1						
		R	23. Spawning Areas							
			24. Wildlife Types-Aquatic	CT						Cutthroat
			25. Wildlife Variety-Aquatic	Low						
		RC	26. Wildlife Type-Terrestrial	BV/WF					*	Urban Development
			27. Wildlife-Variety-Terrestrial	Low						
	A	R	28. Prominent Natural Landmark	0						
			29. Visual Contrast in Vegetation	1						
		RC	30. Land Form Enclosure	0						
			31. Vegetation Enclosure	2						
Man-Made	LU	RC	32. Developed	No						Partially Vacant
			33. Agricultural	—						
			34. Residential	*						Single/Multi-Family
			35. Commercial/Industrial	—						
			36. Other	—						
	E	RC	37. Archeological Sites	0						
			38. Historical Sites							
			39. Historical Land Routes							
			40. Significant Structures							
	A/U	R	41. Bridges	0						
		RC	42. Utilities	*						Sewer easement-North
			43. Public Easements							
			44. Present Road							
			45. Potential Road							
			46. Present Trail							
			47. Potential Trail							
	A	R	48. River Integrity	2						
			49. Visual Access Up/Down River							
			50. Landmarks Within River	0						
		RC	51. River Corridor Integrity	2						
			52. Prominent Landmarks	0						
			53. Visual Access to River	#2						
			54. Sense of Place	#2						
			55. Sound Quality	#1						Pleasant River Sounds

A - Aesthetic; A/U - Access/Utilities; E - Elements; LU - Land Use;
P - Process; R - River; RC - River Corridor.

* Called Island Park

5.1.16

Field Checklist: truckee river corridor development plan inventory

FOR: Reno, Nevada (CITY OF RENO)
DATE: Sept./Oct. 1982
WEATHER: Clear
CONDUCTED BY: Michael Knapp / Bill Gardner

4&5-IDLEWILD TO WINGFIELD (Arlington Street)

Natural/Man-Made	Characteristic Catagories	River / RC		River Corridor Existing Conditions, Constraints and Opportunities: MAGNITUDE OF RIVER CHARACTERISTICS 4 | 5	UNIQUENESS	CONTINUITY	DIVERSITY	FRAGILITY	ENCROACHMENT	COMMENTS
Natural	Physical Elements	R	1. Channel Depth/Width	2 | 2						
			2. Pools & Riffles							
			3. Deep Water Holes	1 | 1						
			4. Rapids	2 | 2						
			5. Waterfalls	– | –			*			Potential Water Feature at Wingfield Park
			6. Sloughs & Backwater	– | –						
			7. Tributary	– | –						
			8. Island	2 | 2			*			
			9. Beach	1 | 1			*			Small Beach areas at Idlewild
			10. Bank	3 | 2						
			11. Bank Material	2 | 2						
			12. Rock Outcroppings	2 | 2						
			13. Mudflats	– | –						
		RC	14. Swamps/Bogs/Marsh							
			15. Dry Channels							
			16. Ponds in Flood Plain	0 | 2						At Idlewild
	P	R	17. Channel Stability	2 | 2						
			18. Flow Variability	2 | 2						
		RC	19. Flood Proneness	1 | 2						
	Biological	R	20. Vegetation Cover	2 | 2						
		RC	21. Vegetation Types							Willow/Poplar/Pine/Oak/Spruce
			22. Vegetation Variety	2 | 2						
		R	23. Spawning Areas							
			24. Wildlife Types-Aquatic							
			25. Wildlife Variety-Aquatic							
		RC	26. Wildlife Type-Terrestrial							
			27. Wildlife-Variety-Terrestrial							
	A	R	28. Prominent Natural Landmark	1						South Bank Hillside
			29. Visual Contrast in Vegetation	3 | 3						
		RC	30. Land Form Enclosure	3 | 1-2						
			31. Vegetation Enclosure	1-2 | 2						
Man-Made	LU	RC	32. Developed	b | b						Excellent Quality Homes
			33. Agricultural							
			34. Residential	b | b						
			35. Commercial/Industrial							
			36. Other							
	E	RC	37. Archeological Sites							Possible Indian Camp Site
			38. Historical Sites	3 | 3						Historic Homes
			39. Historical Land Routes	2 | 2						N&S Bank Roads
			40. Significant Structures	3 | 3						Historic Homes
	A/U	R	41. Bridges	2 | 2						Historic Booth St. Bridge
		RC	42. Utilities	SWE →						
			43. Public Easements	0 | 0						
			44. Present Road	2 | 2						
			45. Potential Road							
			46. Present Trail	3 | 3						
			47. Potential Trail	1 | 1						
	A	R	48. River Integrity	2 | 3						
			49. Visual Access Up/Down River	3 | 3						
			50. Landmarks Within River	2 | 2						Bridge at Booth St.
		RC	51. River Corridor Integrity	2 | 3						
			52. Prominent Landmarks	2 | 2						Historic Homes
			53. Visual Access to River	2 | 3						
			54. Sense of Place	2 | 2						
			55. Sound Quality	1 | 1						Pleasant

A - Aesthetic; A/U - Access/Utilities; E - Elements; LU - Land Use;
P - Process; R - River; RC - River Corridor.

5.1.17

Field Checklist: truckee river corridor development plan inventory

FOR: CITY OF RENO, NEVADA
DATE: Sept/Oct 1982
WEATHER: Clear both days
CONDUCTED BY: Michael Knapp / Bill Gardner

6. SECOND AVE. TO WELLS

Catagories	Characteristic	River		River Corridor Existing Conditions, Constraints and Opportunities						
				MAGNITUDE OF RIVER CHARACTERISTICS	UNIQUENESS	CONTINUITY	DIVERSITY	FRAGILITY	ENCROACHMENT	COMMENTS
Natural	Physical Elements	R	1. Channel Depth/Width	#2						
			2. Pools & Riffles	1						
			3. Deep Water Holes	1						
			4. Rapids	1						
			5. Waterfalls	1						
			6. Sloughs & Backwater	1						
			7. Tributary	1						
			8. Island	1						
			9. Beach	1						
			10. Bank	2-3						
			11. Bank Material	3						
			12. Rock Outcroppings	1-2						
			13. Mudflats	1						
		RC	14. Swamps/Bogs/Marsh	1						
			15. Dry Channels	1						
			16. Ponds in Flood Plain	1						
	P	R	17. Channel Stability	2						
			18. Flow Variability	1						
		RC	19. Flood Proneness	1						
	Biological	R	20. Vegetation Cover	1						
		RC	21. Vegetation Types							Polar/ Willows
			22. Vegetation Variety	1						
		R	23. Spawning Areas	1						
			24. Wildlife Types-Aquatic	1						
			25. Wildlife Variety-Aquatic	1						
		RC	26. Wildlife Type-Terrestrial	1						
			27. Wildlife-Variety-Terrestrial	1						
	A	R	28. Prominent Natural Landmark	1						
			29. Visual Contrast in Vegetation	1						
		RC	30. Land Form Enclosure	1-2						
			31. Vegetation Enclosure	2						
Man-Made	LU	RC	32. Developed	b						
			33. Agricultural	-						
			34. Residential	-						
			35. Commercial/Industrial	b						
			36. Other	1						
	E	RC	37. Archeological Sites	1						
			38. Historical Sites	1						Riverside Mill, V&T R.R.
			39. Historical Land Routes	1						V&T R.R.
			40. Significant Structures	0						Riverside Mill
	A/U	R	41. Bridges	3						
		RC	42. Utilities	S W E						
			43. Public Easements	3						
			44. Present Road	2						
			45. Potential Road	2						
			46. Present Trail	3						
			47. Potential Trail	2						Potential Pocket Parks
	A	R	48. River Integrity	1						
			49. Visual Access Up/Down River	3						
			50. Landmarks Within River	1						
		RC	51. River Corridor Integrity	1						
			52. Prominent Landmarks	2						
			53. Visual Access to River	3						
			54. Sense of Place	1						
			55. Sound Quality	1						Pleasant Wa... Sou...

A - Aesthetic; A/U - Access/Utilities; E - Elements; LU - Land Use;
P - Process; R - River; RC - River Corridor.

Sound
Vehicu
Sou

Field Checklist: truckee river corridor development plan inventory

FOR: CITY OF RENO, NEVADA
DATE: Sept./Oct. 1982
WEATHER: Clear
CONDUCTED BY: Michael K. Napp & Gardner

7 & 3 WELLS TO GIROUX & GIROUX TO KIETZKE

Category	Characteristic	River		River Corridor Existing Conditions, Constraints and Opportunities						
				MAGNITUDE OF RIVER CHARACTERISTICS	UNIQUENESS	CONTINUITY	DIVERSITY	FRAGILITY	ENCROACHMENT	COMMENTS
Natural	Physical Elements	R	1. Channel Depth/Width	2						
			2. Pools & Riffles	2						
			3. Deep Water Holes	1						
			4. Rapids	2						Near Lazette Jct.
			5. Waterfalls	—						
			6. Sloughs & Backwater	—						
			7. Tributary	—						
			8. Island	2						
			9. Beach	1						
			10. Bank	2 & 3						
			11. Bank Material	1 & 3						Boulders/Concrete/Debris
			12. Rock Outcroppings	2						
			13. Mudflats	—						
		RC	14. Swamps/Bogs/Marsh	—						
			15. Dry Channels	—						
			16. Ponds in Flood Plain	—						
	P	R	17. Channel Stability	2						
			18. Flow Variability	2						
		RC	19. Flood Proneness	1						
	Biological	R	20. Vegetation Cover	3						
		RC	21. Vegetation Types	—						Polar willow
			22. Vegetation Variety	1						
		R	23. Spawning Areas	—						
			24. Wildlife Types-Aquatic	—						
			25. Wildlife Variety-Aquatic	—						
		RC	26. Wildlife Type-Terrestrial	—						
			27. Wildlife-Variety-Terrestrial	—						
	A	R	28. Prominent Natural Landmark	—						
			29. Visual Contrast in Vegetation	1						
		RC	30. Land Form Enclosure	2						
			31. Vegetation Enclosure	2						
Man-Made	LU	RC	32. Developed	6						
			33. Agricultural	—						
			34. Residential	—						
			35. Commercial/Industrial	6						
			36. Other	—						
	E	RC	37. Archeological Sites	1						
			38. Historical Sites	5						
			39. Historical Land Routes	1						
			40. Significant Structures	0						
	A/U	R	41. Bridges	3						
		RC	42. Utilities	SWE						
			43. Public Easements	3						South side road
			44. Present Road	2						
			45. Potential Road	3						
			46. Present Trail	3						
			47. Potential Trail	2						
	A	R	48. River Integrity	1						Rip/Rap - one of
			49. Visual Access Up/Down River	1						
			50. Landmarks Within River	2						Bridges
		RC	51. River Corridor Integrity	1-2						
			52. Prominent Landmarks	2						
			53. Visual Access to River	2-3						
			54. Sense of Place	1						
			55. Sound Quality	1						

A - Aesthetic; A/U - Access/Utilities; E - Elements; LU - Land Use;
P - Process; R - River; RC - River Corridor.

Field Checklist: truckee river corridor development plan inventory

FOR: CITY OF RENO, NV.
DATE: SEPT./OCT. 1982
WEATHER: CLEAR
CONDUCTED BY:

AREA NO. 10 GLENDALE TO GRIG

River Characteristic Catagories				River Corridor Existing Conditions, Constraints and Opportunities							
				MAGNITUDE OF RIVER CHARACTERISTICS	UNIQUENESS	CONTINUITY	DIVERSITY	FRAGILITY	ENCROACHMENT	COMMENTS
Natural	Physical Elements	R	1. Channel Depth/Width	2						
			2. Pools & Riffles	2						
			3. Deep Water Holes	2						
			4. Rapids	2						Wier
			5. Waterfalls	1						
			6. Sloughs &-Backwater	0						
			7. Tributary	0						
			8. Island	3						Near Glendale
			9. Beach	1						
			10. Bank	1-3						
			11. Bank Material	B/C/F						Sand/Boulder/Rip
			12. Rock Outcroppings	2						
			13. Mudflats	0						
		RC	14. Swamps/Bogs/Marsh	0						
			15. Dry Channels	0						
			16. Ponds in Flood Plain	0						
	P	R	17. Channel Stability	2						
			18. Flow Variability	2						
		RC	19. Flood Proneness	3						
	Biological	R	20. Vegetation Cover	1-2						
		RC	21. Vegetation Types	W/PO						Cot-tonwood, Willow
			22. Vegetation Variety	1-2						
		R	23. Spawning Areas	1						
			24. Wildlife Types-Aquatic	CT						
			25. Wildlife Variety-Aquatic	2						
		RC	26. Wildlife Type-Terrestrial	W/F						
			27. Wildlife-Variety-Terrestrial	2						
	A	R	28. Prominent Natural Landmark	1						
			29. Visual Contrast in Vegetation	1						
		RC	30. Land Form Enclosure	1						
			31. Vegetation Enclosure	1						
Man-Made	LU	RC	32. Developed	2						
			33. Agricultural	1						
			34. Residential	1						
			35. Commercial/Industrial	1						
			36. Other	1						
	E	RC	37. Archeological Sites	1						
			38. Historical Sites	2						Historic Eastman Ranch
			39. Historical Land Routes	1						
			40. Significant Structures	3						MGR
	A/U	R	41. Bridges	2						
		RC	42. Utilities	SWE						
			43. Public Easements	3						
			44. Present Road	2						
			45. Potential Road	2						
			46. Present Trail	3						
			47. Potential Trail	1						
	A	R	48. River Integrity	1-3						
			49. Visual Access Up/Down River	3						
			50. Landmarks Within River	2						Truckee
		RC	51. River Corridor Integrity	2						
			52. Prominent Landmarks	2						I-80
			53. Visual Access to River	3						
			54. Sense of Place	2						
			55. Sound Quality	1-3						

A - Aesthetic; A/U - Access/Utilities; E - Elements; LU - Land Use;
P - Process; R - River; RC - River Corridor.

Field Checklist: truckee river corridor development plan inventory

FOR: CITY OF RENO
DATE: SEPT./OCT 1982
WEATHER: CLEAR
CONDUCTED BY: DESIGNCENTER'S NEST
AREA NO 11 GREG TO ROCK

River Characteristic Catagories				River Corridor Existing Conditions, Constraints and Opportunities						
				MAGNITUDE OF RIVER CHARACTERISTICS	UNIQUENESS	CONTINUITY	DIVERSITY	FRAGILITY	ENCROACHMENT	COMMENTS
Natural	Physical Elements	R	1. Channel Depth/Width	2						
			2. Pools & Riffles	2						Weir
			3. Deep Water Holes	0						
			4. Rapids	0						
			5. Waterfalls	0						
			6. Sloughs & Backwater	2						Pond or Ditch
			7. Tributary	0						
			8. Island	0						
			9. Beach	1						
			10. Bank	1						
			11. Bank Material	B/C/D						Rip rap
			12. Rock Outcroppings	2						
			13. Mudflats	0						
		RC	14. Swamps/Bogs/Marsh	0						
			15. Dry Channels	0						
			16. Ponds in Flood Plain	0						
	P	R	17. Channel Stability	2						
			18. Flow Variability	2						
		RC	19. Flood Proneness	3						
	Biological	R	20. Vegetation Cover	1						
		RC	21. Vegetation Types	PO/W						
			22. Vegetation Variety	1						
		R	23. Spawning Areas	1						
			24. Wildlife Types-Aquatic	RT/CT						
			25. Wildlife Variety-Aquatic	2						
		RC	26. Wildlife Type-Terrestrial	WF						
			27. Wildlife-Variety-Terrestrial	1						
	A	R	28. Prominent Natural Landmark	0						
			29. Visual Contrast in Vegetation	1						
		RC	30. Land Form Enclosure	1						
			31. Vegetation Enclosure	1						
Man-Made	LU	RC	32. Developed	2						
			33. Agricultural	2						
			34. Residential	1						
			35. Commercial/Industrial	2						
			36. Other	1						
	E	RC	37. Archeological Sites	1						
			38. Historical Sites	1						
			39. Historical Land Routes	1						
			40. Significant Structures	2						
	A/U	R	41. Bridges	2						
		RC	42. Utilities	SWE						
			43. Public Easements	2						
			44. Present Road	1						
			45. Potential Road	2						
			46. Present Trail	2						
			47. Potential Trail	2						
	A	R	48. River Integrity	2						
			49. Visual Access Up/Down River	2						
			50. Landmarks Within River	0						
		RC	51. River Corridor Integrity	2						
			52. Prominent Landmarks	2						MGM
			53. Visual Access to River	3						
			54. Sense of Place	2						
			55. Sound Quality	3						Airport

A - Aesthetic; A/U - Access/Utilities; E - Elements; LU - Land Use;
P - Process; R - River; RC - River Corridor.

Field Checklist: truckee river corridor development plan inventory

FOR: CITY OF RENO
DATE: SEPT./OCT 1982
WEATHER: CLEAR
CONDUCTED BY: DESIGN CONCEPTS WEST

AREA NO. 12 ROCK TO MC CARRAN

Natural/Man-Made	Characteristic Catagories	River	River Corridor Existing Conditions, Constraints and Opportunities	MAGNITUDE OF RIVER CHARACTERISTICS	UNIQUENESS	CONTINUITY	DIVERSITY	FRAGILITY	ENCROACHMENT	COMMENTS
Natural	Physical Elements	R	1. Channel Depth/Width	2						
			2. Pools & Riffles	1						
			3. Deep Water Holes	1						
			4. Rapids	1						By Islan.
			5. Waterfalls	0						
			6. Sloughs & Backwater	0						
			7. Tributary	0						
			8. Island	1-2						
			9. Beach	1						
			10. Bank	1						
			11. Bank Material	1-3						
			12. Rock Outcroppings	2						
			13. Mudflats	0						
		RC	14. Swamps/Bogs/Marsh	0						
			15. Dry Channels	0						
			16. Ponds in Flood Plain	0						
	P	R	17. Channel Stability	2						
			18. Flow Variability	1						
		RCR	19. Flood Proneness	3						
	Biological	RCR	20. Vegetation Cover	2						
		RC	21. Vegetation Types	Po. W						
			22. Vegetation Variety	1						
		R	23. Spawning Areas	1						
			24. Wildlife Types-Aquatic	RT/CT						
			25. Wildlife Variety-Aquatic	2						
		RC	26. Wildlife Type-Terrestrial	WF						
			27. Wildlife-Variety-Terrestrial	2						
	A	R	28. Prominent Natural Landmark	1						
			29. Visual Contrast in Vegetation	1						
		RC	30. Land Form Enclosure	1						
			31. Vegetation Enclosure	1						
Man-Made	LU	RC	32. Developed	2						
			33. Agricultural	0						
			34. Residential	1						
			35. Commercial/Industrial	1						
			36. Other	1						
	E	RC	37. Archeological Sites	1						
			38. Historical Sites	1						
			39. Historical Land Routes	1						
			40. Significant Structures	0						
	A/U	R	41. Bridges	1						
		RC	42. Utilities	SWE						
			43. Public Easements	2						
			44. Present Road	1						
			45. Potential Road	1/2						
			46. Present Trail	2						
			47. Potential Trail	2						
	A	R	48. River Integrity	3						
			49. Visual Access Up/Down River	2						
			50. Landmarks Within River	2						
		RC	51. River Corridor Integrity	3						
			52. Prominent Landmarks	1						
			53. Visual Access to River	1/2						
			54. Sense of Place	2						
			55. Sound Quality	1						

A - Aesthetic; A/U - Access/Utilities; E - Elements; LU - Land Use;
P - Process; R - River; RC - River Corridor.

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

LEGEND OF RIVER CHARACTERISTICS INVENTORY RELATIVE WITHIN OPPORTUNITY AREAS*

NATURAL

PHYSICAL ELEMENTS (WITHIN RIVER)

1. Channel Depth/Width
   Maximum Depth
   1) Below Average (Shallow)
   2) Average
   3) Above Average (Deep)
   Note: Indicate approximate actual width as a ratio of depth, e.g.
   1/75=shallow/75'+Wide.
   0-40
   40-75
   75+

2. Pools and Riffles
   0) None
   1) Possible
   2) Present
   3) Prominent

3. Deep Water Holes
   0) None
   1) Possible
   2) Present
   3) Prominent

4. Rapids
   0) None
   1) Possible
   2) Present
   3) Prominent

5. Waterfalls
   0) None
   1) One
   2) Two
   3) Three or More

6. Sloughs & Backwater
   0) None
   1) Possible
   2) Present
   3) Prominent

7. Tributaries
   0) None
   1) One
   2) Two
   3) Three or More

8. Island (Size)
   1) Small
   2) Medium
   3) Large

9. Beaches (Indicate % of Shore which is Beach; may be Gravel Beach)
   0) None
   1) 0-10%
   2) 11-50%
   3) 51%+

10. Banks (Indicate in parenthesis average Bank height in feet)
   0) None
   1) 0-5'
   2) 6-15'
   3) 16+

11. Bank Material
   (A) Clay
   (B) Silt
   (C) Sand
   (D) Gravel
   (E) Cobbles
   (F) Boulders
   (*) Rock Outcrop, Other

12. Rock Outcrops
   0) None
   1) Possible
   2) Present
   3) Prominent

13. Mudflats
   0) None
   1) Small
   2) Medium
   3) Large

PHYSICAL ELEMENTS (WITHIN RIVERSCAPE)

14. Swamps/Bogs/Marshes
   0) None
   1) Small
   2) Moderate
   3) Large

15. Dry Channels
   0) None
   1) Traces
   2) Present
   3) Prominent

16. Ponds in Floodplain
   0) None
   1) Small
   2) Medium
   3) Large

PHYSICAL PROCESSES (WITHIN RIVER)

17. Channel Stability (Relative within Zone)
   1) Low
   2) Average
   3) High

18. Flow Variability
   1) Low
   2) Average
   3) High

PHYSICAL PROCESSES (WITHIN RIVERSCAPE)

19. Flood Proneness Relative within Zone
   1) Low
   2) Average
   3) High

BIOLOGICAL-VEGETATION (WITHIN RIVER)

20. Vegetation Cover
   0) None
   1) 0-10%
   2) 11-50%
   3) 51%+

BIOLOGICAL-VEGETATION (WITHIN RIVERSCAPE)

21. Vegetation Types (List dominant species first, then all others, no magnitude recorded
   a. Dominant Species
   b. Secondary Species
      (W) Willow
      (PO) Poplar
      (P) Pine
      (S) Spruce
      (J) Juniper
      (RA) Alder
      (MA) Maple
      (BC) Cottonwood
      (B) Brush

22. Vegetation Variety
   1) Only one general type (Deciduous, Coniferous, Marsh, etc.)
   2) Some Mixing (Coniferous with some Deciduous)
   3) Many Vegetative Types (much mixing)

BIOLOGICAL-WILDLIFE (WITHIN RIVER)

23. Spawning Areas
   0) None
   1) Possible
   2) Present
   3) Extensive

*MODIFIED FROM NOOKSACK RIVER MASTER PLAN BY JONES AND JONES

24. Wildlife Types-Aquatic (List important species by code, no magnitude recorded)
(RT) Rainbow Trout
(CT) Cutthroat
(O) Other

25. Wildlife Variety-Aquatic
1) Low
2) Medium
3) High

BIOLOGICAL-WILDLIFE (WITHIN RIVERSCAPE)

26. Wildlife Types-Terrestrial (List important species by following codes, no magnitude recorded)
(BV) Beaver
(M) Muskrat
(MI) Mink
(WF) Waterfowl
(PH) Pheasant
(G) Grouse
(EA) Eagle
(H) Hawk
(O) Other

27. Wildlife Variety-Terrestrial
1) Low
2) Medium
3) High

IMAGEABILITY (WITHIN RIVERSCAPE)

28. Prominant Natural Landmarks
0) None
1) Few
2) Some
3) Many
Note by following codes:
a) Water Falls
b) Islands
c) Swamps & Marshes
d) Rapids
e) Boulders in Channel
f) Mountains
g) Historic

29. Visual Contrast in Vegegation
1) Low
2) Medium
3) High

ENCLOSURE (RIVERSCAPE ONLY)

30. Landform Enclosure (Valley Height/Width)
0) None
1) Less than 1/5 (No Enclosure)
2) 1/1 to 1/5 (Enclosed)
3) More than 1/1 (Highly Enclosed)

31. Vegetation Enclosure
0) None
1) Low
2) Medium
3) High

MAN-MADE

LAND USE (WITHIN RIVERSCAPE)

32. Developed
a) 1/2 or Less Developed
b) 1/2 or More Developed

33. Agriculture
a) 1/2 or Less Developed
b) 1/2 or More Developed

34. Residential
a) 1/2 or Less Developed
b) 1/2 or More Developed

35. Commercial/Industrial
a) 1/2 or Less Developed
b) 1/2 or More Developed

36. Other
a) 1/2 or Less Developed
b) 1/2 or More Developed

ELEMENTS (WITHIN RIVERSCAPE ONLY)

37. Archaeological Sites
0) None
1) Possible
2) Present
3) Prominent

38. Historical Sites
0) None
1) Possible
2) Present
3) Prominent

39. Historic Land Routes
0) None
1) Possible
2) Present
3) Prominent

40. Significant Structures (Indicate regardless of age of such structures as silos, barns, etc.)
0) None
1) Noticeable
2) Apparent
3) Prominent

ACCESSIBILITY (WITHIN RIVER)

41. Bridges (list actual number)
0) None
1) One
2) Two
3) Three or More

ACCESSIBILITY (WITHIN RIVERSCAPE)

42. Utilities
S) Sewer
W) Water
E) Electric Power

43. Public Easement
0) None
1) Use by City Staff Only
2) Limited Public Use
3) Unlimited Public Use

44. Present Road
0) None
1) Occasional Access
2) Considerable Access

45. Potential Road (Degree of effort to bring road to streambed)
0) Impossible
1) Difficult
2) Reasonable
3) Easy

46. Present Trail
    0) Impossible
    1) Difficult
    2) Reasonable
    3) Easy

47. Potential Trail
    0) Impossible
    1) Difficult
    2) Reasonable
    3) Easy

INTEGRITY (WITHIN RIVER)

48. River Integrity (Based on such matters as lack of filling, riprapping, piling, diking)
    1) Low (Abused)
    2) Moderate
    3) High (Pristine)

49. Visual Access Up and Down River
    0) Not Visible
    1) Low Visibility
    2) Moderate Visibility
    3) High Visibility

50. Landmarks within River
    0) None
    1) Few
    2) Some
    3) Many
    Note by following codes:
    (a) Bridges
    (b) Structures
    (c) Historic

INTEGRITY (WITHIN RIVERSCAPE)

51. Riverscape Integrity
    1) Low (Abused)
    2) Moderate
    3) High (Pristine)
    Note: Based on the lack of such things as the following:
    (a) Garbage
    (b) Utility
    (c) Erosion
    (d) Gravel Pits
    (e) Fill
    (f) Railroad Beds
    (g) Roads
    (h) Mobile Homes
    (i) Billboards
    (j) Other - Note Type

52. Prominent Landmarks
    0) None
    1) Few
    2) Some
    3) Many
    Note by following codes:
    a) Buildings
    b) Historic Features
    c) Other

53. Visual Access to River
    0) Not Visible
    1) Low Visibility
    2) Moderate Visibility
    3) High Visibility

54. Sense of Place
    0) None
    1) Low
    2) Medium
    3) High

55. Sound (Man-Made)
    0) Not Noticeable
    1) Light to Moderate
    2) Annoying
    3) Very Annoying

OPPORTUNITIES/CONSTRAINTS MAPS APPENDIX 5.2

Available at the City of Reno Planning Department

ALTERNATIVE DESIGN CONCEPT MAPS APPENDIX 5.3

1.1 CRISSIE CAUGHLIN PARK TO IVANSACK PARK

PROPOSED OPPORTUNITIES

A. Western Section ideal for ponding of water with meandering-bermed trail. (Water source - high water table and irrigation ditch water).

B. Access to river at two additional key locations.

C. Eastern section (existing park) could also be a continuation of the ponding with a water wheel at the point of entry to the river. (Water source - irrigation ditch water).

D. Need a bridge across the river at the western end of the park connecting to a possible trail in the railroad right-of-way.

E. Need for continuous locator signs along river identifying historic/archeological sites, interpretive exhibits and other opportunity site features.

F. Need for picnic facility.

PROPOSED ALTERNATIVES

1.2 No change.

1.3 Boardwalk, signage and removable floating deck or boardwalk along the river between Crissie Caughlin and Ivansack only -- no ponding, no bridge, and no picnic facility.

1.4 Ponding with bermed trails and signage only -- no bridge, no removable floating deck and no picnic facility.

1.5 Ponding with boardwalk and signage -- no bridge, no removable floating deck, no ponding in existing park section, and no picnic facility.

2.1 IVANSACK TO IDLEWILD (South Bank)

PROPOSED OPPORTUNITIES

A. Need for improved covered picnic area.

B. Need for pedestrian bridge connection to Opportunity Site #3.

C. Develop fish observation at river's edge with removable dam (used June-September) and permanent aquarium. (This could also occur at 5-1, instead of at this location).

D. Need for a locator sign to identify the features of this area as well as to identify the other opportunities along the river, such as historic/archeological sites, interpretive exhibits and other river features.

PROPOSED ALTERNATIVES

2.2 No improvements.

2.3 Improved covered picnic area with pedestrian bridge connection to Opportunity Site #3 as well as a locator sign. This alternative does not include a fish observation area that could be located elsewhere.

2.4 Underwater pedestrian tunnel that incorporates fish observation with a picnic area and a locator sign.

3.1 DOYLE ISLAND TO IDLEWILD

PROPOSED OPPORTUNITIES

A. Entry areas from Dickerson Road and from Opportunity Site #2.

1. Need to improve parking area for autos/bikes on City-owned property (approximately 1.4 acres).

2. Need to develop a pedestrian bridge (same bridge as identified in 2-1) across the Truckee and from the parking area to Doyle Island.

3. A restroom could be installed near the parking area if park use warrants.

4. A small passive park area, taking advantage of the existing large poplars, could be developed at the entry to the Island.

5. Need to acquire trail easement east of the wetland area to connect with Opportunity Site #4.

6. Acquire public easement from the railroad right-of-way for access to the western portion of Doyle Island.

B. Island Area

1. Maintain the marsh area in a natural setting with some channel improvements to maintain flow, to keep the area from developing further silt deposits and to allow for a fish pond.

2. Boardwalks and trails are needed to traverse the Island.

3. Develop a Nature/Interpretive Exhibit that could be part of display panels explaining the ecology of the marsh, vegetation and wildlife habitat.

4. A secured slide show exhibit could be developed at the parking lot entry.

5. Need locator map for this area.

6. Develop a small mini-campground for boy and/or girl scouts, etc.

PROPOSED ALTERNATIVES

3.2 Improve the parking area with a pedestrian bridge connection across the Truckee River (same bridge as the one mentioned in 2-1) and from the parking area to Doyle Island. This alternative includes map locator signs.

3.3 No improvements except for parking area.

4-1 CHISM PARK TO ARLINGTON STREET (North side of Truckee)

PROPOSED OPPORTUNITIES

A. The north bank raised berm could be developed as a fitness trail and tree-lined pedestrian/bike connection east and west along the north river bank, incorporated into the proposed floodwall.

D. Provide locator map signs at key locations to identify opportunities and historic/archeological sites, such as the Glendale Indian Camp site.

E. Develop a hydro-energy exhibit on the north bank that incorporates existing ditch water. (Permission would be required by purchase and/or lease.)

PROPOSED ALTERNATIVES

9.2 Allow clean-up and continuous landscaping on the north and south banks with no pedestrian/bike bridge connection to the south bank.

9.3 No improvements.

10.1 GLENDALE AVENUE TO GREG STREET

PROPOSED OPPORTUNITIES

A. Encourage a bike rental concession at the MGM.

B. Encourage redesign of the MGM reservoir to connect with the Pioneer ditch and provide landscaping and a trail around the reservoir.

C. Provide landscaping on the Reno side of the river in coordination with the Corps of Engineers floodwall on the south side of the river.

D. Provide locator map signs at key locations in order to identify opportunities and historic/archeological sites.

E. Encourage the development of landscape buffer on the east side of the Truckee on the proposed Corp of Engineers levee. (Need working agreement with Sparks.)

F. Provide a temporary bridge to the island (summer months) and steps from path to water's edge at small beach areas.

PROPOSED ALTERNATIVES

10.2 Provide landscaping on the Reno side of the river without a bike concession and with redesign of the MGM reservoir. Locator signs would be provided.

10.3 No improvements.

11.1 GREG STREET TO ROCK BLVD.

PROPOSED OPPORTUNITIES

A. Develop a passive park with trails, demonstration gardens, nursery and energy exhibit on City property on the south bank.

B. Develop a structure which incorporates a combination of energy generation exhibits, such as hydro, solar, geothermal, wind, and utilization of solid waste. This structure could also house a rafting concession on the lowest level.

C. Provide landscaping and a continuous pedestrian bike trail in coordination with the Corps of Engineers flood control levee on the south side of the river.

D. Develop a pedestrian/bike bridge to link the south bank to the north bank in Rock Creek Park.

E. Provide locator map signs at key locations in order to identify river opportunities.

F. Develop guidelines and incentives for quality design in undeveloped areas development along the river.

PROPOSED ALTERNATIVES

11-2 Develop a passive park with trails, locator signs and a nursery on City property, in coordination with the Corps of Engineers flood control levee on the south bank. An energy exhibit and pedestrian bridge would not be developed.

11-3 No improvements.

12-1 ROCK BLVD. TO McCARRAN BLVD.

PROPOSED OPPORTUNITIES

A. Recreate an authentic Indian Village Display and/or Audio Visual Exhibit, modeled after an early Truckee River Indian Tribe and as part of a regional park, in coordination with the Corps of Engineers flood control levee and/or in coordination with the University of Nevada.

B. Develop a pedestrian/bike path and pedestrian bridge in coordination with the Corps of Engineers flood control levee.

C. Acquire ownership and/or easements for parking and public access to the river.

D. Develop guidelines and incentives for quality design development along the river.

E. Provide locator map signs at key locations in order to identify opportunities and historic sites.

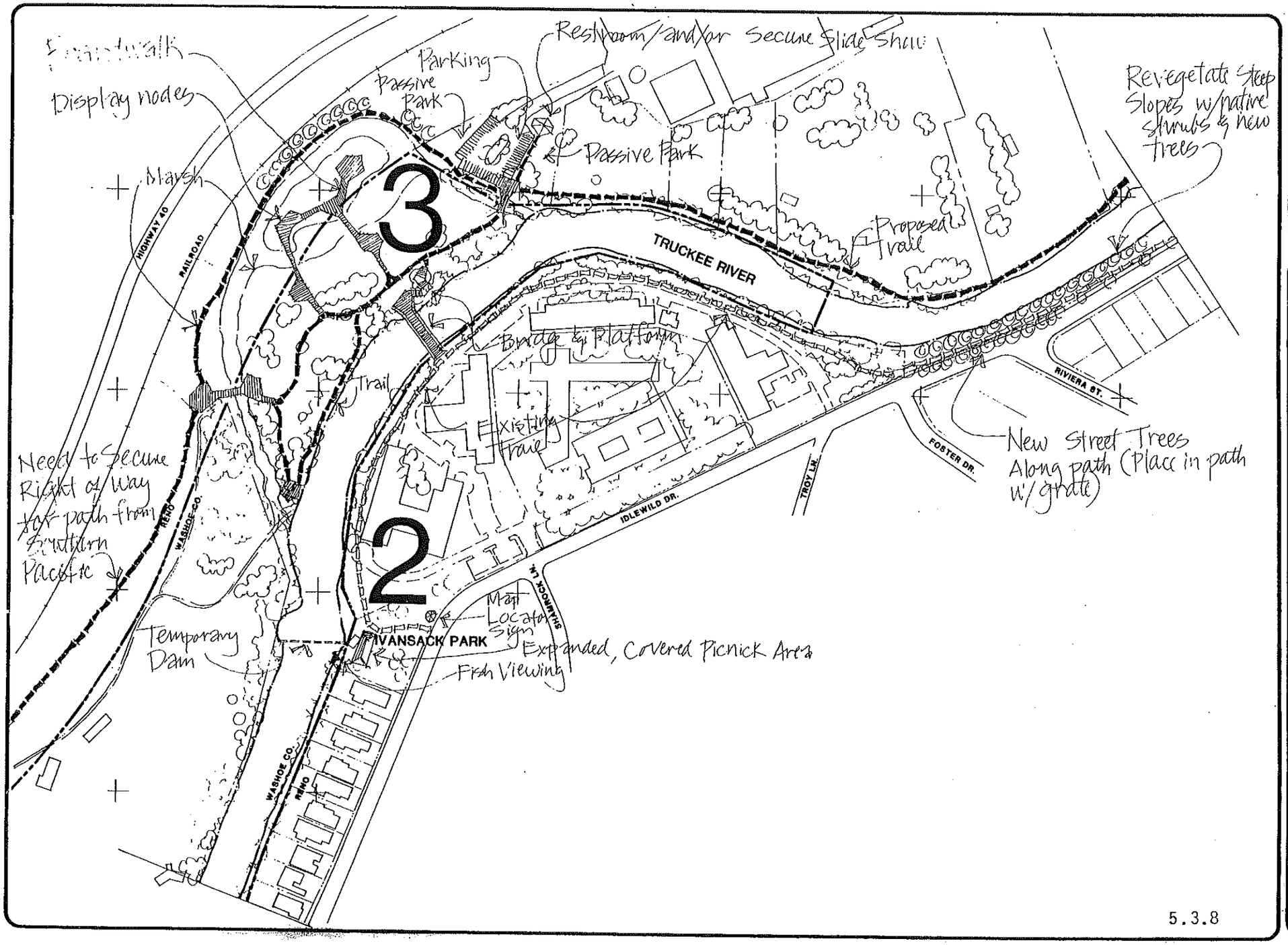
F. Provide raft concession pick-up station in this area.

PROPOSED ALTERNATIVES

12.2 Develop a pedestrian/bike path and pedestrian bridge in coordination with the Corps of Engineers flood control levee. This would include raft concession pick-up point, public ownership of easements for parking and public access to the river, and locator map signs at key river locations. It would not include the development of an authentic Indian Village.

12.3 Acquire easements only for public access and trails along the river.

12.4 No improvements or property acquisition/easements.



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

ALT. ONE

LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

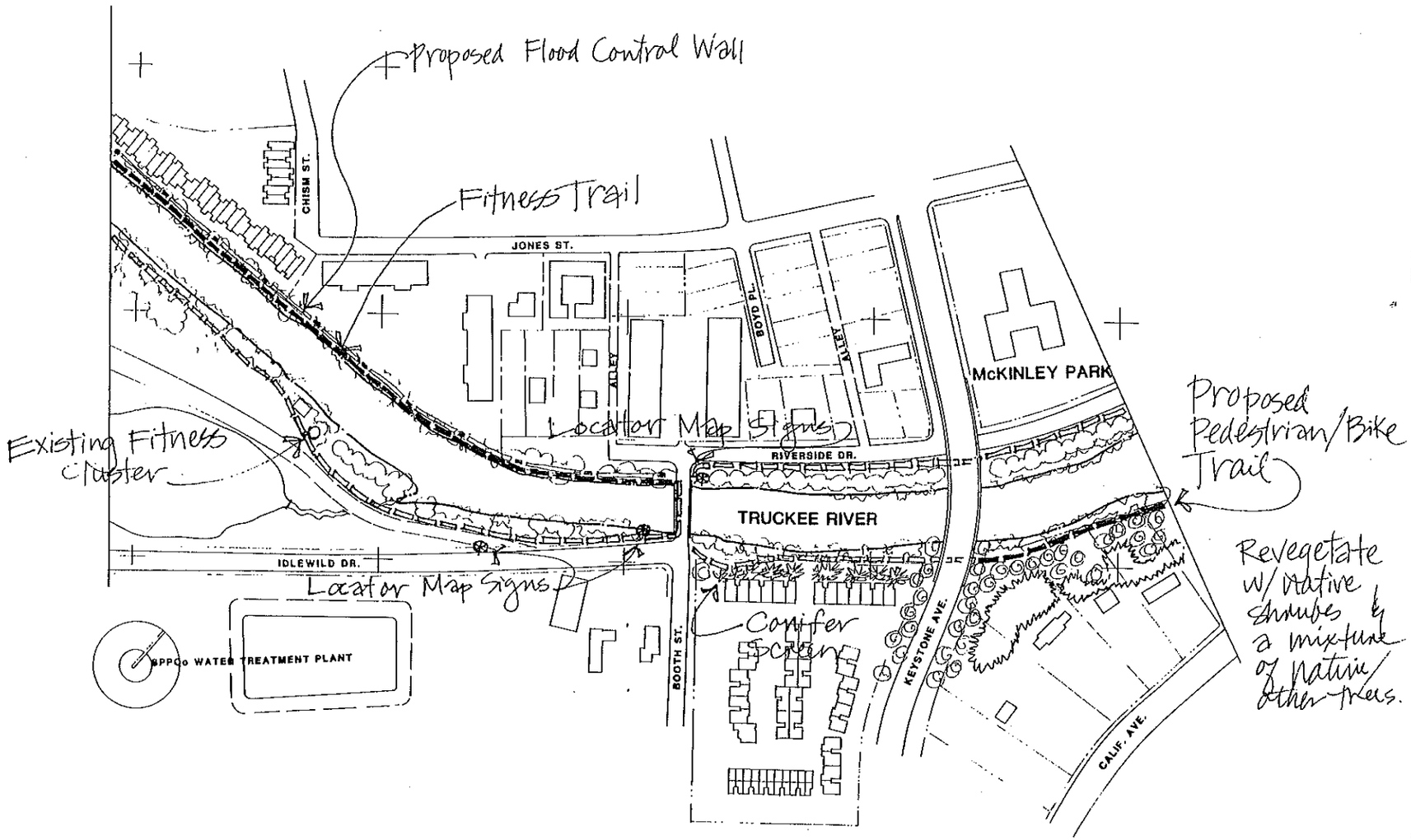
SCALE 1"=300'

NORTH

PLATE NUMBER 2

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST



5.3.10

ALT. ONE

LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

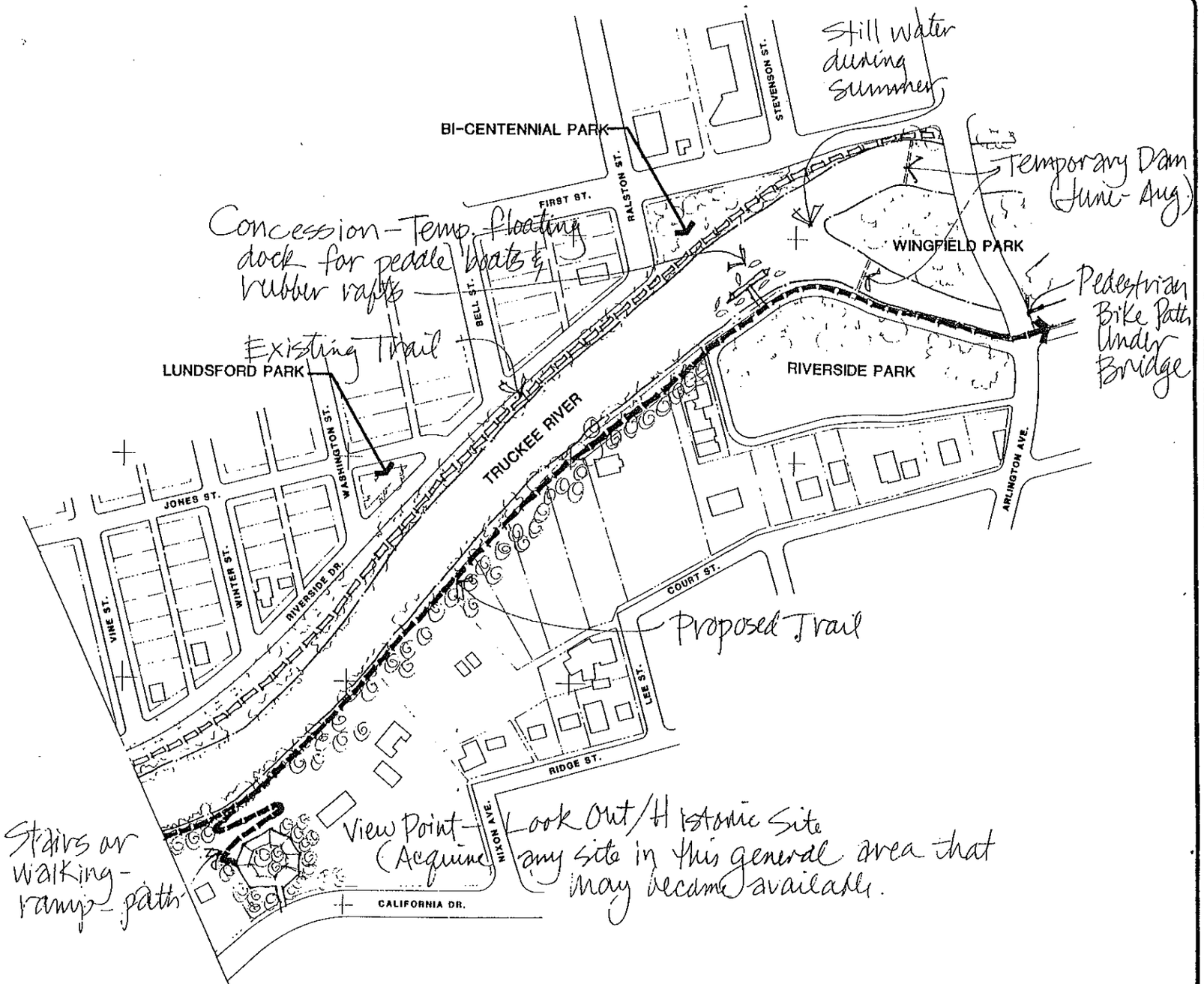
SCALE 1"=300'

NORTH

PLATE NUMBER 4

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST



5.3.11

ALT. ONE

LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

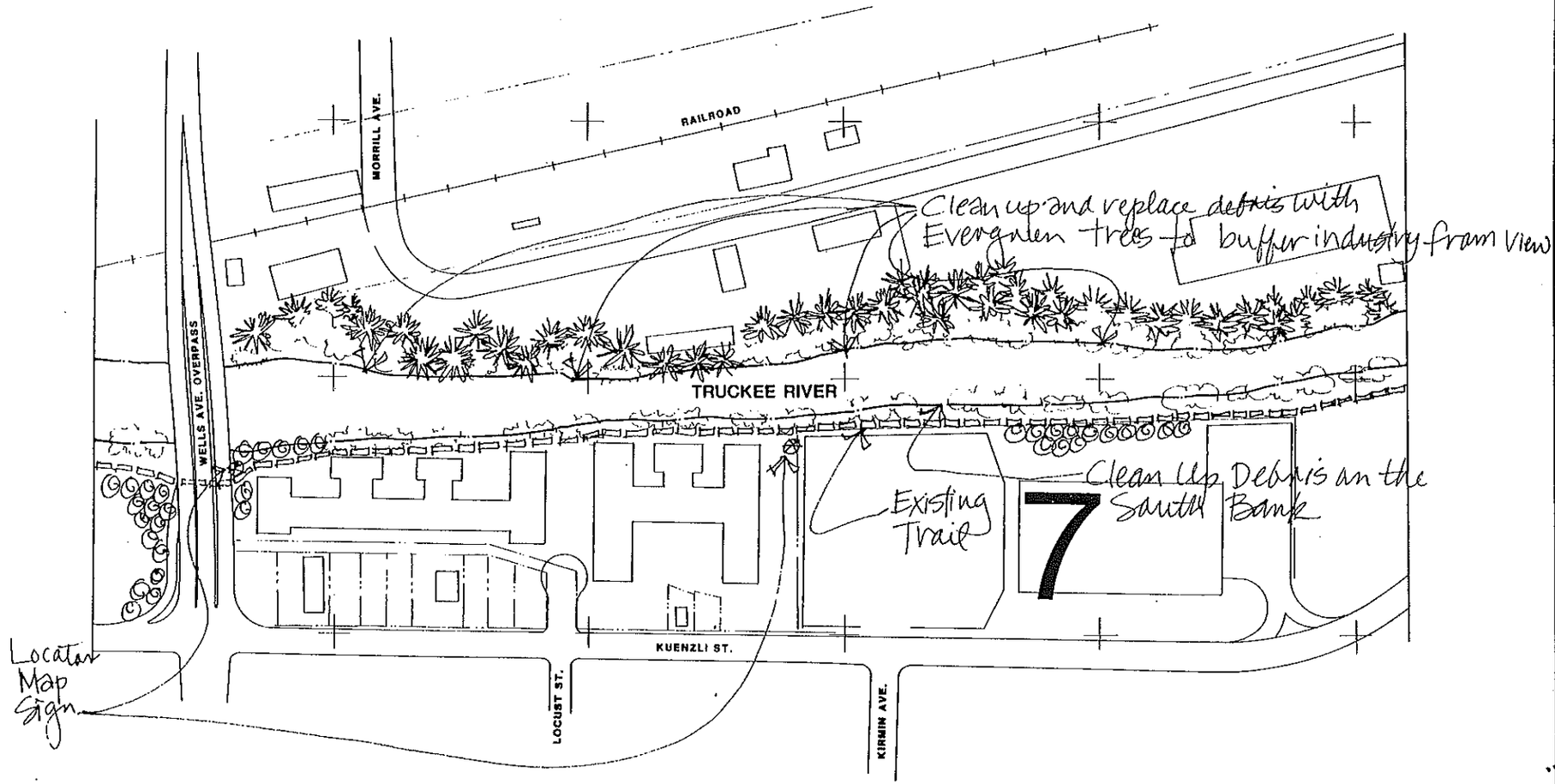
SCALE 1"=300'

NORTH

PLATE NUMBER 5

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST



5.3.13

ALT. ONE

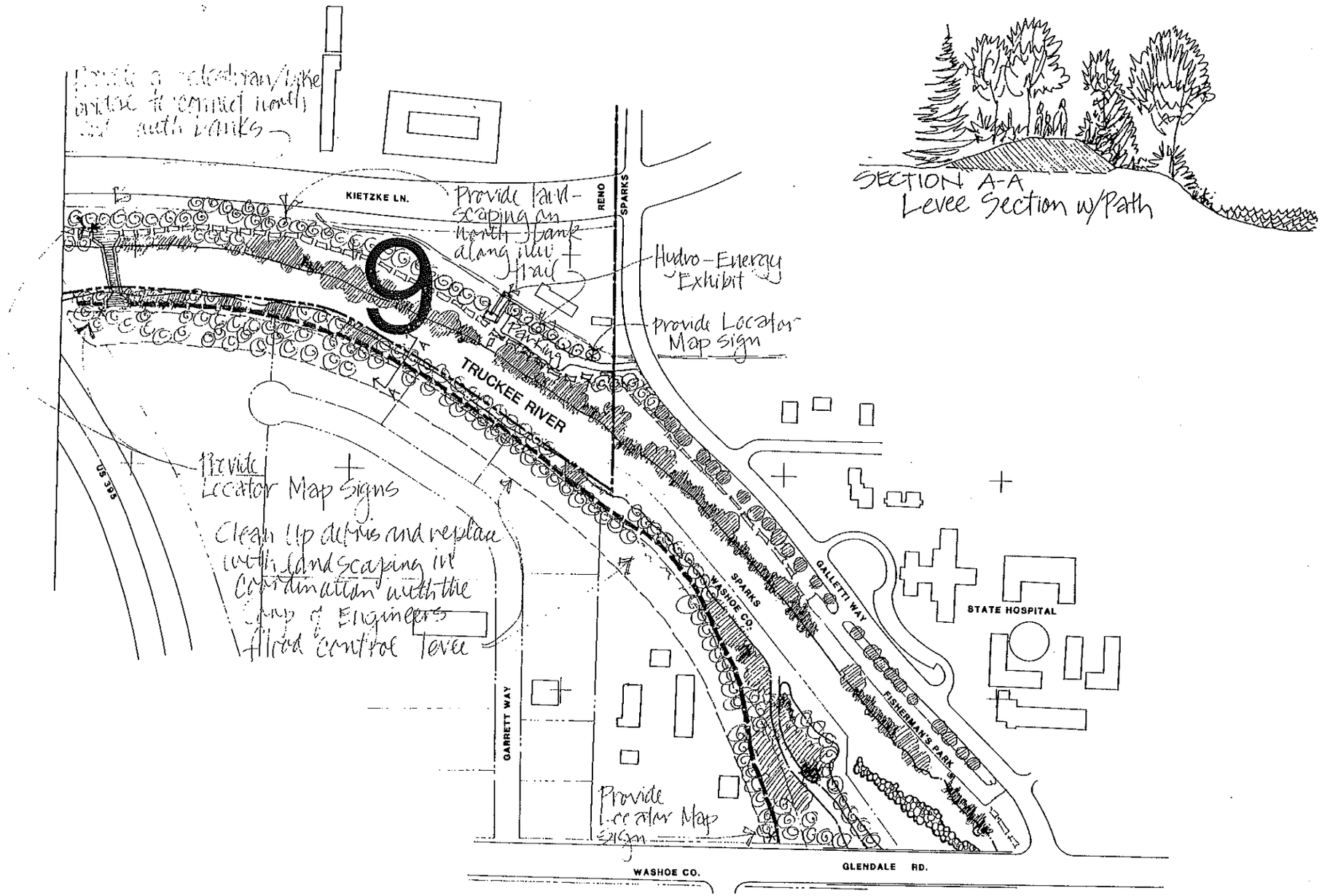
LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

SCALE 1"=300'

NORTH

PLATE NUMBER 7



5.3.15

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

ALT. ONE

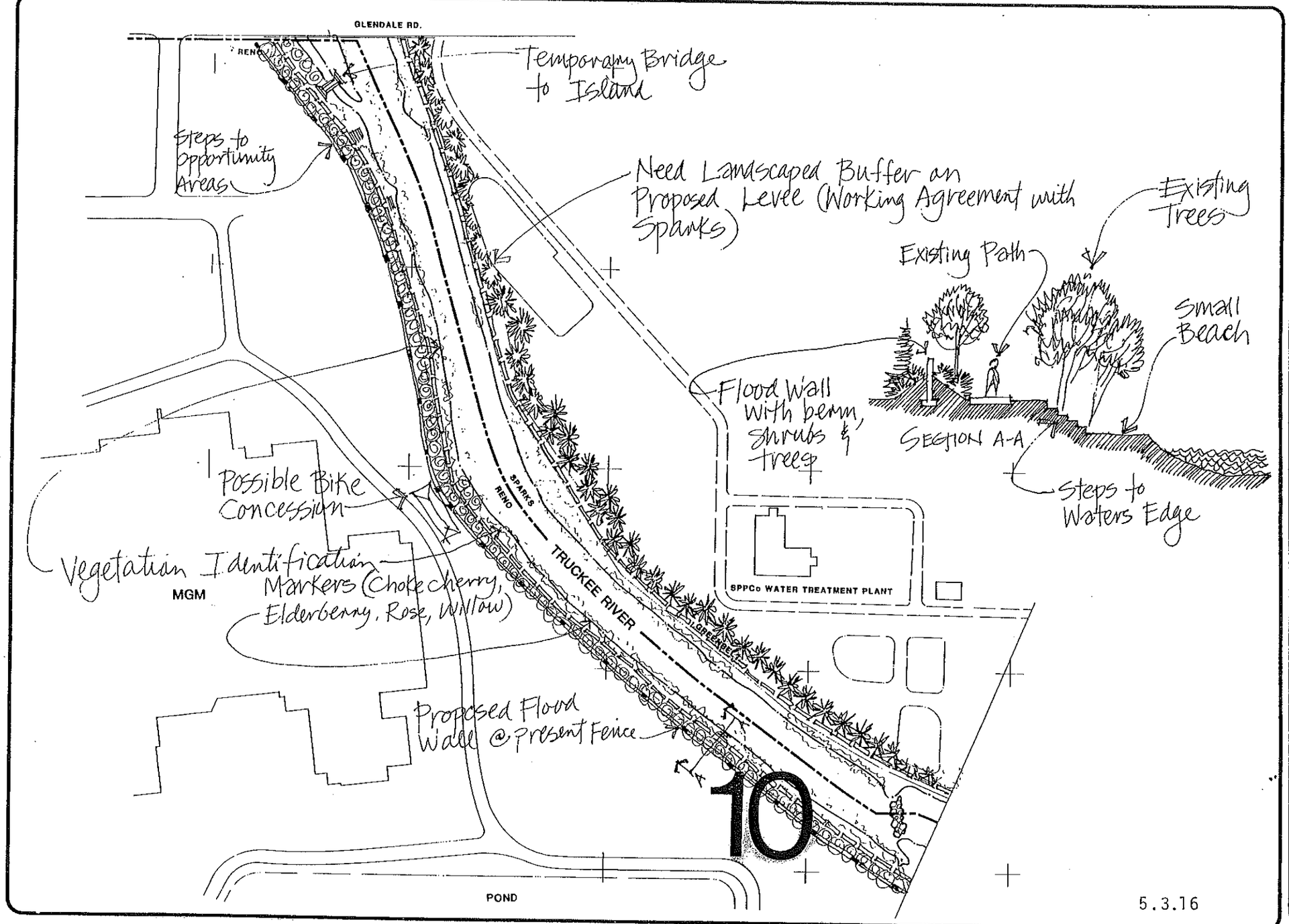
LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

SCALE 1"=300'

NORTH

PLATE NUMBER 9



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

ALT. ONE

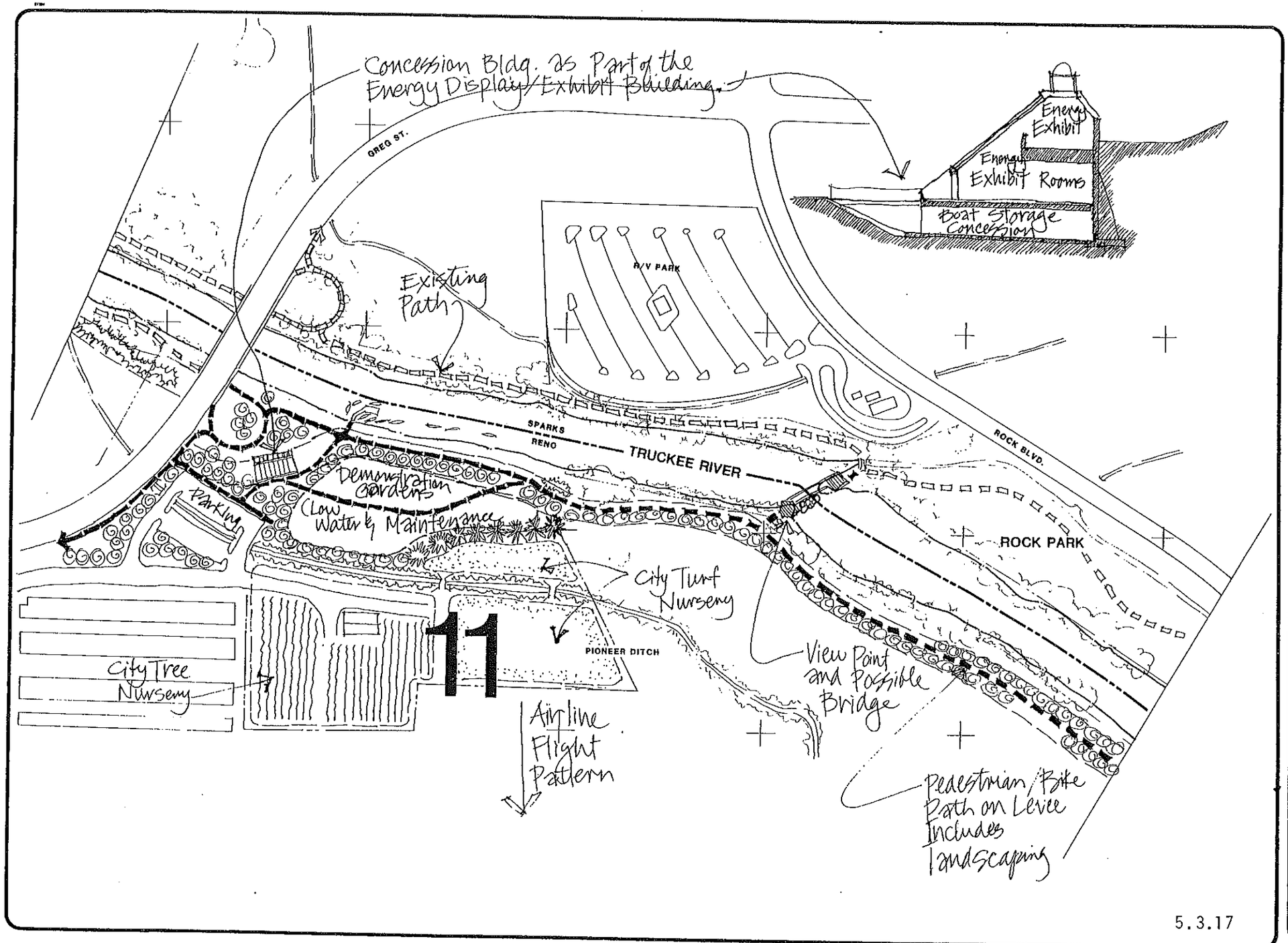
LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

SCALE 1"=300'

NORTH

PLATE NUMBER 10



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

ALT. ONE

LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

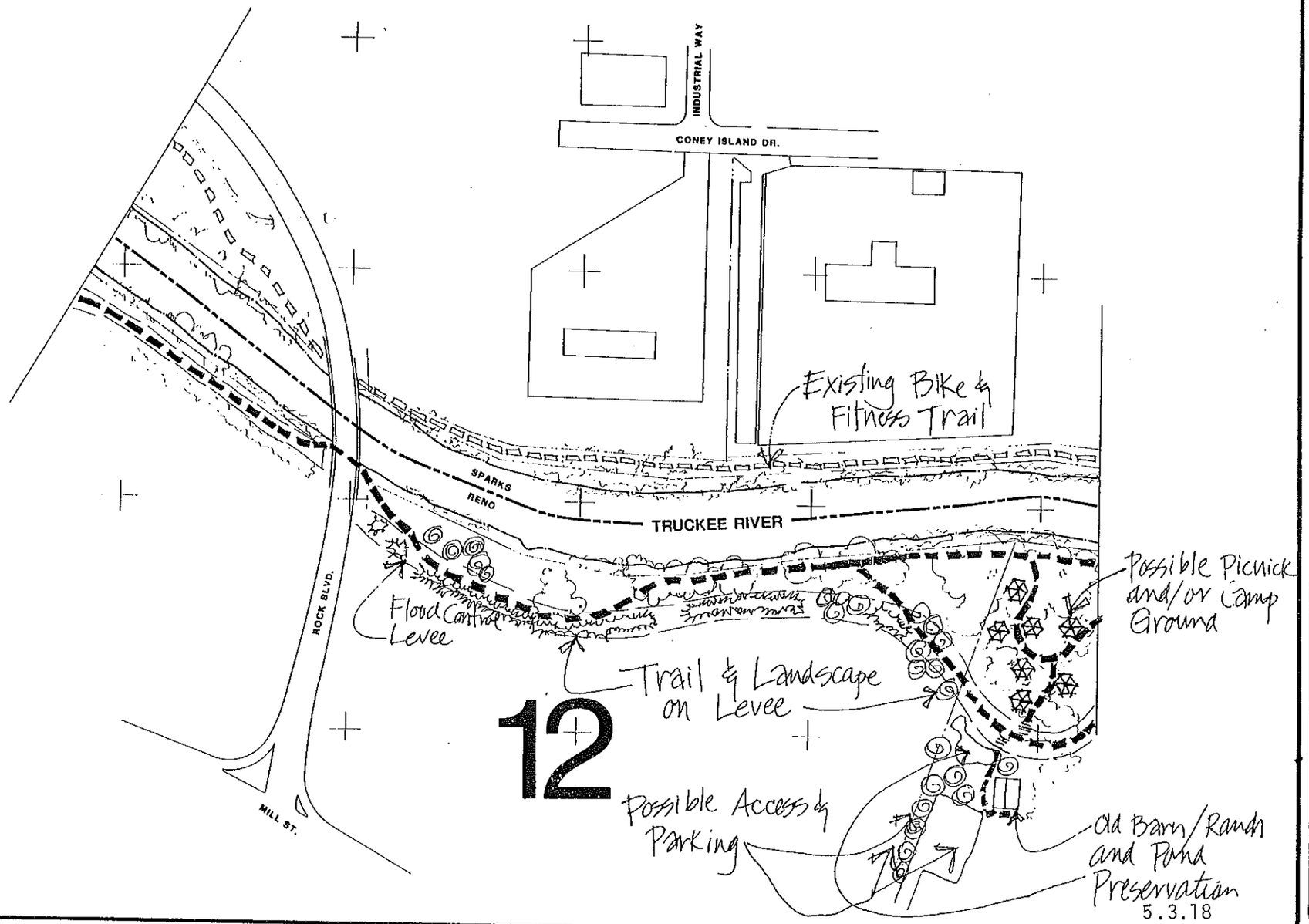
SCALE 1"=300'

NORTH

PLATE NUMBER 11

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST



ALT. ONE

LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

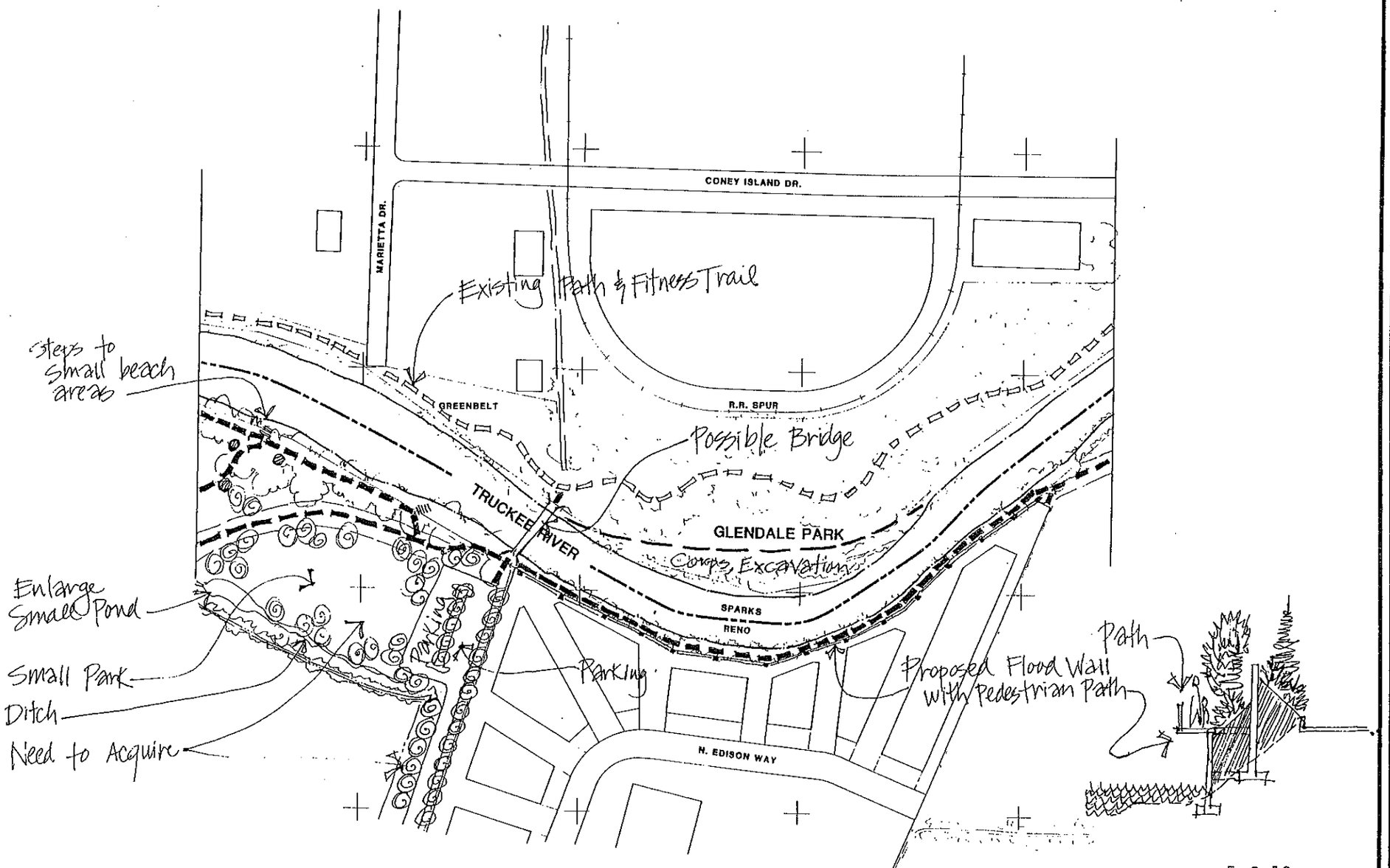
SCALE 1"=300'

NORTH

PLATE NUMBER 12

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST



5.3.19

ALT. ONE

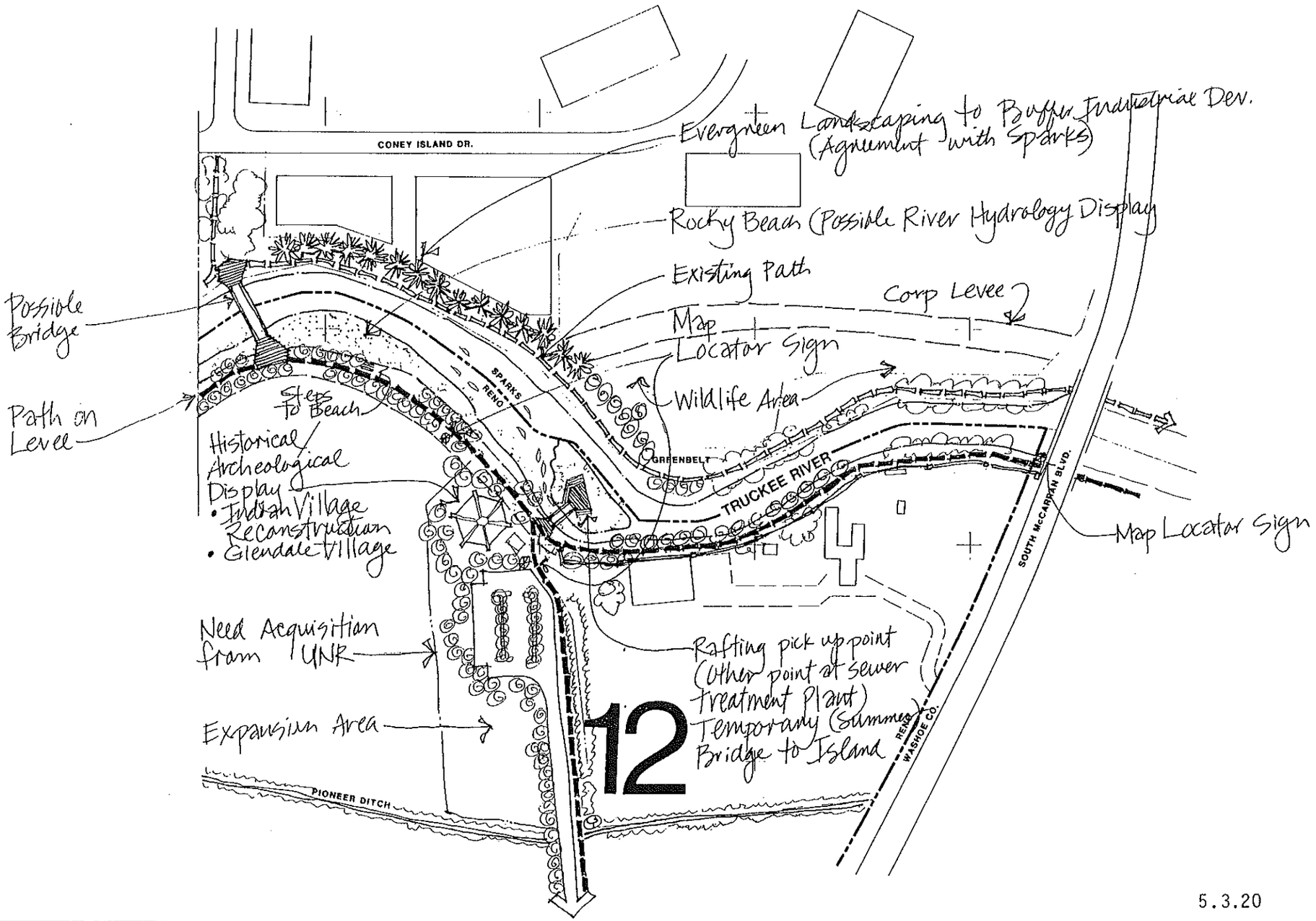
LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

SCALE 1"=300'

NORTH

PLATE NUMBER 13



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

ALT. ONE

LEGEND

- Proposed Path
- Existing Path
- Existing Trees
- Proposed Trees
- Proposed Conifer Screen
- Location Map Sign

SCALE 1"=300'

NORTH

PLATE NUMBER 14

Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
	PROPOSED OPPORTUNITIES
	1.1 CRISSIE CAUGHLIN PARK TO IVANSACK PARK
0.4	A. Western Section ideal for ponding of water with meandering- bermed trail. (Water source - high water table and irrigation ditch water).
1.8	B. Access to river at two additional key locations.
1.5	C. Eastern section (existing park) could also be a continuation of the ponding with a water wheel at the point of entry to the river. (Water source - irrigation ditch water).
1.8	D. Need a bridge across the river at the western end of the park connecting to a possible trail in the railroad right-of-way and parking.
2.8	E. Need for continuous locator signs along river identifying historic /archeological sites, interpretive exhibits and other opportunity site features.
1.8	F. Need for picnic facility in existing park area.
	G. Other _____
	PROPOSED ALTERNATIVES
0	1-2 No change.
1.2	1-3 Boardwalk, signage and removable floating deck or boardwalk along the river between Crissie Caughlin and Ivansack only -- no ponding, no bridge, and no picnic facility.

* Priority Ranking

0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)

1 Low - Accomplish far into the future.

2 Medium - Accomplish in the near future.

3 High - Highly desirable/accomplish as soon as possible.

Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
2.2	2-3 Improved covered picnic area with pedestrian bridge connection to Opportunity Site #3 as well as a locator sign. This alternative does not include a fish observation area that could be located elsewhere.
0	2-4 Underwater pedestrian tunnel that incorporates fish observation with a picnic area and a locator sign.
	2-5 Other_____
	PROPOSED OPPORTUNITIES
	3.1 DOYLE ISLAND TO IDLEWILD
	A. Entry areas from Dickerson Road and from Opportunity Site #2.
2.2	1. Need to improve parking area for autos/bikes on City-owned property (approximately 1.4 acres).
2.5	2. Need to develop a pedestrian bridge (same bridge as identified in 2-1) across the Truckee and from the parking area to Doyle Island.
2.2	3. A restroom could be installed near the parking area if park use warrants.
2.4	4. A small passive park area, taking advantage of the existing large poplars, could be developed at the entry to the Island.
1.4	5. Need to acquire trail easement east of the wetland area to connect with Opportunity Site #4.

* Priority Ranking
- 0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)
- 1 Low - Accomplish far into the future.
- 2 Medium - Accomplish in the near future.
- 3 High - Highly desirable/accomplish as soon as possible.

Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
	PROPOSED ALTERNATIVES
2.2	3-2 Improve the parking area with a pedestrian bridge connection across the Truckee River (same bridge as the one mentioned in 2-1) and from the parking area to Doyle Island. This alternative includes map locator signs.
0	3-3 No improvements except for parking area.
	3-4 Other _____
	PROPOSED OPPORTUNITIES
	4-1 CHISM PARK TO ARLINGTON STREET (North side of Truckee)
1.8	A. The north bank raised berm could be developed as a fitness trail and tree-lined pedestrian/bike connection east and west along the north river bank, incorporated into the proposed floodwall.
2.0	B. North bank needs coniferous landscape screen along river to buffer industrial buildings from view on Idlewild side of river.
2.4	C. Need locator map near pedestrian bridge crossing at the Booth Street bridge and at Arlington.
	D. Other _____

* Priority Ranking
- 0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)
- 1 Low - Accomplish far into the future.
- 2 Medium - Accomplish in the near future.
- 3 High - Highly desirable/accomplish as soon as possible.

Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
	PROPOSED ALTERNATIVES
2.2	4-2 Develop a landscaped coniferous screen and a pedestrian/bike path connecting with locations east and west along the river as part of the Corps of Engineers floodwall proposal. This alternative also includes a map location sign. (No fitness trail and no pedestrian bridge.)
.025	4-3 No improvements.
	4-4 Other_____
	PROPOSED OPPORTUNITIES
	5-1 IDLEWILD TO ARLINGTON STREET
1.2	A. Link Idlewild Park to the north bank (Opportunity Site #4) with a pedestrian bridge.
1.0	B. Develop an aquarium or fish viewing station adjacent to the river. (This could also occur at 2-1 instead of here.)
2.2	C. Expand the fitness trail at Idlewild Park.
3.0	D. Improve the picnic area in the park.
0.4	E. Develop a boating/biking concession at Riverside Park with a temporary dam. (This could also occur at 11-1.)
1.2	F. Develop southbank improvement for trail and landscape treatment, Keystone Avenue to Riverside Park (trees/ground cover).

* Priority Ranking
- 0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)
- 1 Low - Accomplish far into the future.
- 2 Medium - Accomplish in the near future.
- 3 High - Highly desirable/accomplish as soon as possible.

Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
1.0	G. Develop viewing platform from the bluff if historic site or vacant site becomes available.
2.8	H. Need locator maps at key locations.
	I. Other_____
	PROPOSED ALTERNATIVES
0.2	5-2 Link Idlewild Park to the north bank (Opportunity Site #4) with a fish viewing tunnel under the Truckee River. (Could also occur at 5-1.) Expand and improve Idlewild Park's existing fitness trail and picnic area. Also, develop a concession for biking and rafting at Riverside Park. A viewing platform and southbank trail improvements would not be developed east of the Booth Street bridge. However, locator maps would be developed at key locations in this area.
0.6	5-3 No improvements will be made in this section.
	5-4 Other_____
	PROPOSED OPPORTUNITIES
	6-1 SECOND AVENUE TO WELLS AVENUE
2.2	A. Recognize with map locator designations the Riverside Flour Mill and V & T Railroad abutments as significant historic sites. The Riverside Flour Mill has adaptive reuse potential.
2.8	B. Clean up debris along the north bank of the river.
1.8	C. Develop a continuous landscaped buffer of evergreen trees and ground cover on the north bank.

* Priority Ranking
0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)
1 Low - Accomplish far into the future.
2 Medium - Accomplish in the near future.
3 High - Highly desirable/accomplish as soon as possible.

Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
2.6	B. Provide locator map signs at key locations.
2.0	C. Provide landscape buffer along freeway where freeway crosses river.
0.4	D. Provide small bridge to island in river.
	E. Other_____
	PROPOSED ALTERNATIVES
0.6	8-2 No improvements.
	8-3 Other_____
	PROPOSED OPPORTUNITIES
	9-1 KIETZKE LANE TO GLENDALE AVENUE
1.8	A. Clean up and replace debris on the south bank with continuous landscaping and a pedestrian/bike trail in coordination with the Corps of Engineers flood control levee.
2.2	B. Provide needed landscaping on the north in coordination with the proposed trail on the north bank, including parking and small passive landscaped areas.
1.4	C. Need pedestrian/bike bridge near U.S. 395 to connect north bank trail to south bank City of Reno trail system.
2.6	D. Provide locator map signs at key locations to identify opportunities and historic/archeological sites, such as the Glendale Indian Camp site.

* Priority Ranking

0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)

1 Low - Accomplish far into the future.

2 Medium - Accomplish in the near future.

3 High - Highly desirable/accomplish as soon as possible.

Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
0.2	E. Develop a hydro-energy exhibit on the north bank that incorporates existing ditch water. (Permission would be required by purchase and/or lease.)
	F. Other_____
	PROPOSED ALTERNATIVES
2.4	9-2 Allow clean-up and continuous landscaping on the north and south banks with no pedestrian/bike bridge connection to the south bank.
0	9-3 No improvements.
	9.4 Other_____
	PROPOSED OPPORTUNITIES
	10.1 GLENDALE AVENUE TO GREG STREET
1.2	A. Encourage a bike rental concession at the MGM.
1.4	B. Encourage redesign of the MGM reservoir to connect with the Pioneer ditch and provide landscaping and a trail around the reservoir.
2.4	C. Provide landscaping on the Reno side of the river in coordination with the Corps of Engineers floodwall on the south side of the river.
2.6	D. Provide locator map signs at key locations in order to identify opportunities and historic/archeological sites.

* Priority Ranking
- 0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)
- 1 Low - Accomplish far into the future.
- 2 Medium - Accomplish in the near future.
- 3 High - Highly desirable/accomplish as soon as possible.

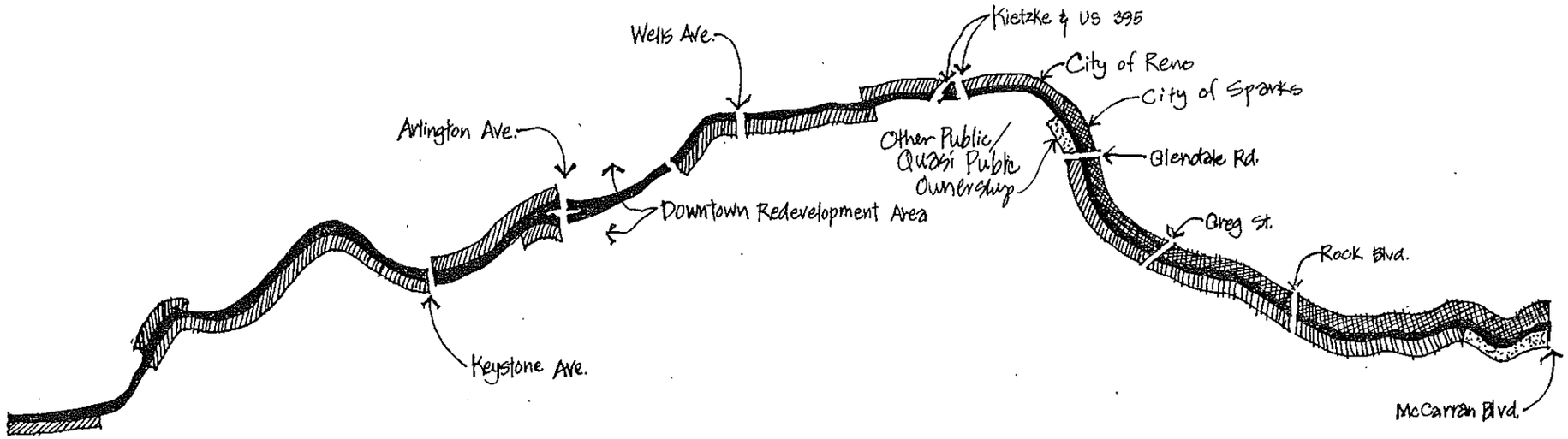
Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
1.4	E. Encourage the development of landscape buffer on the east side of the Truckee on the proposed Corp of Engineers levee. (Need working agreement with Sparks.)
1.4	F. Provide a temporary bridge to the island (summer months) and steps from path to water's edge at small beach areas.
	G. Other _____
	PROPOSED ALTERNATIVES
1.6	10.2 Provide landscaping on the Reno side of the river without a bike concession and without redesign of the MGM reservoir. Locator signs would be provided.
	10-3 No improvements.
	PROPOSED OPPORTUNITIES
	11-1 GREG STREET TO ROCK BLVD.
2.6	A. Develop a passive park with trails, demonstration gardens, nursery and energy exhibit on City property on the south bank.
1.6	B. Develop a structure which incorporates a combination of energy generation exhibits, such as hydro, solar, geothermal, wind, and utilization of solid waste. This structure could also house a rafting concession on the lowest level.
2.6	C. Provide landscaping and a continuous pedestrian bike trail in coordination with the Corps of Engineers flood control levee on the south side of the river.

* Priority Ranking
- 0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)
- 1 Low - Accomplish far into the future.
- 2 Medium - Accomplish in the near future.
- 3 High - Highly desirable/accomplish as soon as possible.

Mark Priorities for Proposed Opportunity Elements and Alternatives*	TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN PROPOSED PLAN
2.6	D. Develop guidelines and incentives for quality design development along the river.
2.6	E. Provide locator map signs at key locations in order to identify opportunities and historic sites.
1.4	F. Provide raft concession pick-up station in this area.
	PROPOSED ALTERNATIVES
1.4	12-2 Develop a pedestrian/bike path and pedestrian bridge in coordination with the Corps of Engineers flood control levee. This would include raft concession pick-up point, public ownership of easements for parking and public access to the river, and locator map signs at key river locations. It would not include the development of an authentic Indian Village.
2.25	12-3 Acquire easements only for public access and trails along the river.
0	12-4 No improvements or property acquisition/easements.

* Priority Ranking
- 0 None - Do not want this element (Explain why and/or what change should occur and what the priority would be if it was changed.)
- 1 Low - Accomplish far into the future.
- 2 Medium - Accomplish in the near future.
- 3 High - Highly desirable/accomplish as soon as possible.

OWNERSHIP MAPS APPENDIX 5.5



TRUCKEE RIVER OWNERSHIPS & EASEMENTS

AREA NO.	BOUNDARIES	PUBLIC OWNERSHIP & EASEMENTS (Lineal Feet of River Front) CITY OF RENO	CITY OF SPARKS	STATE OF NEVADA	PRIVATE OWNERSHIP
1	Caughlin Park to Ivansack Park-South Bank	1,500 (50%)	--	--	1,500 (50%)
1	Caughlin Park to Ivansack Park-North Bank	--	--	--	3,000 (100%)
2	Ivansack Park to Idlewild Park-South Bank	2,900 (100%)	--	--	--
3	Doyle Island to Idlewild Park-North Bank	900 (31%)	--	--	2,000 (69%)
4	Idlewild Park to Arlington Avenue-North Bank	2,600 (43%)	--	--	3,500 (57%)
5	Idlewild Park to Arlington Avenue-South Bank	4,500 (74%)	--	--	1,600 (26%)
6	Second Street to Wells Avenue-South Bank	1,100 (100%)	--	--	--
6	Second Street to Wells Avenue-North Bank	--	--	--	1,100 (100%)
7	Wells Avenue to Giroux Street-South Bank	2,300 (92%)	--	--	200 (8%)
7	Wells Avenue to Giroux Street-North Bank	300 (12%) (Easement)	--	--	2,200 (88%)
8	Giroux Street to Kietzke Lane-South Bank	150 (19%)	--	--	650 (81%)
8	Giroux Street to Kietzke Lane-North Bank	800 (100%)	--	--	--
9	Kietzke Lane to Glendale Blvd.-South Bank	--	--	1,000 (33%)	2,000 (67%)
9	Kietzke Lane to Glendale Blvd.-North Bank	2,000 (67%)	1,000 (33%)	--	--
10	Glendale Avenue to Greg Street-South Bank	2,400 (100%)	--	--	--
10	Glendale Avenue to Greg Street-North Bank	--	2,400 (100%)	--	--
11	Greg Street to Rock Blvd.-South Bank	500 (20%)	--	--	2,000 (80%)
11	Greg Street to Rock Blvd.-North Bank	--	2,500 (100%)	--	--
12	Rock Blvd. to McCarran Blvd.-South Bank	--	--	800 (16%)	4,100 (84%)
12	Rock Blvd. to McCarran Blvd.-North Bank	--	4,900 (100%)	--	--
	TOTALS	21,950 (38%)	10,800 (18%)	1,800 (3%)	23,850 (41%)

TOTAL PUBLIC = 59%

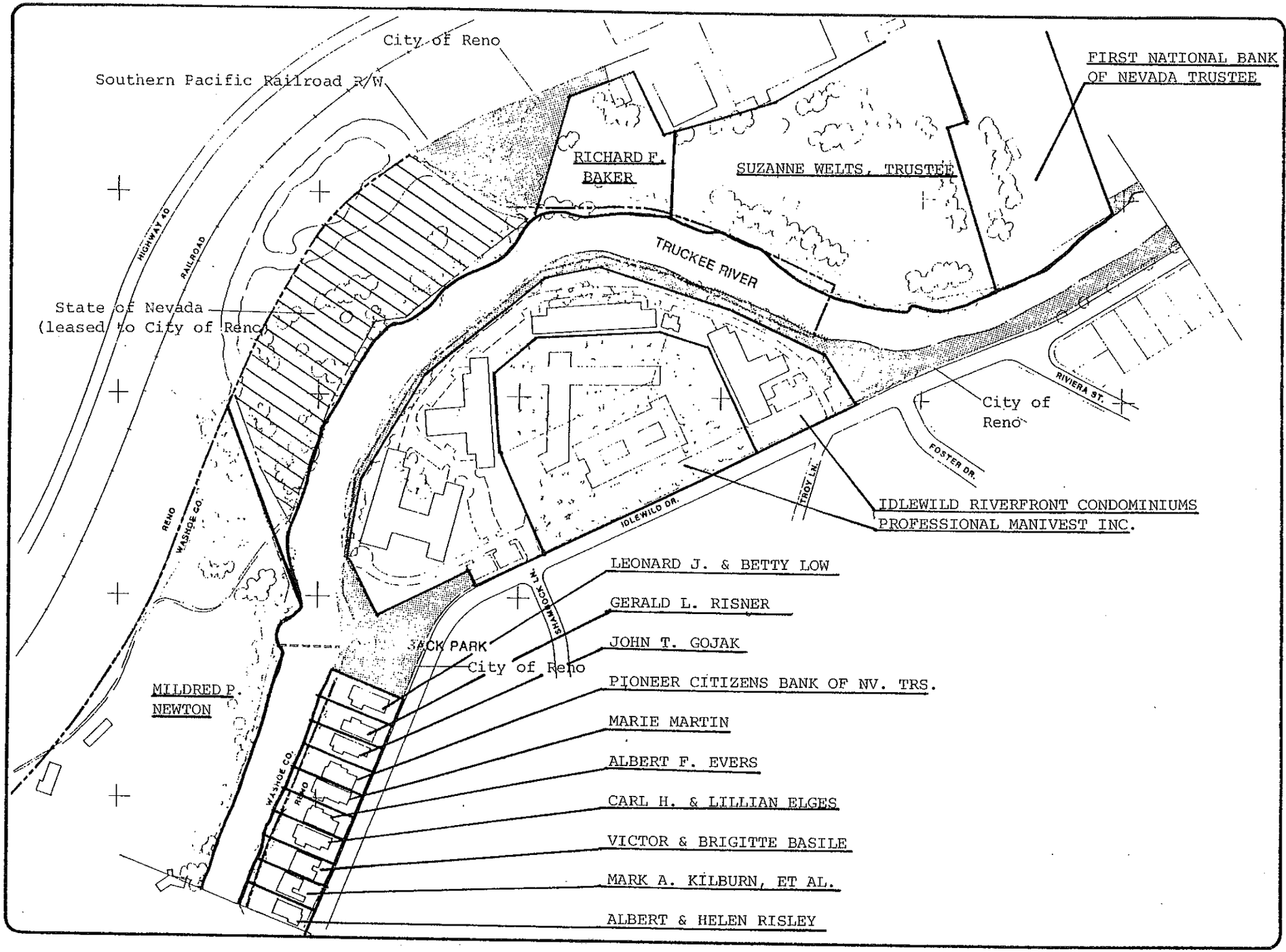
TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DESIGN CONCEPTS WEST

LEGEND

NORTH

PLATE NUMBER 5.5.1



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

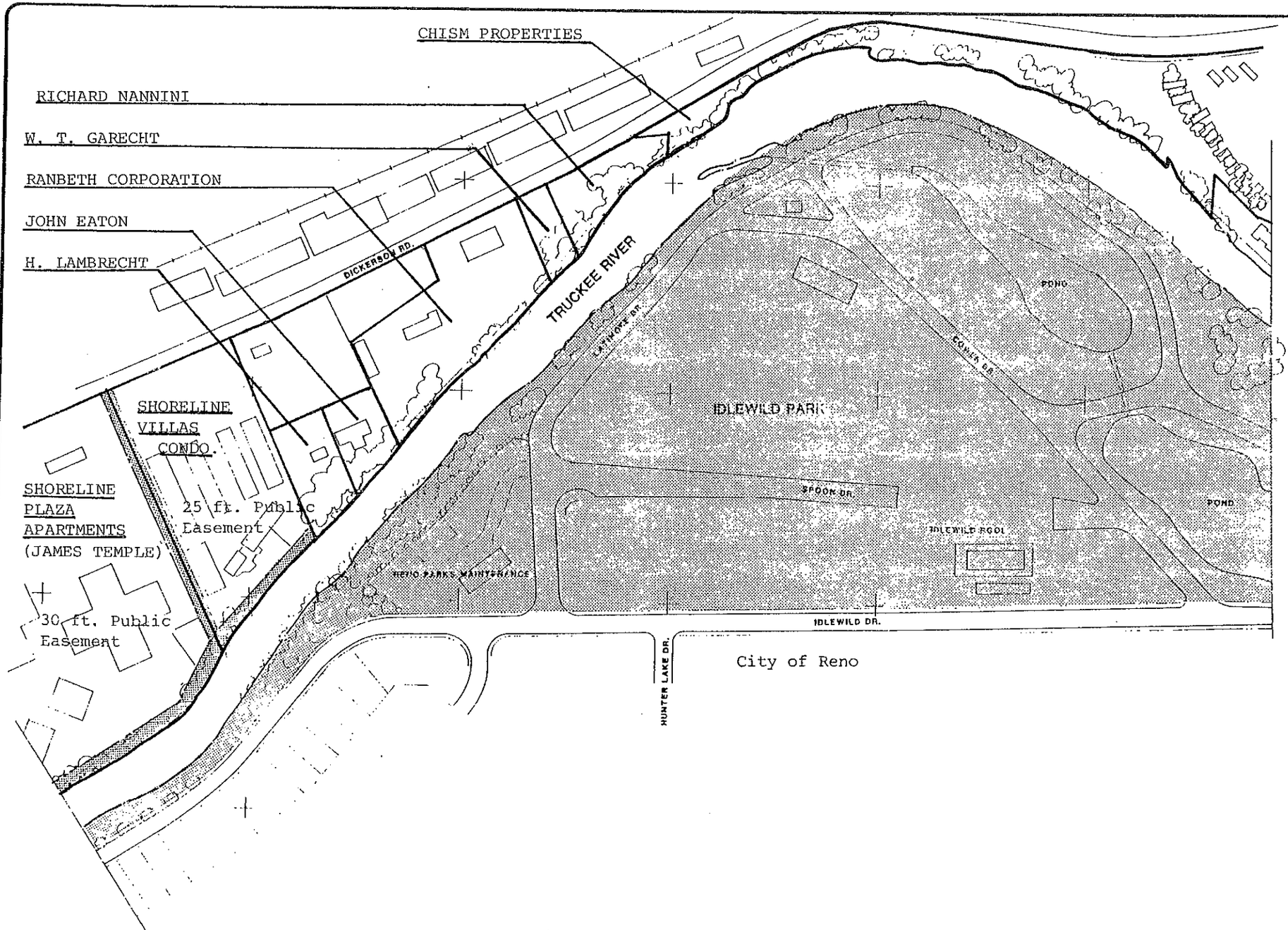
DC WEST DESIGN CONCEPTS WEST

LEGEND

SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.3



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

LEGEND

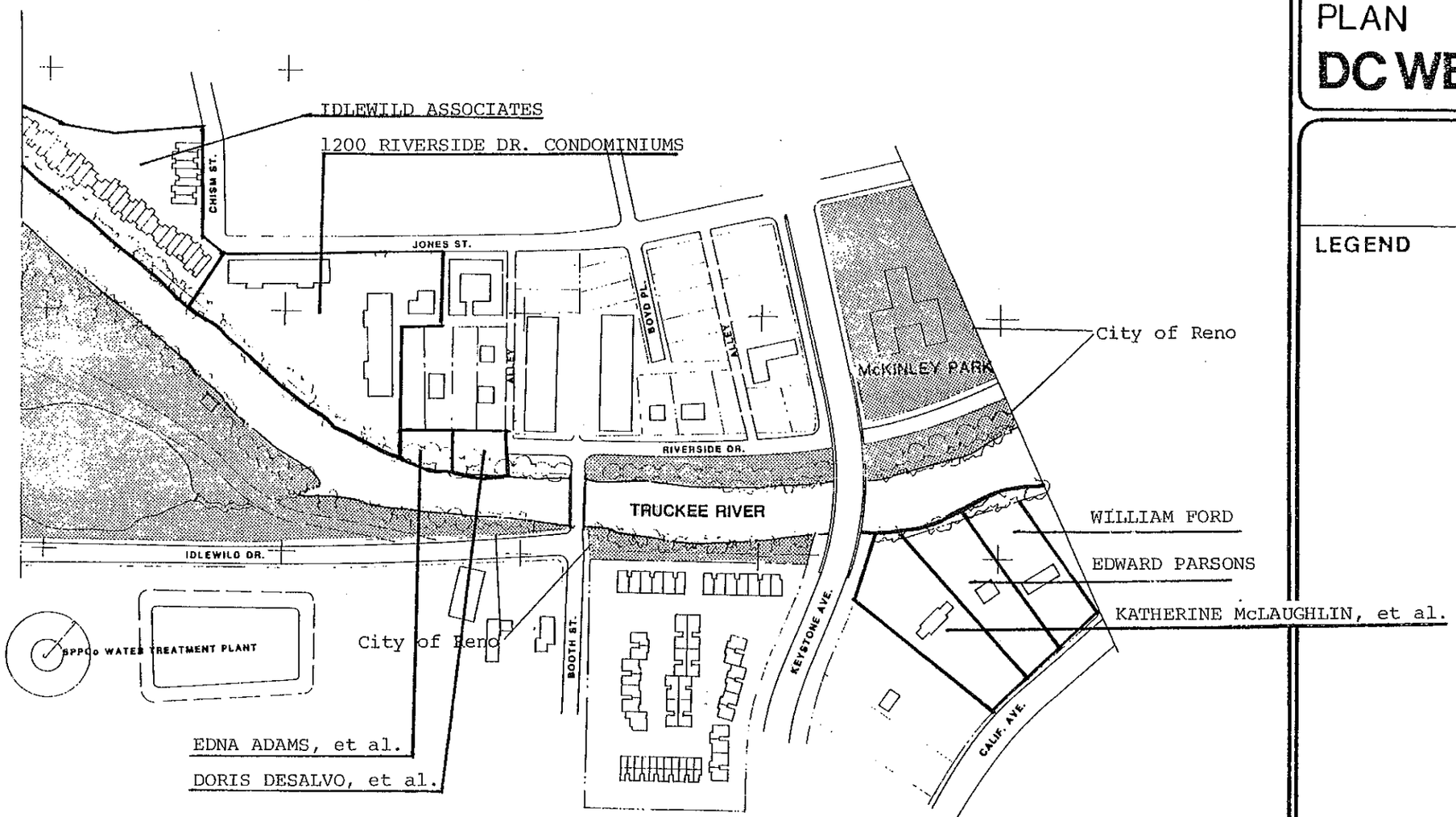
SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.4

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

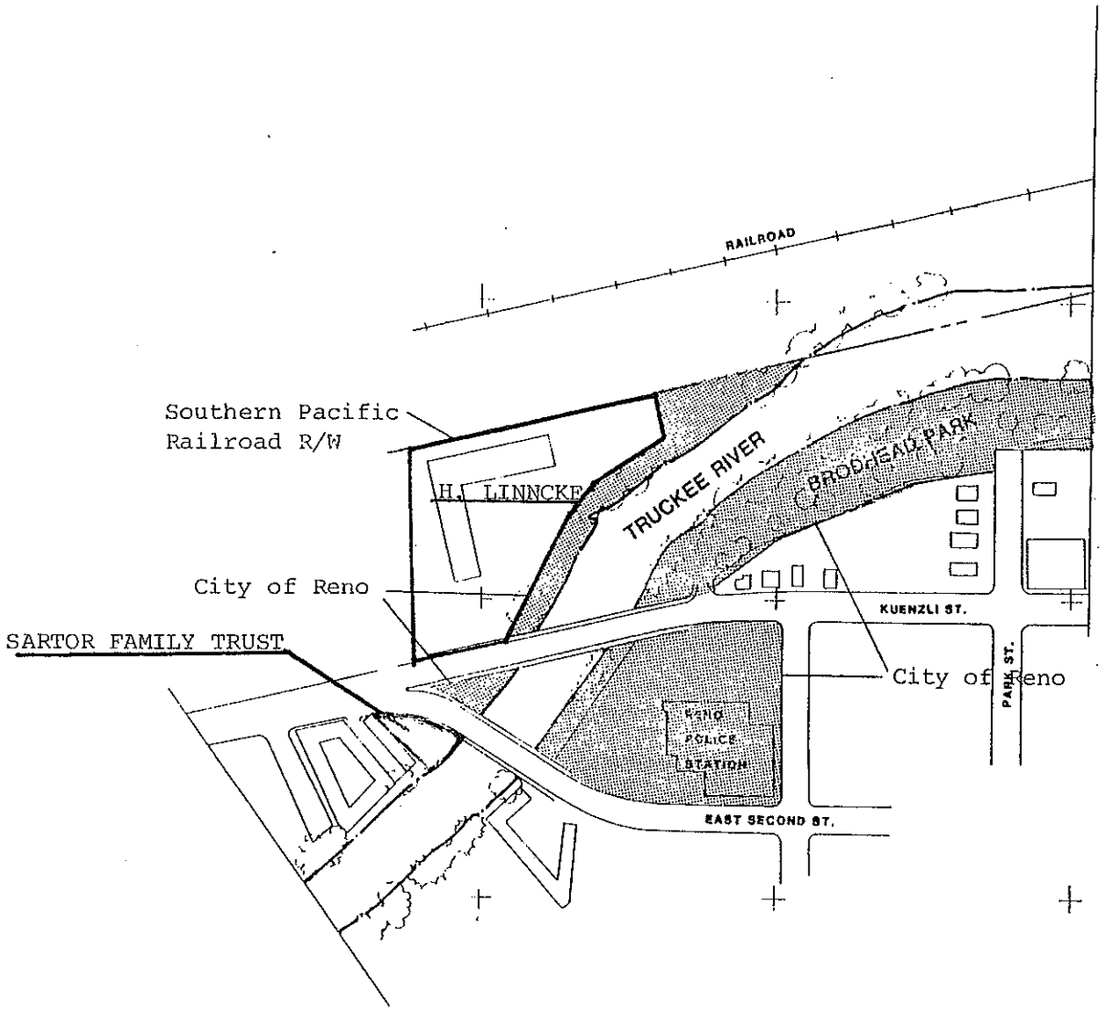


LEGEND

SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.5



TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST

LEGEND

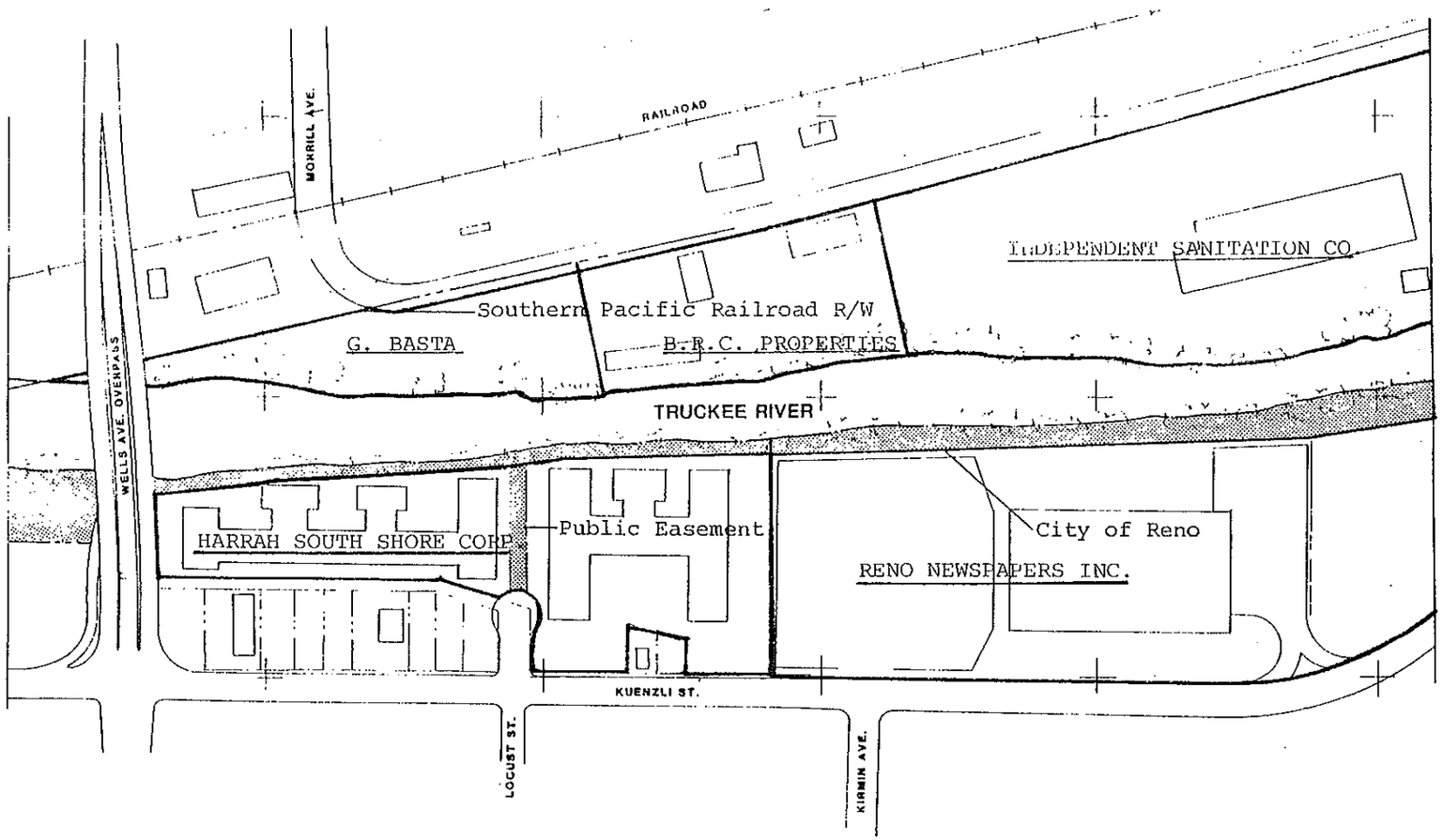
SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.7

TRUCKEE RIVER CORRIDOR DEVELOPMENT PLAN

DC WEST DESIGN CONCEPTS WEST



LEGEND

SCALE 1"=300'

NORTH

PLATE NUMBER 5.5.8